



**Integrated Planning and the
Transportation Nexxus under
BILJA**

Central Federal Lands Highway Division (CFL), FHWA

Speaker Bio



Elijah Henley

- **Career**
 - CFL's Lead Planner
 - Oversee a 5-person team covering 14 states
 - 17 years with CFL and 20 years total federal service
- **Background**
 - Born and raised in the San Francisco Bay Area
 - BA in Urban Studies and MA in International Relations
- **Personal**
 - Married to Colorado native (Lisa) and parent of 13-year-old daughter (Emma)
 - Hobbies: tennis, golf, Aikido, hiking, snowboarding, cooking, and travel
- **Fun Facts**
 - 3 years study abroad in Tuebingen, Germany
 - Played 2 years of semi-professional baseball



Session Topics

- Overview of Federal Lands Program
- Past Fed Lands Planning Efforts in Arizona: SW CLRTP
- Transition to Integrated Planning
- Opportunities for Engagement
 - Short- & Long-Range Planning
 - Pursuit of projects of mutual interest
 - Funds Leveraging & Innovative Finance

Federal Lands Highway Division (FLH) Mission



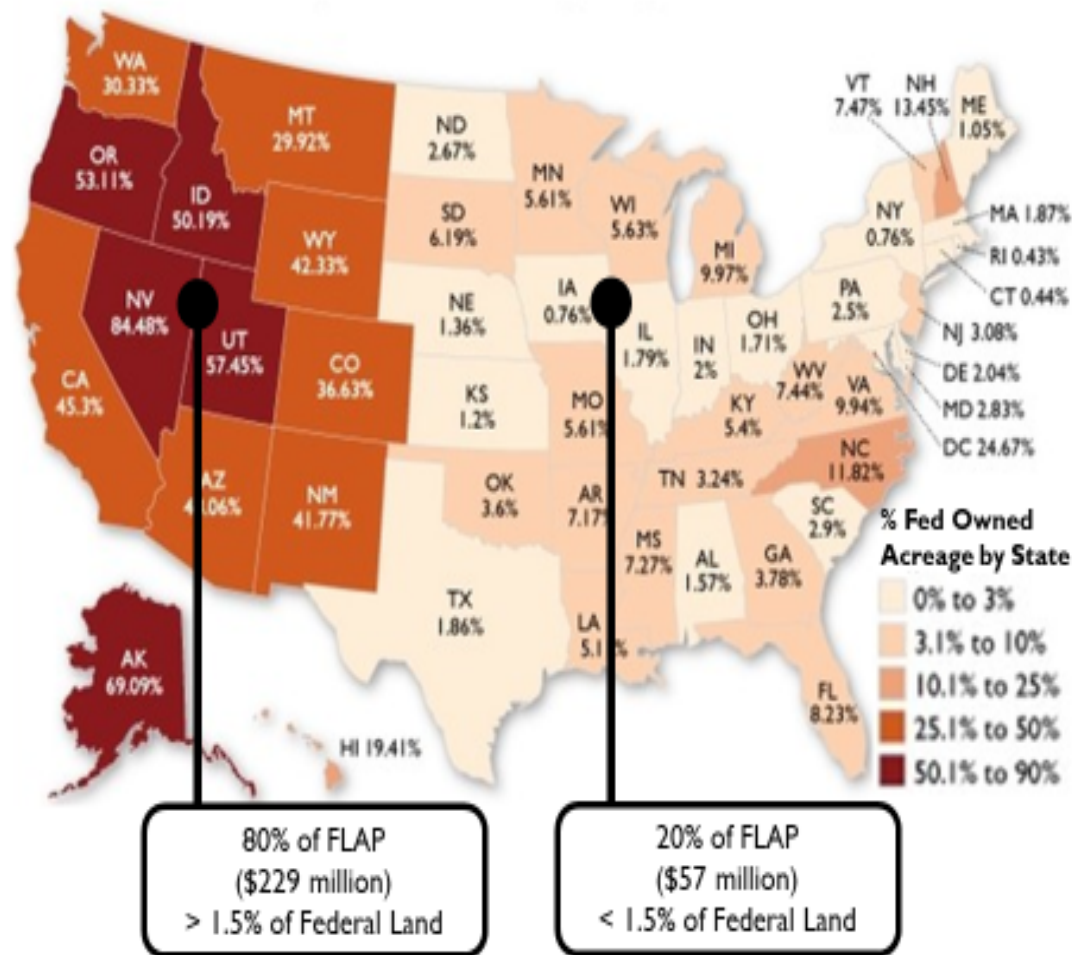
FLH Vision: A safe, reliable, equitable, and resilient transportation system for all those accessing Federal and Tribal Lands

