

PAVING THE WAY

A ROADMAP FOR TRANSPORTATION FUNDING



ALONG THE WAY



- Long-Range Planning
- Prioritizing Projects
- Mapping Resources
 - Federal, State, Regional, and other Programs
- Assessing the Routes
- Leveraging Resources
- Funding the Planning
- Alternate Routes (Staying Flexible)

THE ROAD AHEAD



- Long Range Planning
 - Assessing Need
 - Articulating Values
 - Envisioning the Future
 - Listening to Community Voices
 - Transportation to Where?
 - Tools for Mapping the Future
 - Safety Action Plan
 - Long Range Transportation Plan

PRIORITIZING PROJECTS



BALANCING NEEDS, WANTS, AND FUNDING

› Infrastructure Needs

- › Prioritizing Needs
- › Prioritizing Wants
- › Finding the Balance
- › Navigating the Funding Territory
 - › Understanding current funding opportunities
 - › Understanding the difference between Eligible and Competitive

MAPPING RESOURCES



➤ FOUNDATIONAL FEDERAL TRANSPORTATION PROGRAMS

➤ TTPSF

➤ TTP

➤ SS4A

➤ Rural and Tribal Assistance Pilot Program

➤ PROTECT

➤ Tribal Transportation Facility Bridge Program

➤ BUILD (Formerly RAISE/TIGER)

➤ MPDG

➤ Rural Surface Transportation

➤ State and Regional Programs

➤ Other Funding Sources

ASSESSING DESTINATION ROUTES



- Know The Destination – The Highway
- Don't Overlook Byways
 - Traversing The Mousetrap Of Funding
 - Segments
 - Phases
 - Alternatives

LEVERAGE RESOURCES



PLANNING THE ROUTE AND STOPS ALONG THE WAY

- TTPSF (Transportation Safety Plan)
- LRTP (Long Range Transportation Plan)
- SS4A
- Establishing Credit and Building Trust Relationships for Funding the Future
- Next Stops:
 - RTA
 - BUILD
 - Rural Surface Transportation

FUNDING THE PLAN: SAFETY FIRST



TRIBAL TRANSPORTATION PROGRAM SAFETY PLAN FUNDING CATEGORIES

- Safety Plan
- Data Assessment Improvement and Analysis
- Systemic Roadway Departure Countermeasures
- Infrastructure Improvement (Design and/or Construction)

NOTE: CAN BE LEVERAGED AS A MATCH FOR SS4A--20%)

SAFE STREETS FOR ALL (SS4A) FUNDING CATEGORIES

- Safety Action Plan
- Supplemental Planning and Demonstration Grants
- Implementation Grants

FUNDING THE PLAN: LONG RANGE



LONG RANGE TRANSPORTATION PLAN

- Formula Grant Funds (TTP) and FTA (5311)
- Tribal Transit Program (Competitive Grants)
- FTA Competitive
 - 5311c
 - Transit Oriented Development Planning (TOD)
- SS4A
- Rural and Tribal Assistance Program (RTAP)
- PROTECT (Currently Paused)

STAYING FLEXIBLE



THINGS CHANGE, SO DO OPPORTUNITIES

- Administrative priorities change and grant opportunities shift and cycle

STAY FLEXIBLE AND CONSIDER OPTIONS

- Phasing projects for smaller journeys
- Multiplying opportunities and options
- Aligning projects with funding
- Aligning funding with projects

REACHING THE DESTINATION



**PLAN THE
FUTURE**



**GATHER
YOUR
RESOURCES**



**REMAIN
FLEXIBLE**



NATIONAL TRIBAL TRANSPORTATION IN INDIAN COUNTY

LONG RANGE TRANSPORTATION PLAN AND TTIP DEVELOPEMENT

TOPICS TO COVER



**GENERAL
PLANNING**



**LONG RANGE
TRANSPORTATION
PLAN (LRTP)**



**TRIBAL
TRANSPORTATION
IMPROVEMENT
PROGRAM (TTIP)**

WHAT IS PLANNING



- Planning is about the process and understanding of how decisions are made.
- Planning is constant and doesn't end with the approval of the LRTP or TTIP.
- Planning is interdependent, it's dependent on others.

