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CHAPTER 12 OTHER FEDERAL PROGRAMS

12.1 DEMONSTRATION PROJECTS

INTRODUCTION

A Demonstration project is a project that has been specifically established and funded through federal law. Demonstration projects are generally provided as part of the annual transportation appropriation acts or the six-year transportation authorization acts. Both acts provide general project description and fund amount.

Demonstration projects are not restricted to any specific project type. Interchange improvements, grade crossing improvements, safety projects, bridges, and park and ride projects are all examples of projects funded with Demonstration funds. Over the life of the Demonstration Program in California, there have been approximately 250 Demonstration projects set forth by legislation including the Transportation Authorization Act of 1982, the Surface Transportation and Uniform Relocation Act of 1987 (STURA), the Intermodal Surface Transportation Act of 1991 (ISTEA), the Transportation Equity Act for the Twenty-First Century (TEA-21), and Annual Appropriation Acts. These projects account for approximately \$1.54 billion in federal funds in California.

INITIATION OF DEMONSTRATION PROJECTS

Demonstration projects are initiated by Congress at the request of constituents within a given congressperson's district. The agency, special interest group or individual that requests the project through a Congressperson is known as the project sponsor. Once a project has been earmarked, the project sponsor should notify and provide the District Local Assistance Engineer (DLAE) with a copy of the application that was sent to their Congressperson. A copy is then forwarded to the Caltrans Demonstration Program Coordinator in the HQ Division of Local Assistance.

Caltrans management has adopted a position of neutrality toward initiation of Demonstration projects. Caltrans' current policy is to cooperate with local interests seeking to establish meaningful Demonstration projects both on the State Highway System (SHS) and on the local system. Caltrans will support the local agencies during the planning process for cost-effective projects.

ELIGIBILITY

Demonstration funds are allocated to specific projects by law. The proposed project must therefore, match the legislated project description and fund amount. It is therefore, the responsibility of the project sponsor to assure the accuracy of the project description and fund amount. These funds can only be used for the project to which they were assigned by law. Any changes to the legislated project description or funding must be approved by Congressional action.

If the legislated project description has a typographical or technical error, the local agency or district should forward the correct information to the Demonstration Program Coordinator through the DLAE. The Demonstration Program Coordinator will then coordinate with the FHWA (Federal Highway Administration) Division Office to make the appropriate changes.

All funds dedicated to a specific Demonstration project may be used on any project with a scope consistent with the original legislated description. The funds may be used for one project or several separate projects adding up to the available funding limit. If the project sponsor wishes to modify the legislated project description, the sponsor must coordinate with the appropriate Congressperson to pursue Congressional action. A copy of any formal request to change the project legislation should be transmitted to the DLAE and the Demonstration Program Coordinator.

FUNDING

The yearly allocations for Demonstration projects are only available after passage of the respective annual acts. The yearly allocations are subject to the annual limits set by Congress in the appropriations act. This means that even though a certain amount of funds are allocated, the appropriations act sets limits on how much can actually be spent.

Local agencies may request “Advanced Construction” authorization for a Demonstration project. This authorizes them to begin the work, using their own funds in advance to pay for the work before federal funds become available. The local agency must recognize that federal reimbursement in this case is not guaranteed. In addition, Advanced Construction may not be used for right-of-way acquisition except in the case of hardship or protection. The DLAE, Area Engineer, and Demonstration Program Coordinator will approve advanced construction on a project-by-project basis.

Obligational Authority (OA) is the federal limitation placed on the amount of allocated federal funds, which a state can obligate within a fiscal year. The Demonstration Program has its own special OA, which cannot be used for any other program. This special OA does not expire if not used by the end of the fiscal year, but is available until expended or rescinded by legislation. However, it is subject to annual limits set by Congress in each annual appropriations act. The Demonstration Program Coordinator can be contacted for specific OA information.

TEA-21 High Priority Projects

One hundred and fifty-six projects are identified in TEA-21 and are known as High Priority Projects (HPP). Like all Demonstration projects, the funds allocated under TEA-21 are available until expended or rescinded by legislation. TEA-21 allocates funds incrementally on a yearly basis over the life of the Act. These allocations, which total \$877.3 million over 6 years were made available as follows:

Year:	1998	1999	2000	2001	2002	2003
Allocation:	11%	15%	18%	18%	19%	19%
Accumulative Allocation:	11%	26%	44%	62%	81%	100%
OA Limit:	89.1%	88.3%	87.1%	87.9%	90.4%	103.1%

The federal share for TEA-21 HPP projects is 80%. The local agency is responsible for the 20% nonfederal match and any additional funds necessary to fully fund the project. The appropriation code for TEA-21 HPP projects is Q920.

