



Port Planning V:

**How to Get Your Projects in the
State & Local (Regional) Long Range
Transportation Plans and
Transportation Improvement Programs?**

Healthy Communities 2016, LLC



Port Integration – Modules Overview

- Ports should be better integrated into the port planning process. These modules, including this one, provide information that will help you understand the how to get better integrated into the Federal Highway Administration (FHWA) transportation planning process and identify related port related resources & factors.
- There are five modules, including this one:
 - I. What is Metropolitan Transportation Planning?
 - II. What Resources are Available to Ports for Better Planning?
 - III. How Can Ports Better Leverage Federal, State, Regional & Local Resources?
 - IV. How Can You Determine Your Port's Economic Contribution to the Metropolitan Area?
 - V. How to Get Your Projects in the State & Local (Regional) Long Range Transportation Plans and Transportation Improvement Programs?
- At the end of each module you can find next steps and other related resources.



Port-Specific Information

Why This Matters to Ports

Being integrated into the FWHA planning process, including having your project in the regional Transportation Improvement Plan (TIP), can help you access new funding authorized by the Transportation Infrastructure Finance Innovation Act (TIFIA) and other potential streams of funding. Understanding what your State department of transportation, regional Metropolitan Planning Organization (MPO) or local municipality can provide gives you more tools to work with; for example, many projects are justified by jobs-creation. Understanding a little more about this and other analyses can help you determine your scoping needs to determine your next steps such as, for example, hiring a consultant for a feasibility study.

Healthy Communities 2016 can help you navigate these channels to understand the destination but also pitfalls along the voyage and possible resources including through the Build America Transportation Investment Center (BATIC), National Surface Transportation and Innovative Finance Bureau (NSTIFB), and other programs. There are other resources available at the Federal, State, Regional and Local levels which HC '16 can also assist you in identifying.



Purpose

- The BATIC & NSTIFB serve as the points of contact and coordination for States, municipalities and project sponsors like ports looking to utilize federal transportation expertise, apply for federal transportation credit programs and explore ways to access private capital in public private partnerships.
- Various Federal, state and local support efforts to improve port infrastructure throughout the United States and ensure ports and related marine facilities are capable of meeting future freight transportation needs.
- This training module provides you an overview of the:
 - Metropolitan Transportation Plan
 - Long Range Transportation Plan
 - Unified Planning Work Program
 - Local and State Transportation Improvement Programs.



This Module

- Federal Priorities (Legislation)
- State Planning
- Local Planning
- Port Priorities
- Suggested Next Steps
- Relevant Training
- Other Resources





Federal Legislation

- Federal legislation sets the national priorities for transportation investment, yet state and local standards may be higher.
 - This includes for funding and MPO size.
- Historically, the priorities have changed every five to ten years
 - Given STIPs are to be updated every four years.



Federal Transportation Legislation History

Legislation	Priority (ies)
Intermodal Surface Transportation Efficiency Act, 1991	<ul style="list-style-type: none"> • Empowered MPOs to directly choose how a significant share of the available Federal Government funding would be spent • MPOs evolved into the primary organization that engages in transportation planning for an urbanized area, with a governing body selected by the local governments within that area. • Also, Greater focus on the importance of intermodal passenger and freight transportation
Transportation Equity Act for the 21st Century, 1998	<ul style="list-style-type: none"> • Reaffirms the role of the MPO in the transportation planning process and contained improvements across a broad front from a planning and funding perspective • Safer transportation facilities; e.g., railroad crossings • Greater environment focus
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, 2005	<ul style="list-style-type: none"> • Greater focus on toll road facilities & environmental requirements • Freight's focus is increased.
Moving Ahead for Progress in the 21 st Century, 2012	<ul style="list-style-type: none"> • Development of a freight policy/plan • Mandatory state freight plans
Fixing America's Surface Transportation Act, 2015	<ul style="list-style-type: none"> • Port performance freight statistics program • Multimodal freight transportation program • Smart Cities Transportation Planning Study • National Surface Transportation and Innovative Finance Bureau



