

Improving Partnerships and Collaboration: Opportunities and Challenges

James Garland

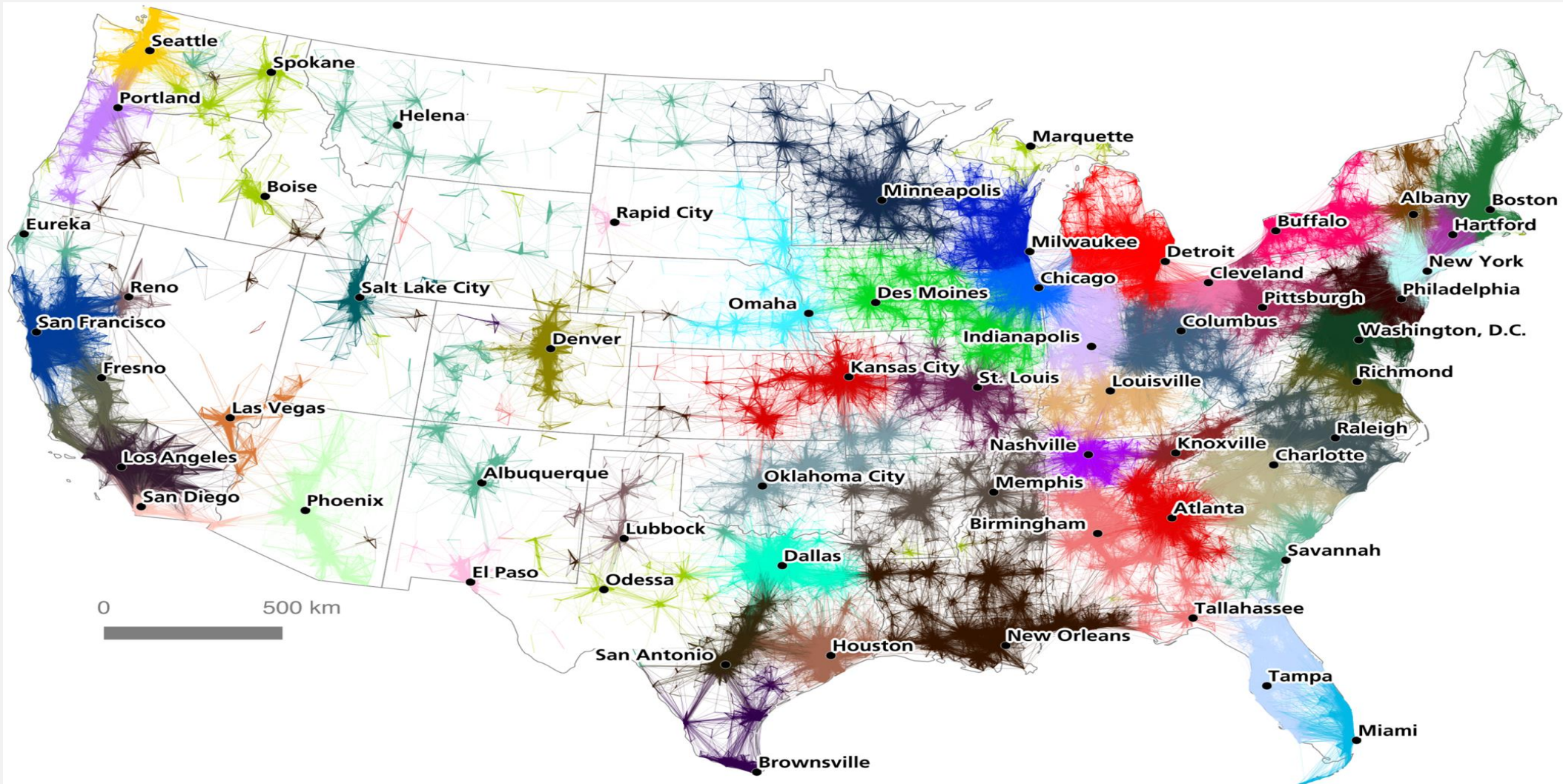
FHWA Office of Planning, Environment, and Realty

AMPO 2018 Annual Conference- San Antonio

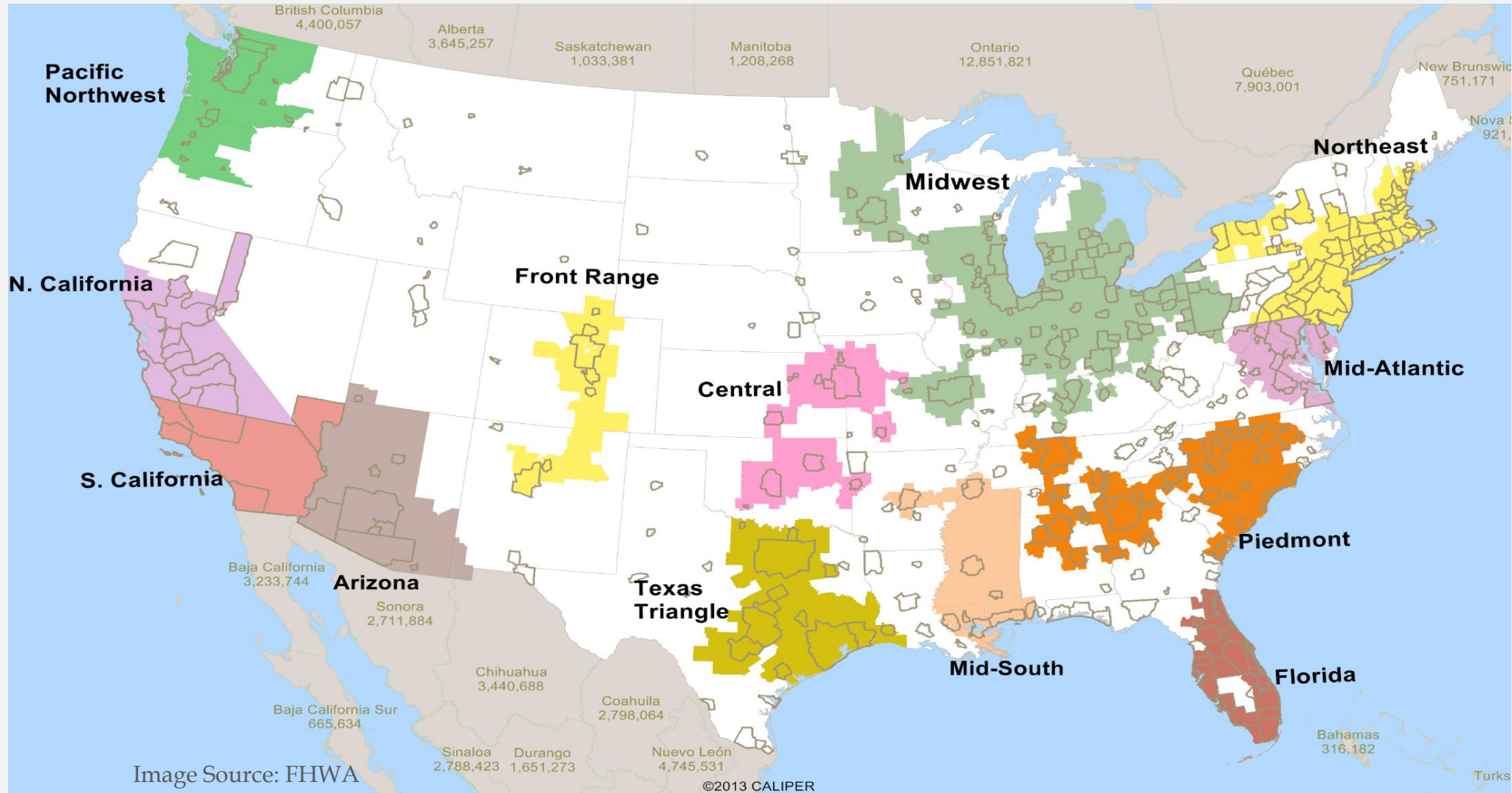
September 2018



What's Happening Here....