Revenue Aligned Budget Authority (RABA) funds are also provided for the TEA-21 HPP projects. RABA funds reflect revised receipt estimates to the Federal Highway Trust Fund and can be zero, positive or negative. RABA funds, which were provided for FY 2000 and 2001 totalled approximately 2.6% of the six-year HPP allocation. RABA funds come with its own OA at 100% and uses appropriation code Q920.

The total OA limit for TEA-21 projects including RABA, is approximately 93.8%. This means that local agencies can calculate the approximate amount of federal funds available to their project by multiplying the total funds by 93.8%. Contact the Demonstration Program Coordinator for the exact amount of funds available for each project.

Since the special OA for this program is less than 100% of the allocations, in order to fully utilize the allocations, regular OA available from other federal-aid highway programs may be used to make up the short fall. This may require approval from the Metropolitan Planning Organization (MPO), or the Regional Transportation Planning Agency (RTPA), the Department, and the Federal Highway Administration (FHWA). Upon approval, the project sponsor should notify the DLAE in writing. After the information is received from the DLAE, the Demonstration Program Coordinator will then request that FHWA transfer the shortfall amount in appropriation code Q920 funds to the Q930 account. Upon transfer of funds, the Q930 funds are available for obligation.

For non-TEA-21 project information, please contact the DLAE or the Demonstration Program Coordinator.

PLANNING AND PROGRAMMING THE FUNDS

The local agencies are responsible for submitting their projects to the MPO/RTPA for inclusion in the Federal Approved State Transportation Improvement Program (FSTIP). The FHWA will not obligate federal funds for the project unless the project is included in the FSTIP.

The process for obtaining federal authorization to proceed and placing the project under agreement is the same as for other federal-aid projects. Caltrans and local agency staff are advised to work closely with their FHWA representatives to ensure agreement as to the degree of FHWA involvement. See Chapter 3 “Project Authorization” in the *Local Assistance Procedures Manual (LAPM)*.

Federal Fund Requests

Most Demonstration projects are processed (as outlined in Chapter 3, “Project Authorization” in the Local Assistance Procedures Manual [LAPM]) through the Division of Local Assistance (DLA). Project Managers handling Demonstration projects where the Department is the lead agency must also work with the DLA to obligate Demonstration funds for their project.

The local agency must request federal funds from the DLAE. The DLAE will assure that the project for which the local agency is requesting funds fits the legislated project description. The DLAE then completes the E-76 and forwards it to the Implementation Engineer in Caltrans HQ DLA. When the DLAE fills out the E-76, the Public Law Section, and Legislated Project Number should be noted in the "State Remarks" section. The Demo ID field must also be populated. The Implementation Engineer approves the E-76 and forwards it to FHWA.

For Demonstration projects on the SHS, if a local agency has stepped forward with a contribution of its Federal-aid Demonstration funds, a "Local Assistance Contribution Authorization Agreement" (Contribution Agreement) needs to be processed. If a local agency will be doing any work, contributing its own funds, or requesting the state to perform the work for them, a Cooperative Agreement will need to be processed. The Contribution Agreement can be combined with the Cooperative Agreement.

Demonstration funds for projects on the SHS require a CTC vote. When Caltrans is the administering agency of a local sponsored Demonstration project from TEA-21 and post 1998 Appropriation Acts, Demonstration funds are set up for subvention reimbursement through Local Program Accounting. This allows Caltrans to be directly reimbursed by FHWA rather than having the funds pass through the local agency.

MATCHING FUND POLICY

Because of many factors impacting each project, matching fund programming must be considered on a project-by-project basis.

State funds used to match federal Demonstration project allocations, may be provided through the State Transportation Improvement Program (STIP). For local agency demonstration projects that Caltrans considers beneficial to the SHS, Caltrans may support it by seeking state-matching funds through the STIP development process.

