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could be used in a transportation planning course or by practitioners who want to learn more about TDM options (whatever they are called). Moreover, it would help anyone to build on the lessons of the past, identifying the elements of various TDM options that work and avoiding those that do not seem to be practical. But it will take work to find these points, scattered as they are throughout the book.

Sandi Rosenbloom

Rosenbloom is a professor of planning and director of the Drachman Institute of the University of Arizona. She was the principal author of one of the earliest studies (1977) of TDM strategies at a time when they were called "low capital solutions."

### ***Network Infrastructure and the Urban Environment: Advances in Spatial Systems Modeling***

Lars Lundqvist, Lars-Göran Mattsson, and Tschango John Kim, editors. Springer-Verlag Series in Advances in Spatial Science, Berlin, Heidelberg, 1998. 414 pages. \$99.

The authors contributing to this book genuflect to planning objectives, but the work is fundamentally research. The book enumerates and examines most of the urban land use and transportation modeling constraints confronting researchers focusing on urban systems. These include how to account for system dynamics, particularly with respect to transportation modeling; how to model urban polycentricity; how to link representations of transportation and land use decisions in a way that endogenizes both, particularly with respect to role of prices; how to help evaluate policies with likely effects that are smaller than the computational resolution that most models provide; how to make the leap from *Homo economicus* to the behaviors of real households managed by multiple, boundedly rational wage earners; how to achieve computability of general equilibrium models; and just what language like "wasteful commuting" and "sustainability" might actually mean. In chapter 4, Edwin S. Mills translates rhetoric into policy analysis by examining wasteful commuting from the perspective of applied welfare economics. The fuel tax implications are not pretty.

This collection of topics will seem disjoint to the uninitiated and the editors' introductory chapter inadvertently amplifies these differences. The remainder of Part I, compellingly entitled "Issues," should not be skipped. Some of the best, most accessible work is here. Part II is mostly theoretical. Part III is computational and probably has the greatest pedagogic value.

The observation that most meaningfully relates research and practice is David Boyce and Yu-Fang Zhang's remark that "... we are facing a situation where the research state of the art is very far ahead of the state of practice, and the gap is widening" (p. 191). The other contributors probably share Boyce and Zhang's frustration with these developments, but are less ready to acknowledge that their work is unlikely to penetrate planning practice during their professional lifetimes. From a practice perspective, the most useful findings are likely the empirical elements in Part I, some of which are counterintuitive. For example, Peter Gordon, Yuchun Liao, and Harry Richardson suggest that apparently wasteful commuting in the U.S. disappears in the context of households making location choices combined with two journeys to work. They find "locational choices quite consistent with economic behavior" (p. 93).

The book is surprisingly humorous, in a deadpan way. Given the cast of contributors, it is hard to believe that all, or even most, of this humor is unintentional. For example, Mills states that "... the federal government appears not to have tried to improve the dreadful quality of public transit service in metropolitan areas..." (p. 72). This is a hoot. One of the greatest obstacles to improving public transit is the federal government's relentless interest in doing so.

The book is worthwhile reading. I find it will help me in my own research, and I will pass several of the chapters along to malleable graduate students. The fact that I find this book relevant is a reasonably good indicator that neither rank-and-file planners nor planning academics will embrace it.

James E. Moore II

Moore is an associate professor of civil engineering and of public policy and management at the University of Southern California, where

he is director of the Transportation Engineering Program and associate director of the National Center for Metropolitan Transportation Research.

## **NEPA**

### ***The NEPA Planning Process: A Comprehensive Guide with Emphasis on Efficiency***

Charles H. Eccleston. John Wiley & Sons, New York, 1999. 396 pages. \$65.

Charles Eccleston reminds us that the National Environmental Protection Act (NEPA) can be a powerful tool for promoting excellence in decision making and environmental protection. He takes the position that it is not the law itself, but the overly legalistic, rigid manner in which agencies have chosen to implement NEPA that has led to frustration, unnecessary delays, and wasted taxpayer dollars often associated with the NEPA process. Eccleston advocates streamlining NEPA implementation through applying a "sliding scale" and "rule of reason" when deciding how to approach the scope of a NEPA analysis. Impacts, he says, should be discussed in terms of their significance. Documents should focus on issues of true significance instead of amassing detail on issues that do not warrant attention. Applying common sense can result in a more concise analysis done with less effort in less time.

Eccleston unravels the maze of NEPA requirements with an understanding and logic that enables the reader to see where and how the process can be improved through the "sliding scale" and "rule of reason" approaches. He systematically details the underlying philosophy and concepts of effective NEPA practice, emphasizing the importance of integrating NEPA with other planning and environmental processes. At the same time, he clearly explains the mechanics of such NEPA requirements as environmental impact statements, environmental assessments, categorical exclusions, and findings of "no significant impact." He addresses the roles and responsibilities of the various parties to the NEPA process, including the Council on Environmental Quality, the Environmental Protection Agency, the lead agency, and the public.