FLH Mission: We deliver innovative and context sensitive transportation solutions in alignment with our partners' missions and values

- **Federal Lands Access Program (FLAP)** Improve transportation facilities owned or maintained by a non-federal agency providing access to, adjacent to, or location within federal lands
- **Federal Lands Transportation Program (FLTP)** Improve transportation facilities owned and maintained by a federal agency
- **Federal Lands Planning Program (FLPP)** Implement transportation planning for Federal lands and Tribal transportation facilities that are consistent with the Statewide and Metropolitan transportation planning procedures under 23 U.S.C.
- **Tribal Transportation Program (TPP)** Provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities



FLAP Funding Distribution



Fiscal Year	2022	2023	2024	2025	2026	Total
Authorization	\$286 M	\$292 M	\$297 M	\$304 M	\$309 M	\$1.49 B

FLTP Funding Distribution

	2022	2023	2024	2025	2026
NPS	\$332 M	\$339 M	\$346 M	\$354 M	\$360 M
FWS	\$36 M	\$36 M	\$36 M	\$36 M	\$36 M
USFS	\$24 M	\$25 M	\$26 M	\$27 M	\$28 M
BLM, USACE, BOR, and IFAs	\$29.5 M	\$30.1 M	\$30.7 M	\$31.4 M	\$31.9 M
Total	\$422 M	\$430 M	\$439 M	\$448 M	\$456 M

4 Year Totals:

NPS- \$1.731 B

FWS- \$180 M

USFS- \$130 M

BLM, USACE, BOR & IFAs- \$154 M

4 Year FLTP Funding
= \$2.195 B

Non-Competitive- By statute the NPS, FWS, and USFS receive annual FLTP sums.

Competitive- Based on application submissions from the BLM, BOR, USACE, and eligible Independent Federal Agency, allocation amounts are determined by the Office of the Secretary of Transportation by use of a performance management model.



FLAP Challenges

How Do We Determine FLAP-Funded Projects?

- Use a “Call For Projects” for non-federal agencies to submit project proposals
- Challenges with Call For Project
 - **Few proposals compared to similar states**
 - **Hard to determine if proposals represent the best or most needed projects.**
 - **Current selection criteria favors existing use vs. potential use associated with opening new sites**
- Coordination Challenges
 - **Few opportunities for federal agencies and non-federal agencies to coordinate on transportation challenges.**



FLTP Challenges

How Do We Determine FLTP-Funded Projects?

- Federal agencies select projects regionally or nationally
- Local federal reps can request funding, but no funding allocated directly to Nevada
 - **Projects have to be on the designated FLTP inventory for each agency**
 - **Planning is currently constrained to funding levels**
 - **Funds are only allowed to be spent within federal administrative boundaries**
 - **Program is independently prioritized by each agency**
- Coordination Challenges
 - **There is an opportunity for better program alignment where FLAP and FLTP priorities intersect**



Collaborative Long-Range Transportation Plan (CLRTP): Lessons Learned

- Positive Feedback
 - Great opportunity for interagency partnering
 - Builds awareness about the Fed Lands Program
 - Identification of shared need
 - Potential funds leveraging opportunities
- Negative Feedback
 - Take too long to do
 - Costs too much money
 - Created too many new requirements
 - Capital programs are too small to warrant the planning level of effort

CLRTP vs. Integrated Planning: New Multi-agency Planning Approach

CLRTP

FLH Role	Consolidated plan production for the FLTP/FLAP in each state
FLMA Role	Establish Priorities and Identify Needs
State and Local Role	Coordinate needs between multiple plans
Data Management	Data systems designed to feed consolidated Fed plans in each state
Public Involvement & stakeholder outreach	FLMAs the lead for all requirements for consolidated Fed plans in each state



