The Standing Committee on Environmental Analysis in Transportation is concerned with the relationship between the natural and human environment as an integral part of the planning, design, construction and operation phases of all modes of surface transportation projects and programs. We are also concerned with the unique interrelationships among environmentally related disciplines, and their influence on project decisions and program outcomes. We have an interest in broad policy directions affecting the integration of environmental considerations in transportation decisions within a multidisciplinary setting. The Committee places emphasis on research needs; sharing best practices; project delivery tools; emerging and strategic issues; technology transfer; process innovation; management systems; and information sharing throughout the broad spectrum of categories linking transportation and the environment.

**Summer, Here We Come!**

It’s hard to believe the progress that our hard-working committee members and friends have done since the last newsletter. Together, we have presented a workshop and two lectern sessions and co-sponsored five others. We also joined forces with ICOET for our summer meeting in Salt Lake City.

The minutes of the May 2017 Committee Meeting were circulated to committee members in June and approved by a quorum. The meeting minutes are on the committee website:

*Environmental Analysis in Transportation—ADC10*

http://trb-adc10.weebly.com

Well done!

Martin Palmer
Chair, ADC10 Committee
Beyond Boundaries: Building on Common Ground

The event of more than 500 people included 32 concurrent sessions, 60 posters, an awards ceremony, two keynote speakers, and four field tours. Topics ranged from crossing and connectivity to stormwater to policy and regulations.

This is the second time in as many years the TRB committees on Environmental Analysis in Transportation (ADC10) and Ecology and Transportation (ADC30) have met together in Salt Lake City. We met with the International Conference on Ecology and Transportation. It was the ninth biennial meeting of this well-recognized and well-attended event, which was held at the Calvin L. Rampton Salt Palace Convention Center, named after the 11th governor of the State of Utah. It was home for the 2002 Olympic Media Center and was our home away from home from May 14 through 18.

Salt Lake City was an excellent backdrop for the event.”

**TOP LEFT** The conference venue, the Calvin L. Rampton Salt Palace Convention Center, is just over a half million square feet. **MIDDLE** Devereaux Mansion, which was built in 1857. **TOP RIGHT** Salt Lake Temple, which is just blocks from the convention center. **BOTTOM RIGHT** A streetside clock on Main Street.
PLENARY, CONCURRENT, AND POSTER SESSIONS AND VENDOR DISPLAYS

“The speakers and the posters were awesome.”

MONDAY NIGHT’S WELCOME RECEPTION

“The food and the company were exceptional!”

ABOVE The ICOET Steering Committee for the ninth biennial meeting. Included are two active members of our committee—James Martin (third from the left) and Debra Nelson (center front).
LUNCHEON AND KEYNOTE SPEAKERS

Lieutenant Governor Spencer J. Cox
Utah Lieutenant Governor Spencer J. Cox spoke to a lunch crowd on Monday, May 15. He serves as the state’s chief election officer and liaison between the governor and legislature. Lt. Governor Cox works extensively to support economic development and local government solutions. He is committed to strengthening families, transforming education, increasing voter participation, utilizing modern technologies, promoting healthy living, and empowering the homeless and impoverished.

Joe Riis, Keynote Luncheon Speaker
Joe Riis is a National Geographic contributing photographer and photography fellow at the Wyoming Migration Initiative. He is a wildlife biologist, but he is perhaps best known for his pioneering cinematography of animal migrations in the western United States. Joe often uses camera traps to capture close-up portraits for migrating wildlife. His work has led him to many assignments for National Geographic, and his photographs have been exhibited widely in private and public collections.

Joe has won many awards for his work, including an Emmy for his celebrated cinematography on pronghorn migrations.

ABOVE Eugene Murray facilitates audience questions—one of his many duties at the event. LOWER RIGHT Christy Gerencher (TRB) and Alex Levy (former chair ADC30) await the lunchtime address, and the table setting made it easy to network prior to the keynote introductions.
FIELD TRIPS

Attendees could chose from one of four field trip options; the photos below are from one of these trips.

LEFT AND ABOVE At the Bear River Migratory Bird Refuge, everyone lunched and got a chance to take in the exhibits and nature trails. RIGHT The Wellsville Wildlife Crossings consist of corrugated steel plate culverts, wildlife fencing, and escape ramps.

