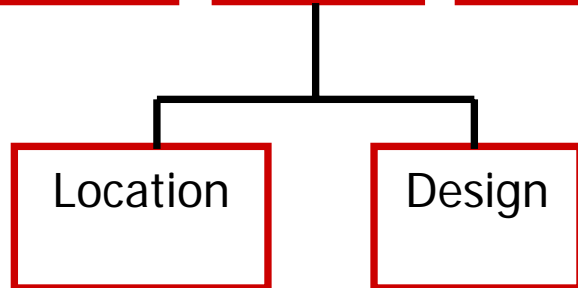
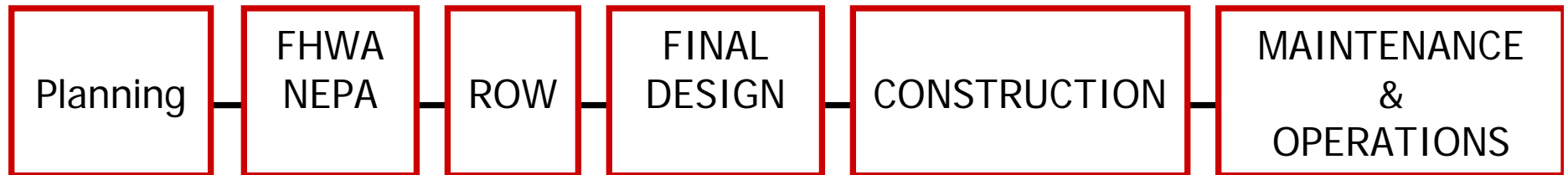


# FHWA NEPA & STATE PROJECT DEVELOPMENT PROCESS:

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NEPA & FEDERAL -AID  
HIGHWAY ACT OF 1970