Integrated Planning

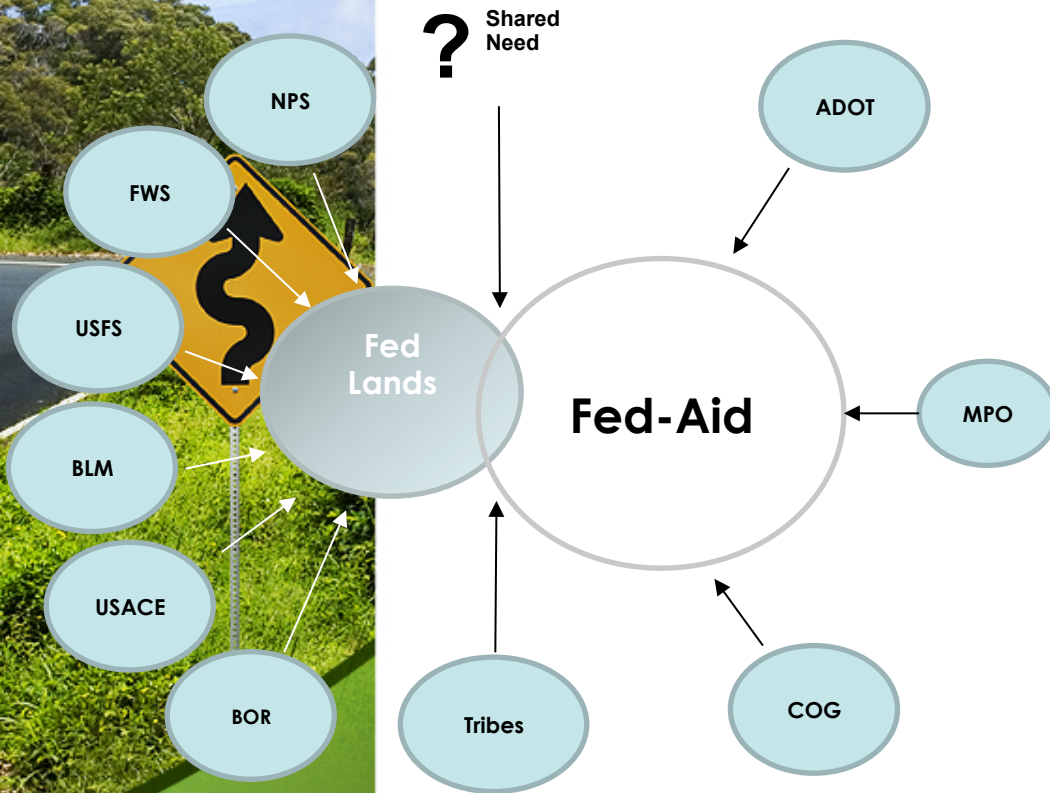
FLH Role	Consolidated information management for FLTP/FLAP
FLMA Role	Establish Priorities and Identify Needs
State and Local Role	Include FLMA needs in their plans
Data Management	Data systems designed to feed data to FLMA National/Regional LRTPs and State and local plans
Public Involvement & stakeholder outreach	State and Locals lead for all requirements that include FLMA needs in their plans



Integrated Planning

- Vision: A planning process that aligns transportation priorities and programs across jurisdictions (federal, Tribal, state, and local)
- Purpose: Develop outreach strategies and data analytics designed to better evaluate regional connectivity across jurisdiction and identify projects of mutual interest.

