Public Involvement Requirements

- Law, regulation and agency policy applied to plans, programs, and project development
- Core requirements stem from:
  - National Environmental Policy Act (NEPA)
  - Highways: Title 23 Section 109(h), 128, 134, 135, and 139
  - Transit: Title 49 Sections 5304
Public Involvement; Related Laws and Guidelines

- Clean Air Act of 1970 (and Amendments)
- Title VI of the Civil Rights Act of 1964
- Executive Order on Environmental Justice 1994
- Americans with Disabilities Act of 1990
- Rehabilitation Act of 1973
- Age Discrimination Act of 1975
- Civil Rights Restoration Act of 1987
- Executive Order on Limited-English-Proficiency
Public Involvement Programmatic Activities

State and Regional Technical Assistance
- Every Day Counts Virtual Public Involvement Initiative
- Guidebooks
- Brochures
- Case Studies
- Technical Assistance
- Training
Websites
Public Involvement/Public Participation

Public participation is an integral part of the transportation process which helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement brings diverse viewpoints and values into the decision-making process. This process enables agencies to make better informed decisions through collaborative efforts and builds mutual understanding and trust between the agencies and the public they serve. Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives.

The public, in any one area or jurisdiction, may hold a diverse array of views and concerns on issues pertaining to their own specific transportation needs. Conducting meaningful public participation involves seeking public input at specific and key points in the decision-making process issues where such input has a real potential to help shape the final decision or set of actions.

Public participation activities provide more value when they are open, relevant, timely, and appropriate for the intended goal of the public involvement process. Providing a balanced approach with representation of all stakeholders and including measures to seek out and consider the needs of all stakeholders, especially those that are traditionally underserved by past and current transportation programs, facilities, or services.

To assist those who would like to improve public participation processes and strategies, this site provides links to relevant information and exemplary case studies and examples.

Information for the Public on Transportation Decision Making

Have you ever wondered how decisions are made about transportation projects that affect your life? How do government officials decide where to put a bus stop, road, or bridge? How are these and other transportation projects planned? And how can you make sure your opinions are heard and considered by the planners, road designers, elected officials, and

www.fhwa.dot.gov/planning/public_involvement/
Virtual Public Involvement

https://www.fhwa.dot.gov/planning/public_involvement/vpi/
Resources to Get Involved: Metropolitan Planning Organization (MPO)

https://www.planning.dot.gov/mpo/

12/7/2015
Resources and Research
Resource for Practitioners
Public Involvement Techniques

ENGAGING PEOPLE THROUGH OUTREACH AND ORGANIZATION

• Involving the Public in Transportation Planning
• Why is it Important to Engage the Public?
• Including People Who Are Traditionally Underserved
• Bringing Together a Core Participation Group
• Understanding Different Communication Styles

TECHNIQUES FOR INVOLVING THE PUBLIC

• Open Meetings
• Determining the Best Type of Meeting
• Interacting During Meetings
• Changing a Meeting Approach
• Selecting an Organizational Feature
• Establishing Communication Outside of Meetings
• Technology

GENERATING FEEDBACK

• Establishing Places for the Public to Interact

www.fhwa.dot.gov/planning/public_involvement/publications/
Resources for the Public to get involved

www.transportation.gov/policy-initiatives/leadership-academy/transportation-toolkit
Resources for Practitioners

www.fhwa.dot.gov/planning/public_involvement/publications/
Resource for all Users

- The **Community Connections** Toolbox includes innovative tools and strategies to bring communities together...

https://www.fhwa.dot.gov/planning/community_connections/toolbox/
Public Engagement
Case Studies and Notable Practices

Locations of Public Engagement Case Studies and Notable Practices

https://www.planning.dot.gov/focus_caseStudies.aspx
Every Day Counts - Virtual Public Involvement

Virtual Public Involvement supports agencies' efforts to engage the public more effectively by supplementing face-to-face information sharing with technology.

Innovative virtual public involvement techniques provide state departments of transportation (DOTs), transit agencies, metropolitan planning organizations (MPOs), and rural transportation planning organizations (RTOs) with a platform to inform the public and receive feedback. These strategies create efficiencies in how information is disseminated and how input is collected and considered, which can potentially accelerate planning and project development processes.