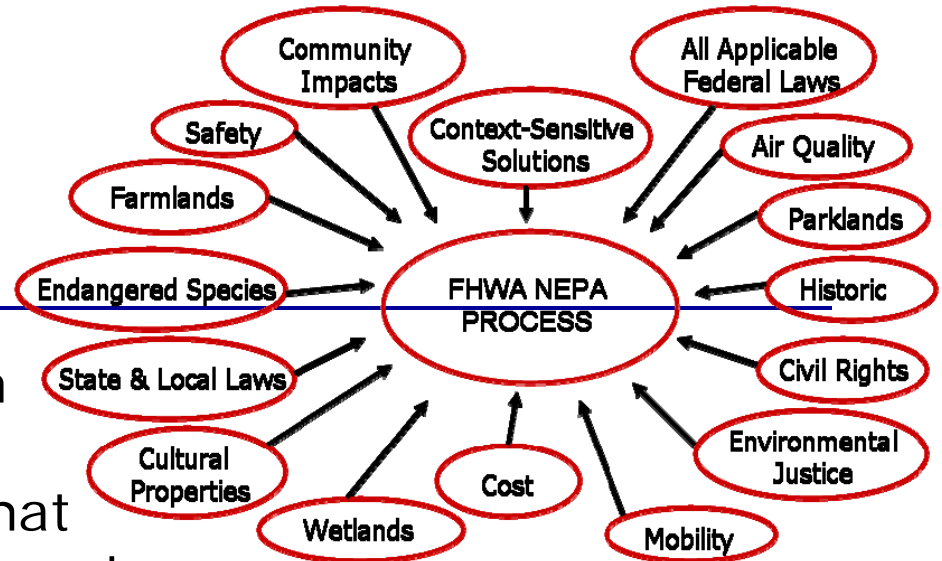
Conceptual Design

Alternatives

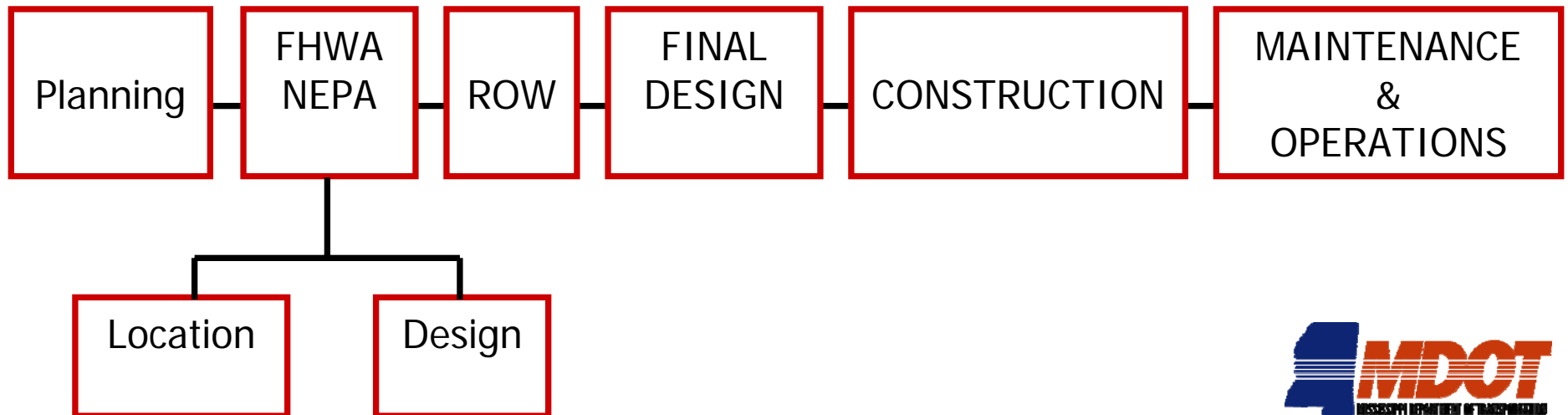
PS & E



# Comments and Feedback



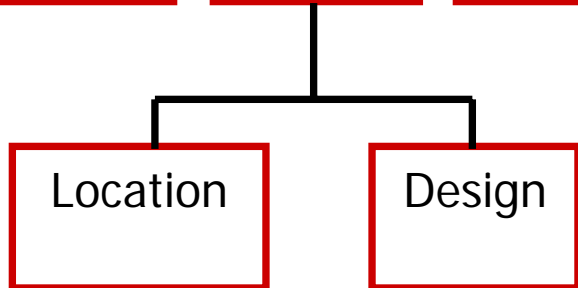
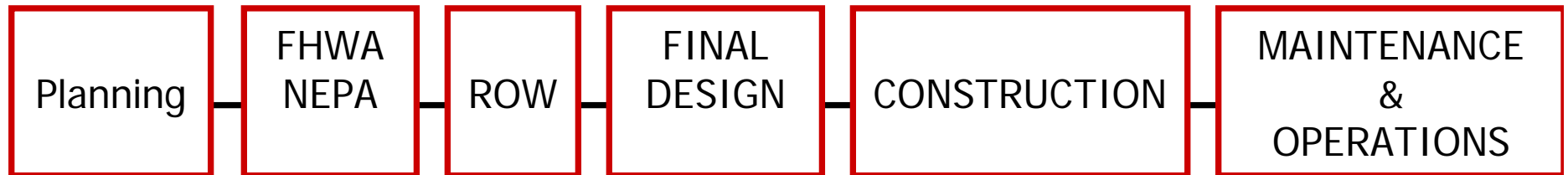
- The initial presentation given by Claiborne Barnwell and Cecil Vick included 2 slides that were used by Paul Schneider and Mary Gray as the context to provide comments and collect feedback from the advisory group and participants.
- The following slides present the compiled content that was generated.



# FHWA NEPA & STATE PROJECT DEVELOPMENT PROCESS:

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Conceptual Design

Alternatives

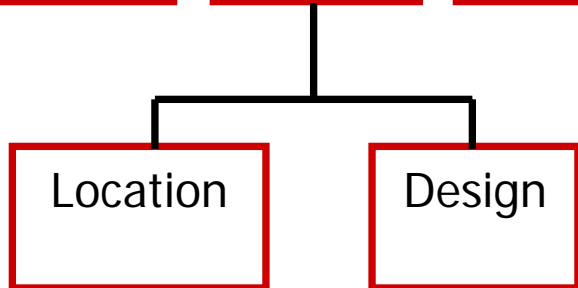
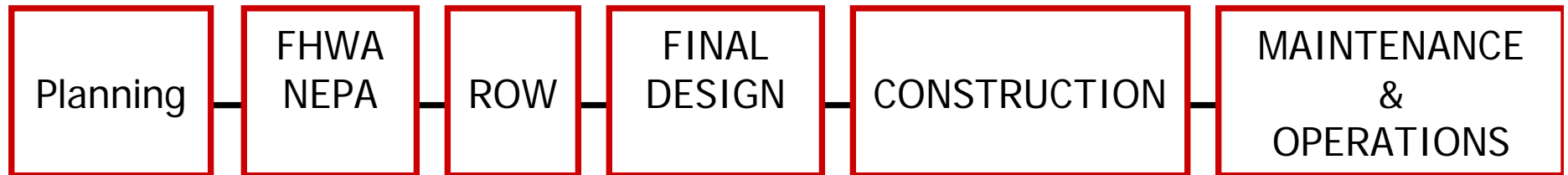
Comments: What specific improvements are being made to specific phases of the corridor planning process? Are we looking at planning, NEPA, location, design etc.



