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The National Highway System: A Commitment to America's Future
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The National Highway System is the centerpiece of the Federal Highway Administration's commitment to provide a safe, modern, and efficient transportation system to serve the American people, and it is the backbone of our nation's 21st century transportation system.

Road Tours: Reaching Out to the People
by Evelyn Fierro 7
Since April 1994, FHWA leaders have traveled 80,000 kilometers, coast to coast and border to border, to meet with thousands of people who use, construct, maintain, and manage our transportation system.

The National Highway System Designation Act of 1995
by Nancy Bennett 10
This article is a summary of the major provisions of the NHS Designation Act, including system designation, safety, motor carrier programs, funding and innovative financing, mandates and requirements, and other provisions.

Economic Importance of the National Highway System
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The Future FHWA
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Technology for Work and Travel
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FHWA is using available technology to ensure a future with a high-tech transportation network that meets our transportation needs, supports our national defense, provides economic growth, and adds to the quality of life in the United States well into the 21st century.

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This article highlights some of FHWA's significant program accomplishments since June 1993.

The Secretary's Highway Safety Action Plan
by Frederick G. Wright Jr. 37
This plan is a series of actions, some ongoing and some planned for the future, that addresses some of the specific safety issues of the NHS Designation Act and the emerging state responsibilities in the federal-state partnership in highway safety.

The National Highway System -- Financing Its Future: The Role of Innovative Finance
by Jane F. Garvey 39
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way the states and others may finance NHS and other transportation infrastructure. Collectively, these provisions are termed “innovative finance.”

Milestones for U.S. Highway Transportation and the Federal Highway Administration
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This is a time line of significant events in the history of highway transportation in America from 1892 to the present.

FHWA’s Quality Journey
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Deeply imbedded in the tradition and core values of FHWA is the commitment to provide the highest quality services to our partners and, together with them, to deliver the very best highway transportation system to the nation. NHS is going to provide the future focus for applying quality improvement ideas, practices, approaches, and new technology.

A New Face for FHWA in a New Era
by David Smith..... 53
An effort to broaden and diversify the FHWA work force, particularly in senior management positions, is playing a significant role in ensuring that FHWA efficiently meets its operational requirements and maintains a highly effective and motivated work force.

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and because its imaging capability is expected to accurately show the extent and location of problem areas and to produce data that can be more easily interpreted than conventional ground-penetrating radar data.

Strategic Work-Zone Analysis Tools
by John Harding......44
The SWAT program addresses work-zone factors and stresses the importance of accounting for work-zone influences when making transportation-improvement decisions.

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Division (EFLHD) of the Federal Highway Administration (FHWA) to assist in the reconstruction of a portion of Forest Highway 65 between Cass and Oark. One of the goals was to "maintain the unique physical relationship of the sheer bluffs [along the Mulberry River], the natural scenery of the Mulberry Valley, and the scenic experience this provides for viewing from the river and road." To satisfy this goal, EFLHD designed and constructed an aesthetic, natural stone retaining wall.

Arkansas Combines Best Practices for an Innovative Interstate Rehabilitation Program
by Dan Flowers and Sandra L. Otto.....*6*
AHDT is rehabilitating 380 miles (612 kilometers) or 60 percent of its interstate highways in five years. The department has put together numerous best practices—in financing, project management, construction, and communications—that together create a compelling model for tackling a project of this scope.

Small Investment, Dramatic Dividends—Saving Lives in "Blood Alley" *by Dave Davis*.....*14*
The Oregon Department of Transportation, three northwest Oregon counties, a community traffic safety committee, and a Native American tribe worked together to improve a dangerous corridor, dubbed "Blood Alley" by local residents, and as a result, traffic fatalities along the corridor have dropped dramatically over the past three years.

National Review of the Highway Safety Improvement Program *by Kenneth Epstein, Gary Corino, and Donald Neumann*.....*18*
Last year, a national review was conducted of the highway improvement programs in six states. The primary purpose of this review was to document the best, unique safety practices of each State.

Weather: A Research Agenda for Surface Transportation Operations
by Gary G. Nelson and Rudy Persaud.....*24*
Weather crosscuts almost every goal, use, and operation of highways, and yet, meteorology, from a transportation perspective, is focused mostly on the flight operations. To make weather issues an important part of highway programs, people who manage highway operations must seek new techniques and intelligent transportation systems that complement the amazing system of weather-information collection, analysis, and forecasting that exists in the United States.

