

# Planning and ETDM

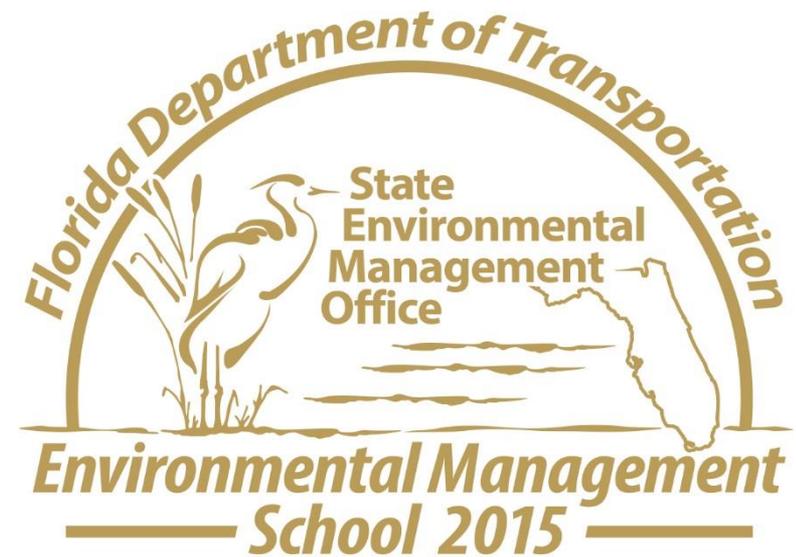
Presented by:

