

## **Project examples regarding fiscal constraint and NEPA approvals**

The following are project examples that highlight some scenarios where Divisions encountered challenges with fiscal constraint issues with pending, active or concluding NEPA processes. These examples are not included here to suggest that fiscal constraint issues can only be dealt with using the remedies described. Each project will have its own unique context. As a best-practice approach, fiscal constraint issues should be considered throughout the planning and NEPA processes, and if any issues are encountered, they should be considered before the NEPA process is initiated and addressed long before NEPA approval is considered.

### **Intercounty Connector (ICC), Maryland**

Example of securing additional funding from new sources early in NEPA process

The ICC is a \$2.4 billion project in Maryland, just north of Washington, DC. The project was not in the metropolitan transportation plan (MTP) at the time NEPA was initiated. Early in the process, it was recognized by FHWA and the State Highway Administration that the estimated cost of the project, and competing priorities in the region, would present challenges to demonstrating fiscal constraint by inclusion of the project in the MTP. Early in the NEPA process, a decision was made (for both fiscal and operational reasons) to explore tolling as an aspect of the alternatives being evaluated. The revenues from tolling enabled FHWA and SHA to address the fiscal issues, and the ICC was added successfully to the fiscally constrained MTP, and the ROD signed in May 2006. For more information, contact Marlys Osterhues, 202-366-2052.

### **I-25 Valley Highway, Colorado**

Example of using a “phased decision-making” approach to address fiscal constraint issues

It was recognized early on in the NEPA process that the planning requirements regarding fiscal constraint must be satisfied prior to FHWA approving a ROD. Total funding for the entire project would not be available at the time the ROD was to be signed. Because the fiscally-constrained MTP did not contain the entire Preferred Alternative for the Valley Highway project, FHWA and Colorado DOT determined that it was appropriate to identify a phased project implementation process. The Draft and Final EIS discussed a phased implementation approach and presented six logical project phases. Phased implementation was discussed with the public and agencies. FHWA and CDOT identified a set of criteria to be used as guidelines in establishing independent project phases, which included, but were not limited to, logical termini and independent utility, contributing to accomplishing elements of the over all project purpose and need, and fiscal constraint (demonstrated by inclusion in the MTP). The phases of the project were included in the RTP before the ROD was approved in June 2007 on Segments 1 and 2. For more information, contact Keith Moore, 202-366-0524.

### I-83 Master Plan, Pennsylvania

Example of consideration of fiscal issues and project phasing in planning studies

The I-83 Master Plan, prepared by the PennDOT in 2003, is a transportation planning study to identify, plan, and program future transportation improvement projects for an 11 mile section of I-83. The entire corridor upgrade is estimated to cost at least \$1.5 billion. It was immediately clear that construction could not take place simultaneously on the entire corridor, in part because fiscal constraints would reduce the ability to fully fund all required projects at one time. Upon review and analysis of constructability and safety issues, the corridor was divided into four sections that could be funded through the MPO, advanced through PennDOT's project development process, and designed and constructed independently. Each section has both logical termini and independent utility. The corridor will have four independent (but related) environmental processes. Although a NEPA analysis is currently being conducted for the first phase of the study (I-83 East Shore Section 1 Project), this project provides an example of the consideration of phasing and fiscal constraint issues early, in pre-NEPA planning studies. For more information, contact Spencer Stevens, 202-366-0149.

### **Project example regarding including subsequent phases of a project in the STIP and/or TIP**

The following example shows how subsequent phases (subsequent to NEPA) of a regionally significant project were shown in the TIP (and STIP). The project is also included in the Philadelphia area MPO's (DVRPC) MTP. This example also shows construction funding that is outside of the 4-year horizon of the TIP for the project but the TIP still includes it for information purposes in later years. For more information, please contact Spencer Stevens, 202-366-0149.

### State Route 309 Project, Pennsylvania

Example of subsequent project phases (subsequent to NEPA) included in a STIP/TIP (continues on the next two pages).

# DVRPC FY 2007-2010 TIP for PA

Final Version

## Pennsylvania - Highway Program

### Montgomery

MPMS# 16438 PA 309 Connector Project

AQ Code 2020M PA 309 to PA 63, Sumneytown Pike

Major SOV Capacity New/Upgraded Connector Roadway

Subcorr(s): 2A, 11A, Hatfield Township; Franconia Township; Lower Salford Township; Towamencin Township

14C

Provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

This project is integral to the Delaware Valley Freight Corridors Initiative.