CLOSING AND AWARDS

LEFT Saying goodbye to Debra Nelson as the chair of the ninth biennial ICOET conference. ABOVE RIGHT During the closing plenary session, four awards were handed out, including two for student oral presentations. The Legacy Award went to Bill Ruediger.

“Thanks to all who made the ICOET 2017 Summer Meeting a success!”
Summer Business Meeting Summary

While only a few people attended the 2017 summer committee business meeting, we were able to cover quite a few topics. The following points are the highlights of the business meeting.

- **Call for Workshop Proposals and Call for Papers.** The Call for Workshop Proposals and the Call for Papers are out. Workshop proposals were due to TRB on June 15, and paper submittals are due August 1. New this year is that TRB management has requested we prioritize workshops that are true workshops. Workshops must have breakout exercises and small group discussions, rather than just oral presentations.

- **Goals and Objectives.** The Goals and Objectives for the Mid-Year, Research Topics, and History Subcommittees are due this year. All others are current.

- **Committee Scope Revisions.** TRB has approved the committee’s proposed revisions to committee scope. The new committee scope is as follows:

  “The Standing Committee on Environmental Analysis in Transportation is concerned with the relationship between the natural and human environment as an integral part of the planning, design, construction and operation phases of all modes of surface transportation projects and programs. We are also concerned with the unique inter-relationships among environmentally related disciplines, and their influence on project decisions and program outcomes. We have an interest in broad policy directions affecting the integration of environmental considerations and transportation decisions within a multidisciplinary setting. The Committee places emphasis on research needs; sharing best practices; project delivery tools; emerging and strategic issues; technology transfer; process innovation; management systems; and information-sharing throughout the broad spectrum of categories linking transportation and the environment.”

- **Committee Rotation.** Next year, TRB will require the committee to rotate one-third of the current committee membership off and bring on new people as appropriate. Anyone with more than three four-year terms must rotate off. Since some subcommittee chairs may need to rotate off the committee, we must do succession planning.

- **Upcoming Summer Events.** Plans are underway to have our 2018 and 2019 summer events in Florida and Texas, respectively. Committees may not sign contracts with vendors and third-party event providers. TRB must plan and execute all summer events beginning in 2020. A section meeting appears likely for 2020.

- **TRB Newsletter Feature on ADC10 Committee Member.** The TRB January-February newsletter contained an article about Debra Nelson, committee member, which is included in part on pages 10 and 11 of this newsletter. The article highlights Debra’s accomplishments, as well as her career history. She has been a long-standing committee member and serves as committee chair for the ninth biennial ICOET event.

- **Crosscutting Session Proposal.** The committee submitted a crosscutting session proposal on Successful Near-Urban Redevelopment Strategies for Improving Environment and Transportation. We should know by late June if TRB has accepted our proposal.

- **Compendium of Papers.** The TRB will no longer produce its Compendium of Papers. The compendium was a subset of material contained in the Annual Meeting on Line.

- **TRB’s revised criteria for paper submittals.** The TRB has revised the review criteria related to the quality of writing for paper submittals. It has reworded the criteria to emphasize that papers must be written well enough to be readily understood and that poor English grammar is sufficient grounds for rejection.

- **Author Opt-Out Preferences.** Authors who submit papers for presentation can no longer opt out of including their accepted papers in the Annual Meeting on Line.
**ADC10 LIAISON AND SUBCOMMITTEE REPORTS—HIGHLIGHTS**

The Liaison Subcommittee maintains communication with the TRB Environment and Energy Section (ADC00) committees, other related TRB committees, and other transportation-related organizations to exchange information about relevant research; applied innovations in environmental analysis; and best practices in the development, operations, and maintenance of transportation projects across all modes. Highlights from ADC10’s own Research Topics Subcommittee are included below.

**ADC30—Ecology in Transportation**
- The ADC30 committee held its mid-year meeting in association with the ICOET conference in Salt Lake City.
- The committee’s last newsletter contained articles on topics of possible interest to ADC10 members:
  - Guidelines for reducing wildlife mortality
  - GIS-based wetlands impact forecast model
  - Wildlife crossing structures
  - Pollinator conservation and high-quality roadside habitat
  - Soil microbes and soil health in the roadside
- The committee’s website is [www.ecologyandtransportation.weebly.com](http://www.ecologyandtransportation.weebly.com).