CONSTRUCTION AND INVOICING

For construction and invoicing procedures follow the standard procedure for federal-aid projects as covered in Chapters 5, "Accounting/Invoices," Chapter 15, "Advertise and Award Project," Chapter 16, "Administer Construction Contracts," Chapter 17, "Project Completion," of the *LAPM*.

12.2 PUBLIC LANDS HIGHWAYS PROGRAM

INTRODUCTION

Section 204 of Title 23, United States Code (U.S.C.) establishes a Federal Lands Highways Program (FLHP), which consists of projects on Public Lands Highways, park roads, parkways, Indian Reservation roads and refuge roads. Caltrans involvement is limited to the Public Lands Highways (PLH) element of the FLHP.

To put this in perspective, the following is a breakdown of the elements in the FLHP:

Federal Lands Highways Program:

- Park Road & Parkways
- Indian Reservation Roads
- Public Lands Highways
 - a) Discretionary
 - b) Forest Highways
- Refuge Roads

The term PLH is not limited to highways on the federal-aid system. The term also includes: forest roads under the jurisdiction of and maintained by a public authority and open to public travel, any highway through unappropriated or unreserved public lands, nontaxable Indian lands, and other federal reservations under the jurisdiction of and maintained by a public which is open to public travel. Projects need not be bordered on both sides by federal lands to qualify for funding from the PLH program.

PLANNING

All PLH projects must be listed in the approved Federal Statewide Transportation Improvement Programs (FSTIP). Local agencies are urged to coordinate with their transportation planning agency and obtain their concurrence prior to project proposal submittal.

ADMINISTRATION

The administration of projects in the PLH Program is a cooperative effort between Caltrans and various federal agencies including the FHWA, United States Department of Agriculture (USDA) Forest Service, Bureau of Land Management (BLM), etc. Within Caltrans, the PLH Program Coordinator of the HQ DLA is responsible for coordinating and tracking the local element for PLH projects, and the Caltrans Districts are responsible for the state element. The state must concur in project selection and planning of PLH projects. After a project is selected and programmed, the Federal Lands Division of FHWA normally administers all phases of work.

FUNDING LEVELS

Under TEA-21, \$196 million was authorized nationwide for the 1998 FY and \$246 million annually nationwide thereafter for the PLH Program. Of this amount, 66 percent is allocated to the Forest Highways portion of the PLH, and the remaining 34 percent are allocated to the Discretionary portion of the PLH. After administrative and engineering costs are deducted, California's average allocation for construction under the Forest Highways portion of the PLH is approximately \$19 million per year. Typically, one to four projects per year are programmed in California with PLH Discretionary funds.

The federal share of the costs for any project eligible under this program is 100%. All FLHP funds are subject to obligation limitations under TEA-21 Section 1102(f). However, 100% OA is provided with the allocation of funds for the selected projects. Authorized funds (contract authority), which exceed the obligation limitation for fiscal years 1998-2003 is to be distributed to states as STIP funds. These STIP funds lose their identity as FLHP funds and are no longer available for obligation by Federal Land Management Agencies.

Under the RABA provisions in TEA-21, this available funding may also increase or decrease each year depending on the estimated receipts for the Highway Trust Fund. However, for fiscal years 2000 and 2001, Congress modified the TEA-21 provisions in the appropriations acts for those years and the RABA increases were not available for the PLH Program.

PROJECT ELIGIBILITY

PLH funds are available for planning, research, engineering and construction of any kind of eligible transportation project that is within, adjacent to, or provides access to public lands. The program emphasis is on reconstruction of substandard sections of road, which have a high percentage of use by traffic accessing Forest Service or BLM lands, to the appropriate standards. In addition to highway improvement and construction projects, other eligible project types include:

- Transportation planning for tourism and recreational travel including the National Forest Scenic Byways Program, BLM Back Country Byways Program, National Trail System Program, and other similar federal programs that benefit recreational development.
- Adjacent vehicular parking areas.
- Interpretive signing.
- Acquisition of necessary scenic easements and scenic or historic sites.
- Provision for pedestrians and bicycles.
- Construction and reconstruction of roadside rest areas including sanitary and water facilities.
- Other appropriate public road facilities such as visitor centers.

In accordance with 23 USC Sec 204(i), PLH funds are also available for administrative expenses and transportation planning costs of Federal Land Management Agencies.

