



# Linking Planning and NEPA

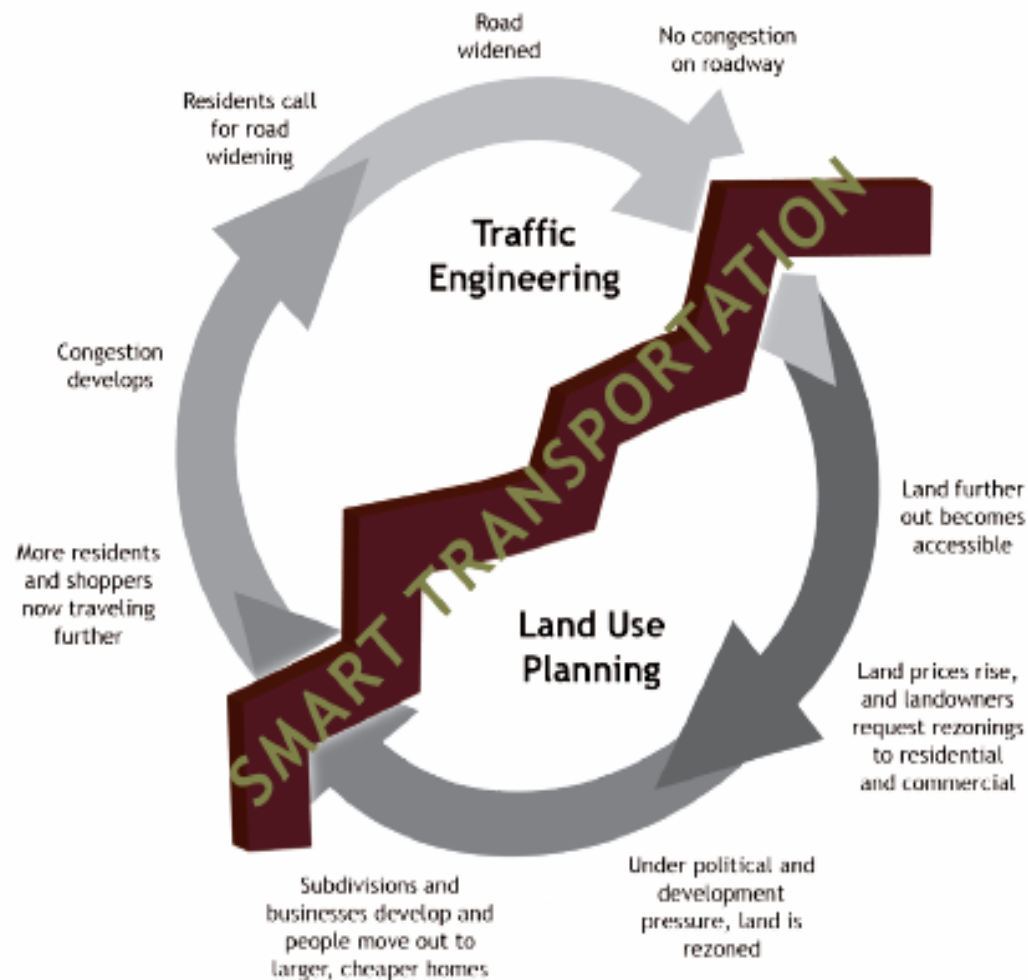
## PennDOT's Improvements to the Project Delivery Cycle

**Anna Lynn Smith**  
*PB*

**Angela Watson**  
*PennDOT*

**Steve Deck**  
*Skelly & Loy*

## Smart Transportation Principles Break the Unsustainable Transportation/Land Use Cycle



## Pennsylvania's Guide to Context Sensitive Solutions



"Balancing  
and mobility  
preserving  
aesthetic  
environment  
sensitivity  
the community  
and values"

**PennDOT's**  
**Sound Land Use Implementation Plan**  
Translating Smart Transportation Principles to Reality

**Executive Summary**  
PENNSYLVANIA MOBILITY PLAN

The Pennsylvania Mobility Plan, our statewide long-range transportation plan, sets direction for transportation investment for 2006 through 2030.

The Mobility Plan VISION:  
**Provide the best performing transportation system for people, business, and places.**

The Mobility Plan GOALS:

1. Move people and goods safely and securely.
2. Improve quality of life by linking transportation, land use, economic development, and environmental stewardship.
3. Develop and sustain quality transportation infrastructure.
4. Provide mobility for people, goods, and commerce.
5. Maximize the benefit of transportation investments.