**ALO50—Environmental Issues in Transportation Law**
- The committee shared thoughts on the conference’s workshops/sessions/meetings and brainstormed hot topics for the summer meeting. The ones highlighted by the committee chair, Fred Wagner, included several that could be of interest to ADC10 members.
  - Implementation of FAST Act Requirements – an update on streamlining efforts from FAST-41 and other regulatory requirements growing out of the Act.
  - ESA Mitigation Planning and Related Activity – legal issues associated with mitigation and programmatic agreements (in part, a follow-up to the Bat Workshop, where a variety of different approaches was discussed).
  - General NEPA Update – there seemed to be interest in our standard, but popular topic, with some updates on application to design-build projects, NEPA assignment issues, and new cases.
- The summer Legal Workshop (ALO50, as well as other legal committees) will be in Salt Lake City from July 30 through August 2. The host hotel will be the Sheraton Salt Lake City, and rooms will be available for $115/per night.
- The latest *Natural Lawyer* should be released shortly.

**ADC40—Transportation-Related Noise and Vibration**
- The big news in noise is that FHWA released the draft version of TNM 3.0 for review and comment in March. The new model features updated acoustical algorithms, a map-based interface and interoperability with ArcGIS and AutoCAD and MicroStation, promising to be a major change from the experience using TNM2.5 (which was released in 2004).
- Hot transportation noise research issues include quieter pavements and noise effects on wildlife.
- The ADC40 summer conference will be in July in Minneapolis, Minnesota.

**ADC20—Transportation and Air Quality**
- Topics covered at the ADC20 2017 annual meeting included continued updates to the MOVES model, combined interface to integrated emission and dispersion modeling (NCHRP 25-48), near-road air quality, and attaining the new ozone standards.
- ADC20 has continued to obtain NCHRP funding for larger research projects. Most recently, funding was announced for Quantifying the Contribution of Vehicle Emissions to Local Air Quality ($700,000) and Methods for State DOTs to Reduce Greenhouse Gas Emissions from the Transportation Sector ($500,000).
- The AASHTO Center recently released a new air quality-related Practitioners Handbook titled Documenting Air Quality Analysis and Findings in the NEPA Process.
- Because of the March 28 Executive Order “Promoting Energy Independence and Economic Growth,” CEQ has been directed to revoke the August 2016 “Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews.”

**ADC10—Research Topics Subcommittee**
- Following the annual meeting, the subcommittee is taking the lead on developing the idea of “quantifying the impacts of urban intensification strategies” through a research needs statement, and possibly submission to the TERI database. Martin Palmer put together a first draft of the idea. In parallel, Marianne Hatzopoulou is proposing another research needs statement in collaboration with ADC20 on “co-benefits of GHG reduction strategies in the transport sector.”
- In close collaboration with the Strategic Issues subcommittee, the subcommittee is putting together a list of emerging topics that will be circulated among the committee for voting/commenting. This will allow the subcommittee to start the annual meeting next year with a set of ideas to further develop.
- The subcommittee is considering the idea of a workshop on the theme of urban intensification and its effects.
Thank you, committee members and friends who provided input to update the ADC10 Committee mission statement. This process, led by Committee Chair Martin Palmer, received a number of comments, all of which were insightful. The comments were incorporated as feasible, while staying true to the committee’s original purpose. The committee’s scope is broad, and the committee and subcommittee goals and objectives give more specificity to our work. Like the committee scope, the goals and objectives are looked at on a three-year cycle or may be revised at any time.

The revised mission statement was put forward for committee vote in March and approved as required by a two-thirds majority of the committee. The updated mission statement reads:

The Standing Committee on Environmental Analysis in Transportation is concerned with the relationship between the natural and human environment as an integral part of the planning, design, construction and operation phases of all modes of surface transportation projects and programs. We are also concerned with the unique interrelationships among environmentally related disciplines, and their influence on project decisions and program outcomes. We have an interest in broad policy directions affecting the integration of environmental considerations in transportation decisions within a multidisciplinary setting. The Committee places emphasis on research needs; sharing best practices; project delivery tools; emerging and strategic issues; technology transfer; process innovation; management systems; and information sharing throughout the broad spectrum of categories linking transportation and the environment.

As context, the prior mission statement reads: This Committee is concerned with the analytical relationship of the natural and human environment as an integral part of the planning, design, construction and operation of transportation systems and projects, and issues pertaining to integrating environmental considerations in transportation delivery.

