FHWA NEPA & STATE PROJECT DEVELOPMENT PROCESS:

NEPA & FEDERAL- AID
HIGHWAY ACT OF 1970

Planning \[ \rightarrow \] FHWA NEPA \[ \rightarrow \] ROW \[ \rightarrow \] FINAL DESIGN \[ \rightarrow \] CONSTRUCTION \[ \rightarrow \] MAINTENANCE & OPERATIONS

Location \[ \rightarrow \] Design

Conceptual Design

Alternatives

PS & E
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.
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Comments: What specific improvements are being made to specific phases of the corridor planning process? Are we looking at planning, NEPA, location, design etc.
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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?
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Comments: Enhanced data utilized in the NEPA process feeds back to planning and can enable improved long-term / future planning activities.
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Location  ↓  Design

Conceptual Design  ↓  Alternatives

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.
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Planning — FHWA NEPA — ROW — FINAL DESIGN — CONSTRUCTION — MAINTENANCE & OPERATIONS

Location — Conceptual Design — Design

Action Item: Rework the task list on table 1 and refine task descriptions to more aptly indicate process phase.

Action Item: Provide improved NEPA diagram to comply w/ 6002.
FHWA NEPA PROCESS

- Community Impacts
- Farmlands
- Safety
- Endangered Species
- State & Local Laws
- Cultural Properties
- Wetlands
- All Applicable Federal Laws
- Air Quality
- Parklands
- Historic
- Civil Rights
- Environmental Justice
- Cost
- Mobility

All Applicable Federal Laws

Community Impacts

Farmlands

Safety

Endangered Species

State & Local Laws

Cultural Properties

Wetlands

Air Quality

Parklands

Historic

Civil Rights

Environmental Justice

Cost

Mobility
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
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.