**1 Summary** **2 Direction** **3 Implementation** **4 User's Guide**

**PennDOT**

## Access Management Model Ordinances for Pennsylvania Municipalities Handbook



FHWA-NHI-04-183  
July 2004

NHI Course No. 151041

# **Linking Planning and NEPA:**

## **Towards Streamlined Decision-making**

### **Managers Workshop Participant Manual**

THE STATE UNIVERSITY OF NEW JERSEY  
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# The Project Process

- Joint PennDOT/FHWA Executive Session and Workshop, April 2005
  - Five Action Items
    - Statewide Planning
    - MPO/RPO Planning
    - Planning Studies
    - Agency Coordination Meetings
    - Information Gathering/Sharing
  - Associated Tasks
  - Initiatives Underway or Planned

# Similar Efforts in Other States

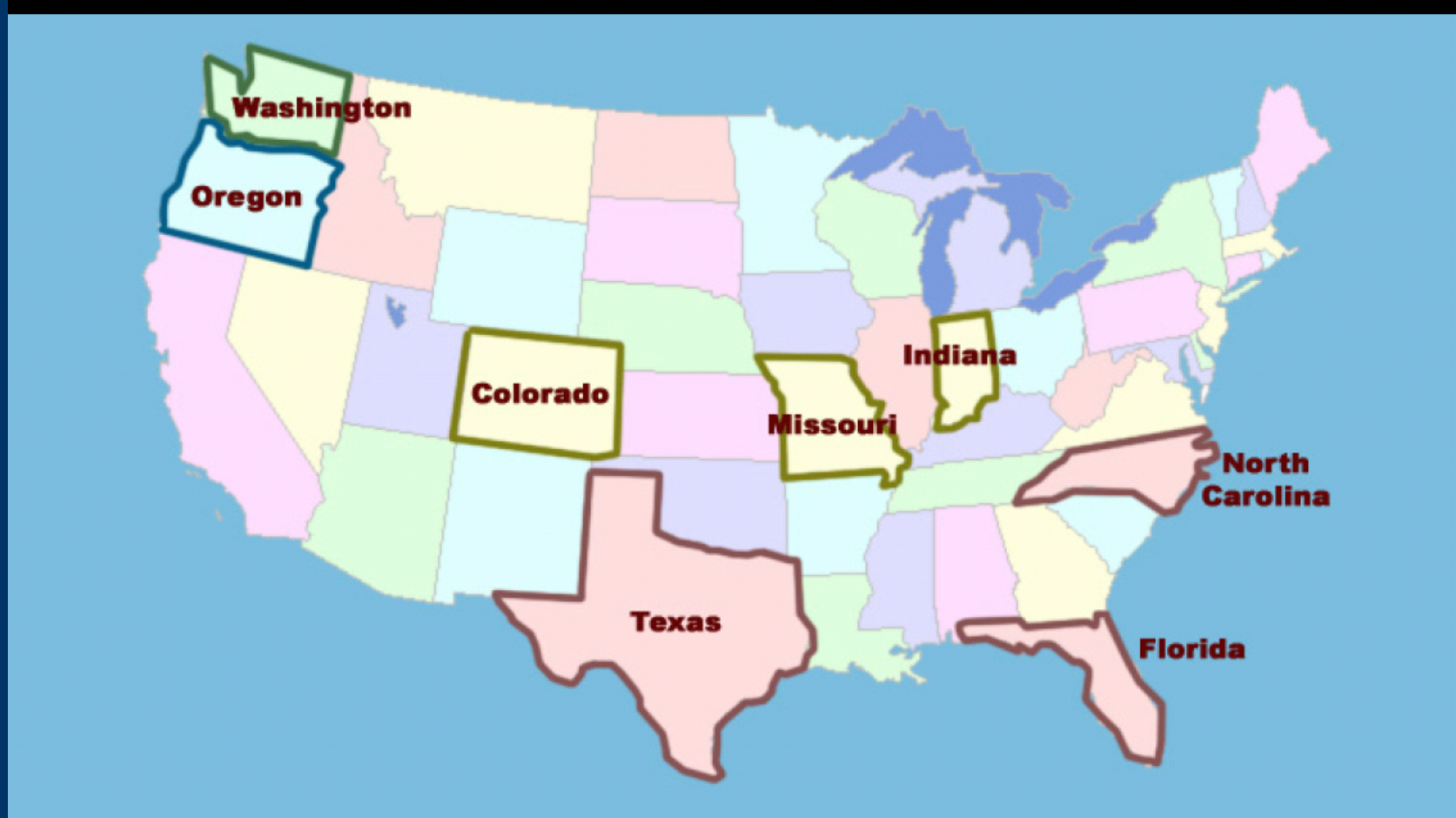
- Transportation Research Board
- National Cooperative Highway Research Program
- Other State DOT's Best Management Practices
- TIP Evaluation Criteria

