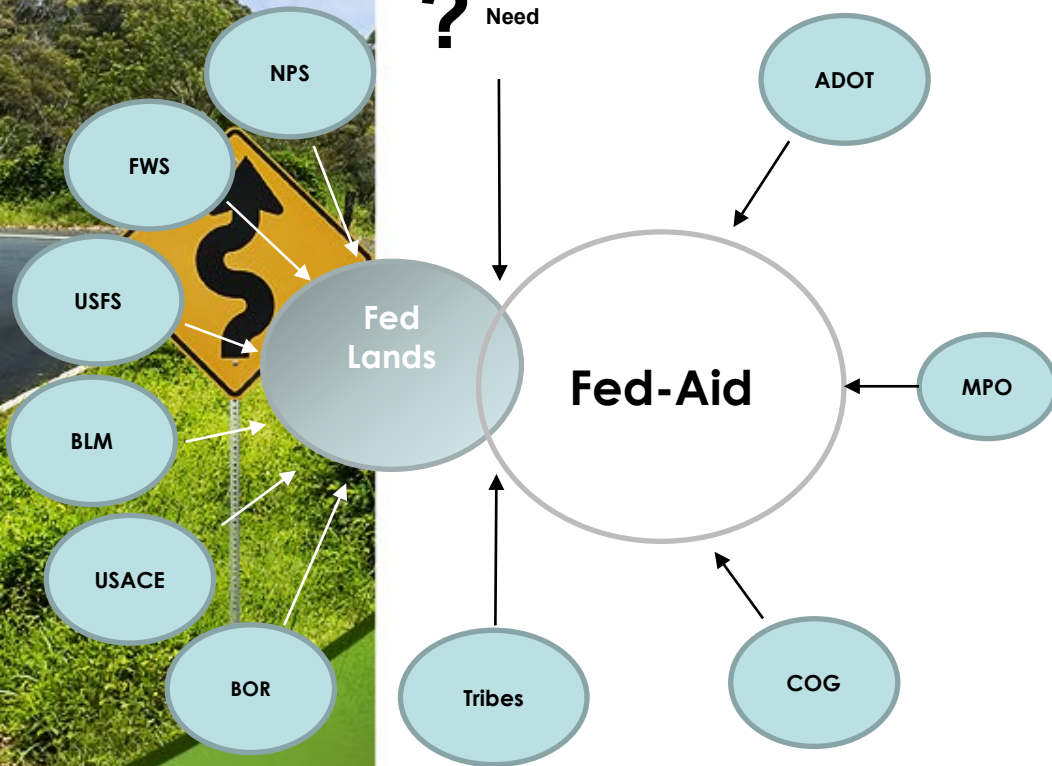




**Federal Lands Funding
Overview**
Nevada Association of Counties
Annual Meeting
Wednesday, September 28, 2022

Central Federal Lands Highway Division (CFL), FHWA

Federal Lands Connectivity Study Overview

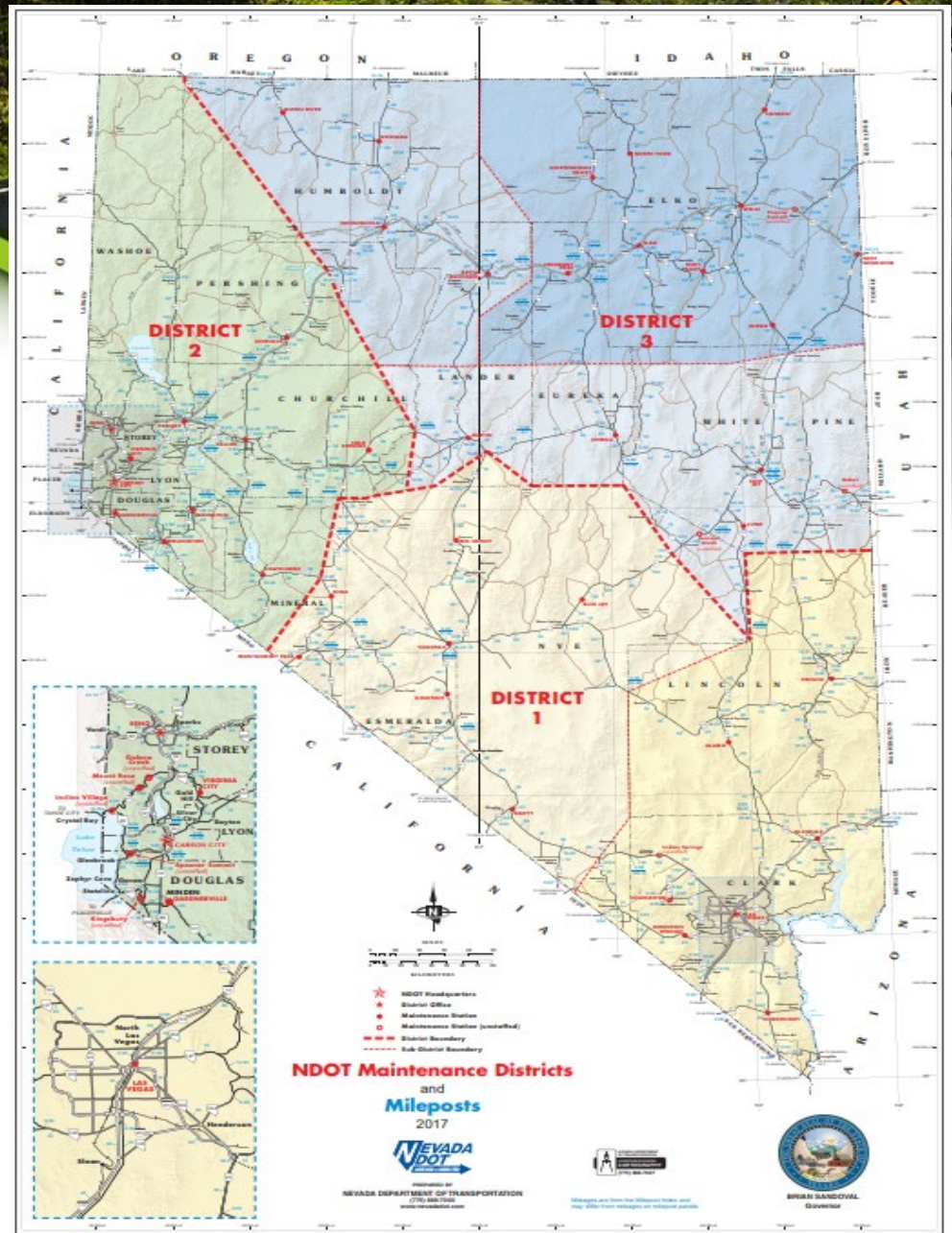


Outcomes

- 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.

Schedule & Deliverables

- Conduct 3 hybrid Needs Assessment workshops in each NDOT Engineering District
 - Elko workshop completed on 8/17/22
 - Las Vegas workshop is scheduled for 10/20/22
 - Reno/Carson City work scheduled for 11/10/22
- Develop stakeholder database - ongoing
- Conduct prioritization workshop(s) and Innovative Finance Peer Exchange – fall 2022 to winter 2023
- Daft Study – spring 2023
- Final Study – summer 2023
- Develop Federal Land Management Agency (FLMA) Coordination Framework – ongoing



Federal Lands Highway Division (FLH) Mission

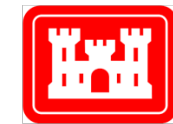


FLH Vision: A safe, reliable, equitable, and resilient transportation system for all those accessing Federal and Tribal Lands