Finding Common Ground in Planning Process

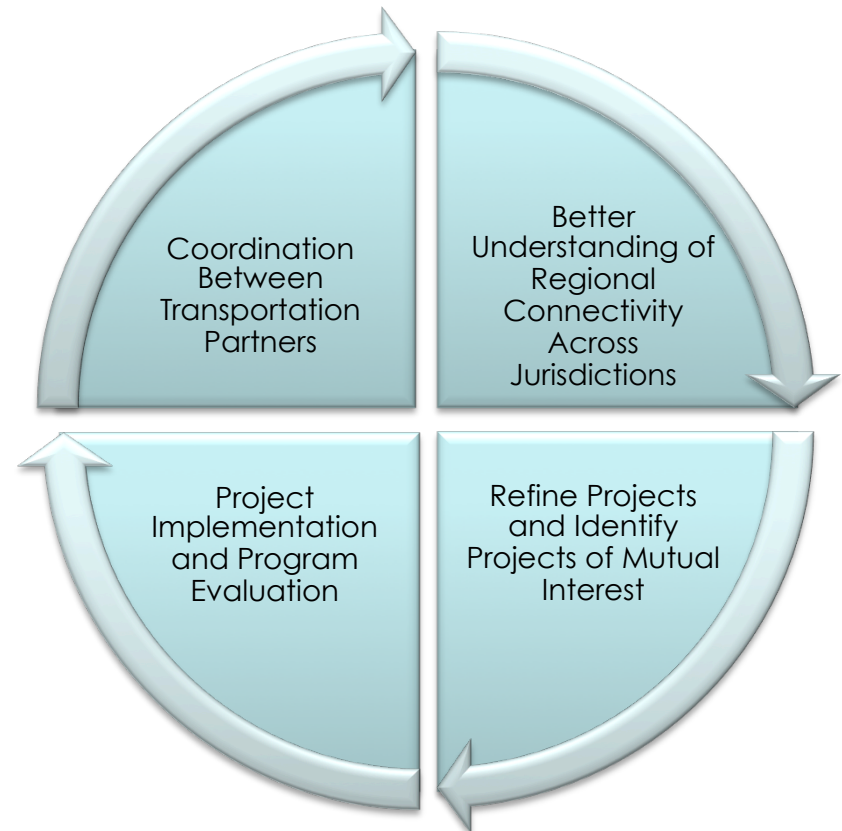


Outcomes

- Establish a shared vision for enhanced federal lands access in the area studied.
- Establish shared need across jurisdiction (federal, Tribal, state, and local).
- Focus on projects of mutual interest.

Approach

- Prioritized list of unmet access needs to guide future funding decisions
(a product)
- A coordinated approach that aligns transportation priorities and program across federal, state, and local jurisdictions
(a process)



Process Implementation

- Identify Study Area
 - Statewide
 - Sub-regional
- Planning Tiers
 - Tier 1 – Statewide Needs Assessment and Policy Framework
 - Tier 2 – Regional Corridor Plans
 - Tier 3 – Unit Level Transportation Plans
- Data Management and Process Documentation



Tier I

1. Project Kick Off and Management
2. Statewide FLMA Consultation Framework
3. Statewide FLAP/FLTP Needs Assessment
4. Case Studies (Urban/Rural)
5. Implementation Plan
6. Process Evaluation

