

FHWA 101

Planning for Project Success

FHWA – GA Division

FALL GAMPO

November 6th, 2023



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DISCLAIMER

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Overview

- Changes to Metropolitan Planning Program under BIL
- The 2021 Planning Emphasis Areas
 - Equity and Justice40 in Transportation Planning
 - Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
 - Complete Streets
 - Federal Land Management Agency Coordination



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BIL Metropolitan Planning Requirements



BIL Changes-Multiple MPOs in Urbanized Area

- If more than one MPO is designated within an urbanized area, BIL requires the MPOs to—
 - consult with the other MPOs designated for the area and the State in coordination of plans and transportation improvement plans (TIPs) required by 23 U.S.C. 134; and [§ 11201(a)(2); 23 U.S.C. 134(g)(1)]
 - ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand, while clarifying that they are not required to jointly develop planning documents, including a unified long-range transportation plan or unified TIP. [§ 11201(a)(2); 23 U.S.C. 134(g)(4) and (5)]



BIL Changes-Housing

- Revised Planning Factors
- Interested Parties/Public Participation – Affordable Housing Organizations
- MPOs covering TMAs may develop a Housing Coordination Plan 11201(d)(5)(B)



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2021 Planning Emphasis Areas



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Planning Emphasis Areas

- Equity and Justice40 in Transportation Planning
- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Complete Streets
- Federal Land Management Agency Coordination
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

What are Planning Emphasis Areas?



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- These are activities that FHWA/FTA leadership have identified that MPOs and State DOTs emphasize in their UPWPs and Statewide Planning and Research Programs.



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Equity and Justice40 in Transportation Planning



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A Focus on Equity

- EO 13985 - *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*
- EO 14091 - *Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*
- EO 14008 - *Tackling the Climate Crisis at Home and Abroad*

BIPARTISAN INFRASTRUCTURE LAW





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What is Equity?

“The consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment...” (EO 13985)

Does your organization have an equity definition?



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What is Equity in Transportation?

Individuals who are **young, have low-incomes, or have less formal education** are **less likely to attend public meetings.**

The interests of these **groups may be underrepresented** in the transportation decision-making process.

(USDOT, Equity Action Plan, 2022, https://www.transportation.gov/sites/dot.gov/files/2022-04/Equity_Action_Plan.pdf.)

Source: FHWA.

Source: FHWA.





Equity & Federal Grants

c. Criterion #3 Equity, Community Engagement, and Justice⁴⁰

The Department also intends to use the CFI Program to support wealth creation, Applicants must address how

Selection Criterion #2: Equity

The activities will ensure The Department intends to use the SS4A program to support the creation of good-paying jobs with the free and fair labor conditions and training and placement programs, consistent with Executive Order 14025. Worker

(b) Racial Equity and Barriers to Opportunity

Criterion #7: Equity and Barriers to Opportunity. This criterion considers the extent to

Climate and Sustainability, Transformation, and Organizational Excellence. The program will

be implemented **Alignment with DOT Priorities**

#1: Equity, Environmental Justice, and Community Engagement

DOT will rate Plan proposals on having a

- Analysis, information, or current policy socioeconomic community—facility—and

Criterion #5: Equity and Justice⁴⁰

Applicants should demonstrate how meaningful public involvement⁶, inclusive of disadvantaged communities, will occur throughout a project's life cycle. Projects should demonstrate, to the extent possible, that outcomes should target at least 40 percent of benefits towards disadvantaged communities, including communities underserved by affordable transportation or overburdened.



USDOT Equity and Justice40 Analysis Tools

- Climate and Economic Justice Screening Tool (CEJST)
- Equitable Transportation Community (ETC) Explorer
- Areas of Persistent Poverty & Historically Disadvantaged Communities
- Environmental Justice (EJ) Screen
- PLACES
- Screening Tool for Equity Analysis of Projects (STEAP)