SAFETEA DEMO #613 - \$1.280 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2007	FY2008	FY2009	FY2010	
FD	HWY	2,240				
FD	H-STATE	560				
FD	HWY		400			
FD	H-STATE		100			
ROW	HWY		480			
ROW	DEMO		1,280			
ROW	H-STATE		120			
ROW	H-STATE		120			
CON	SSPIKE		4,000			
CON	SPIKE		16,000			
CON	HWY					36,000
CON	H-STATE					9,000
Fiscal Year Total		2,800	22,500	0	0	45,000
		Total FY 07-10		25,300		

Construction funding outside timeframe of TIP, but included for information

## 2030 Major Regional Transportation Projects

ID	FACILITY	UNITS	BRIEF DESCRIPTION	TIME PERIOD		LOCATION					COST (MILLIONS)	
				2005 - 2010	2011 - 2030	PA	DELAWARE	PHILADELPHIA	BURLINGTON	GARDEN		GLoucester
<b>HIGHWAY RECONSTRUCTION/REHABILITATION/RESURFACING/RESTORATION</b>												
1	US 422	Berk's County line to Scatogah	Reconstruct	X	X							\$546.01
2	US 30	Baltimore Pike to Maryland state line	Reconstruct	X	X							210.0
3	US 1	PA Turnpike to Delaware County line	Reconstruct	X	X							200.0
4	US 1	PA Turnpike to Baltimore Pike	Reconstruct	X	X							100.0
5	US 1	PA Turnpike to Delaware County line	Reconstruct	X	X							70.0
6	I-476	PA Turnpike to Delaware County line	Reconstruct	X	X							280.0
7	I-476	PA Turnpike to Delaware County line	Reconstruct	X	X							280.0
8	I-476	PA Turnpike to Delaware County line	Reconstruct	X	X							280.0
9	I-476	PA Turnpike to Delaware County line	Reconstruct	X	X							280.0
10	I-476	PA Turnpike to Delaware County line	Reconstruct	X	X							280.0
<b>HIGHWAY SAFETY/OPERATIONAL IMPROVEMENTS</b>												
11	PA 113	Heritage Corridor	Intersection and Corridor Improvements	X	X							\$25.0
12	PA 113	Heritage Corridor	Access Management to Corridor Improvements	X	X							25.0
13	US 13	Lebanon Parkway to Philadelphia line	Reconstruct Interchange	X	X							30.0
14	Street Rd	at I-476 interchange	Reconstruct Interchange	X	X							5.3
15	PA 50	at I-476 interchange	Reconstruct Interchange	X	X							5.3
16	PA 50	at I-476 interchange	Reconstruct Interchange	X	X							5.3
17	US 30, PA R2, and Train Station	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
18	I-476	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
19	I-476	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
20	Ridge Pike	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
21	US 202-sec. 500 (Minkley St)	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
22	US 202-sec. 500 (Minkley St)	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
23	National Highway System Connections	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
24	NJ 78 and NJ 70	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
25	US 330 (South Pemberton Rd)	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
26	US 100 and US 30	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
27	NJ 78 and US 30	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
28	NJ 78 and US 30	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
29	NJ 78 and US 30	at I-476 interchange	Reconstruct Interchange & Access Improvements	X	X							10.0
30	I-295	at I-476 interchange	Reconstruct Interchange	X	X							10.0
<b>HIGHWAY NEW CAPACITY</b>												
31	I-476	PA Turnpike Northeast Extension	Widen to 6 Lanes + ***	X	X							\$ 200.0
32	US 202-sec. 700	at I-476 interchange	Construct New Parkway and Improve Intersections	X	X							200.0
33	County Line Road	at I-476 interchange	Widen; Reconstruct ***	X	X							30.0
34	I-476	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
35	I-476	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
36	US 100-sec. 100	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
37	US 100-sec. 100	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
38	I-476	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
39	French Creek Parkway	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
40	US 100-sec. 300	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
41	US 202-sec. 300	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
42	US 1	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
43	PA 41	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
44	PA 41	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
45	I-76	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
46	US 30 (Bypass)	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
47	US 30 (Bypass)	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
48	US 302/Commodore Barry Bridge	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
49	US 302/Commodore Barry Bridge	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
50	PA 276	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
51	PA 276	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
52	I-76/Henderson Rd	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
53	Lafayette St	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
54	PA 600	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
55	PA 309 Connector Road	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
56	Measland Bridge/Road	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
57	PA 309 Connector Road	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
58	I-476	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
59	Row Cracking Complex	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
60	US 202-sec. 600	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
61	US 202-sec. 600	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
62	North Delaware Ave	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
63	Delaware Ave & Pennrose Ave/26th St	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
64	US 202-sec. 600	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0
65	PA 651 (Woodhaven Rd)	at I-476 interchange	Widen; Reconstruct ***	X	X							10.0