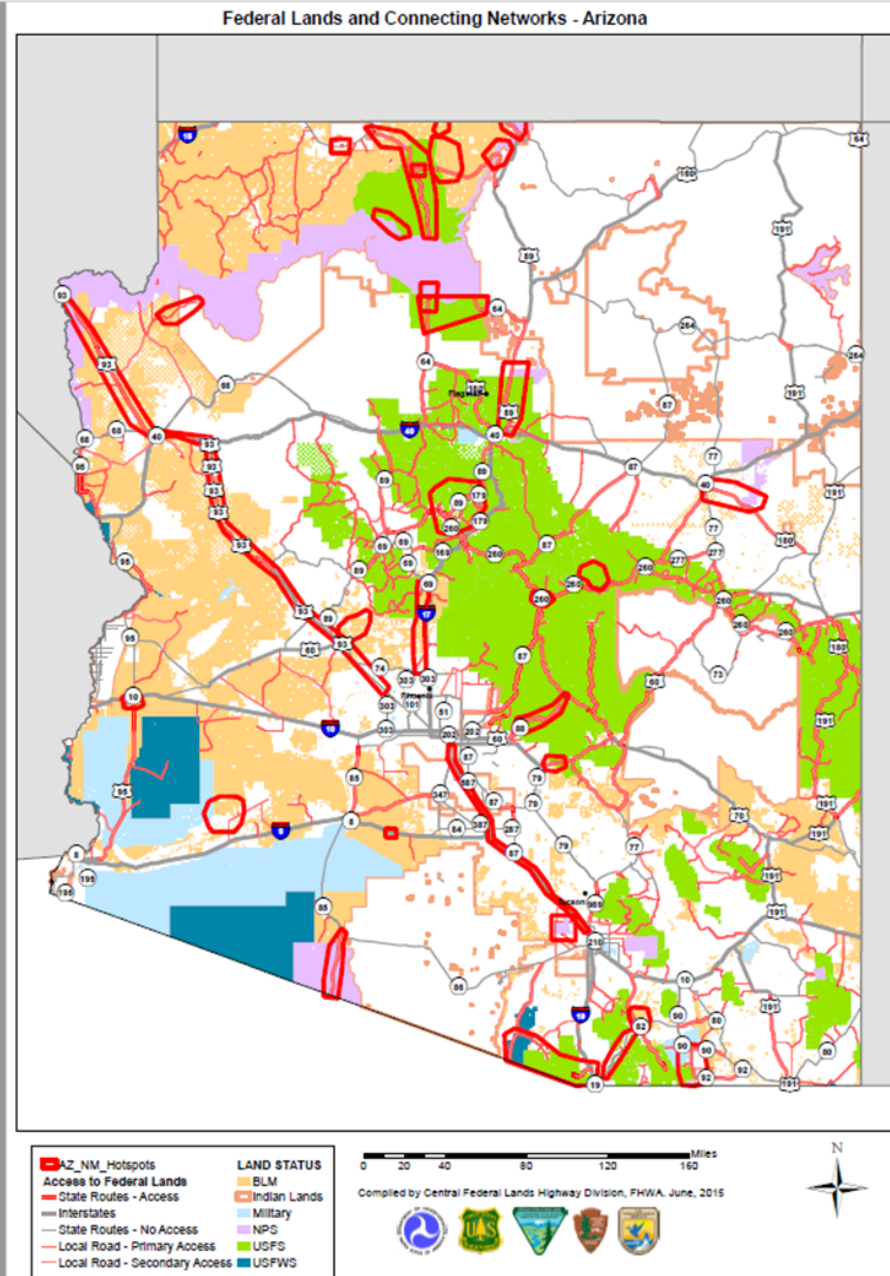


Tier 1 Results for Arizona

14	NPS - Horseshoe - High Congestion	Access and Connectivity	Safety	NPS
15	NPS - Town of Page - High Congestion	Access and Connectivity	User Experience	NPS
16	NPS - Saguaro - Safety Concerns	Safety	User Experience	NPS
17	NPS - Petrified Forest - High Congestion	Access and Connectivity	User Experience	NPS
18	NPS - Grand Canyon - Need Shuttle Service	Access and Connectivity	Resource Protection	NPS
19	USFS - Trailheads Identified	User Experience	Resource Protection	USFS
20	USFS - High Use Rec Site	Access and Connectivity	User Experience	USFS
21	USFS - FLAP Eligible Route? (Yes) / SR 67 - Cooperating with private Family to plow	Access and Connectivity	Collaboration	USFS
22	ADOT - Critical Route - Connects 3 National Parks	System Preservation	Collaboration	ADOT
23	USFS - High Use Sedona Rec Sites - Limit Access or shuttle system?	Access and Connectivity	Resource Protection	USFS
24	USFS - Payson High Congestion	Access and Connectivity	Collaboration	USFS
25	USFS - Apache Trail - Not typical State Route	Collaboration	Resource Protection	USFS
26	USFS / FWS - Opportunity for Collaboration - Example of inconsistent "Ownership"	Collaboration	Resource Protection	USFS
27	BLM - Need - Diamond Bar Road / Skywalk	User Experience	Collaboration	BLM
28	BLM - Need - 'The Wave'	System Preservation	Collaboration	BLM
29	BLM - Need - La Posa Long Term Visitor Area	User Experience	Collaboration	BLM
30	BLM - Need - Black Canyon Trail - Coordination with State Trust land	Collaboration	Access and Connectivity	BLM
31	BLM - Big Horn Station	User Experience	System Preservation	BLM
32	NPS - Pavement Preservation	System Preservation	Access and Connectivity	NPS
33	ADOT - Proposal to turn US 93 into Interstate needs coordination with BLM	Collaboration	Access and Connectivity	ADOT
34	BLM - Vermillion Cliffs - High Use	System Preservation	Collaboration	BLM
35	NPS - SE Arizona NPS Access	Access and Connectivity	Collaboration	NPS
36	USFS / BLM - Potential Trail connection	Collaboration	Access and Connectivity	USFS
37	BLM - AZ Peace Trail - Proposed Trailhead	Access and Connectivity	Collaboration	BLM
38	ADOT - Potential High Speed Rail Linkage	Access and Connectivity	Collaboration	ADOT
39	BLM - Black Hills Box Canyon - BLM/Yavapai Co Coordination	Collaboration	Access and Connectivity	BLM
40	USFS - Woods Canyon Road - High Use + Timber Use	System Preservation	Resource Protection	USFS
41	NPS - SR 64 - Worked with ADOT to keep road closed during winter	Resource Protection	Safety	NPS
42	ADOT - SR 82 - High Use Tourism - Safety issues	System Preservation	Safety	ADOT
43	BLM - Las Cinegas and San Pedro NCR's	Access and Connectivity	Collaboration	BLM
44	NPS - Pipe Spring NM - Coordination with BLM and BIA	Collaboration	Access and Connectivity	NPS
45	NPS - Casa Grande Ruins	Collaboration	Access and Connectivity	NPS
46	FWS/USFS Roads used as Border Patrol Roads	Collaboration	System Preservation	USFS
47	FWS/USFS Roads used as Border Patrol Roads	Collaboration	System Preservation	FWS

