



# Transportation Planning Capacity Building Program

## A Two Year Review: Federal Fiscal Years 2009- 2010

*(Covering the Period of October 2008 – September 2010)*



U.S. Department of Transportation  
Federal Highway Administration • Federal Transit Administration

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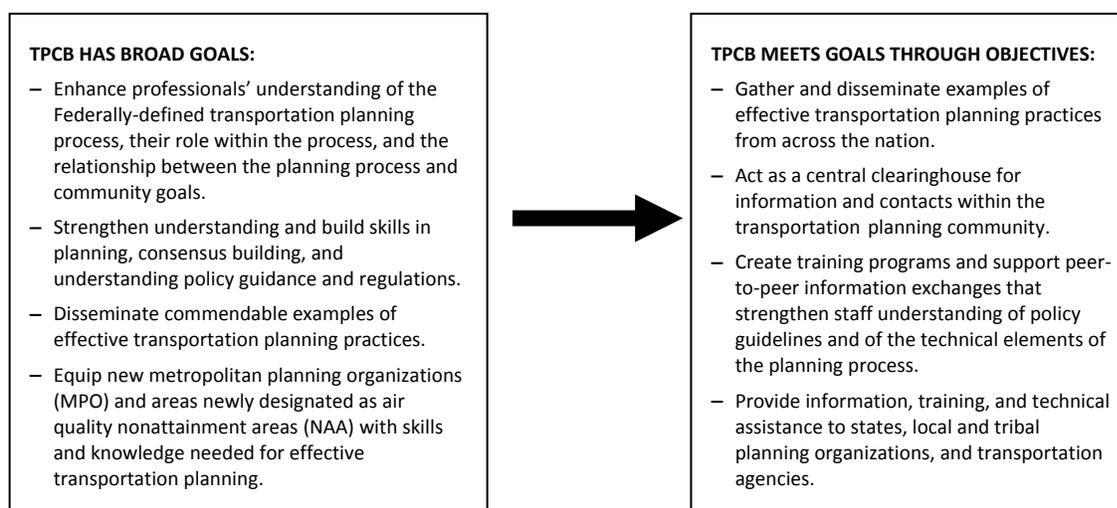
## Executive Summary

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### TPCB Program Overview

Federal requirements and programs related to surface transportation planning are complex. In an effort to foster effective transportation planning in state, metropolitan, rural, and tribal settings, the U.S. Department of Transportation (DOT) created the Transportation Planning Capacity Building (TPCB) Program.

Jointly administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), with assistance from the U.S. DOT's Volpe National Transportation Systems Center (Volpe Center), TPCB products and services provide information, training, and technical assistance to the transportation professionals responsible for planning for the capital, operating, and maintenance needs of our nation's surface transportation system.



Clients in urban, rural, and tribal areas take advantage of the resources provided by the TPCB Program. Program participants include transportation planning staff, members of MPO policy boards or executive committees, non-metropolitan local officials and staff (both elected and appointed), members of technical committees and advisory groups, and tribal government officials and their staff.

### TPCB Program Accomplishments

During the past 2 years, the TPCB Program has realized significant accomplishments in many areas. TPCB activities take place in all areas of the U.S., and address diverse topics related to transportation planning – from performance management and human service transportation coordination to integrating transit, bicycle and pedestrian facilities and land use.

Peer learning is a key component of the overall TPCB Program. During the 2-year period, the TPCB Program sponsored a total of 11 Peer Program events and 4 Scenario Planning workshops – 15 total, with an average of approximately seven events per year. TPCB Program staff collect feedback forms at the close of each event, and conduct follow-up telephone interviews with applicant

#### In 2 years...

- 11** TPCB Peer Program events
- 4** Scenario Planning Workshops
- 30** New Publications
- 11** Transportation Planning Excellence Award recipients
- 169** Transportation Planning-Related Course Offerings through NHI and NTI

agencies 6-9 months after the event to better understand the value and impacts of peer dialogue. The table below shows the average evaluation scores for peer events held during FYs 2009-2010, based on responses from 70 participants.

**Average Evaluation Scores of TPCB Peer Events in FYs 2009-2010**

<b>Evaluation Question</b>	<b>Average Score</b> (4 = "excellent" 1 = "poor")
Overall quality of the event	3.6
Pre-event planning support	3.2
On-site facilitation support	3.6
Usefulness of the information you learned for your work	3.6

According to participant feedback forms from FYS 2009-2010, the most valuable aspect of peer events includes:

- "High level conversation that can be had when everyone is at roughly the same level. I learned so much."
- "Interaction with a cross-section of people and functions."
- "I will be taking all of the ideas back to build a stronger implementation program for our planning program."
- "Building relationships with peers that I can take advantage of in the future."
- "Diversity of MPOs and Federal staff all at the same table for open discussion."

The reach of TPCB peer events and scenario planning workshops is broad, with participation by professionals in all corners of the U.S., from rural and tribal areas to the nation's largest metropolitan corridors. In FYs 2009-2010, the TPCB Program sponsored peer exchanges and scenario planning workshops in 12 states and the District of Columbia. In addition, 25 states and the District of Columbia sent agency representations to serve as peers in peer events and Scenario Planning workshops in FYs 2009-2010. The map below features the host cities for peer events and scenario planning workshops during the 2-year period.

### Location of TPCB Peer Events and Scenario Planning Workshops in FYs 2009-2010 and States with Peer Representatives



The TPCB Program made a number of other accomplishments during FYs 2009 and 2010 as well:

- Awarded **11 Transportation Planning Excellence Awards** and 11 Honorable Mentions, after reviewing 81 nominations from around the nation. TPEA awardees highlight innovative, successful examples of effective local, regional, and statewide multimodal transportation planning efforts.
- Developed **30 new publications** on topics from safety and performance measures, to livability and Transit at the Table, all displayed on the TPCB website. These publications include 11 new research publication, as well as the production of 6 tribal transportation training modules, 10 peer event reports, and 3 scenario planning reports.
- Offered **26 transportation planning-related courses a total of 169 times** through the National Highway Institute (NHI) and National Transit Institute (NTI), with the participation of 4,828 attendees from across the country; an average of 28 attendees per class. The courses help transportation professional to better understand topics like coordinated land use and transportation planning, public participation, the environmental review process, traffic monitoring, and air quality conformity, among many others.
- Redesigned and re-launched the **TPCB website** ([www.planning.dot.gov](http://www.planning.dot.gov)) to be more visually compelling and user friendly.

## TPCB Program Administration

The TPCB Program is unique in its collaborative management approach. Because statewide and metropolitan transportation planning requirements and programs affect multiple surface transportation modes, the planning professionals at FHWA and FTA jointly oversee the program's activities. This collaboration is aided by the technical expertise of community planners and transportation analysts at the U.S. DOT Volpe Center.

Strategic planning occurs periodically with the participation of high-level staff at each agency. Day-to-day activities are carried out by Volpe Center staff in coordination with FHWA and FTA program managers. Professional trainers affiliated with NHI and NTI lead courses, while executive leaders and professional staff at agencies around the country facilitate peer exchanges and dialogues.

There are several sources of funding for TPCB Program elements (both discretionary grant programs and formula funding programs). In order to provide a comprehensive and well-rounded set of resources, TPCB leadership successfully leverage multiple funding streams: the Surface Transportation Environment and Planning (STEP) cooperative research program, FTA Section 5314-Research, and FTA Section 5327-Oversight, all provide direct financial support for information dissemination, training and technical assistance, and applied research.

Some TPCB funding is provided by FTA and FHWA to the Volpe Center to enable the continued administrative and technical support of its staff in carrying out TPCB Program activities.

## Future of the TPCB Program

The TPCB program has built a strong foundation upon which to deliver transportation planning resources, training, information dissemination, and outreach. The TPCB Program is also committed to evolve and respond to emerging needs as surface transportation planning becomes increasingly complex and involves a growing number of issues and stakeholders. As such, key TPCB Program staff from FHWA, FTA, and the U.S. DOT Volpe Center held a day-long Strategy Session in early FY 2011, with input from stakeholder organization representatives, to review the TPCB Program and to discuss opportunities for continual improvement of core services and products.

Moving forward, the TPCB Program will continue to be a valuable resource for transportation planning agencies and stakeholders by:

- Responding to new provisions that may result from future Federal legislation with transportation planning implications.
- Publicizing innovative, successful examples of effective statewide, regional, local, and tribal transportation planning efforts.
- Identifying and developing planning resources and materials to address new and emerging areas in planning.
- Seeking engagement and identifying the needs of non-traditional transportation planning process participants.

## Overview of the Transportation Planning Capacity Building (TPCB) Program

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This report provides a summary of the activities and accomplishments of the Transportation Planning Capacity Building Program during the period of federal fiscal years 2009 and 2010 (October 1, 2008 – September 30, 2010). The activities are grouped into three broad categories: peer learning, training and technical assistance and information dissemination and outreach.

The mission of the Transportation Planning Capacity Building (TPCB) Program is to support effective multimodal transportation planning in state, metropolitan, rural, and tribal settings. The TPCB Program provides information and resources that transportation professionals need to create multimodal plans and programs that respond to the complex needs of local transportation system users.

Created in 2001 as the Metropolitan Capacity Building program with a focus on the metropolitan transportation planning process, the expanded TPCB program has achieved success in raising the level of awareness, understanding, and application of effective planning practice focused on making better transportation decisions, and facilitating the development of better transportation plans and projects. The TPCB Program is jointly sponsored by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) with support from the Volpe National Transportation Systems Center (Volpe Center). Funding for the TPCB Program is received through FHWA's Surface Transportation Environment and Planning (STEP) Cooperative Research Program and FTA's National Research and Technology Program (Section 5314) and FTA Program Management Oversight (Section 5327). *For more information on these programs, see Appendix A.*

### The goals of the TPCB Program are to:

- Provide information for transportation officials to enhance their understanding of the transportation planning process, their role within the process, and its relationship to community and societal goals.
- Strengthen transportation planning staff skills in the areas of consensus building, understanding policy guidance, and grasping the technical elements of their job through training and peer-to-peer exchanges.
- Provide a means for disseminating examples of transportation planning practices across the nation.
- Provide new metropolitan planning organizations (MPO) and areas newly designated as nonattainment areas (NAA) for air quality with information, training, and technical assistance.

### The objectives of the TPCB Program are to:

- Gather and disseminate examples of effective transportation planning practices from across the nation.
- Act as a central clearinghouse for information and contacts within the transportation planning community.
- Create training programs and support peer-to-peer information exchanges that strengthen staff understanding of policy guidelines and of the technical elements of the planning process.
- Provide information, training, and technical assistance to states, local and tribal planning organizations, and transportation agencies.