# State DOT Best Practices

- Program Description
- Purpose and Need Statement
- Evaluation of Alternatives
- Interagency Roles and Coordination
- Project Evaluation Criteria
- Project Process Delivery Map



# State DOT Best Practices





# TIP Evaluation Guidance

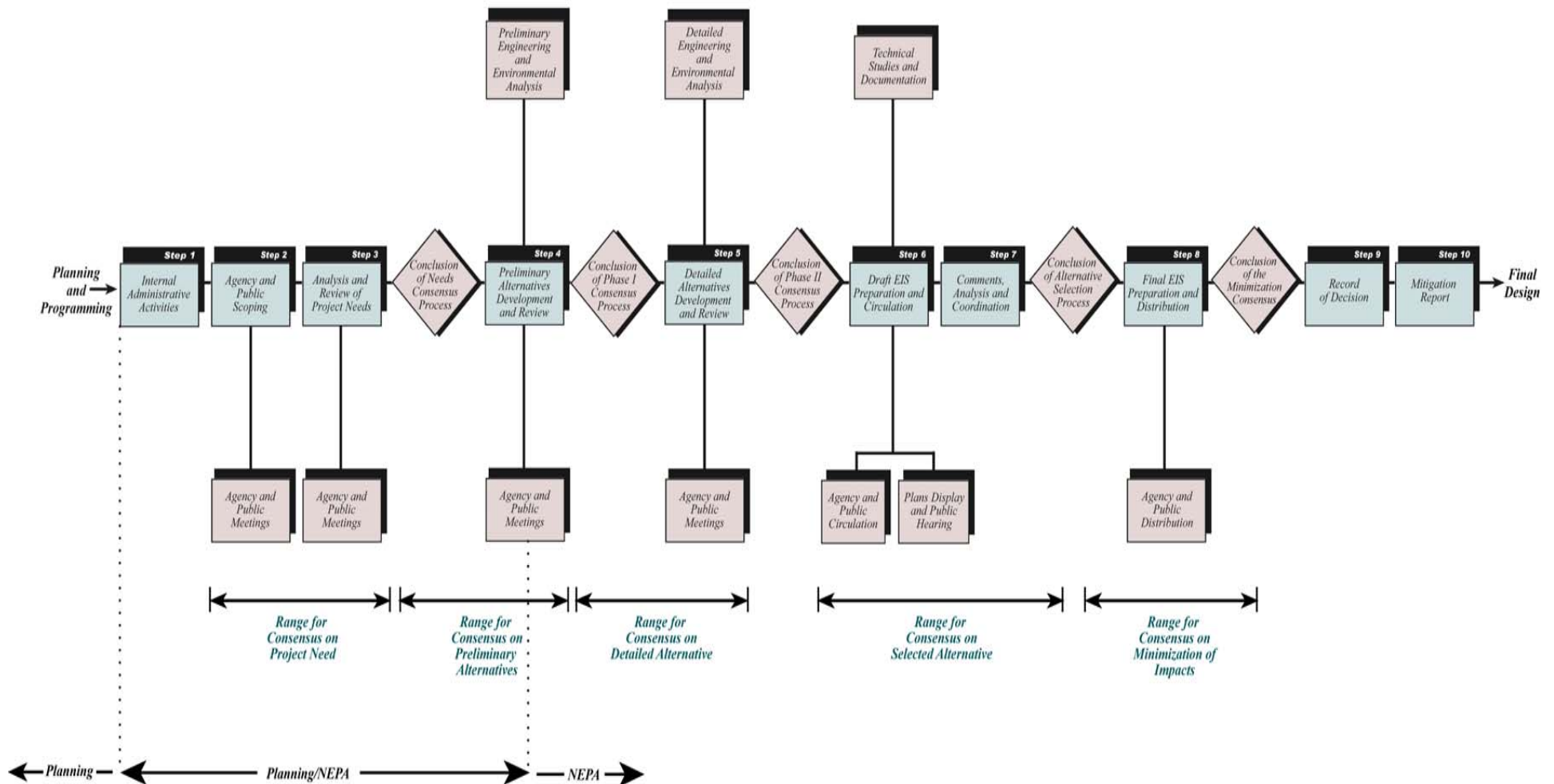
- Scan of PA MPOs/RPOs and other states
- Optional as Part of Project ID and Prioritization
- PennDOT's Process Considers:
  - Federal Planning Factors
  - State Planning Criteria
  - Regional/Local Criteria

# Scan of Non-PA MPOs'

## Evaluation Criteria

- Boston, MA
- Albany, NY
- Eugene, OR
- Tulsa, OK
- San Francisco, CA
- Albuquerque, NM
- Nashville, TN
- Northern NJ
- Southern NJ
- Seattle, WA
- Vancouver, WA