WHY PLAN?



- Provide direction
- Arrive at informed and thoughtful decisions.
- Helps direct investments
 - It provides a sense of order that decision makers can use to help untangle the competing demands for limited funding and resources

WHAT PLANNING CAN DO?



**CAPTURE A
VISION FOR
THE FUTURE**



**REINFORCES
TRIBAL
GOVERNANCE**



**PROMOTES
SOUND
DECISION
MAKING**

WHAT IS LONG RANGE TRANSPORTATION PLANNING?

“...clearly demonstrate a Tribe’s transportation needs and to develop strategies to meet those needs...” – **25 CFR170.409(a)**

“The Arizona Department of Transportation’s (ADOT) 2050 Long Range Transportation Plan provides a vision and a roadmap for how we will address the growing demands on Arizona’s transportation system for the next 25 years” – **AZ 2050 LRTP**



PRESERVATION AND UPGRADES



INVESTMENT SCENARIO



“Our statewide transportation needs through 2050 are \$231.4 billion, while our projected revenues are \$69.1 billion – a gap of \$162.3 billion”

“ADOT’s LRTP recommends a ‘Preserve and Upgrade’ investment scenario, which commits a higher level of funding priority to preserving existing infrastructure through activities like paving and bridge repairs”

– ADOT 2050 LRTP, Directors Letter September 2023

APPROACHES | TRANSPORTATION PROJECTS



WHERE TO INVEST?



DECISIONS NEED TO BE MADE BEFORE A PROJECT MAKES IT TO THE
4-YEAR TRIBAL TRANSPORTATION IMPROVEMENT PLAN

ROADS

\$15M

PEDESTRIAN

\$50K

BRIDGE

\$20M

TRANSIT

\$100K

REPAIR

\$500K

WHERE DID THE PROJECT COME FROM?

How did you become aware of this project?

Who directed you to do the project?