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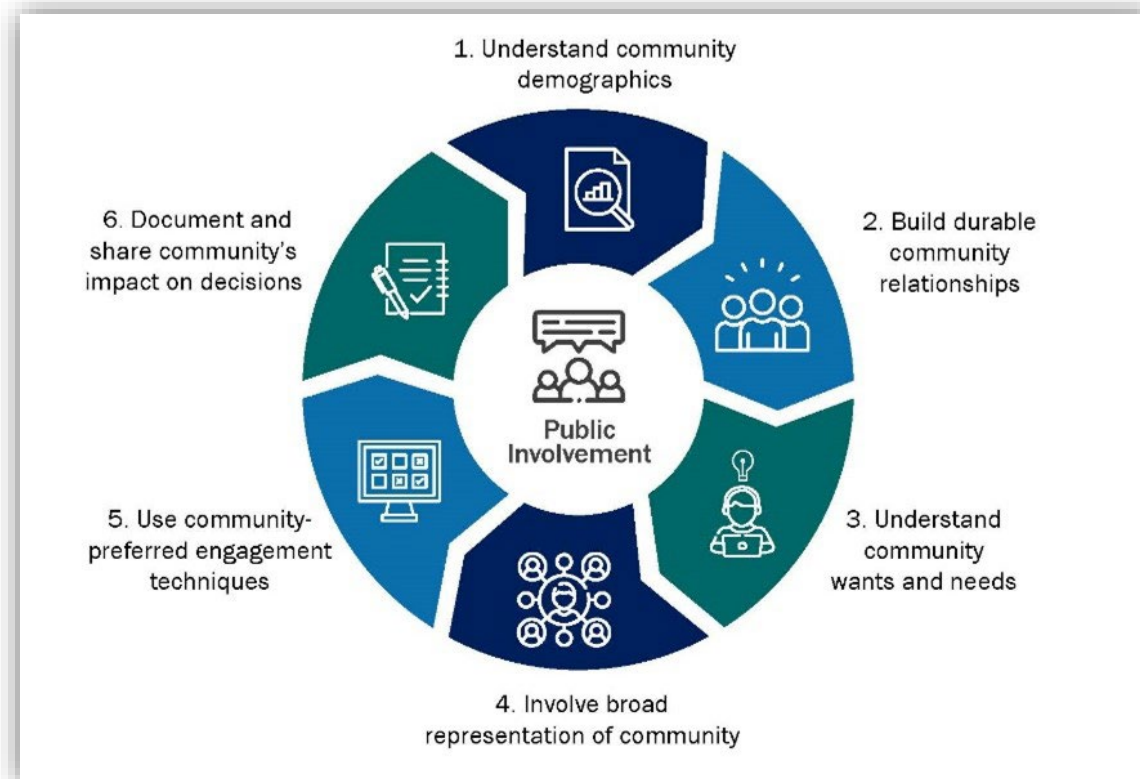




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How can we effectively integrate equity into planning?

- Equity analyses
- Develop equity goals, objectives, and strategies
- **Meaningful** public involvement
- Investing in **ALL** transportation modes