Identified Megaregions and MPO Boundaries



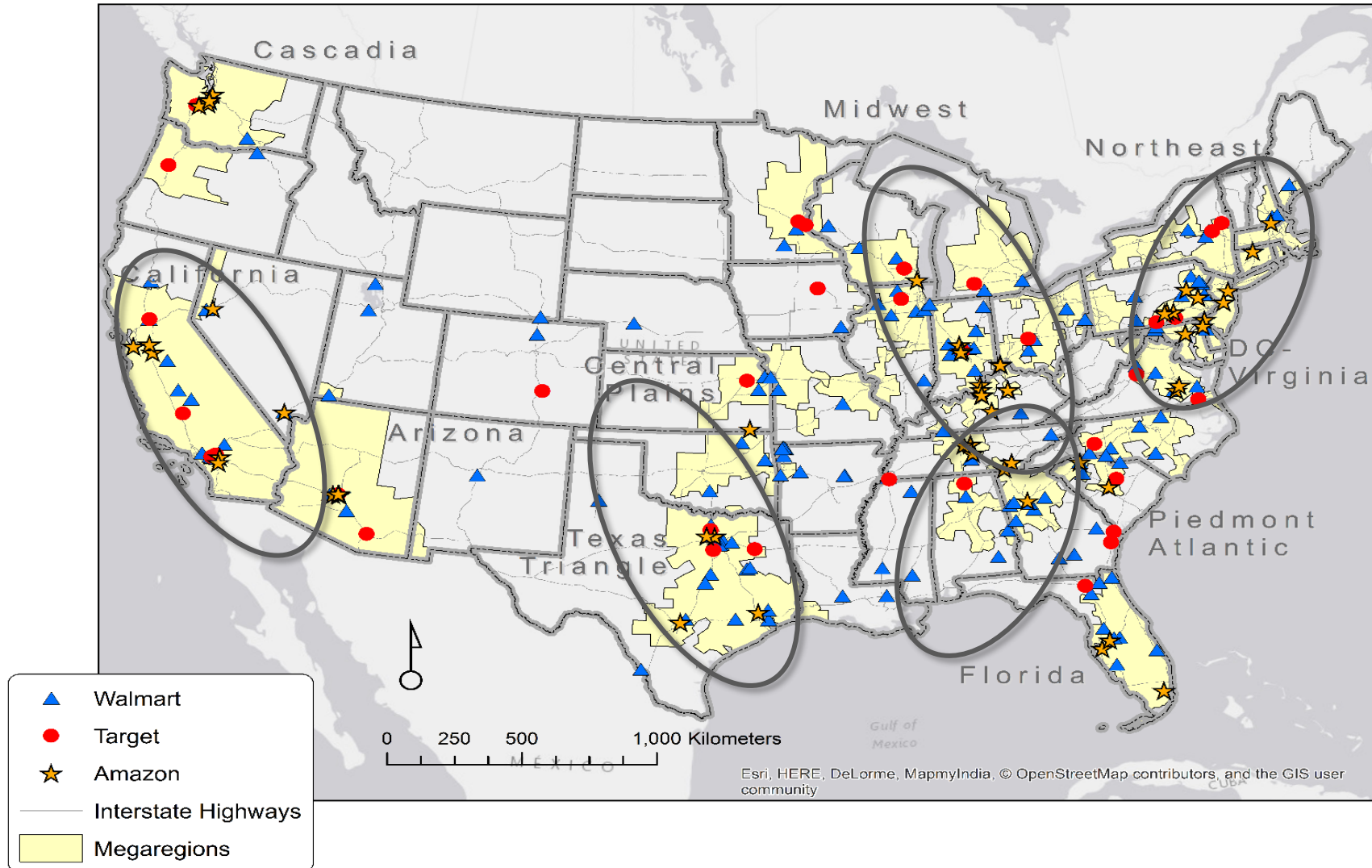
Today's Presentation- Improving Partnerships and Collaboration

- Megaregions
- Lessons Learned from Megaregions Workshops
- National Economic Partnerships
- Transportation Planning Capacity Building Program
- Open Discussion

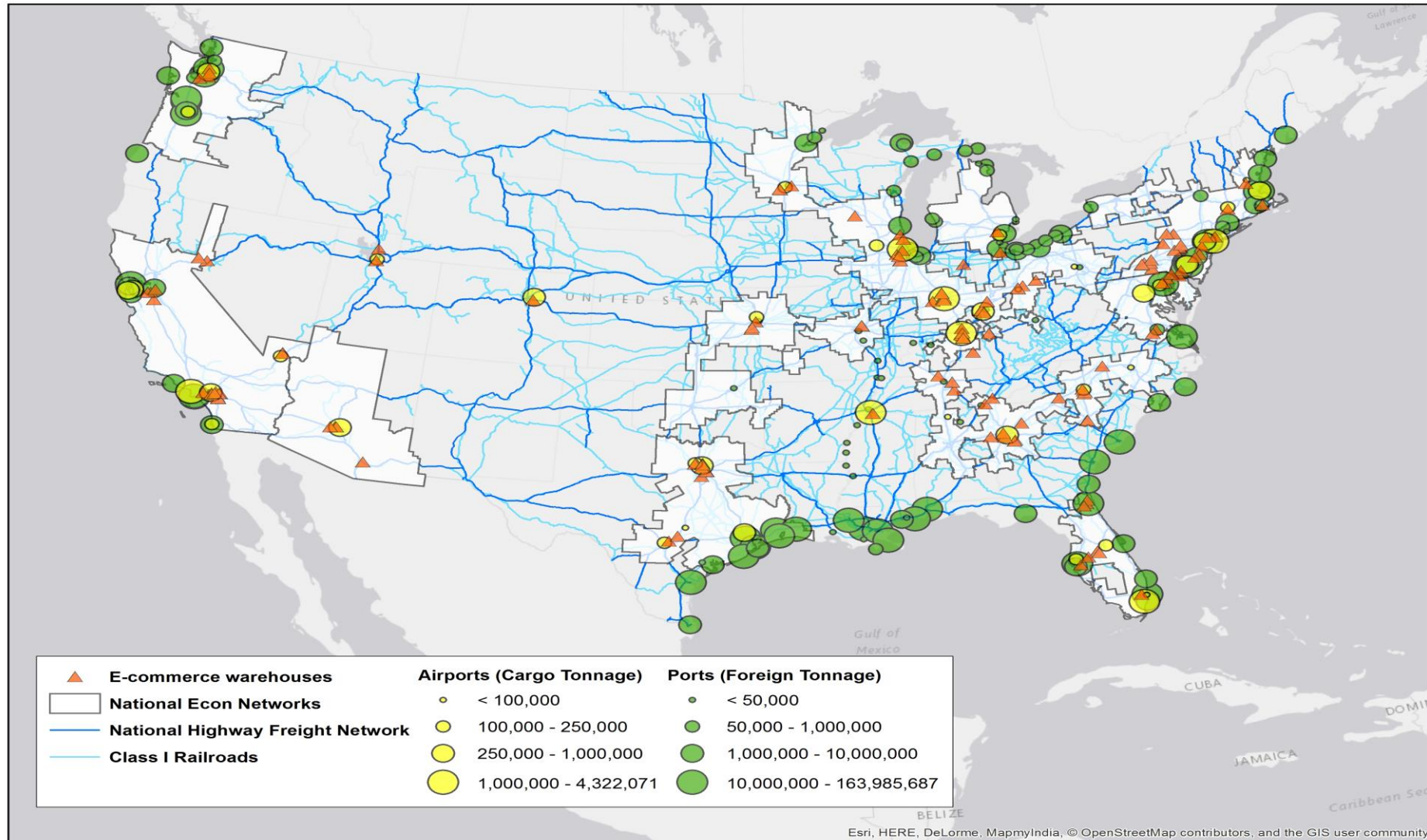
Dispelling Myths---or not?