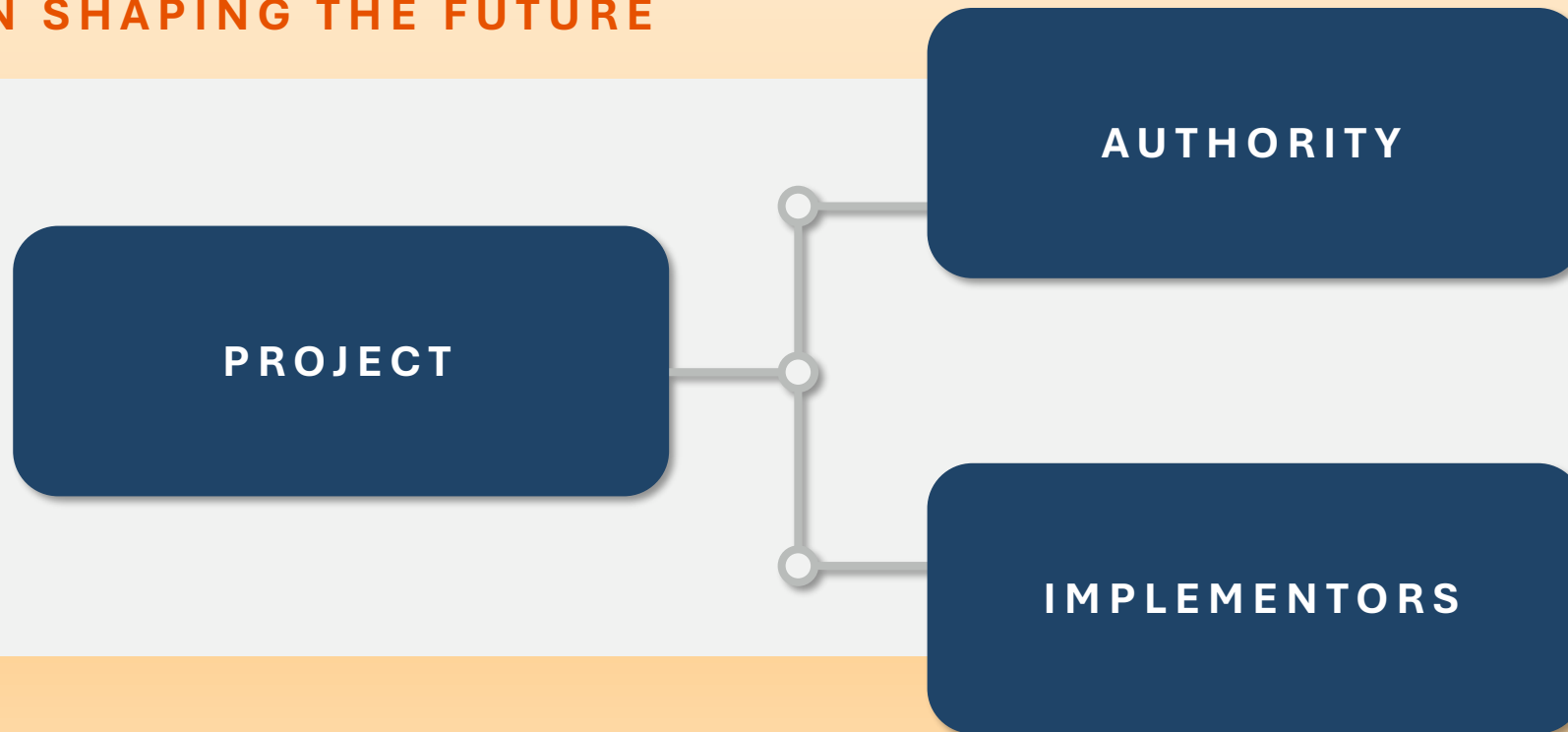
Who guided you through the processes?