Announcements and Upcoming Events

Workshops, Conferences, and Webinars

Expediting the NEPA Process—What Does it Take?—Truths, Experiences, Tools, and Techniques (to be scheduled in the second half of 2017)

Check out the TRB Calendar of Events for more webinar and conference information:

http://www.trb.org/Calendar/

Call for Papers

TRB 97th Annual Meeting—ADC10 Call for Papers
January 7–11, 2018

Find submittal information on the ADC10 website:


ADC10 NEWS is an official newsletter of the Transportation Research Board.
Bertha, the five-story-tall, 367-foot-long, 7,982-ton soft earth boring machine has completed its impressive 9,270-foot tunnel drive through the city of Seattle.

Bertha came to town to help replace the Alaskan Way Viaduct, a double-deck highway along Seattle’s downtown waterfront. The viaduct was built in the 1950s, and decades of daily wear and tear have taken their toll on the structure. Because of the viaduct’s age and vulnerability to earthquakes, replacing it was critical to public safety. The viaduct was already showing signs of age and deterioration before the 2001 Nisqually earthquake further weakened the structure, but the earthquake heightened the need for its replacement.

Bertha has now completed her work and is being dismantled. Replacing the viaduct with a tunnel allowed the highway to remain open for much of construction, thus minimizing closures and traffic disruptions. The SR 99 tunnel will be able to withstand a 9.0 magnitude earthquake.
COMMITTEE MEMBER PROFILES

DEBRA A. NELSON—New York State Department of Transportation

Debra Nelson began her career as a field research technician on the remote tundra of Alaska. Her work has evolved to include national and international research on the interrelationship of ecology, sustainability, and resilience in transportation.

“These opportunities have allowed me to become a leader in sharing the most cutting-edge and progressive material on the ever-evolving role of environment in transportation,” Debra comments. After receiving a bachelor’s degree in forestry from the University of Massachusetts–Amherst, she joined the National Park Service to study the effects of all-terrain vehicle use on tundra vegetation and soils at a remote field station in Wrangell–Saint Elias National Park and Preserve in Alaska. Debra then returned to the lower 48 states and worked as an ecologist and environmental scientist at private firms before joining the New York State DOT in 1992.

At New York State DOT, Debra has led efforts to advance the agency’s environmental ethic and sustainability mission. In 2001, she quips she “traded in her boots for suits” to head the Water Ecology Section of the agency’s Environmental Analysis Bureau, guiding environmental stewardship efforts and policy development in transportation activities. Since 2009, Debra has assisted executive management in priority focus areas, including asset management, emergency response, sustainability, and resilience. She leads the agency’s Solar Highway Initiative and the FHWA Climate Change Resilience Pilot Project. Debra helped form the TRB Task Force on Ecology and Transportation in 2003 and continued involve-

TRAVIS MAST—U.S. Department of Transportation Volpe Center

Travis Mast learned about the ADC10 committee through a colleague who had been active in TRB and encouraged him to get involved.

“After attending several TRB conferences and meetings, the opportunity to join the committee presented itself, and I jumped at the chance to join a great group of people working in a truly unique and complex field. The committee has provided me with a wonderful opportunity to network with peers and expand my knowledge base about the work others are doing,” he explains.

Travis Mast is a biologist with the Volpe Center. He provides NEPA and biological resource expertise to federal agencies involved in transportation planning and project development. Travis works with the FRA on program-level guidance and supports project delivery. He has developed guidance documents to improve outcomes through identification of commitments during the NEPA phase. Travis is developing methodology standards for resources to ensure consistent application of impact assessment.

In addition to program support, Travis provides project-level oversight, overseeing environmental compliance for multiple rail projects throughout the country. He has worked on the California High-Speed Rail project, providing oversight and compliance support for the Central Valley portion of the project. Travis also works on environmental assessments for transportation safety improvement rulemaking actions, including the Quiet Car and Speed Limiter.

Travis notes, “As an environmental professional in a transportation research organization, I am particularly interested in providing guidance and development of procedures for agencies to ensure we are efficiently and effectively protecting the resources we all depend upon while still delivering key transportation projects. My work aligns with the mission of the continued on next page
COMMITTEE FRIEND PROFILE

JEFF FRANTZ—CH2M

Based in St. Louis, Missouri, Jeff Frantz is vice president and U.S. practice director for environmental planning and permitting in the State & Local Governments Sector of CH2M. He manages and provides technical consulting services familiar to many ADC10 members and friends—NEPA compliance for transportation projects.