- Can we even say Megaregions?!?
- What's the difference between Megaregions and National Economic Partnerships?
- Where did we hold workshops and why
- Where can folks find additional information....
- **Sharing Information** is critical; maybe this has not been done enough- until now (Providing forums for discussion)
- **Incorporating the 4C's** of Megaregions (Communication, Consultation, Cooperation and Commitment)
- How do we better **connect-collaborate** across public and private sectors
 - Involving the Private Sector in the Decision-Making Process
 - Using Freight Advisory Councils
 - Working Across Jurisdictional Silos
- **Data Sharing** Across Agencies

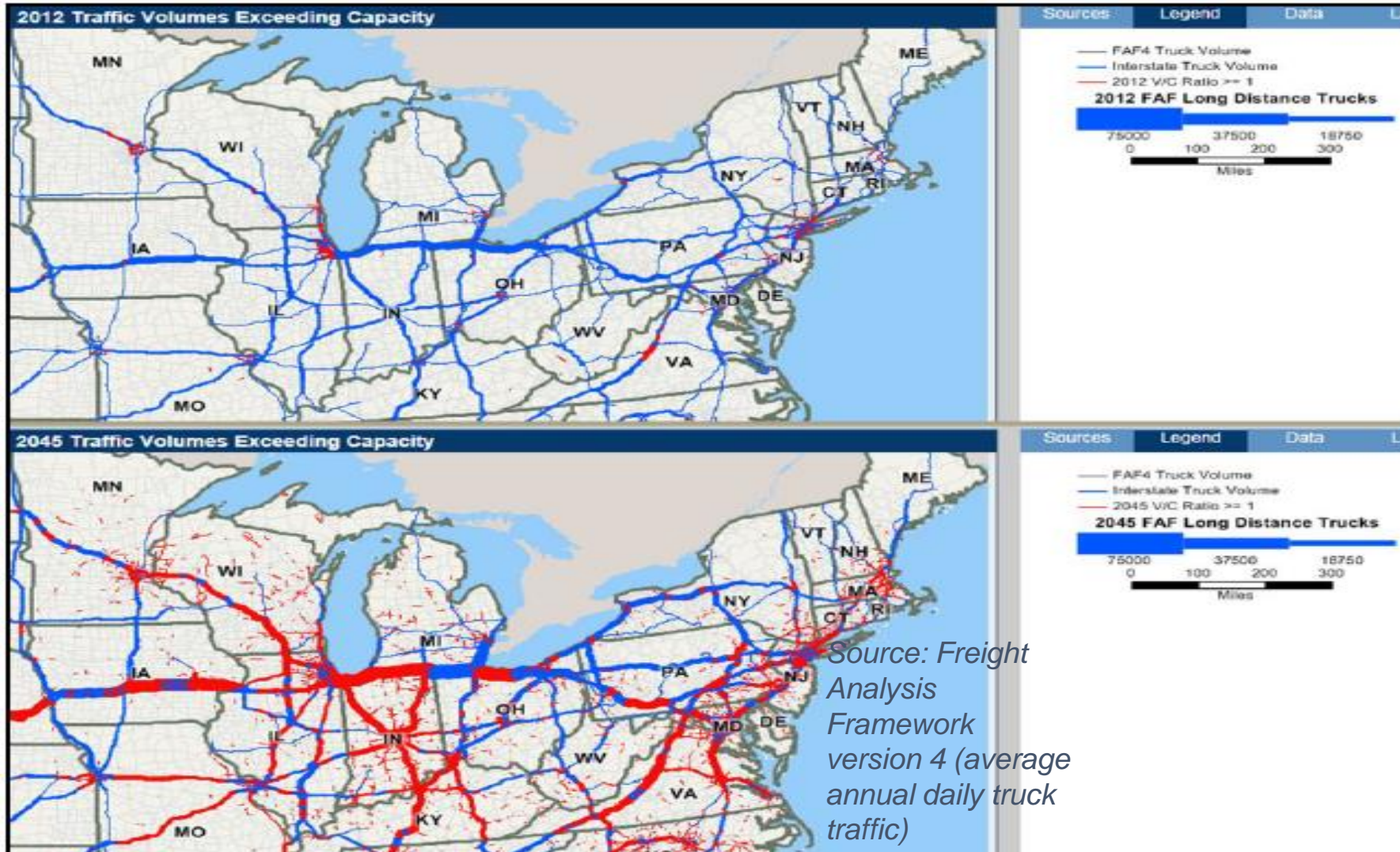
Driving Factors: E-Commerce



Driving Factors: E-Commerce, Airports, and Ports



Driving Factors: Forecasted Truck Volume Growth



Megaregion Workshops: Actions and Outcomes

<u>Region Name</u>	<u>Planned Action</u>	<u>Anticipated Outcome</u>
I-10 Corridor Coalition	I-10 Freight Corridor Plan (Western States)	Harmonize State Freight Plans Across Jurisdictional Borders
	I-10 Freight Corridor Plan (all 8 states)	Improve Operational Flow from Ports of LA/Long Beach to Houston and beyond
	Corridor-Based Operational and Goods Movement Study	
Mid-Atlantic	Freight Plan	Harmonize State Freight Plans Across Jurisdictional Boundaries
	Connected and Automated Vehicles Plan	Plan for Impact of C/ AV on Fed Aid Highway System
Mid-South	Freight Plan	Harmonize State Freight Plans Across Jurisdictional Boundaries
	Improve Jurisdictional Coordination through engaged dialogue/forums	Resolve Cross-Jurisdictional Communications through regular forums and dialogue

Megaregion Workshops: Actions and Outcomes

<u>Region Name</u>	<u>Planned Action</u>	<u>Anticipated Outcome</u>
Northeast	Freight Plan	Harmonize State Freight Plans Across Jurisdictional Borders
	Enhancing Economic Development through Addressing Congested Bottlenecks	Improve Passenger and Freight Flow by addressing key bottlenecks across the region
Midwest Chicago	Freight Plan	Harmonize State Freight Plans Across Jurisdictional Boundaries
	Governance Structure for Consolidating Funding for Major Initiatives (similar to CREATE)	Incentivize States to Plan Across Jurisdictional Boundaries
Piedmont	Freight Plan	Harmonize State Freight Plans Across Jurisdictional Boundaries
	Improve Jurisdictional Coordination through engaged dialogue/forums- with lead MPO (Atlanta Regional Commission)	Resolve Cross-Jurisdictional Communications through regular forums and dialogue
	Scenario Planning for Region	Consolidated view of tradeoffs and future impact scenarios