PROJECT EMPHASIS MODEL



A PROCESS THAT FOCUSES ON
BUILDING PROJECTS RATHER
THAN SHAPING THE FUTURE

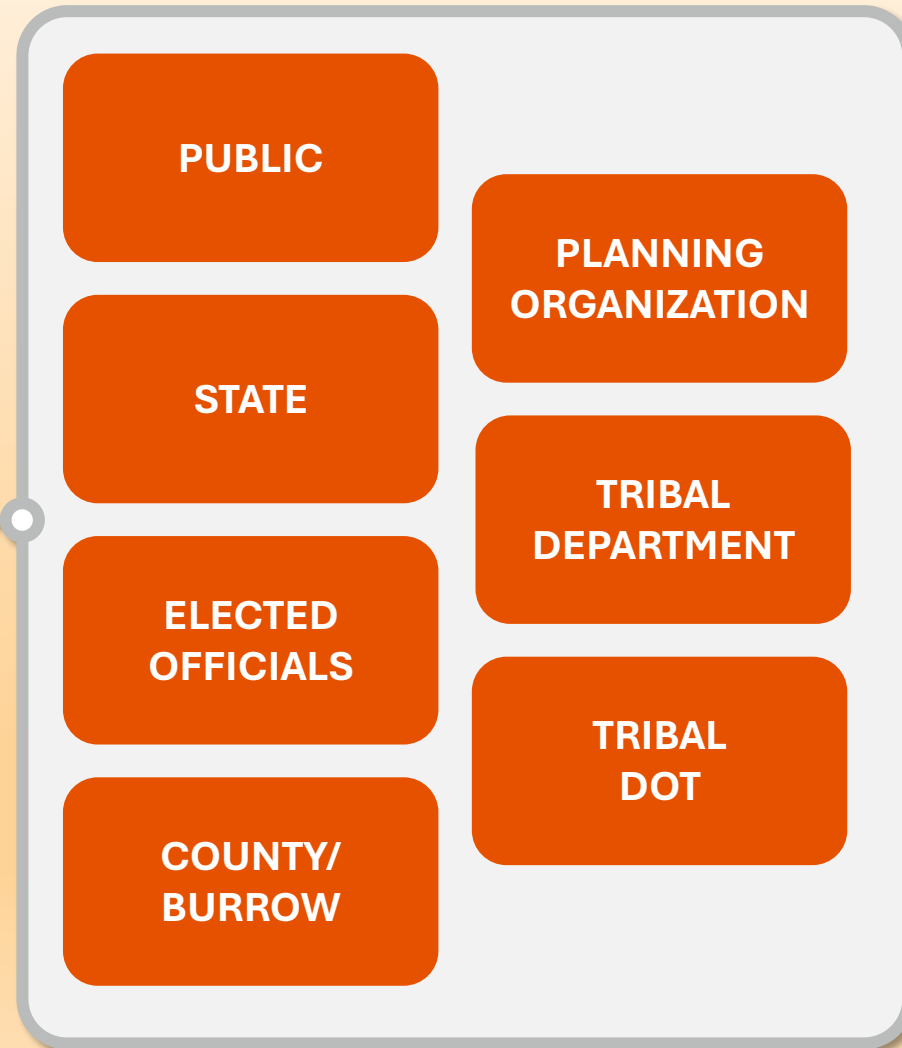


COMPREHENSIVE PLANNING AND MULTIMODAL PROBLEM SOLVING



A PROCESS WHERE DECISIONS
ABOUT PROJECT PRIORITIES ARE
MADE, WHICH MIGHT INCLUDE
DELAYING SOME PROJECTS

LRTP & TIP



LONG RANGE TRANSPORTATION PLANNING

TRANSPORTATION HAS 2 PURPOSES



DEVELOPING AN LRTP



The purpose of transportation planning is to identify broad goals to transportation needs

-25CFR170.409

AN LRTP IS NEEDED FOR:

- Nation Tribal Transportation Facility Inventory (NTTFI)
- Tribal Transportation Improvement Program (TTIP)

-25CFR170.410

LRTP – 25 CFR 170.400



HIGHLIGHT AREAS

- Public Involvement 170.413
- Pre-project planning and project identification studies 170.415
- Tribal Transportation Improvement Program (TTIP) 170.421
- National Tribal Transportation Facility Inventory 170.446

ESSENTIAL ELEMENTS OF LRTP'S



1. PUBLIC INVOLVEMENT

Allows for broad and varied representation and helps define the need for the community

2. GOALS

Should be specific enough to guide the development of the plan to reflect the need and vision

3. POLICIES

Developed to support the goals

4. TRANSPORTATION IMPROVEMENT PLAN

PUBLIC INVOLVEMENT FOR LRTP'S



METHODS

- Notice 170.413
- Meetings 170.413
- Hearing 170.435

LRTP GOALS



Goals should be specific enough to guide the development of the plan

EXAMPLE: It shall be a goal of the ____ Government to ***have three safety projects*** on the TIP during the ***next four years***

GOAL = TO + ACTION VERB + QUANTITATIVE NOUN + TIMELINE

GOAL SUPPORTED POLICIES



- It shall be the policy of ____ Government that all transportation improvements have a safety audit performed before prioritization.
- It shall be the policy of ____ Government to have a minimum of one safety project each year on the TIP.

TRANSPORTATION IMPROVEMENT PROGRAM



WHAT IS A TRANSPORTATION IMPROVEMENT PROGRAM?



- It is a multi-year list of proposed transportation projects.
- Is developed from and must be consistent with the priority list or LRTP;
- Is financially constrained for all identified funding sources;
- Must identify (year by year) all TTP funded projects and activities that are expected to be carried out over the next four years as well as the projected costs and all other funding sources that are expected to be used on those projects. Although **23 U.S.C. 134(j)(1)(D)** indicates a TIP must be updated once every four years, Tribes are encouraged to update the TTIP annually to best represent the plans of the Tribe;

WHAT IS A TRANSPORTATION IMPROVEMENT PROGRAM?