# CURRENT 10-STEP PROCESS WITH ILLUSTRATION OF OVERLAP BETWEEN PLANNING & NEPA



# SAFETEA-LU – Sections 6001 and 6002



## Federal Register

Wednesday,  
February 14, 2007

### Part III

#### Department of Transportation

Federal Highway Administration  
23 CFR Parts 450 and 500

Federal Transit Administration  
49 CFR Part 613

Statewide Transportation Planning;  
Metropolitan Transportation Planning;  
Final Rule

### SAFETEA-LU ENVIRONMENTAL REVIEW PROCESS FINAL GUIDANCE

*This guidance is non-binding should not be construed as  
rules of general applicability and legal effect.*

The Transportation Planning Provisions of SAFETEA-LU (Section 6001) and regulations include the following:

- All TIPs, STIPs and plans adopted after July 1, 2007
- Participation Plans
- Federal, state, and local agency and tribe consultation
- Focus on mobility and safety while being consistent with planned growth and economic development.
- Potential mitigation opportunities included in statewide and metropolitan plans

## Environmental Provisions (Section 6002) and Proposed Question and Answer Guidance:

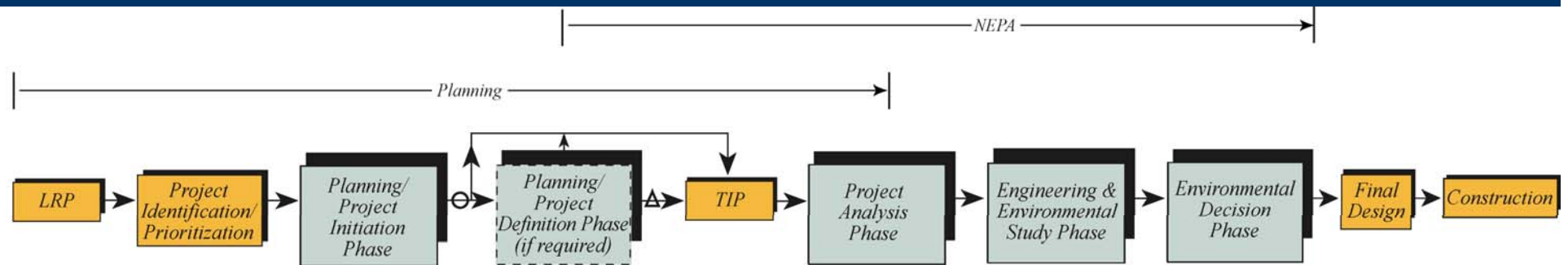
- Environmental Review Process
- Project Initiation Letter
- Coordination Plan and Schedule
- Lead/Cooperating/Participating Agencies
- Project Management Plan/Major Projects
- Participating agencies
- A Dispute Resolution Process
- Review of Public Involvement/Hearing Procedures
- Preferred Alternative Level of Detail
- 180-day Statute of Limitations
- Federal Funding for Agency Reviews
- 180 days from ROD or complete application permit requirement

# What's Changing?

- Preliminary Engineering Steps Integrated into Planning
  - Shortlisted Project Scoping Field Views
  - Analysis & Review of Project Needs
  - Screening of Preliminary Alternatives
  - Joint PennDOT-MPO/RPO Costing & Scheduling
- Remove Agency Concurrence Points
- Create ONE Process for ALL Projects



# New Transportation Project Development Process



## ○ Decision Point

- If project is well-defined → TIP
- If not → project definition phase
- BOD/Planning certification of PPC

