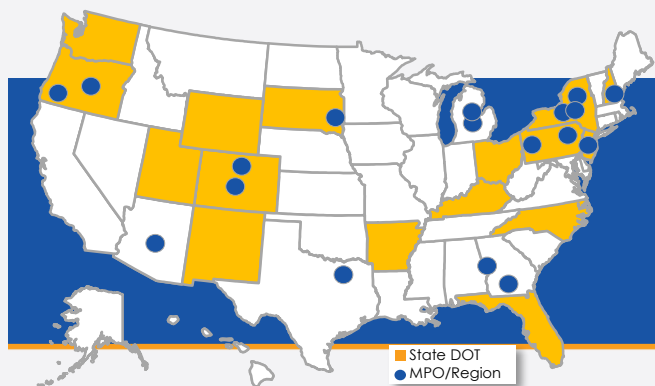


PLANNING SNAPSHOT 8: INTEGRATED PLANNING

JUNE 2016

Funded through the NCHRP 8-36 Research Series, these snapshots are designed to tell you a little about the current state of a specific planning practice of interest today.

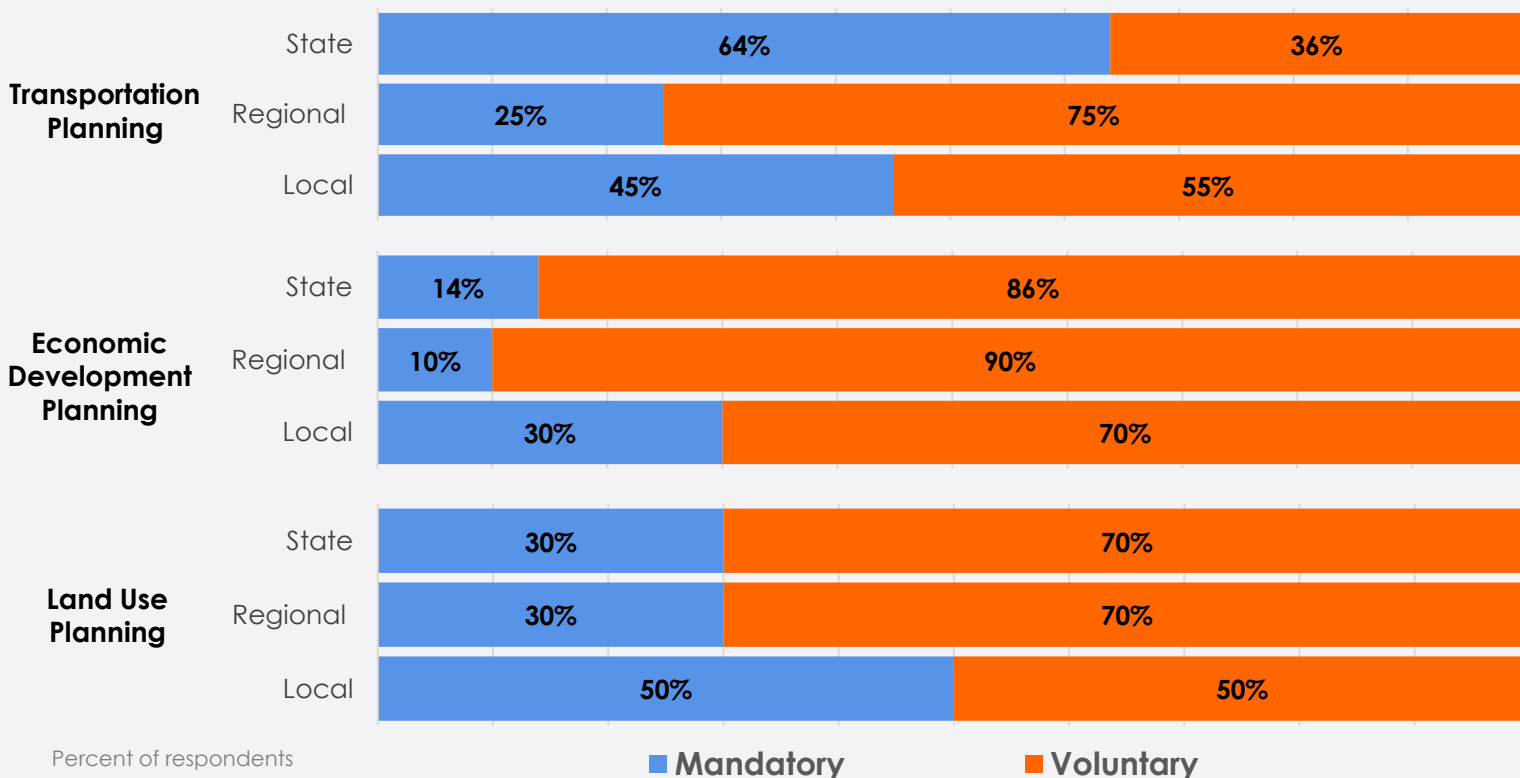


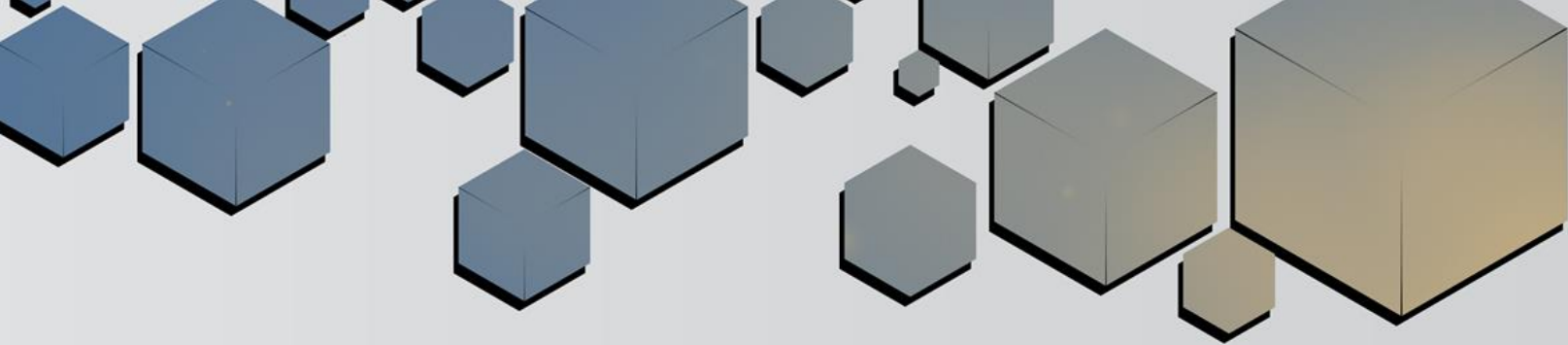
Integrated Planning How, if at all, are transportation, land use, economic development and other planning processes coordinated between agencies and at different levels of government? This survey was distributed on behalf of SCOP, AMPO, and NARC. 15 state agencies and 21 regional organizations responded – providing the insights and information shared in this planning snapshot.

INTEGRATING AND COORDINATING PLANNING EFFORTS

In some areas, agencies are integrating and coordinating planning efforts beyond typical federal and state mandated requirements. The concept of integrated planning suggests that state, regional, or local transportation, economic development, and land use plans are aligned and that multiple partners are involved. This snapshot explores integrated planning across the U.S.

Is integrated planning required at state, regional, or local levels?