Campbell County

Transportation Projects

Fiscal Year: 2028

Trans Comm Dist	Project		General Location Detail Location	Begin RM	End RM	Length	Character of Work	Cost \$1,000						
								PE FY	PE	CE & CON	TOTAL	FED	ST	OTH
4	NHPPI	I903106	BUFFALO TO GILLETTE I-90 EASTBOUND AND WESTBOUND LANES	118.30	124.30	6.00	PAVEMENT REHABILITATION TO INCLUDE MILL, LEVEL AND OVERLAY	2023	1,267	12,519	13,786	12,779	1,007	0
4	NHPPI	I903108	CAMPBELL COUNTY I-90 STRUCTURE NO. BFF	106.14	106.14	0.00	STRUCTURE REPAIR		33	467	499	464	36	0
4	HI-BFP	I903110	CAMPBELL COUNTY I-90 STRUCTURE NO. CDL	132.39	132.39	0.00	BRIDGE REPLACEMENT		224	3,151	3,374	3,131	244	0
4	NHPP	N433045	GILLETTE 2ND ST/JCT WY 50	113.86	114.81	0.95	PAVEMENT REHABILITATION TO INCLUDE MILL, OVERLAY AND ADA	2021	67	1,561	1,628	1,473	155	0
FY TOTAL:						6.95			\$1,591	\$17,698	\$19,287	\$17,847	\$1,442	\$0

Aeronautics Projects

Fiscal Year: 2028

Aero Comm Dist	Project		General Location		Character of Work	Cost \$1,000							
						PE FY	PE	CE & CON	TOTAL	FED	ST	OTH	
5	AERO	AGC038A	GILLETTE		PAVEMENT REHABILITATION		0	2,133	2,133	2,000	80	53	
5	AERO	AGC050A	GILLETTE		PAVEMENT REHABILITATION		0	556	556	0	500	56	
FY TOTAL:								\$0	\$2,689	\$2,689	\$2,000	\$580	\$109
Grand Total: 2028, Campbell County								\$1,591	\$20,387	\$21,976	\$19,847	\$2,022	\$109

WHAT IS A TRANSPORTATION IMPROVEMENT PROGRAM?



State of Montana Department of Transportation
BILLINGS DISTRICT 5
HIGHWAY PROJECTS
CONSTRUCTION PHASE