# FHWA NEPA & STATE PROJECT DEVELOPMENT PROCESS:

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Conceptual Design

Alternatives

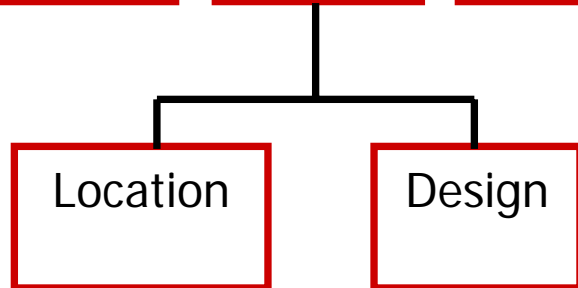
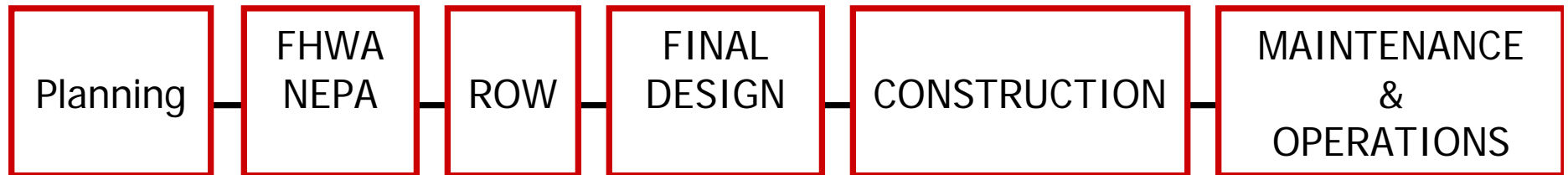
Comments: Can we provide tools and data to early planning process that can feed into the NEPA process and be supplemented by additional tools and data?



# FHWA NEPA & STATE PROJECT DEVELOPMENT PROCESS:

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NEPA & FEDERAL -AID  
HIGHWAY ACT OF 1970



Conceptual Design

Alternatives

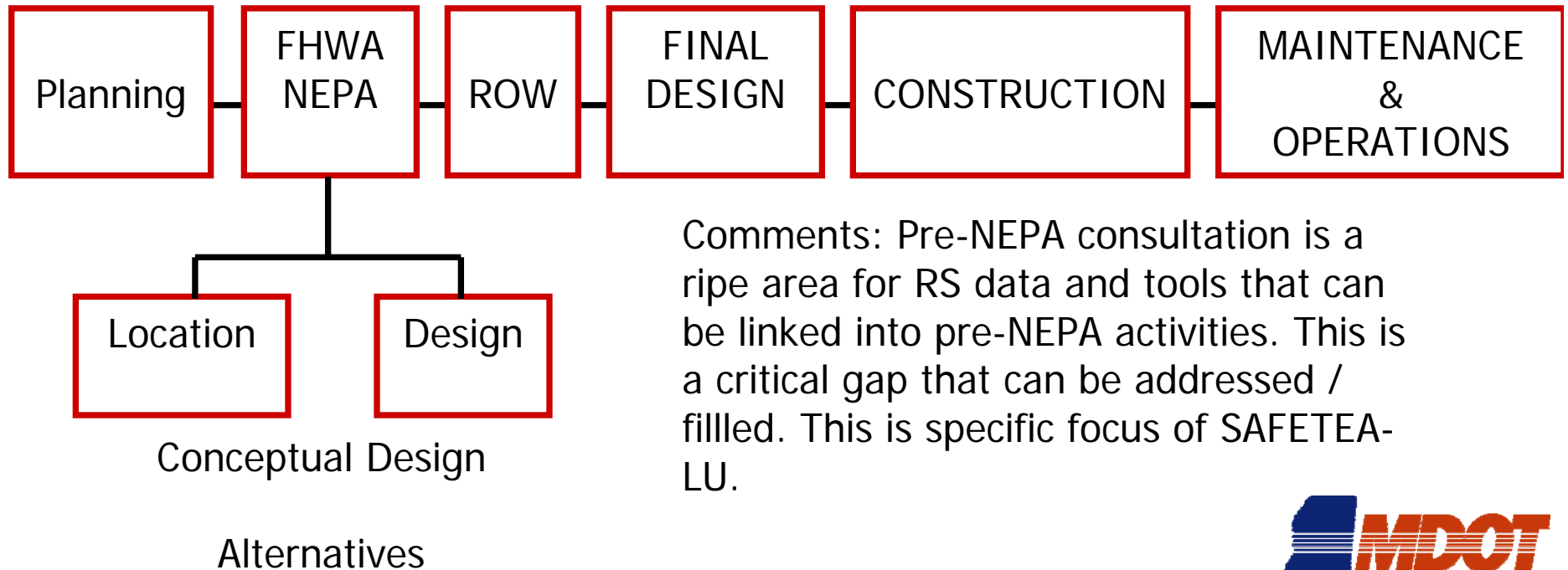
Comments: Enhanced data utilized in the NEPA process feeds back to planning and can enable improved long-term / future planning activities.



