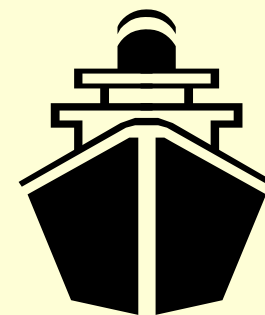


TRANSPORTATION PLANNING AND PROGRAMMING: AN OVERVIEW



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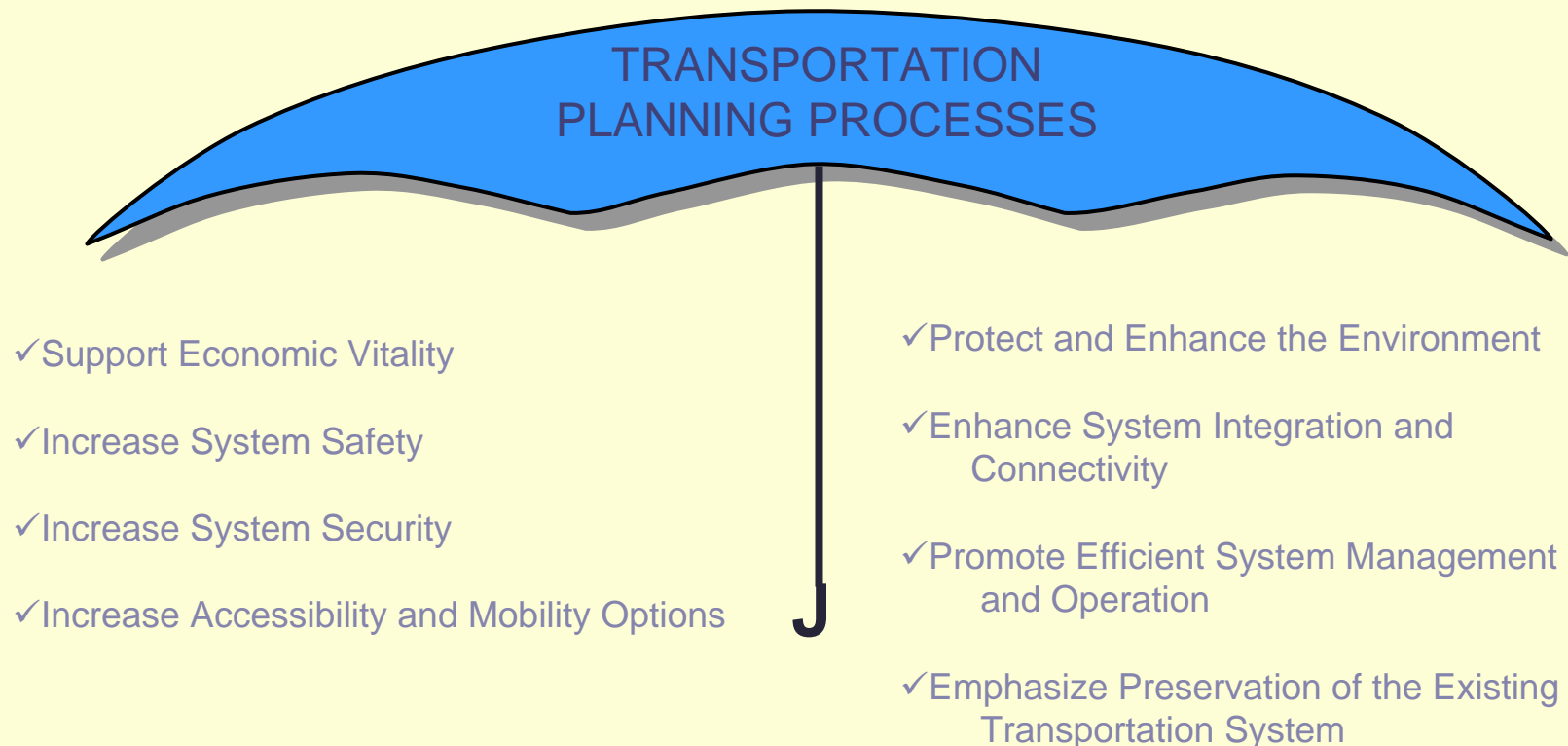


STATUTORY BASIS FOR TRANSPORTATION PLANNING

- Metropolitan Planning:
 - 23 U.S.C. 134 and 49 U.S.C. 5303.
- Statewide Planning:
 - 23 U.S.C. 135 and 49 U.S.C. 5304.
- “3-C” Planning Principles:
 - **C**ooperative;
 - **C**omprehensive; and
 - **C**ontinuing.

SCOPE OF METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING

Metropolitan and Statewide Transportation Planning Factors:





METROPOLITAN TRANSPORTATION PLANNING AND PROGRAMMING

- Metropolitan Planning Organizations (MPOs):
 - MPOs are designated for each urbanized area with over 50,000 population.
 - MPOs are policy boards that serve as regional transportation decision-making entities.
- Key MPO Products:
 - Metropolitan Transportation Plan: Reflects a long-range intermodal vision for the metropolitan planning area, and is updated at least every four years (in air quality nonattainment and maintenance areas) or at least every five years (in air quality attainment areas).
 - Transportation Improvement Program (TIP): Project-specific, implementation-oriented document that cover four years and is updated at least every four years. Projects contained in the TIP are to be consistent with the metropolitan transportation plan.