SELECTION PROCESS FOR FOREST HIGHWAY FUNDS

Overall the USDA Forest Service Director of Engineering and the Caltrans Deputy Director of Project Delivery establish program direction for Forest Highway funds. Projects meeting the program direction are developed by the local agency in cooperation with the USDA Forest Service Engineer and the DLAE.

Local agencies must submit applications to the USDA Forest Service Engineer no later than October 30 for programming consideration for the following year. The USDA Forest Service Regional Transportation Engineer in conformance with FHWA eligibility requirements forwards the applications for review.

The Caltrans Chief, Office of Project Development Procedures and Quality Improvement FHWA Program Coordinator, and local agencies arrange a tour of candidate project sites, usually conducted each June. This tour facilitates discussion of project details among involved representatives. Following the tour, the representatives review and consider impacts of the candidate projects on the existing priority list. The list is reviewed and updated through the joint efforts of the USDA Forest Service, Caltrans, and the FHWA. Following Caltrans' concurrence with the list, this list is forwarded to FHWA for approval and implementation.

For project development, the FHWA uses procedures included in the Nationwide Action Plan written for Federal Highway projects. These procedures require that a Social, Economic, and Environmental (SEE) study team be established to provide guidance in the pertinent areas during project development process. The SEE team may include the DLAE and other members having decision authority in the project development process.

SELECTION PROCESS FOR DISCRETIONARY FUNDS

With the significant Congressional designation of PLH Discretionary funding in the annual appropriations act in the past few years, FHWA will not solicit candidate projects for funding until after passage of the annual appropriation act. FHWA will know the extent of the Congressional designating of funds and solicit applications for these designated projects and candidate projects for any discretionary funding that remains afterward.

The FHWA Division Office will solicit from Caltrans, who is the only agency that can submit candidates from California for this program under the provisions of 23 USC 202(b). Caltrans will coordinate with the local and federal agencies to develop viable candidate projects before submitting the candidate projects to the FHWA Division Office. After the FHWA Division Office has reviewed the submission and ensured that the submission is complete and all requirements are met, the application is forwarded to FHWA HQ, Office of Program Administration.

The solicitation memorandum is also posted on the FHWA web site at: www.fhwa.dot.gov/discretionary. The solicitation memorandum shows funding information, describes FHWA criteria for the selection of projects, format and content of required application and specifies the timetable for the solicitation process for a particular year.

12.3 SCENIC BYWAYS

INTRODUCTION

Section 1219 of TEA-21, enacted in 1998, continues the National Scenic Byways (NSB) Program, which was originally created by Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. The NSB grant program provides funding each year for projects on National Scenic Byways, All-American Roads, or state designated scenic byways.

The program also recognizes highways that are outstanding examples of scenic, historic, recreational, cultural, archeological, and/or natural qualities, by designating them as either National Scenic Byways or All-American Roads. To be considered for national designation, a road must be either a state designated scenic highway or Federal Land Management scenic byway. The US Secretary of Transportation makes national designations.

ADMINISTRATION

The administration of projects in the NSB Program is a cooperative effort between Caltrans, federal agencies, FHWA, USDA Forest Service, local transportation agencies, and byway organizations. Within Caltrans, the Division of Landscape rather than the DLA, is responsible for coordinating and tracking the local element for scenic byway projects. The appropriate Caltrans district is responsible for coordinating and tracking the state element for scenic byway projects.

FUNDING LEVELS

Discretionary funds totaling \$148 million nationwide are authorized for the NSB Program. Previously under ISTEA, federal funding for this program affected the state's minimum allocation. Under TEA-21 this is no longer the case.

FHWA will fund up to 80 percent of the project cost. There must be a minimum 20 percent in matching funds available for the project when the grant application is submitted. This matching requirement can be satisfied in whole or in part with state, local government, private sector, or Federal Land Management Agency funds. Additionally, third party in-kind donations can be credited toward the matching share of the project cost. Third party in-kind donations can include services, property, materials, and equipment.

PROJECT IMPLEMENTATION

Once Scenic Byway grant projects are selected, they must be listed in FSTIP. Project sponsors are urged to coordinate with their local or regional transportation agency and obtain their concurrence prior to submittal of grant applications. Projects become eligible for reimbursement through the FHWA authorization and obligation process. Expenses incurred prior to authorization are not eligible for reimbursement (see Chapter 3, "Project Authorization," in the LAPM).