Highway Quality Awards *by the National Partnership for Highway Quality*.....*30*
The National Partnership for Highway Quality recognized 26 States for their outstanding highway projects. The award winners were selected on the basis of the following criteria: quality process and results, customer focus, teamwork, innovation and value, and long-term improvement.

FHWA Model Predicts Noise Impacts *by Cynthia Lee and Judith Rochat*.....*44*
The FHWA Traffic Noise Model (TNM) is a new state-of-the-art computerized model used to predict noise levels in the vicinity of highways. TNM uses advanced acoustics and computer technology to improve the accuracy and ease of modeling highway traffic noise, including the design of efficient, cost-effective highway noise barriers.

Synergy in Action: FHWA's Transportation Pooled-Fund Program *by Brett Joseph*.....*46*
The Transportation Pooled-Fund Program enables various public and private entities to "pool" their resources to jointly fund research aimed at solving a wide variety of transportation-related problems. FHWA's central role is to administer the program and to act as a broker of the funds obligated to pooled-fund projects.

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Arizona Tackles Work Zone Delays *by Alan Hansen*.....*2*
The Southwest contributes two innovative operational enhancements that might help keep traffic flowing smoothly during your construction projects as well.

A Hallmark of Context-Sensitive Design *by Steve Moler*.....*6*
The reconstruction of U.S. 93 through Montana's Flathead Indian Reservation showcases one State's groundbreaking effort to build a safe, efficient highway while protecting wildlife and respecting Native American

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operational tools such as increasing the size of the IMT crews and instituting a traffic observers program, making use of CCTVs and VMSs, and extensive training simulations.

Technology Goes Local *by John J. Sullivan IV* *10*
A showcase program in Florida spurs local implementation of proven highway technologies.

The Florida LTAP center initiated a demonstration program that aims to improve technology transfer and implementation at the local level. The article explores Florida's innovative showcase program and offers several examples of technologies highlighted during these events (equipment for collecting data on pavement resurfacing, open-graded emulsified mix for paving unpaved roads, in-road warning system for occupied pedestrian crosswalks, roundabout for reducing traffic congestion, and construction of a multiuse pedestrian and bike trail through multiagency jurisdictions). The article also discusses guidelines for and evaluation of a showcase, and suggests that other States consider using a similar approach to spurring technology adoption by municipalities and counties.

A Conduit for New Technology *by Kathleen A. Bergeron*.....*15*
Videoconferencing can be a cheaper, faster, safer way to spread the news about the latest transportation innovations.

Videoconferencing offers a potentially cheaper way to transfer transportation technologies, versus meetings involving physical travel to demonstrate technological innovations. By eliminating travel, videoconferencing means that technology transfer also can occur more quickly and safely. State DOT engineers, for example, may work under a quota policy that permits only one out-of-state business trip per year. The article describes the history of these "virtual meetings" and their use by universities, Federal agencies (including a sidebar on FHWA's use), the highway industry's use for training, use by State DOTs and WASHTO-X (a research study of telecommunications by the Western Association of State Highway and Transportation Officials). The article concludes by examining the historical reasons why "picture phones" were slow to catch on and mentions how WASHTO-X is examining why users potentially may be slow to adapt to the changes required by teleconferencing, how people can become comfortable with the equipment, and the differences in meeting style and etiquette. The author had decided to include a brief sidebar comparing the costs of a sample meeting with the costs of videoconferencing, but has not yet provided the sidebar.

The Man Who Changed America, Part I *by Richard F. Weingroff* *20*
President Eisenhower's interest in good roads began in 1919 and resulted in the Federal-Aid Highway Act of 1956—but he had to fight for his Grand Plan.

This lengthy historical article by Richard Weingroff of FHWA is similar to other Weingroff articles that we've published in the past in that the article details the political and legislative process during the Eisenhower years of the 1950s when Ike brought the Interstate System into existence. The article begins with 8 pages of background information setting the stage and then begins the legislative process with Truman's Federal-Aid Highway Act of 1952. Then the author provides a blow-by-blow account of the battle with the Governors over the controversial issue of State versus Federal funding of the Interstate System. The story continues in Part II of the article, which will be published in the following issue of PUBLIC ROADS.

Living Up to a Landmark *by Norah Davis* *36*
Building a bridge that will overlook Hoover Dam—and enhance it—is a once-in-a-lifetime engineering challenge.

