3.0 Consultation

With respect to nonmetropolitan areas, the statewide transportation plan shall

documenting existing practices and making this information publicly available. Other states are defining new consultation procedures with local elected officials (LEOs). Still others are considering how to build effective communication mechanisms with resource agencies.

₹

local input and shifts in priorities. There is a need to educate elected officials and their staff about the process.

- *How can environmental data be integrated into the planning process?* States are required to demonstrate consideration of environmental concerns and data in their long-range plans. This includes

4.0 Congestion Management Process

SAFETEA-LU requires there be "a process that provides for effective management and operation to address congestion within a metropolitan planning *area serving a TMA.*

4.1 VERVIEW OF PROVISION

Ken Leonard of Cambridge Systematics Inc. discussed the planning provision for congestion management process (CMP) in transportation management areas TMA. This requirement is similar to that described under ISTEA and its successor TEA-21, with minor adjustments made to previous language. Essentially, the

- Sketches;
- Videos; and
- Visual preference surveys.

CommunityViz to visualize prospective development, and is currently developing a GIS format to be used during scenario planning.

6.0 Consistency of Transportation

- *Unpredictable Economic Development Patterns* – Given that economic develop-

7.0

Figure 8.1

Illinois DOT worked with resource agencies and nonprofits to establish regional wetland banks that improve ecological results while reducing the time and cost of project delivery

Consultation with Resource Agencies is required, as appropriate, with agencies engaged in land use management, natural resources, environmental protection, conservation, and historic preservation.

¢ Colorado has established a Transportata Tion Environmental Resource Council

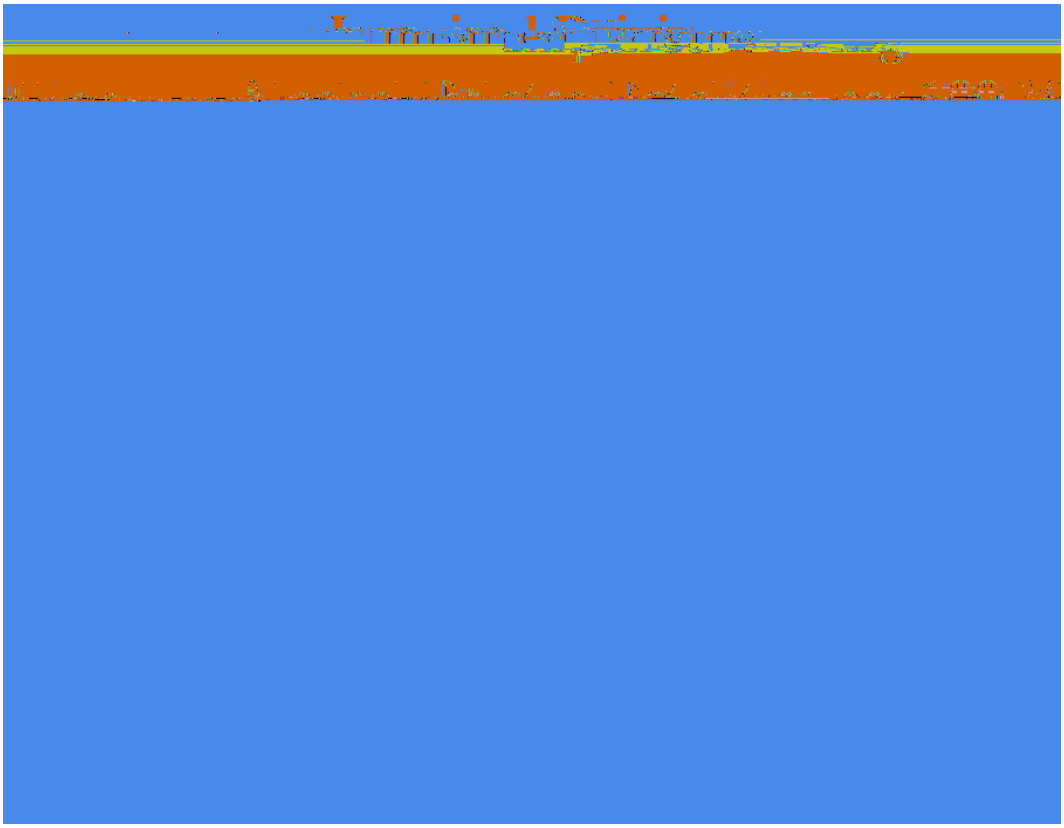
- *Consider a Range of Planning Scales* – Many states regional levels to be a productive level of focus for consultation.
- *Use GIS Councils for Coordination ofng* – Tapping into statewide groups provides additional data resources to DOTs and facilitates data management and quality control.