# FHWA NEPA & STATE PROJECT DEVELOPMENT PROCESS:

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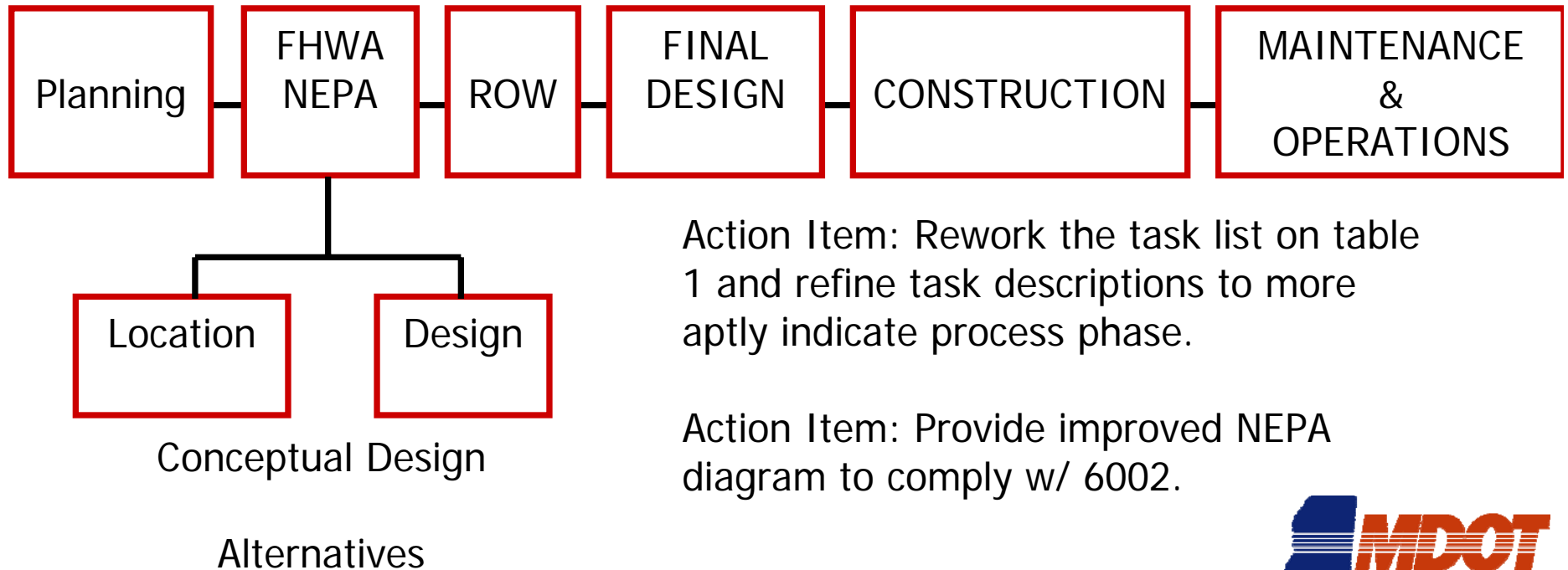
NEPA & FEDERAL -AID  
HIGHWAY ACT OF 1970