Megaregion Workshops: Actions and Outcomes

<u>Region Name</u>	<u>Planned Action</u>	<u>Anticipated Outcome</u>
Great Lakes/Columbus	Freight Plan	Harmonize Planning Efforts More Effectively Across Jurisdictional Borders
	Truck Parking Concerns	
	Prepare for Emerging Technologies (Hyperloop, etc.)	Improve Passenger and Freight Flow by addressing key bottlenecks across the region
Greater Texas and Beyond	Freight Plan	Harmonize State Freight Plans Across Jurisdictional Boundaries
	Governance Structure for Consolidating Funding for Major Initiatives (similar to CREATE)	Incentivize States to Plan Across Jurisdictional Boundaries
Central Plains/Heartland	Freight Plan	Harmonize State Freight Plans Across Jurisdictional Boundaries
	Improve Jurisdictional Coordination through engaged dialogue/forums- with lead MPO (Atlanta Regional Commission)	Resolve Cross-Jurisdictional Communications through regular forums and dialogue
	Scenario Planning for Region	Consolidated view of tradeoffs and future transportation investments

Megaregions Workshop Feedback

- Communicate the “Why”- having the public understand data, etc.
- Collaborate with new potential stakeholders to offset the “great disruption”
- Collaboration on Big Data and Heavy Hauling Permits
- Great Lakes Truck Parking Study
- Truck Driver Workforce Development Plans
- Increased intercity public/private transportation (high speed rail, buses, etc.)
- Great Lakes or National Road Weather Information System for Improving Highway Freight Movement

Megaregions Workshop Feedback

- Address Economic Competitiveness, Systems Thinking, and Disruptive Technology
- Providing Additional Federal Planning Funding
- Working with Universities and Community Colleges to improve courses related to C/AV, freight, and other workforce development
- Creative reuse/repurposing of already existing data
- Enhanced Broadband/internet infrastructure throughout the region – especially in rural America
- Automated vehicle predictions/dates may prove to be way off- we need to prepare for the future now
- Promote learning and development in local schools

Megaregions Workshop Feedback

- Commit funding to smart infrastructure and collaborate efficiently across state lines
- Consolidate a public message of WHY this is important
- Gas Tax
- Integrate freight into planning, civil engineering, curriculum, etc.
- Keep the conversation moving forward and expanding partners involved
- Remove legislative restrictions to being innovative
- Discuss how DOTs and MPOs use information about private investment to make public investment decisions

Megaregions Workshop Feedback

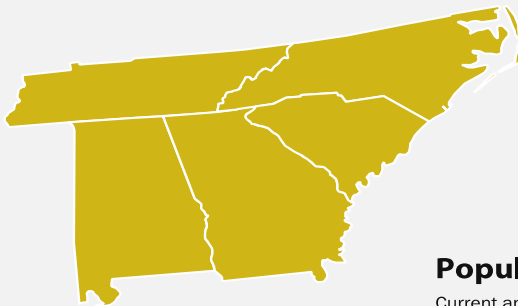
- Start a Megaregion working group
- Move ahead on CV and AV
- Freight Rules
- DOTs are in the best position to lead
- Carbon tax
- Reimagine the role/responsibility of private sector in directly covering costs of smart infrastructure
- Affordability for smart mobility
- Create an association and brand for Great Lakes mobility
- Truck specific roads and lanes



Communicating the Value of Coordination: Piedmont Megaregion Spotlight

Piedmont Region

National Economic Network



The Piedmont Region is the fastest growing national economic network in the United States in terms of population. Because of this combined with dispersed development patterns, the region is facing challenges with increased traffic congestion and inadequate infrastructure in and around major cities. In addition to highway congestion, other issues faced by this region include lack of coordination in planning for railways linking cities and conflicts over shared natural resources such as water among the states. Increased coordination could make more efficient use of resources and improve both passenger and freight movement as well as safety.

Air Pollutants

Nonattainment Areas within Piedmont Region: 2018
(2010 Population in Thousands Living within Area)

State	General Area Name	Lead (2008)	S02 (2010)
AL	Troy	2	
TN	Johnson City-Kingsport-Bristol		15

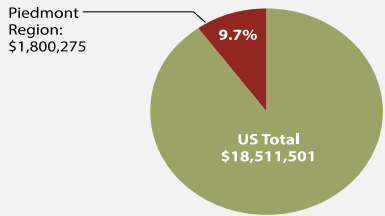
Population

Current and Projected Population for the U.S. and Piedmont Region States: 2010-2040

Geography Name	Total Population			
	2010	2020	2030	2040
United States	308,745,538	333,544,648	360,828,810	383,082,556
Alabama	4,779,736	4,931,806	5,083,599	5,128,561
Georgia	9,687,653	10,716,537	11,842,775	12,808,892
North Carolina	9,535,483	10,525,024	11,605,573	12,524,753
South Carolina	4,625,364	5,154,774	5,739,003	6,253,488
Tennessee	6,346,105	6,839,046	7,362,867	7,758,137
Piedmont Region	34,974,341	38,167,188	41,633,817	44,473,831

Gross Domestic Product

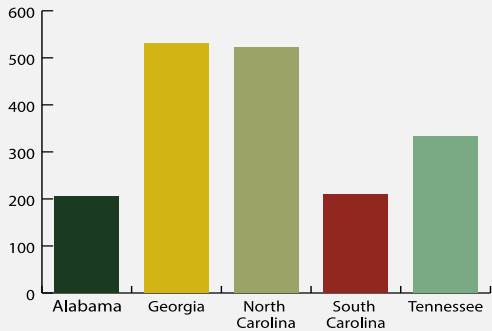
GDP - Region in Comparison to US Total: 2016 (\$ Millions)



Urban and Rural Population by State: 2010

	Total		Rural				Urban			
	State's Total Population	Area in Sq Miles	Rural Population	Percent Rural Population	Rural Area in Sq Miles	Percent of Total Area That is Rural	Urban Population	Percent Urban Population	Urban Area in Sq Miles	Percent of Total Area That is Urban
Alabama	4,779,736	50,645	1,957,932	40.96	48,438	95.64	2,821,804	59.04	2,207	4.36
Georgia	9,687,653	57,514	2,415,502	24.93	52,717	91.66	7,272,151	75.07	4,797	8.34
North Carolina	9,535,483	48,618	3,233,727	33.91	44,009	90.52	6,301,756	66.09	4,609	9.48
South Carolina	4,625,364	30,061	1,557,555	33.67	27,679	92.08	3,067,809	66.33	2,382	7.92
Tennessee	6,346,105	41,235	2,132,860	33.61	38,330	92.95	4,213,245	66.39	2,905	7.05
Piedmont Region	70,850,713	228,072	11,297,576	33.42	211,172	92.57	23,676,765	66.58	16,900	7.43

GDP - By State: 2016 (Billions of Current Dollars)



Communicating the Value of Coordination: Piedmont Megaregion Spotlight

Piedmont Region

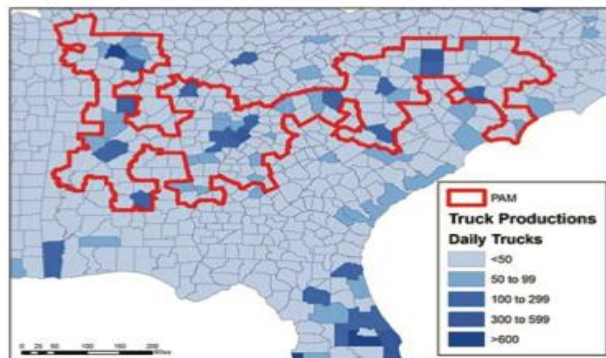
National Economic Network

Freight

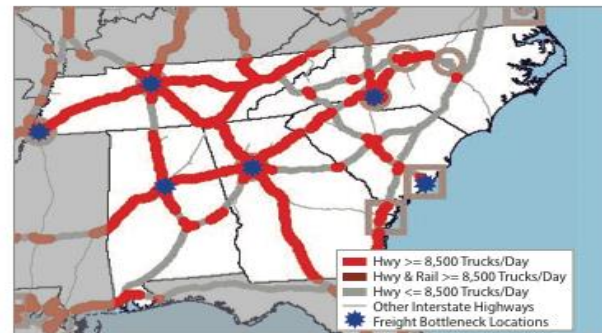
Freight Shipments by State of Origin: 2012

