

Although each decision making partner has specific interests based on their agency’s mission and priorities, they share several interests across all phases. These over-arching interests are:

- The process is inclusive and collaborative.
- Decisions are based on realistic information and reasonable assumptions and can be implemented.
- The process and the outcomes meet all existing regulations.

The following information identifies the partner specific interests in each phase of decision making in addition to those above.

FHWA Interests in Transportation Decision Making	MPO Interests in Transportation Decision Making	State DOT Interests in Transportation Decision Making	Resource Agency Interests in Transportation Decision Making
Long Range Transportation Planning	Long Range Transportation Planning	Long Range Transportation Planning	Long Range Transportation Planning
Ensure that the long range planning process/resulting plan: <ul style="list-style-type: none"> • Reflects the community vision and goals. • Is fiscally constrained. • Meets air quality conformity. 	Ensure that the long range planning process/resulting plan: <ul style="list-style-type: none"> • Ensure political, geographic and social equity. • Reflects the region’s vision and goals. • Is fiscally constrained • Moves forward expeditiously. 	Ensure that the long range planning process/resulting plan: <ul style="list-style-type: none"> • Is consistent with the TIP/STIP. • Consider state needs and deficiencies along with other concerns. • Reflect interconnectivity between the state’s system and other systems. 	Ensure that the long range planning process/resulting plan: <ul style="list-style-type: none"> • Incorporates and documents large scale avoidance and minimization. • Considers indirect and cumulative impacts/land use issues.
Corridor Planning	Corridor Planning	Corridor Planning	Corridor Planning
Ensure that the corridor planning process/resulting plan: <ul style="list-style-type: none"> • Is consistent with other accepted plans. • Involves potentially affected federal and state agencies. 	Ensure that the corridor planning process/resulting plan: <ul style="list-style-type: none"> • Provides a clear statement of the problem. • Results in a range of improvements in multiple projects and with various modes. • Establishes a common understanding between partners about implementation responsibilities. • Is built on the foundation of the LRTP. 	Ensure that the corridor planning process/resulting plan: <ul style="list-style-type: none"> • Is conducted in a way that information can be transferred to the NEPA process. • Integrates transportation and land use. • Builds on the foundation of the LRTP, where applicable. 	Ensure that the corridor planning process/resulting plan: <ul style="list-style-type: none"> • Is consistent with any agreements made in long range planning and can inform NEPA. • Provides clear expectations of how the results of environmental review can be used. • Broad geographic scale information is obtained and shared.
Programming Integrated with Fiscal Constraint	Programming Integrated with Fiscal Constraint	Programming Integrated with Fiscal Constraint	Programming Integrated with Fiscal Constraint
Ensure programming and the resulting TIP/STIP: <ul style="list-style-type: none"> • Is fiscally constrained. • Accurately reflect the plans/intent of the state/MPO. • Incorporates the TIP in STIP. • Includes only projects that are eligible as programmed. 	Ensure programming and the resulting TIP/STIP: <ul style="list-style-type: none"> • Are consistent with the LRTP. • Are fiscally constrained. • Meet project selection criteria and performance measures. • Address the needs of the system. 	Ensure programming and the resulting TIP/STIP: <ul style="list-style-type: none"> • Are in agreement. • Use all available funding sources. • Meet project selection criteria and performance measures. • Are fiscally constrained. 	Ensure programming and the resulting TIP/STIP: <ul style="list-style-type: none"> • Consider the environmental issues identified in setting cost and schedule. • Provide a project description adequate for resource agencies to identify when their input is needed. • Accurately reflect the plans/intent of the state/MPO.
Environmental Review	Environmental Review	Environmental Review	Environmental Review
Ensure the environmental review process/environmental document: <ul style="list-style-type: none"> • Correctly describes the process. • Is built on the foundation of previous phases. • Is based on meaningful participation. 	Ensure the environmental review process/environmental document: <ul style="list-style-type: none"> • Considers the TIP, long range transportation plan and land use plans/economic development patterns. • Is well documented in order to inform planning processes. 	Ensure the environmental review process/environmental document: <ul style="list-style-type: none"> • Builds on previous processes. • Is comprehensive and fully disclosed. • Is based on meaningful participation. • Is streamlined in order to meet both budget and schedule. • Is based on an agreement among all partners as to the content of the NEPA document. 	Ensure the environmental review process/environmental document: <ul style="list-style-type: none"> • Addresses a true need/deficiency. • Is based on an agreement among all partners as to the content of the NEPA document. • Follows an appropriate sequence – avoid, minimize, mitigate. • Is coordinated with other permitting requirements.