Sean Santalla

Xavier Pagan

Pete McGilvray

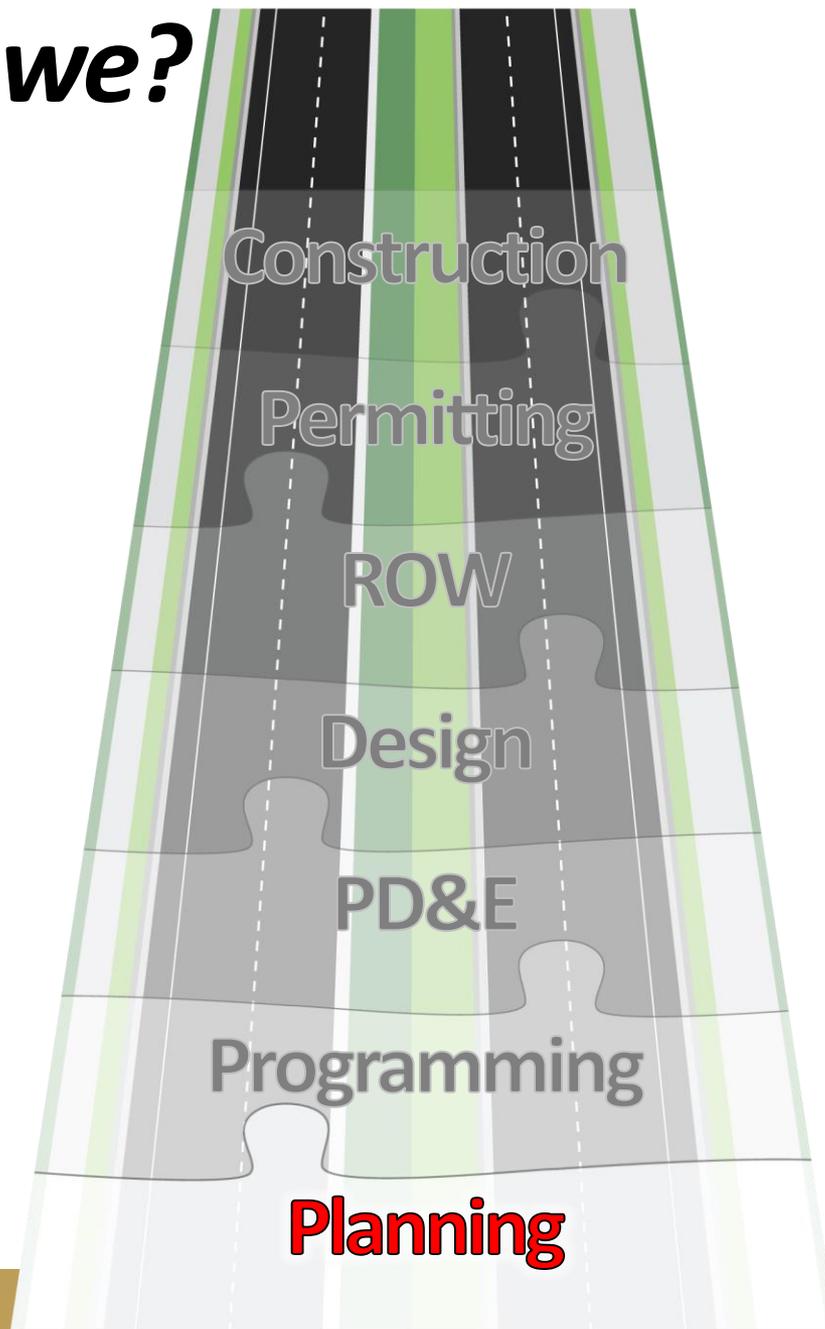
October 2015



# ***Outline***

- ◆ Planning Process Overview
- ◆ Plans
- ◆ Project Identification and Prioritization Process
- ◆ Purpose and Need Development/Refinement
- ◆ ETDM Process
- ◆ Planning Screening Event
- ◆ Programming Screening Event

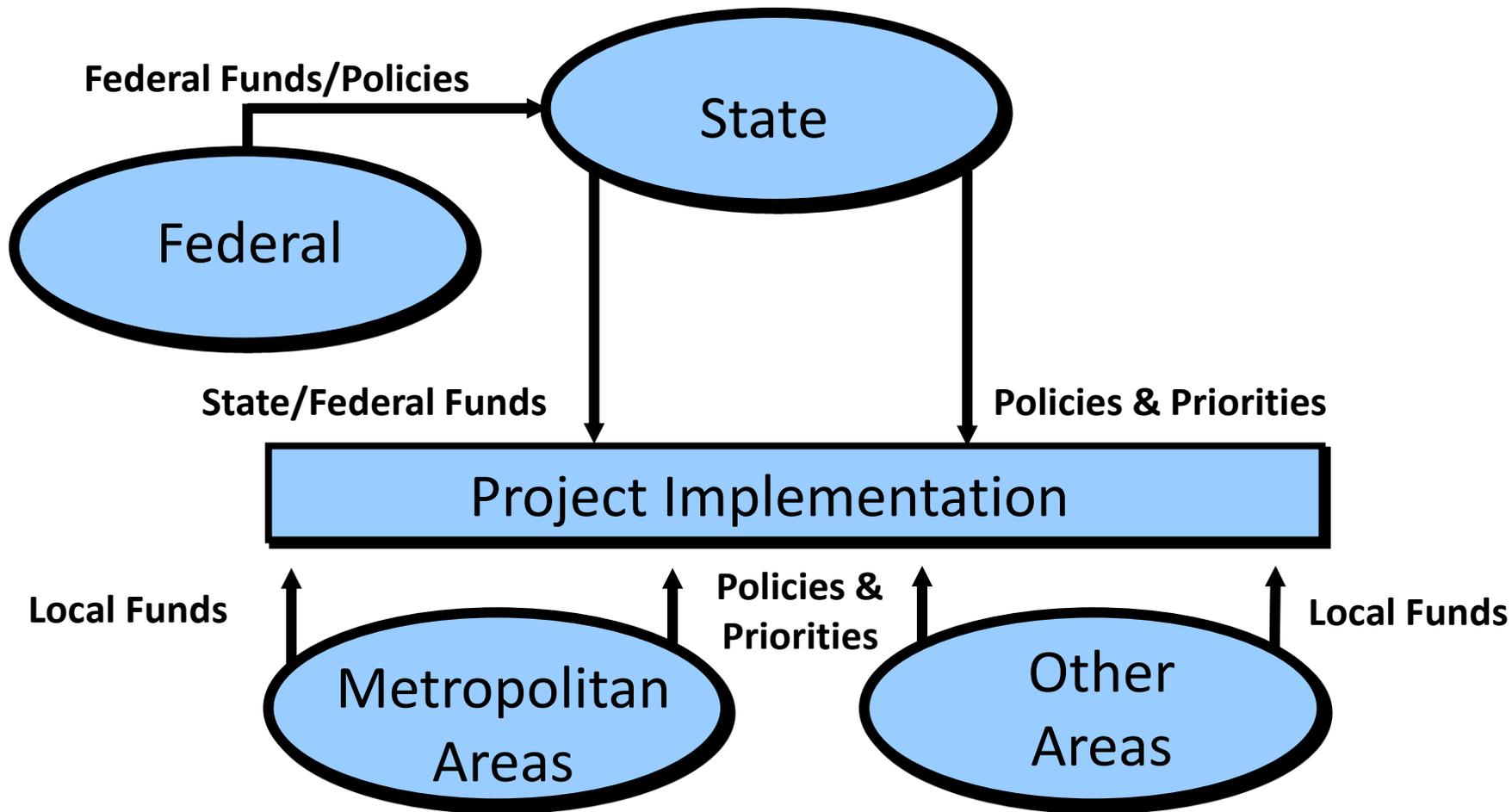
# Where are we?



