

# NCDOT Project Delivery and Interagency Partnerships

## North Carolina Board of Transportation

February 3, 2010

[WWW.NCILT.ORG](http://WWW.NCILT.ORG)

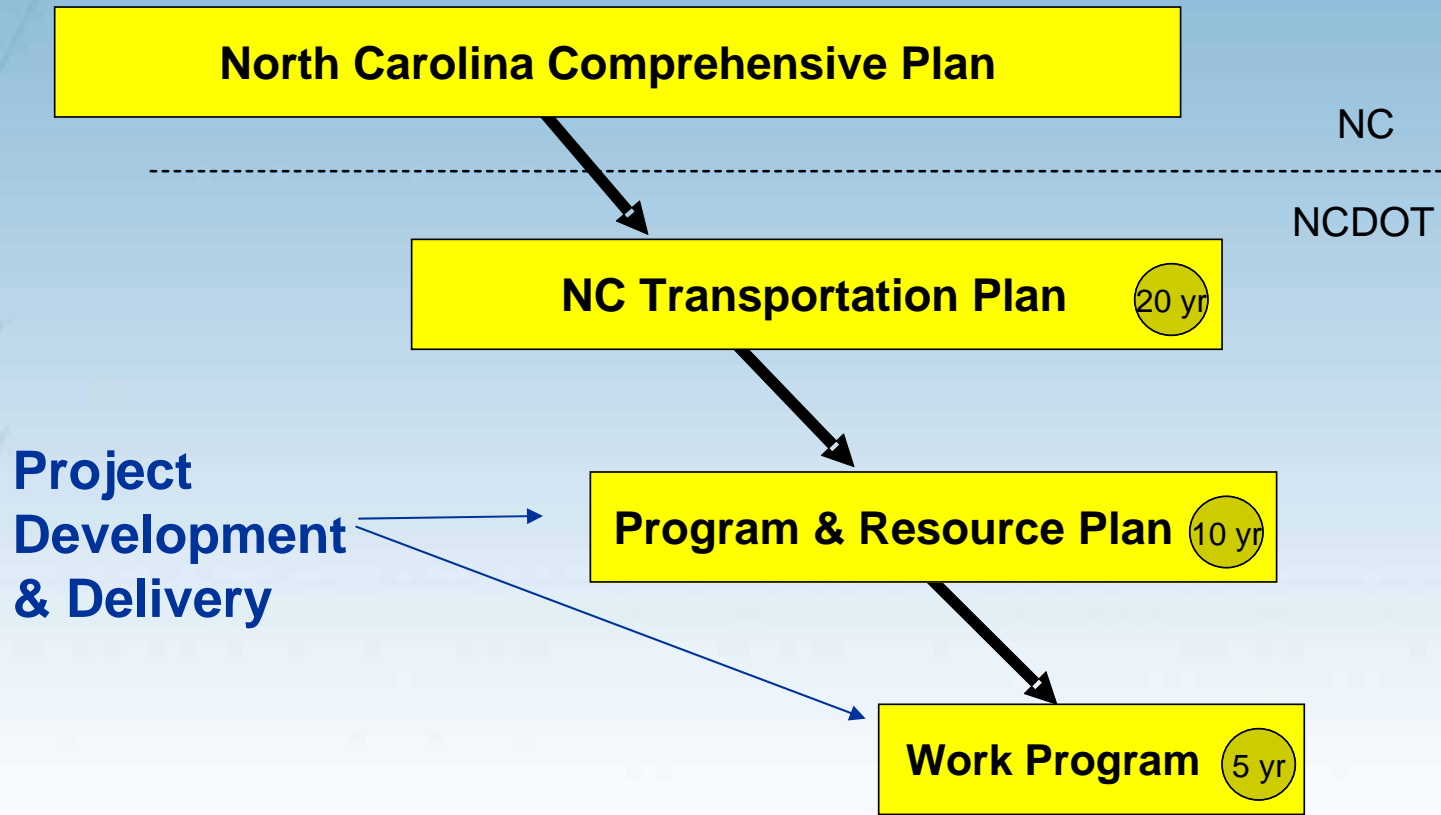


# Overview

- How are transportation projects developed and delivered?
- How do Interagency partnerships support project development?