**ENCOURAGING PUBLIC ENGAGEMENT**

Public involvement is a critical component in the transportation decision-making process, allowing for meaningful consideration and input from interested individuals. As daily users of the transportation system, the public has useful opinions, insights, and observations to share with their State DOT, MPO, and local agencies on the performance and needs of the transportation system or on specific projects. Timely and strong public engagement has the potential to accelerate project delivery by helping identify and resolve public concerns early in the planning process, thereby reducing delays from previously unknown interests late in the project delivery process.

**Virtual Public Involvement**

Virtual public involvement tools include online surveys, webinars, and telephone town halls. Nearly all State DOTs and most MPOs and local agencies use websites to post information about their activities. With the increased use of social media tools and mobile applications, the public can access user-friendly features such as online videos, podcasts, crowdsourced maps, and other interactive forums to receive information and provide input.

These new opportunities for information sharing and public involvement in the transportation planning, programming, and project development process include, but are not limited to, telephone town halls, online meetings, pop-up outreach, social media meetings/meetings-in-a-box,胎儿s, story maps, quick videos, crowdsourcing, survey tools, real-time polling tools, social media following, visualizations, and working with bloggers.

**Benefits**

- **Efficiency and Low Cost.** Virtual tools and platforms can efficiently be made accessible to communities, many at a lower cost than traditional public engagement methods.
- **Accelerated Project Delivery.** Robust public engagement helps identify issues early in the project planning process, which reduces the need to revisit decisions.

https://www.youtube.com/watch?v=AT11Bpkk1uo&feature=youtu.be
Resources: Videos, Fact Sheets and Webinars

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority or low-income populations.

To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

Environmental Justice (EJ) at the FHWA means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations.
EJ Directives and Policy References

- Executive Order 12898 on EJ (1994)
- USDOT EJ Order 5610.2(a) (1997/2012)
- FHWA EJ Order 6640.23A (1998/2012)
- FHWA Guidance on EJ and NEPA (2011)
Environmental Justice Programmatic Activities

State and Regional Support
• AASHTO Center for Environmental Excellence - EJ Community of Practice
• TRB Coordination (2021 Equity Conference)
• National Research/Case Studies
• Technical Assistance, Workshops, Webinars, and Peer Networks

Federal Coordination
• Collaboration Working Groups
• Best Practices and Resource Development
Environmental Justice

Environmental Justice, Title VI, Non-Discrimination, and Equity

Although Environmental Justice (EJ), Title VI, Non-Discrimination, and Equity are distinct elements, collectively they can contribute to the development of an equitable transportation system. These elements are regularly mistaken and used interchangeably, thus, making it essential to understand their differences.

EJ at FHWA focuses on identifying and addressing disproportionately high and adverse human health or environmental effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. This objective is to be achieved, in part, by actively adhering to the principles and practices of both Title VI and the National Environmental Policy Act (NEPA) during the development and implementation of transportation activities. The classes covered by EJ vary slightly from those covered by Title VI and other nondiscrimination statutes, as depicted in Table 1.

Source: Interaction Institute for Social Change

www.fhwa.dot.gov/environment/environmental_justice/
Title VI of The Civil Rights Act of 1964 and Additional Nondiscrimination Requirements

Overview

Title VI of the Civil Rights Act of 1964 prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The use of the word “persons” is important as the protections afforded under Title VI apply to anyone, regardless of whether the individual is lawfully present in the United States or a citizen of a State within the United States.

In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability).

General FHWA Responsibilities

FHWA Division Offices are responsible for ensuring that all Recipients (State Transportation Agencies) have an approved Title VI Plan and submit Annual Update Reports. Additionally, the Division Offices are responsible for ensuring that the State Transportation Agencies are implementing an effective Monitoring Program of their Subrecipients efforts to effectively implement Title VI. FHWA’s National Title VI/Nondiscrimination Program Manager is responsible for coordinating the effectiveness of FHWA’s monitoring activities and will partner with other Federal Program Offices and USDOT Modal Agencies (as appropriate) to address opportunities for improved implementation of the Title VI/Nondiscrimination Program.

