November 2007

Chairman's Message

Volunteers and Service to the Committee

By Mark Kross, ADC10 Chair, Missouri Department of Transportation

The work and progress of the Transportation Research Board and any of its more than 200 committees depend upon volunteers who dedicate time and resources to advance transportation research and the conduct of transportation practices. These efforts are conducted in addition to our "day jobs", which themselves can require overwhelming hours each week. Add the complexities of major projects we all manage. Consider the responsibilities within our private lives--family and related activities; health, hobbies, and recreation; community and religious service; and time to renew and recover. It is tough to juggle all and still find the time and desire to volunteer, including for TRB. This is why TRB and its committees have to assure that volunteer efforts are rewarding and productive, especially in an intellectual and practical sense, as we conduct research and implement the results.

Our lives resemble a book and its many chapters. An event or a decision, like the turn of a page, can reveal a new chapter and changed conditions. Those of us who have been associated with former committee A1F02, current ADC10, other committees, NCHRP research panels, or different facets of TRB have seen our capabilities to volunteer evolve through the chapters of our lives. Committee stalwarts, whether members or friends, might still be going strong as others fade from the committee and TRB only to ascend in another venue. Others are beginning to ascend here, especially as we work to implement succession planning in our ADC10 committee and its nine subcommittees. Volunteering and contributing to the business of the committee help to assure continued interest and vitality for you and especially for the committee. One of my tasks is to assure ADC10 offers productive opportunities for you and other volunteers.

I thank all volunteers, whether you are serving as a subcommittee member or chair, reviewing research papers about environmental analysis, working to host a summer workshop, considering transportation environmental research topics, making a presentation at an ADC10 session, completing a survey for research, or writing an article about the implementation of research results. I have a special "Thank you" for all volunteers who preceded us and laid the foundations of Committee A1F02/ADC10. I encourage all of you who can volunteer, at whatever level, to do so and to invigorate and sustain this committee and TRB.

Announcements

2008 TRB Annual Meeting

Washington, D.C., January 13-17, 2008

We hope all readers can make it to the 87th annual meeting of the Transportation Research Board. Details are already in the mail and on the TRB website (http://www.trb.org/meeting/announcement.pdf). The theme for 2008 is Partnerships for Progress in Transportation. The schedule of meetings of interest to the ADC10 Committee will be held at the Hilton unless otherwise noted and are as follows:
Environmental Analysis in Transportation (ADC10)
Sessions:
- **284** New Rules, New Partners: An Inside Look at Mitigation Banking  
  [Monday, January 14, 2008, 10:15am-Noon]
- **519** Streamlining Transportation Decision Making While Sustaining and Analyzing the Environment  
  [Tuesday, January 15, 2008, 1:30pm-3:15pm]

Cosponsored Sessions/Workshops
- **370** Partnerships Toward Ecological and Cultural Stewardship: Application of Geospatial Tools and Practices to Implement SAFETEA-LU  
  [Monday, January 14, 2008, 3:45pm-5:30pm]
- **141** Cutting Carbs in the Transportation Sector: International Efforts to Address Global Climate Change  
  [Sunday, January 13, 2008, 12:15pm-5:30pm]

Workshops
- **125** Integration of Planning and Environmental Analysis in Transportation  
  [Sunday, January 13, 2008, 8:30am-Noon]

Published Meetings
- Environmental Analysis in Transportation Committee  
  [Tuesday, January 15, 2008, 5:45pm-9:30pm]
- Natural Resources and Environmental Stewardship Subcommittee  
  [Monday, January 14, 2008, 1:30pm-3:15pm]
- Research Topics Subcommittee  
  [Monday, January 14, 2008, 8:00am-9:45am]

Ecology and Transportation (ADC30)
Sessions:
- **370** Partnerships Toward Ecological and Cultural Stewardship: Application of Geospatial Tools and Practices to Implement SAFETEA-LU  
  [Monday, January 14, 2008, 3:45pm-5:30pm]

Cosponsored Sessions/Workshops
- **212** Transportation Operations and Ecology: Working In and Over Water  
  [Monday, January 14, 2008, 8:00am-9:45am, MARRIOTT]
- **125** Integration of Planning and Environmental Analysis in Transportation  
  [Sunday, January 13, 2008, 8:30am-Noon]
- **141** Cutting Carbs in the Transportation Sector: International Efforts to Address Global Climate Change  
  [Sunday, January 13, 2008, 12:15pm-5:30pm]

Published Meetings
- Ecology and Transportation Committee  
  [Tuesday, January 15, 2008, 1:30pm-5:30pm]

Transportation-Related Noise and Vibration (ADC40)
Sessions:
- **574** Construction Noise Impact Assessment, Mitigation and Policy  
  [Tuesday, January 15, 2008, 3:45pm-5:30pm]
- **640** Recent Research on Pavement Noise Issues  
  [Wednesday, January 16, 2008, 8:00am-9:45am]

Workshops
- **137** How to Design and Build Quieter Pavements  
  [Sunday, January 13, 2008, 8:30am-5:00pm]
- **176** Wayside Transit Noise Predictions Used to Supplement the FTA Noise Impact Methodology  
  [Sunday, January 13, 2008, 1:30pm--5:00pm]
Published Meetings

- Transportation-Related Noise and Vibration Committee
  [Tuesday, January 15, 2008, 8:00am-Noon]
- Aircraft Noise Subcommittee
  [Monday, January 14, 2008, 8:00am-9:45am, SHOREHAM]
- Guided Rail and Transit Noise Subcommittee
  [Monday, January 14, 2008, 3:45pm-5:30pm]
- Highway Noise and Vibration Subcommittee
  [Monday, January 14, 2008, 7:30pm-9:30pm]

Historic & Archeological Preservation in Transportation (ADC50)
Sessions:
- 517 Post-World War II Suburban Development and Transportation Projects: Part 1 – Grappling with the Recent Past
  [Tuesday, January 15, 2008, 1:30pm-3:15pm]
- 582 Post-World War II Suburban Development and Transportation Projects: Part 2 – But Are They Eligible?
  [Tuesday, January 15, 2008, 3:45pm-5:30pm]

Cosponsored Sessions/Workshops
- 422 Concrete Bridges – Understanding Our Past and Preserving It for the Future
  [Tuesday, January 15, 2008, 8:00am-9:45am, SHOREHAM]
- 370 Partnerships Toward Ecological and Cultural Stewardship: Application of Geospatial Tools and Practices to Implement SAFETEA-LU
  [Monday, January 14, 2008, 3:45pm-5:30pm]
- 125 Integration of Planning and Environmental Analysis in Transportation
  [Sunday, January 13, 2008, 8:30am-Noon]
- 617 Context Sensitive Solutions (CSS) and Bridge Aesthetics: Procedures that Underlie Successful and Cost Effective Designs
  [Wednesday, January 16, 2008, 8:00am-9:45am, MARRIOTT]

Published Meetings

- Historic & Archeological Preservation in Transportation Committee
  [Monday, January 14, 2008, 8:00am-Noon]
- Programs Subcommittee
  [Monday, January 14, 2008, 1:30pm-3:15pm]

Waste Management and Resource Efficiency in Transportation (ADC60)
Sessions:
- 234 Using Resources, Power and Fuel Efficiently and Practicing Sustainability in Transportation Endeavors
  [Monday, January 14, 2008, 8:00am-9:45am]
- 436 New Developments in Transportation Environmental and Sustainability Management Programs
  [Tuesday, January 15, 2008, 8:00am-9:45am]

Published Meetings

- Waste Management and Resource Efficiency in Transportation Committee
  [Monday, January 14, 2008, 1:30pm-5:30pm]

Transportation Energy and Alternative Fuels Committee (ADC75)
Sessions:
- 638 Opportunities for Energy Security and Greenhouse Gas Emission Reductions from Improved Fuel Efficiency
  [Wednesday, January 16, 2008, 8:00am-9:45am]
- 317 Reauthorization and Climate Change: Federal, State and Local Roles
  [Monday, January 14, 2008, 1:30pm-3:15pm]
  [Monday, January 14, 2008, 3:45pm-5:30pm]
- 700 Integrating Energy Planning and Transportation Revenue Policies
  [Wednesday, January 16, 2008, 2:30pm-4:00pm]
**Cosponsored Sessions**

- **506** Shifting Into Neutral? Assessing Carbon Offset Programs for Transportation  
  [Tuesday, January 15, 2008, 1:30pm-3:15pm, SHOREHAM]
- **598** Alternative Aviation Fuels: Advances and Intermodal Integration  
  [Tuesday, January 15, 2008, 7:30pm-9:30pm, SHOREHAM]
- **733** New Perspectives on Sustainable Transportation  
  [Wednesday, January 16, 2008, 4:30pm-6:00pm]
- **435** Impacts of Climate Change on Transportation. The Research is Out. What Does it Mean for Transportation Managers?  
  [Tuesday, January 15, 2008, 8:00am-9:45am]
- **141** Cutting Carbs in the Transportation Sector: International Efforts to Address Global Climate Change  
  [Sunday, January 13, 2008, 12:15pm-5:30pm]