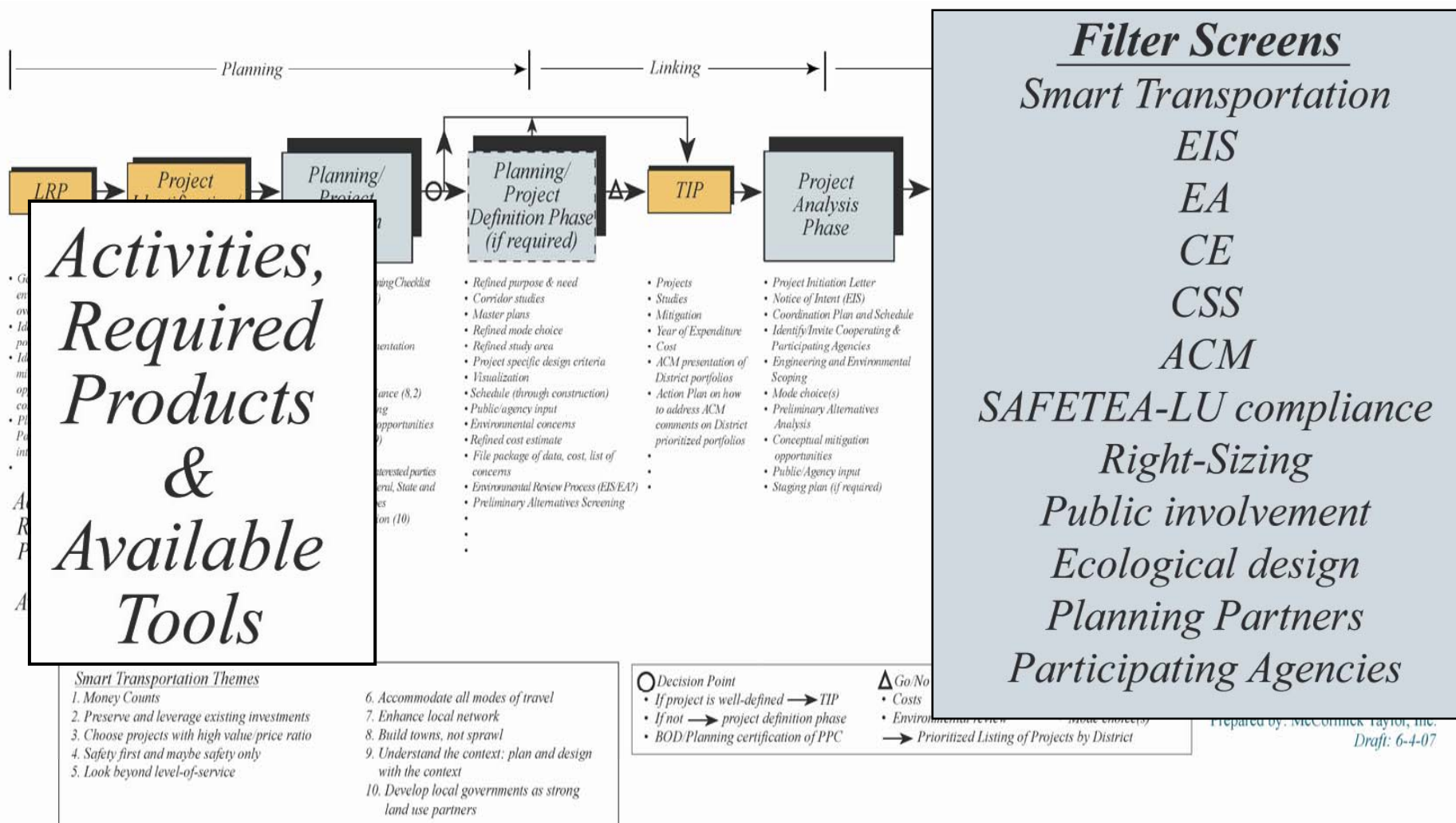
## Δ Go/No Go decision (PennDOT & planning partner)

- Costs
- Environmental review
- Land use implication
- Mode choice(s)
- Prioritized Listing of Projects by District