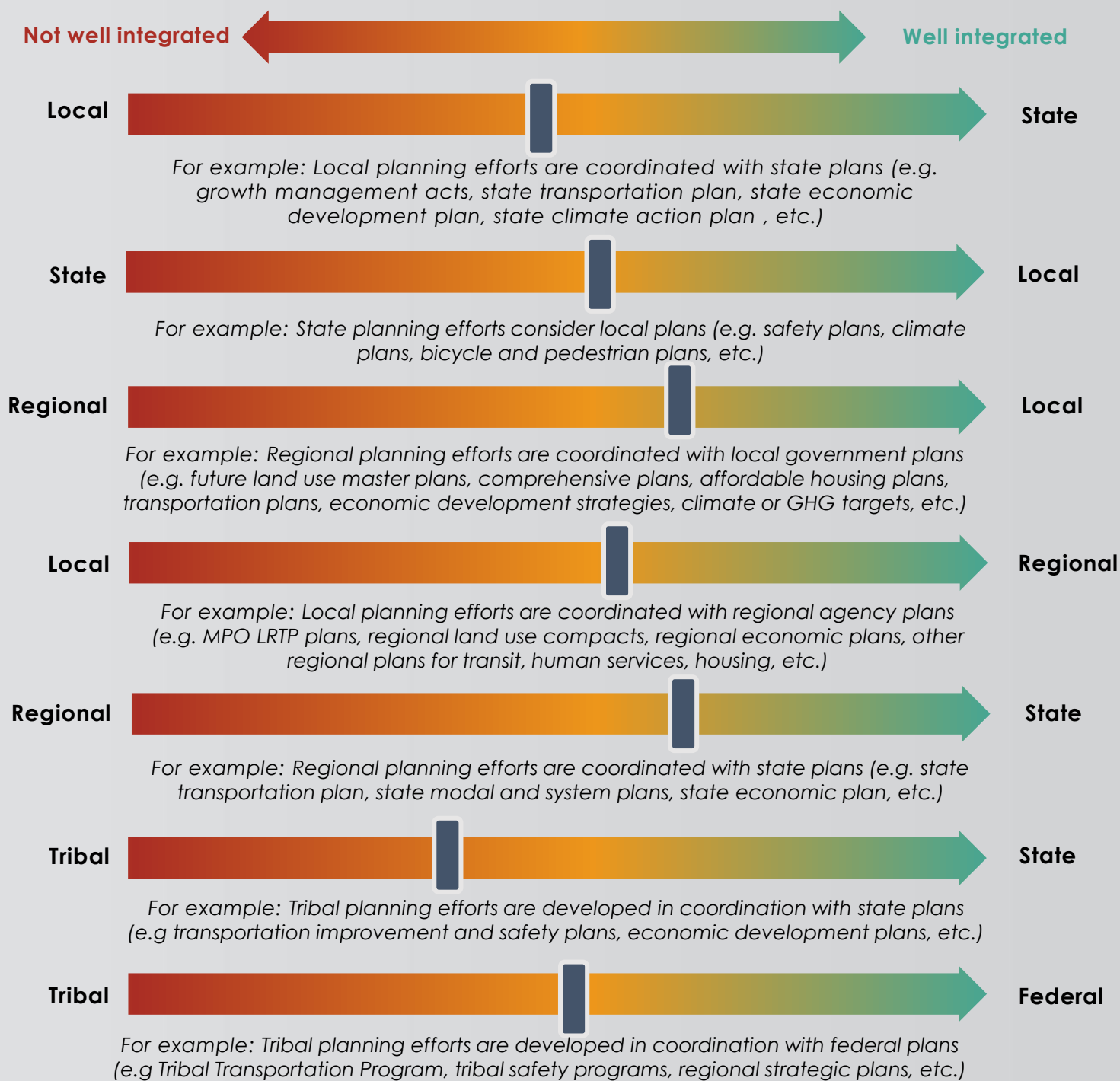




INTEGRATED PLANNING BETWEEN DIFFERENT LEVELS OF GOVERNMENT

To gauge integrated planning successes, survey respondents rated coordination efforts between various levels of government on a 1-5 scale. The average ratings of all respondents are shown by the position of the following slider bars. Examples are provided for context.

To what degree are transportation, land use, and economic development planning integrated?





SEVERAL STATES REQUIRE INTEGRATED PLANNING

What are some examples of state regulations or other requirements that impact agency collaboration and coordination?



“New York State Smart Growth Law passed in 2011 requires state agencies to assess all infrastructure projects for consistency with 11 Smart Growth criteria. **The purpose is to minimize sprawl and negative impacts on the environment.**”



“Under the Pennsylvania Municipalities Planning Code, counties are required to develop comprehensive plans. It is common for counties to work with other agencies in developing plans (e.g. PennDOT, State Data Center, utility companies, chambers of commerce, economic development corporations, environmental agencies, etc.) **This interagency collaboration enhances the quality of plans by identifying issues, assessing trends, and establishing direction.**”



“Oregon has a series of **State Planning Goals that require integrated planning at the local and regional level across land use, transportation, environment, and economic development.** Oregon DOT is required to develop a State Transportation System Plan and policy framework. Local and regional plans must be consistent with the state transportation plan.”