PROJECT ELIGIBILITY

National Scenic Byways, All-American Roads and Designated State Scenic Highways are eligible for funding. Federal Land Management Agency Byways (i.e., Forest Service Scenic Byways) are not eligible for funding until they receive state or national designation. Categories for funding projects under this program include:

1. Activity related to the planning, design, or development of a State Scenic Highway Program.

2. Development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archeological characteristics of a byway corridor.
3. Safety improvements to a State Scenic Byway, National Scenic Byway, or All-American Road to the extent the improvements are necessary to accommodate increased traffic as a result of designation.
4. Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, overlook, or interpretive facility.
5. An improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.
6. Protection of scenic, historical, recreational, cultural, natural, and archeological resources in an area adjacent to a scenic byway.
7. Development and provision of tourist information to the public, including interpretive information about a scenic byway.
8. Development and implementation of a scenic byway-marketing program.

In addition, project sponsors must provide assurances for the 20 percent matching funds requirement and the ability to implement the proposal.

SELECTION PROCESS

Caltrans districts, federal and local agencies, and scenic byway groups must complete grant applications for each project by using the electronic form on the National Scenic Byways web site at: <http://www.byways.org/>. Applicants should coordinate proposals with the State Scenic Highway Coordinator to develop viable grant projects. The State Scenic Highway Coordinator shall ensure that all projects meet eligibility requirements and assign priority numbers to each project according to the FHWA funding criteria, quality of proposals, and level of local support. Applications are due to the State Scenic Highway Coordinator one month prior to the submission deadline to the FHWA Division Office (usually occurring in July/August).

In accordance with TEA-21, priority for funding will be given to:

- Eligible projects that are associated with highways designated as NSB or All-American Road and that are consistent with the corridor management plans for the byway.
- Projects along a State-designated scenic highway that are consistent with the corridor protection program for the highway or are intended to make the highway eligible or designation as a NSB or All-American Road.
- Eligible projects associated with the development of a State Scenic Highway Program

These three priorities are treated equally, they are not considered to be listed in priority order.

FHWA will select projects and give preference to project types in the following order:

- Development of state programs, development and implementation of corridor management plans and marketing plans, and interpretative information.
- Development of interpretive facilities, turnouts and overlooks, and scenic byway resource protection.
- Construction of rest areas, pedestrian and bicycle facilities.
- Improvements to a highway for safety, passing lanes, highway shoulders, or to enhance access to recreational facilities.

FHWA will consider the timely use of scenic byways funds as to how successful a state has been in meeting its project work plan. States showing greater progress toward the completion of prior approved projects are better positioned to initiate new projects and will increase their chances to receive additional scenic byway grant funds.

Because the annual request for funding far exceeds the available scenic byway funds, commitment of other funding sources to complement the requested funding is an important factor.

12.4 DISCRETIONARY BRIDGE PROGRAM

The Surface Transportation Assistance Act of 1978 established the Highway Bridge Replacement and Rehabilitation Program (HBRRP) to help the states improve the condition of the nation's bridges. The program is divided into two distinct categories: (1) Apportioned funds distributed according to relative state's needs (normally referred to as the HBRRP), and (2) Discretionary funds set-aside for use by the Secretary of Transportation to replace or rehabilitate deficient, high-cost highway bridges on federal-aid highways.

Appropriations for the Discretionary Bridge Program (DBP) fit into this second category and are described in Section 144(g) of 23 U.S.C. The program has been continued with each highway or transportation act since 1978. TEA-21 continued the program through 2003.

The annual appropriations nationwide are about \$100 million. DBP funds are not allocated to a state that has in a preceding year transferred HBRRP funds to other fund categories such as Surface Transportation Program (STP). In California, these transfers are used to fund the seismic retrofit of bridges not eligible under the HBRRP, the Bridge Barrier Railing Replacement Program, and the painting of bridges not on the HBRRP Eligible Bridge List.

When California is eligible to compete for Bridge Discretionary Funds, FHWA circulates an application package that collects information to determine rating factors to prioritize candidate projects. The rating factor formula is described in 23 CFR 650 Subpart (G).

Eligible projects under the DBP must meet the same requirements of the HBRRP and must cost more than \$10 million. Preliminary Engineering is not eligible for reimbursement using DBP funds.

Per FHWA requirements, only states' transportation departments may make application for funds. Caltrans reviews currently programmed state and local projects to determine which projects would be ready to advertise in the FY the funds will be available. Based on this review, Caltrans develops the applications and submits the packages to FHWA for consideration.