Authorities

- Title VI of the Civil Rights Act of 1964 (42 USC 2000d et seq);
- Civil Rights Restoration Act of 1987;
- 49 CFR Part 21;
- 23 CFR Part 200;
- USDOT Order 1050.2A;
- Section 162 (a) of the Federal Aid Highway Act of 1973;
- Executive Order #12250 (Environmental Justice);
- Executive Order #13166 (Limited English Proficiency).

https://www.fhwa.dot.gov/civilrights/programs/title_vi/
AASHTO CEE, EJ Community of Practice

Environmental Justice

Topic Home

The Environmental Justice topic describes a range of programs, policies, case studies, resources, and tools related to environmental justice in surface transportation. Transportation agencies work to ensure that projects and programs avoid disproportionately high and adverse effects on minority populations and low-income populations.

View Overview

Recent Developments

- AASHTO's Center for Environmental Excellence to Hold Webinar on Data and Environmental Justice
- Group Identifies Barriers, Strategies for Transportation and Health Equity
- AASHTO Webinar: Environmental Justice Analysis Strategies at the 2019 AMPO Annual Conference
- Group Issues Report on Equity and Smart Mobility
- Environmental Justice CoP Survey: Webinar and Materials Available
- Northwest, Mid-Atlantic Status Hold Equity Workshop
- Climate Group Developing an Equitable Adaptation Toolkit
- CPRA Launches Environmental Justice Training for States
- FHWA Issues Two EJ State of the Practice Reports
- Study Describes Use of Zoning, Land Use Policies for Environmental Justice

View Full Listing of Recent Developments >

Subscribe to Website Updates for this topic>

https://environment.transportation.org/environmental_topics/environmental_justice/
Joint Subcommittee on Transportation Equity
Transportation Research Board

About

Sponsored by the Transportation Research Board (TRB), the Joint Subcommittee (JSC) on Transportation Equity is a collaboration between the Standing Committee on Strategic Management (ABC10) and the Standing Committee on Environmental Justice (ADD50). The focus of the JSC on Transportation Equity is to serve as a clearinghouse among the sponsoring committees on research and related activities associated with transportation equity within TRB.

Additionally, the JSC has the following responsibilities:

1. To serve as an organizing entity for a curated track on equity in transportation during TRB Annual Meetings.
2. Provide direction to the conference planning committee for the 2021 Transportation Equity Conference.
3. To develop webinars, e-circulars, cross-cutting sessions, research problem statements, syntheses of equity-related research (by topics consistent with the sponsoring committees’ arenas of work).
4. To identify areas for new research or innovative methods, tools, or policy frameworks associated with transportation equity.

https://sites.google.com/view/equityjsc/home
Resources and Research
1. Providing Opportunities for Meaningful Public Involvement
2. Identifying EJ Populations
3. Understanding EJ Needs and Concerns
4. Assessing Benefits and Burdens of Plans and Programs
5. Assessing Whether Adverse Effects Are Disproportionately High
6. Deploying Strategies to Address Disproportionately High and Adverse Effects (Imbalances and Needs)
Providing Opportunities for Meaningful Public Involvement

• Building Relationships
• Tailoring Public Involvement
• Measuring Effectiveness

Tailoring Public Involvement

Tools and Techniques
• Innovative public involvement activities
• EJ-focused communication strategies
• Trusted community partners
• Convenient opportunities to provide input

Examples
• Community Planning Association Southwest Idaho
• Massachusetts DOT
• North Jersey Transportation Planning Authority
• Puget Sound Regional Council, WA
• Southern New Hampshire Planning Commission

Measuring Effectiveness

Tools and Techniques
• Setting goals, targets, and measures
• Collecting qualitative and quantitative data on level and quality of participation
• Assessing performance

Examples
• Community Planning Association Southwest Idaho
• Fayetteville Area MPO, NC
• Minnesota DOT
• Puget Sound Regional Council, WA
• St. Lucie TPO, FL

Figure 1. Student using the NJPTA On-Air activity. North Jersey Transportation Planning Authority. 2017. Plan 2045 Connection North Jersey, Public Outreach Appendix.