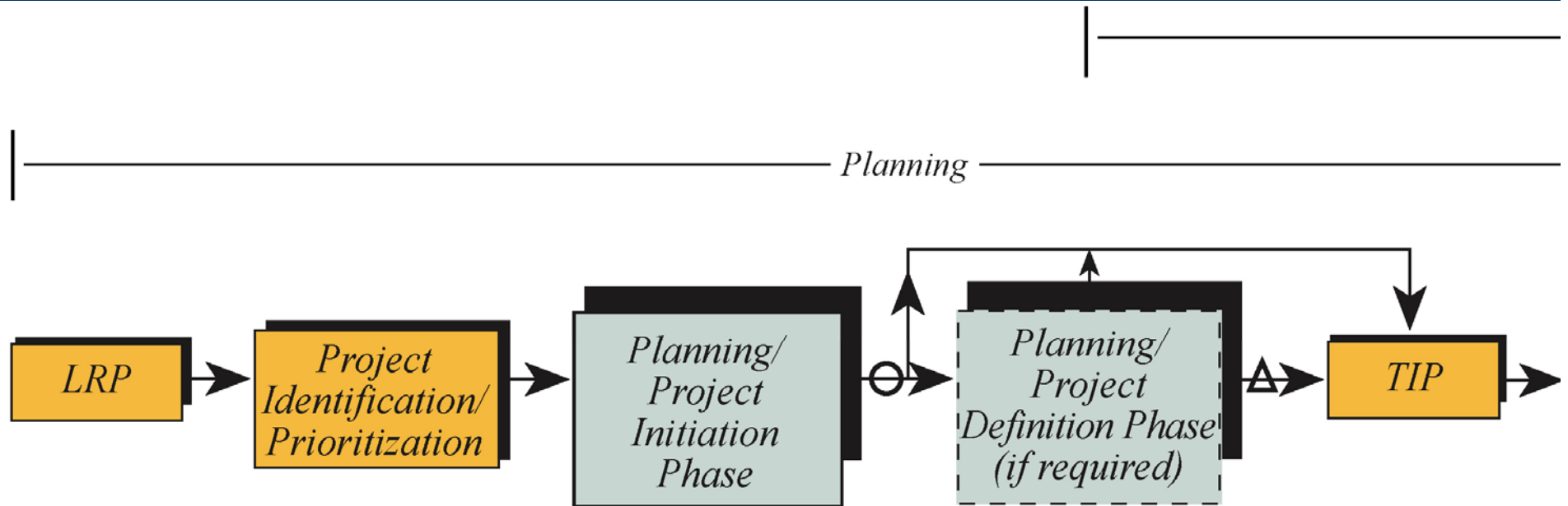
# DRAFT

## PENNDOT PROJECT DEVELOPMENT PROCESS

(Illustrative Example)