The federal share of the costs for projects funded under the DBP is 80%. OA is provided at 100%. All DBP funds may be obligated in the year allocated.

For local assistance, the DLAEs and the HBRR Program Coordinator will provide the coordination.

12.5 DEFENSE ACCESS ROADS (DAR)

INTRODUCTION

Defense Access Roads (DAR) program provides a means by which the federal government may pay its fair share of costs for:

- Highway improvement needed for adequate service to defense and defense-related installations.
- New transportation facilities to replace those, which must be closed to permit expansion of existing or establishment of a new defense installation.
- Repair of damage to roadways caused by major military maneuvers.
- Repair of damages due to the activities of contractors engaged in the construction of missile sites
- Missile-route to ensure their continued ability to support the missile-erector (TE) vehicle.

Definitions

Access Roads: An existing or proposed public highway, which is needed to provide essential highway transportation services to a defense installation. (This definition may include public highways through military installations only when right-of-way for such roads is dedicated to public use and the roads are maintained by a local agency.

Certification: The statement to the Secretary of Transportation by Secretary of Defense (or such other official as the President may designate) that certain roads are important to the national defense.

Defense Installation: A military reservation or installation, or defense-related industry, or source of raw materials.

Major Strategic Highway Network Connectors: These are highways, which provide access between major military installations, and part of the STRAHNET.

Maneuver Area Road: A public road in an area delineated by official orders for field maneuvers or exercises of military forces.

Military Traffic Management Command (MTMC): The military transportation agency with responsibilities assigned by the Secretary of Defense for maintaining liaison between FHWA and other agencies for the integration of defense needs into the nation's highway program.

National Highway System (NHS): It is approximately 160,000 miles of roadway important to the nation's economy, defense, and mobility. It includes all of the Interstate System, selected principal arterials, Strategic Highway Network (STRAHNET), major STRAHNET connectors and intermodal connectors. Congress approved the NHS in 1995. Since that time federal-aid funds have been specifically provided for it annually including the TEA-21 period. Federal-aid projects on the NHS must meet AASHTO design standards.

Replacement Road: A public road constructed to replace one closed by establishment of a new, or the expansion of an old defense installation.

Strategic Highway Network (STRAHNET): This is a network of highways, which are important to the United States' strategic defense policy and which provide access, continuity and emergency capabilities for defense purposes.

Transporter-erector route: A public road specifically designated for use by the TE vehicle for access to missile sites.

FEDERAL POLICY

- a) Federal government expects states and local agencies to assume the same responsibility for developing and maintaining adequate highways to permanent defense installations as they do for highways serving private industrial establishments or any other permanent traffic generators.

It is expected that highway improvements in the vicinity of defense installations will receive due consideration and treatment as states and local agencies develop their programs of improvements.

FHWA will provide assistance as requested by MTMC, to ascertain states' program plans for improvements to roads serving as access to defense installations.

Roads which serve permanent defense installations and which qualify under established criteria as federal-aid routes should be included in the appropriate federal-aid system.

- b) It is recognized that problems may arise in connection with the establishment, expansion, or operation of defense installations, which create an unanticipated impact upon the long-range requirements for the development of highways in the vicinity.

These problems can be resolved equitably only by federal assistance from other than normal federal-aid highway programs for part or all of the cost of improvements necessary for the functioning of the installation.

ELIGIBILITY

Local agencies that think their highways would be eligible for DAR funds should contact the base commander of the defense installation that will impact their highways. Sometimes base commanders will contact the local agency when they are planning modifications of their facilities. If after meeting with the local agency the base commander believes that access highway deficiencies are of such character as to justify relief through an improvement, the base commander will report the deficiencies to MTMC.

MTMC has the responsibility for determining the eligibility of proposed improvements for financing with DAR funds. MTMC will request the FHWA, California Division Office, to make an evaluation report of the access road needs of the installation. The evaluation report will include comments and recommendations by the base commander and the local agency. See Exhibit 12-A, "DAR Evaluation Report" in this chapter for information that is included in the report.

The evaluation report will be furnished to MTMC for its use in making the determination of eligibility and certification of importance to the national defense. The criteria upon which MTMC will base its determination of eligibility are included in Exhibit 12-B, "MTMC Eligibility Criteria" in this chapter.