State	Value (\$ Millions)	Tons (Thousands)	Ton-miles (Millions)
United States (total)	13,852,143	11,299,409	2,969,506
Alabama	214,750	191,500	51,227
Georgia	395,725	272,760	62,439
North Carolina	385,732	220,669	47,304
South Carolina	159,760	99,936	26,526
Tennessee	329,399	187,514	48,264
Piedmont Region	1,485,366	972,379	235,760

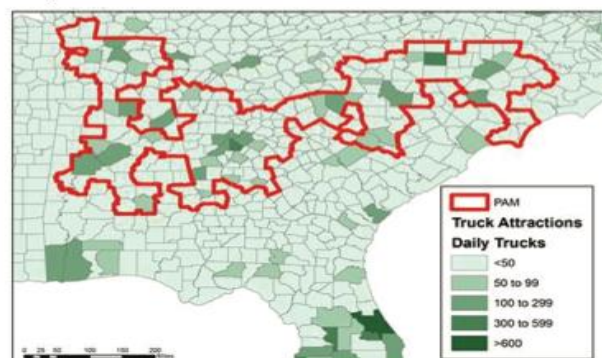
Freight Truck Productions: 2016



Volume on Roads (2013) and Freight Bottlenecks (2015)



Freight Truck Attractions: 2016



Top 100 Freight Bottlenecks Located in Piedmont Atlantic Region: 2015

Congestion Ranking	Location Description	State	Avg Speed	Peak Avg Speed	Non-Peak Avg Speed
1	Atlanta, I-285 at I-85	GA	38	26	44
9	Atlanta, I-75 at I-285	GA	44	33	49
14	Atlanta, I-20 at I-285	GA	47	41	49
20	Nashville, I-24 at I-440	TN	45	34	51
29	Nashville, I-65 at I-24	TN	45	38	47
32	Memphis, I-40 at I-240	TN	42	36	45
43	Atlanta, I-20 at I-285	GA	50	42	53
48	Nashville, I-40 at I-65	TN	44	34	49
62	Atlanta, I-20 at I-75/I-85	GA	42	32	46
66	Atlanta, I-75 at I-675	GA	50	46	52
73	Atlanta, I-75 at I-85	GA	39	26	45
79	Birmingham, I-65 at I-20	AL	52	47	54
85	Charlotte, I-77 at I-485	NC	53	48	55
91	Charlotte, I-77 near Lake Norman	NC	45	34	51
99	Charleston, I-26 at I-526	SC	47	40	51

The Atlantic coast seaports and Gulf coast seaports facilitate freight flow and international trade for the Piedmont Region.

Commodities transiting the Panama Canal to the Atlantic ports include auto parts, bananas, chemicals, canned and frozen fish, and pulpwood, among others.

The gateway cities of Savannah, Charleston, and Mobile serve as seaports for the Piedmont Atlantic Region.

Atlantic coast seaports and Gulf coast seaports have prepared for the increase in cargo that is expected after the recent expansion of the Panama Canal.

The Savannah Harbor Expansion Project (SHEP) is currently under construction, and could be completed as soon as 2019.

Rail comprises a quarter of total freight tonnage in Georgia. The rail mode share is slightly higher than other areas of the U.S., since Atlanta is the freight rail hub of the southeast.

Despite the importance of rail for freight movement, passenger rail has not been a prominent form of passenger travel in the Piedmont Atlantic Region.




Intercity rail service is extremely limited throughout the Piedmont Atlantic Region.

Communicating the Value of Coordination: Piedmont Megaregion Spotlight

Piedmont Region

National Economic Network

Summary of Status by Mode

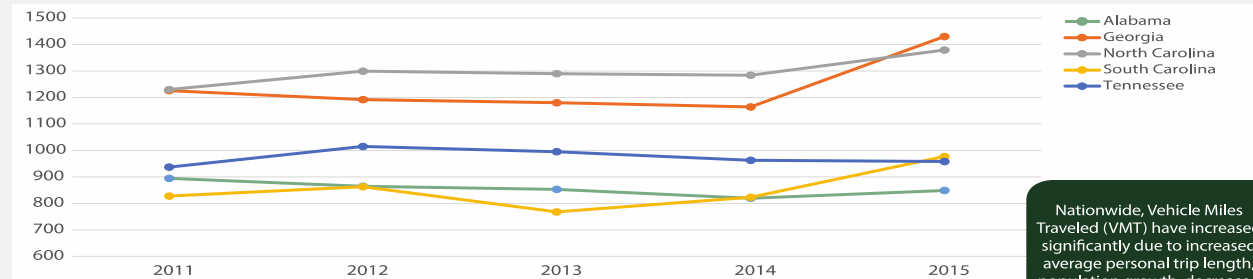
TRUCKING		Estimates have found that trucking corridors will see high increases in traffic volume by 2040. Locations of truck trip origins and destinations can help identify areas that will experience freight traffic increases. While most of the areas where truck trips begin and end have small residential populations, nearby residential areas many experience negative externalities from increased trucking in their communities.
RAILROADS		Many railroads are operating under-utilized and not at full capacity, while truck volume on the interstate is increasing; this is an opportunity that can be incentivized by the federal government.
AIRPORTS		Airports are complex global gateways to and from the Piedmont Atlantic Region. Planners must focus on airports as a critical aspect of national and international freight movement.
SEAPORTS		Investment in ports can improve employment and jobs. Discussion around investment must occur with politicians and citizens. The Panama Canal expansion can present many opportunities for economic improvement through more connections to global markets.
WAREHOUSING		Growth in warehousing is expected to increase in the coming decades. Many companies prefer to rent or lease warehousing property because the industry changes rapidly. This is a flexible supply chain that changes around every 6 months, requiring a policy framework which can adjust to rapid changes.

Sources: <https://ops.fhwa.dot.gov/freight>, www.coopercenter.org/demographics, www.america2050.org, U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, Commodity Flow Survey, available at www.bts.gov/publications/commodity_flow_survey, rscpb.safety.fhwa.dot.gov, Texas Transportation Institute (<http://mobility.tamu.edu>), <http://atri-online.org/2017/01/17/2017-top-100-truck-bottleneck-list/>, EPA (<https://www3.epa.gov/airquality/greenbook/anc12.html>)

The region is experiencing tremendous population growth, driven primarily by domestic migration.	The low cost of living and the high quality of life in the region are two of the reasons for a high rate of projected population growth between now and 2050.	This national economic network is growing quickly with auto-oriented development patterns.	Atlanta is the Southeast's largest metropolitan area and home to the nation's busiest airport and some of the worst traffic congestion.	Charlotte is the second largest metropolitan area in the Piedmont Region after Atlanta and the only other city in the region with a rail transit system.	The I-95 Corridor Coalition estimates that, without capacity improvements, urban Interstate delay will increase by 84 percent and delay across all Federal-aid systems will increase by almost 50 percent by 2035.	If VMT grew to keep pace with population growth, the region would still require new highway lane-miles to maintain today's ratio of travel demand to available roadway space.	Freight traffic relies heavily on rail and roadway connectivity, which is challenged by an aging infrastructure that has expanded more slowly than freight volumes have increased.
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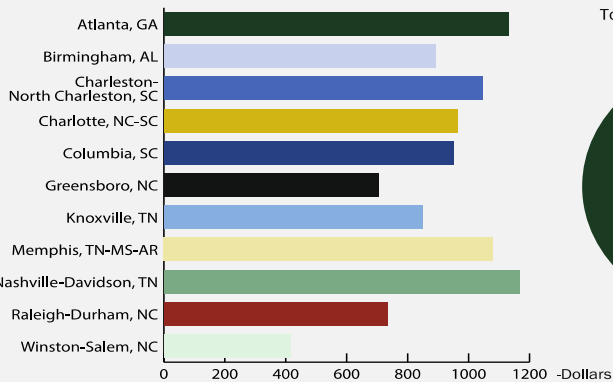