Tier 2 and 3 Considerations

- Tier 1 Tribal Needs have not yet been identified
- All Federal and Tribal access enhancement needs should be incorporated in the state and local planning process.
- Of the Tier 1 needs identified, where are the highest priorities?
- Of the highest priority needs, who are the primary stakeholders?
- Once needs have been prioritized and stakeholders identified, funding Tier 2 and 3 studies needs to be secured.
- Tier 2 and 3 studies will define discrete project scopes and costs.
- Results of Tier 2 and 3 studies will produce project that are ready for implementation.





Additional Federal Funding Programs



Transportation Alternatives

- Part of the Surface Transportation Block Grant (STBG) program
- Focuses on smaller-scale transportation projects such as pedestrian and bicycle facilities
- Funds can be used for planning, design, and construction

Program Size (FY22-FY26)	\$7.2 billion (FY 22-26), \$1.4 billion annually (10% of STBG per fiscal year)
Match Requirement	0-10% depending on project location
Minimum Grant Size	-
Maximum Grant Size	-
Key Program Details	<ul style="list-style-type: none">• Previously known as TAP (Transportation Alternatives Program)• NPS submits through state's competitive process

Potential Projects:

- ***Pedestrian, cyclist, and non-motorist facilities***
- ***Safe routes for non-drivers***
- ***Rails to trails projects***
- ***Vegetation management in transportation ROWs***
- ***Historic preservation of historic transportation facilities***



Nationally Significant Federal & Tribal Projects (NSFLTP) Program

- **Competitive grant program**
- **NOFO May 2022**

FLMAs Directly Eligible	Yes
Program Size (FY22-FY26)	\$275 million (total over 5 years)
Match Requirement	10% (none for Tribal projects)
Minimum Grant Size	\$12.5 million
Maximum Grant Size	None
Key Program Details	<ul style="list-style-type: none">• Match may include title 23 and 49 funds such as FLTP & TTP

Infrastructure For Rebuilding America (INFRA) Program

- Supports freight and highway projects of regional and national significance on National Multimodal Freight Network, National Highway Freight Network, or National Highway System
- NOFO open through May 23, 2022 (combined NOFO for INFRA, MEGA, and RURAL programs)
- Previously known as FASTLANE

FLMA Directly Eligible	Yes
Program Size	\$8 billion total (FY22-FY26)
Match Requirement	40%* (except states with low population density**)
Minimum Grant Size	\$5 million (small projects), \$25 million (large projects)
Maximum Grant Size	None
Key Program Details	<ul style="list-style-type: none">• A minimum of 15% of funds for small projects• A minimum of 30% of funds for projects in rural areas• Climate change, environmental justice, and racial equity review metrics• Need to apply jointly with a state



Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Program

- Provides grants for resilience improvements
- Enables communities to assess vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise

Program Size	\$1.4 billion (FY 22-26)
Match Requirement	20%
Minimum Grant Size	-
Maximum Grant Size	-
Key Program Details	<ul style="list-style-type: none">• Allows recipients to plan transportation improvements and emergency response strategies to address vulnerabilities• Competitive resilience improvement grants can address the protection of surface transportation assets and communities



Innovative Finance

Identifying Leveraging and Partnering Opportunities

What is Innovative Finance?