The article begins and ends with the aesthetic challenges of constructing a bypass and bridge in close proximity to Hoover Dam that will be worthy of this national historic landmark. Addressing the aesthetic challenge, selecting a route for the bypass, addressing various cultural and historical challenges, and choosing the type of bridge involved an interagency partnership and consultation with local Native American tribes. The article contains quotes by Administrator Mary Peters, introducing various safety, congestion, environmental, and security problems with the existing road over the dam. Funding is a mix of Federal and State monies.

Putting the Pieces Together *by Dan Sunde* *40*
Washington State's safety management system helps communities to reduce crash rates and save lives.

Although the original ISTEA mandate was later repealed, the Washington State Department of Transportation (WSDOT) embarked on a mission in 1991 to develop a manual to help local agencies implement SMS's, known as a local agency safety management system (LASMS). WSDOT designed the LASMS manual as a tool to help local

agencies take a broader approach to transportation safety and design projects that would prevent and reduce the number and severity of roadway collisions, transportation-related injuries, and property damage. According to WSDOT, an LASMS should have two primary components: a local SMS committee and an eight-step transportation safety decision-support process. The manual contains information on the tools and processes needed by local agencies to implement these two components, including a list of the positions that should be represented on the SMS committee, a description of steps involved in developing a comprehensive safety policy, and information on the data elements needed to identify high-collision locations.

Where the Rail Meets the Road *by Tracy N. Busch and Keri A. Funderburg*.....*44*
A tunneling method used in Russia to run a highway beneath a train track could prove beneficial in the United States in some situations.

Engineers in Perm, Russia, chose to tunnel under railroad tracks to construct a new road for vehicle traffic, and U.S. transportation officials from FHWA and Kentucky visited Perm to view the tunnel. The Russians opted for the tunnel instead of an overpass or an at-grade crossing to avoid disruption of rail traffic during construction. They also believe that tunnels offer safety and economic advantages over bridges, which require more land, and economic benefits compared with at-grade crossings, which disrupt vehicle traffic. The article describes the safety and technical aspects of constructing the tunnel and concludes with possible applications in the United States, mentioning the safety, cost, and drainage issues that would need to be addressed.

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Avoiding Voids *by Thomas E. Lefchik, L. Rick Ruegsegger, and Robert W. Henthorne*.....*2*
Abandoned mines jeopardize the transportation system and public safety, but States are addressing this underground threat.

The authors open by describing several incidents involving abandoned underground mines, including a sinkhole that appeared on I-70 in Ohio in 1995. This incident resulted in formation of the Interstate Technical Group on Abandoned Underground Mines (ITGAUM) in 1997. ITGAUM's members today include FHWA, 15 States, a turnpike authority, Canadians, and other groups. ITGAUM has held four workshops since then to explore ways to use modern technologies to locate, assess, and repair mines beneath roadways. The article explores the extent of the problem, providing examples from Pennsylvania, Missouri, and Ohio. The authors conclude by describing other related activities, such as development of a manual by ODOT, a FHWA Web site, and creation of a TRB subcommittee.

Proactive Approach to Safety Planning *by Roger Petzold*.....*6*
The annual death toll on our Nation's highways remains unchanged, but safety-conscious planning may be the answer.

Safety-conscious planning (SCP) may be the answer to the static traffic fatality and injury numbers. The article opens with quotes by Mineta and Peters. The author then defines SCP by listing the range of activities that might be included and the requirements needed to implement it. Next, the article provides State examples of SCP activities-from Iowa, Michigan, and Oregon. Finally, the article describes the TRB multimodal SCP working group's activities (a publication and forums).

Walls of Fame *by John J. Sullivan IV*.....*10*

States share successful strategies for partnering with the public to design aesthetically pleasing noise barriers. This article focuses on the aesthetic qualities of noise barriers rather than their technical effectiveness at reducing noise. The author discusses ways to involve the public in making decisions about the appearance of the barriers, cost of aesthetic treatments, materials, and construction techniques for aesthetic treatments, using case studies from Arizona, Pennsylvania, and Washington State. A sidebar discusses the issue of traffic noise in general, the major mitigation techniques, and FHWA's handbook on noise barrier design. Another sidebar discusses sample costs for aesthetic treatments, and a third sidebar compares the advantages and disadvantages of common barrier materials.

Lessons Learned *by Tianjia Tang and Steve Tonjes*.....*18*
A major highway reconstruction in Orlando, FL, provides clues on how to streamline environmental studies.