If MTMC determines a project to be eligible for financing either in whole or in part with defense access road funds. MTMC will certify the project as important to the national defense and will authorize DAR funds for the project. The certification will indicate to FHWA the eligible project scope, funding amounts and appropriation code.

DESIGN STANDARDS

- a) Access roads to permanent defense installations and replacement roads shall be designed to conform to the same standards as the agency having jurisdiction is currently using for other comparable highways under similar conditions in the area, and in accordance with Chapter 11, "Design Standards" of the LAPM. Should local agencies desire higher standards than they are currently using for other comparable highways under similar conditions in the area, the local agencies shall finance the increases in cost.
- b) Access roads to temporary military establishments or for service to workers temporarily engaged in construction of defense installations should be designed to the minimum standards necessary to provide services for a limited period without intolerable congestion and hazard. As a guide, widening to more than two lanes generally will not be undertaken to accommodate anticipated one-way, or traffic of less than 1,200 vehicles per hour. The resurfacing or strengthening of existing pavements will be held to a minimum type having structural integrity to carry traffic for the short period of anticipated use.

PROJECT ADMINISTRATION

- a) Determination of the agency best able to accomplish the location, design, and construction of the DAR projects will be made by the FHWA California Division Office after consultation with Caltrans and/or local agency within whose jurisdiction the highway lies. When an agency other than Caltrans or the local agency (sometimes another federal agency has jurisdiction over the project area) is selected to administer the project, the FHWA Division Office will be responsible for any necessary coordination between this agency and the other parties during the life of the project.
- b) DAR projects under the supervision of a local agency, whether “on” or “off” the federal-aid system, shall be administered in accordance with the procedures in the LAPM, as modified specifically, unless approval of other procedures has been obtained from Washington Headquarters Federal Lands Highway Office. DAR funds must be included in the FSTIP and project phases authorized by Caltrans prior to beginning work for which reimbursement will be sought, see Chapter 3 “Project Authorization,” of the LAPM.
- c) The FHWA Division Office shall have a firm commitment from Caltrans or local agency within whose jurisdiction the access road lies, that they will accept responsibility for the maintenance of the completed facility before authorization of acquisition of right-of-way or construction of the project.
- d) When DAR funds are available for a pro-rata portion of the total project cost, the remaining portion of the project may be funded as a federal-aid project if on a federal-aid route. DAR funds shall not be substituted for matching share of the federal-aid portion of a project.

MANEUVER AREA ROADS

- a) Claims by a local agency for costs incurred to restore to their former condition, roads damaged by maneuvers involving a military force at least equal in strength to a ground division or air wing will be paid from funds appropriated for the maneuver and transferred to FHWA by the Department of Defense (DOD) agency. DAR funds may be used to reimburse the local agency pending transfer of funds by the DOD agency.
- b) Cost incurred by the local agency while conducting a pre-or post-condition survey may be included in the claim to DOD for direct settlement or in the damage repair project as appropriate.

STRATEGIC HIGHWAY NETWORK (STRAHNET)

The STRAHNET system of public highways provides access, continuity, and emergency transportation of personnel and equipment in times of peace and war. The 61,000-mile system designated by the FHWA in partnership with the DOD, comprises about 45,000 miles of interstate and defense highways and 15,600 other public highways.

The STRAHNET is complimented by another 1,700 miles of connectors (additional highway routes) that link more than 200 military installations and ports to the network. While installations may have multiple access/egress routes, the STRAHNET connector is generally the most direct and highest functional class roadway.

As the designated agent for public highway matters, the DOD's MTMC is the proponent for STRAHNET and STRAHNET Connectors. The MTMC identifies STRAHNET and STRAHNET Connectors in coordination with the FHWA, the states' transportation departments, the military services and installations, and the ports.

The ISTEA of 1991 and the National Highway System Designation Act of 1995, provided for inclusion of STRAHNET and STRAHNET Connectors in the 160,955-mile NHS. Federal oversight will ensure optimum maintenance levels for the NHS, thus assuring that the roads can support an emergency deployment.

In addition, the MTMC is also concerned about the traffic safety issues associated with the STRAHNET and STRAHNET Connectors. It is imperative that the number of fatalities, injuries and personal property accidents affecting military personnel are reduced. Therefore, the local agencies, states and FHWA should be cognizant of the need to identify traffic safety issues on this system and program, and appropriate corrective measures.