# *Transportation Planning Process*

- ◆ When does Planning phase occur in the project delivery process?
- ◆ What are the different roles of federal, state, and local entities?
- ◆ What types of plans are produced?
- ◆ How do the plans feed the ETDM Planning Screen?
- ◆ What are the expected outcomes of the planning phase?

# Who is involved?



# ***Federal***

## ◆ Establish national goals, policies and program funding priorities

- Title 23 – Highways
- Title 49 – Transit, Aviation, Motor Vehicle, etc
- Section 134, United States Code
- National Environmental Policy Act (NEPA)
- Clean Air Act (CAA)

Ensure statewide and metropolitan planning processes are linked to the expenditure of federal funds

# ***State: Department of Transportation***

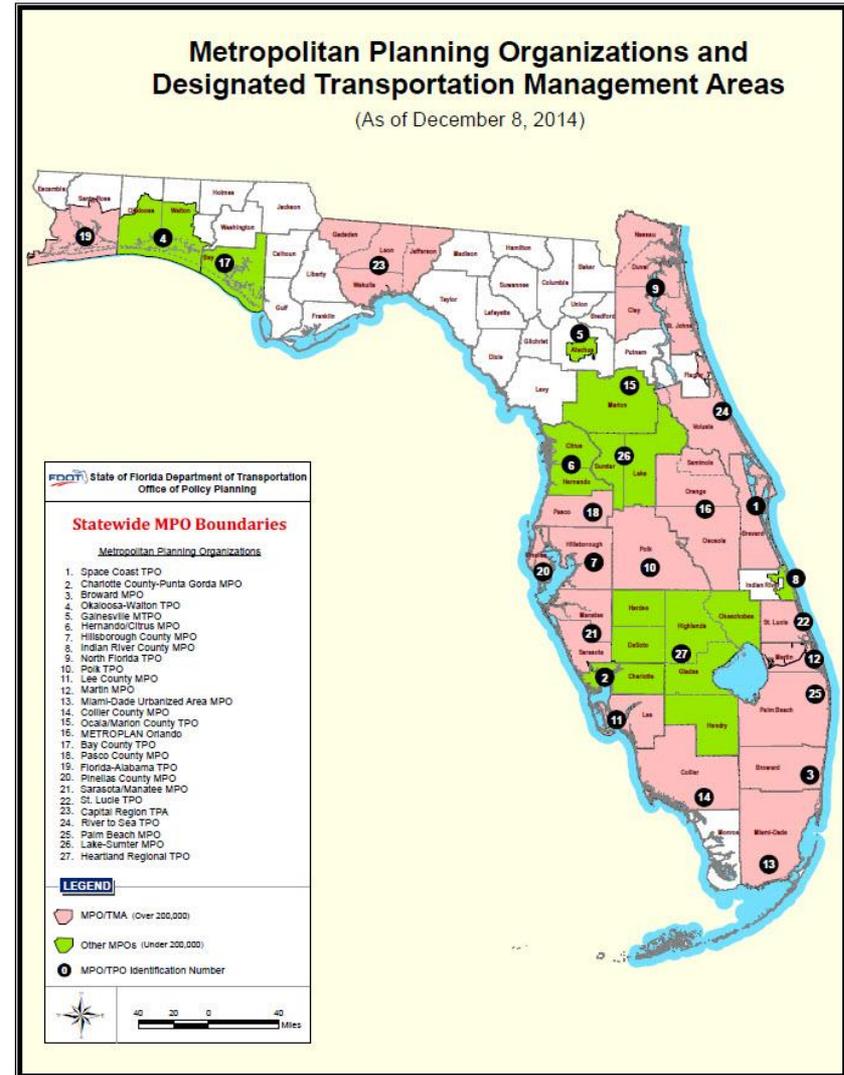
- ◆ **FTP**
  - Goals and Policies
- ◆ **Safety of the State Highway System**
  - Shared responsibility with other agencies
- ◆ **Preserve and maintain the State Highway System**
  - Based on State policies and objectives
- ◆ **Mobility improvements**
  - Based on State policies and priorities
  - Principal responsibility for the statewide and interregional movement of people and goods
  - Shared responsibility for regional, metropolitan, and local needs