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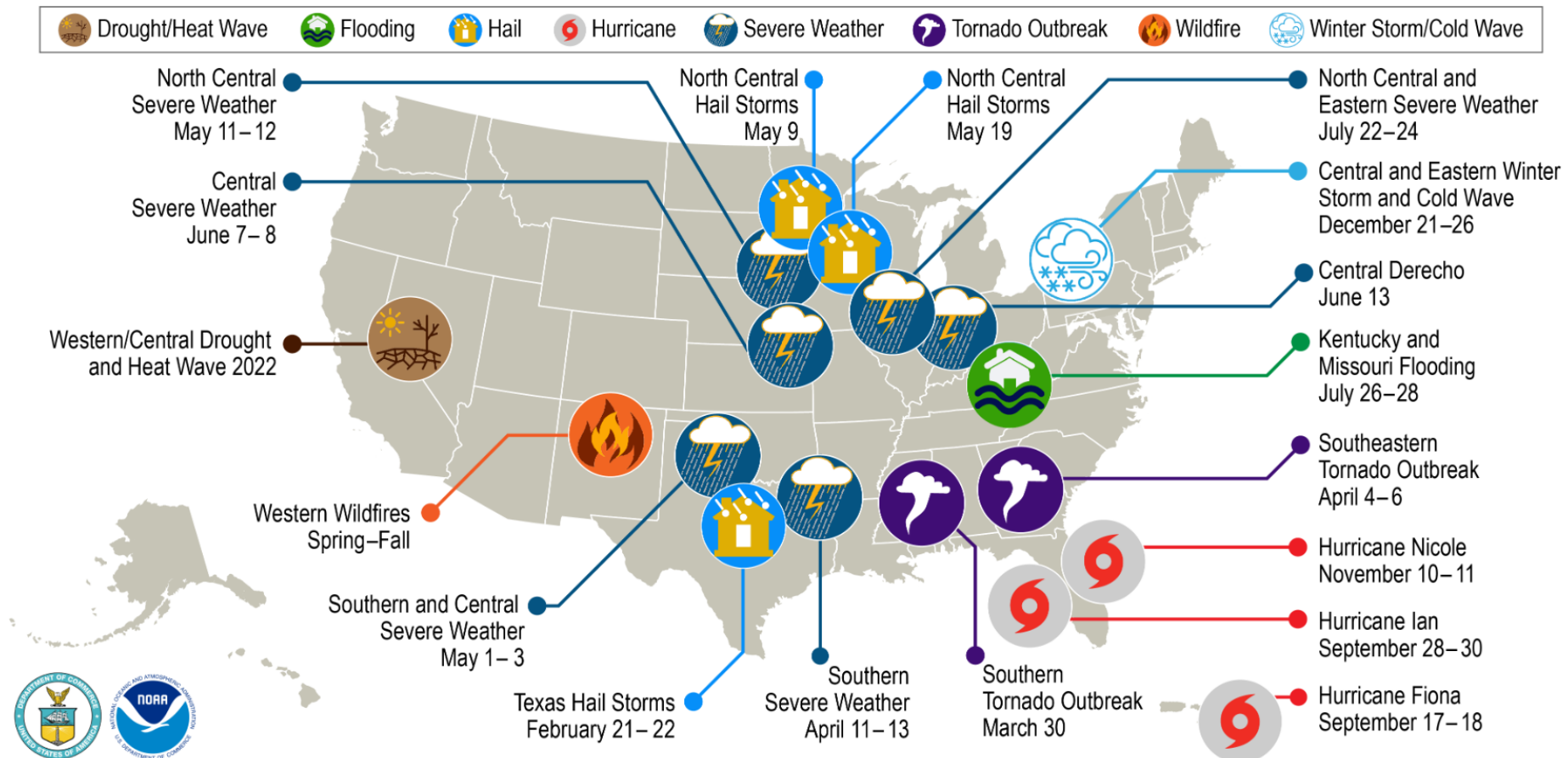
Integrating Resilience into Planning

Eighteen Separate Billion-Dollar Disasters in 2022



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U.S. 2022 Billion-Dollar Weather and Climate Disasters



This map denotes the approximate location for each of the 18 separate billion-dollar weather and climate disasters that impacted the United States in 2022.



GEORGIA

Key Messages

Temperatures in Georgia have risen by 0.8°F, about half of the warming for the contiguous United States, since the beginning of the 20th century, but the warmest consecutive 5-year interval was 2016–2020. However, under a higher emissions pathway, historically unprecedented warming is projected during this century, including increases in heat wave intensity and decreases in cold wave intensity.

Higher temperatures will increase the rate of soil moisture loss during dry spells, which could lead to more intense droughts and increased competition for the state's water resources.

Global sea level has risen by about 7 to 8 inches since 1900 and is projected to rise another 1 to 4 feet by 2100. Sea level rise will increase the frequency, extent, and severity of coastal flooding, posing a grave risk to developments along Georgia's coastline.



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[Intelligent Transportation Systems Joint Program Office \(ITS JPO\)](#)

ITS CYBERSECURITY RESEARCH PROGRAM

[Home](#) [About ITS Cybersecurity](#) [ITS Cybersecurity Implementation](#) [Tools and Resources](#) [ITS Cybersecurity Research](#) [ITS Cybersecurity Workforce Development](#) [Cyber Incident Reporting](#)



ITS CYBERSECURITY RESEARCH PROGRAM

Cybersecurity is a serious and ongoing challenge for the transportation sector. Cyber threats to transportation systems can impact national security, public safety, and the national economy. The ITS Cybersecurity Research Program was developed in response to the urgent need to protect Intelligent Transportation Systems (ITS) from cyber-attacks.