For official STRAHNET and Update Procedures website:

<http://www.fhwa.dot.gov/hep10/nhs>

12.6 INTELLIGENT TRANSPORTATION SYSTEMS **(moved to Chapter 13)**

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Exhibit 12-A**DEFENSE ACCESS ROADS EVALUATION REPORT**

- a. The narrative report should include as appropriate, but not be restricted to information on:
- (1) volume and character of present and future traffic anticipated on the recommended project, as well as a peak-hour turning movement diagram for any major intersection involved,
 - (2) the percentage of installation traffic compared to total traffic,
 - (3) personnel strength,
 - (4) number of shifts worked or to be worked,
 - (5) a recommended project if warranted or, if no project is warranted, the report should so indicate,
 - (6) a description of the recommended improvement including a sketch map showing location,
 - (7) a realistic cost estimate updated to the year of anticipated construction,
 - (8) a statement to indicate whether similar designs are being used under similar conditions on regular federal-aid, state or local projects in the area. Highway engineering economic analysis should be used as appropriate in evaluating alternatives and justification of the recommended improvements,
 - (9) discussion of state and/or local plans for improvements in the area including:
 - (a) priority that the state or local agency has placed on a proposed improvement,
 - (b) appropriate comments relative to the priority rating furnished by the state or local highway agency,
 - (c) extent of state or local commitment for participation in need improvements,
 - (d) an estimate of the date when the work could be accomplished, providing funds were available, and
 - (e) an estimate of the time (in months) that may be required to accomplish each of the following phases of the recommended project: preliminary engineering, environmental clearance, final design, right-of-way acquisition, and construction including advertisement and award, and
 - (10) need for control of access to protect the project from obsolescence, especially where a four-lane facility is proposed or will be required at a later date. A determination should be based primarily on the economic justification and desirability of this type of design.
- b. Three copies of the narrative report and sketch map are to be submitted to MTMC. If the decision has been made that the project is to be handled by a Federal Lands Highway Division, two additional copies of the report should be furnished to the Federal Lands Highway Division.

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Exhibit 12-B**MILITARY TRAFFIC MANAGEMENT COMMAND
ELIGIBILITY CRITERIA**1. Defense Access Roads

- a. Military Installations. The Department of Defense has the responsibility for determining the eligibility of proposed improvements for financing with defense access road funds. Generally, projects meeting the following requirements will be considered appropriate for such financing.
- (1) Access roads providing new connections between either old or new military installations and main highways may be considered eligible for 100 percent financing with defense access road funds, providing that in urban areas where a new entrance is established and access to a main thoroughfare is via existing city streets, the 100 percent defense access financing extends outward from the reservation only so far as the traffic generated by the installation is greater than other traffic.
 - (2) Urgently needed improvements of existing highways that are neither a part of nor qualified for inclusion in the federal-aid urban system, but upon which traffic is suddenly doubled (or more than doubled) by reason of the establishment or expansion of a permanent military installation may be considered eligible for financing in whole or in part with defense access road funds. One hundred percent defense access road financing will be considered only on the lightly traveled portion of these highways which are a part of the federal-aid rural system, or which are of insufficient importance to qualify for such designation. The more heavily traveled federal-aid rural highways (upon which traffic is suddenly doubled or more than doubled), generally regarded as being self-supporting from their earnings of road-user revenues, are eligible for only partial defense access road financing.
 - (3) Urgent improvements needed to avoid intolerable congestion or critical structural failure of any highway serving a temporary surge of defense-generated traffic (such as that which results from the establishment and operation of a temporary military installation, or from large-scale construction activity) may be considered eligible for financing to the extent necessary to provide the minimum essential facility to accommodate the temporary surge of traffic. A temporary surge of traffic is defined as one of several months duration, at least, but very short in duration as compared to the total life of a normal highway improvement.
 - (4) Alteration of a public road in the immediate vicinity of a military installation to accommodate regular and frequent movements of special military vehicles such as tank transporters or heavy ammunition carriers may be financed with defense access road funds, provided it is impractical or uneconomical to acquire right-of-way and develop such roads for exclusive military use. However, highway funds from other sources should finance any improvement that may be needed to bring the highway to a stage satisfactory for accommodation of all traffic except the special military vehicles.

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