Safety Fatalities between 2011 and 2015 by State

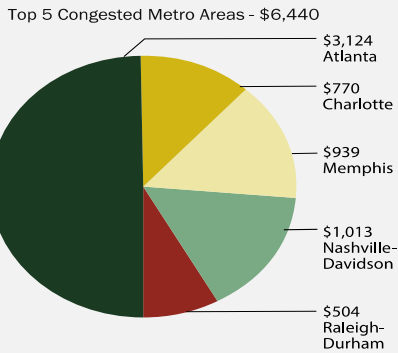


Congestion

Annual Highway Congestion Cost per Auto Commuter (2014 Dollars)



Annual Highway Congestion Cost Total from 11 Metro Areas - \$8,498 (2014 Dollars - Millions)



Nationwide, Vehicle Miles Traveled (VMT) have increased significantly due to increased average personal trip length, population growth, decreased vehicle occupancy, lack of sufficient transit services, and longer commutes due to highly dispersed regional development patterns. Road congestion on the intercity corridors connecting the Piedmont Atlantic Region is about average for major metropolitan areas.

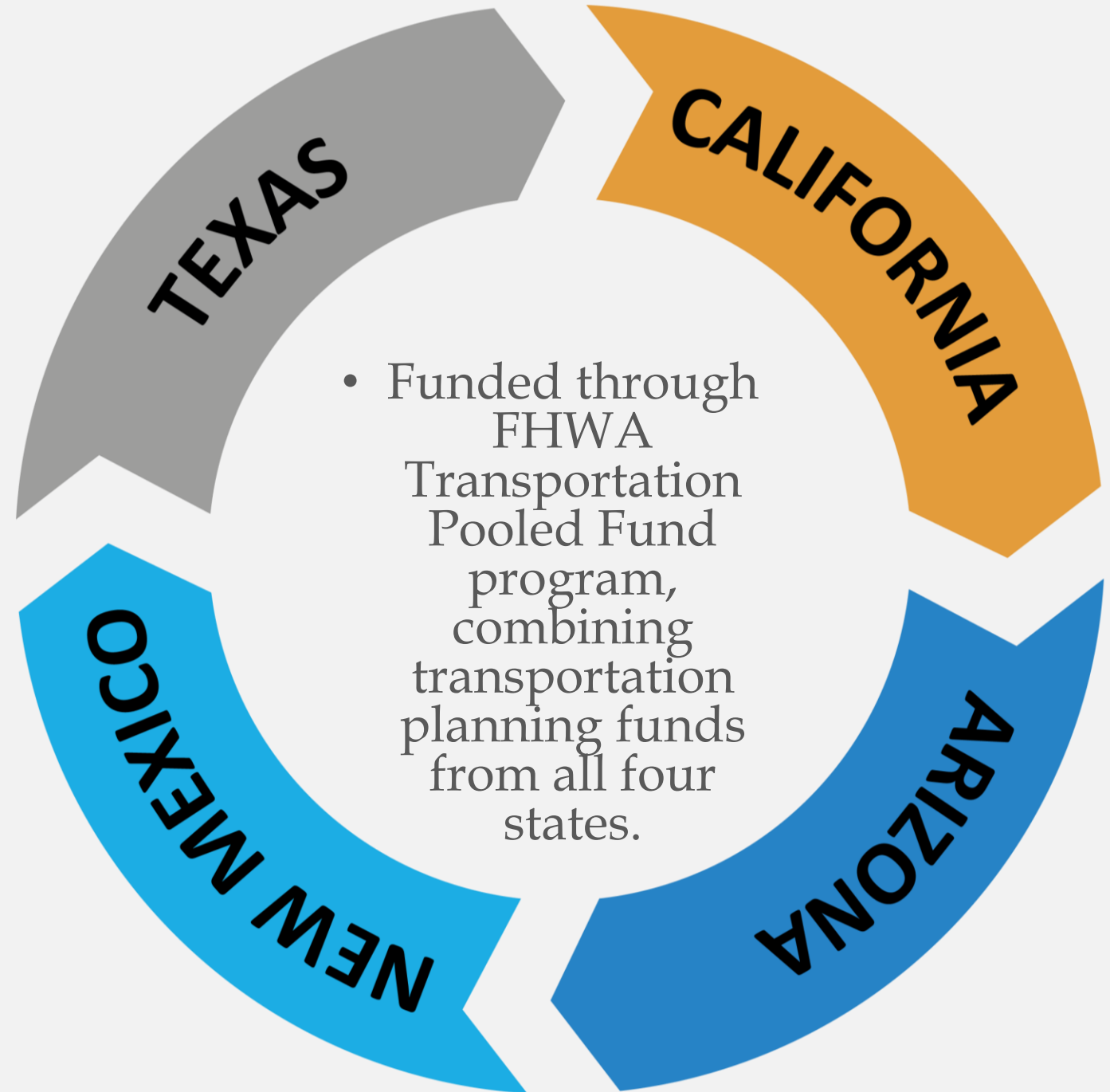
In the Atlanta-Birmingham corridor (I-20), 46 percent of the highways operate at over 75 percent design capacity in the peak hour. The northern half of the corridor is more congested. This same figure is 54 percent in the Atlanta-Charlotte corridor (I-85).

Freight traffic relies heavily on rail and roadway connectivity, which is challenged by an aging infrastructure that has expanded more slowly than freight volumes have increased.

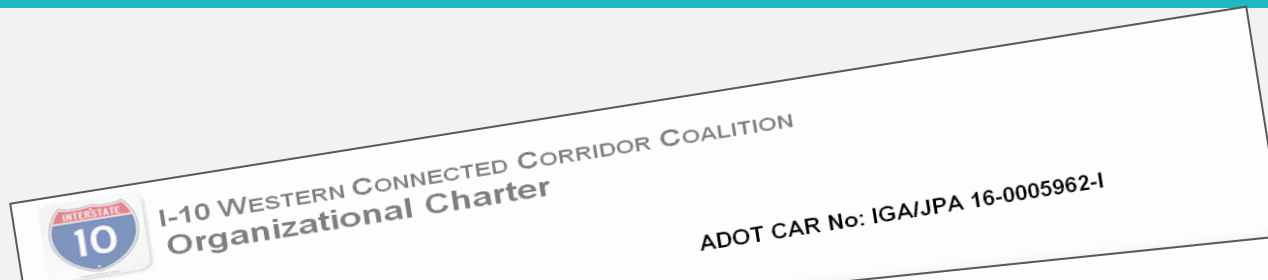
Megaregions Highlight: Interstate 10 Corridor Coalition



I-10 Western Connected Freight Corridor Pooled Fund Study



Charter Signed: June 2, 2016



1.0 Introduction

The I-10 Western Connected Corridor Coalition is a coalition of the Departments of Transportation of Arizona, California, New Mexico, and Texas. This Charter is for organizational purposes and encompasses the corridor along the I-10 corridor.

1.1 Authority of State

Actions which will be taken as well as any related actions.