Moving Ahead for Progress in the 21st Century

Legislation	Priority (ies)
Freight data, planning, and reporting	<ul style="list-style-type: none">• Directs DOT to develop or improve data and tools to support an outcome-oriented, performance-based approach to evaluating proposed transportation projects.• Directs DOT to consider improvements to existing freight flow data collection. [§1115; 23 USC 167]
Freight conditions and performance report	<ul style="list-style-type: none">• Requires DOT to prepare a biennial report describing the condition and performance of the national freight network. [§1115; 23 USC 167]
Prioritization of projects to improve freight movement	<ul style="list-style-type: none">• Authorizes DOT to allow a maximum Federal Government share of 95% for an Interstate System project (or of 90% for a non-Interstate System project) if the project makes a demonstrable improvement in the efficiency of freight movement and is identified in a State freight plan (as described in section 1118 of MAP-21). [§1116]



Fixing America's Surface Transportation (FAST) Act

Legislation	Priority (ies)
Metropolitan Transportation Planning	<ul style="list-style-type: none"> Specifically includes public ports in the local transportation planning process.
Port Performance Measures Statistics Program	<ul style="list-style-type: none"> Develop a port performance statistics program to provide nationally consistent measures of performance of, at a minimum ports listed in the legislation. New working group consisting of various marine and maritime industry government, private and quasi-public representatives Annual modal (maritime) research plan & consolidated research database
Ferry Boat Construction Program	<ul style="list-style-type: none"> Continuation of existing ferry boat development programs with new funding allocations and criteria.
Smart Cities Transportation Planning Study	<ul style="list-style-type: none"> A study of a local urban area in which freight and passenger transportation through the use of intelligent transportation systems is prioritized.
New finance bureau	<ul style="list-style-type: none"> Establishment of a new National Surface Transportation and Innovative Finance Bureau in the Department to cohesively handle TIFIA, RRIF, exempt facility bonds for transportation facilities, and the nationally significant freight and highway projects program.



State Legislation

- State legislation and priorities should follow from Federal Government legislation, priorities, and requirements.
- Some states have planning requirements; e.g., Oregon and Florida.
- STIP & LRTP development timeframes vary by state.
- Construction and development costs vary by state.



STIP & LRTP Timeframes

- STIPS are developed every four years.
- LRTPs at the state level are considered 20-year plans.
- This means talking to your MPO freight planner now to include your project in the next STIP & language for maritime and port projects (e.g., marine highways) in the next LRTP.
- Projects are prioritized.



States with Planning Requirements (Cont.)

State	Year	Statewide	Local Plan Mandated By Municipality	Local Plan Mandated	State Land Use Policy/Plan	Model Dev. Code Influenced	Strength of State Role	General Citation	Municipality Covered (in caps)	Internal Consistency Required	Land Use	Urban Growth Limits	Housing	Economic Development	Agriculture, Forest Land, Open Space Preservation	Critical & Sensitive Areas	Natural Hazards	Redevelopment	Recreation	Energy	Air Quality	Transportation	Community Facilities	Human Services	Community Design	Historic Preservation	Implementation	Policy	Voluntary or Public Participation	Local Coordination	Other Elements	Other Plans		
NC	1	OCT&C	O	N	Y	1	190A-361	CT&C	N																									
ND	1	OCT,CT	O	N	N	1	60-49-01	CT	N	O1					O1							O1	O1											
OH	1	ICT,V	I	N	N	1	713.01	CT&V	N	H												H	H											
OK	1	ICT,T,C	I	N	N	1	11,47-101	CT	N	H												H	H								ZONING PLAN			
OR	4	MCT&C	M	Y	Y	3	197.175	CT,C	Y	M3	M3		M3	M3							M3	M3			O2	M3	M3	M3			REFINEMENT PLANS			
PA	3	ICT,T,TP,C,B	I	N	Y	2	5,310,201	ALL	N	I2		I2									O2	I2	I3								WATER SUPPLY PLAN			
RI	4	MCT&T	M	Y	Y	3	45-22.2	CT&T	Y	M3		M3	M3	M3								M2				M1	M3	M2	M1					
SC	3	ICT,T,C	I	N	N	2	9-29-310	CT,T,C	N	I2			H	H	I2								I2								CULTURAL POPULATION			
SD	1	MCT&T	M	N	N	2	116/2001	CT&T	N	M1												M1	M1											
TN	1	ICT&C	I	N	N	1	13-4-101	CT&C	N	H												H												
TX	1	OMN	O	N	N	1	371.042	MN	N	O1																								
UT	2	O,CT,CT	O	N	N	2	10-9-103,17-27-204	CT,C,T	N	O1		I3	O1	O2			O1	O1	O1	O1	O1	O1	O1	O1		O1	O1					M,MOD,INCOME HOUSING		
VT	4	IT,CT,V,G	I	Y	Y	3	24-4382	T,CT,V,G	N	I2		I2			H							I2	I2									ED. FACILITIES		
VA	1	ICT	I	N	N	1	15.1-446	CT	N	O1				O1	O1							O1	O1			O1	O1							
WA	4	MC BCT therein	M	Y	Y	3	GMA, WAC 365-195	C,CT	Y	M3	M3	M3	O1	M2	M2							M3	M3		O1	O1	M3	M1	M3			RURAL, SITES PUB. FAC.		
WV	1	ICT,T,V,C	I	N	N	2	9/24/2001	ALL	N	O1		O1				O1	O1	O1				O1	O1											
WI	1	ICT,CT,V	I	N	N	1	62.23,59,69,61,75	CT,C,V	N	H																								
WY	1	ICT&T,OC	I	N	N	1	15-1-602,16-6-202	CT&T	N	H																								