Transportation Planning Resilience Requirements – States & MPOs



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Planning factor on resiliency, reliability, and stormwater mitigation:

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;

Transportation Planning Resilience Requirements - MPOs



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MTPs should reduce the vulnerability of the existing transportation infrastructure to natural disasters:

Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, **and reduce the vulnerability of the existing transportation infrastructure to natural disasters.**



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Other Reasons for Addressing Resiliency

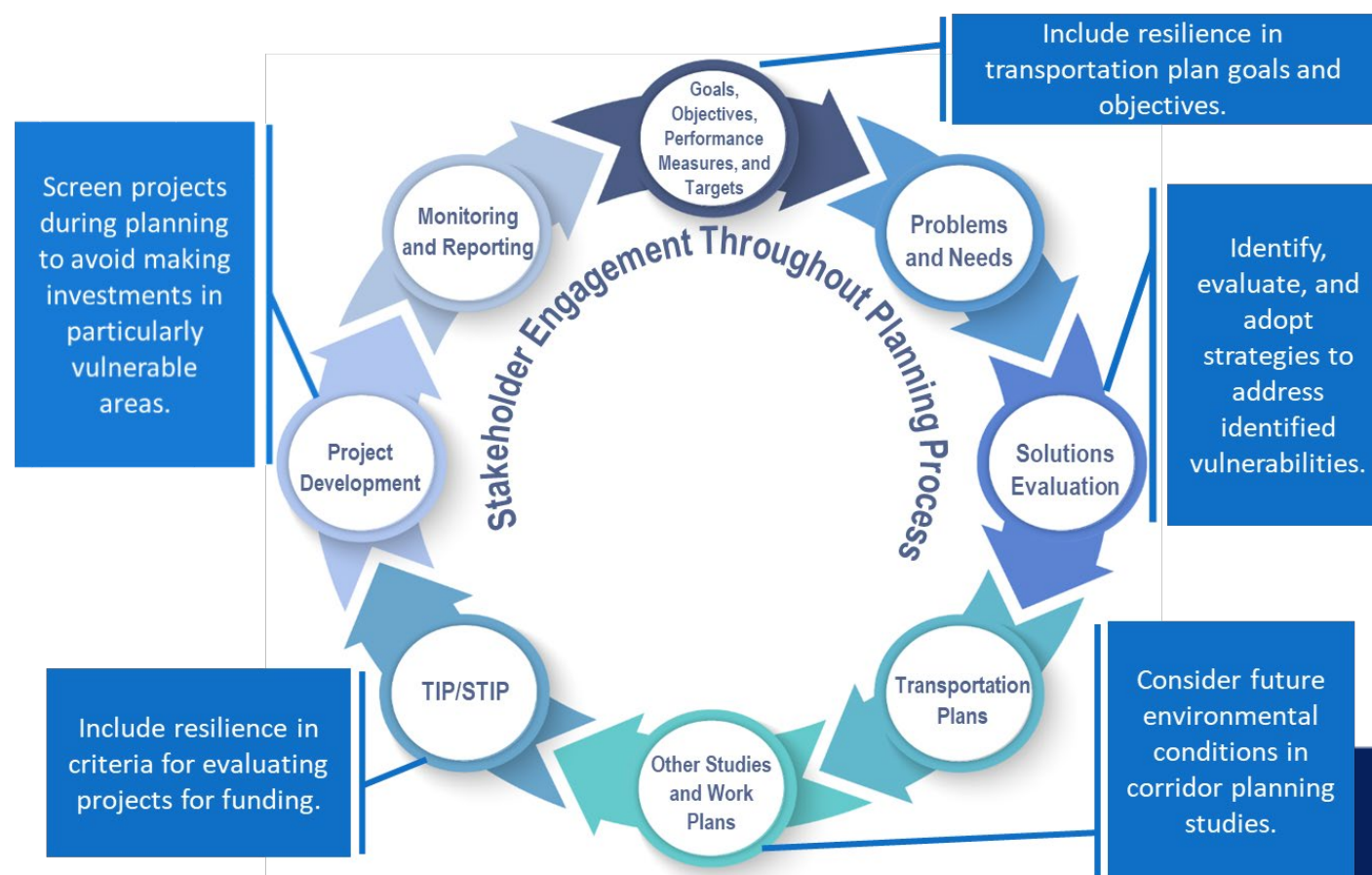
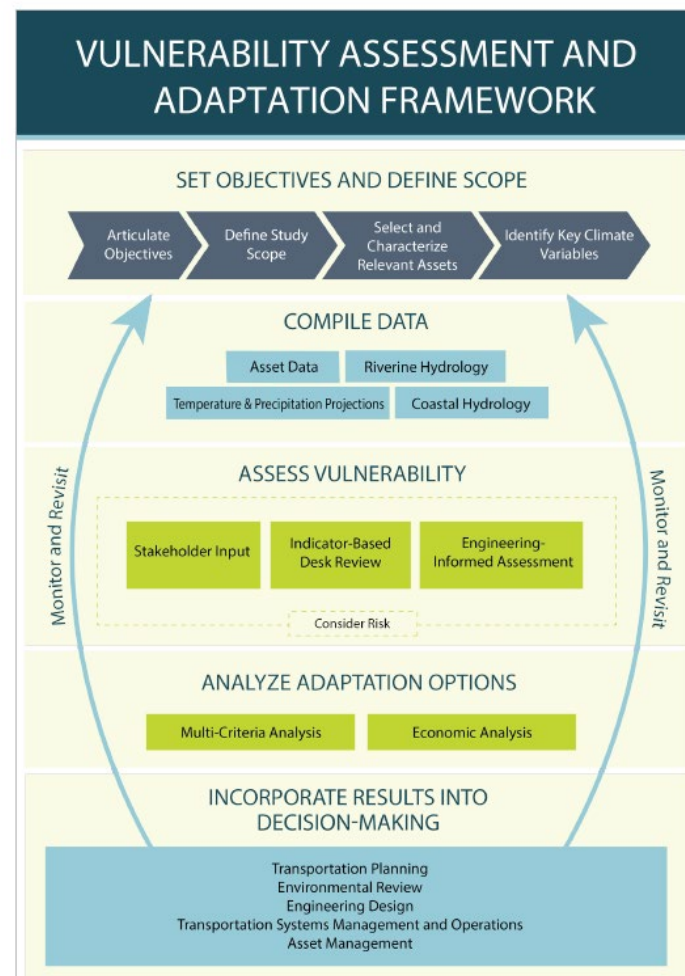
- Economic benefits, cost-effectiveness
- Improved safety
- Maintaining mobility and operations