Jeff’s primary role at CH2M is leading environmental documentation for transportation projects, mainly highway and bridges, although his portfolio includes passenger and freight rail projects. Many of his projects are in the Midwest where he’s based, but he has worked on projects in more than 20 states.

The range of Jeff’s professional experience is broad, and includes assignments such as preparing NEPA documents, managing on-call contracts with Illinois DOT, preparing fee impact assessment updates, preparing countywide plan updates, and setting up environmental programs and procedures for the Illinois Tollway. He has experience with the Illinois DOT as an environmental coordinator in two Illinois DOT districts.

Jeff, who has been an active participant in TRB since 2000, has been a friend of the ADC10 Committee for several years. He says he was drawn to ADC10 because the committee closely reflects his professional area of interest. Jeff has been an active friend of the committee under not only Martin Palmer’s leadership, but also during the terms of Muggs Stoll and Mark Cross. He believes that the ADC10 Committee is successful in involving friends in committee projects and deliberations, not just as “members of the audience.” Jeff is an ADC10 Committee Liaison, coordinating committee work with TRB’s Long-Range Planning Committee (ADA10).

Like many ADC10 committee members and friends, Jeff learns from committee deliberations at the mid-year committee meetings and especially enjoys the TRB annual meeting. As we have all experienced, the annual meeting gives him access to information about a seemingly limitless range of transportation subject matter.

Jeff’s interest in transportation and all things TRB is a family affair. His father, Pete Frantz, was an Illinois DOT leader, including serving as environmental section chief.

NELSON, continued from previous page

Debra Nelson has had a long and varied career in the transportation research and policy arena after it became a standing committee in 2007. She served on several National Cooperative Highway Research Program and second Strategic Highway Research Program (SHRP 2) panels and task groups, covering topics such as environment protection pilots, temporary bridging of wetlands, resilience research, and adaptation for extreme weather events. Debra chaired a SHRP 2 expert task group on the integration of national-level geospatial ecological tools and data, and she was appointed to the SHRP 2 Technical Coordinating Committee on Capacity Research. She is a member of the standing committees on Environmental Analysis in Transportation and on Transportation and Sustainability and serves as New York’s TRB state representative for research. Debra has been a member of the Steering Committee of the ICOET since 2001.

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MAST, continued from previous page

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Committee History Update
by Colleen Vaughn, U.S. Department of Transportation, Office of the Secretary

While drafting a newsletter article updating members on the status of compilation of the committee’s history, my thoughts took a turn when a news article caught my eye.

During the week of April 4, 2017, Alaska Senator Dan Sullivan, expressing concern over the time taken to complete environmental reviews, announced that he was planning to introduce legislation to “upgrade” the federal government’s system for conducting environmental reviews under NEPA (https://www.eenews.net/eedaily/2017/04/05/stories/1060052620). This is nothing new; every four to eight years there is a push to “update” NEPA. The new administration has expressed a great deal of interest in this topic. In his inaugural address, President Donald Trump twice promised renewal of the nation’s infrastructure, and, within his first 100 days, he issued at least three Presidential Memoranda and one Executive Order:


These initiatives have generated a few questions and one general comment with regard to ADC10:

• What does they mean to those who work in environmental policy and project delivery?
• What role can/should ADC10 serve in guiding future conversations on streamlining?
• This topic provides definitive proof that history repeats itself.

Indeed, ADC10, under its prior name, A1FO2, has been influential in shaping past streamlining efforts. Wayne Kober recently noted that members of ADC10 had an influence on streamlining provisions in 1998’s TEA-21: “We had a big impact on passage of TEA-21 . . . there were several of us that got together the year before the law was passed and developed 10 environmental streamlining principles, and these principles were vetted… and ultimately became part of section 1309 on environmental streamlining in TEA-21.” (Wayne Kober)

Several months ago, Jeff Frantz of CH2M and I, with the intent of documenting the history of the committee, began to conduct interviews with founding members of ADC10, in addition to those with historical knowledge of the committee. We have interviewed Muggs Stoll, Mark Kross, Wayne Kober, Andy Fekete, Robert “Jake” Jacobsen, and Pete Frantz. In addition to Wayne Kober’s quote above, here are some quotes that we thought would be of interest to the committee as a whole:

