SCOE/SCOD Annual Meeting
Sunday July 16th-Thursday 20th, 2017

Mark D. Lombard
Environmental Program Manager
Pennsylvania Department of Transportation
“State DOTs are no longer just held accountable for the transportation system; they are also held accountable for how the system supports and improves quality of life for communities.”

Planning & Engineering Collaboration

Community Development
Vision, Values and Aspirations
Quality of Life & Livability
Sense of Place & History
Community Vitality
Land Use

PennDOT Connects Goals

- Build Partnerships that invest in sustainable transportation
- Leverage Resources to improve communities
- Lead & Innovate for a more livable Pennsylvania
- Deliver Projects that improve economic competitiveness, access to work, and overall quality of life

Project Development & Delivery
Transportation Choices
Safety & Operations
Asset Management
Mobility & Access

Transportation System Performance

Community Conditions
## Policy

<table>
<thead>
<tr>
<th>Secretary’s Directive</th>
<th>Date</th>
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<tbody>
<tr>
<td>Design manual (DM1A) changes for project planning and development to incorporate PennDOT Connects</td>
<td>December 2016</td>
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<tr>
<td>- Linking Planning and NEPA incorporated into PennDOT Connects</td>
<td>July 2017</td>
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<tr>
<td>Long Range Transportation Plan guidance modifications</td>
<td>July 2017</td>
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<tr>
<td>Connects meetings on all new 2017 TIP projects</td>
<td>underway</td>
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<tr>
<td>Connects Pre-2019 TIP Meetings</td>
<td>June - December 2017</td>
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What’s Next?

Training and Outreach

Spring 2017 – Spring 2018

• PennDOT will provide Connects training, Planning and Engineering 360° to internal staff, MPOs and RPOs
• PennDOT will do outreach sessions to local government
• Reach out to sister agencies: DCNR, DCED and DEP
PennDOT and our planning partners meet with local governments to discuss details for each project prior to developing project scopes and cost estimates.

All mobility needs are considered

- Bicycle
- Pedestrian
- Transit
- Freight
- Operations and ITS
- Utilities
- Community Health
- Stormwater Management BMPs
Community Coordination

MPO Planners
MPO Representatives
Municipal Representatives
RPO Staff
RPO Representatives
District Planner
District Traffic
County Planners
County Representatives
District Environmental
Other local government staff
PennDOT Representatives
PennDOT Connects Planning with our communities
<table>
<thead>
<tr>
<th>Contextual Issue Evaluations</th>
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<tbody>
<tr>
<td>Safety Issues/Concerns</td>
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<tr>
<td>Stormwater Management</td>
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<tr>
<td>Transportation Operation Considerations</td>
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<tr>
<td>Consistency with LRTP</td>
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<tr>
<td>Regional Planning studies</td>
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<tr>
<td>Right-of-Way Considerations</td>
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<tr>
<td>Presence of Environmental Justice (LJ) or Limited English Proficiency (LEP) individuals</td>
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<tr>
<td>Bicycle/Pedestrian Accommodations</td>
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<tr>
<td>Presence of/Impacts from (Current/Future) Freight-Generating Land Uses</td>
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<tr>
<td>Emergency Services Accommodation</td>
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<tr>
<td>Consistency with Community Comprehensive or Other Plans</td>
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<tr>
<td>Other Proposed Transportation/Infrastructure Improvements</td>
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<tr>
<td>Anticipated Public Opinion</td>
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<tr>
<td>Maintenance Agreement Requirements</td>
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<tr>
<td>Transit/Multi-modal Considerations</td>
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<tr>
<td>Utility Issues</td>
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<tr>
<td>Planned Development</td>
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<tr>
<td>Consistency with Current or Proposed Zoning</td>
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<tr>
<td>Impacts on the Natural, Cultural or Social Environment</td>
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<tr>
<td>Community or Cultural Events in the Candidate Project Area</td>
</tr>
<tr>
<td>Other Specific Regional/Local Topics</td>
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</tbody>
</table>
Requirements for Addition to TIP

PennDOT is committed to enhancing community collaboration in our planning process.

• District and Planning Partner staff meet with local staff on all new projects added to the 2017 TIP
  • Required for all projects that had no project phase included on a prior TIP
  • Required for all projects that have not started PE or started PE since July 1, 2016
Requirements for Addition to TIP

- Collaboration with Local Governments
- Central Office Executive Collaboration Meeting
- Electronic Form Completion
**Pedestrians**

Dedicated pedestrian facilities should be evaluated for all highway projects. Depending on the project’s context, these may include elements like a multiuse trail, sidewalk, and crosswalks with supportive elements like HAWK beacons. In rural areas, a walkable shoulder can serve as a very basic pedestrianway, provided it is connected to accessible curb ramps.

<table>
<thead>
<tr>
<th>Pedestrian facilities will be accommodated:</th>
<th>Pedestrian facilities will NOT be accommodated because (at least one):</th>
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</thead>
<tbody>
<tr>
<td>□ Shared roadway/walkable shoulder</td>
<td>□ Location is greater than .25 mile from any existing pedestrian facility or public transit stop, and is not recommended for a pedestrian connection in any local, county, or regional plan.</td>
</tr>
<tr>
<td>□ Sidewalks</td>
<td>□ Location has unique site constraints, such as steep slopes.</td>
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<tr>
<td>□ Multi-use trail</td>
<td>□ Safe pedestrian accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure future pedestrian accommodations are not precluded by the design).</td>
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<tr>
<td>□ Additional element(s): _______________</td>
<td>□ Additional reasons(s) and notes:</td>
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</table>
Scalable Approach
PennDOT Connects Considerations

• Costs must be weighed against the full range of benefits to communities
  ✓ Improved mobility
  ✓ Economic competitiveness
  ✓ Access to work
  ✓ Quality of life

• Communities may have no other opportunities to realize these improvements in the foreseeable future
PennDOT Connects

• If justified, incorporate features into scope of work
• Document issues and justification (or lack of) in the screening form
• Program Center staff responsible to QA TIP process
• Open End Agreements are available for consultant support
• Validate community collaboration at E&E Scoping
Aligning Resources

Working through challenges, opportunities and priorities for

• Funding
• Organizations’ staff and time
• Systems and processes
• Data- and information-sharing
• Relationship building
U.S.13 Rehabilitation Project, Bucks County

U.S.13 Revitalization Plan serves to enhance community character, increase transportation investment, and improve safety.

Improved vehicular and pedestrian safety

Stormwater management
U.S.13 Rehabilitation (continued)

- Bike Route Sign
- Multi-Use Trail
- Pedestrian Trail and Underpass
Little Muncy Creek Bridge, Lycoming County

New Replica Steel-Truss bridge replaces the 114 year old wooden deck, functionally obsolete landmark.
Little Muncy Creek Bridge (continued)

New bridge sits at exact spot where the original one did since 1904

- Reused the original foundation and the lattice work or railings.
- Preassembling bridge and lifting it into place caused less interruption to local community.
Thank You!

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