Figure 2. Location of flyers in relation to low-income communities and minority communities. Community Planning Association of Southwest Idaho. 2014. Communities in Motion 2040, Chapter 2: Public Participation and Involvement.
Overarching Best Practices

• Integrating EJ Analyses with Plans and Programs
  ▪ Approaches for Integrating EJ Analyses at the Statewide Scale

• Using EJ Analyses to Support Collaborative Decision-making
  ▪ Planning and Environmental Linkages (PEL)
  ▪ Community Impact Assessment
  ▪ Context Sensitive Solutions and Design (CSS/D)
Environmental Justice and Changing Demographics

I. Context, Goals and Objectives

II. Changing Demographics: Trends and Forecasts

III. State of the Practice & Notable Practices

IV. Key Takeaways

V. Notable Practice Example Case Studies
   1. Mid-Ohio Regional Planning Commission
   2. Metropolitan Transportation Commission
   3. Atlanta Regional Commission
   4. Florida Department of Transportation
   5. Metro (Portland, OR)
Context and Research Questions

Context

- Many cities and regions are becoming majority-minority.
- Real estate market pressures are inducing intra-metropolitan shifts of low-income and minority populations.
- Substantial relative growth of minority populations in small urban and rural areas from 1990 - 2010.

Overarching Research Questions

- How does the nature of demographic change vary across geographies?
- What is the state of the practice in conducting EJ analysis in communities undergoing rapid demographic change?
- What are best practices for considering changing demographics when conducting an EJ analysis and engaging affected populations across the spectrum of transportation decision-making?
Demographic Trends and Forecasts

Demographic Trends

- U.S. population growth: 50% between 1970 - 2009
  - Concentrated in the South and the West
- White population: 80% in 1980; 63% today; 44% by 2060
- Substantial growth in LEP populations driven by immigration
- Greatest Relative change in Small Urban/Rural Areas
- Poverty rates for minority groups have declined, but are still higher than for white households
- EJ populations living in central city or inner suburban areas are increasingly being displaced by real estate market pressures

Analyzed absolute and relative change at the state, county and metro levels (1990 – 2000 – 2010):

- Minority
- Poverty
- LEP
Demographic Change Maps

Minority Population Absolute Change: 2000-2010

Minority Population Percent Change: 2000-2010

Data Sources: IPUMS, American FactFinder
State of the Practice Highlight: Engaging EJ Communities

Gathering data directly from communities improves understanding of community change dynamics.

Many agencies are:

- Using online tools, such as websites and social media, to communicate with the public
- Engaging in regular evaluations and adjustments of their engagement processes.
- Partnering with community organizations to obtain a better sense of community needs, communicate decision-making issues to the community, and gather information from the community.
- Establishing advisory committees to solicit citizen feedback.
<table>
<thead>
<tr>
<th>State or MPO</th>
<th>Notable Practice</th>
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<tbody>
<tr>
<td>Bend MPO (Oregon)</td>
<td>Joint funding and outreach effort with City of Bend to improve engagement with the area’s growing Hispanic communities</td>
</tr>
<tr>
<td>Georgia DOT</td>
<td>Convenes a citizens committee that provides input and feedback beyond the scope and duration of an individual project</td>
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<td>Greater Dalton MPO</td>
<td>Used Spanish-language media as an avenue for their outreach and “four-factor analysis”</td>
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<tr>
<td>Houston-Galveston Area Council</td>
<td>Surveyed underserved households to better understand their transportation system priorities</td>
</tr>
<tr>
<td>Kentucky Transportation Cabinet</td>
<td>Community impact assessment of a planned investment led to acquisition of affordable rental units</td>
</tr>
<tr>
<td>Little Rock MPO</td>
<td>Connects with local Spanish-speaking communities and accounts for how that feedback is used in decision-making</td>
</tr>
<tr>
<td>Memphis MPO</td>
<td>Encouraged participation through bus ads, YouTube videos featuring local mayors and partnership with local libraries</td>
</tr>
<tr>
<td>Nevada DOT</td>
<td>Presents at meetings of stakeholder communities rather than asking these groups to attend separate meetings</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>Uses a shift-share approach to forecast growth at the census tract scale using a variety of inputs</td>
</tr>
<tr>
<td>Southern California Assn. of Governments</td>
<td>Public workshops feature computer models that visualize possible policy impacts at the parcel level</td>
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Questions to Consider When Implementing Environmental Justice