**The audiences for the TPCB products and services are:**

- Members of policy boards or executive or technical committees, advisory groups, or subcommittees of Metropolitan and Statewide Transportation Processes
- Local officials and staff in metropolitan and non-metropolitan areas, including elected and appointed officials with an interest in transportation planning.
- Staff who participate in the Federally required statewide and metropolitan transportation planning processes.
- Tribal government officials and staff.

## Peer Learning

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The TPCB Peer Program Events, Scenario Planning Workshops, and the Transportation Planning Excellence Awards (TPEA) are the three programs by which information, lessons learned, and notable practices are disseminated to transportation planning agencies.

In FYs 2009-2010, the TPCB Program held 10 Peer Program events and four Scenario Planning workshops across the country. The 2010 TPEA Program named 11 awardees and 11 honorable mentions to innovative transportation planning projects around the country.

### TPCB Peer Program

Planning practitioners at all levels need resources that help them gather knowledge, build their skills, and stay "ahead of the curve." The TPCB Peer Program responds to this need by organizing, facilitating, and documenting events in order to share noteworthy practices among agencies facing an increasingly complex transportation planning environment. During peer events transportation planning staff interact with one another to share information, accomplishments, and "lessons learned" from the field and help one another overcome shared planning challenges.

*For additional information on the TPCB Peer Program, please see Appendix B.*

#### Summary of Peer Events in FYs 2009-2010

The TPCB Peer Program sponsored a total of 11 peer events across 8 states and the District of Columbia during the 2-year period of FYs 2009-2010 (see Figure 1, below). More than 400 people participated in these events, which ranged from half-day roundtable discussions organized in conjunction with major planning-related conferences to 2-day onsite peer exchange events. Diverse and timely topics for peer events included: how to form a rail and transit division at a state DOT, how to effectively develop and apply performance measures to long-range transportation planning processes, how to incorporate community livability and environmental sustainability as goals into the transportation planning process, and how to better integrate human service transportation (HST) coordination into the metropolitan transportation planning process.

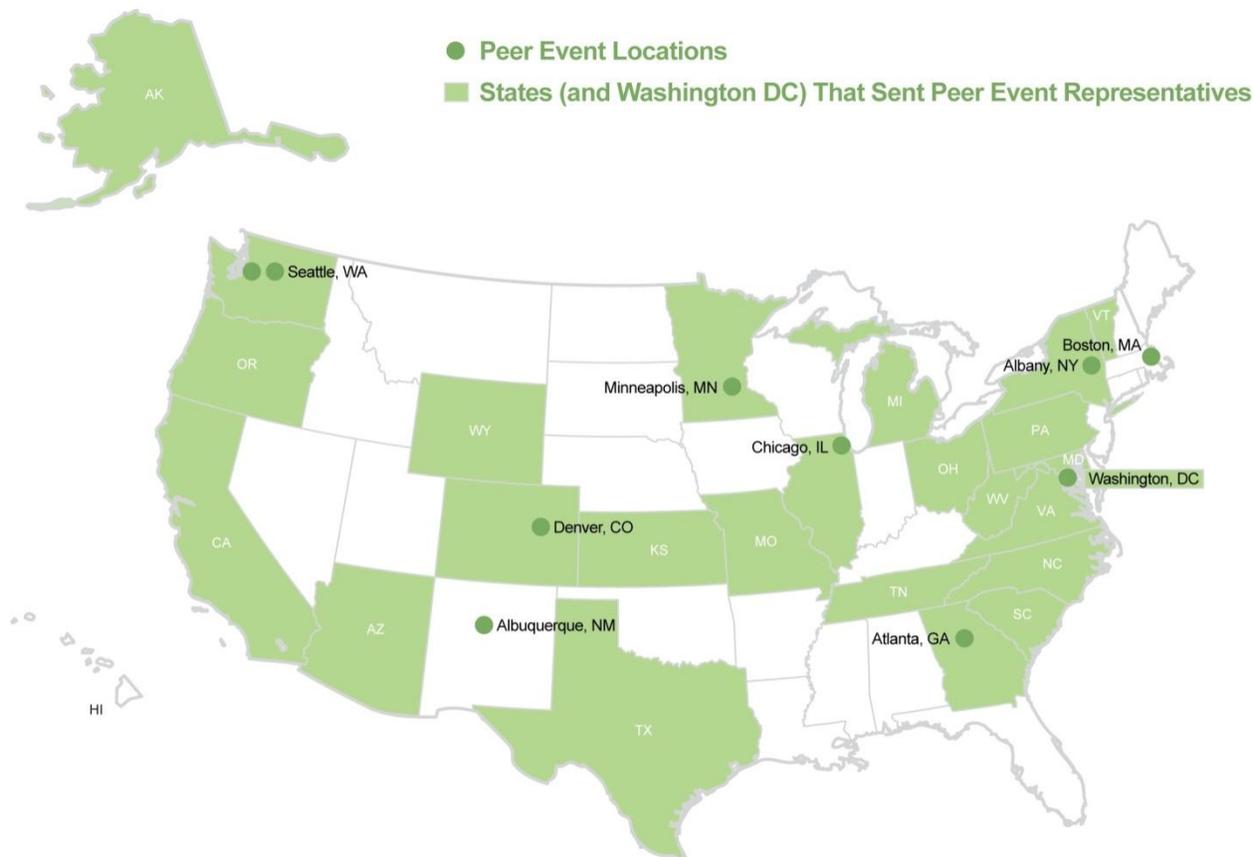
Listed below are summaries of the TPCB peer events that occurred during FYs 2009-2010<sup>1</sup>. For further information on each event, please review the final report produced for that event, all of which are posted on the TPCB Program website at: [http://planning.dot.gov/peer\\_reports.asp](http://planning.dot.gov/peer_reports.asp)



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<sup>1</sup> Two roundtables on human service transportation coordination were summarized in one TPCB peer event report, so only 10 reports were prepared for the 11 peer events held in FY 2009-2010.

**Figure 1: Location of TPCB Peer Events in FYs 2009-2010 and States with Peer Representatives**



**Best Practices in Air Quality Conformity Consultation,**

October, 2008 (Albany, New York) [http://www.planning.dot.gov/Peer/Albany/albany\\_09.asp](http://www.planning.dot.gov/Peer/Albany/albany_09.asp)

The Capital District Transportation Committee (CDTC), the Albany, NY MPO, hosted a 1-day peer exchange to explore opportunities for MPOs to better partner with state DOTs during the Federally-required air quality conformity consultation process. The event provided a forum for the small, medium, and large MPOs throughout New York State to learn from the experiences of three regional planning agencies (Dallas, Raleigh-Durham, and Knoxville) who had partnered with their respective state DOTs to clarify and streamline air quality conformity processes. Each peer agency shared specific tools and strategies it used to streamline its interagency consultation processes in recent years. Information was organized around three questions to help focus conversation:

- How is the interagency conformity process standardized in your region?
- How are technical issues and assumptions for conformity consultation identified and resolved in your region?
- How do consultation partners address the complex timing challenges of meeting conformity requirements, given the many overlapping planning and programming processes MPOs manage?

Several key themes emerged from the day's discussions:

- Developing an interagency air quality consultation method is an iterative process that should be based on regional conditions and capabilities;

- Air quality consultation provides an opportunity for MPOs to strengthen and deepen their traditional transportation planning processes while expanding their work into the "non-traditional" realm of air quality; and
- Air quality consultation is extremely complex, not only because of its technical complexity, but also due to the political and administrative challenges of coordinating across multiple agencies working at multiple scales.

### **Mainstreaming Transit-Oriented Development (TOD) in the Metropolitan Transportation Planning Process**

January, 2009 (Albuquerque, New Mexico) [http://planning.dot.gov/Peer/NewMex/albuquerque\\_09.asp](http://planning.dot.gov/Peer/NewMex/albuquerque_09.asp)

The FTA Office of Planning and Environment organized this roundtable discussion in conjunction with the 2009 New Partners for Smart Growth Conference in Albuquerque, New Mexico. Staff representatives from MPOs in Los Angeles, San Diego, and Sacramento spoke about how their agencies are working to better support and promote TOD in their transportation planning and programming processes.

Approximately 50 planners from MPOs, local planning agencies, transit agencies, and community based-organizations from around the country attended the roundtable, and were able to ask questions about how the peer speakers lessons learned could be applied in their regions as well.

The central questions for the event were:

- How can MPOs promote TOD and smart growth through their planning and programming processes?
- How can local governments and community advocates benefit from MPO efforts to support TOD and smart growth region-wide?
- What are the important lessons learned from MPO efforts to promote TOD and smart growth that others can benefit from?

### **Effective Practices in Human Services Transportation Coordination – 2 events**

May, 2009 (Seattle, Washington and Providence, Rhode Island)

[http://planning.dot.gov/Peer/Washington/seattle-providence\\_2009.asp](http://planning.dot.gov/Peer/Washington/seattle-providence_2009.asp)

The Community Transportation Association of America (CTAA) organized 2 roundtable sessions to explore the emerging need for better integration of human services transportation (HST) into the metropolitan transportation planning process. Peer experts from MPOs in Phoenix, Arizona and Dayton, Ohio spoke at the Seattle roundtable. Peer experts from regional planning agencies in Sumter, South Carolina; Woodstock, Vermont; and Hickory, North Carolina spoke at the second roundtable.

Approximately 40 human service and transportation practitioners attended the two roundtables. The goals of the roundtable events were to:

- Exchange ideas and experiences regarding HST coordination challenges and best practices.
- Understand necessary elements for coordinating HST.
- Identify key stakeholders and learn how to best engage them in HST coordination.
- Learn about key challenges and how they have been overcome.
- Identify potential training and educational needs of HST coordination practitioners.

### **Positioning Rail Transit in Sustainable Regional Transportation Plans and Programs**

June, 2009 (Chicago, Illinois) [http://www.planning.dot.gov/Peer/Chicago/chicago\\_09.asp](http://www.planning.dot.gov/Peer/Chicago/chicago_09.asp)

The American Public Transportation Association (APTA) organized this roundtable at its Annual Rail Conference as part of an ongoing dialogue on "Transit at the Table" that identifies opportunities for transit agencies to make more effective partners in the regional transportation planning process. Approximately 30 people attended the session and the final report presents a federal policy context, recent research findings, and six case studies from planning regions around the country. Representatives of MPOs and

transit agencies in Chicago, Seattle, Portland, Pittsburgh, and Washington, DC addressed the following questions:

- How can transit agencies work with MPOs to create enhanced options for transit and other sustainable transportation choices in regional transportation plans and programs?
- What are the opportunities (and barriers) for more and better collaboration between transit agencies and MPOs?
- How does transit investment support sustainable regional development?
- How can transit agencies and MPOs develop and use outcome-based performance measures to help prioritize projects and advance sustainable, multi-modal regional development solutions?

