

Planning and Project Development: Putting It All Together



Presented by the FHWA Resource Center & FHWA Federal Lands Highway

Why Are We Here?

- Build awareness on each other's processes - Planners and Project Development Folks
- Improve cooperation between Federal Lands Highway partners and Metropolitan Planning Organizations
- Foster a continuing dialogue among all players

Objectives

1. Explain why the metropolitan transportation planning process is important
2. Identify the players in the process and describe their roles and responsibilities
3. Identify Federal Land Highway (FLH) mission, partners and planning functions
4. Explain why Federal Land Management Agencies are required to be in the MPO/State planning process

Objectives (continued)

5. Identify the requirements of the metropolitan transportation planning process and describe the products
6. Recognize the components of the Transportation Plan and the transportation improvement program (TIP)
7. Explain why linking planning and project development is important



Why and How do we do Transportation Planning?



Working Definition of Planning

Transportation planning is the process of:

- Establishing a vision and identifying how transportation fits into it
- Assessing the opportunities and limitations of the future
- Identifying near- and long-term consequences of alternative choices
- Presenting information to decision-makers

Principles of “Good Planning”

- Decisions flow from vision and goals
- Analytical approach
- Comprehensive consideration of alternatives
- Even-handed evaluation of alternatives
- Collaboration among participating agencies
- Open, timely and meaningful involvement of the public

The Eight Planning Factors...

1. Support economic vitality
2. Increase safety
3. Increase security
4. Increase accessibility and mobility options
5. Protect environment and improve quality of life
6. Enhance system integration and connectivity
7. Promote efficient system management and operation
8. Emphasize system preservation

What decisions are influenced by planning?

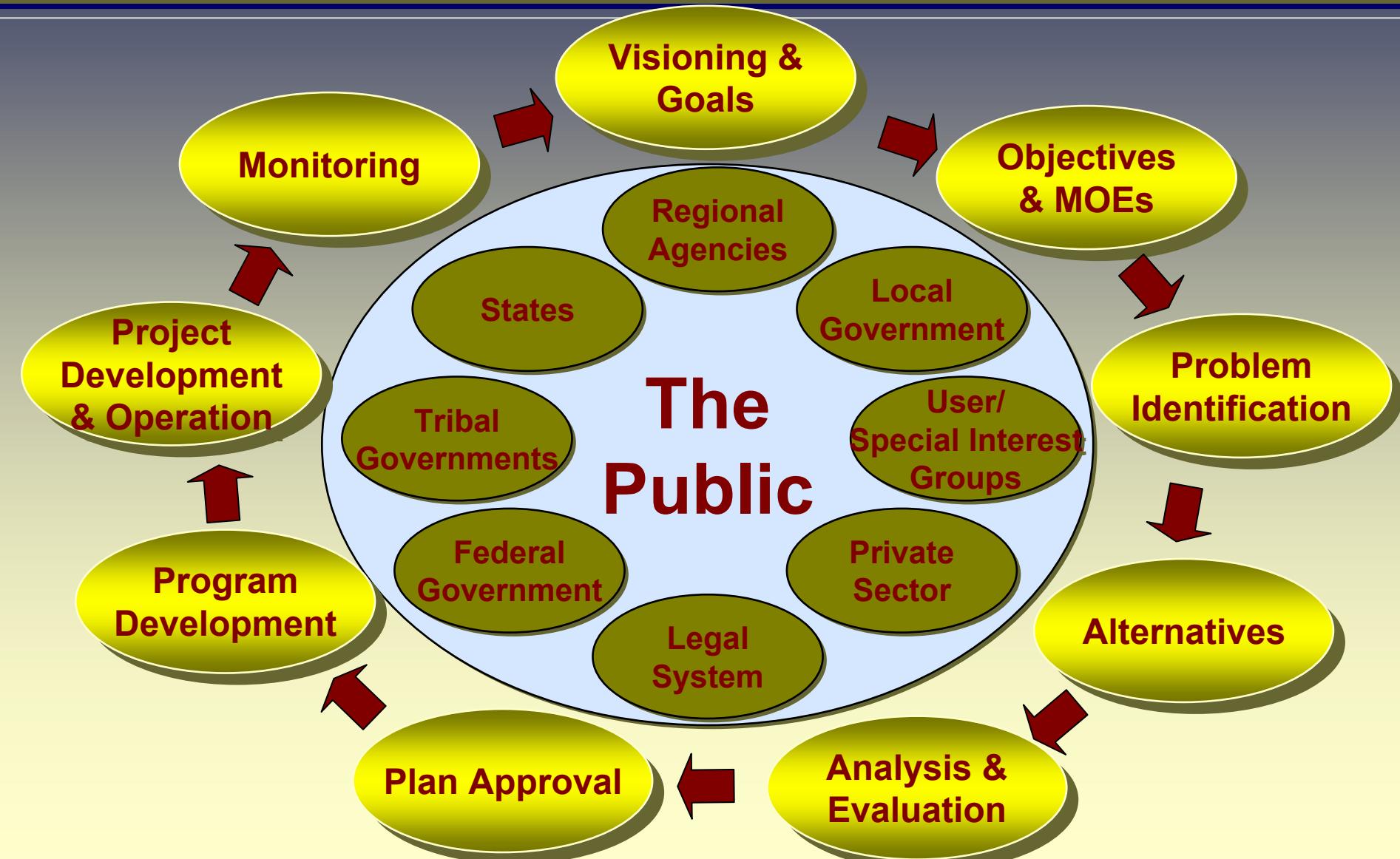
- Policies
- Choices among alternative strategies
- Priorities
- Funding allocations