- **Local Trends**
  - Is your community addressing the issue of demographic change when engaging the public?
  - Is your community aware of demographic changes to date that may have already shifted community composition?
  - Do recent trends suggest the community is likely to shift over the lifecycle of a transportation action?

- **Impacts of Planned Investments**
  - Is your community considering how planned investments could result in local demographic change?
  - Has your community developed a process to evaluate impacts of investments on neighborhood change?
  - Do investments address the needs of EJ populations and are there scenarios considering community change?

- New Resources
- Best Practice Examples
- Updated Assessment Techniques/Strategies
- Planning and Environment Linkages

https://www.fhwa.dot.gov/livability/cia/
EJ Reference Guide

• History and explanation of EJ and its relationship to Title VI of the Civil Rights Act of 1964
• Definitions
• Strategies for incorporating EJ principles into various aspects of transportation from planning to operations and maintenance.
• Information on how FHWA complies with the requirements of Executive Order 12898
Resource for Practitioners in Rural Areas

- Step 1: What's the general context behind your need for low-income community engagement?
- Step 2: What preliminary expectations does the planner hold about the input being sought from low-income community stakeholders?
- Step 3: What low-income community has a stake in the subject of this engagement?
- Step 4: What information does the planning agency already possess about the identified low-income community?
- Step 5: What institutions, organizations, formal and informal social networks, etc., are active within the low-income community being considered?
- Step 6: What strategies seem most viable for the transportation planner to use these identified intermediary groups or networks to get community stakeholder input?
- Step 7: What are identified as the transportation-related benefits and risks - both real and imagined - among the low-income community?
- Step 8: How will the low-income community and its stakeholders know that their views were heard?
Case Studies

Environmental Justice and NEPA in the Transportation Arena: Project Highlights

Using Social Media to Reach Environmental Justice Communities

Executive Order 13898 requires Federal Agencies to identify and address disproportionate high and adverse effects of their programs, policies, and activities on minority and low-income populations, often referred to as Environmental Justice (EJ) communities. Social media can be used as one of many methods to reach out to and engage EJ communities, in an effort to ensure that efforts to engage EJ communities through social media are effective, states DOTs and MPOs work to identify and develop the most appropriate social media strategy to reach and target EJ populations.

Overview

According to Pew Research Center, approximately 7 in 10 Americans report use social media. The use of at least one social media site continues to grow steadily across all demographics regardless of race, ethnicity, income, age, or gender. For example, Pew Research by race shows that 69 percent of people who are African American and 72 percent of those who are Hispanic origin use at least one social media site. Seventy-four percent of the population who makes under $55,000 also use at least one social media site. Most using adults age 18–29 (78 percent) use social media. From a gender perspective, a higher percentage of women (73 percent) social media than men (65 percent).

Social Media can be used as an outreach tool to:

- Advertise upcoming community meetings or events.
- Provide timely information and responses about transportation plans and projects.
- Solicit input, monitor feedback, and collect reactions about upcoming or existing transportation plans and projects.

Social media data analytics tools and resources offer agencies additional insight on EJ populations to assist with future public outreach strategies that evaluate and address EJ as part of transportation planning and development. They help to provide meaningful insights and additional details about community engagement practices for particular populations that can be used to reach people who may not participate in traditional outreach and engagement efforts such as in-person meetings, helping to form a successful social media strategy. Social media data and plans can include details and research on best practices such as tone, content, and tips on engaging with EJ communities with minority or low-income individuals. Just as with in-person interactions, social media accounts will need to fully understand how to communicate in a culturally appropriate and effective manner.