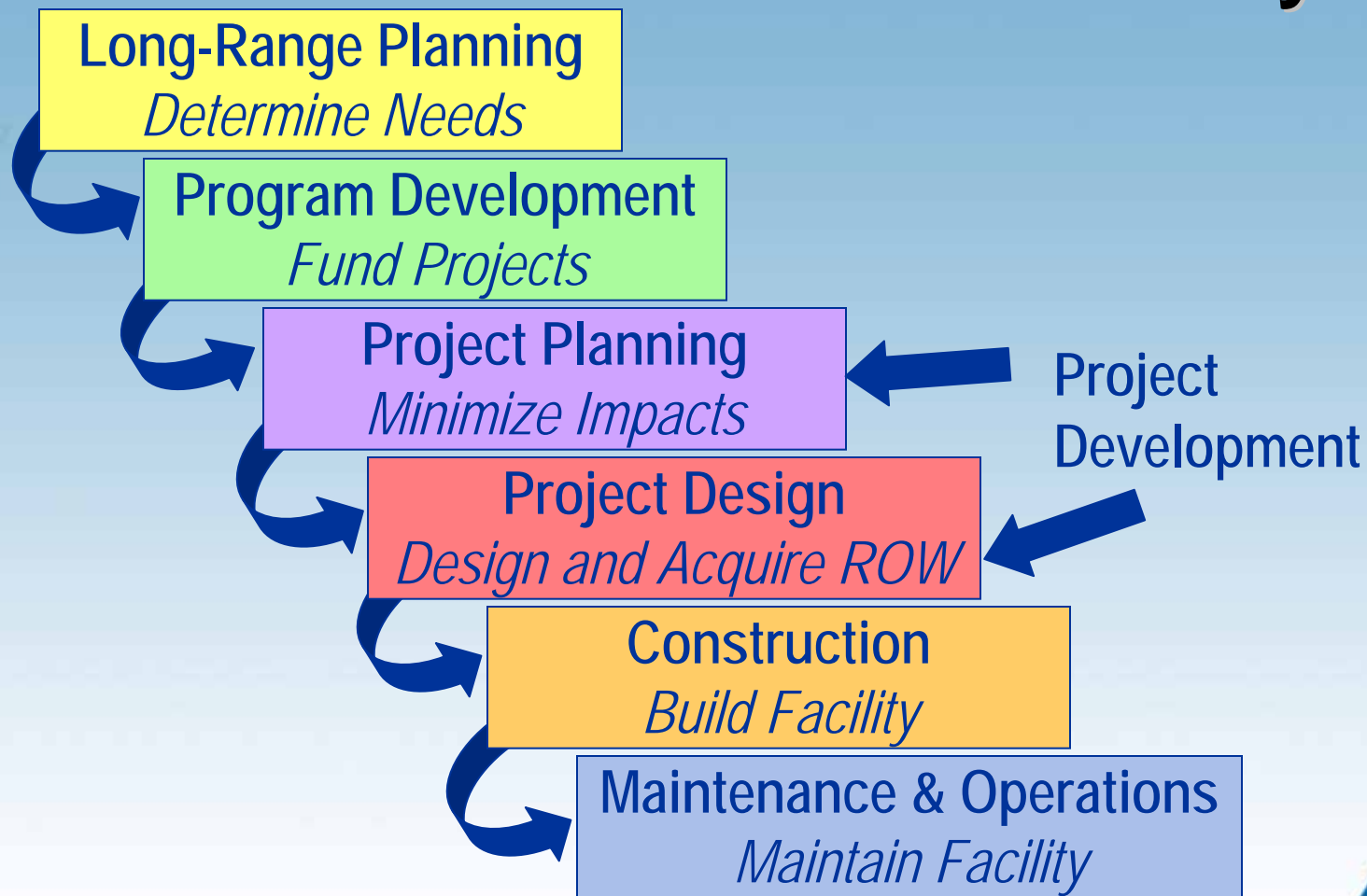
# Framework for Meeting Transportation Needs in North Carolina