**Published Meetings**

- Transportation Energy and Alternative Fuels Committee  
  [Wednesday, January 16, 2008, 4:30pm-8:30pm]
- International Aspects of Transportation Energy Subcommittee  
  [Tuesday, January 15, 2008, 5:45pm-7:15pm]
- Climate Change Joint Subcommittee  
  [Monday, January 14, 2008, 12:15pm-1:15pm]

**Other Committee Meetings of Interest to ADC10 Liaisons**

Environmental Issues in Transportation Law Committee (ALO50)  
[Monday, January 14, 2008, 8:00am–9:45am MARRIOTT]

Social and Economic Factors of Transportation Committee (ADD20)  
[Tuesday, January 15, 2008, 10:15am–12:00pm]

Community Impact Assessment Joint Subcommittee of ADD20, ADA60  
[Tuesday, January 15, 2008, 8:00am–9:45am]

Environmental Justice in Transportation Committee (ADD 50)  
[Tuesday, January 15, 2008, 2:30pm–5:00pm]

Environmental Maintenance Subcommittee (AHD10(1))  
[Tuesday, January 15, 2008, 10:15am–12:00pm MARRIOTT]

Context Sensitive Design/Solutions (CSD/CSS) Task Force (AFB50T)  
[Monday, January 14, 2008, 1:30pm–5:30pm MARRIOTT]

Landscape and Environmental Design Committee (AFB40)  
[Tuesday, January 15, 2008, 1:30pm–5:30pm SHOREHAM]

Public Involvement in Transportation (ADA60)  
[Monday, January 14, 2008, 7:30pm–9:30pm]

Transportation and Sustainability Committee (ADD40)  
[Monday, January 14, 2008, 7:30pm–9:30pm]
**2008 Mid-Year Meeting**

*By Martin Palmer, Chair, Mid-Year Subcommittee, Washington Department of Transportation*

The 2008 mid-year meeting will be in Colorado and planning is officially underway. The workshop will be a joint meeting with TRB Committees ADA40, Transportation Needs of National Parks and Public Lands; ADC30, Ecology and Transportation; and our own committee ADC10, Environmental Analysis in Transportation.

The committee chairs, along with their mid-year meeting subcommittee chairs and the Colorado Department of Transportation (who is next year’s host), met on October 10, 2008. The purpose of the meeting was to set the foundation for next summer’s joint meeting. The group’s goal is to have the preliminary agenda, registration fee and fee structure; and specific location and dates of the workshop before the annual TRB meeting in January. The group will meet twice more before the end of the year.

Some items of general interest that emerged from the initial planning discussion include:

- We anticipate about 150 people would attend the workshop with numbers ranging from 110 to 195 people. The majority would likely come from ADC10.

- We are looking at July 21 through August 7, 2008 for possible workshop dates. We will steer clear of the July 4th holiday as well as other environmental gatherings, such as AASHTO SCOE, which has their meeting set for July 13-17, 2008 in Monterey, California.

- The committee chairs will soon engage members and friends in brainstorming potential themes.

- During the workshop, each committee will have their separate business meetings. ADA40 will likely have a full-day meeting. ADC30 and ADC10 will each likely have half-day meetings. We will likely have most, if not all, joint sessions.

The host, along with local members and friends of the three committees who offered to help, will assemble the smaller action groups to investigate potential venues, explore tour options, and coordinate development of specific proposals for the committee chairs to consider. If you are interested in helping out and have yet to volunteer or would like more information on the upcoming summer meeting, please contact Martin Palmer at palmema@wsdot.wa.gov or (206) 440-4773.

**Update of 2004 Directory of Environmental Officials**

As you may know, one of the duties of the Environmental Analysis in Transportation Committee is to issue a *Directory of State Transportation Agency and Federal Highway Administration Environmental Officials*. The last directory was prepared in 2004 and is outdated. We are now embarking upon an effort to update the information in this document and will need your help on this major effort. We will be sending out an e-mail to solicit friend’s and member’s help in collecting information for the directory from the states in which they reside.

To the extent possible, the following information will be collected:

- Agency (State DOT)
- Office with Primary NEPA Responsibility
- Official—[It was assumed that the Environmental “Official” of a listed transportation agency is the individual in the central office of that agency with primary National Environmental Policy Act (NEPA) responsibility]
- Address
- Phone Number

The names, titles, e-mail addresses, and phone numbers of the following individuals, if applicable, from the central office of the agency:

- NEPA Specialist
- Environmental Policy Coordinator
- Air Quality Specialist
We will also be asking that the principal point of contact (name, title, and phone number) of the Planning Department for the agency be provided.

Thank you in advance for your contribution to this important effort.

**ADC10 Membership Opportunities**

*By Kim Gambrill, Steering Subcommittee Chairperson*

TRB rules for all of its 200-plus Committees state that each Committee may have up to 25 members from the United States, up to 5 members from other countries, and 2 “young members” age 30 or below. Members in these three categories are formally invited by TRB to serve three year terms on the Committee. In addition, each Committee may nominate long-standing members who have provided outstanding service for emeritus status.

Every third year, our Committee must replace approximately one-third of its North American members, as well as its young members, if they have passed the age of 31. This TRB requirement, ensures renewed energy and fresh ideas on the Committee and guarantees opportunities for participation for those interested in serving the transportation industry through the work of the Transportation Research Board.

The next scheduled rotation of ADC10 members will take place in early 2009 but the process for identifying potential new members will begin in late summer 2008. Generally, new members are drawn from the large group of “friends” of the Committee who have actively served on one or more of the nine ADC10 Subcommittees, helped in the research paper review process, or attended and participated in the Annual and Mid-Year Meetings of this Committee.

If you are interested in serving as a member of ADC10, now is a good time to contact Committee Chair Mark Kross to discuss your interest. If you have not yet been actively involved in the work of ADC10, take a few minutes to look at the Committee website (http://www.itre.ncsu.edu/ADC10/) and read through the material posted there. The Committee’s Mission Statement, Goals and Implementation Strategies, and the Goals and Objectives of each of the Subcommittees spell out the work our Committee seeks to accomplish for TRB. The current roster of Committee Members (also posted to the website and listed in this newsletter) identifies the Chairperson of each Subcommittee if you wish to help out in any of these areas.

Active participation with ADC10 as either a member or a friend is an enjoyable, rewarding, and challenging experience. If you wish to get more involved, now is a perfect time to make that commitment.
Subcommittee Reports

Steering Subcommittee Report

By Kim Gambrill, Steering Subcommittee Chairperson

Activities and Accomplishments: January 2007 – July 2007

- Completed final revisions to the ADC10 Committee Mission, Goals and Implementation Strategies and to the Steering Subcommittee Goals and Objectives (both adopted January 24, 2007).
- Worked with Mark Kross on a preliminary draft of the 2004 – 2006 Triennial Strategic Plan.


- Complete final revisions, as necessary, to the Newsletter Goals, Objectives and Procedures following their (anticipated) adoption on July 8, 2007.
- Assist the Committee Chair in the preparation of the final 2004 – 2006 Triennial Strategic Plan.
- Assist each of the Subcommittee Chairpersons in preparing a brief Purpose Statement for his or her subcommittee. Along with the ADC10 Mission Statement, these statements will more fully describe the work performed by ADC10 and the broad range of opportunities for participation in Committee activities.
- Work with Pat Trombly and Mark Kross to create goals and objectives for the new History Subcommittee. Circulate for review and comment and then prepare a final draft for adoption at the Annual Meeting in January 2008.
- Work with the new History Subcommittee, as requested, to interview former members of the Committee.
- Assist Ron DeNadai, Martin Palmer, and Mark Kross to create an electronic version of the Mid-year Workshop planning notebooks.
- Begin working on a succession plan for the chair and members of the Steering Subcommittee.

Research Topics Subcommittee Report

By Joe Shalkowski, PBS&J

Mission
The mission of the Research Topics Subcommittee is to 1) identify environmental transportation research needs and contribute research ideas as opportunities arise through TRB, AASHTO, and other organizations; 2) track what happens to research ideas generated in the environmental transportation profession through monitoring of the TRB Research Needs Database, TERI, RiP, TRISOnline, STEP, and other associated research data sources; 3) identify which research ideas may be “hot” topics for ADC10 calls for papers or calls for presentations through coordination with AASHTO, TRB, FHWA, State DOTs, and institutions of higher learning partners; 4) track what happens to the research that is funded so that appropriate links to the research results are available and arrangements are made to present the results at TRB, if appropriate, during a presentation/poster/or paper session; and 5) support any future research needs conference. Ultimately, the subcommittee is to promote and facilitate inter-organizational coordination and communication on completed, ongoing, and needed research.