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Considering Resilience in the Transportation Planning Process



Identify Problems and Needs

Case Study: Chatham County

Smart Sea Level Sensors



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GEORGIA SMART COMMUNITIES CHALLENGE

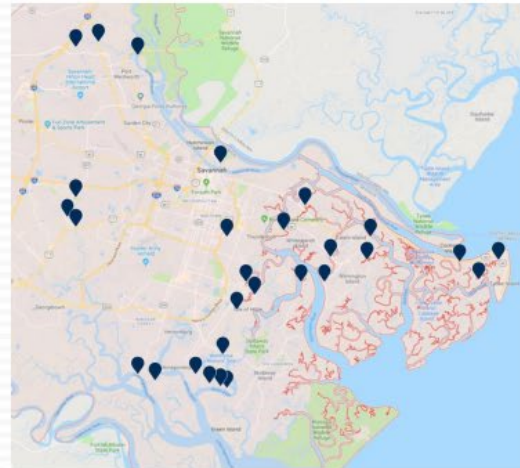
CREATING THE NEXT*

Project Overview

A high-density deployment of smart sea level sensors to provide hyper-local, real-time water level data across the community.

Goals:

- **emergency planning & response**
 - real-time data portal & toolkits
 - **short- and long-term risk assessment and resilience planning**
 - **develop & test educational resources**
 - middle & high school curricula
 - **communication and awareness**
 - public events, installations, website
- See more details at <http://sealevelsensors.org>



Resilience in the Bipartisan Infrastructure Law (BIL)



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- Incorporation in continuing funding programs
- New funding programs:
 - Carbon Reduction Program
 - PROTECT
- Continuation of FAST Act planning requirements
- Asset management planning
- [USDOT Climate Action Plan](#)



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Funding Opportunities

Formula Funding Programs*:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation & Air Quality Program (CMAQ)
- National Highway Freight Program (NHFP)
- Carbon Reduction Program (CRP)
- PROTECT Formula Program

Discretionary Funding Programs*:

- RAISE Program
- MEGA Program
- Rural Surface Transportation Grant Program
- INFRA Program
- ATTAIN Program
- PROTECT Discretionary Program
- Charging and Fueling Infrastructure Grants Program

**Note: these example programs are not exhaustive of all relevant funding opportunities. For specific information on how each program addresses resiliency, see applicable program guidance.*