### **Forming a New Transit and Rail Division in a State DOT**

January, 2010 (Denver, Colorado) [http://planning.dot.gov/Peer/colorado/colorado\\_2010.asp](http://planning.dot.gov/Peer/colorado/colorado_2010.asp)

The Colorado DOT (CDOT) requested a peer exchange in response to legislation, passed by the Colorado legislature in 2009, that required CDOT to create a new transit and rail division to more effectively advance mass transit and rail opportunities statewide. Two representatives, one technical and one executive, from the Pennsylvania DOT, Ohio DOT, and Washington DOT served as peer experts during the exchange. Peer representatives met with CDOT managers, technical staff, and members of an Interim Transit and Rail Advisory Committee established by the Colorado legislature to share information about their respective agencies' transit and rail programs.

CDOT's goals for the event were to:

- Learn how other state DOTs have structured and managed their transit and rail divisions.
- Gather recommendations on how to successfully create and integrate a new Transit and Rail Division into CDOT's existing organizational structure.

### **Using Regional Transportation to Plan and Build Sustainable and Livable Communities**

February, 2010 (Seattle, Washington) [http://planning.dot.gov/Peer/Washington/seattle\\_2010.asp](http://planning.dot.gov/Peer/Washington/seattle_2010.asp)

The FTA Office of Planning and Environment organized two sessions on how to promote sustainable and livable communities through the metropolitan transportation planning process in conjunction with the 2010 New Partners for Smart Growth Conference in Seattle, Washington. A 90-minute roundtable highlighted FTA's efforts to support the *Partnership for Sustainable Communities* through Federal policy and funding programs, as well as its work with national stakeholder groups such as APTA and Reconnecting America to promote livable communities planning efforts at the local and regional level. A 3-hour afternoon roundtable presented case studies in successful TOD planning and implementation across a range of geographic scales (e.g., station area, corridor, and the metropolitan region) and socio-economic contexts in Chicago, Seattle, San Francisco, Baltimore, and Vancouver, British Columbia.

### **Incorporating Performance Measures into Regional Transportation Planning**

February, 2010 (Washington, DC) [http://planning.dot.gov/Peer/WashingtonDC/dc\\_2010.asp](http://planning.dot.gov/Peer/WashingtonDC/dc_2010.asp)

The National Association of Regional Councils (NARC) requested this peer exchange to discuss the benefits and challenges of effectively incorporating performance measures into regional transportation planning and programming processes. The 1-day event was hosted at U.S. DOT Headquarters in Washington DC and included peer representatives from MPOs in Los Angeles, Chicago, Philadelphia, Atlanta, Detroit, and Huntington, West Virginia. The goals of the event were to:

- Highlight the key benefits and challenges of incorporating performance measures into regional transportation planning in an effort to inform future capacity building<sup>1</sup> and technical assistance.
- Highlight the performance measure techniques currently being used at six Metropolitan Planning Organizations (MPOs).

Peer representatives identified several key benefits to using performance measures, as a result of the exchange:

- Improve communication with the public.
- Add transparency and more visible relevance to the long-range transportation planning process.
- Improve connections between short-term transportation programming and project implementation decisions with long-term regional vision plans and goals.
- Better inform MPO board decisionmaking.

### **Peer Roundtable on Performance Management for the Massachusetts Department of Transportation (MassDOT)**

July, 2010 (Boston, Massachusetts) [http://www.planning.dot.gov/Peer/Boston/MassDOT\\_2010.pdf](http://www.planning.dot.gov/Peer/Boston/MassDOT_2010.pdf)

The Massachusetts Transportation Reform Law of 2009 created the Massachusetts DOT (MassDOT) from five state transportation agencies and two regional transportation authorities in order to simplify transportation bureaucracy, improve accountability, and reduce costs in the Commonwealth's transportation agencies. Additional legislation required MassDOT to create an Office of Performance Management and Innovation to establish goals and report regularly on each Division's progress and effectiveness in delivering transportation design and construction on time and on budget. In line with these requirements, MassDOT requested a peer exchange to:

- Learn how other State DOTs have designed and implemented performance measurement and public reporting.
- Gather recommendations on how to successfully introduce performance management into the agency

Peer agency representatives from state transportation agencies in Maryland, Missouri, Washington, and Virginia attended the 1-day event to present their performance management systems and share experiences with MassDOT managers and technical staff. The event also included four peer-led workshops to develop an initial list of performance metrics for MassDOT with four key areas: 1. Safety, 2. Project development and delivery, 3. Operations and maintenance, and 4. Customer service.

### **Performance-Based Planning and Performance Measures**

July, 2010 (Minneapolis, MN) [http://planning.dot.gov/Peer/minnesota/minneapolis\\_2010.pdf](http://planning.dot.gov/Peer/minnesota/minneapolis_2010.pdf)

TRB's Statewide Multimodal Planning Committee hosted a 1-day peer exchange at the TRB Summer Meetings in Minneapolis, MN to discuss performance management at state DOTs. The purpose of the peer exchange was to:

- Discuss the use, challenges, and potential of performance-based planning
- Exchange agency experiences using performance measures in transportation planning and programming, while highlighting notable practices and lessons learned
- Provide input regarding a performance-based Federal-aid program
- Identify research needs, potential annual conference sessions, and potential calls for papers

Members of the TRB Statewide Multimodal Planning Committee participated in a facilitated discussion of how each of their agencies applies performance measures to transportation planning and programming processes. Each participant provided input on themes and critical challenges with performance management, including the difficulty of measuring non-traditional outcomes, particularly those influenced by non-transportation policies. Several themes that emerged from the event include:

- It is important that the selected performance measures to ensure that they are applicable and accepted at both local and state levels, and that consumer-oriented performance measures are identified.
- Credible and consistent data sources may be difficult to develop; often there is a lack of data to support many of the performance measures.

- Committee members have experienced challenges in implementing performance-based planning, including government challenges, performance measure selection, data challenges, and in communicating results.

**Effective Practices in Planning for Livable Communities at Metropolitan Planning Organizations**  
August, 2010 (Atlanta, GA) [http://www.planning.dot.gov/Peer/Atlanta/atlanta\\_2010.pdf](http://www.planning.dot.gov/Peer/Atlanta/atlanta_2010.pdf)

In 2009, an inter-agency *Partnership for Sustainable Communities* (PSC) was jointly created by the U.S. DOT, HUD, and EPA to better coordinate transportation, housing, and environmental planning and investments to improve the livability and sustainability of American communities. The Atlanta Regional Commission (ARC) requested a peer exchange in response to the creation of the PSC, to convene other MPOs who have created a “livability program” to share experiences and identify opportunities for strengthening the state of practice of MPO livability planning. Staff representatives from MPOs in Philadelphia, Dallas, San Francisco, Portland, Denver, and Albany participated in the 1.5-day exchange. Key findings from the event were:

- Creating a livability program can be a unique and effective opportunity for MPOs to build relationships with local officials, staff, and the public to support greater transportation and land use integration.
- There is no “one size fits all” approach to creating a livability program.
- Communication and careful language choice are critical to gain buy-in for livability planning from elected officials, developers, and the public.
- Current Federal transportation planning guidance and funding sources provide a good foundation for experimenting with multimodal transportation and livability planning.
- Reaching out and building effective inter-agency partnerships is critical to developing a meaningful livability program.
- Partnerships with non-transportation agencies and organizations can help MPOs bring new stakeholders to the table.

**Assessing of the Effectiveness of TPCB Peer Events**

As part of its commitment to evaluating the success of peer events and continually improving program processes, the TPCB peer program provides evaluation forms at peer events that provide both quantitative and qualitative feedback from participants. All peer event participants are asked to provide quantitative responses to the following questions on a scale of 1 to 4 (where 1 = “Poor” and 4 = “Excellent”):

- Overall quality of the event
- Pre-event planning support
- On-sight facilitation Support
- Usefulness of the information shared for your work

Figure 2 shows the average quantitative evaluation scores for peer events held during fiscal years 2009-2010, based on responses from 70 participants.

**Figure 2: Average Evaluation Scores of TPCB Peer Events in FYs 2009-2010**

<b>Evaluation Question</b>	<b>Average Score (4 = "excellent" 1 = "poor")</b>
Overall quality of the event	3.6
Pre-event planning support	3.2
On-site facilitation support	3.6
Usefulness of the information you learned for your work	3.6

Participants were also asked to provide feedback on a series of open-ended questions, including:

- What was the most valuable aspect of this TPCB peer event?
- What could be changed or improved for future TPCB peer events?
- What was the most important thing you have learned from this peer event?
- How will you apply what you have learned to your work?

Feedback about the most valuable aspects of peer events from event participants in FYs 2009-2010 included:

- "Interaction with a cross-section of people and functions; people with different levels of experience/exposure to [the peer event topic] and ability to provide information and get feedback."
- "Open forum for exchange of ideas."
- "The timing of this event for [our MPO] could not have been better. I was most curious about implementation programs and learned a great deal. I will be taking all of the ideas back to build a stronger implementation program for our planning program."
- "Building relationships with peers that I can take advantage of in the future."
- "Face-to-face interaction and dialogue. Great peer selection – participants were well prepared and asked great questions."
- "Diversity of MPOs and Federal staff all at the same table for open discussion."
- "High level conversation that can be had when everyone is at roughly the same level – don't need to stop to explain acronyms, everything. I learned so much."

In addition to day-of evaluation forms, the TPCB Peer Program began conducting after-action evaluation reviews with requesting/host agencies to assess the longer-term value of peer events and ascertain what actions have been taken as a result of the information shared among peers. The first of these reviews was conducted in the fall of 2010, in follow-up to the January 2010 peer exchange on "Forming a New Transit and Rail Division in a State DOT," which was hosted by the Colorado DOT (CDOT). In the evaluation review, CDOT staff noted a number of benefits the agency experienced as a result of the peer exchange:

- Building face-to-face relationships
- Diverse participation and exposure to the information shared by peers
- Mixture and diversity of peer perspectives

Moving forward, the TPCB Peer program will continue holding after-action evaluation reviews with applicant/host agencies to gather input about the value of events, ideas for how to improve future program processes, and document actions taken as a result of information shared among peers during events.