The subcommittee recognizes that the partnerships between TRB, AASHTO, FHWA, the State DOTs, institutions of higher learning, and other public and private sector organizations are essential to effectively identify, track, fund, monitor, and report on important research within the environmental transportation field. A priority of the subcommittee is to build relationships and maintain membership that includes representation from these organizations as part of a proactive effort to understand and identify research needs, priorities, and results.
Membership
Chair: Joe Shalkowski, PBS&J

Members: Joe Crossett, TransTech Management
         H. Oliver Gao, Cornell University
         Jeff Heilman, Parametrix, Inc.
         "Jane" Jie Lin, PhD, University of Illinois at Chicago
         Lynn Malbrough, Arkansas Highway and Transportation Department
         John Page, PB Americas, Inc.
         Teresa Townsend, Planning Communities
         Marie Venner, ICF International
         Lisa Zeimer, PB Americas, Inc.

Activities

• Subcommittee conference calls on April 26, May 8, June 4, June 14, and June 27, 2007.

• Prepared draft “call for research ideas” that is intended to be circulated to ADC10 members and friends periodically as a means for generating candidate research ideas for submission to TRB’s Research Needs Database and AASHTO’s TERI Database. The subcommittee is in the process of reviewing the draft “call for research ideas” notice. The ADC10 members will be requested to participate in reviewing all candidate research ideas prior to submission to TRB or TERI.

• Joe Crossett volunteered to be the ADC10 data entry coordinator for both the TRB and TERI databases.

• Reviewed 31 candidate research needs statements, relevant to the scope of ADC10, that were generated in preparation for the 2002 TRB Research Needs Conference but not advanced for publication in the conference proceedings, Circular 469. This activity led to the submission of the following research needs statements to the TRB Research Needs Database on June 15, 2007:

  o Maintaining Diversity in Wetlands Mitigation Sites
  o Analysis of Property Value Impacts of Transportation Projects
  o Comparative Analysis of Geophysical Remote Sensing Technologies for Integration into Departments of Transportation Environmental Decision-Making Process
  o Transportation Environmental Analysis Electronic Index
  o Onsite and Offsite Effects of Converting Gravel or Native Roads to Pavement
  o Predicting Soil Loss on Highway Systems Based on a Revised Universal Soil Loss Equation (RUSLE) Specific to Highway Site Conditions

• Reviewed those research needs statements for the following four ADC10 priority topic areas from the 2002 TRB Research Needs Conference that were advanced for publication in Circular 469 but have yet to be advanced/funded as research projects:

  o Environmental Information Management (seven research needs statements listed in Circular 469)
  o Environmental Streamlining and Stewardship (nine research needs statements listed in Circular 469)
  o Integrated Environmental Decision Making (nine research needs statements listed in Circular 469)
  o Sustainability – excluding the climate change component (11 out of the 17 research needs statements listed in Circular 469)

The review resulted in the submission of the following research needs statements to the TRB Research Needs Database on June 28, 2007:

  o Development of Environmental Performance-Based Mitigation Systems
  o Intellectual Property Rights for Environmental Data and Information

The ADC10 Committee membership will have an opportunity to have input into the submission of these two research needs statements at the July 8, 2007 ADC10 Committee Meeting. The committee will also be requested to review and decide whether the following research needs statement should be advanced to the TRB database: Extend Asset Management Software to Include Environmental Assets.
• Identified research needs statements that may qualify for joint committee sponsorship and/or would be forwarded to other committees that may have interest in the subject matter of the research needs statement. Mark Kross is coordinating this activity with the other TRB committees, as appropriate.

• Those eight research needs statements entered into the TRB database on behalf of ADC10 have also been submitted to the AASHTO TERI database. Check http://rns.trb.org/ to review the research needs statements submitted to TRB.

**Website Subcommittee Report**

*By Christopher G Gesing, P.E., Michael Baker Jr., Inc.*

The following are the activities since the January 2007 Business Meeting in Washington DC:

1. Posted the July 2006 Business Meeting Minutes approved at the January 2007 Business Meeting.
2. Added the 2007 Annual Meeting workshop and session presentations to the “Conferences” page. Special thanks to the workshop and session moderators for their help in collecting the presentations for the website.
3. Added a link to registration information and added/updated the ADC10 Preliminary Agenda for the 2007 Summer Workshop in Chicago, Illinois to the website.
4. Added the 2008 TRB Annual Meeting notice and the ADC10 Call for Papers to the website.
5. Posted the approved ADC10 Committee Mission, Goals and Implementation Strategies, and the Steering Committee Goals and Implementation Strategies.
7. Updated the website for changes in Members contact information.
8. Continued updating the Home Page with announcements, registrations and preliminary program information for TRB Annual Meeting and ADC10 Summer Workshop. Special thanks to Carol Zarker at CTE for promptly posting the website updates.

**Future Efforts**

• Keep the website updated with current events/news
• Maintain the listserv
• Continue posting ADC10 business meeting minutes as they are approved
• Continue collecting session and presentation materials at the TRB Annual Meetings and ADC10 Summer Workshops and making the information available from the “Conferences” web page.
• Continue posting Subcommittee Goals and Objectives as they are reviewed and approved
• Work with the Newsletter Subcommittee (Frank Bracaglia, Chair), Members and Friends to update and post the ADC10 Directory of State Transportation Agency and FHWA Environmental Officials
• Post links and information of interest to the Committee (e.g., AASHTO research) on the website
• Add a new “History” page to the website and post information as it becomes available from the History Subcommittee (Pat Trombly, Chair), Members and Friends.

Please submit any suggestions for improving the website to cgesing@mbakercorp.com.

**Newsletter Subcommittee Report**

*By Frank Bracaglia, Vanasse Hangen Brustlin, Inc.*

**Accomplishments**

It was at the 2007 Annual Meeting in January when I took over the reins of chair of this subcommittee. Since that time, we have several accomplishments to our credit.

1. Along with myself, the subcommittee now consists of four members. A possible fifth person has also expressed in becoming a subcommittee member.

2. In April 2007, I revised and submitted a draft version of the Subcommittee’s Goals, Objectives, and Procedures. These are to be discussed at this Mid-Year Business Meeting.

3. On June 20, 2007, the May 2007 Newsletter was distributed to Members and Friends of the ADC10 Committee. Thanks to all those who contributed feature articles for this newsletter. Thanks especially to Chris Gesing of
Michael Baker Jr., Inc. for doing a terrific job in creating a new look for the newsletter. The newsletter was posted to the ADC10 Web site.

If you have not received the newsletter by e-mail, it is either because I do not have your e-mail address at all, or I have an outdated e-mail address for you, or because your organizations prohibits mass mailings via a filter. In the meantime, you can view the May newsletter on the web site and, if you wish to receive the November newsletter directly, please send me your e-mail address to me at fbracaglia@vhb.com.

Next Steps

1. In mid-August, I intend to send out All Points Bulletin that requests subcommittee chairs, members, friends of the committee, and others to step forward and volunteer to submit announcements, subcommittee reports, research news, requests for information, or feature articles for the November newsletter. The deadline for articles for this issue will be mid-October. I also intend to send a followup APB before the newsletter deadline sometime toward the end of September.

Remember, this is your newsletter and it is only as good as you make it.

2. If it remains one of the goals and objectives of the Newsletter subcommittee, with the other members of the subcommittee, in the very near future, I plan on beginning the effort to update the Directory of State Transportation Agency and Federal Highway Administration Environmental Officials for 2007. We also need to figure out a mechanism for updating it annually. [Note: At the Summer Meeting in Chicago, it was decided that the directory should be electronic database (no hard copies). This meant that the Web Site Subcommittee needs to be involved in the effort. Updating the Directory was therefore deleted as one of the Newsletter Subcommittee’s objectives because it is no longer the sole responsibility of the Newsletter Subcommittee. An ad hoc group consisting of Chris Gesing, the chair of the Web Site Subcommittee; Craig Casper, the ADC10 member who produced the last Directory in 2004; Dave Grachen from FHWA; and myself shortly will be leading an effort to produce the Directory]

3. Another of the objectives of the Newsletter Subcommittee is to evaluate the newsletter every three years through a reader survey. As far as I could determine, the last survey was performed before 1998. So, this is long overdue. I think I would like to send out such a survey by the end of the year in order to obtain feedback.

Liaison Reports

Liaison Report for the Sustainable Transport Indicators Subcommittee (ADD40 [1])

By Craig T. Casper, Pikes Peak Area COG

The Sustainable Transport Indicators Subcommittee has drafted a set of indicators that they recommend should always be collected. These measures are listed below and are discussed in more detail in a report Well Measured (http://www.vtpi.org/wellmeas.pdf), prepared by Todd Litman, Director of the Victoria Transport Policy Institute.

The Subcommittee believed that, if they did not develop such a list, sustainable transportation will be evaluated primarily based on a limited set of indicators (such as fuel consumption or pollution emissions), and other important facets of sustainability will be overlooked. They tried to select a set that is reasonably comprehensive, but not excessively burdensome, to collect.

