



2008

Federal Highway Administration
Federal Transit Administration

2008 Transportation Planning Excellence Awards

Cosponsored by the
American Planning Association



FHWA-HEP-08-020

Rock

A letter from

FHWA Administrator Thomas J. Madison, Jr., and FTA Administrator James S. Simpson

Congratulations to the winners of the 2008 Federal Highway Administration/Federal Transit Administration Transportation Planning Excellence Awards (TPEA). We are pleased that the American Planning Association cosponsored this biennial awards program. This partnership demonstrates the importance of working together to recognize outstanding initiatives across the country to develop, plan, and implement innovative transportation planning practices.

We applaud all of the wonderful projects that were nominated for these awards. The independent panel of judges had an awesome task of reviewing nominations and selecting the best submittals.

Award recipients were honored on June 16, 2008, at a ceremony held during the 2008 Transportation Research Board Joint Summer Meeting in Baltimore, Maryland.

We appreciate your efforts to go the extra mile to ensure that your transportation plans, processes, and products demonstrate excellence and reflect the needs of the communities that we serve. Thanks to you, we now have more examples of exemplary planning to share with communities across the country.



A handwritten signature in black ink, appearing to read 'T. Madison, Jr.' with a stylized flourish at the end.

Thomas J. Madison, Jr.
Administrator
Federal Highway Administration



A handwritten signature in black ink that reads 'James S. Simpson' in a cursive style.

James S. Simpson
Administrator
Federal Transit Administration



AWARD WINNERS

More than 70 projects were nominated in 12 categories. Thirteen projects received awards, and another nine projects were recognized with honorable mentions.

American Association of State Highway and Transportation Officials

- Center for Environmental Excellence Practitioner's Handbooks Series

Montana Department of Transportation – Rail, Transit & Planning Division

- Montana Comprehensive Highway Safety Plan and Tribal Safety Planning

Southeast Michigan Council of Governments

- Regional Concept for Transportation Operations for Metro Detroit

Wisconsin Department of Transportation

- Wisconsin DOT Traffic Operations Infrastructure Planning

Kawerak, Inc., Transportation Department

- Kawerak Tribal Transportation Planning

Northeast Ohio Areawide Coordinating Agency

- NOACA Regional Pavement Management System

Montana Department of Transportation, Confederated Salish and Kootenai Tribes, and FHWA Montana Division

- Design of the US-93 Corridor Reconstruction from Evaro to Polson

The Town of Virgil, New York; New York State Department of Transportation – Community Planning and Assistance Unit; and Cortland County Planning Department

- Town of Virgil: Land Use and Transportation Management Project

Delaware Valley Regional Planning Commission, Pennsylvania Department of Transportation, and New Jersey Department of Transportation

- Smart Transportation Guidebook for New Jersey and Pennsylvania

City of Charlotte, North Carolina

- City of Charlotte Transportation Action Plan

Southwestern Pennsylvania Commission

- Project Region

Arkansas State Highway and Transportation Department

- I-430/I-630 Interchange Modification Project: Use of Modeling in the Public Involvement Process

Oregon Department of Transportation

- 2006 Oregon Transportation Plan: Modeling



Representatives of award winners with U.S. DOT staff at the 2008 Transportation Research Board's Joint Summer Meeting of the Planning, Data, Finance, Administration, Freight, and Management Committees in Baltimore, Maryland.

Front row (L – R): Cheryl Onesky, Andrew Brewer, Shannon Eggleston, Jim Cheatham, Barbara Fraser, Chuck DiPietro, Sandra Straehl, Brian Hare. Back row (L – R): Gary Grano, Norman Steinman, Fred Bowers, Rob Ritter, Tom Bruff, Charles Goodman, Rich Lukas, Dick Turner, Steve Munson.

2008

HONORABLE MENTIONS

Illinois Department of Transportation – Division of Public and Intermodal Transportation

- Regional Planning for Rural Areas

Maine Department of Transportation, FHWA Maine Division Office, and General Services Administration

- Calais, Maine – St. Stephen, New Brunswick, Canada: New International Border Crossing

Community Planning Association of Southwest Idaho

- Communities in Motion: Regional Long-Range Transportation Plan 2030

South Florida Regional Transportation Authority

- New Paradigms: The Strategic Regional Transit Plan for South Florida

Pikes Peak Area Council of Governments

- Moving Forward: Pikes Peak Area 2035 Regional Transportation Plan

Georgia Department of Transportation – Office of Planning

- Georgia Truck Lanes Needs Identification Study

New Mexico Department of Transportation

- Blazing a Trail for a Safer New Mexico

San Diego Association of Governments

- Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan

Montana Department of Transportation – Rail, Transit & Planning Division

- Performance Programming Process (P³)

The projects and organizations recognized by the 2008 Transportation Planning Excellence Awards are models for the nation. The following pages highlight their accomplishments in the hope of inspiring future transportation planning projects to meet the high standards set by these award winners.