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# Transportation Program Life Cycle



# *Project Development Process Improvements Needed Due To*

- **Major re-design work required due to inadequate coordination that resulted in project delays.**
- **Environmental permit applications being placed on-hold or held up due to lack of minimization of impacts or mitigation**
- **STIP schedules set without regard to time requirements for planning, design, regulatory approvals and right-of-way acquisition**

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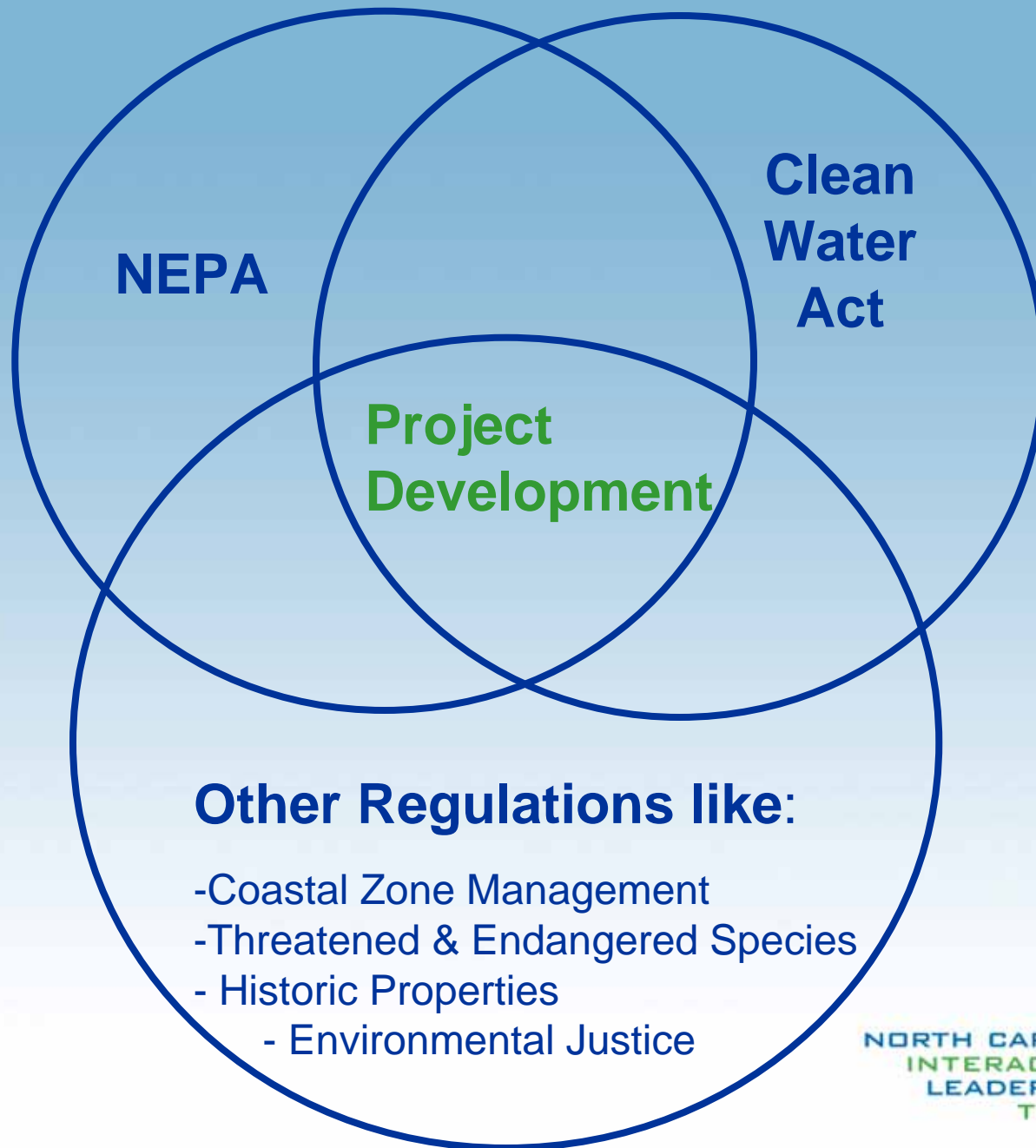