“There has been more progress made in this country in transportation in the environmental area because of these people [the committee] interacting than through any reports or papers.” (Wayne Kober)

On the creation of A1FO2: The passage of NEPA drove the process because transportation had to “comply with the National Environmental Policy Act and dozens of other federal laws and state laws, so there was really no committee in the TRB structure in that subject area.” (Wayne Kober)

“NEPA is a decision-making process, period. Basically, the idea was to make sure you understand what you are going to do to the environment, what you can do to avoid impacts, then make the decision: do it or not. In the beginning, it was a requirement, you had to drag people through the coals . . . it was seen as something you did after you got the design halfway done. What happened over time, after the committee got involved . . . was that they changed the model, the paradigm changed . . . to improving the actual decision, not just whether you should build the road.
or not, but detailed design decisions. Those decisions were becoming better and more environmentally sensitive.” (Andy Fekete)

While Jeff and I are still compiling the responses, overall they have been consistent in the message that ADC10 is policy oriented and has stressed the value of collaboration in developing and recommending good policy. As Andy Fekete commented during his interview, “One of the things we worked a whole lot on is that this whole NEPA process is one of collaboration . . . so A1F02 really got into collaborating with other committees.” This collaboration starts within ADC10; during workshops at annual and mid-year meetings, and at times in between. Wayne Kober, Andy Fekete, and Pete Frantz each recalled meeting in Denver in the 1990s to work on research problem statements based on a sharing of concerns, problems, and ultimately, potential solutions. Wayne noted that they were able to secure several computers to use and spent several days focusing on drafting and vetting problem statements (for those members not old enough to remember, not every DOT employee had a computer on his or her desk in the 1990s).

Another task of the history subcommittee has been compiling documentation gathered over the years from previous meetings. The earliest meeting notes I have are from a 1988 mid-year meeting that occurred in Williamsburg, Virginia. One of the sessions was called “Wait for it . . . Wait for it—the NEPA Process!!” At the July 1998 A1F02 (Environmental Analysis) meeting in Salt Lake City, a key topic was fast tracking projects. At the 2014 annual meeting, ADC10 sponsored a workshop titled “Advancing Environmental Research in Transportation: Two Decades of Progress.”

Notice the trend? The same discussions currently occurring taking place began soon after NEPA was signed into law. As a committee, we are strategically placed to lead the charge on managing the overall NEPA process to ensure that responsible decision making occurs. Our revised committee scope further enforces this “new” thought process:

“The Standing Committee on Environmental Analysis in Transportation is concerned with the relationship between the natural and human environment as an integral part of the planning, design, construction and operation phases of all modes of surface transportation projects and programs. We are also concerned with the unique interrelationships among environmentally related disciplines, and their influence on project decisions and program outcomes. We have an interest in broad policy directions affecting the integration of environmental considerations in transportation decisions within a multidisciplinary setting. The Committee places emphasis on research needs; sharing best practices; project delivery tools; emerging and strategic issues; technology transfer; process innovation; management systems; and information sharing throughout the broad spectrum of categories linking transportation and the environment.”

Jeff Frantz and I are continuing to collect committee history and encourage all of you to reach out and give us thoughts, either through audio recording or an email. Once the audio files have been edited, we will post them to the committee webpage, along with other remnants of the committee’s history.
## USEFUL LINKS

**ENVIRONMENTAL JUSTICE (EJ) • Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”**

USDOT Environmental Justice Strategy

FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, Order 6640.23A (June 2012)


Environmental Justice Fact Sheet

Partnership for Sustainable Communities (PSC)

Framework for Better Integrating Health into Transportation Corridor Planning

PEL Benefits: Measuring the Benefits of Planning and Environmental Linkages (PEL)

Every Day Counts Programmatic Agreement Innovation Webinar

FHWA’s site on Context Sensitive Solutions

NEPA Assignment: Delegation of Federal Environmental Responsibility for Highway Projects

TRB Webinar: Environmental Performance Measures for State Departments of Transportation

TRB Webinar: Integrating Climate Change Resilience into Transportation Asset Management

TRB Webinar: Potential Use of Social Media in the NEPA Process

TRB Webinar: DOT Climate Change Adaptation and Local Resilience Coordination – An Operations Perspective

TRB’s SHRP 2 Tuesdays Webinar: Expedited Planning and Environmental Review of Highway Projects (C19)

Mid-Atlantic Transportation Sustainability University Transportation Center

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