The EIS process for the reconstruction and extension of the John Young Parkway in Orlando, FL, provides

several clues for streamlining the environmental study process. The authors' first advice is to start with a solid transportation needs analysis that discusses the problems the project is expected to solve. The John Young Parkway process started with thorough modeling of needs, and this process and the NEPA process were integrated, reducing the time involved and enabling fatal flaws to be identified early. The second lesson learned was the importance of teamwork. In the JYP project, the project engineer and environmental scientist each had to agree on project scheduling, engineering design, cost, and the environmental reports. The third was to employ a concurrent review process to avoid down time between review and resubmit phases. The fourth lesson learned was to smooth the public involvement process by paying special attention to mandatory requirements such as timing of the public meeting. Also pay attention to the public's substantive needs such as the right-of-way acquisition and driveway connections to businesses (e.g., take advantage of the expertise of a right-of-way specialist and subdivide controversial issues until you can find common ground). Lastly, pay attention to the public's emotional needs by working proactively with advocacy groups. The final lesson learned was to think outside the box. In the JYP process, the team sought help from FHWA's Civil Rights Team to deal with one potentially explosive issue. I've added a short version of this summary as a "Results at a Glance" sidebar that will go early in the article, and I'm working on obtaining an endorsement-type quote that will also go in the beginning (placeholder marked).

President Eisenhower achieved his Grand Plan for the Interstate System with passage of the Federal-Aid Highway Act of 1956—but his interest in the new highways didn't end there.

This continuation of the interstate story has been condensed to run the same length as Part I. The author begins with a 400-word recap of the defeat of the first interstate bill, enough for readers to remember or figure out what is happening. The story then picks up in 1956 with Ike's State of the Union and budget messages, the search for a funding mechanism for the interstates, the mounting support for the Federal Highway Act of 1956, and the ultimate passage of the Act. The author then turns to the Act that created the position of Federal Highway Administrator and the appointment of Administrators Tallamy and Volpe. The narrative continues with the early days of construction of the Interstate System, including discussion of funding problems and Ike's belated discovery that the system included urban freeways. Then comes a description of Eisenhower's attempt to convince the Soviet Premier Khrushchev of the superiority of the modern U.S. highway system. This is followed by the tax increases to keep the interstate program on schedule during the final days of Eisenhower's presidency. After he left office, his interest in the interstates continued, and the author's wrap-up includes mention of a Reader's Digest article on the interstates that greatly alarmed Eisenhower by describing "corrupt land deals and contracts, shoddy construction, and government officials 'on the take. Sidebars deal with the place of Ike in history and civil defense.

After the wake-up call of the Loma Prieta earthquake, which rocked the San Francisco Bay area in 1989, Caltrans is building what may be the strongest bridge in America.

The collapse of the east span of the San Francisco-Oakland Bay Bridge during the earthquake of 1989 triggered a flurry of activity by Caltrans: major seismic upgrades of bridges in the area and rebuilding of the east span to make it perhaps the strongest bridge in America. It will be a self-anchored suspension bridge and the largest public works project in California history, and it will be designed to withstand an earthquake so severe that it is expected to occur only once every 1,500 years. The article describes the seismic safety advances that will help this monumental structure absorb shock, the construction to date, and environmental protection measures.

Transportation finds common ground with environmental, economic, historic, and community concerns in northern Delaware.

The author describes a new Delaware transportation project in Wilmington that is combining transportation improvements with addressing environmental, economic, historic preservation, and quality of life concerns. The catalyst was the merger of two firms to form AstraZeneca, the third largest pharmaceutical company in the world. Delaware's DOT, Department of Natural Resources, and Economic Development Office worked together with 125 representatives from environmental groups, historic preservationists, business leaders, and area residents to develop a master plan that includes a roadway network that separates regional from local traffic and a trail system for pedestrians and bicyclists; wetland preservation and creation, stream restoration, management of stormwater

runoff, and seeding of meadows; preservation of the historic Blue Ball Dairy Barn and an archaeological site; two parks with recreational amenities; and landscaping and a public art process.

The Fast Lane to Innovation *by Marci Kenney and Amy Stearns.....46*

University Transportation Centers provide our Nation with an effective vehicle for transportation progress.