# ***Local Governments***

- ◆ Adopt comprehensive plans identifying future land uses the transportation system must support
- ◆ Adopt level of service standards for roads
- ◆ Develop, operate and maintain local government transportation facilities
- ◆ Counties in non-metropolitan areas annually submit transportation priorities to FDOT

# Metropolitan Planning Organizations

- Defined for urbanized areas with more than 50,000 residents
- Develop long range transportation plan and 5-year transportation improvement programs
- Annually submit transportation priorities to FDOT
- 27 in Florida today
  - Most of any state



# *Regional Planning Efforts in Florida*

- ◆ Regional MPO/TPOs
- ◆ MPO coordination groups/joint plans
- ◆ Regional transportation authorities
- ◆ “Regional transportation areas” eligible for Transportation Regional Incentive Program (TRIP) funds
- ◆ Regional planning councils
- ◆ Regional visioning initiatives

# *Types of Plans*

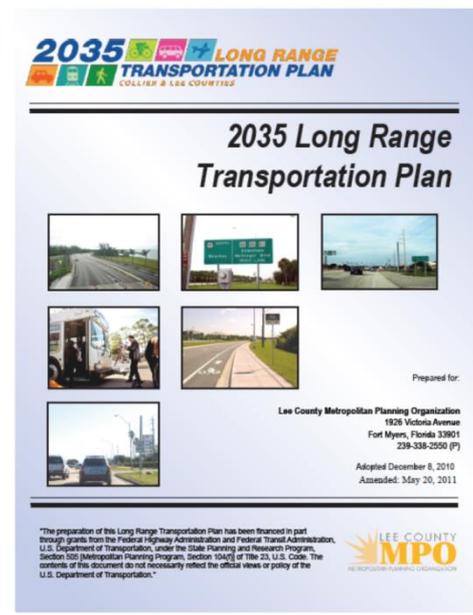
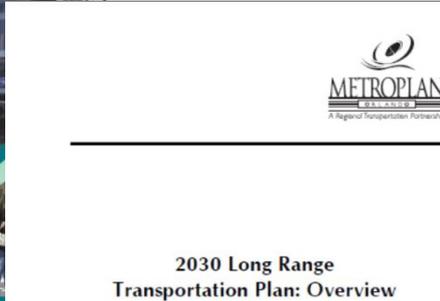
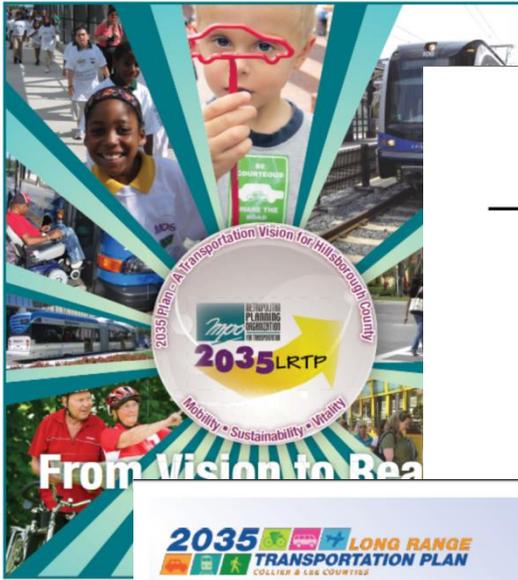
- ◆ Vision Plan
- ◆ Sector Plans
- ◆ The Florida Transportation Plan
- ◆ SIS Strategic Plan
- ◆ Statewide Modal Plans
- ◆ Transportation Alternative Study (i.e. US 27 & I95)
- ◆ SIS Cost Feasible Plan & Multi-modal Needs Plan
- ◆ Future Corridors
- ◆ MPO/TPO Long Range Transportation Plan
- ◆ Transportation Improvement/State Transportation Improvement Program

# The Florida Transportation Plan

- ◆ Florida's long range transportation plan
- ◆ A plan for all of Florida
- ◆ Provides policy framework for expenditure of state and federal transportation funds
- ◆ Identifies implementation strategies