9.0 Security (Including Border Security)

SAFETEA-LU calls for the security of the transportation system to be a stand-

Now that security is a stand alone planning factor, planning will likely play a

Figure 10.1



Montana D

- States noted that the upcoming NPRM will be both complicated and signifi-

Breakout Sessions

3:30 Breakout Sessions

- Visualization, *Room Yucca/Aloe*
  - Moderator – Thomas Dow, Urban Planning Manager, KS DOT

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B. Participant List

Lsst Name	First Name	Title	Agency	A

Last Name	First Name	Title	Agency	Address	City, State, Zip	Phone	Fax	Email
Oakley								

September 2, 2005

This joint FHWA/FTA interim guidance is intended for the use of FHWA and FTA field offices in working with their State/local planning pas.ners and grantees in implementing SAFETEA-LU. Short summaries of key changes to the statutory requirements for planning and environmental reviews are provided, followed by guidelines for how FHWA Division and FTA Region Offices should administer and oversee highway and transit programs during this TEA-21/SAFETEA-LU transitional period. This interim guidance covers planning, air quality, and environmental requirements that are jointly administered by FHWA and FTA. Additional information and case study examples of the new or changed requirements under SAFETEA-LU will be developed, as appropriate.

While all TIPs, STIPs, and plans adopted after July 1, 2007, must comply with SAFETEA-LU planning provisions. States and MPOs may wish to take advantage of the SAFETEA-LU provisions prior to July 1, 2007, and they are encouraged to do so. If a State or MPO opts to

States to continue operating under environmental review processes approved by the Secretary under TEA-21 authority. *All highway and transit EISs for which the NOI was published after 8/11/05 must follow the new process (except as provided by Section 6002(b), as described below) while highway and transit EISs for which a NOI was published prior to 8/11/05 may continue as "grandfathered" under prior law.*

environmental reviews (e.g., 4(f) of the Department of Transportation Act) for projects classified as CEs.

F. Environmental Resources

Standing Committee on Planning SAFETEA-LU Workshop, March 27, 2006

The Safe, Accountable, Flexible and Efficient Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU) includes several provisions intended to enhance the consideration of environmental issues and impacts within the transportation planning process. The following is a list of resources that transportation planning and environment professionals might find helpful in building a knowledge base in this area.

Resources on Legislation, Guidance, and Executive Orders

Guidance and Interim Guidance on SAFETEA-

systems in conjunction with existing grey infrastructure.
http://www.conservationfund.org/?article=2487

Use of GIS within Environmental Streamlining and Stewardship (GIS4EST): Tailored to audience requirements (topics and length), this 1.5 to 2-day workshop provides a general overview of spatial data technologies and how these can be used to enhance environmental decision-making and streamlining. For more information: Contact Aung Gye, aung.gye@fhwa.dot.gov, or Ben Williams, ben.williams@fhwa.dot.gov.

Conservation and Transportation Planning Workshops: FHWA, NatureServe, and Defenders of Wildlife are partnering to produce a workshop that will introduce data, methods and systems that can be collaboratively utilized among transportation, resource and regulatory agencies. Three workshops will be held in 2006. For more information contact Aung Gye, aung.gye@fhwa.dot.gov

- What is the process that FHWA is going to use to determine if a state's long-range transportation plan meets the requirements of SAFETEA-LU.
- More time. Great topics, but more time to discuss **more** best practices.
-

- A meeting to discuss draft regulations with FHWA and FTA would be beneficial.
- Financial plans discussion.
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