The New Jersey State Planning Act establishes a State Planning Commission and charges it with a **mandate to create a State Development and Redevelopment Plan to coordinate planning activities and establish statewide planning objectives** including: land use, economic development, and transportation [...].”

What are some examples of collaboration and coordination on integrated planning topics?

SUPPORT

“The Oregon DOT funds many of the local Transportation System Plans in our state and **we have guidelines that set expectations for what should go into these plans.**”

INTEGRATE

“PennDOT and state departments of Environment, Economic Development, and Agriculture, along with the Office of the Governor, **formed the Land Use Transportation and Economic Development (LUTED) State Interagency Team** to manage interagency efforts.”

COLLABORATE

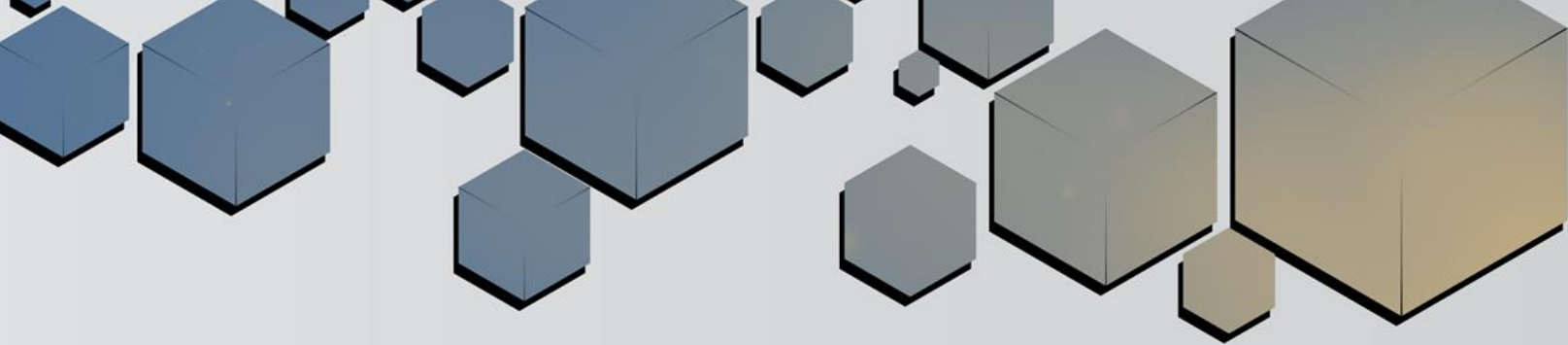
“Colorado Revised Statutes calls for **a plan to address climate change and reduce greenhouse gas emissions.** This effort involves multiple agencies and integrates various plans.”

INVOLVE

“Florida statutes provide a planning framework that ensures coordination in the Florida Transportation Plan. FDOT’s most recent plan was developed with **extensive stakeholder engagement, public outreach, and is consistent in language and framework with plans from other state agencies and the state Chamber of Commerce.**”