FISCAL YEAR	UPN	UNIT	PREFIX	PROJECT NAME	PROJECT LOCATION	REF POINT	PROJECT LENGTH	PROJECT SCOPE	EST COST (\$MIL)
2025	10202	000	HSIP	SF 199 HYSHAM HILLS VMS	I-94	50	19.57	SAFETY	1 TO 5
2028	10354	000	HSIP	SF 199 64TH & AIRPORT RD CURVE	L-56-507	3.5	0.9	SAFETY	1 TO 5
2026	10397	000	HSIP	SF229 BILLINGS DIST GUARDRAIL	S-532	3.521	0.8	SAFETY	<1
2026	9114	000	HSIP	SF 159 ST XAVIER CURVE RECON	S-313	22.5	4.58	RECONSTRUCTION	5 TO 10
2025	9116	000	HSIP	SF 159 SE COLUMBUS SHLDR WID	S-421	4.8	2.02	SAFETY	5 TO 10
2027	9598	000	HSIP	SF 179 TURN LANE W OF HUNTLEY	P-264	6.6	0.9	SAFETY	1 TO 5
2026	9599	000	HSIP	SF 179 CURVES S OF ROSCOE	MT-78	15.8	1.205	SAFETY	<1
2028	9600	000	HSIP	SF 179 SFTY IMPRV E OF HUNTLEY	X-56788	10.1	3.45	SAFETY	5 TO 10
2029	10475	000	HSIP-STPS	KING AVE & 64TH STREET - BLGS	S-532	14.5	0.2	INT IMPROVEMENTS	1 TO 5
2027	10069	000	IM	DEHART INTERCHANGE - E & W	I-90,US-191	360	4.026	CHIP SEAL	1 TO 5
2025	10070	000	IM	BALLANTINE - POMPEYS PILLAR	I-94	13	10.5	MILL & FILL	5 TO 10
2026	10095	000	IM	GREYCLIFF REST AREA REHAB	I-90	380.5	1.015	REST AREA	<1
2026	10220	000	IM	LODGE GRASS-SOUTH	I-90,US-87	531.8	11.74	CHIP SEAL	1 TO 5
2028	10221	000	IM	WYOMING LINE-NORTH	I-90,US-87	543.5	10.92	CHIP SEAL	1 TO 5
2025	10222	000	IM	HUNTLEY-EAST	I-94	6.95	6.36	CHIP SEAL	1 TO 5
2025	10384	000	IM	PARK CITY - WEST	I-90	417	9.618	MILL & FILL	10 TO 15
2029	10427	000	IM	I-90 CULVERTS - BILLINGS AREA	I-90,US-212,US-87	413	114.9	CULVERT	5 TO 10

PORTFOLIO ID = 2025 STIP

WHAT IS A TRANSPORTATION IMPROVEMENT PROGRAM?



CS Entity							
# of CSTIPS	4	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
		629,857	14,869	15,302	15,735	0	675,763

CSTIP							
Program Class Code	66V	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
# of Projects	2	14,436	14,869	15,302	15,735	0	60,342

Project Identification							
Region	C - Rocky Mountain						
Agency	C50 - Rocky Mtn Regn Off						
Reservation	C50305						
Entity	C50305						
State	30 - Montana						
County	013 - Cascade						
FFS	66V	Length (mi)					
PCAS	C50P0830	Project ID	P0830				
Project Name							
Project Type	PLANING						
Work Type	P9 - Long Range Transportation Planning						
Total (\$)	43,622	Designation	O				
Description	TRANSPORTATION PLAN UPDATE - STRA-21						
Remark	TRANSPORTATION PLAN UPDATE - STRA-21 - FUNDS FY24-27						

Work Item Summary						
	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
00 TRIBAL TRANSPC	10,436	10,749	11,062	11,375	0	43,622
	10,436	10,749	11,062	11,375	0	43,622

Phase Summary							
Start	Stop	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
2024	2027	Z	10,436	10,749	11,062	11,375	43,622

Route Summary						
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WHAT IS A TRANSPORTATION IMPROVEMENT PROGRAM?



- Must identify all projects and activities that are funded through other Federal, State, county, and municipal transportation funds and are carried out by the Tribe in accordance with [23 U.S.C. 202\(a\)\(9\)](#);
- Must include public involvement
- Is reviewed and updated as necessary
- Can be changed only by the Tribal government; and
- After approval by the Tribal government, must be forwarded to BIA or FHWA by Tribal resolution or authorized governmental action certifying public involvement has occurred and requesting approval.

TRANSPORTATION IMPROVEMENT PROGRAM



- The TIP implements the goals
- Financially Constrained

TIP'S ARE THE RESULT OF COORDINATION



- The TIP is not the funding mechanism but the documentation of the decisions that were made
- Only dedicated funding is programmed into the TTIP

HOW DO I KNOW WHAT PROJECTS AND HOW MANY FUNDS TO PROGRAM INTO MY TIP?

HOW MUCH IS THE PROJECT COST?



HOW WILL YOU INVEST TRANSPORTATION FUNDS?



INVESTMENT TOOLS

**RETURN ON
INVESTMENT**

LRTP

STUDIES

PRIORITIZE

SCOPING

TTIP



SCOPE THE PROJECT AT A HIGH LEVEL

THIS IS PLANNING,
NOT ENGINEER'S ESTIMATE.