# Project Development Process Goals & Objectives

- Complies with the **National Environmental Policy Act (NEPA)**, the **Clean Water Act (Sections 404 and 401)**, and other federal and state laws and regulations
- **Merges** NEPA and the Clean Water Act procedures so that the permitting process is concurrent with NEPA.  
- referred to as the “Merger Process”
- Incorporates regulatory requirements into NEPA decision-making process
- Improves interagency coordination
- Designed to streamline project development and permitting process

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# Project Development Framework

- Interagency project teams are formed
- Process based on concurrence by team at major decision points
- Concurrence provides buy-in of team members
- Decisions are not revisited
- Dispute resolution process if major non-concurrence
- Documented roles and responsibilities for team members



# Project Development Regular Participants

- \* US Army Corps of Engineers
  - \* FHWA
  - \*NCDOT
  - US EPA
  - US Fish and Wildlife Service
  - \* NC DENR, Division of Water Quality
  - North Carolina Wildlife Resources Commission
  - North Carolina Department of Cultural Resources
- \* Primary signatories for “Merger 01 Process”  
agreement



# Other Team Members

- NC DENR/Division of Coastal Mgmt.
- Metropolitan Planning Organizations
- National Park Service
- US Coast Guard
- US Forest Service
- Tennessee Valley Authority
- US Fish and Wildlife Service Refuge



# Project Development Concurrence Points

1. Finalize **purpose and need** of the project
2. Identify **alternatives** to study
  - 2A. Examine **bridging** decisions for each alternative
3. Selected the **preferred alternative** (LEDPA)
4. **Minimize Impacts** and finalize design

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# Benefits of Project Development Process

- Fully supports environmental stewardship
- Removes permit issuance from critical path
- Integrates planning, design and permitting
- Reduces/eliminates re-do loops

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# To Maximize the Benefits. . .

Requires constant and consistent monitoring and management of the process

- Within NCDOT
- With Agency Partners



# ILT Members

- NC Dept. of Agriculture and Consumer Services
- NC Dept. of Commerce
- NC Dept. of Cultural Resources
- NC Dept. of Environment and Natural Resources
- NC Dept. of Transportation
- NC Wildlife Resources Commission
- US Army Corps of Engineers - Wilmington District
- US Dept. of Commerce - National Marine Fisheries Service
- US Environmental Protection Agency
- US Dept. of Transportation - Federal Highway Administration
- US Fish and Wildlife Service



# ILT Mission

Develop an interagency leadership plan for North Carolina to balance successfully mobility, natural and cultural resource protection, community values, and economic vitality at the confluence of our agencies' missions



# Environmental Protection



**Economic  
Vitality**

**Mobility**

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# Benefits of the ILT

- Builds relationships that help agencies work together effectively and efficiently
- Provides a forum for solving cross-cutting issues and problems
- Promotes partnering on strategic issues of mutual interest



*“Allows us to speak with one voice”*

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# ILT Goals

1. Develop a shared, comprehensive Geographic Information System (GIS)
2. Partner to integrate local land use plans, long-range transportation planning, environmental and economic development planning to meet mobility, environmental and economic goals
3. Improve the project development process

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# Transportation Program Life Cycle



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