## **TPCB Scenario Planning Program**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) view scenario planning as an important enhancement to the traditional Federally-required transportation planning process. It is a technique that enables communities and transportation agencies to better prepare for the future and make more effective decisions in the present. The TPCB Scenario Planning Program sponsors workshops with agencies who are interested in incorporating scenario planning techniques into their long-range transportation planning process, and maintains a website with resources, tools, techniques, and innovative examples of successful scenario planning efforts from around the country. The TPCB Scenario Planning website is available at: [www.fhwa.dot.gov/Planning/scenplan/index.htm](http://www.fhwa.dot.gov/Planning/scenplan/index.htm). Interested agencies may request training and assistance in several formats:

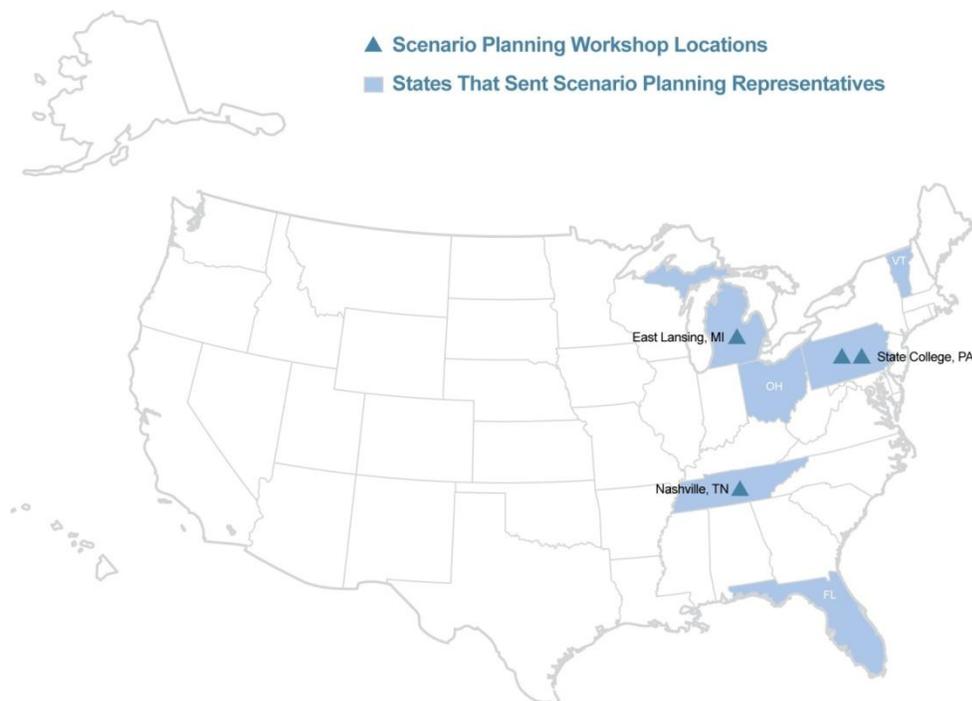
- Workshops
- Webinars
- Peer Exchanges

In FY 2010, the TPCB Scenario Planning Program developed an online application on the TPCB website for agencies that are interested in obtaining assistance with their scenario planning work. The TPCB Scenario Planning application is available at: <http://planning.dot.gov/scenario.asp>.

### **Summary of Scenario Planning Workshops in FYs 2009-2010**

Four TPCB Scenario Planning Workshops were held during FYs 2009-2010 (see Figure 3). Workshops were typically 1-1.5 days long and provided an overview of what scenario planning is, along with an introduction to how it may be applied to help engage stakeholders and the public to develop a shared vision for future development in a region.

**Figure 3: Locations of Scenario Planning Workshops in FYs 2009-2010 and States with Peer Representatives**



Locations, dates, and summary descriptions of Scenario Planning Program workshops held in FYs 2009-2010 are listed below:

- **State College, Pennsylvania** (September 30, 2009)  
 The Thomas D. Larson Transportation Institute at The Pennsylvania State University (Penn State) hosted a one-day scenario planning workshop to discuss how scenario planning might be used in the State College/Centre County region to engage stakeholders in alternatives analysis and visioning to inform future transportation and land use planning. The Larson Transportation Institute convened staff planners from the Centre County Planning Office, Centre Area Transportation Authority (CATA), Pennsylvania DOT, and the FHWA Pennsylvania Division Office to participate in the workshop. Scenario Planning Program staff from the FHWA Office of Planning and U.S. DOT Volpe Center provided an overview of scenario planning, examples of the kinds of qualitative and quantitative data that agencies can, and described some of the tools, practices, and techniques for comparing scenarios. They also highlighted successful scenario planning efforts in other small-medium sized metropolitan areas such as Gainesville, Florida and Binghamton, New York.
- **Nashville, Tennessee** (June 4-5, 2009)  
 The Tennessee DOT hosted a one and a half day scenario planning peer workshop that convened participants from the FHWA as well as transportation agencies and academic institutions from across the state to discuss tools and effective practices for conducting scenario planning in Tennessee. Staff from FHWA's Office of Planning provided an overview of what scenario planning is. Then planning staff from MPOs in Nashville, Memphis, and Knoxville, Tennessee as well as Gainesville, Florida described their agencies' experiences with scenario planning and provided their lessons learned and notable practices. The report is available at: <http://www.fhwa.dot.gov/planning/scenplan/nashscenplanrpt.htm>
- **East Lansing, Michigan** (July 13, 2010).  
 The FHWA's Michigan Division Office, Michigan DOT, and the Tri-County Regional Planning Commission in Lansing co-hosted a one-day scenario planning peer workshop to discuss tools

and effective practices for scenario planning in Michigan. The event convened participants from FHWA, public and private sector transportation agencies from around the state, and several local government agencies. The workshop provided participants with an overview of the scenario planning process, lessons learned, challenges and benefits encountered by other agencies, and a description of available resources. A peer speaker from the Chittenden County Metropolitan Planning Organization in Burlington, Vermont, also participated in the workshop to share lessons learned from applying scenario planning techniques in the context of another small-medium sized city, such as East Lansing. The report is available at:

<http://www.fhwa.dot.gov/planning/scenplan/miscenplanrpt.htm>

- **State College, Pennsylvania** (September 22, 2010)  
The Thomas D. Larson Transportation Institute at The Pennsylvania State University (Penn State) hosted a one-day scenario planning workshop to build on the first workshop hosted in September 2009. The purpose of the workshop was to identify issues that might significantly affect the future of the region surrounding State College in central Pennsylvania, and to discuss opportunities to prepare for future transportation and land use changes with scenario planning. Discussions of scenarios included expected measurable outcomes (e.g., traffic congestion) and the potential effects of these factors on quality of life and community identity. Participants also discussed forces of change that could impact the region's future. The report is available at: <http://www.fhwa.dot.gov/planning/scenplan/scscenplanrpt.htm>

*For additional scenario planning program information, please see Appendix C.*

## **2010 Transportation Planning Excellence Awards (TPEA)**

The Transportation Planning Excellence Awards (TPEA) Program is a biennial awards program developed by FHWA and FTA to recognize outstanding initiatives across the country to develop, plan, and implement innovative transportation planning projects and processes. FHWA and FTA first created the TPEA Program in 2004. Subsequent award ceremonies were held 2006, 2008, and 2010. The program is co-sponsored by the American Planning Association (APA). For more information about the TPEA Program, see: <http://www.fhwa.dot.gov/planning/tpea/index.htm>.

The TPEA Program meets the TPCB Program's core objective to collect and synthesize examples of effective transportation planning practices from across the nation and disseminate this information to stakeholders. By recognizing and disseminating effective planning practices, the TPEA Program helps to strengthen transportation professionals' understanding of the state-of-the-practice.

There were a total of 81 nominations submitted for the FY 2010 TPEA Program. To be eligible, nominations had to be for a project, process, group, or individual that made an outstanding contribution to the field of transportation planning and utilized FHWA or FTA funding. Nominators completed applications to the TPEA Program using an online form, and submitted their projects within the following categories of innovative transportation planning:

- Education and Training
- Emergency Management Planning
- Freight Planning
- Linking Planning and Operations
- Livability/Sustainability
- Modeling and Technology Applications
- Planning Leadership
- Public Involvement and Outreach
- Safety Planning
- Transportation and Land-Use Integration
- Transportation Asset Management
- Transportation Planning and Environment
- Tribal Transportation Planning

After the close of the submission period, an independent panel of expert judges reviewed applications to select winning projects. Of the 81 nominations received in 2010, 11 projects received Awards and 11 projects received Honorable Mentions. Award-winners and honorable mentions were recognized in special ceremonies during TRB's Joint Summer Meeting in Minneapolis, Minnesota on July 11, 2010. Award and honorable mention winners were also recognized in the TPEA Booklet, a print publication that describes winning projects and was distributed at key venues after the awardees and honorable mentions were announced. The booklet is available at: <http://www.fhwa.dot.gov/planning/tpea/index.htm>.

The 2010 TPEA Program Award Winners were<sup>2</sup>:

#### **Freight Planning**

- Minnesota DOT "[Minnesota Comprehensive Freight and Passenger Rail Plan](#)"
- North Jersey Transportation Planning Authority "[Freight Rail Grade Crossing Assessment Study](#)"

#### **Livability/Sustainability**

- City of Salem, Oregon "[Union Street Railroad Bridge](#)"
- City of San José, California "[City of San José Trail Network](#)"
- New York City DOT "[200 Lane-Mile Commitment](#)"

#### **Modeling and Technology Applications**

- Florida DOT "[Integrated National Transit Database System](#)"
- Georgia DOT "[Atlanta Regional Managed Lane System Plan](#)"

#### **Planning Leadership**

- Minnesota DOT "[Minnesota Comprehensive Freight and Passenger Rail Plan](#)"
- Opportunity Link, Incorporated (Montana) "[Opportunity Link, Incorporated](#)"

#### **Public Involvement and Outreach**

- City of Salem, Oregon "[Union Street Railroad Bridge](#)"
- Minnesota DOT "[Minnesota Comprehensive Freight and Passenger Rail Plan](#)"

#### **Safety Planning**

- Cheyenne MPO (Wyoming) "[Transportation Safety Management Plan](#)"
- North Jersey Transportation Planning Authority "[Freight Rail Grade Crossing Assessment Study](#)"

#### **Transportation and Land Use Integration**

- Capital District Transportation Committee (Albany, New York) "[Implementing the Regional Plan: The Community and Transportation Linkage Planning Program](#)"

#### **Transportation Planning and Environment**

- Florida DOT "[Conserve by Transit: Analysis of the Energy Consumption and Climate Change Benefits of Transit](#)"

#### **Tribal Transportation Planning**

- Opportunity Link, Incorporated (Montana) "[Opportunity Link, Incorporated](#)"

*For additional TPEA Program information, please see Appendix D.*

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<sup>2</sup> Some award winners are listed multiple times because they were recognized in multiple categories.

## Training and Technical Assistance

Training is a key aspect of the TPCB Program that includes opportunities to educate transportation decisionmakers as well as professionals from the public, private, and academic sectors on current issues in the state-of-the-practice, as well as future challenges that planners may face. Training formats vary depending on subject matter and audience needs and include formal classroom trainings, webinars, technical assistance, and internal capacity building.

TPCB trainings in FYs 2009-2010 included transportation planning related courses offered by the [National Highway Institute](#) (NHI), the [National Transit Institute](#) (NTI). NHI and NTI offered 26 training courses, which were delivered a total of 169 times with the participation of 4,828 attendees from across the country; an average of 28 attendees per class.