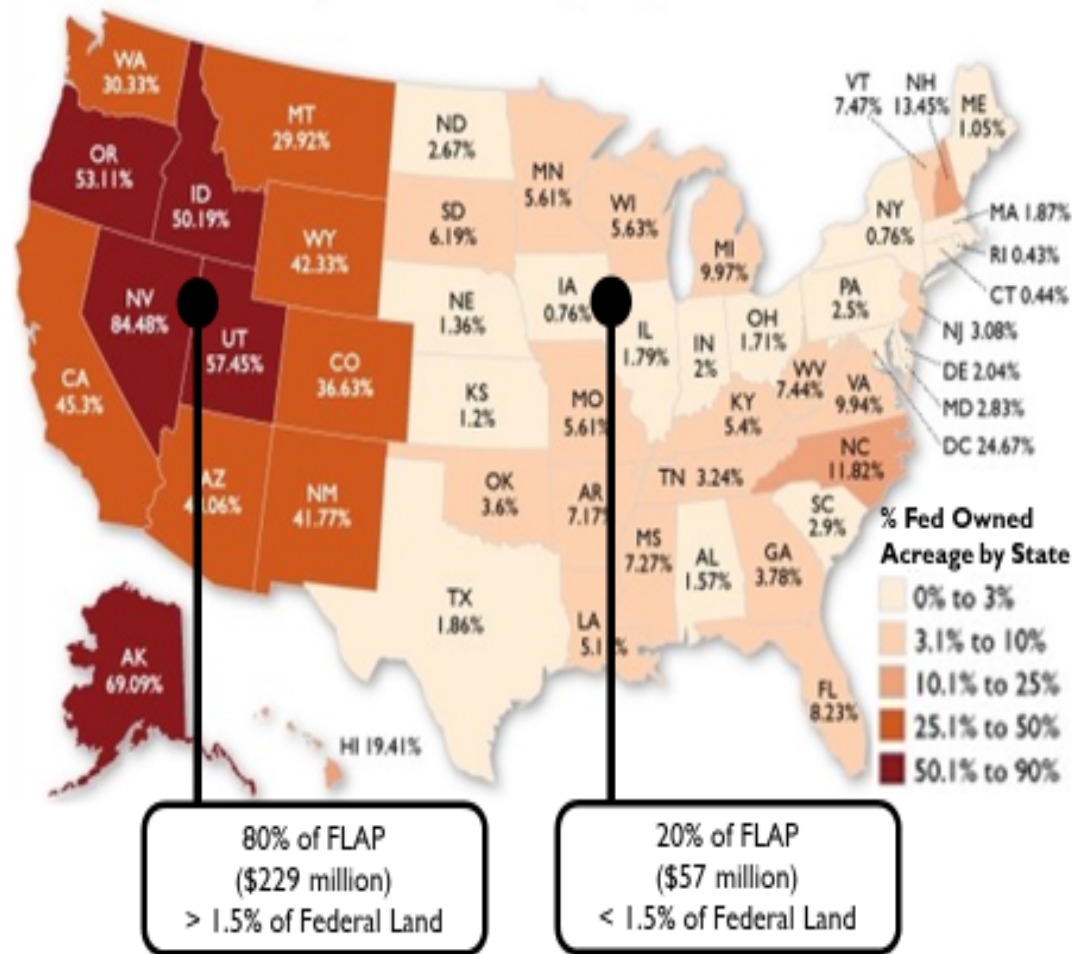
FLH Mission: We deliver innovative and context sensitive transportation solutions in alignment with our partners' missions and values

Programs

- 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.

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





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.



Innovative Finance
Identifying Leveraging and Partnering
Opportunities

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





U.S. Department of Transportation
Federal Highway Administration



Accelerate Your Transportation Program

INNOVATIVE FINANCING

vs.

PAY-AS-YOU-GO

\$5 Million Transportation Project

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



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**



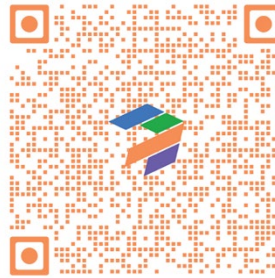
POTENTIAL SAVINGS USING INNOVATIVE FINANCING

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.

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



Questions?



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