



U.S. Department of Transportation Federal Transit Administration

Joint FHWA/FTA Planning Regulations Final Rule Key Requirements

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Presentation Overview

- Expanded Factor on Growth and Development
- Separate Factor for Security
- Planning and the Environment
- Consultation Requirements
- Coordination of Planning Process Activities
- Participation Process for the State/MPO
- Agreements for MPO's
- Planning Cycles and Fiscal Constraint





Expanded Factor – Consistency with Growth and Economic Development

- Planning factor to “protect and enhance environment, promote energy conservation and improve quality of life” expanded to also include “promote consistency between transportation improvements and State and local planned growth and economic development patterns”
[23 CFR 450.206 and 450.306]
- Flexibility for States and MPOs to determine which agencies with whom to coordinate





Separate Factor – Security

- Security and Safety Stand-Alone Planning Factors
 - De-coupling Safety and Security adds emphasis to each [*23 CFR 450.206 and 450.306*]
 - Encourages transportation planning process to be consistent with applicable security plans, programs, and projects [*23 CFR 450.208(h) and 450.306(h)*]
- Long-range statewide and metropolitan transportation plans should include a security element that incorporates or summarizes the priorities, goals, or projects set forth in other transit safety and security planning and review processes, plans, and programs, as appropriate [*23 CFR 450.214(e) and 450.322(h)*]





Separate Factor - Safety

- **Strategic Highway Safety Plan**
 - Encourages transportation planning process to be consistent with new Strategic Highway Safety Plan *[23 CFR 450.208(h) and 450.306(h)]*
 - Long-range statewide and metropolitan transportation plans should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects contained in the Strategic Highway Safety Plan *[23 CFR 450.214(d) and 450.322(h)]*





Planning and the Environment

- Environmental Mitigation Activities and Consultation
 - Long-range statewide transportation plans/metropolitan transportation plans include a discussion of potential environmental mitigation activities (at the policy and/or strategic-levels).
[see 23 CFR 450.214(j) and 450.322(f)(7)]
 - Developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies
 - Allows States/MPOs to establish reasonable timeframes for performing consultation





Consultation

- Definitions for “Consultation,” “Coordination,” “Consideration,” and “Cooperation” *[23 CFR 450.104]*
- Repeats SAFETEA-LU language for consultation with State, Tribal and local agencies *[23 CFR 450.214(i), 450.316(b) and 450.322(g)]*
- No change to requirements for consultation with non-metropolitan local officials *[23 CFR 450.210(b)]*





Consultation (Continued)

- Long-range statewide transportation plan shall be developed, as appropriate, in consultation with State, tribal, and local agencies responsible for:
 - Land Use Management;
 - Natural Resources;
 - Environmental Protection;
 - Conservation; and
 - Historic Preservation.
- Shall involve comparison of transportation plans to State/Tribal conservation plans or maps, and to inventories of natural or historic resources, if available [*see 23 CFR 450.214(i)*]
- Similar provisions for the development of metropolitan transportation plans [*see 23 CFR 450.322(g)*]





Coordination of Planning Process Activities

- States shall coordinate data collection and analyses with MPOs and public transportation operators *[see 23 CFR 450.208(a)(7)]*
- States encouraged to rely on studies by MPOs if study area located in metropolitan planning areas
- States/MPOs may apply asset management principles and techniques to establish planning goals, define STIP/TIP priorities, and assess transportation investments *[see 23 CFR 450.208(e) and 450.306(e)]*
- Statewide/metropolitan transportation planning processes shall (to the maximum extent practicable) be consistent with the development of regional ITS architectures *[see 23 CFR 450.208(f) and 450.306(f)]*





Participation Process: State

- State documented public involvement “process” required
[see 23 CFR 450.210]
- establish early and continuous PI opportunities
- provide reasonable public access to information
- employ visualization techniques
- make information available in electronic formats; and
- hold meetings at convenient and accessible locations and times
- provide for periodic review of effectiveness
- include process for considering needs of traditionally underserved {i.e. low-income and minority}





Participation Plan: MPO

- MPO shall develop a participation plan in consultation with interested parties *[see 23 CFR 450.316(a)]*
- Minimum 45-day comment period
- Adequate, timely public notice and reasonable access
- Employ visualization techniques
- Make information available in electronic formats; and
- Hold meetings at convenient and accessible locations and times
- Statewide public involvement process similar *[see 23 CFR 450.210]*





Metropolitan Planning Agreements

- Locally determined “rules of engagement”
[see 23 CFR 450. 314]
- Shall provide for cooperative development and sharing of financial data used in metropolitan transportation plans, TIPs, STIPs, and Annual Listing of Obligated Projects
- Ideally, a single Agreement among MPO, State, and transit operators
- Describes coordination arrangements in areas with overlapping planning areas





Planning Cycles

- STIPs and metropolitan TIPs must be updated at least every four years *[see 23 CFR 450.216(a) and 450.324(a)]*
- STIPs and TIPs shall cover a period of no less than four years *[see 23 CFR 450.216(a) and 450.324(a)]*
- Metropolitan transportation plans must be updated at least every four years in air quality nonattainment and maintenance areas *[see 23 CFR 450.322(c)]*
- Metropolitan transportation plans in attainment areas must be updated at least every five years *[see 23 CFR 450.322 (i)]*





Fiscal Constraint

- Fiscal constraint required for STIPs, TIPs, and metropolitan transportation plans
- Use of “year of expenditure dollars” effective December 11, 2007
- Retains provision that projects included in the first two years of the TIP/STIP in air quality nonattainment and maintenance areas shall be limited to those for which funds are “available or committed” [*see 23 CFR 450.324(i) and 450.216(m)*]
- “Agreed to” list of projects required at TIP/STIP updates only





Brief Recap and Questions

- FTA Regional Office:
 - www.planning.dot.gov/Contacts.asp#ftareg
- Planning Regulations:
http://www.fta.dot.gov/planning/metro/planning_environment_2977.htmlFTA





THANK YOU!

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