Technical Assistance is provided by the FHWA Office of Planning and the FTA Office of Planning and Environment as well as the FHWA Resource Center. It is delivered nationwide via webinars, conferences and other activities both for external and internal audiences.

### Training: Multimodal Transportation Planning Courses from NHI and NTI

Formal training courses provide a rigorous background in the substance and methods of the planning process. These training courses meet the TPCB Program's core objective to create educational programs and support peer-to-peer information exchanges that strengthen staff understanding of policy guidelines, the planning process, and current issues.

Courses are offered by the [National Highway Institute](#) (NHI), and the [National Transit Institute](#) (NTI), and are geared toward the needs of decisionmakers, transportation officials, professional staff, and FHWA and FTA field staff. New courses are developed based on feedback from transportation professionals and are intended to respond to new and emerging needs. Selected NHI and NTI courses are now eligible for American Institute of Certified Planner (AICP) and APA Continuing Education Credits.

The tables below identify the NHI and NTI courses most closely relevant to transportation planning. All together, NTI and NHI offered 26 courses a total of 169 times to 4,828 participants in FY2009 and FY2010.

- NHI and NTI jointly offered 11 transportation planning related courses a total of 79 times and had 2,050 participants (see *Figure 4 below*).
- NHI offered 9 transportation planning related courses a total of 58 times to 2,419 participants (see *Figure 5, below*).
- NTI offered 6 transportation planning related courses a total of 32 times to 893 participants (see *Figure 6, below*).

Course descriptions can be found at [http://www.nhi.fhwa.dot.gov/training/down\\_catalog.aspx](http://www.nhi.fhwa.dot.gov/training/down_catalog.aspx) and <http://www.ntionline.com/courses.asp>.

**Figure 4: Joint NHI/NTI Transportation Planning Courses Offered in FYs 2009-2010**

Joint NHI – NTI Transportation Planning Courses	FY09		FY10		2-Year Total
	Times Offered	Total Registered	Times Offered	Total Registered	Total Registered
Financial Planning in Transportation	0	0	3	68	68
Implications of Air Quality Planning for Transportation	0	0	0	0	0
Introduction to Context Sensitive Solutions	5	158	1	24	182

Joint NHI – NTI Transportation Planning Courses	FY09		FY10		2-Year Total
Intro to Transportation Conformity	4	96	3	96	192
Metropolitan Transportation Planning	7	190	4	90	280
Public Involvement in Transportation Decisionmaking	8	192	2	46	238
State and Metropolitan Transportation Programming	3	71	2	32	103
Statewide Transportation Planning	3	78	1	17	95
Transit-Oriented Development	0	0	9	266	266
Transportation and Land Use	16	414	7	180	594
Transportation Safety Planning	0	0	1	31	32

Source: NHI & NTI

**Figure 5: NHI Transportation Planning Courses Offered in FYs 2009-2010**

NHI Transportation Planning Courses	FY09		FY10		2-Year Total
	Times Offered	Total Registered	Times Offered	Total Registered	
Administration of FHWA Planning and Research Grants	1	19	0	0	19
Applying GIS and Spatial Data Technologies to Transportation	0	0	0	0	0
Bicycle Facility Design	5	102	3	77	179
Fundamentals of Title VI/Environmental Justice	2	58	0	0	58
Introduction to NEPA and Transportation Decisionmaking (WEB-BASED)	1	494	1	517	1011
Intro to Urban Travel Demand Forecasting	2	41	0	0	41
NEPA and Transportation Decisionmaking (ON-SITE)	16	464	15	362	826
Pedestrian Facility Design	8	170	2	59	229
Practical Conflict Management for Environmental Issues	1	26	1	30	56

Source: NHI

**Figure 6: NTI Transportation Planning Courses Offered in FYs 2009-2010**

NTI Transportation Planning Courses	FY09		FY10		2-Year Total
	Times Offered	Total Registered	Total Registered	Total Registered	Total Registered
Advanced Seminar for Managing the Environmental Review Process	0	0	2	115	115
Transit Noise and Vibration Impact Assessment	2	50	2	48	98
Environmental Impact Assessment (Online) Part A: NEPA as a Decision-Making Tool in Planning	2	43	3	35	78
Environmental Impact Assessment (Online) Part B: The Environmental Impact Statement and Related Topics	3	49	2	19	68
Transit Equity Considerations (Transit Equity/Title VI Plans)	2	79	1	33	112
Managing Community Mobility (Human Service Transportation planning)	5	181	8	241	422

Source: NTI

### Technical Assistance

Technical Assistance is provided by the FHWA Office of Planning and the FTA Office of Planning and Environment as well as the FHWA Resource Center. Information and resources are delivered nationwide via webinars, conferences and other activities both for external and internal audiences. Internal training is provided to Federal headquarters and field staff to exchange information and perspectives regarding current transportation planning policies, useful procedures, and opportunities for improvement. Training highlights methods to enhance service delivery from central offices to the field and from the field offices to state and local customers.

U.S. DOT field staff work also in close partnership with state DOTs, MPOs, transit agencies, tribal governments and other agencies engaged in transportation planning to support effective implementation of the Federal transportation program. FHWA has Division Offices in all 50 states as well as Washington, DC and Puerto Rico. And FTA has ten Regional Offices across the country, as well as five Metropolitan Offices with locations in New York City, Philadelphia, Washington, DC, Chicago, and Los Angeles. Division and Region Office staff serve as a resource for local transportation planners, providing technical assistance and helping with grant implementation.

*For additional information about Technical Assistance, please see Appendix E.*

## Information Dissemination and Outreach

The TPCB Program includes many outreach activities to share information on the complexities of transportation planning. Information dissemination occurs through the TPCB website, print and online publications, and outreach at national planning-related conferences and events.

The TPCB Program supported the development of 30 printed and online documents during the two fiscal years. These documents provide key information and resources to agency board members, staff, and local officials. The TPCB website also serves as a centralized clearinghouse for information and contacts within the transportation planning community and includes online publications such as the Transportation Planning Briefing Book and tools such as the MPO Database.

The TPCB Program also conducts outreach by supporting and attending conferences. Outreach efforts seek to build awareness of the TPCB Program and identify new activities and program areas that respond to the needs of practitioners in the field. Conference support efforts include organizing and moderating panels, making presentations, distributing TPCB Program publications and materials, and conducting outreach with conference attendees through a TPCB Program exhibit booth. For FYs 2009-2010, the TPCB Program supported outreach at more than 20 conferences; an average of 10 per year.

### Key TPCB Publications

TPCB publications are an important source of information on the TPCB website, as well as a prime outreach tool for distribution through FHWA Division Offices and FTA Regional offices or as handouts at national transportation conferences. The TPCB Peer Program generated 11 new research publications in FYs 2009-2010, as well as the production of 6 tribal transportation training modules, 10 peer event reports, and three scenario planning reports. Figure 7 is a reference list of the 30 new publications produced by the TPCB Program in FYs 2009-2010:

**Figure 7: TPCB Program Publications Produced in FYs 2009-2010**

TPCB Program Document	FY
Primer on Safety Performance Measures for the Transportation Planning Process	2009
Environmental Mitigation in Transportation Planning: Case Studies in Meeting SAFETEA-LU Section 6001 Requirements.	2009
Advancing Metropolitan Planning for Operations: An Objective-Driven Performance-Based Approach	2010
Current Uses of Web 2.0 Applications in Transportation	2010
Advancing Metropolitan Planning for Operations: The Building Blocks of a Model Transportation Plan Incorporating Operations - A Desk Reference	2010
New Trends in Transportation and Land Use Scenario Planning	2010
Statewide Opportunities for Integrating Operations, Safety, and Multimodal Planning: A Reference Manual	2010
Transit at the Table II: A Guide to Participation in Metropolitan Decisionmaking for Small and Medium-Sized Metropolitan Areas	2010
Transit at the Table II: Executive Summary	2010
2010 Transportation Planning Excellence Awards	2010
Livability in Transportation Guidebook	2010
6 Modules on "Transportation Decisionmaking: Information Tools for Tribal Governments (Revised)"	2009-2010
10 TPCB Peer Event Reports (For summaries, see pages 4-8)	2009-2010
3 Scenario Planning Workshop Reports (For summaries, see pages 11-12)	2009-2010

Summaries of key TPCB Program publications produced by the TPCB Program in FYs 2009-2010, along with links, are listed below:

- **Primer on Safety Performance Measures for the Transportation Planning Process. (September 2009)** This 32-page report introduces the concept of integrating safety performance measures into the transportation planning process. It outlines the benefits of using safety performance measures in planning, as well as basic information on what are safety performance measures. The report includes a high level step-by-step approach for developing safety performance measures, as well as seven case studies with further supporting detail. The case studies highlight the experience and application of state DOTs and MPOs that have developed and used safety performance measures. It provides information to assist planners with incorporating safety performance measures into the transportation planning process in an effort to improve safety of the transportation system. ([http://tsp.trb.org/assets/BB\\_FHWA\\_PerformanceMeasurePrimer\\_Dec09\\_FIN.pdf](http://tsp.trb.org/assets/BB_FHWA_PerformanceMeasurePrimer_Dec09_FIN.pdf))
- **Environmental Mitigation in Transportation Planning: Case Studies in Meeting SAFETEA-LU Section 6001 Requirements. (October 2009)** This 63-page report presents and synthesizes the findings from nine case studies that examine a variety of environmental mitigation strategies, policies, and activities that transportation agencies have undertaken to meet SAFETEA-LU requirements to enhance the consideration of environmental issues and impacts within the transportation planning process. The project team studied the Baltimore Regional Transportation Board; the Capital District Transportation Committee; Illinois DOT; the Maricopa Association of Governments; the Mid-Ohio Regional Planning Commission; Minnesota DOT; Montana Department of Transportation; the Piedmont Triad MPOs; and the San Diego Association of Governments. ([http://www.environment.fhwa.dot.gov/integ/pubcase\\_6001.asp](http://www.environment.fhwa.dot.gov/integ/pubcase_6001.asp))
- **Advancing Metropolitan Planning for Operations: An Objective-Driven Performance-Based Approach (February 2010)** This guidebook provides the foundation for integrating operations in the metropolitan transportation planning process using an objectives-driven, performance-based approach. It is designed to assist metropolitan planning organizations (MPOs) in meeting Federal requirements under SAFETEA-LU for both M&O and CMP. It highlights effective practices in planning for operations. (<http://www.ops.fhwa.dot.gov/publications/fhwahop10026/index.htm>)
- **Current Uses of Web 2.0 Applications in Transportation. (March 2010)** This report presents and synthesizes the findings from seven case studies that assess how various state DOTs are applying web 2.0 tools and techniques to meet various business objectives. The report identifies best practices, benefits, challenges, and lessons learned in the use of these technologies. It also describes the participating transportation agencies' decision-making processes regarding the implementation and management of web 2.0 applications. (<http://www.gis.fhwa.dot.gov/documents/web20report/web20report.htm>)
- **Advancing Metropolitan Planning for Operations: The Building Blocks of a Model Transportation Plan Incorporating Operations - A Desk Reference (April 2010)** This desk reference allows MPOs, Operators and Planners to easily obtain types of Operations Objectives, Performance Measures, and Operations projects and programs that they can utilize to start the dialogue to advance the Planning for Operations approach. In addition excerpts of a transportation plan that visually show how to strategically advance Operations at the regional level is included (April 2010). (<http://www.ops.fhwa.dot.gov/publications/fhwahop10027/index.htm>)
- **New Trends in Transportation and Land Use Scenario Planning (April, 2010)** This report summarizes findings from a literature review on scenario planning processes and a scan of stakeholders. It also presents case studies on innovative, 'next generation' scenario planning

efforts. The project team defined next generation scenario planning efforts as those that seek to capture a broader range of issues and challenges than previously considered in transportation and land use scenario creation and analysis. The purpose of the report is to identify key issues and practices to provide direction for future scenario planning workshops. (<http://www.fhwa.dot.gov/planning/scenplan/ngscenplanrpt.htm>)