# MPO Long Range Transportation Plan

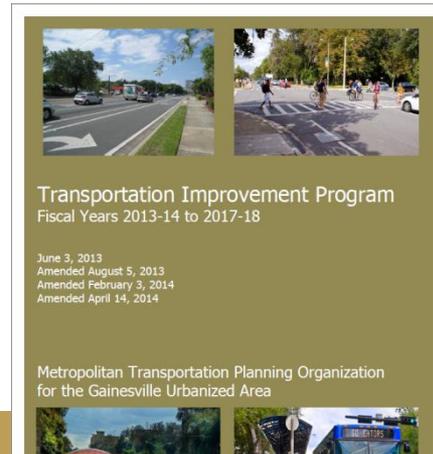
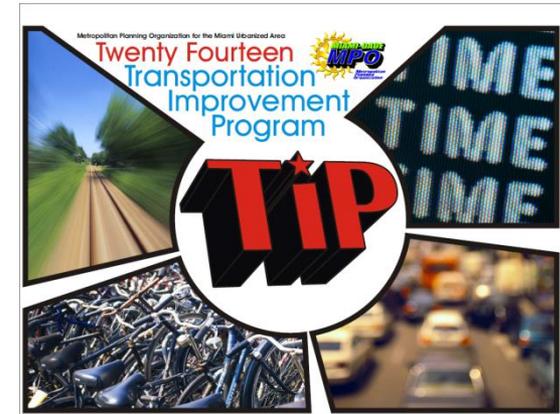


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# TIP/STIP

- ◆ MPO Transportation Improvement Program and State Transportation Improvement Program
  - Federally-mandated 4-year document of transportation investments
    - Florida: Illustrative 5<sup>th</sup> Year
  - Updated annually



# Planning Process Overview

**L RTP**  
Needs Plan / Cost Feasible Plan  
ETDM Planning Screen



**Priority List**



**ETDM Programming Screen**



**5-Year Work Program**



**TIP/STIP**

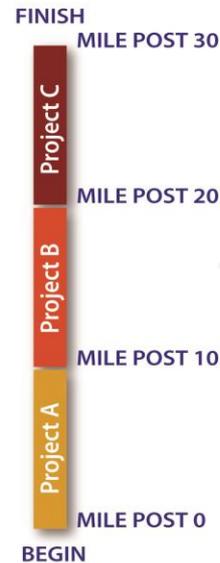


**Project Implementation**

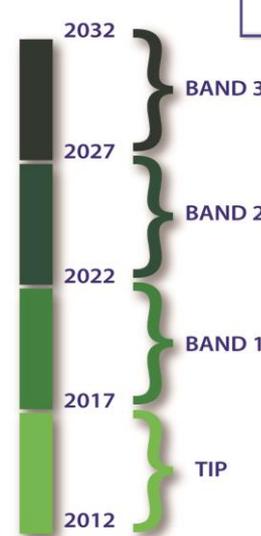
**Time Frame**

**L RTP:** 2012 - 2032 (Years 1 to 20)  
**TIP:** 2012 - 2017 (Years 1 to 5)  
**BAND 1:** 2017 - 2022 (Years 5 to 10)  
**BAND 2:** 2022 - 2027 (Years 10 to 15)  
**BAND 3:** 2027 - 2032 (Years 15 to 20)