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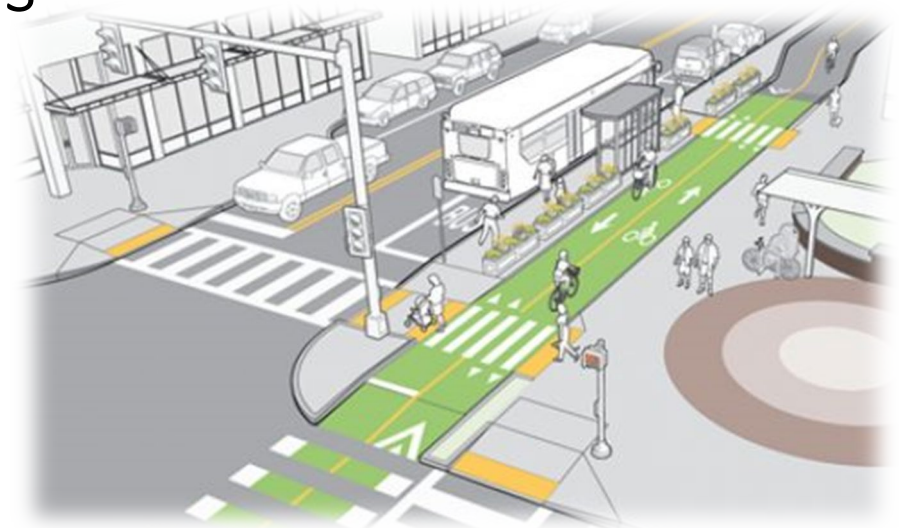
Complete Streets Planning



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Defining Complete Streets

- A Complete Street is safe, and feels safe, for everyone using the street.
- Complete Streets standards or policies “...ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles” (BIL § 11206(a)).



FHWA Complete Streets Initiative



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- Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges – March 2022
- Complete Streets has been adopted as the default approach for funding and designing roadways on the NHS that are not access controlled.
 - Represents nearly 70% of roads on the NHS

Moving to a Complete Streets Design Model:
A Report to Congress on Opportunities and Challenges

March 2022



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Complete Streets Funding: Planning

- BIL § 11206(b) requires States and Metropolitan Planning Organizations (MPOs) to expend not less than 2.5 percent of State Planning and Research (SPR) and Metropolitan Planning (PL) funds, respectively, on Complete Streets planning activities.
- January 05, 2023 [Waiver of Non-Federal Match for State Planning and Research \(SPR\) and Metropolitan Planning \(PL\) Funds in Support of Complete Streets Planning Activities](#) (IIJA/BIL § 11206)



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Complete Streets Planning Activities

- Adoption of Complete Streets standards or policies;
- (b) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects
- (c) Development of transportation plans that:
 - (1) Create a network of active transportation facilities
 - (2) Integrate active transportation facilities with public transportation service or improve access to public transportation;
 - (3) Create multiuse active transportation infrastructure facilities that make connections within or between communities;
 - (4) Increase public transportation ridership;
 - (5) Improve the safety of bicyclists and pedestrians.
- (d) Regional and megaregional planning that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail;
- (e) Development of transportation plans and policies that support transit-oriented development.



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Case Study: Athens-Clarke County

- 1st Complete Streets Policy Adopted in 2012
- Revised Policy adopted in 2022
 - Policy now includes measurement and progress reporting based on Athens in Motion Commission
- Policy shown in their recently awarded 2022 RAISE Grant:
 - The project will make complete street improvements along North Avenue from Downtown Athens, at the intersection of North Avenue and Willow Street, to just north of SR-10 at the intersection of Freeman Drive/Collins Industrial Boulevard. Ten bus stops along the corridor will be upgraded to accommodate sidewalks and transit stops. Throughout the corridor, traffic signals will be upgraded with pedestrian signals, and lighting and wayfinding will be installed. The road will be resurfaced with drainage improvements, and a shared use path will be constructed.