Proposed Recommended Sustainable Transportation Indicator Set (Should Be Collected By All Jurisdictions)

Economic

- Personal mobility (annual person-kilometers and trips) and vehicle travel (annual vehicle-kilometers), by mode (nonmotorized, automobile and public transport).
- Freight mobility (annual tonne-kilometers) by mode (truck, rail, ship and air).
- Land use density (people and jobs per area of land).
- Average commute travel time and reliability.
• Average freight transport speed and reliability.
• Per capita congestion costs.
• Total transport expenditures (vehicles, parking, roads and transit services).

Social
• Per capita traffic crash and fatality rates.
• Quality of transport for disadvantaged people (disabled, low income, children, etc.).
• Affordability (portion of household budgets devoted to transport).
• Overall transport system satisfaction rating (based on objective user surveys).
• Universal design (degree to which the transport system accommodates people with disabilities and other special needs).

Environmental
• Per capita energy consumption, by fuel and mode.
• Energy consumption per freight ton-mile.
• Per capita air pollution emissions (various types), by mode.
• Air and noise pollution exposure and health impacts.
• Per capita land paved for transport facilities (roads, parking, ports and airports).
• Stormwater management practices.

Liaison Report for the Transportation Research Board Joint Committee Task Force on Context Sensitive Design and Solutions

By Kathy Ames, Illinois Department of Transportation

The Transportation Research Board Joint Committee Task Force on Context Sensitive Design and Solutions (CSD&S) mission is to facilitate communication with and coordination of the activities of the TRB committees concerned with the development and implementation of CSD&S throughout transportation project planning, development, construction, operations, and maintenance activities. The objectives of the Task Force are 1) to provide collaborative focus and forum within the TRB, 2) to address current concerns and research needs, and 3) to disseminate best practices and emerging knowledge and research dealing with all aspects of CSD&S in transportation.

The Task Force meets annually during the January TRB meeting in Washington, D.C., and the Chairman is Scott Bradley. In total, the TRB meeting included no less than 12 venues for CSD&S with a total of more than 650 participants.

New Research

The AASHTO Research Advisory Committee and Standing Committee on Research recently selected NCHRP Research Project Proposal, An AASHTO Citizen, Stakeholder, and Interdisciplinary Guide for CSS in Transportation, for $400,000 in funding.

CSS Resources
• CSD&S members and friends are requested to visit www.contextsensitivesolutions.org and provide feedback and suggestions as well as to contribute articles, links, or reports.
• FHWA provides a CSS Programming Activities report stressing their support and promotion for CSS. Areas covered in the report are:
  1. Building CSS Capacity—Training and Education
  2. Toolbox to Apply CSS
  3. Raising Awareness and Advancing CSS Implementation
  4. CSS National Dialog

More details are available at the FHWA CSS website at http://www.fhwa.dot.gov/csd (FHWA CSS Program Activities).
CSS Peer Exchange and Action Planning

FHWA and AASHTO’s Center for Environmental Excellence co-sponsored a national CSS Peer Exchange in September 2006 in Baltimore and a follow-up strategic action planning meeting was held in October 2006 in Portland. CSS Peer Exchange Conference materials and powerpoint presentations can be reviewed on AASHTO’s Center for Environmental Excellence website at [http://environment.transportation.org/center/products_programs/css_peer_exchange.aspx](http://environment.transportation.org/center/products_programs/css_peer_exchange.aspx).

Members of the action team are divided into the following subgroups focused on action planning in support of four strategic goals:

1. Building CSS Knowledge and Skills
2. Making the Case for CSS
3. Promoting Flexibility in Standards Application
4. Supporting Leadership and Coalition Building

An additional dimension of revisiting the articulation of CSS principles is also a part of the action planning.

The AASHTO CSS Task Force is moving forward with the draft elements of the Action Plan and CSS Principles recommendations for national dialog and Executive Board consideration. Along with other stakeholders, the CSD&S Task Force will be asked to review and comment.

Feature Articles

Surface Transportation Environment & Planning Cooperative Research Program (STEP)

By Kevin Douglas, Federal Highway Administration

The Surface Transportation Environment and Planning Cooperative Research Program (STEP) is a new cooperative research program that Congress authorized in Section 5207 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The general objective of the STEP is to improve understanding of the complex relationship between surface transportation, planning, and the environment.

Funding for STEP is authorized at $16.875 million per year from FY2006 through FY2009. However, approximately $11.9 million per year is expected to be available each year because of over designation, obligation limitations, and rescissions. STEP is also the major source of funds to conduct all FHWA research on planning and environmental issues. In addition, STEP will be the funding source for several special studies mandated by Congress and will address priorities identified in the U.S. Department of Transportation Research and Development Strategic Plan (Section 508 of Title 23 U.S.C.)

STEP funding, even combined with other SAFETEA-LU research funding sources, is less than the funding available to the FHWA in previous years for planning and environmental research. On average, FHWA had $27.1 million available per year for planning and environmental research for FY2003-FY2005 (including earmarks and designations). Thus, STEP funding represents an approximate 39 percent reduction in FHWA environmental and planning research funding. This means FHWA will have to make difficult choices among the many competing needs for planning and environmental research, and may not be able to fund all worthy research.

In addition, Congress mandated that the Federal share be 50 percent for research funded under Title V of SAFETEA-LU, including STEP. While this “match” will not apply to contract funding, it will apply to STEP research funded through cooperative agreements and grants.

Section 507 of Title 23 U.S.C. identifies certain characteristics of STEP regarding program content and administration. STEP may include research to:

- Develop more accurate models for evaluating transportation control measures and system designs for use by State and local governments to meet environmental requirements;
• Improve understanding of transportation demand factors;
• Develop indicators of economic, social, and environmental performance of transportation systems to facilitate alternatives analysis;
• Meet additional priorities determined through the transportation research and development strategic planning process identified in 23 U.S.C. 508; and
• Refine the scope and research emphases through outreach and in consultation with stakeholders.

Stakeholder involvement is a key component of the STEP and the STEP stakeholders are numerous and diverse. Recognizing this, and to easily gather stakeholder input, FHWA established the STEP website (http://www.fhwa.dot.gov/hep/step/index.htm) and the STEP Feedback system (http://knowledge.fhwa.dot.gov/cops/step/nsf/home). FHWA also categorizes STEP stakeholders into the following tiers:

• Tier 1 - Federal Agencies and Tribes
• Tier II - State and Local Government
• Tier III - Nongovernmental Transportation and Environmental Stakeholders

FHWA strives to seek and consider the views of all the above interests in shaping STEP and implementing it. FHWA also used more traditional means to gather stakeholder input on the STEP by issuing three Federal Register Notices, holding meetings, sponsoring workshops and other forums.

FHWA uses the STEP website for several purposes in addition to obtaining stakeholder input. For example, a report about the FY2006/FY2007 STEP will be posted on the STEP Web site in early December 2007. We also recently completed outreach for the development of the FY2008 STEP. Information regarding the FY2008 STEP Plan will also be posted on the STEP website in December 2007. FHWA will continue to seek opportunities to engage stakeholders in the on-going implementation of the STEP and will seek other ways to use the STEP website.

Procurement Methods:
A variety of competitive procurement mechanisms have been and are being used to award STEP funding such as broad agency announcements, grants, cooperative agreements, indefinite quantity contracts, as well as interagency agreements.

Highlights of Current STEP Environmental Research:
The overall STEP has 17 emphasis areas reflecting the diversity of the stakeholders for planning, environment, and realty. The following list highlights a few of the STEP environmental research efforts.

**Air Quality and Global Climate Change**
- Environmental Protection Agency Drayage Study
- Climate Best Practices
- Support for the DOT Climate Change Center
- Congestion Mitigation & Air Quality (CMAQ) Evaluation Study
- CMAQ Tracking System (to track CMAQ project results)
- Mobile Sources Air Topics Near Roadway Dissemination Study
- Evaluation and Dissemination of Conformity Practices
- Testing, Evaluation & Validation of New Emissions Model
- Research on Conducting Project Level Analysis of Particulate Matter Emissions

**Bicycle / Pedestrian & Health**
- Non-motorized Transportation Pilot Program
- National Transportation Enhancements Clearinghouse

**Context Sensitive Solutions**
- Contextsensitivesolutions.org Website
- Context-Sensitive Solutions (CSS) Technical Assistance
- CSS in Designing Major Urban Thoroughfares for Walkable Communities
- Pooled Fund Study (PFS)
• North Carolina State University Center for Transportation and the Environment (CTE)

**Environmental Streamlining and Stewardship**
- Stewardship & Streamlining Outreach
- SAFETEA-LU Outreach & Compliance
- Linking Conservation & Transportation Planning Workshops
- Environmental Competency Building (ECB)
- Green Highways Partnership (GHP)

**Historic Preservation**
- Development of innovative statewide programmatic agreements for conducting the National Historic Preservation Act Section 106 process for historic/cultural resources
- Development of an Advanced National Historic Preservation Act Section 106 Seminar

**Noise**
- FHWA TNM Version 3.0 Development
- Tire/Pavement Noise Research Consortium Pooled Fund

**Outdoor Advertising Control/Realty Program Management**
- Research on evaluating driver distraction effects of Changeable Electronic Variable Message Signs (CEVMS)

**Water/Wetlands/Vegetation/Wildlife Habitat/Brownfields**
- Wildlife Vehicle Collision Reduction Study
- Develop New National Highway Institute (NHI) Courses for Wetlands Regulatory Compliance & Mitigation
- Deer-Vehicle Crash Information & Research (DVCIR)
- International Best Management Practices (BMP) Stormwater Database
- Advancing Methods, Maps & Tools Used for Decision Support & Impact Analyzes for Transportation, Wildlife & Ecological Systems

The STEP emphasis area contacts listed below can provide additional information regarding the status of specific STEP research initiatives.