2.0 Vision and Goals

The Coalition's Vision is a connected corridor throughout the four states. This corridor will employ the transportation expertise of the states collectively to enable resource sharing, joint testing, and economies of scale, while applying best practice protocols to improve safety and efficiency along the corridor, improve freight and passenger movement, expand and coordinate the use of technology along the corridor and promote cooperative planning. The Coalition members share the following goals:

- Explore potential for joint testing and economies of scale
- Develop best practice protocols to improve safety and efficiency along the corridor
- Develop and coordinate the use of technology along the corridor
- Engage stakeholders along the corridor

8.4 Management Budget

The Program Administrator shall be responsible for administering a Management Budget, which may include travel and per diem payments for active participants or their designated representatives. Per diem and travel policies shall be administered by the Program Administrator for each Coalition member, and shall be further detailed in the Operating Procedures or as separately issued.

9.0 Operating

The Steering Committee shall be responsible for the following:


John Halikowski, Director
Arizona Department of Transportation
Date: 6/2/16


Malcolm Dougherty, Director
Caltrans
Date: 6/2/2016


Tom Church, Cabinet Secretary
New Mexico Department of Transportation
Date: 6/2/16


James Bass, Executive Director
Texas Department of Transportation
Date: 6/2/16



Vision for I-10 Corridor Coalition

- ▶ Truck Platooning
- ▶ Connected Vehicles
- ▶ WIM sensors
- ▶ Automated Truck Parking lots

Result:

- Safer and more efficient travel-Commercial/Personal
- Goods can reach their destination quickly at lower cost
- Economic growth in Western Region



National Economic Partnerships

Purpose

- To fund National Economic Partnerships that will implement innovative approaches to multi-jurisdictional coordination and regional planning

Eligibility

- Consortia of state DOTs and MPOs

Successful awards will, among other things...

- Showcase innovative coordination among stakeholders across broad but related geographic area
- Resolve or improve complex transportation issue(s)
- Highlight transformational transportation planning approaches that can be shared nationally

National Economic Partnerships

- A collection of urban centers and their surrounding rural areas, connected by existing economic, social, and infrastructure relationships
- Serves as incubator of innovation, driving vital parts of U.S. economy that benefit surrounding regions and rural areas
- Builds on FHWA Megaregions Workshop effort intended to start conversation on multi-jurisdictional coordination and collaboration

National Economic Partnerships

Scope

- Approximately \$2M budgeted
- Likely 4–6 pilots ranging from \$10–250k
- 20% non-federal share required; 50% non-federal share preferred
 - In-kind contributions such as staffing can count toward match requirement.

Program Goals and Objectives

Applicants encouraged to draft proposals for efforts that will do one of the following:

- Integrate multi-jurisdictional coordination and planning into agency practices and procedures
- Deploy a multi-jurisdictional analysis or study to address freight, safety, economic development or other related area(s)
- Deploy multi-jurisdictional coordination and planning solutions from an existing regional activity
- Deploy an innovative solution, approach or tool to address multi-jurisdictional issues

Phase 1, Letters of Interest: FHWA Review

Evaluation based upon: Technical merit & Importance to FHWA programs & funding availability

Eleven technical merit criteria:

1. Ability to complete proposed work with available resources in defined timeframe
2. Demonstrated organizational commitment
3. Broad scope of transportation planning partners willing to work across jurisdictional silos to accomplish specific goal or outcome within designated timeframe
4. Willingness to share information & results that add to existing body of work supporting multi-jurisdictional coordination/planning

Phase 1, Letters of Interest: FHWA Review

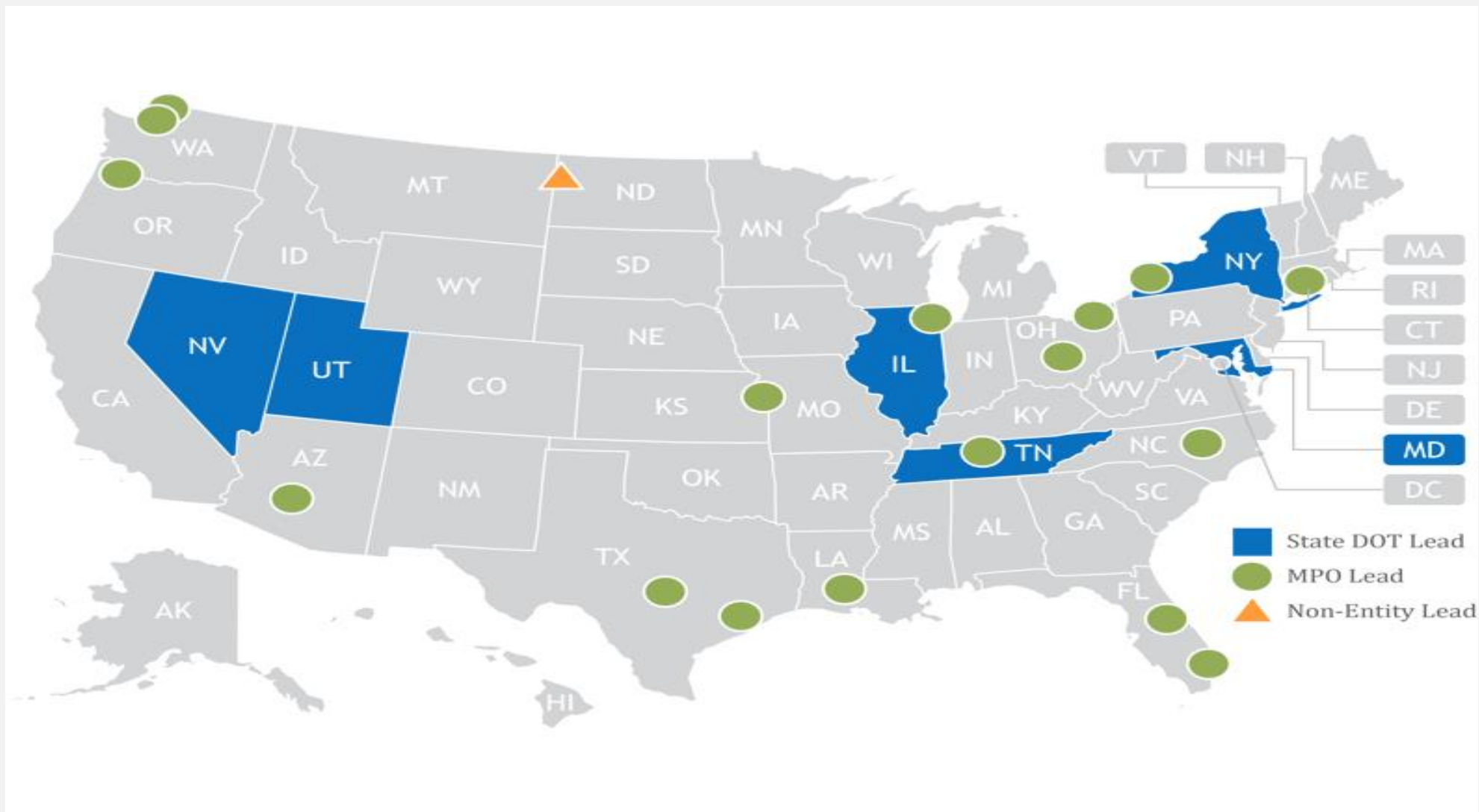
5. Project is application-oriented; can be implemented; not theoretical research
6. Solid work plan with detailed technical approach
7. Project provides case studies/lessons learned for sharing
8. Lead agency has technical capacity and demonstrated resources (funding & staff) to do project within designated timeframe
9. Lead agency demonstrates ability to effectively lead partners toward project goal within designated timeframe
10. Demonstrated non-Federal match available at time of award
11. Demonstrated collaborative approaches and partnerships

FHWA review will result in: Invitation to submit full proposal OR deferral

Deliverables/ Expectations if selected

- Final approved work plan describing
 - Work phases
 - Budget
 - Work products
 - Timing
- Regular progress reporting and milestone check-ins
- 12- to 18-month baseline period of performance for each award
- Award recipients to make all materials available to FHWA for review, publication, and/or reference

Letters of Interest Received: National Economic Partnerships



Megaregions and National Economic Partnerships Team

- Brandon Buckner
- James Garland
- Brian Gardner
- Harlan Miller
- Spencer Stevens
- Supin Yoder



Transportation Planning Capacity Building

Planning for a Better Tomorrow

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TPCB Special Features

Scenario Planning

New resources available!