- Specially designed techniques and tools that supplement traditional highway financing methods, improving governments' ability to deliver transportation projects.

GARVEE



TIFIA



SIB



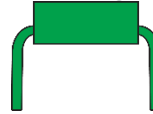
Value
Capture



P3s



Tolling &
Pricing



Project
Bundling



Federal Resources





U.S. Department of Transportation
Federal Highway Administration

OFFICE OF INNOVATIVE PROGRAM DELIVERY



Accelerate Your Transportation Program

INNOVATIVE FINANCING

VS.

PAY-AS-YOU-GO

\$5 Million Transportation Project



Start building
IMMEDIATELY

AND

Build
WITHOUT DELAYS



Incur interest at approx.
3.25%* OVER 10 YEARS

Project complete in
3-5 YEARS



Wait **5 YEARS** to start building
due to budget restrictions

OR

Build **IN PHASES**
as funds become available



See inflation rise at
4% ANNUALLY**,
raising construction costs

Project complete in
8-10 YEARS



Use innovative financing
to complete your project
faster and reduce costs.



Access new sources
of public and private
funding



More effectively use
existing funds



Avoid hidden costs
associated with
delayed construction

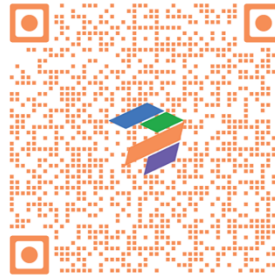
POTENTIAL SAVINGS USING INNOVATIVE FINANCING

UP TO \$150K

Over the long term, interest payments may be
less expensive than construction-cost inflation.

*Interest rate variable | **Estimated from FHWA data

Innovative Finance for Planners Briefing Book



Find it Fast!

The [Innovative Finance for Planners Briefing Book](#):

- Is a companion to the [FHWA Office of Planning's Transportation Planning Process Briefing Book: Key Issues for Transportation Decisionmakers, Officials, and Staff](#)
- An introduction to innovative finance techniques for the planning community
- A source for examples of bridging funding gaps for state, local, Tribal, and regional transportation agencies
- A guide for incorporating innovative funding and financing techniques into the planning process
- A resource for helping new MPO transportation decision makers understand and utilize innovative finance in the planning process.

Section 1: Innovative Finance and Transportation Planning

Addresses questions such as:

- Why should agencies consider innovative finance in the transportation planning process?
- When should innovative finance be considered in the transportation planning process?
- How does innovative finance fit into the transportation planning process?
- What are examples of successful incorporation of innovative finance into the transportation planning process?



Why should Innovative Finance be considered in the planning process?

Leverage existing funding

Ensure available funds are put to their best use

Expedite project delivery

Increase efficiency and keep costs down

Increase stakeholder and public awareness

Provide information early in the planning process to increase understanding and garner buy-in

Encourage innovation

"Formalize" a more innovative culture



Section 2: Innovative Finance Techniques

Addresses questions of:

- How does innovative finance differ from traditional Federal grant assistance?
- What is the difference between innovative finance and innovative funding?
- What are examples of innovative finance techniques?



Techniques

■ Financing

- Opportunity Zones
- GARVEE Program
- TIFIA
- Joint Ventures
- State Infrastructure Banks
- FHWA Grant Programs
- Other Federal Financing

■ Funding

- Tolling
- Public Private Partnerships
- Funds Leveraging
- Special Assessments
- Tax Increment Financing
- Fees
- Advertising and Naming Rights
- Developer Contributions
- Concessions
- Joint Development
- Toll Credits



Innovative Financing vs. Funding

Often, innovative finance techniques include elements of both financing and funding.

Financing

Borrowing funds

Bonds
Loans

Public-Private Partnerships

Financing & Funding

Funding

Supplemental revenue raised

Value Capture
Tolling

Questions?



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