WHAT AM I LOOKING FOR?

**ANYTHING THAT CAN AFFECT
THE COST OF THE PROJECT!**

Next slides will have projects that come from your LRTP or priority list



HIGH HILL RD

WIDEN ROAD TO 28 FEET WITH 2 FOOT
PAVED SHOULDER ON BOTH SIDES

WHAT COULD AFFECT THE COST?



FLATS DISTRICT

REPLACE INTERSECTION WITH A ROUNDABOUT

WHAT COULD AFFECT THE COST?



BOARDROAD 50

LEVEL BROADROAD AND REPLACE SURFACE TYPE

WHAT COULD AFFECT THE COST?



THREE PINES LN

RECONSTRUCT AND
IMPROVE DRAINAGE

WHAT COULD AFFECT THE COST?



RIVER ROAD

JUST FIX SO THIS DOESN'T HAPPEN AGAIN

WHAT COULD AFFECT THE COST?



PROJECTS TO BE PROGRAMMED FROM SCOPE



PROJECT NUMBER	PROJECT TITLE	PROJECT LOCATION	PROJECT DESCRIPTION	COST
1	Three Pines Ln	Low Hills District	Reconstruct/Curb & gutter	\$ 1,500,000.00
2	High Hill Rd	High Hills District	Reconstruct and Widen with shoulders	\$ 3,000,000.00
3	Roundabout	Flats District	Replace 4 way with roundabout	\$ 3,500,000.00
4	River Rd	River District	Armor bank and reconstruct	\$ 10,000,000.00
5	Boardroad 50	Delta	Relevel and replace	\$ 800,000
ILLUSTRATIVE PURPOSES ONLY				

DEVELOPING THE PROGRAM PROJECT AMOUNTS



ESTIMATED PERCENTAGES

- Preliminary Engineering 10-25% of the overall project costs from the Scope
- Construction Engineering usually between 10-15% of the overall project costs of the Scope

TAKEDOWNS

- **ADMINISTRATION** - Costs associated with Administration may be direct and/or indirect cost related to Tribal transportation department operating costs.
- **MAINTENANCE** - 25 percent of its TTP funds; or \$500,000 whichever is greater
- Transit
- Other

ANTICIPATED FUNDS TO BE PROGRAMMED INTO TTIP FORMULA

Scope report amount + Preliminary Engineering % of scope
amount + Construction management% of scope amount
= PROGRAMMED AMOUNT



DEVELOPING THE PROGRAM PROJECT AMOUNTS



TAKEDOWN BREAKDOWN

- IBC Indirect Cost Rate: 18%
- Administration Cost: 10%
- Maintenance: 25%
- Transit: 1.5%
- **Total percentage
takedown: 54.5%**

TRIBE	TRIBAL SHARES	TTP 2% PLANNING
Tribe A	\$3,254,729.00	\$71,746.00
Indirect	-\$585,851.22	-\$12,914.28
Administration	-\$325,472.90	
Maintenance	-\$813,682.25	
Transit	-\$48,820.94	
Remaining	\$1,480,901.69	\$58,831.72
ILLUSTRATIVE PURPOSES ONLY		

PROGRAMMING INTO TTIP



NAME	DESCRIPTION	FUNDING	PE (20%)	CN	CE (10%)	TOTAL
High Hill Rd. Route #20	Widen road and add paved shoulder	TTP	\$600,000.00	\$3,000,000.00	\$300,000.00	\$3,900,000.00

ILLUSTRATIVE PURPOSES ONLY



THE 2 KNOWNNS + 1 BEFORE STARTING



**KNOW
THE COST**



**KNOW THE
PROJECT IS
CONSISTENT
WITH LRTP**



**KNOW IT'S ON
THE NTTFI (IF
USING FUNDS
THAT REQUIRE IT)**