1. **Environment**

   **Natural Environment**
   - Air Quality and Global Climate Change – Michael Savonis (Michael.Savonis@dot.gov) Cecilia Ho (Cecilia.Ho@dot.gov)
   - Water/Wetlands/Vegetation/Wildlife/Habitat/Brownfields - Carol Adkins (Carol.Adkins@dot.gov)

   **Human Environment**
   - Historic Preservation – MaryAnn Naber (MaryAnn.Naber@dot.gov)
   - Bicycle/Pedestrian and Health – Gabe Rousseau (Gabe.Rousseau@dot.gov)
   - Noise – Mark Ferroni (Mark.Ferroni@dot.gov)
   - Outdoor Advertising Control/Realty Program Management – Arnold Feldman (Arnold.Feldman@dot.gov)

2. **Planning**

   **National/International Planning**
   - US/Canada and US/Mexico Border Planning – Roger Petzold (Roger.Petzold@dot.gov)
   - National Security, Defense and Interstate Planning – Martin Weiss (Martin.Weiss@dot.gov)

   **Planning Focus Areas**
   - Congestion – Harlan Miller (Harlan.Miller@dot.gov)
   - Safety Planning – Judy McCullough (Judy.McCullough@dot.gov)
   - Freight Planning – Spencer Stevens (Spencer.Stevens@dot.gov)
State/Local/Tribal Planning Capacity Building

- Public Involvement, EJ Visualization in Planning – David Kuehn (David.Kuehn@dot.gov)
- Other Activities that Support State/Local/Tribal Planning Capacity Building
  Robert Ritter (Robert.Ritter@dot.gov)

3. Tools to Support Planning and Environment

- GIS/Spatial Information for Improved Decision Making - Roger Petzold (Roger.Petzold@dot.gov)
- Travel Modeling - Fred Ducca (Fred.Ducca@dot.gov)

4. Program Management and Outreach
- Felicia Young (Felicia.Young@dot.gov).

Center for Environmental Excellence by AASHTO Receives SAFETEA-LU Funding

By Kate Kurgan, American Association of State Highway and Transportation Officials (AASHTO)

AASHTO competed and has been awarded $3.1 million in SAFETEA-LU funding over the next three years for a Center for Environmental Excellence. The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) states that the goal of the Center is “[t]o provide technical assistance, information sharing of best practices, and training in the use of tools and decision-making processes that can assist states in planning and delivering environmentally sound surface transportation projects.”

The AASHTO Center for Environmental Excellence serves as an important resource for AASHTO member states and their partners seeking technical assistance, training, information exchange, partnership-building opportunities, and quick and easy access to environmental management tools. With the SAFETEA LU funding, AASHTO will build on the success of the Center to actively promote environmental excellence in transportation by providing a wide variety of services aimed at defining the state of the art in environmental protection, restoration, and enhancement; and promoting innovative techniques that maximize the efficiency, reliability, and consistency of delivering environmentally sound transportation projects and programs.

AASHTO and the Federal Highway Administration have developed a 2007/2008 work plan with the following focus areas:

- Improving planning and environmental processes to achieve better results and timeliness
- Advancing awareness of SAFETEA-LU environmental provisions and good practices
- Advancing use of technology, geospatial tools, and decision-support tools to support integrated decision-making
- Integrating Context Sensitive Solutions (CSS) throughout all aspects of planning, project development, construction, maintenance and operations
- Advancing innovation in the environmental review process to support congestion relief and public-private partnerships
- Promoting commitment tracking methods and environmental management systems
- Increasing availability and access to information-sharing/problem solving activities
- Building partnerships to leverage and coordinate the Center's activities and other related research efforts, and
- Advancing National Environmental Policy Act cost estimating and project oversight tools.


New Center Products, Programs and Initiatives

Broadcast E-mails
Transportation and environmental professionals are now able to receive up-to-date information about the Center’s products, programs, initiatives, activities, and work plan through the newly launched broadcast e-mail mechanism. Practitioners can receive regular e-mail updates by subscribing at: http://environment.transportation.org/broadcast/.

Practitioner's Handbooks
The Center develops Practitioner's Handbooks to provide practical advice on a range on environmental issues that arise during the planning, development, and operation of transportation projects. The Handbooks are primarily intended for use by project managers and others who are responsible for coordinating compliance with a wide range
of regulatory requirements. Two handbooks have recently been published:

- *Defining the Purpose and Need and Determining the Range of Alternatives for Transportation Projects* and
- *Developing and Implementing an Environmental Management System in a State Department of Transportation (DOT)*.

Three additional Handbooks will be developed this year:

- *Considering Environmental Issues in Statewide and Metropolitan Transportation Planning,*
- *Achieving Environmental Streamlining through the SAFETEA-LU Environmental Review Process,* and
- *Project Management.*

Handbooks may be downloaded from the Center for Environmental Excellence web site by visiting: [http://environment.transportation.org/center/products_programs/practitioners_handbooks.aspx](http://environment.transportation.org/center/products_programs/practitioners_handbooks.aspx)

**Center Technical Assistance Program**

The Center Technical Assistance Program (CTAP) offers a team of highly qualified and experienced experts on call and ready to assist transportation and environmental agency officials in improving environmental performance and program delivery. The team members individually, or as a team, supply strategic environmental analysis and focused environmental management technical advice through either short-term or long-term assignments. The Center has approximately 30 experts covering a variety of environmental topics and is soon hiring additional experts in the following four areas:

- Climate Change,
- Energy,
- GIS/Environmental Information Management, and
- Sustainability.

Each expert's biography is listed on the Center's webpage along with his/her specific area of expertise. For more information on this program, visit the Center web site at: [http://environment.transportation.org/center/tech_experts/](http://environment.transportation.org/center/tech_experts/)

**Environmental Management System Technical Assistance Program**

The Environmental Management System Technical Assistance Program (EMSTAP) is designed to assist State DOTs in developing and implementing an Environmental Management System (EMS) for managing the environmental aspects of transportation planning, project development, construction, maintenance, and operations. Through this program, the Center offers State DOTs a variety of EMS technical assistance options including EMS Orientation Sessions, EMS Work Plan Development, EMS Training, and/or EMS Development and Implementation Mentoring.

**Transportation and Environment Research Ideas Database**

The Transportation and Environment Research Ideas Database (TERI) contains a compilation of environmental research needs, links to completed reports and the status of ongoing research. The Center posted over 100 new transportation and environment research ideas to TERI this summer. The TERI rating period was opened to all SCOE members who had the opportunity to rate the ideas. A number of the highest rated ideas were submitted to NCHRP and NCHRP 25-25 for consideration for funding.

Visit TERI at: [http://environment.transportation.org/teri_database/](http://environment.transportation.org/teri_database/)

**Programmatic Agreements Library**

The Programmatic Agreements Library (PAL) is a collection of successful and/or innovative agreements from State DOTs. The library includes examples of executed programmatic agreements, summarizes agreement information, contains a link to the full agreement, and provides a search mechanism for practitioners to research agreements that meet specific requirements. The Center will post approximately 50 new agreements to the library this winter.

Visit the PAL at: [http://environment.transportation.org/pal_database/](http://environment.transportation.org/pal_database/)

**Taking the High Road Report Update**

This winter, the Center will publish an update to the report titled Taking the High Road: The Environmental and Social Contributions of America’s Highway Programs. The update will provide the most recent data and information about contributions of highway programs. The report will document how transportation projects balance mobility goals while protecting and enhancing the nation's natural and cultural resources, revitalizing communities, and improving the quality of life.
Caltrans Remains On-Track in Initial Phases of NEPA Delegation Pilot Program

By Cindy Adams, California Department of Transportation

California was one of five states named in SAFETEA-LU, the 2005 Federal transportation reauthorization bill, as eligible to participate in the Surface Transportation Project Delivery Pilot Program. Under the program, FHWA assigns, and the state assumes, National Environmental Policy Act (NEPA) responsibilities and responsibilities for consultation and coordination under other Federal environmental laws for one or more highway projects in the state. Since entering into the Pilot Program in July 2007, the California Department of Transportation (Caltrans) has been hard at work on its new responsibilities across California. For Pilot Program projects, Caltrans now acts as Federal lead agency under NEPA and works directly with Federal resource and regulatory agencies to address their requirements under other Federal environmental laws.