What decisions are made later?

- Specific facility locations
- Design criteria
- Environmental impact avoidance and mitigation
- Funding commitments
- Implementation strategies

Putting it all together...



U.S. Department of Transportation

- Federal Highway Administration (FHWA)
 - Federal Aid
 - Federal Lands Highway
- Federal Transit Administration (FTA)



FLH Mission

We continually improve transportation access to and within Federal and Tribal lands and provide technical services to the highway community.



Federal Lands Transportation Planning

Working for a Common Goal To
make our Federal Partners Successful

Our FLH Partners

- National Park Service
- Forest Service
- Fish & Wildlife Service
- Bureau of Indian Affairs
- Bureau of Reclamation
- Bureau of Land Management
- Military Surface Deployment & Distribution Command



More Partners

- Army Corps of Engineers
- Federally recognized Indian tribal governments
- State DOTs
- Counties
- Other Federal agencies
- Other FHWA units



FLH Business Areas

- Program Administration
- Transportation Planning
- Liaison with Federal Land Management Agencies
- Design and Construction Engineering Services
- Deployment of New Technologies
- Training and Development of FHWA and Federal Agency Employees



FLH Program Administration

- Federal Lands Highway Program
 - Forest Highways (175 forests & grasslands)
 - Indian Reservation Roads (561 Tribes)
 - Park Roads & Parkways (388 park units)
 - Public Lands Highway Discretionary
 - Refuge Roads (545 Refuges)
- Relief for Federally Owned Program
- Emergency Relief for Federally Owned Program



Planning Requirements



TEA for Three

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- Transportation Equity Act for the 21st Century (TEA-21) - 1998
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - 2005



The National Environmental Policy Act of 1969

- Created additional “process” requirements:
 - Consideration of social, economic and environmental impacts in decisions
 - Consideration of alternatives
 - Additional public involvement
- Mandated environmental “documents”