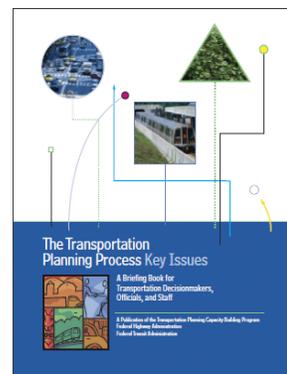
- **Statewide Opportunities for Integrating Operations, Safety, and Multimodal Planning: A Reference Manual (June 2010)** This document assists managers and staff at State DOTs in their efforts to more effectively integrate operations, safety, and planning in a multimodal context. The manual builds on a previous FHWA document, *Statewide Opportunities for Linking Planning and Operations: A Primer* and expands this information to provide practical instruction on how to implement opportunities with case study examples and "toolkits" to help get started (June 2010). (<http://www.fhwa.dot.gov/planning/statewide/manual/index.cfm>)
- **Transit at the Table II: A Guide to Participation in Metropolitan Decisionmaking for Small and Medium-Sized Metropolitan Areas. (June 2010)** This 64-page book presents the observations, perspectives, and recommendations of a cross-section of transit agencies from small and medium-sized metropolitan areas on how to secure strategic positions for transit interests in the metropolitan transportation planning process. More importantly, this report can be used as a guide for using those positions to win policy and program support for priority transit services. This report discusses the challenges to achieving full decisionmaking partnerships in regional settings, the most effective strategies for addressing these challenges, and the rewards of partnerships are presented by transit industry leaders using their own experiences. (<http://planning.dot.gov/documents/TransPlanning/TransTableII.pdf>)
- **Transit at the Table II: Executive Summary. (June 2010)** This seven-page document is intended as a stand-alone summary of key findings from the full Transit at the Table II report. ([http://planning.dot.gov/documents/TransPlanning/TransTableII\\_ExecSum.pdf](http://planning.dot.gov/documents/TransPlanning/TransTableII_ExecSum.pdf))
- **2010 TPEA Program Award Winners Booklet. (July 2010)** This 24-page booklet details and describes each of the projects selected for awards and honorable mentions in the 2010 TPEA Program. (<http://www.fhwa.dot.gov/planning/tpea/index.htm>)
- **Livability in Transportation Guidebook. (September 2010)** This 105-page report illustrates how livability principles have been incorporated into transportation planning, programming, and project design, using examples from State, regional, and local transportation project sponsors. The Guidebook primarily explores how transportation planning and programs can improve community quality of life, enhance environmental performance, increase transportation and housing choice while lowering costs, and support economic vitality. Many of the case studies resolve capacity and operational issues through a multimodal network and systems approach, reflecting better integration of land use with transportation. ([http://www.fhwa.dot.gov/livability/case\\_studies/guidebook/chap00.cfm](http://www.fhwa.dot.gov/livability/case_studies/guidebook/chap00.cfm))
- **6 modules on "Transportation Decisionmaking: Information Tools for Tribal Governments (Revised)" (2009-2010)** This training series provides modules for six planning topics: introduction to planning, long range planning, transportation programming, funding, public involvement, and data collection. The training modules are designed to assist transportation professionals responsible for planning for the capital, operating, and maintenance needs on tribal lands. ([http://www.tribalplanning.fhwa.dot.gov/training\\_series.aspx](http://www.tribalplanning.fhwa.dot.gov/training_series.aspx))
- **10 Peer Event Reports.** The TPCB Program has produced 10 final reports for the 11 TPCB peer events that occurred during FYs 2009-2010. Each report provides background on what motivated the event, and highlights event proceedings with a focus on key themes, notable practices, and lessons learned during the events. The reports also provide contact

information for follow-up with peer event participants from each event.  
([www.planning.dot.gov/peer.asp](http://www.planning.dot.gov/peer.asp))

- **3 Scenario Planning Workshop Reports.** The Scenario Planning program has produced final reports for three of the four scenario planning workshops that occurred during FYs 2009-2010. Each report summarizes workshop proceedings and highlights notable practices and lessons learned. The reports also provide contact information for follow-up with peer event participants from each event.

### TPCB Program Website (<http://www.planning.dot.gov>)

The TPCB Program website is intended to serve as a one-stop clearinghouse for state-of-the-practice multimodal transportation planning resources and information. It is central to the information dissemination area of the TPCB Program mission. In FY 2009, the TPCB website was updated and re-launched. The new home page (see *Figure 8, below*) was designed to be more visually appealing and user friendly. The organization of the home page is intended to draw attention to key features of the site, such as:



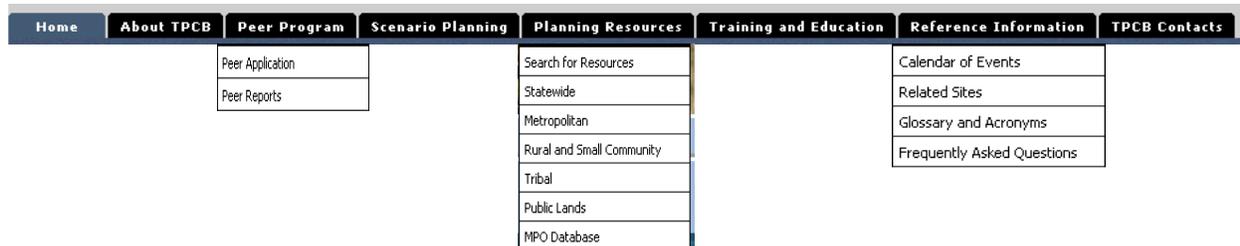
- **What's New** – provides links to the most recently completed peer event reports, and notices of upcoming important workshops and webinars.
- **Special Features** – runs a slideshow of important new resources, publications, and trainings produced by the TPCB program and provides links to access them directly.
- **The Transportation Planning Process: Key Issues** – links to the TPCB Program's major publication, also known as the "Briefing Book," which provides government officials, transportation decisionmakers, planning board members, and transportation service providers with an overview of the key elements of the Federally-required transportation planning process.
- **Calendar of Events** – a portal to upcoming conferences, webinars, trainings, and events related to multimodal transportation planning.

Figure 8: Updated TPCB Program Website Homepage



Other core TPCB program areas are organized through a navigation bar along the top of the homepage, with drop-down menus to direct visitors to specific resources. Visitors can browse resources from the dropdown menus (see Figure 9, below) or search for specific publications and information through the “Resource Index,” which appears in the upper right corner of the home page. The Resource Index houses more than 430 reports, case studies, conferences, legislation, and other multimodal transportation planning resources. Searches may be made by topic area, planning level (e.g., statewide, metropolitan, rural, tribal, public lands), or key word.

Figure 9: Updated Tabs on TPCB Program Website



In addition to finding resources and publications, visitors to the TPCB website may set up an account to complete and online application for a TPCB Peer Program event ([http://planning.dot.gov/peer\\_app.asp](http://planning.dot.gov/peer_app.asp)) or scenario planning workshop (<http://planning.dot.gov/scenario.asp>).

### Website Usage Statistics

TPCB website statistics provide information on the number of individuals who visit the website and what they look at.<sup>3</sup> This is useful information to understand the reach of the TPCB website and how people are using the website.

The TPCB website received 102,000 visits in 2009 and 112,000 in 2010, an average of approximately 279 visitors per day in 2009 and 308 visitors per day in 2010.<sup>4</sup> The total number of pages viewed within the TPCB website was 481,000 in 2009 and 628,000 in 2010, an average of 4.7 pages per visit in 2009 and 5.5 pages per visit in 2010. This represents a significant increase from previous years, when TPCB website visitors viewed only 2-3 pages per visit (see Figure 10). This suggests the average visitor is exploring more resources and links on the TPCB website than it did prior to the website redesign in FY 2009.

**Figure 10: Daily Visits to TPCB Website, Average and Total Page Views**

	Average Visitors/ Day	Average # Pages Viewed/ Visit	Total Annual Page Views
<b>FY04</b>	125	3	103,409
<b>FY05</b>	183	3	209,742
<b>FY06</b>	225	3	220,525
<b>FY07</b>	248	2	179,712
<b>FY08</b>	307	2	221,172
<b>FY09</b>	279	4.7	481,000
<b>FY10</b>	308	5.5	628,000

### TPCB Conference Outreach

Stakeholder and Transportation related conferences are another important aspect of the TPCB Program's outreach and information dissemination. By conducting outreach at transportation planning related conferences, staff aims to build awareness of the TPCB Program and identify new activities and program areas that respond to the needs of practitioners in the field. Conference support efforts include organizing/moderating panels and giving presentations, distributing TPCB Program publications and materials, and conducting direct outreach with conference attendees through a fully-staffed TPCB Program exhibit booth.

The TPCB Program supported, or was represented at, more than 20 conferences around the nation in FYs 2009-2010 on diverse topics. Figures 11 and 12 below provide details on which conferences the TPCB Program was represented, conducted outreach, or provided conference support at, as well as the locations and months when the conferences were held.

<sup>3</sup> All numbers below have been rounded to promote understanding of essential points.

<sup>4</sup> Starting in 2009, web data has been collected on a calendar-year basis rather than by fiscal year.