Background

What Caltrans refers to as “NEPA Delegation” or the “Pilot Program” is a formal assignment of responsibilities from the federal government. The Pilot Program is a national experiment that will examine if, and how, states are able to streamline the NEPA process for transportation projects while maintaining stringent federal environmental requirements. There is a joint focus on both project delivery and environmental protection. The Pilot Program will provide information on actual time savings and overall benefits verses risks when a state assumes these responsibilities.

Caltrans is the first state in the nation to enter into the Pilot Program. Under the Pilot Program, Caltrans is required to comply with all applicable federal environmental laws and with FHWA environmental regulations, policies, and guidance, and is legally responsible and liable for the environmental decisions it makes on related projects. Caltrans, not FHWA, would defend any legal claims arising from its NEPA documents or decisions in Federal court. The program will not change federal environmental protection standards.

Caltrans expects that the Pilot Program will simplify and expedite its environmental processes and delivery times for those transportation projects assumed under the program, while ensuring the same level of protection for environmental resources. Streamlining comes from eliminating one layer of government review—not from shortcutting legal requirements. Caltrans expects to be able to streamline environmental consultation processes by allowing direct consultation between Caltrans and Federal resource agencies and reducing consultation parties from three to two, making consultation more efficient.

Because of its large and experienced environmental staff that prepares environmental documents for projects under the state environmental statute, the California Environmental Quality Act (CEQA), in addition to NEPA, and because of the overall size of its highway program, Caltrans elected to take the vast majority of its projects into the Pilot Program. All but about two dozen State highway system and federal-aid local streets and roads projects were taken into the Pilot Program.

Planning and implementation of the Pilot Program are coordinated through a new NEPA Delegation Office managed from Caltrans’ Headquarters Division of Environmental Analysis. Caltrans’ twelve District offices handle environmental analysis and NEPA documents for Pilot Program projects.

Application Process

To apply to take part in the Pilot Program, Caltrans first had to accept sole legal responsibility and liability under Federal law for its decisions under the Pilot Program. To do this, Caltrans was required to waive its Eleventh Amendment sovereign immunity protection against citizens’ lawsuits in Federal court for the narrow purposes of the Pilot Program. State legislation was required for this waiver.
SAFETEA-LU specified that application requirements were to be established by rulemaking. With the waiver in place, the agency next drafted an application to FHWA, based on the draft rule, that specified the responsibilities it wished to assume, and demonstrated that it had the financial resources and staffing capacity to assume Pilot Program responsibilities. The application rules were published in the Federal Register on February 12, 2007 and became effective on March 14, 2007. On that date, Caltrans circulated its draft application for public comment, as required by the final rule. The final application was submitted to FHWA on May 21, 2007.

Memorandum of Understanding

Once FHWA accepted Caltrans' Pilot Program application, Caltrans and FHWA completed discussions on the formal terms of the Pilot Program and executed a Memorandum of Understanding (MOU), which became effective on July 1, 2007. The MOU outlines responsibilities for both Caltrans and FHWA and establishes performance measures for monitoring Caltrans' progress in the program. Key provisions in the MOU include Caltrans' commitment to regular quality assurance and quality control activities, self assessments, quarterly reports, and regular FHWA audits. A copy of the MOU can be found at the Caltrans website link listed at the end of this article.

Preparation

Concurrently with the application process, it was important to ensure that Caltrans environmental staff was prepared for its new duties under the Pilot Program, and that statewide policies and procedures were in place that would allow the agency to hit the ground running once the MOU with FHWA was signed.

Several months before it finalized and signed the MOU, Caltrans sponsored two statewide NEPA Delegation Workshops that provided specialized training to its environmental staff. Caltrans and FHWA have also presented other, more specialized training on topics such as audits, legal sufficiency, and NEPA compliance reviews.

Caltrans also expanded and formalized its environmental document review procedures to ensure that all environmental documents meet Federal requirements and standards, including revised annotated outlines, quality control certifications, and various environmental document checklists. Environmental documents prepared by Caltrans staff, as well as by local agencies and their consultants, are now subject to these expanded reviews. A new Caltrans NEPA Quality Control review has been established to certify that each environmental document meets all FHWA and other Federal requirements. Key to consolidating all this new information and to providing consistent guidance across the state is a new NEPA Delegation chapter in Caltrans' Standard Environmental Reference, a widely used online resource that provides guidance on the procedural and content requirements of Caltrans environmental documents.

Current Status

Caltrans is beginning to approve projects under the Pilot Program, but it will take time to have enough projects completed to gauge the program's effectiveness at streamlining the environmental process.

Meanwhile, much of the NEPA Delegation Office's recent focus has been on preparing the planning and monitoring documents required by the MOU: the first quarterly report, a training plan, a quality control and quality assurance plan, and the first self assessment. These process reviews will be used to gauge the effectiveness of Caltrans environmental procedures under the Pilot Program and staff's use of them, as well as identify any need for course correction.

Caltrans recently added a statewide audit coordinator position to its NEPA Delegation Office to serve as a liaison between the FHWA audit team and each of its twelve districts. Other key positions have also been created to provide stronger linkages between Caltrans environmental staff throughout the state, as well as between staff responsible for preparing environmental documents for State highway projects and those responsible for overseeing locally sponsored projects off the State highway system.

Looking Forward...

Under SAFETEA-LU, the Pilot Program lasts until August 2011. However, California's waiver of sovereign immunity sunsets on January 1, 2009, which could limit the state's further participation. The State legislature could extend the waiver if Caltrans performs well in the initial period of the program. As Caltrans approves environmental documents under the Pilot Program, it looks forward to assessing the program's streamlining benefits.
For More Information


New Tools and Innovations Reflect New Model for Public Involvement

By Brian P. Kennedy, AICP, Short Elliott Hendrickson, Inc. (SEH)

Public involvement programs are vital and required, but are often costly. They are also very often inefficient and/or ineffective. Fortunately, new tools and innovations are providing opportunities for decreasing overall costs, generating more value from traditional investments, increasing outreach, diversifying the demographic characteristics of project participants, generating better participant understanding, and increasing the value and influence of public input.

The public involvement program for the Denver Regional Transportation District’s (RTD) North Metro Corridor EIS, one component of RTD’s regional, multi-billion dollar rail expansion project called FasTracks, involves an ongoing and award-winning “educational video” experiment involving innovative uses of digital video. This article characterizes this effort and demonstrates how a new model for public involvement is emerging that has tremendous potential to improve public participation programs.

The ongoing North Metro Corridor EIS educational video program involves creating short-subject video clips (2 to 5 minutes) and complete programs made from these clips. The clips have been presented on the project website, as complete programs on DVDs, and most recently have been uploaded for viewing on YouTube.

The first set of video clips and resulting program presented: 1) an introduction to FasTracks and the North Metro Corridor, 2) a tour of the largely inaccessible railroad corridor, 3) a five-minute scoping meeting recap covering the key messages and public dialogue from eight hours of public scoping meetings, 4) tips for providing valuable and influential comments, and 5) extras. The second DVD provided a new introduction, the corridor tour, four additional meeting recaps from the alternative development and screening phase of the project, the tips, and the extras.

The content presented in DVD format was made available to the viewer in a menu format similar to the “scene selection” or “chapters” screen you see when you watch a movie on DVD. This format empowers the viewer to watch the video clips they choose, and in any order they choose. The same viewer’s choice approach applies to placing video on the project website and on YouTube.

The first use of YouTube involved sending a video “meeting invitation” link to the project’s e-mail address list, involving 2,500 entries, allowing the recipient to click on the link within the body of the e-mail, and be taken directly to the video. Go to http://www.youtube.com/watch?v=Bj4uHMVdwqk to see the meeting invitation. The follow-up use of YouTube involved placing the subsequent meeting recap on YouTube. Go to: http://www.youtube.com/watch?v=44rJhduDgME to see the meeting recap. The e-mail and link can be forwarded by any message recipient to any individual or group. This process is referred to as viral marketing and is highly advantageous for obvious reasons. It is important to note that YouTube is a free utility, which includes the ability to count the number of times the video has been viewed, and the ability of the viewer to rate and comment on the video. One additional value is the ability to have draft and final versions of the videos screened by reviewers via YouTube.

A key question arises at this point: How much did it cost and how long did it take?

The following is a summary of the most recent process:

• We explained our approach to the prime consultant on September 10, 2007.
• We received authorization to proceed on September 12th.
A “self-guided open house” or other formats can generate a more reasonable ratio between team members and public participants. This, in turn, can generate savings that can pay for digital video video services and even reduce overall expense while being far more accessible to the public.

All this work was delivered at this pace for less than $10,000.

The team’s next step is to create a YouTube “Channel” where all of the project video clips reside. The outcome would be a video screen layout organized by subject and available to anyone with Internet access. At this time, viewing YouTube on many work computers is blocked, so a parallel design on the project’s website is contemplated.