Community leaders are a key asset in understanding the cultural nuances and serving as conduits in EJ communities. For example, the Buford Highway Pedestrian Improvement project at the Georgia Department of Transportation (GDOT) focused efforts on high school involvement by creating a public service announcement competition. GDOT used Facebook and Twitter to spread the PSA competition information and to reach a specific audience. Along with the use of

https://www.fhwa.dot.gov/environment/environmental_justice/case_studies/
Transportation Research Board Resources

Foundational

• Practical Approaches for Involving Traditionally Unserved Populations in Transportation Decision making (NCHRP 710)
• Effective Methods for Environmental Justice Assessment (NCHRP 532)
• The Effects of Socio-Demographics on Future Travel Demand (NCHRP 750)

Recent

• Measuring the Effectiveness of Public Involvement in Transportation Planning and Project Delivery (NCHRP 905)
• Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes (NCHRP 860)

Under Development

• Guide to Equity Analysis in Regional Transportation Planning Processes (TCRP H-54)

www.trb.org
Training Resources
NHI- Web Based Course
Basics of Public Involvement in Transportation Decision making

Course Modules
- Background, importance and requirements
- Identify and engage the public
- Techniques for involving the public
- Generating using and evaluating feedback
- Engaging beyond the town hall

FHWA-NHI-142077  www.nhi.fhwa.dot.gov
NHI/NTI - Public Involvement in the Transportation Decision making Process – instructor-led

Learning Outcomes:

- Upon completion of the course, participants will be able to:
- Describe U.S. DOT transportation decisionmaking processes, including those that trigger the National Environmental Policy Act
- Describe the relationship between public involvement and decisionmaking
- Develop a public involvement plan with stakeholder assistance that includes attention to non-traditional populations as an evaluation component
- Describe interest-based problem solving and the values that underlie it
- Identify ways to enhance public involvement plans


https://www.nhi.fhwa.dot.gov

FHWA-NHI-142036 12/7/2015
Training Course Resource
EJ Web Based Training Course (NHI 142074)

Course Modules
- Background
- Public Involvement
- Transportation Planning
- Environmental Review and Design
- Right of Way
- Construction, Maintenance, and Operations

www.nhi.fhwa.dot.gov
Training Resource EJ Analysis Course (NHI 142075)

Course Modules

- EJ Analysis and Title VI
- Framework for EJ Analysis
- EJ Analysis and Planning
- EJ Analysis and Environmental Review/NEPA
- EJ Analysis and Emerging Issues

www.nhi.fhwa.dot.gov
CTPP Training Resources

Training (Census Transportation Planning Products (CTPP))

- CTPP Applications E-learning Module [http://ctpp.training.transportation.org/]
- Basic Transportation Analysis on CTPP web-based software (Tutorial videos): [https://ctpp.transportation.org/training-resources/tutorial-videos/]
- Census Transportation Data In-Person Training
Additional Courses and Technical Assistance

FHWA Resource Center
www.fhwa.dot.gov/resourcecenter

FTA/NTI EJ Courses
http://www.ntionline.com/courses/
EJ/Public Involvement Webinars

Webinars Recordings

- Environmental Justice
  www.fhwa.dot.gov/environment/environmental_justice/training/
- Virtual Public Involvement
- Federal Interagency Working Group on EJ Webinar Series
  https://www.epa.gov/environmentaljustice/ej-iwg-webinars

Upcoming Webinars

- FHWA Human Environment Digest
  https://www.fhwa.dot.gov/livability/he_digest/
For More Information

- Environmental Justice
  http://www.fhwa.dot.gov/environment/environmental_justice

- FHWA Public Involvement (Transportation Planning)
  https://www.fhwa.dot.gov/planning/public_involvement/

- NEPA and Transportation Decisionmaking; Public Involvement and its Role in Project Development
  https://www.environment.fhwa.dot.gov/projdev/tdmpi_p_d.asp

- Virtual Public Involvement
  https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/virtual_public_involvement.cfm

- Transportation Planning Capacity Building – Public Involvement Case Studies
  https://www.planning.dot.gov/focus_caseStudies.aspx

- Resource Center
  https://www.fhwa.dot.gov/resourcecenter/teams/environment/
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