**Figure 11. Conferences with TPCB Program Participation in FY 2009**

<b>Date</b>	<b>FY 2009 Conferences</b>	<b>Location</b>
October 2008	Association of Metropolitan Planning Organizations (AMPO) Annual Conference	Seattle, WA
	American Public Transportation Association (APTA) Annual Meeting	San Diego, CA
	Rail-Volution: Building Livable Communities with Transit	San Francisco, CA
January 2009	Transportation Research Board (TRB) 2009 Annual Meeting	Washington, D.C.
February 2009	New Partners for Smart Growth	Albuquerque, NM
April 2009	American Planning Association (APA) Annual Conference	Minneapolis, MN
May 2009	TRB Planning Applications Conference	Houston, TX.
	Community Transportation Association of America (CTAA) Conference	Providence, RI
June 2009	National Association of Regional Councils (NARC) Annual Conference	Denver, CO
July 2009	Conference of Minority Transportation Officials (COMPTO) Meeting and Training Conference	Dallas, TX
August 2009	APTA Sustainability and Public Workshop	Salt Lake City, UT

**Figure 12. Conferences with TPCB Program Participation in FY 2010**

<b>Date</b>	<b>FY 2010 Conferences</b>	<b>Location</b>
October 2009	AMPO Annual Conference	Savannah, GA
	National Association of Development Organizations (NADO) National Rural Transportation Peer Learning Conference	Savannah, GA
	Rail-Volution: Building Livable Communities with Transit	Boston, MA
	TRB 4 <sup>th</sup> Women's Issues on Transportation Conference	Irvine, CA
February 2010	New Partners for Smart Growth	Seattle, WA
	League of American Bicyclists Annual Conference	Washington, D.C.
July 2010	APTA Sustainability and Public Transportation Workshop	New York, NY
September 2010	Pro Walk Pro Bike Conference	Nashville, TN
	TRB AASHTO AMPO APTA Forum on Performance Measures	Dallas, TX
	TRB Tools of the Trade Conference for Small/Medium Communities	Williamsburg, VA

## **Future Directions for the TPCB Program**

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The TPCB program has built a strong foundation upon which to deliver transportation planning resources, training, information dissemination, and outreach. The TPCB Program is also committed to evolve and respond to emerging needs as surface transportation planning becomes increasingly complex and involves a growing number of issues and stakeholders. As such, key TPCB Program staff from FHWA, FTA, and the U.S. DOT Volpe Center held a day-long Strategy Session in early FY 2011, with input from stakeholder organization representatives, to review the TPCB Program and to discuss opportunities for continual improvement of core services and products.

The TPCB Program will continue to be a valuable resource for transportation planning agencies and stakeholders by:

- Responding to new provisions that may result from future Federal legislation with transportation planning implications.
- Publicizing innovative, successful examples of effective statewide, regional, local, and tribal transportation planning efforts.
- Identifying and developing planning resources and materials to address new and emerging areas in planning.
- Seeking engagement and identifying the needs of non-traditional transportation planning process participants.

## **Appendix A. TPCB Program Funding Sources**

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The TPCB Program is funded through the FHWA Surface Transportation Environment and Planning (STEP) Cooperative Research Program, and the FTA Section 5314 – Research and FTA Section 5327 – Oversight programs. More information about these programs is provided below.

### **Surface Transportation Environment and Planning Cooperative Research Program (STEP)**

SAFETEA-LU established the STEP Cooperative Research Program in FY 2006. The objective of STEP is to improve the understanding of the complex relationship between surface transportation, planning, and the environment. STEP is the sole source of SAFETEA-LU funds available to conduct all FHWA research on planning and environmental issues. In addition, Congress mandated several special studies, including the Report on Non-Motorized Transportation Pilot Program and the Annual Report for the Surface Transportation Project Delivery Pilot Program, also funded by STEP.

STEP serves a number of stakeholders who are interested in environment and planning research and broadly includes Federal agencies; tribes, state, and local governments; MPOs; and non-governmental transportation and environmental stakeholders. More information about the STEP program can be found at: <http://www.fhwa.dot.gov/hep/step/step.htm>.

STEP emphasis areas include three wide-ranging research topics: Environment, Planning, and Tools to Support Planning and Environment. The emphasis area “State, Local, and Tribal Planning Capacity Building” under the STEP Cooperative Research Program provides the necessary funding to support the TPCB Program. The STEP emphasis areas are:

- **Environment:**
  - Natural Environment: Air Quality and Global Climate Change; Water/Wetlands/Vegetation/Wildlife Habitat/Brownfields.
  - Human Environment: Historic Preservation; Bicycle/Pedestrian and Health; Noise; Outdoor Advertising Control/Realty Program Management.
  - Environmental Process Improvement: Environmental Streamlining/Stewardship; Context Sensitive Solutions.
- **Planning:**
  - Planning Focus Areas: Congestion; Safety Planning; Freight Planning.
  - State/Local/Tribal Planning Capacity Building: Public Involvement, Environmental Justice, Visualization in Planning; Other Activities that Support State/Local/Tribal Planning Capacity Building.
  - National/International Planning: US/Canada and US/Mexico Border Planning; National Security, Defense, and Interstate Planning.
- **Real Estate**
  - Real Estate Program Stewardship
  - Outdoor Advertising Control
- **Tools to Support Planning and Environment:** Travel Modeling; Geographic Information System/Spatial Information for Improved Decision Making
- **Program Management and Outreach**

### **FTA National Research and Technology Program (Section 5314) and FTA Program Management Oversight (Section 5327)**

The FTA National Research and Technology Program (49 U.S.C. 5314(b)) seeks to improve public transportation for America's communities by addressing problems in the public transportation industry and assisting transit agencies in better meeting the needs of their customers. To accomplish these goals, FTA provides the necessary funding to support the TPCB Program and partners with the transportation industry to undertake research, development, and education that will improve the quality, reliability, and cost-effectiveness of transit in America and lead to increases in transit ridership. The FTA Program Management Oversight Program (Section 5327) provides resources for monitoring compliance with federal requirements and for providing technical assistance to correct noted deficiencies.

The National Research and Technology Program and Program Management Oversight Program support informed transportation decision-making within a multimodal context by promoting effective planning at the systems, corridor, and project level, as well as critical oversight and stewardship of that work; conducting applied research on innovative transportation planning techniques and practice; conducting synthesis studies on planning applications in support of topics such as mobility management, equitable access, and transit-oriented land-use; collecting data and analyzing transit industry performance; and providing funding for the TPCB program.

## Appendix B: TPCB Peer Program

Professionals at all levels need resources that help them gather knowledge, build their skills, and stay "ahead of the curve." The TPCB Peer Program responds to this need by organizing, facilitating, and documenting events in order to share noteworthy practices among agencies facing an increasingly complex transportation planning environment. During peer events transportation planning staff interact with one another to share information, accomplishments, and "lessons learned" from the field and help one another overcome shared planning challenges.

Each peer event is designed to suit the specific needs of applicant agencies. Dialogue and information sharing among transportation planning agencies is offered in a variety of formats, corresponding to different levels and types of need:

- **Peer Exchange:** One-on-one site visits and small-group discussion of specific, shared transportation planning issues that respond to agencies' direct needs.
- **Peer Workshop:** Peer experts train other agencies in the use of specific transportation planning tools and/or techniques during site visits or in conjunction with conferences.
- **Peer Roundtable:** Half or full--day panel or roundtable discussions of innovative transportation practices at conferences by recognized national experts and/or agency representatives who have successfully implemented the practices being highlighted.
- **Webinar:** Interactive web-based presentations and information sharing during which participants exchange questions and answers.



Topics are selected at each applicant's request and are based on demonstrated need. They are derived from a wide range of transportation planning and policy issues and may include (*but are not limited to*):

- |  |                                    |
|--|------------------------------------|
| • Air Quality Conformity                     | • Livability and Sustainability    |
| • Bicycle and Pedestrian Facilities Planning | • Management and Operations        |
| • Climate Change and Transportation          | • Metropolitan/Regional Planning   |
| • Complete Streets                           | • MPO Organization and Structure   |
| • Data/Information Management                | • Performance Measures             |
| • Environmental Issues                       | • Safety                           |
| • Financial Planning and Forecasting         | • Scenario Planning                |
| • Freight                                    | • Statewide Planning               |
| • Interested Party Participation             | • Transit-Oriented Development     |
| • Land Use and Transportation                | • Tribal Planning and Coordination |

TPCB program staff attend each peer event to document and produce final reports as a resource for other planners around the country. Peer reports highlight key issues and lessons learned during the peer exchange and they provide contact information for follow-up opportunities with participating agencies. The Final Reports from Peer Program events are available on the TPCB website at: [www.planning.dot.gov/peer.asp](http://www.planning.dot.gov/peer.asp).

### **Application Overview**

In order to utilize the TPB Peer Program, a requesting agency must complete an online peer application form that describes the transportation planning challenge it is facing, and explain the assistance it is requesting. If the application is approved, the TPCB Peer Program staff work with the requesting agency to identify appropriate peers and develop a meaningful format and agenda for the peer event. The TPCB Peer Program application is available on the TPCB website at: [http://www.planning.dot.gov/peer\\_app.asp](http://www.planning.dot.gov/peer_app.asp)

Metropolitan planning organizations (MPOs), state departments of transportation (DOTs), transit operators, tribal governments, stakeholder organizations, and other transportation decisionmakers are eligible to apply.

Applicants to the TPCB Peer Program are asked to answer the following questions:

1. What role does your agency/organization play in the transportation planning process?
2. Why are you requesting peer assistance? What is the specific transportation planning challenge your agency/organization faces and how is it currently being addressed?
3. What is the importance of your challenge to Federal transportation planning requirements and regional and/or state transportation planning goals? How would solving this challenge improve your ability to comply with SAFETEA-LU's planning provisions?
4. Which topic most closely describes the area of peer assistance you are seeking?
5. What do you expect to learn from the peer event? What actions or improvements do you expect your agency will implement as a result of peer assistance?
6. How would you measure the effectiveness of the peer event?
7. What type of peer assistance would best meet your needs? Please explain why this type of event is preferred.
8. What type of peer(s) you would be interested in learning from? What characteristics should an agency possess to make the best peer in helping you address the specific issue/challenge you are facing? Have you identified any specific candidate agencies to participate in peer-to-peer assistance?

Funding preference for a TPCB peer event is given to applicants who:

- Demonstrate the importance of their planning challenges to meeting Federal planning requirements, as well as regional and state-level goals.
- Demonstrate how specifically they will use the information learned during the peer program event.
- Seek support on their topic/event from FHWA Division or FTA Regional office staff.

For more information on the TPCB Peer Program, see: <http://planning.dot.gov/peer.asp>

## **Appendix C: Scenario Planning Program**

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The Transportation Planning Capacity Building (TPCB) Scenario Planning Program is a resource for agencies in need of scenario planning assistance. Through the TPCB Scenario Planning Program, interested agencies or individuals may request training and assistance, including:

- Workshops,
- Webinars, and
- Peer exchanges.