**PROJECT**  
(30-Mile Corridor)



**L RTP Timeline**



**Project A:**  
Add Lanes Between  
Mile Posts 0 & 10

**PHASE**  
Design in TIP  
ROW in TIP  
CST in BAND 1

**Project B:**  
Add Lanes Between  
Mile Posts 10 & 20

**PHASE**  
Design in BAND 1  
ROW in BAND 1  
CST in BAND 2

**Project C:**  
(Completion of Corridor)  
Add Lanes Between  
Mile Posts 20 & 30

**PHASE**  
Design in BAND 3  
ROW in BAND 3  
CST in Needs Plan



# MPO Priority Process



# *Demystifying Planning Consistency*

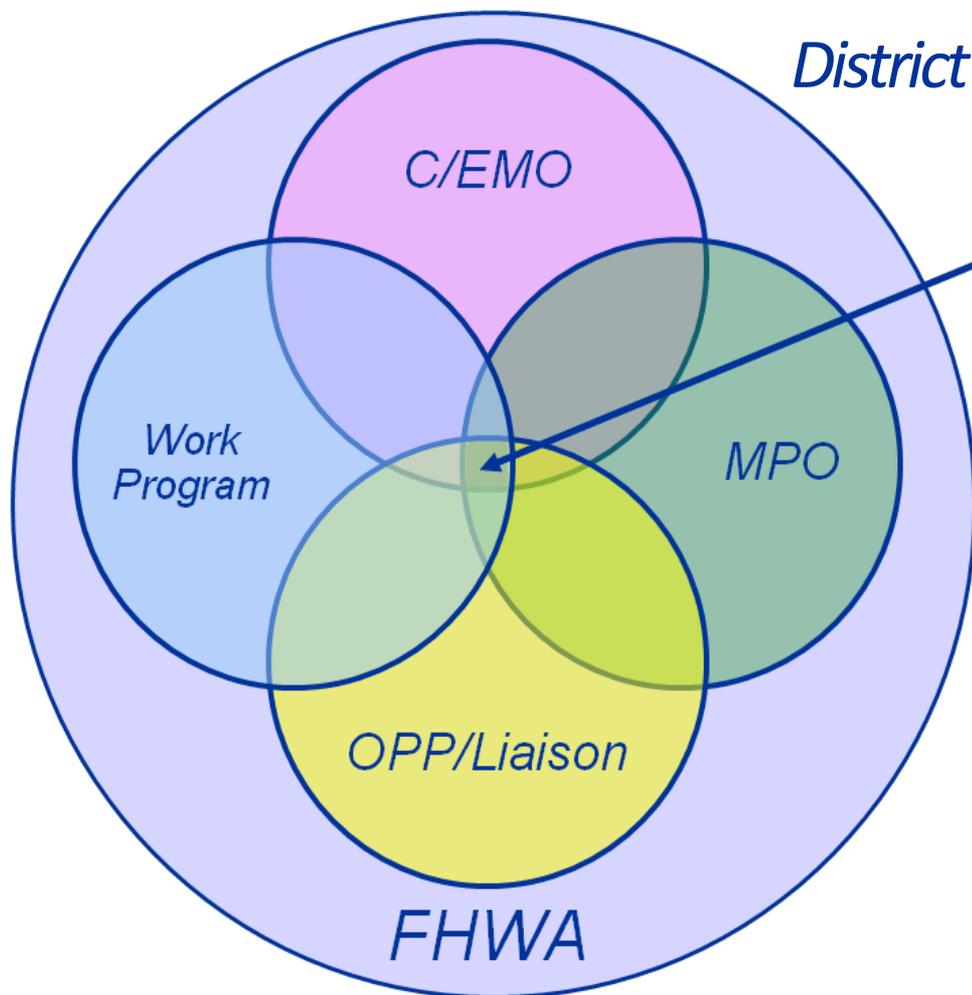
## *What Everyone Wants to Know*



# ***Planning Consistency***

- ◆ Why Is It Important?
  - Planning consistency met before final environment document decision approved by FHWA
  - Potential delay