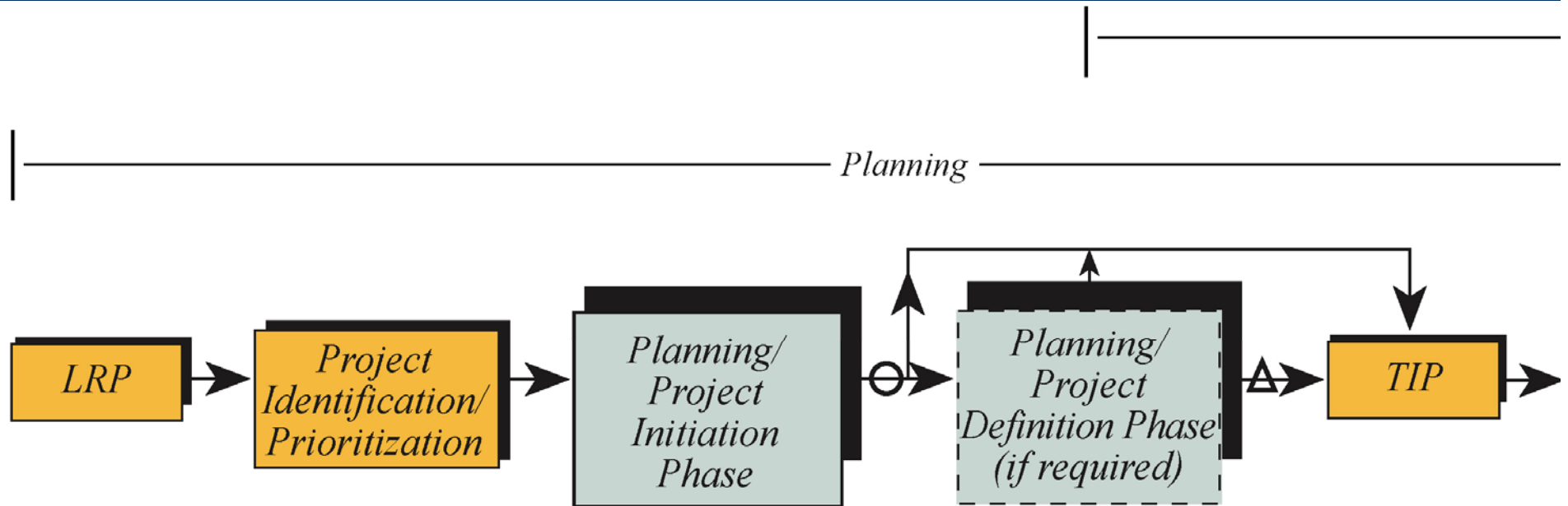


# New Process Activities



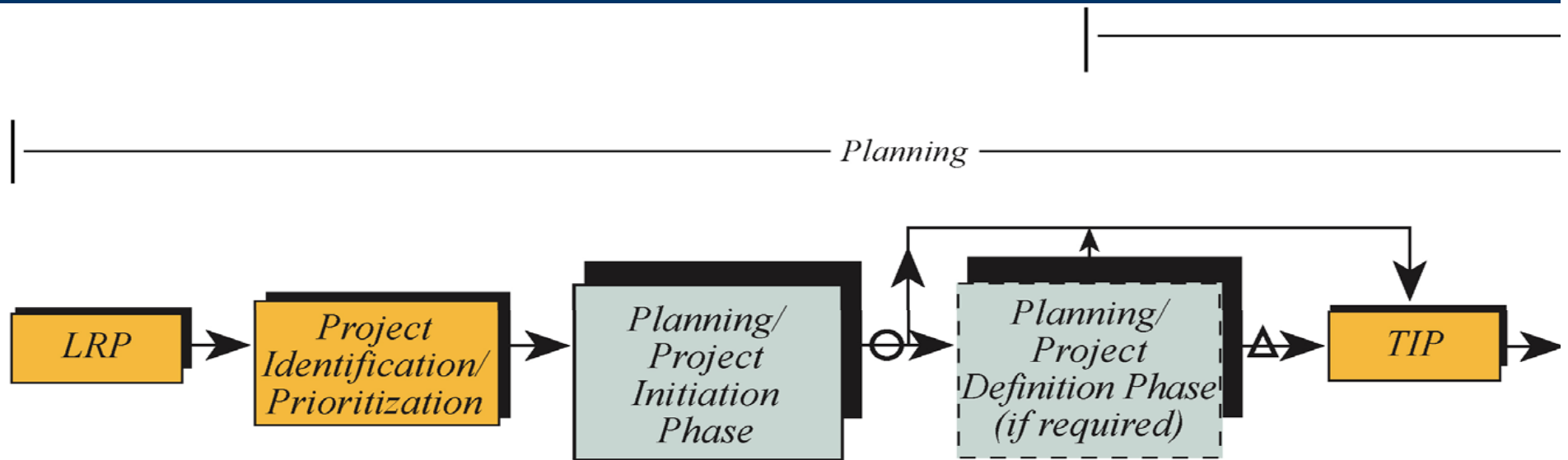
- **Long Range Plan (LRP)**
  - Environmental Overview
  - Conceptual Mitigation Opportunities

# New Process Activities



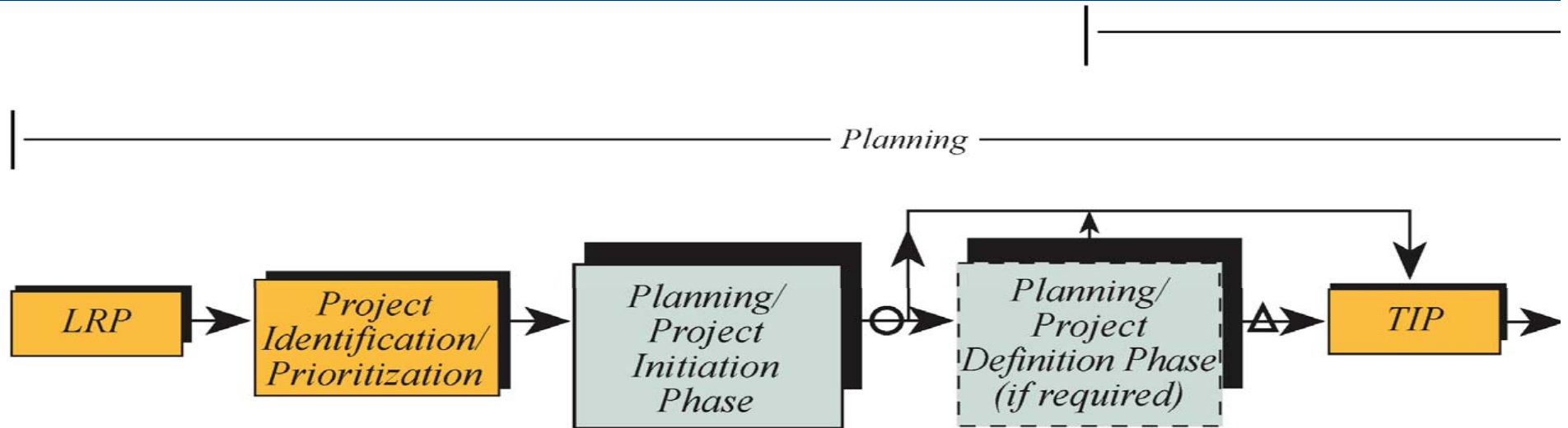
- **Project Identification/Prioritization**
  - Project Proposal Form (P2 Form)
  - Project Evaluation Methodology (Short List of Projects)

# New Process Activities



- **Project Initiation Phase**
  - Planning and Programming Checklist
  - Conceptual Engineering
  - Project Field View
  - District Task Force

# New Process Activities



- Project Definition Phase
  - Refined Purpose and Need
  - Environmental Concerns
  - Public Participation
  - Preliminary Alternatives Screening
  - Right-Sizing
  - Central Office Task Force