The next question is: How does this save money or cut PI program costs?

The corridor tour saved money by giving interested individuals and groups a clear and fast characterization of the rail corridor, which is largely inaccessible, thereby avoiding a series of time-consuming tours.

The meeting recaps provide elected officials, staff, stakeholders, and the public a “virtual involvement” in meetings that they may have missed, and provide outstanding documentation for the project’s administrative record. The meeting recaps encouraged participation by clarifying how public input was welcomed and addressed by the project team and by allowing participants who missed meetings to catch up and engage in the process with understanding about previous steps and discussions. However, most importantly, the meeting recaps leverage the considerable investments in the meetings by making them accessible to a far larger audience than would ever be expected to attend the meetings themselves. They also reduced the need for the project team to hold special meetings with stakeholders and public groups. The DVDs captured enough information that they could be sent out to group leaders to address their needs.

The use of a leader’s guide and viewer’s guide was proposed, but has not been implemented to a great degree so far. The leader’s guide would provide a group leader with a meeting plan linked to the video content. The viewer’s guide would ask a specific set of questions based on each video clip. The viewer’s guide would be a simple survey or questionnaire tool and could help generate better and more refined input. The use of NetFlix-like packaging was also proposed to recycle the DVDs, and to facilitate delivery of viewer input. Finally, creating English and Spanish audio tracks with a main menu choice for “language” was proposed, but was not requested.

Future applications of these and other innovative practices are going to occur and we all need to stay ahead of the obvious trends. Video on the Internet is here to stay.

Brian Kennedy is a Senior Project Manager, NEPA Process Manager and Public Involvement Specialist with Short Elliott Hendrickson, Inc. (SEH) in Boulder, Colorado. He can be reached at bkennedy@sehinc.com or by telephone at 303-441-5410.

Cross-Cutting Issues on Sustaining Transportation Environmental Research: Highlights from Summer Meeting Session No. 5

By Joe Shalkowski, Research Topics Subcommittee Chair, PBS&J

As inferred in the title, Session No. 5 addressed how, as transportation and environmental professionals, we can be involved in sustaining a healthy, proactive, and participatory research program to enhance and sustain the human and natural environment. The ADC10 Committee recognizes that the partnerships between TRB, AASHTO, FHWA, the State DOTS, institutions of higher learning, and other public and private organizations are essential to effectively identify, track, fund, monitor, and report on important research within the environmental transportation field. A priority of the ADC10 Committee is to build relationships and maintain membership that includes representation from these
organizations as part of a proactive effort to understand and identify research needs, priorities, programs, and results.

The Session 5 panelists, representing a cross-section of these organizations, included the following:

- Leni Oman, Washington State DOT
- Chris Hedges, TRB
- Shari Schafflein, FHWA
- Gary McVoy, New York State DOT
- Christine Gerenchener, TRB
- Joe Crossett, TransTech Management, Inc.

The panelists explained the “big picture” structure and process of advancing environmental transportation research from idea to implementation. Each presentation focused on the roles and responsibilities of the primary organizations involved in prioritizing, funding, and conducting research as well as reporting on the results. Publicly available tools for contributing research ideas (e.g., AASHTO’s TERI Database and TRB’s Research Needs Database) and monitoring the progress of funded research projects (e.g., Research in Progress – RiP and TRIS Online) were reviewed. In addition, research programs, such as FHWA’s Surface Transportation Environment and Planning Cooperative Research Program (STEP) and TRB’s National Cooperative Highway Research Program (NCHRP), including NCHRP 25-25, were highlighted. The panel presentations are available on the ADC10 website (http://www.itre.ncsu.edu/ADC10/SummerConf07_presentation_links.htm).

The presentations segued into an enlightening panel discussion and interactive dialog with the session audience. The following highlights the cross-cutting issues from the session.

1. The overriding theme centered on the need for research entities to broadcast their research implementation success stories. The “story needs to be told” of how the investments in research are tangibly enhancing and sustaining the human and natural environment.

2. Research ideas and needs statements for the TERI and TRB Research Needs databases should be original, understandable, achievable, implementable, beneficial, and of a high priority. These standards typically constitute the primary checklist for selecting which research ideas are advanced to the proposal/project development stage.

3. To effectively participate in federal and state research programs, advanced reconnaissance is needed to understand the format and content requirements for submitting research needs statements, research project proposals, and research-oriented reports. Interested parties are encouraged to review the current list of research ideas on the TERI and TRB databases, as well as the project documentation on RiP, TRIS Online, and the Center for Transportation and the Environment (CTE) website.

4. Several “hot” topics and emerging issues that may merit new and/or expanded research, include environmental sustainability, Best Management Practices (BMPs), climate change, GIS 20-years out, remote sensing applications, metrics for monitoring habitat and ecosystem health, international research needs, and priorities.

5. Finally, the STEP program, in concert with TERI and the TRB Research Needs databases, are becoming powerful tools and programs that will assist the environmental transportation community prioritize future research in the future and help sustain a robust and meaningful research program. However, close coordination between TRB and its committees, FHWA, AASHTO, and the other research partners will be essential to effectively apply and properly integrate these tools and programs.

The Many Environmental Faces of Transportation Sustainability — Going Strong, But Where?

By Frank Bracaglia, Vanasse Hangen Brustlin, Inc.

On Sunday, July 8, 2007, at the ADC10 Mid-Year Conference in Chicago, an interesting and productive workshop was held under the title: The Many Environmental Faces of Transportation Sustainability — Going Strong, But Where? It was moderated by Andy Fekete of the RBA Group (ADC10 Chair of Stewardship Subcommittee). The panel speakers were Gary McVoy from the New York State Department of Transportation and Sam Seskin from...
CH2M Hill. To create an informal format which encouraged audience participation and feedback, PowerPoint presentations were not used and the speakers were asked to be brief. My role was to take notes during the session and prepare a summary of its highlights.

The session was structured into four parts: an overview of sustainability, practical implications of sustainability, organizational/management implications of sustainability, and research implications of sustainability. Each of these areas posed questions which were to serve as starting points for discussions. These questions are presented below in italics. A summary of the moderator’s and the speakers’ observations, as well as remarks from the audience, follow.

**Sustainability Overview**

Do we really know what sustainability is? Do we need to define it better? How is it different from environmental stewardship and other initiatives?

The concept of sustainability has been around since the passage of the National Environmental Policy (NEPA) of 1969. Specifically, it is embodied in the Congressional Declaration of National Environmental Policy contained in the Act (see Section 101 of the NEPA in the text box below). The six objectives listed in Section 101(b) can be matched to several recent environmental initiatives, such as environmental stewardship, context sensitive solutions, smart growth, and environmental management systems. It can therefore be said that Environmental Sustainability is not a brand new national policy. In fact, it was declared as such in 1969.

Sustainability is a very broad umbrella. While climate change is the catalyst for the interest in sustainability, sustainability is not just about “global warming”. Sustainability could involve many different types of performance measures, such as mobility, air pollution, or energy consumption.

There are multiple dimensions to sustainability. 161 ways have been identified to make a project sustainable. These options align to five broad goals:

- Reduce Energy Consumption
- Reduce Consumption of Material Resources
- Reduce Impacts to Environmental Resources
- Support Healthy Urban Communities
- Support Sustainability During Implementation

As part of the Surface Transportation Vision Summit, held in May 2007, a Sustainable Transportation Vision Statement was developed as follows:

A sustainable future depends on applying the triple bottom line approach to transportation decisions to achieve “better than before” outcomes:

- A robust economy served by expanded transportation capability
- An environmental stewardship ethic that will improve the environment for all
- An enhanced quality of life through integrated community and transportation development

Goals:

A. Embrace environmental stewardship as a preeminent approach to delivering transportation services that result in a zero carbon footprint and a “better than before” environment for all.

B. Deliver a sustainable, high-performance transportation system in support of a robust economy by first optimizing existing infrastructure, then managing demand, and lastly, expanding capacity judiciously.

C. Enhance quality of life by integrating transportation with the built and social environments by using the full tool kit, including context sensitive solutions, land use policy, and modal options.

Sustainability is a scary topic. A complete commitment to sustainability would shake the political and economic climate because it would involve changes to lifestyles, taxes, and prices.

**Practical Implications of Sustainability**

What are implications of “many faces of transportation sustainability” on project planning/design/construction and practical project and program planning and delivery?
The impacts that matter are determined by context and scale. To address sustainability, the context for everything will grow larger and more global, and therefore, require new tools (e.g., GIS), or adapting existing models. Examining/evaluating sustainability at the project level does not appear to be practical. It was generally agreed that sustainability needs a larger scale and a broader, programmatic approach. Within this framework, transportation and resource management agencies can find more cost-effective programmatic solutions, which could lead away from the rigors and often less productive project-specific approaches. This would require changes in traditional approach, culture, and possibly regulatory context.