SCENARIO PLANNING



Training and Events Calendar

Event	Date
NHI Course: Highway Program Funding	6/12/2018

Check
the Calendar



New Publications

Publications:

- ▶ Vulnerability Assessment and Adaptation Framework, 3rd Edition
- ▶ FHWA Guidebook for Measuring Multimodal Network Connectivity
- ▶ Integrating Shared Mobility into Multimodal Transportation Planning

Peer Reports:

- ▶ Happy, Healthy, Smart Cities Symposium in Knoxville, Tennessee
- ▶ Freight Planning and Regional Cooperation in the Piedmont Atlantic Megaregion
- ▶ Peer Report: FHWA Mid-Atlantic Megaregion Workshop

TPCB Key Resources

Key Issues

The Transportation Planning Process: Key Issues



A Briefing Book for Transportation Decisionmakers, Officials, and Staff

Data

Search the MPO Database



Find the name and contact information of the designated MPO for any metropolitan area over 50,000 in the nation.

Focus Areas

- ▶ Active Transportation
- ▶ Congestion & Transportation Demand Management
- ▶ Connected & Automated Vehicles
- ▶ Fiscal Constraint
- ▶ Metropolitan
- ▶ Performance-Based
- ▶ Public Engagement
- ▶ Public Lands
- ▶ Rural & Small Community
- ▶ Statewide
- ▶ Transit at the Table
- ▶ Tribal



Planning

*Advancing Surface Transportation Planning
with Partners, Customers, and throughout FHWA*

Planning Topics

- Border Planning
- Census Issues
- Congestion Management
- Context Sensitive Solutions
- Delta Region
- Economic Development
- Freight Planning
- Health in Transportation
- Livability
- Megaregions and Multi-Jurisdictional Planning
- National Highway System
- Performance Based Planning
- Planning Menu
- Planning Processes
 - Statewide Planning
 - Metropolitan Planning
 - Rural Planning
 - Tribal Planning
 - Pedestrian & Bicycle Program
 - Land Use & Transportation
 - Planning Tools
- Public Involvement
- Regional Models of Cooperation
- SAFETEA-LU Section 1927
- Scenario Planning and Visualization in Transportation
- Transportation Planning Update
- Travel Model Improvement Program (TMIP)
- Transportation Planning Excellence Awards
- Transportation Safety Planning

Contacts

For more information, please contact:

- Kenneth Petty
Director, Office of Planning
- Harlan Miller

FHWA

Planning

The public is the primary beneficiary of the nation's intermodal transportation system built to serve public mobility and productivity. Transportation decisions need to be made in an environmentally sensitive way, using a comprehensive planning process that includes the public and considers land use, development, safety, and security. Transportation planners undertake a comprehensive analysis and evaluation of the potential impact of transportation plans and programs while addressing the aspirations and concerns of the society served by these plans and programs. Planners examine past, present, and prospective trends and issues associated with the demand for the movement of people, goods, and information at local, rural, tribal, metropolitan, statewide, national, and international levels.

The Planning pages contain information on various issues and programs related to transportation planning for our local, rural, metropolitan, state, tribal, other federal partners, and interested citizens. If you don't see the topic for which you are looking, check our [Subject Index](#).

Policy/Guidance - Statewide and metropolitan transportation planning processes are governed by Federal law and applicable state and local laws if Federal highway or transit funds are used for transportation investment.

Planning Glossary - Search the Planning Glossary to help you in understand planning terms and acronyms.

Guidance

- [Memorandum: Clarifying Fiscal Constraint Guidance](#)
- [Constrained Long Range Transportation Plans: Projects with Phases Outside the 20-Year Horizon](#)
- [Financial Planning and Fiscal Constraint for Transportation Plans and Programs](#)
- [Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers](#)
- [Forecasting and Fiscal Constraint](#)
- [Headquarters Agreement on Transportation Planning Program Coordination](#)
- [Induced Travel](#)
- [Initial Implementing Guidance for the American Recovery and Reinvestment Act of 2009](#)
- [Innovative Financing/Public Private Partnerships](#)
- [Issuance Major Project Guidance](#)
- [Lessons Learned in Fiscal Constraint](#)
- [List of Recurring Planning Activities](#)
- [Operations and Maintenance Assessment Checklist](#)
- [Planning Oversight and Stewardship Activities Related to the 2000 Census](#)
- [Prior Approvals for Non-Construction Grants & Cooperative Agreements to State & Local Governments](#)
- [Program Income Under Federal Grants](#)
- [Questions Regarding Greenhouse Gas Endangerment Analysis](#)
- [Section 1437 - Border State Infrastructure Q&As](#)
- [Third Party In-Kind Contributions As Match For FHWA Planning Funds](#)
- [Transportation Plan and Program Fiscal Constraint Review Questions](#)
- [Treatment of Development and Implementation of Asset Management Plans and](#)

Upcoming Events

- [FHWA's Tools for Inventorying Pedestrian Crossing Infrastructure \(4/10/18\)](#)
- [American Trails' Creating Accessible Trails with Universally Designed Interpretation \(4/12/18\)](#)
- [TRB's Public-Private Partnership and the Mobility on Demand Sandbox Program \(4/16/18\)](#)

[More...](#)

Recent Items

- [Human Environment Digest - Livability \(3/23/18\)](#)
- [Fact Sheets - Border Planning \(3/16/18\)](#)
- [Context Sensitive Solutions and Design, State of the Practice Assessment - Context Sensitive Solutions \(3/1/18\)](#)

[More...](#)

Topics of Special Interest

- [Certification Checklist for Travel Forecasting Methods](#)
- [Climate Change](#)
- [Environmental Justice](#)
- [FHWA Resource Center Planning Team Newsletters and Publications](#)
- [GIS in Transportation](#)
- [Official Blog of the Secretary of Transportation](#)
- [Peer Programs](#)
- [Planning & Environment Linkages Implementation Resources](#)
- [Transportation, Community, and System Preservation \(TCSP\) Program](#)
- [Transportation Planning Capacity Building \(TPCB\)](#)
- [Transportation Planning Requirements and Their Relationship to NEPA Approvals \(01/28/08\)](#)
 - [Supplement to January 28, 2008 Transportation Planning Requirements and Their Relation to NEPA Process Completion; February 9, 2011, Distribution Memo](#)

Presentation Credits and Content

- FHWA Megaregions Workshop Series (www.fhwa.dot.gov/planning/megaregions)
- FHWA National Economic Partnerships (www.fhwa.dot.gov/planning/megaregions/partnerships)
- Georgia Tech Center for Quality Growth and Regional Development- Megaregion Maps, Materials, Data, and References
- Nelson and Rae Article in National Geographic Magazine on Commuter Sheds and Economic Opportunity (2016)
- FHWA Capacity Building Program (www.planning.dot.gov)

Thank You

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