After a general introduction, this overview of the University Transportation Centers (UTC) program provides a brief history of the Congressional authorization for the UTCs. The authors then describe UTC grant work in 7 areas. Under safety, for example, the UTC in Alabama is studying more effective ways of identifying drivers with diminished physical capabilities, specifically poor vision. The Rhode Island UTC is researching quantification of driver distraction from use of cell phones. Under security, the Mineta Transportation Institute in California has published five research reports on transportation preparedness, including 14 detailed case studies of major attacks and 9 vulnerability assessments of major bridges, tunnels, and transit agencies. In addition, MTI has compiled a running chronology of every reported attack on a surface transportation system that has occurred worldwide since 1920. Finally, it has hosted four national symposia on transportation security summarized on TransWeb, the MTI Web page. Researchers at the Southeastern Transportation Center, University of Tennessee, conducted additional work focusing on the risks of terrorism-related cargo passing through intermodal freight terminals. Having assessed the potential risks at seaports, air cargo facilities, and rail-truck intermodal terminals, they published their findings in a report that is being shared with transportation officials to increase awareness and solicit recommendations for security improvements. I have included detailed summaries of the sections on security, but the authors also describe UTC grant work in the following areas: organizational excellence, mobility, economic growth, and human and natural environments.

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examples. The author concludes by describing a Gallup survey to view how stakeholders in the NEPA process view the duration of the process, its quality, and areas for improvement.

Executing the Executive Order *by Frederick Skaer* *14*
Federal agencies today are collaborating more effectively on environmental reviews of major transportation projects, thanks to a new Presidential mandate.

The article begins with an explanation of executive orders and then describes the environmental stewardship and transportation executive order, which sets up a task force chaired by Mineta to implement the order. Mineta selected 13 number of projects to receive priority treatment. The author identifies some issues common to the projects and lessons learned to date. The task force is exploring process improvements for streamlining procedures under four laws: the Clean Water, Endangered Species, National Historic Preservation, and the Department of Transportation Act. The author concludes with two examples of environmental stewardship: North Carolina's ecosystem enhancement program and wildlife corridors.

A New Approach to Road Building *by Lori Irving* *18*
Can a new policy change the way people think about transportation agencies and the projects they deliver?

The author describes how context-sensitive design has changed how the public thinks about transportation projects. In defining context sensitivity, she quotes Mary Peters and then provides examples of context-sensitive projects from Delaware and Kentucky that dramatically changed the public's perceptions. The author then maintains that context-sensitive design and improving the safety of transportation facilities go hand in hand. She concludes with the Kentucky example that makes the point that the extra cost of contest-sensitive design (25 percent) was worth it because of the positive response of the community.

Living with Noise *by Chris Corbisier* *22*
Planning land use with highway traffic noise in mind can help local agencies improve residents' quality of life.

The author describes the concept of noise-compatible land-use planning, which encourages the location of less noise-sensitive land uses near highways, promotes the use of open space separating roads from developments, and suggests special construction techniques that minimize the impact of traffic noise. After introducing some basics about sound and steps that the Federal government has taken to reduce traffic noise, the author goes on to explain the benefits of noise-compatible land-use planning and highlight specific strategies, such as guiding development through zoning and incorporating acoustical solutions into buildings. The author highlights one case study—the Carrington development in Fairfax County, VA—and cites a Washington Post article from November 2002 that reports that Americans are willing to accept higher noise levels outdoors in return for convenient access to a highway. The article concludes by noting the costs associated with planning land uses with regard to noise.

Bikeways and Pathways *by Andy Clarke* *26*
Accommodating bicyclists and walkers will promote a healthier transportation system, a healthier environment—and healthier Americans.

The author opens with quotes from Cindy Burbank and Tom Larson, then discusses use and safety statistics on walking and bicycles. He continues by mentioning the environmental, health, and security benefits of increasing bicycle and pedestrian use. The article continues with a discussion of USDOT and FHWA reports and policy guidance on promoting bike use and walking, and then the funding under ISTEA, TEA-21, CMAQ, NHS, Hazard Elimination for Safe Routes to Schools, and Scenic Byways. Turning to technical knowledge, the author continues with a discussion of AASHTO's guidebook on developing bike facilities and the software and other technical tools developed by FHWA and NHTS, including the Pedestrian and Bicycle Information Center. San Diego's *Street Design Manual* is provided as a successful example of combining multiple objectives and serving diverse users. A more traditional approach is design manuals specifically for biking and walking improvements, such as publications produced by Florida, Oregon, and New Jersey. The author turns to Oregon for examples of some of the benefits of biking and walking improvements, and to Pennsylvania, Colorado, and California for the importance of better conditions for bicycling and walking for transit. The article concludes with the future potential to increase bicycle and walking use, a shining success story from Portland, OR, and a final quote from Cindy Burbank.