The present transportation system is not financially sustainable given the current funding delivery system. The funding structure must be thought about in a much bigger way and changed. How do we make the funding system sustainable? Congress is still focused on projects because of earmarked funds. Their mindset must change also.

Are we just limited to getting people out of cars? Transportation planners could begin with social, economic, and environmental objectives and start thinking about decisions in terms of a lifecycle perspective. The metrics for these objectives would have to be developed. The tools are already available to do this (e.g., through the use of a State’s Long Range Transportation Plan).

One model for evaluating (not on a regulatory basis) dimensions of sustainability of transportation programs could be an adaptation of the SIP/TIP air quality conformity evaluation process. It allows for balancing positive and negative results.

Should there be a “Sustainability” chapter in environmental documents?

Organizational/Management Implications of Sustainability

What are the implications of sustainability on TRB as an organization? What should or can TRB do as an organization to move sustainability strategically? What partnerships/priorities would be helpful?

First, transportation decisions can and should address sustainability. This would result in better transportation plans.

Resource agencies would have to partner with State DOTs. Transportation planners and resource agencies will have to be “introduced” to each other. Transportation planners and environmental scientist need to talk more. MPOs need to be involved.

ADC10 should try to connect with other TRB committees.

Research Implications of Sustainability

What are implications of sustainability on transportation research activity?

There are several questions or issues that transportation research needs to address to bring the many faces of sustainability closer together and be more productive.

- Sustainability needs to be better defined (crystallized) in terms of transportation projects and transportation programs.

- How do we value sustainability, especially because of the conflicts that can arise? What happens when environmental sustainability is counter to financial sustainability? What methods are there to evaluate tradeoffs? Similarly, how can decision support systems work in transportation planning?

- What are other countries doing in terms of sustainability? Why not prepare State of Knowledge Synthesis Papers on sustainability?

- There is a need for a standard set of environmental performance measures for sustainability. Which environmental performance measures should be targeted?

- What can we focus resources on, at the transportation planning and program level, to promote sustainability? Are there existing models which can be adapted for program evaluation?

- How do we get the public to become more engaged and interested in the transportation planning process?
Congressional Declaration of National Environmental Policy [NEPA Section 101]

(a) The Congress, recognizing the profound impact of man's activity on the interrelations of all components of the natural environment, particularly the profound influences of population growth, high-density urbanization, industrial expansion, resource exploitation, and new and expanding technological advances and recognizing further the critical importance of restoring and maintaining environmental quality to the overall welfare and development of man, declares that it is the continuing policy of the Federal Government, in cooperation with State and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.

(b) In order to carry out the policy set forth in this chapter, it is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources to the end that the Nation may -

1. fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
3. attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
4. preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity and variety of individual choice;
5. achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
6. enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

(c) The Congress recognizes that each person should enjoy a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.
Research News

The following are recently completed research reports or reports/topics of interest to the Committee:

- Links to Presentations at the 2007 Mid-Year TRB ADC10 Meeting
  [http://www.itre.ncsu.edu/ADC10/SummerConf07_presentation_links.htm](http://www.itre.ncsu.edu/ADC10/SummerConf07_presentation_links.htm)
- NCHRP Project 25-25 Tasks 36 Through 45
- Defining the Purpose and Need and Determining the Range of Alternatives for Transportation Projects
  [http://environment.transportation.org/center/products_programs/practitioners_handbooks.aspx#defining](http://environment.transportation.org/center/products_programs/practitioners_handbooks.aspx#defining)
- Final Report: Implementing Performance Measurement in Environmental Streamlining
- Guidance on Early Acquisitions and Compliance with NEPA and Uniform Act
- EPA's Watershed-Based National Pollutant Discharge Elimination System (NPDES) Permitting Technical Guidance
  [http://www.epa.gov/npdes/watersheds](http://www.epa.gov/npdes/watersheds)
- Design-Build Contracting Final Rule
  [http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/07-3959.pdf](http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/07-3959.pdf)
- NCHRP Report 25-25 (Task 25) Modification and Amendment of Environmental Permits on Design-Build Projects
- NCHRP Report 577: Guidelines for the Selection of Snow and Ice Control Materials to Mitigate Environmental Impacts
- Road Maintenance with Threatened, Endangered, or Sensitive Plants: Finding Solutions (U.S. Forest Service)

Study of the Environmental Effects of Dust Suppressant Chemicals on Roadside Plant and Animal Communities

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By Sean Furniss, National Coordinator, Refuge Roads Program, U.S. Fish and Wildlife Service

In September 2007, the U.S. Fish and Wildlife Service’s National Wildlife Refuge System and the U.S. Geological Survey’s Columbia Environmental Research Center signed an interagency agreement for the development of a study plan on the environmental effects of dust suppressant chemicals on roadside plant and animal communities.

The USGS and the USFWS are planning a project to address environmental issues that may arise after dust suppressant chemicals are applied on unpaved refuge roads. With the funds provided under this agreement, the USGS Columbia Environmental Research Center will begin a scoping exercise and development of a three-year study plan to guide this research effort.

The project will involve both laboratory and field components. The study plan development will require considerable communication with federal land managers and other agencies with expertise in this discipline to ensure that the results of this science are relevant and widely applicable to land managers.

The point of contact for the study plan development is Dr. Ed Little (elittle@usgs.gov)
For the readers' benefit, here is a list of current (2007) members of TRB Committee ADC10.

ADC10 Officers
- Mark S. Kross, Missouri DOT, Chairman,
- Christine Gerancher, TRB Staff Representative

ADC10 Subcommittee Chairs
- James (Jim) J. Bednar, CH2M Hill, Liaison
- Frank Bracaglia, Vanasse Hangen Brustlin, Inc., Newsletter
- Martin Palmer, Washington State Department of Transportation, Mid-Year Workshop
- Andras (Andy) Fekete, The RBA Group, Environmental Stewardship,
- Kenneth (Kim) M. Gambrill, Steering
- Christopher (Chris) G. Gesing, Michael Baker Jr., Inc., Website
- Joseph (Joe) S. Shalkowski, PBS&J Transportation and I-69/TTC, Research Topics
- Patricia (Pat) Trombly, Massachusetts Highway Department, History

ADC10 Members
- Kathleen (Kathy) Ames, Illinois Department of Transportation
- Marcia Bowen, Normandeau Associates
- Craig Casper, Pikes Peak Area COG
- Joe Crossett, TransTech Management, Inc.
- David Grachen, Federal Highway Administration Resource Center
- Jeff Heilman, Parametrix, Inc.
- Kris Hoellen, The Conservation Fund
- Mary Ivey, New York State Department of Transportation
- Susan Killen, Parsons Brinckerhoff, Secretary
- Parviz A. Koushki, Kuwait University
- Dominique Lueckenhoff, U.S. Environmental Protection Agency
- Lynn Malbrough, Arkansas Highway and Transportation Department
- James B. Martin, North Carolina State University
- Byron (Barney) O’Quinn, ARCADIS
- Shari Schaflelin, Federal Highway Administration
- Charles (Muggs) Stoll, San Diego Association of Governments

Young Members
- Lisa Landers, Federal Highway Administration
- Christopher (Chris) Van Wyk, Federal Transit Administration

Emeritus Members
- Ron DeNadai
- Robert L. Jacobsen, Robert Jake Jacobsen
- Wayne W. Kober, Wayne W Kober, Inc.
- Douglas L. Smith, Parsons Brinckerhoff
- Thomas (Tom) L. Weck

Others can become “friends of the committee” by contacting Mark Kross at 573-751-4806. His e-mail address is mark.kross@modot.mo.gov.
Editor’s Notes

By Frank Bracaglia, P.E., Vanasse Hangen Brustlin, Inc.

Six months have rapidly come and gone since our last newsletter in May 2007. I hope you found this issue of the newsletter to be informative. Next up: The YouTube version! Just kidding...

Thanks to those of you who wrote the featured articles. Thanks also to Chris Gesing of Michael Baker Jr., Inc. for his help in designing and formatting the electronic newsletter, and in posting it on the ADC10 Committee Web site.

Thanks in advance to the subcommittee chairs, members, friends of the committee and others who step forward and volunteer to submit announcements, subcommittee reports, research news, requests for information, or features for the next newsletter. The date for publication of the next newsletter is May 2008.

Remember, this is your newsletter and it is only as good as you make it. Be on the lookout in the not-so-distant future for a reader survey to obtain feedback about the contents and quality of the newsletter.

I hope to see you all at the 2008 Annual Meeting in Washington, D.C.

- Frank

Newsletter Guidelines

Major Headings:
- Chairman’s Message
- Research News
- Announcements
- Requests for information
- Subcommittee Reports
- Notices
- Feature Articles

Submittals are to be formatted to an 8½ x 11-inch size, typewritten in caps and lower-case, single spaced, flush left margin. The subject and author should be provided as part of the text. Articles may be submitted by e-mail to me.

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Subcommittee chairs are expected to submit reports on committee activities. Announcements, Research News, Features and Requests for Information may be submitted by anyone.

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Electronic Newsletter

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