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Federal Land Management Agency Coordination



FEDERAL LANDS AND INDIAN RESERVATIONS

- Department of Defense (includes Army Corps of Engineers lakes)
- Department of Justice
- Fish and Wildlife Service / Wilderness
- Forest Service / Wilderness
- National Park Service / Wilderness
- Tennessee Valley Authority

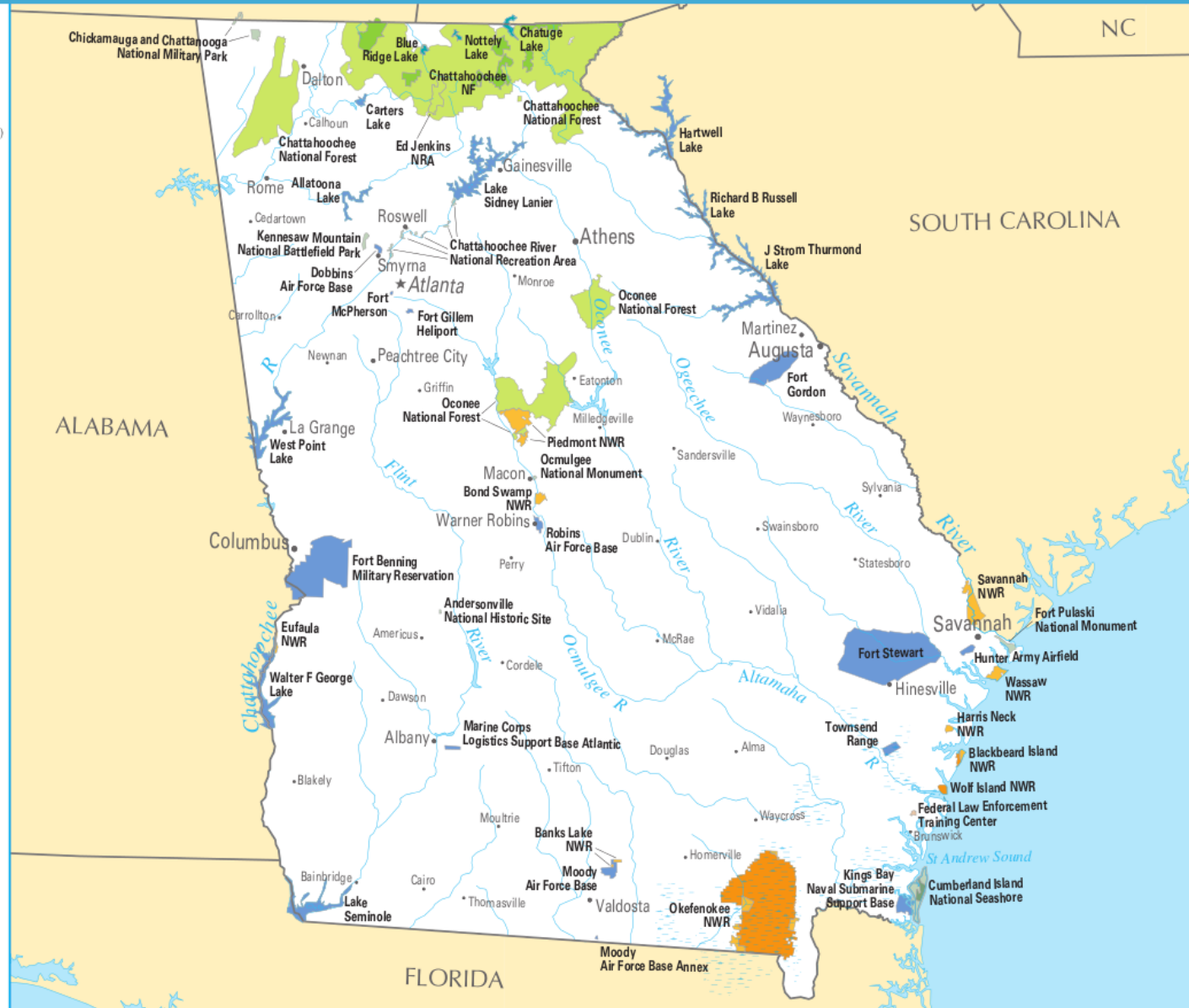
Some small sites are not shown, especially in urban areas.



Albers equal area projection

Abbreviations

- NF National Forest
- NRA National Recreation Area
- NWR National Wildlife Refuge





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FLMA Coordination

- MPO's and States should coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
- MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d))
- How have you coordinated with FLMA's in your MPO Area?



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Wrap Up



Next Steps

- How can you improve coordination with MPOs adjacent to you?
- With Housing now incorporated into the Planning Factors, how can it be incorporated within the MTP?



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Next Steps

- *What steps can you do to incorporate equity into your planning processes?*
- *In your MPO, how could Resilience Planning be incorporated?*



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Next Steps

- *What is one action that your MPO will/have undertaken to enhance Complete Streets Planning?*
- *How can you improve coordination with the Federal Land Management Agencies?*

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