MPO

Transportation

Safety

Freight

Operations

Environment

Public
Involve

Planning Process



STATEWIDE TRANSPORTATION PLANNING AND PROGRAMMING

- State Department of Transportation (State DOT):
 - Responsible for conducting statewide transportation planning process, in consultation with:
 - MPOs;
 - Non-metropolitan local officials with responsibility for transportation; and
 - Tribal governments and Federal land management agencies.
- Key Statewide Planning Products:
 - Long-Range Statewide Transportation Plan: Reflects a long-range intermodal vision (20 years minimum) for the State, to be updated periodically (no specific timeframe established in law/statute).
 - Statewide Transportation Improvement Program (STIP): Project-specific, implementation-oriented document that covers four years, and is updated at least every four years. Projects contained in the STIP are to be consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs.



*Transportation
Planners*

Transportation

*Safety
Freight*

*Opera
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nment*

*Public
Involve*

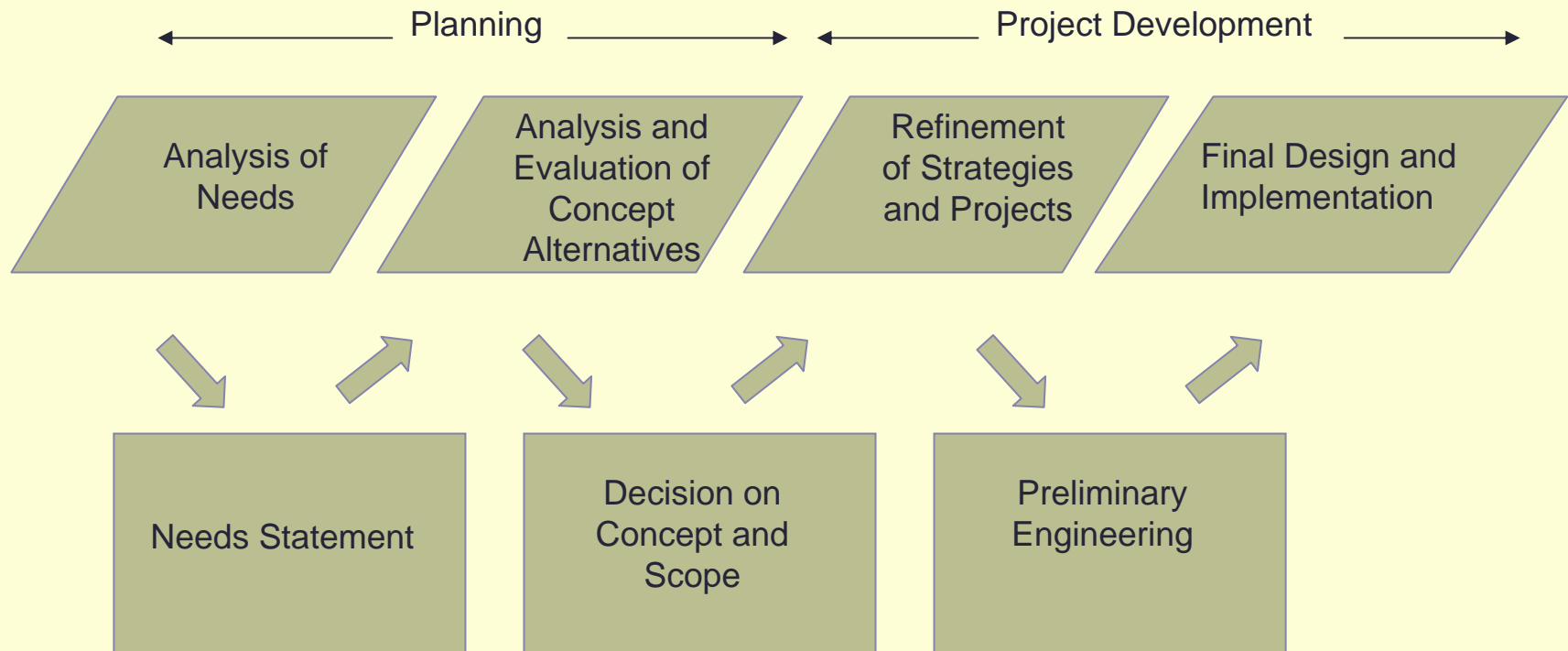
Planning Process



LINKING THE TRANSPORTATION PLANNING AND PROJECT DEVELOPMENT PROCESSES

- TEA-21 (Section 1308) eliminated the Major Investment Study as a stand-alone requirement.
- Key SAFETEA-LU Provisions:
 - Development of metropolitan transportation plan and long-range statewide transportation plan to include a comparison to State, local, and Tribal conservation plans or maps (if available) and inventories of natural or historic resources (if available).
 - Metropolitan transportation plan and long-range statewide transportation plan shall include discussions of potential environmental mitigation activities and potential areas to carry out these activities.
- Value of Linkages Between Transportation Planning/Programming and Project Development Processes:
 - Information-based decision-making;
 - Partners and stakeholders are engaged “early and often” throughout the “project continuum;” and
 - Data, information, analyses, and decisions from transportation planning can be utilized in the National Environmental Policy Act process (e.g., project “purpose and need”).

LINKAGE OPPORTUNITIES BETWEEN TRANSPORTATION PLANNING AND PROJECT DEVELOPMENT



This results in a clean “hand-off!”