COORDINATE

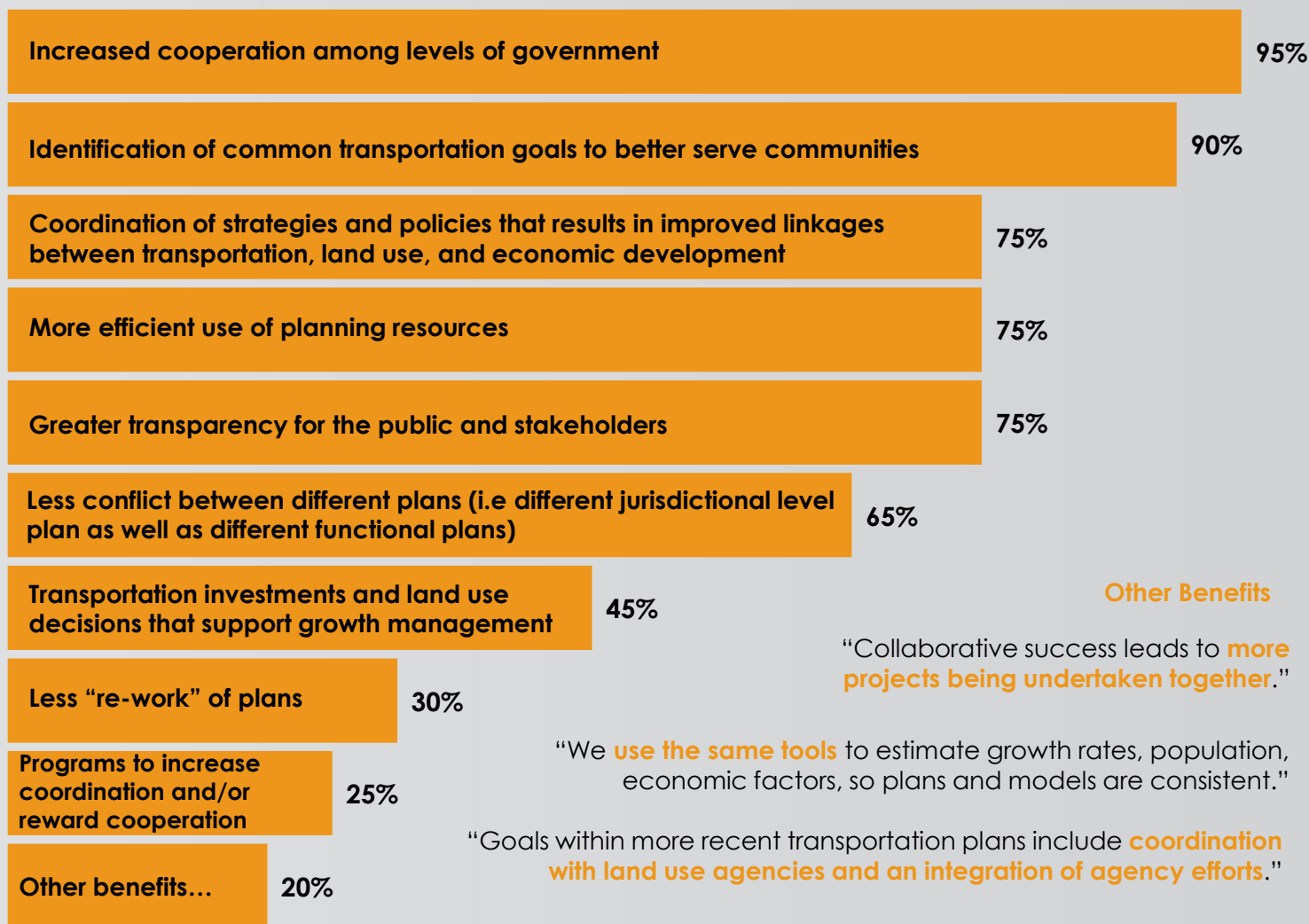
The Ohio State DOT and Department of Development **coordinate with regional and local chambers of commerce regarding project siting.** The DOT has an office dedicated to “Jobs and Commerce” that supports Local Transportation Infrastructure Development groups.



BENEFITS AND CHALLENGES OF INTEGRATED PLANNING

Vertical and horizontal integration of the planning process can lead to increased cooperation and progress on common goals. Yet the process is often informal, infrequent, resource intensive, and results and benefits may be challenging to demonstrate to partners.

What benefits to your state or region have you observed from integrated planning?



Other Benefits

"Collaborative success leads to **more projects being undertaken together.**"

"We **use the same tools** to estimate growth rates, population, economic factors, so plans and models are consistent."

"Goals within more recent transportation plans include **coordination with land use agencies and an integration of agency efforts.**"

Percent of respondents

What challenges have arisen or been observed from integrated planning?



"The process of updating plans can take years and **expectations need to be managed.**"

"While the MPO plan is updated every four years, **local road plans are sometimes decades, or in one case over 25 years, old.** It is difficult to continually update a transportation plan and also keep it consistent with older local plans."

"Plan integration can **lead to delays** resulting from the need to get multiple parties in agreement on how to obtain input on plan content and determine key messaging."