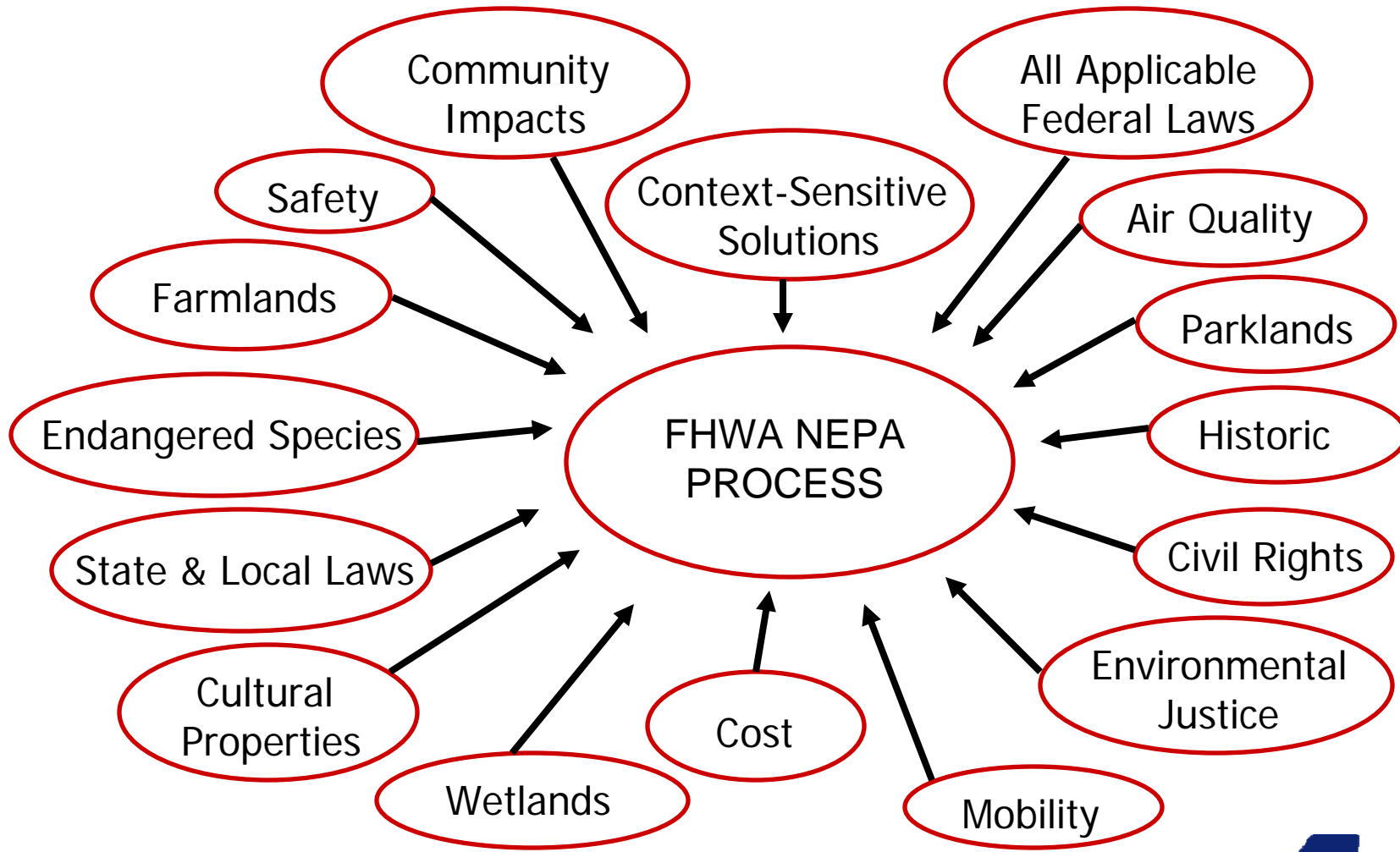
Comments: Pre-NEPA consultation is a ripe area for RS data and tools that can be linked into pre-NEPA activities. This is a critical gap that can be addressed / filled. This is specific focus of SAFETEA-LU.