# Primary MPO/RPO Responsibilities

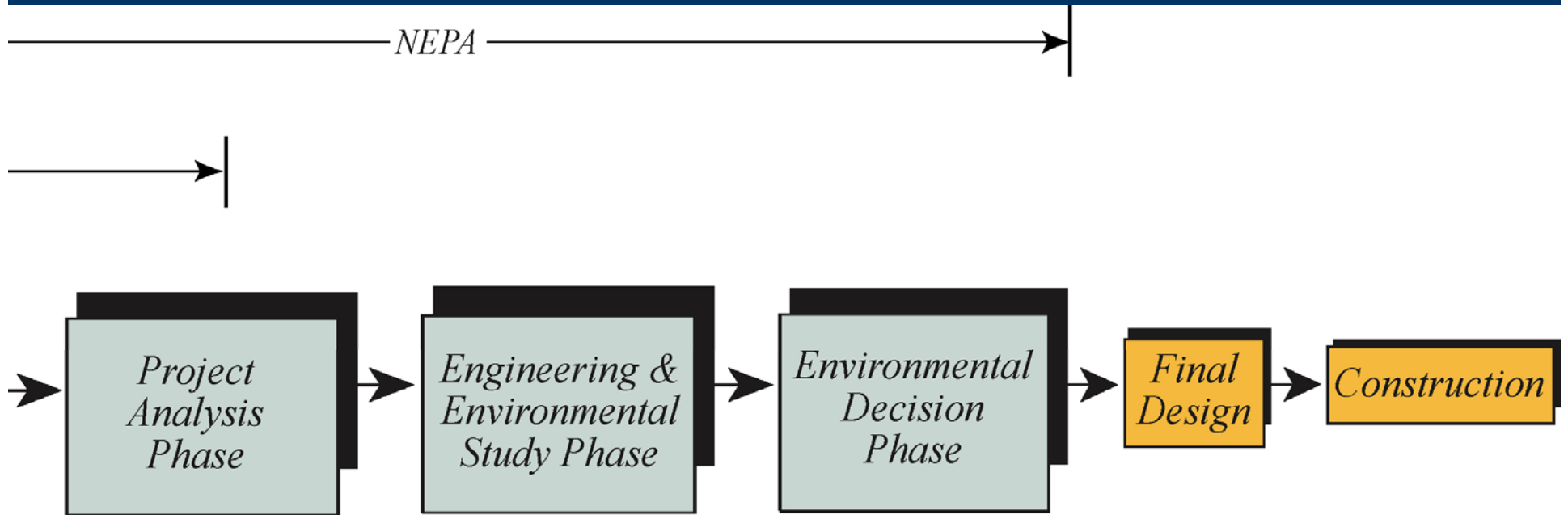
- Complete LRTP
- Solicit P2 Forms from project sponsors
- Use evaluation criteria to shortlist TIP candidates
- Complete Planning and Programming Checklist portion of P2 Form for shortlisted candidates
- Participate in all District Task Force meetings
- Develop and adopt final TIP



# Primary District Task Force Responsibilities

- Coordinate shortlisting of projects with MPO/RPO
- For all shortlisted projects, complete a Conceptual Engineering Form
- Make a preliminary determination on the necessary NEPA documentation
- Participate in scoping field view
- Determine whether projects move to the Project Definition or TIP Phase

# New Process Activities



# Organizational Changes

- PennDOT technical and/or fiscal support to MPOs/RPOs for new responsibilities
- Multidisciplinary task forces
  - PennDOT District Offices
  - PennDOT Central Office

# Revising the Project Development Process ---

- Addresses SAFETEA-LU legislation
- Creates ONE process for ALL projects
- Streamlines project delivery efforts
- Incorporates Smart Transportation & Right-sizing
- Results in better cost estimates & more realistic schedules

# Next Steps

- Finalize draft handbook
- Confirm agency roles & responsibilities
- Conduct education, training and outreach
- “Piloting” of projects
- Update applicable manuals
- Adjust TIP update schedules as necessary

# Lessons Learned

- Extensive coordination necessary
  - PennDOT
  - Resource Agencies
  - Planning Partners
- Help from Technical Advisory Committee essential
- Need to manage expectations

# For More Information

- PennDOT Center for Program Development and Management
  - Robert Hannigan  
(717)787-7335  
[rhannigan@state.pa.us](mailto:rhannigan@state.pa.us)
  - Angela Watson  
(717)787-5798  
[angwatson@state.pa.us](mailto:angwatson@state.pa.us)



## Pennsylvania's Guide to Context Sensitive Solutions



*"Balancing safety  
and mobility while  
preserving scenic,  
aesthetic, historic,  
environmentally  
sensitive areas,  
the community,  
and community  
valued resources."*

## Smart Transportation



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## Right-sizing