"Integration may sometimes encroach on other areas of expertise and can lead to **reluctance to participate.**"



OVERCOMING IMPEDIMENTS TO INTEGRATED PLANNING

Integrated planning requires a real interest, commitment, and disciplined approach from all involved

How has your agency surmounted obstacles and impediments to more integrated planning and what actions were most successful?



Sustain Coordination and Implementation

“We use online meeting **software to coordinate staff efforts from multiple counties.**”

“After adopting our most recent LRTP we **continued coordination with plan owners on a regular, monthly basis** to keep the plan integration team informed of new initiatives, programs, regulations, or other changes.”

“We **showcase tasks, schedules and accomplishments** and ensure everything is available via a management database to all participants. It really comes down to accountability and making tasks and progress visible to all.”



Communicate Early and Often

“It is important to **have all the right players involved early in the process** and to especially be mindful of those who may not buy into the process. Involve them - and the legislature, who can derail efforts – early on”

“The challenge of getting local and regional stakeholders to work together has been overcome by **repeated communication, explanation, and demonstration** of how integrated planning can help a community.”



Demonstrate Leadership

“If you are the lead agency then you need to **set the best example of work and work flow.** Working with partners one on one is also helpful to keep moving forward.”

“**A strong Regional Planning Commission presence** to support locals is our biggest success factor.”



Maintain Interest

“There is definitely more interest in planning at the local and regional level when there **are monetary incentives to do so.**”

“**Maintaining interest in participation is key** - when not sustained it becomes an impediment.”

“Consider **newsletters and/or other literature or notifications to keep interest** in the planning effort alive.”

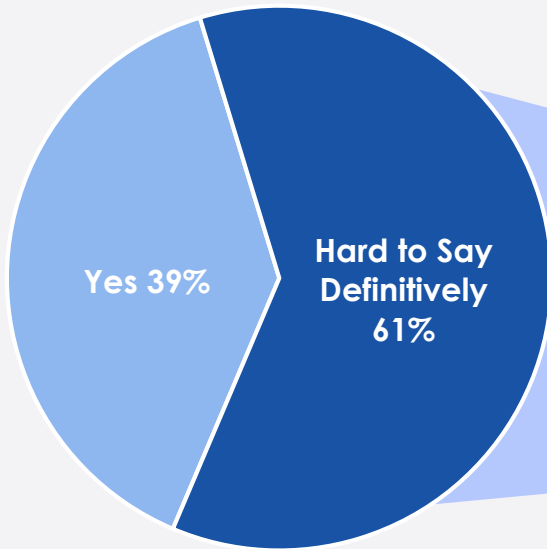
What actions were unsuccessful in surmounting impediments to integrated planning?

“**Talking does not work**, you need to demonstrate why integrated planning does work. Only then does the light bulb come on about what you may have been talking about for the past several months.”

“**Pretending that the problem will resolve** does not work. Pretending that you are all on budget and schedule does not work.”

SUCCESSSES IN INTEGRATED PLANNING

If practiced in your state or region, do you consider integrated planning successful?



If integrated planning is not utilized in your state, why not?

"An imminent crisis and/or very rapid growth is required to break people out of old habits, **otherwise inertia rules.**"

"Timing is always difficult and **everyone is always playing catch up.** Then just when you get momentum going, elected officials change whether at local, regional, or state levels."

"Strong home rule makes it more difficult to engage in integrated planning. There are **no mechanisms to organize** multi-county regional efforts."

What lessons learned from your own state or region's experience might be useful to others?

"**Informal collaborations can go a long way** to implementing useful programs. Don't wait for laws, resolutions, or policy changes in order to get to work."

"Showcase your best partners. On one project **we took committed partners and less compliant partners and put them together in a very structured environment** with a visible process and clear objectives. It helped partners to see what success looks like and made them feel accountable to their peers."

"**Agencies benefit from the integrated planning process depending on their degree of commitment.** Those parties who are fully invested in the process and transformed their agencies and staffing through the effort made quantum leaps forward. Other agencies did not make as much progress, making a coordinated effort much more challenging."

"Integrated planning can be difficult when the planning agency does not have transportation powers. **You have to ensure the agencies taking part have the proper authority.**"

For more information about this NCHRP effort and to view additional snapshots please visit www.planningsnapshots.camsys.com.

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