- See Chapter 7 (page 7-279) for the guide of acronyms used in this table.



What a STIP Looks Like

PAGE 1		FLORIDA DEPARTMENT OF TRANSPORTATION					DATE RUN: 08/17/2015	
AS-OF DATE: 08/01/2015		OFFICE OF WORK PROGRAM					TIME RUN: 12.35.49	
		STIP REPORT					MBSSTIP-1	
		HIGHWAYS						

ITEM NUMBER:193833 1	PROJECT DESCRIPTION:CHARLOTTE MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING						*NON-SIS*	
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:FUNDING ACTION						
		PROJECT LENGTH: .000						
	FUND CODE	LESS THAN 2016	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS

FEDERAL PROJECT NUMBER: <N/A>								
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	SL	0	0	438	0	0	0	438
TOTAL <N/A>		0	0	438	0	0	0	438
TOTAL 193833 1		0	0	438	0	0	0	438
TOTAL Project:		0	0	438	0	0	0	438

ITEM NUMBER:413042 2	PROJECT DESCRIPTION:I-75 (SR 93) FROM LEE C/L TO S TUCKERS GRADE						*SIS*	
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:ADD LANES & RECONSTRUCT						
		PROJECT LENGTH: 8.102MI						
	FUND CODE	LESS THAN 2016	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS

FEDERAL PROJECT NUMBER: <N/A>								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DER	47,466	0	0	0	0	0	47,466
	DI	3,468,402	0	0	0	0	0	3,468,402
	DIH	224,040	0	0	0	0	0	224,040
	DS	416,635	0	0	0	0	0	416,635
	GMR	150,274	0	0	0	0	0	150,274
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DDR	79,072	0	0	0	0	0	79,072
	DIH	70,825	5,000	0	0	0	0	75,825
	DIS	187,671	0	0	0	0	0	187,671
	DS	95,001	0	0	0	0	0	95,001
	GMR	24,787,199	25,260	0	0	0	0	24,812,459
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	GMR	0	900,000	0	0	0	0	900,000