# FHWA NEPA & STATE PROJECT DEVELOPMENT PROCESS:

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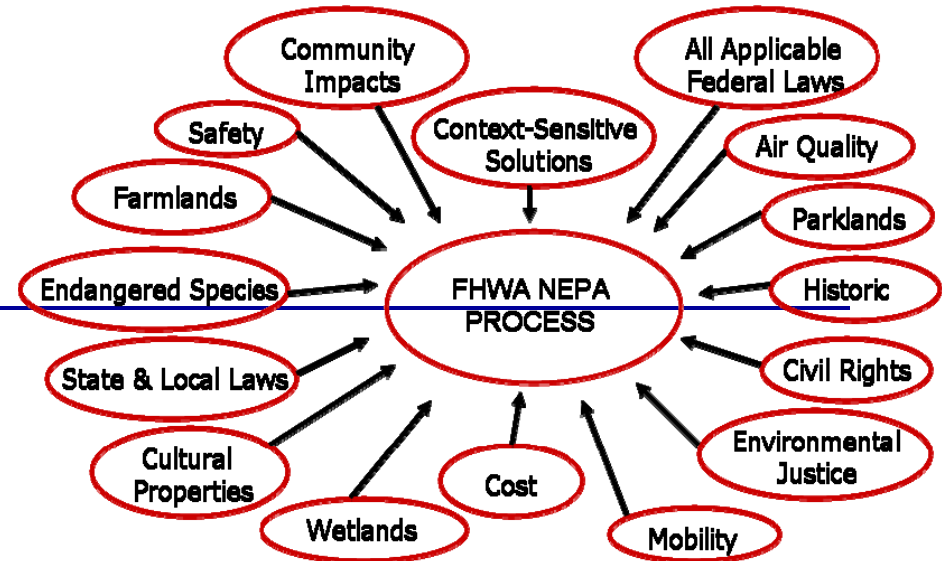


# FHWA NEPA PROCESS



# Comments

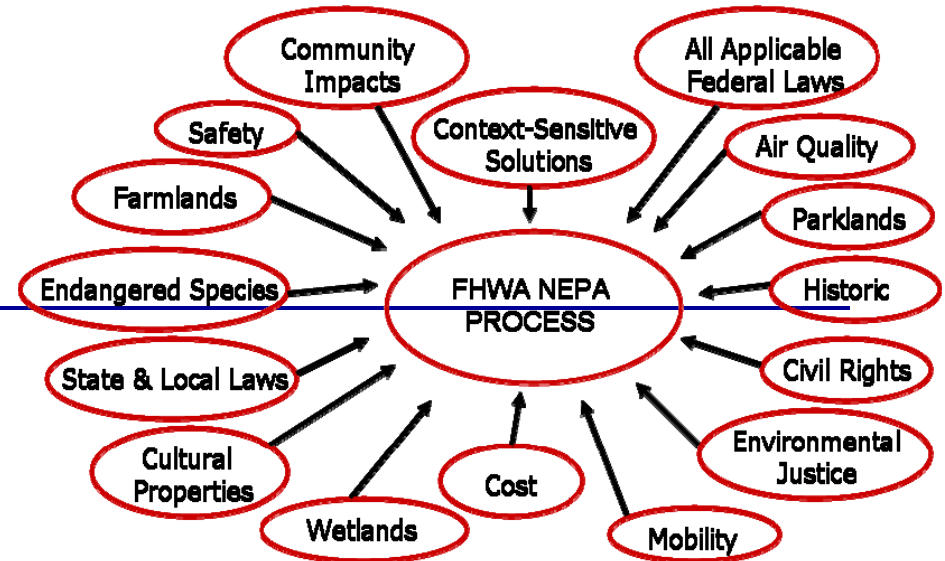
- ❑ Identify benefits for saving costs
- ❑ Reducing processing time and costs
- ❑ Improve quality of product
- ❑ Readily accessible data in usable format
- ❑ Archaeological site identifications
- ❑ Delays increase overall project costs mainly in row costs and lost mitigation opportunities
- ❑ A risk management process that may be enhanced by products of RS



- ❑ Improve travel demand – inject technologies into simulation models for enhanced predictive capabilities
- ❑ Visualization techniques
- ❑ Applicability of tools and technologies to varying organizational entities of practitioners
- ❑ Include qualitative measures

# Comments

- ❑ LEDPA doesn't adequately meet transportation needs today, but with better data / tools perhaps the pathways can be improved to converge on a successful alternative that closely matches LEDPA
- ❑ Better data will deliver improved ability to rapidly identify alternatives, eliminate non-viable alternative, and present mitigation strategies that improve the process and decrease impacts.



- ❑ The development of matrices that not only quantify environmental impacts, but also qualitatively rank the ability of the alternative to meet purpose and need.
- ❑ Tighten task descriptions and objectives to avoid scope creep.