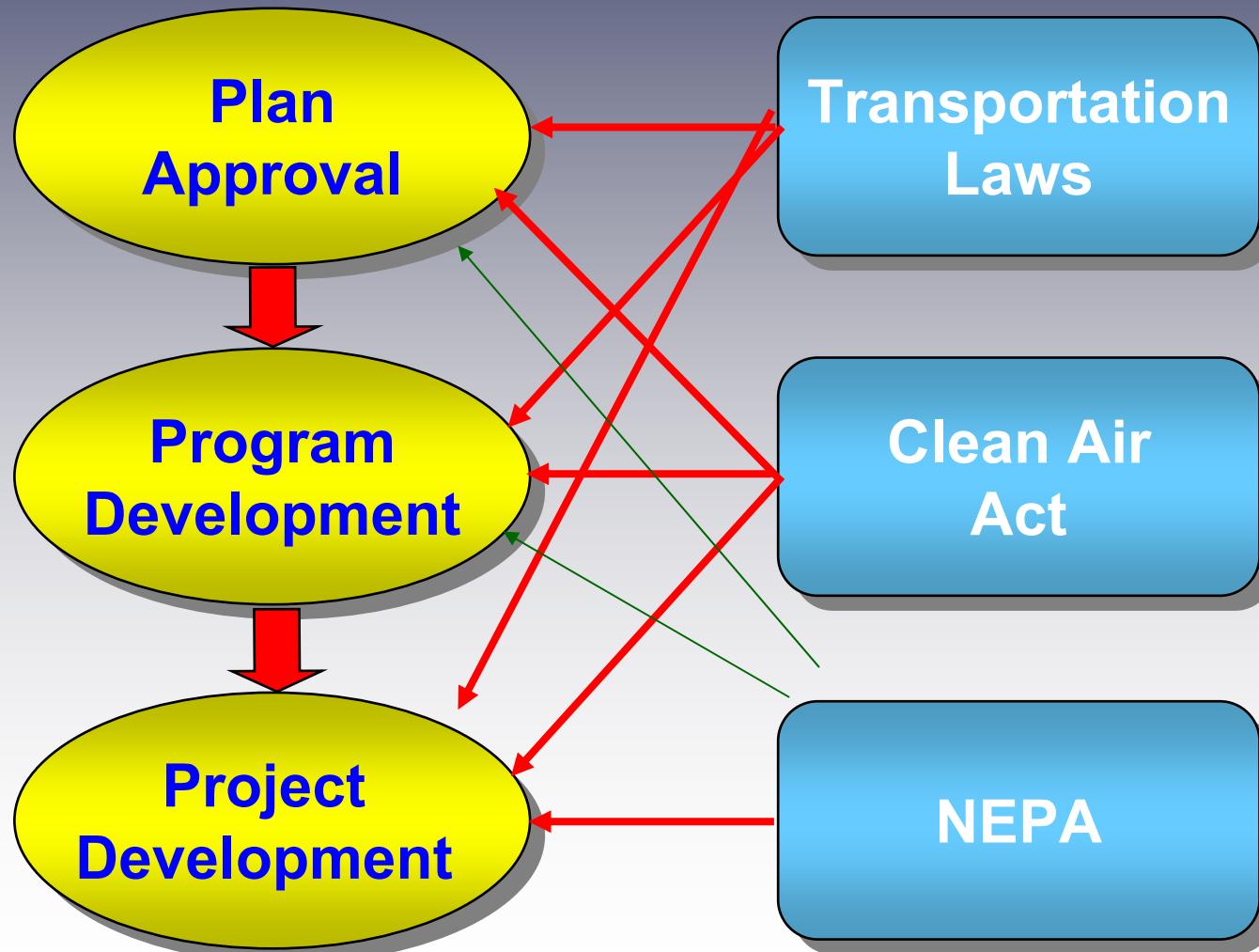
The Clean Air Act and Amendments of 1991

- A set of emissions budgets for stationary, mobile and area sources
- A group of strategies for the attainment of Federally-mandated air quality standards

What is Air Quality Conformity?

- Link between air quality planning and transportation planning
- Analytical process to ensure that transportation plans, programs, and projects meet the SIP's emissions budgets for mobile sources
- Pass/fail test on meeting the SIP's emissions budgets

Where the Statutory Requirements Apply



What are the Planning Products Required by Law and Regulation?

- Unified Planning Work Program (UPWP)
- Transportation Plan – Metro & Statewide
- Transportation Improvement Program (TIP)
- State Transportation Improvement Program (STIP)

Metro Products



Metropolitan Products
Metropolitan Products

Unified Planning Work Program (UPWP)

- Lists the metropolitan area's 1-2 year program of planning studies
- Identifies sources of funding, schedules and responsible agencies
- Coordinates the planning undertaken by all participants in the regional process
- Describes all Federally-funded studies

Transportation Plan

- Documents conclusions and decisions of the planning process
- Includes long-term and short-term policies, strategies and actions
- Covers both capital projects and operating strategies
- Includes preservation of the existing system, system expansion and operation
- Addresses the movement of both people and goods

Requirements for the Transportation Plan

- At least a 20-year horizon at time of adoption
- An update every 4 years – earlier for non-attainment and maintenance areas
- Multi-modal coverage
- Conformity with air quality requirements
- Fiscal constraints
- Early and continuous public involvement
- Consideration of the 8 Planning Factors

The Transportation Plan

To be eligible for Federal funds, a project must be consistent with the approved transportation plan

Transportation Improvement Program (TIP)

- Is a means of allocating limited transportation funds to projects and programs
- Is a list of transportation projects to be implemented within the short-term (4 years)
- Includes nearly all surface transportation projects proposed for federal funding
- Includes all regionally significant projects – regardless of funding source in non-attainment and maintenance areas
- Identifies funding for each project by programmatic source

Requirements for the TIP

- Covers at least 4 years
- Is updated at least every 4 years
- Is consistent with approved Transportation Plan
- Conforms to air quality requirements
- Is financially constrained by year
- Is approved by MPO and Governor
- Becomes part of the State Transportation Improvement Program (STIP)

Requirements for the STIP

- Consistent with long-range plan
- Includes federally-funded projects
- Includes regionally significant projects
- May include financial plan
- Prepared in consultation with:
 - MPO's
 - Local Officials
 - Tribal Governments

**All Federal Land Management Agency
projects shall be included in STIP
and/or appropriate TIP**

For more information

Statewide and Metropolitan Planning

<http://www.fhwa.dot.gov/planning>

Federal Lands Highway

<http://www.fhwa.dot.gov/flh/index.htm>

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