The TPCB Scenario Planning Program typically pays for travel, accommodations, and incidental expenses associated with on-site training events, such as a workshop or peer exchange. Host agencies may be asked to provide in-kind services such as a meeting room/facility. Online training events, such as webinars, are typically free for participants.

Interested agencies are encouraged to apply for assistance if they have a clearly identified scenario planning problem to solve and are interested in working with TPCB Scenario Planning Program staff to organize an event. Please keep in mind that on-site peer exchanges and workshops may require several months to plan.

Preference is given to applicants who:

- Demonstrate the importance of their scenario planning challenges to meeting regional or state-level goals.
- Specifically demonstrate how they will use the information learned during the scenario planning event.
- Seek support on their topic/event from FHWA Division or FTA Regional office staff.

### **Who Can Apply?**

The Transportation Planning Capacity Building Scenario Planning Program encourages many different types of agencies to learn more about scenario planning through workshops, webinars, and peer exchanges, including:

- Councils of Government (COGs)
- Metropolitan Planning Organizations (MPOs)
- Other transportation decisionmakers
- Regional Planning Organizations (RPOs)
- State Departments of Transportation (DOTs)
- Transit Agencies
- Tribal Governments

### **How Do I Apply?**

In order to receive TPCB Scenario Planning Program assistance you must fill out an application. You will be asked to respond to the following questions.

- Why are you requesting scenario planning assistance?
- What is (are) the specific scenario planning challenge(s) your agency faces and how is your agency currently addressing this challenge(s)?
- Does your agency have previous scenario planning experience? If so, could you describe what experiences your agency has had?
- What type of training event would best meet your needs?
- How will obtaining this training allow you to meet your agency's needs? If possible, please tell us more about what actions or improvements your agency may implement as a result.
- How will you evaluate the effectiveness of the training event?

- Do you need support to identify potential participants for a training event?
- Would you be interested in learning from a peer(s) as part of a training event? If so, do you need support to identify potential peer agencies? What characteristics should an agency possess to make the best peer for your needs?

After submitting a completed application, you will be contacted by a program staff member for further discussion.

*For more information about the Scenario Planning Program, see: <http://planning.dot.gov/scenario.asp>*

## Appendix D: 2010 TPEA Program

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The Transportation Planning Excellence Awards (TPEA) Program recognizes outstanding initiatives across the country to develop, plan, and implement innovative transportation planning practices. This biennial awards program is sponsored by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is co-sponsored by the American Planning Association.

### The Criteria

Nominations for the 2010 TPEA Program were reviewed by an independent panel of judges who represent a cross section of the transportation industry. Each nomination was evaluated according to criteria that address multiple elements of transportation planning:

- Community and Public Involvement
- Equity
- Implementation/Implementation Strategy
- Innovation
- Intermodalism
- Livability/Sustainability
- Partnerships and Collaboration

### The Categories

Nominations for the 2010 TPEA Program were solicited for innovative planning practices in the following categories:

- **Education and Training:** the process of advancing the state of the practice by improving the knowledge, skills, and abilities of transportation professionals through experience, training, or education.
- **Emergency Management Planning:** the discipline of managing and preventing risks, often in the form of an Emergency Evacuation Plan and as part of the long-range transportation planning process.
- **Freight Planning:** the practice of identifying and developing strategies to improve the movement and distribution of freight.
- **Linking Planning and Operations:** a joint effort between operations and planning that encompasses the important institutional underpinnings needed for effective Regional Transportation Systems Management and Operations.
- **Livability/Sustainability:** strategies for transportation plans that provide more transportation choices, promote equitable and affordable housing, enhance economics, and improve the quality of life for citizens while supporting existing communities.
- **Modeling and Technology Applications:** applications that graphically represent or simulate transportation systems, projects, or programs.
- **Planning Leadership:** individuals or organizations that champion and guide highly effective transportation planning activities.
- **Public Involvement and Outreach:** innovative means to providing transparency in the transportation decisionmaking process by involving the public and communities and informing the general public about transportation activities.

- **Safety Planning:** a proactive approach to the prevention of accidents and unsafe transportation conditions by establishing inherently safe transportation networks.
- **Transportation and Land-Use Integration:** the practice of integrating land-use planning, development, and investment with the goals and objectives of both short- and long-range transportation planning and programming.
- **Transportation Asset Management:** the strategic and systematic process of accounting for, operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle.
- **Transportation Planning and Environment:** an approach to transportation decisionmaking that identifies and considers environmental, community, and economic factors early in the planning process and carries these issues through the project development, design, and construction phases to completion.
- **Tribal Transportation Planning:** meeting tribal transportation needs through informed decisionmaking.

For more information about the TPEA program, see: <http://www.fhwa.dot.gov/planning/tpea/index.htm>.



FTA has ten Regional Offices across the country, each which has staff dedicated to providing planning assistance. In addition, there are five Metropolitan Offices with locations in New York City, Philadelphia, Washington, DC, Chicago, and Los Angeles (see *Figure 14, below*). FTA's Regional and metropolitan offices are responsible for implementation of grants and the provision of financial assistance to FTA customers. Contact information for FTA Region Office staff is available at: [http://www.fta.dot.gov/regional\\_offices.html](http://www.fta.dot.gov/regional_offices.html).

**Figure 14. Map of FTA Regional Offices and Metropolitan Offices**



## **Appendix F: Other Professional Capacity Building (PCB) Programs Funded By U.S. DOT**

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The TPCB Program exists in the context of a suite of U.S. DOT capacity building programs. The programs work toward the goal of strengthening transportation agencies at all levels by fostering professional development and knowledge exchange. The PCB programs are jointly directed by the PCB Council, working with NHI, NTI, the UTC Program, and professional associations. The PCB Council coordinates the leadership for an array of PCB programs, including Environmental Competency Building, Freight Professional Development, Intelligent Transportation Systems, Roadway Safety, and Highway Infrastructure Security and Emergency Management. The Transportation Curriculum Coordination Council and the Right-of-Way Program are other PCB efforts that support professional development opportunities in the transportation field.

Descriptions of the PCB Council, PCB programs, and additional programs follow.

### **PCB Council**

The PCB Council (Council) was formed to coordinate the leadership of the various PCB programs supported by FHWA and FTA that collectively address workforce issues. Council members are comprised of the program managers and staff of these PCB programs. Managers meet regularly to discuss common issues and to leverage the efforts being made by each program. The objectives of the PCB Council are to:

- Improve coordination and efficiency of resource delivery among programs.
- Exchange effective practices for professional capacity/competency building.
- Improve the efficiency program administration through better information and taking advantage of common resources.
- Strengthen the practice of program development and evaluation.
- Advance the state-of-the-practice in professional capacity/competency building.

TPCB Program staff actively participates in the Council by contributing regularly to meetings and other outreach efforts established by the Council to promote PCB workforce development issues. TPCB managers share their program's methods, strategies, and challenges in the delivery of training and technical assistance programs in an effort to support other PCB program efforts.

(<http://www.pcbprograms.dot.gov/about.asp>)

### **Environmental Competency Building (ECB) Program**

The ECB Program provides access to relevant information, guidance, training, and recommendations that will assist the long-term development and maintenance of environmental and transportation professionals. The ECB Program is an ongoing effort and collaboration between transportation and environmental stakeholders with leadership from FHWA, AASHTO Center for Environmental Excellence, state DOTs, the Environmental Protection Agency, and the private consulting industry.

(<http://environment.fhwa.dot.gov/ecb/index.aspx>)

### **Freight Professional Development (FPD) Program**

The FPD Program assists state DOT and MPO staff with gaining the skills and knowledge necessary to meet the challenges arising from the increasing flow of freight on the national transportation system. Meeting this challenge requires an understanding among various stakeholders, including transportation professionals, practitioners, and policymakers about the importance of freight and how it uses and affects the transportation system. (<http://ops.fhwa.dot.gov/freight/FPD/index.asp>)

### **Intelligent Transportation Systems (ITS) PCB Program**

The ITS PCB Program provides comprehensive, accessible, and flexible ITS learning for the transportation industry. The Program offers a broad range of resources, including training, technical assistance, web seminars, peer exchange and knowledge transfer, education, case studies, and reference materials. It is a cross-cutting support program within the U.S. DOT's Research and Innovative Technology Administration's ITS Joint Program Office, working most closely with FHWA Office of

Operations; FTA Office of Research, Demonstration and Innovation; and the Federal Motor Carrier Safety Administration's ITS Commercial Vehicle Operations research program. (<http://www.pcb.its.dot.gov/>)

### **Roadway Safety PCB (RSPCB) Program**

The RSPCB Program addresses learning needs within the area of roadway safety. FHWA Office of Safety provides this program to ensure that the transportation workforce is trained in the necessary tools, technologies, methodologies, and policies required in building and operating a safe roadway system. (<http://safety.fhwa.dot.gov/training/>)

### **Highway Infrastructure Security and Emergency Management (HIS/EM) PCB**

HIS/EM PCB was initially established as an FHWA Security PCB Program. Its original objective was to enhance the knowledge and understanding of security among the nation's highway workforce. In 2007, the objective was expanded to also include the need for providing knowledge and understanding about emergency management to the highway workforce. (<http://www.fhwa.dot.gov/security/emergencymgmt/profcapacitybldg/>)

### **Transportation Curriculum Coordination Council (TCCC)**

The TCCC is a partnership between FHWA, state DOTs, and the highway transportation industry to support training of highway construction and maintenance personnel. Rebuilding the highway construction task force is an industry priority as agencies across the country face a serious shortage of trained and experienced personnel resulting from attrition and an aging workforce. The TCCC's mission is to provide leadership at a national level, develop and maintain a national curriculum for various transportation disciplines, identify training and certification requirements, and coordinate/facilitate training efforts. (<http://www.nhi.fhwa.dot.gov/tccc/>)

### **Right-of-Way Outreach and Program Research**

The Office of Real Estate Services (HEPR) supports the acquisition and management of real estate as required for the development of transportation services and facilities and offers professional training and technical assistance. HEPR also provides resources on corridor management, property valuation, relocation assistance, utility management, and right-of-way management. HEPR also monitors studies to support web-based submission of annual right-of-way statistics, provides for training in the high-turnover sector within local public agencies, and examines the potential for right-of-way education certification. (<http://www.fhwa.dot.gov/REALESTATE/research.htm>)

### **Travel Model Improvement Program (TMIP)**

TMIP advances the state of the practice of travel modeling and provides services to support planning agencies improve the techniques they use to inform their decision makers on how growth in population and employment, development patterns, and investments in transportation infrastructure are likely to affect travel, congestion, air quality, and quality of life. TMIP is cooperatively funded by FHWA, FTA, the Office of the Secretary of Transportation (OST), and the Environmental Protection Agency (EPA). (<http://tmip.fhwa.dot.gov/>)