About the Awards

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) created the Transportation Planning Excellence Awards (TPEA) in 2004 to recognize outstanding initiatives across the country to develop, plan, and implement innovative transportation planning practices. Awards are presented biennially. The TPEA Program is cosponsored by the American Planning Association (APA).

The Categories

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

- **Education and Training**
- **Freight Planning**
- **Homeland and Personal Security**
- **Linking Planning and Operations**
- **Modeling and Technology Applications**
- **Planning Leadership**
- **Participation and Consultation**
- **Safety Planning**
- **Transportation Asset Management**
- **Transportation and Land Use Integration**
- **Transportation Planning and Environment**
- **Tribal Transportation Planning**

These categories were selected by FHWA, FTA, and APA in consideration of their relevance to contemporary transportation issues and information needs.

The Criteria

Nominations were reviewed by an independent panel of judges from across the transportation profession. Each nomination was evaluated using a number of criteria defined to address the multiple elements in transportation planning:

- **Innovation:** What innovative approaches were used? What made these efforts unique? What has demonstrated that these innovative efforts are effective and efficient? What successes have occurred as a result of this innovative process?

- **Community and Public Involvement:** How has this project successfully engaged the community in the planning process? What was innovative about its community and public involvement? What were the benefits of the public inputs? How has the community and public involvement process for this project made a lasting positive difference in the community?
- **Partnerships and Collaboration:** What partnerships have been formed to facilitate the development and implementation of this project? How have these partnerships made a difference? What institutional mechanisms are in place to foster the continuation of these partnerships? Was this program created as a collaborative effort? Are public and private partners still at the table? Are non-traditional groups represented as well, such as those outside the transportation arena (e.g., emergency medical services, freight shippers)?
- **Multimodalism:** To what extent do these efforts efficiently address multimodal transportation options, including bicycle, pedestrian, transit, freight, and automobile? How does this nomination promote seamless transition between modes?
- **Equity:** What initiatives have been undertaken to ensure that these efforts are implemented in an equitable manner? What measures have been undertaken to minimize the impacts on any one community? What efforts have been made to involve all members of the community?
- **Sustainability:** What provisions have been used to ensure the long-term viability of this effort?
- **Demonstrated Results/Effectiveness/Replication:** What has been the result of these efforts? What has been implemented? How are results being measured? Has this program enhanced the transportation system for all users? Can a distinct value to the community be identified? To what extent can these efforts be transferred to other organizations around the country?



AWARD WINNER

Oregon Department of Transportation

2006 Oregon Transportation Plan: Modeling

The 2006 Oregon Transportation Plan (OTP), a statewide long-range multimodal transportation plan, established goals, policies, and initiatives for Oregon through 2030. To refine policies and develop investment scenarios, the plan used a range of analytical tools, including a state-of-the-art Statewide Integrated Model, to represent the dynamic interaction among and the effect of in-state decisions and external forces on the economy, land use, and the transportation system.

The Statewide Integrated Model was developed to analyze broad transportation alternatives on a regional or statewide basis. It is a set of computer programs designed to represent the dynamic relationship between economic activity, land use patterns, and the transportation system over time. The basic analysis approach is to identify performance criteria, create a reference scenario and policy alternatives, analyze how well each alternative satisfies the performance criteria, and judge the total effectiveness of each alternative using modeling and other analytical tools. The performance criteria used in the OTP analysis were based on the Steering

Committee's vision and values and included measures for accessibility/mobility, economic vitality, efficiency/effectiveness, equity, reliability/responsiveness, safety, sustainability, public support for the system, and financial feasibility.

The OTP analysis included seven scenarios, which examined the effects of changes in funding, fuel prices, land use policy, focusing investments in different types of highway or transit programs, and applying roadway pricing. Modeling revealed the relative magnitude of changes and differences by geographic area.

Results showed the dynamic economic relationship between rural Oregon and mobility in the Portland area and Willamette Valley, the importance of transit and operational improvements in roadway mobility, the economic and land use impacts of high fuel prices, and the effects of roadway pricing on mobility. These results informed policy discussion and investment scenarios and illustrated the impacts of various changes for the OTP committees, the Oregon Transportation Commission, and the public. Besides informing the policies adopted in the OTP, the analysis produced and augmented several issue papers and exposed a broad group of decision makers and stakeholders to a variety of technical tools and the planning analysis process. They now have a better understanding of the effects of policy and investment choices on the transportation system as a whole and how technical tools and analysis can help inform these types of decisions.



The OTP analysis showed how transportation investments across modes play a critical role in the health of the state's economy.

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<http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>