Source: Florida Comprehensive STIP



What a State LRTP Looks Like



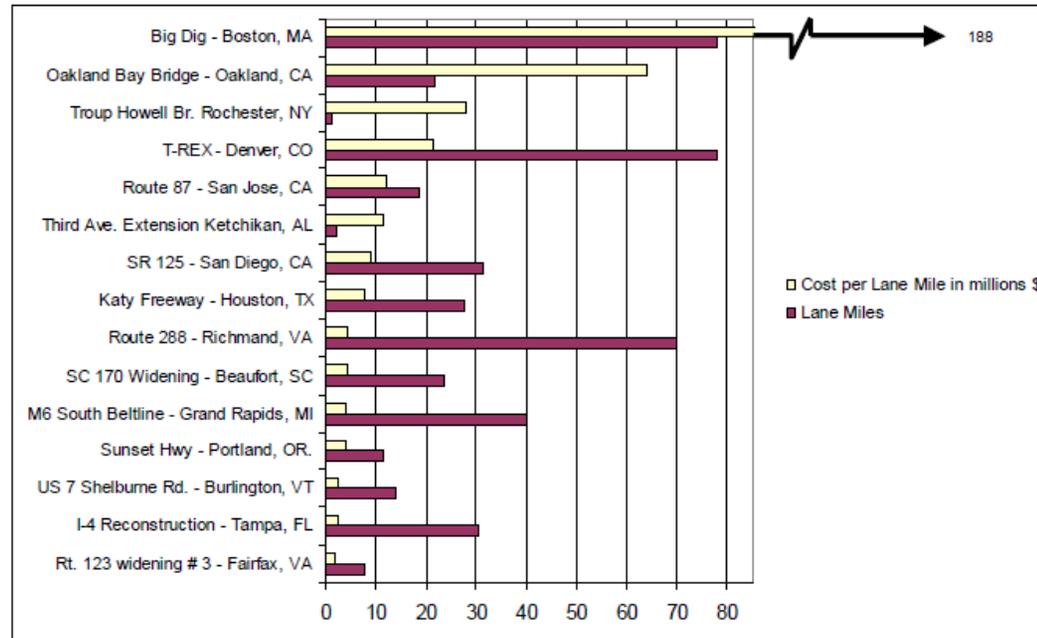
Source: *Florida 2060 Transportation Plan*



States' Varying Construction Costs

What are the actual costs for projects around the nation?

Of the 15 projects studied from around the country the cost per lane mile varied from \$1.9 million per lane mile for simple widening project in Virginia without interchanges and large structures to \$188 million per lane mile for the Big Dig in Boston that was constructed in a high density urban area with a considerable amount of tunnels and bridges. These projects are currently under construction or have been recently been completed.



4

Source: "Highway Construction Costs – Are WSDOT's highway construction costs in line with national experience?" Washington State Department of Transportation, November 3, 2005.



Local Planning Requirements

- Know your local Metropolitan Planning Organization or Transportation Planning Region (if not urbanized) point-of-contact; e.g., freight planner
- Know Your MPO or TPR planning schedule (including public involvement)
- Know your TIP development timeframes



Local Planning Process

- Inclusion of Projects in the TIP (which are included in the STIP)
- Competitive selection of projects.
- Ranking (prioritization) of projects, given common priority areas:
 - Access to (Public)Transportation – Options/Opportunity
 - Economic Development
 - Public Health
 - Energy
 - Environment
- Public Involvement
- Draft Transportation Improvement Program
- Final Transportation Improvement Program



Suggested Next Steps...

- Consider a Regional Goods Movement Plan (developed with the MTP, LRTP, TIP, and STIP) for your capital and operational needs.
- Know your current & forthcoming :
 - Federal Government guidelines & priorities
 - State guidelines & priorities
 - Local guidelines & priorities
 - Federal, State & local current and incoming elected officials.
 - Timeframe to submit projects at the State and local levels.
- Engage your:
 - Congressional representatives to consider new priorities
 - State to understand the STIP process and get your project into the program.
 - Federal agency representatives to understand current priorities
 - State transportation department representatives to understand their priorities
 - MPO or TPR to understand the local TIP process and get your project into the program.
- Participate regularly in the Local MPO – attend and be active in commission meetings



Relevant Training

Provider	Course
Federal Highway Administration	<u>Freight Professional Development</u>
Federal Highway Administration	<u>FHWA Model Long Range Transportation Plans – A Guidebook</u>
Federal Highway Administration	<u>FHWA Performance-Based Planning and Guidebook</u>
I-95 Corridor Coalition	<u>Freight Academy</u>
National Highway Institute	<u>Advanced Freight Planning</u>

- *For additional relevant courses, see “Module I: What is Metropolitan Transportation Planning?”*



Related Background Resources

- [FHWA Planning Emphasis](#)
- [Federal Aid Essentials for Local Public Agencies](#)
- [State Planning Resources](#) (Source: FHWA)
- [Growing Smart Legislative Guidebook](#)
- [North Carolina Statewide Transportation Improvement Process](#) (Example)
- [Florida Statewide Transportation Improvement Process](#) (Example)