Centering on Environmental Excellence *by Kris Hoellen* *32*

AASHTO is helping State DOTs and others make environmental stewardship and streamlining part of their mission and everyday activities.

The AASHTO Center for Environmental Excellence is a one-stop resource for technical assistance, training, and access to environmental tools. The first goal of the center—sharing information on best practices—is met through a Web site, an award competition, a demonstration program, teleconferences, and an educational report. The center's second goal is training, problem solving, and partnership building—being achieved through a workshop on environmental management systems, draft EMS templates, a team of technical experts on call, and a CD-ROM on programmatic agreements. The third service—technical assistance—is achieved through the team of on-call experts. The author concludes with a quote from Horsley, who is AASHTO's executive director.

New Life for Brownfields *by Constance M. Hill* *36*

Across the country, transportation projects play a critical role in revitalizing abandoned industrial properties.

The author opens with a quote by Assistant Secretary for Transportation Policy Emil Frankel about transportation fostering brownfield redevelopment and economic development. (He has approved the quote, as has Cindy Burbank.) The Bush Administration and EPA have identified sites as priorities, and FHWA uses Federal-aid highway funds to help develop brownfields. FHWA also funded a research study to increase understanding of transportation's role in brownfield redevelopment. The author provides three case studies from the research study: North Marine Drive for a deepwater port in Portland, OR; a bicycle and pedestrian trail in Kansas City, MO and KS for the urban riverfront; and freight-related development on abandoned industrial sites in NJ. The article concludes with further discussion of the research results.

Air Quality and Transportation *by Gary Jensen* *40*

Emissions are on the decline, and efforts from the Federal to the local levels will help continue this trend.

Gary Jensen discusses the success the United States has had in reducing transportation-related air emissions, especially with on-road mobile (automobile) sources. He notes that EPA estimates show that emissions reductions from motor vehicles have accounted for 84 percent of the total emissions reductions of the six criteria pollutants since 1970. He provides basics on air pollution and describes Federal legislation to protect air quality, including the Clean Air Act and air quality standards. Jensen defines nonattainment areas and explains how ISTEA and TEA-21 provide State and local officials with tools and programs, like CMAQ, to improve air quality. He offers Los Angeles, Denver, and Atlanta as examples of metropolitan areas that have improved air quality significantly since 1970. Jensen explains that emissions from motor vehicles have decreased in spite of growth in the U.S. population and the number of vehicle-miles traveled. He concludes by describing new EPA emissions standards and cleaner fuel requirements that will be phased in by 2007, helping further reduce the transportation industry's contribution to air pollution.

Solutions from the Sunbelt *by Alex Levy*..... *44*

The southeastern States share strategies to protect wildlife and fragile habitats.

With a growing population and highway network, the Southeast's ecosystems are under stress. But State DOTs are protecting wildlife habitats throughout the region. The author explores what 9 States are doing to improve ecosystem connectivity, reduce roadkills, and protect human lives and property from animal-vehicle collisions. Florida: While upgrading Alligator Alley, the State found ways to protect the federally endangered Florida panther: underpasses and right-of-way fencing. The State also hosted the first International Conference on Wildlife Ecology and Transportation, signed a MOU streamlining environmental planning, and created habitat banks. Alabama: Wetlands banks to mitigate the impacts of transportation projects are one effort, and another is a habitat bank on US 98 for the federally threatened gopher tortoise. Georgia: Habitat banks for the federally protected red-cockaded woodpecker and State-listed gopher tortoise are one effort, and another is red spheres on power lines above roadside foraging areas for woodstorks. The article continues in this way through the other southeastern States: North Carolina, Tennessee, Kentucky (prismatic reflectors), Arkansas, Louisiana (prairie preservation), and South Carolina. Federal funding through ISTEA and TEA-21 is mentioned at the end of the article.

Reviews on the Fast Track *by Cassandra Callaway Allwell* *49*

A step-by-step guide to practices that States employ to streamline the environmental review process.

This article on practices that States employ to streamline the environmental review process begins with a success story from Colorado on multihabitat mitigation purchases. The author then defines environmental streamlining

and describes various streamlining practices with brief examples (sometimes only a line or two) from a number of States. The practices are described under six categories: integrated planning; context-sensitive designs; programmatic agreements for historic preservation, wetlands, endangered species, and public lands; flexible mitigation such as wetlands banks and regional mitigation; technologies, cross-training, and interagency personnel agreements; and alternative dispute resolution. The author concludes with lessons learned, providing six tips.

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