# Coordination/Communication



*District Coordination/Communication*

**REQUIRED**

Early  
and  
Continuous  
Coordination

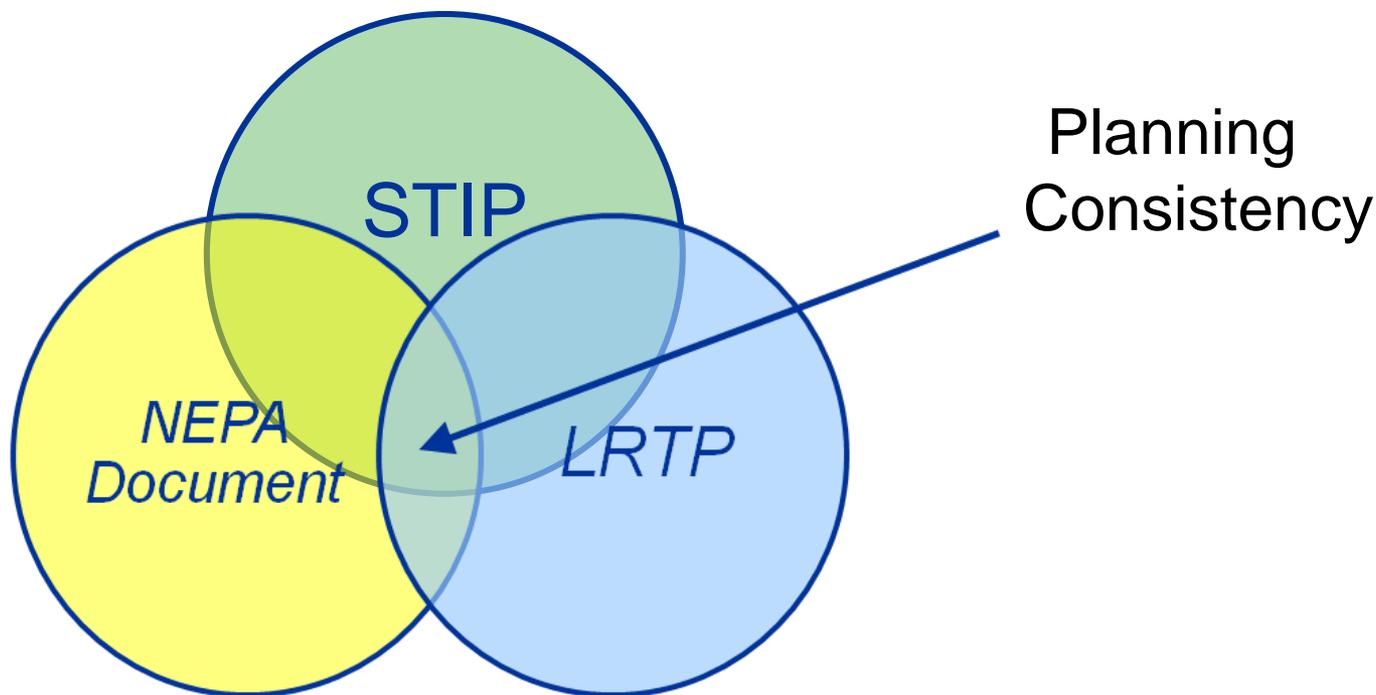
# Planning Products

	Who Develops	Who Approves	Time Horizon	Content	Update Requirements
Florida Transportation Plan (FTP)	State DOT	State DOT	20 Years <b>FL: At Least 20 Year Horizon</b>	Future Goals and Strategies	Not Specified <b>FL: At Least Every 5 Years</b>
State Transportation Improvement Program (STIP)	State DOT	FHWA and FTA	4 Years <b>FL: Illustrative 5<sup>th</sup> Year</b>	Transportation Investments	Every 4 Years <b>FL: Annual</b>
Long Range Transportation Plan (LRTP)	MPO	MPO	20 Years <b>FL: 20+ Years</b>	Future Goals, Strategies and Projects	Every 5 Years (4 Years for non-attainment and maintenance areas) <b>FL: 5 Years</b>
Transportation Improvement Program (TIP)	MPO	MPO/ Governor	4 Years <b>FL: Illustrative 5<sup>th</sup> Year</b>	Transportation Investments	Every 4 Years <b>FL: Annual</b>

# *Definition of Terms*

- ◆ **Project:** Logical Termini (Limits of the Entire Project)
- ◆ **Phase:** PE (PD&E and Design), ROW and Construction
- ◆ **Segment:** A smaller length of the Project that can be built and function as a viable transportation facility until the rest of the project is constructed.
- ◆ **Full Funding:** all phases of a project are in the Long Range Transportation Plan Cost Feasible Plan
- ◆ **Funding Sources Include:**
  - Federal, State, Local, and Private Funds

# NEPA Consistency



- ◆ NEPA Approval Granted If:
  - Environmental Requirements Satisfied; and
  - Amendment to LRTP, STIP or TIP is NOT Needed\*; and
  - Funding Scenarios Are met

\* NEPA document reports information already shown in plans

# Planning Consistency: TIP & STIP

## ◆ Phases should be listed by:

- Segment name(s)
  - Phase (e.g., PE\*, Right-of-Way, and Construction)
  - Estimated funding amount per phase
  - Funding source(s)
  - Fiscal year of each phase
- *PE could be separated into PD&E and Design*
- *Note: TIPs are adopted and approved annually; STIP is approved annually*

**Remember: the TIP is required only for projects in MPO areas – the STIP is required for all projects across the state, metropolitan and non-metropolitan.**

# Planning Consistency: TIP & STIP

- ◆ At a minimum, the next phase should be shown to be funded, i.e. in one of the first four fiscally constrained years of the currently approved TIP\*

**Remember: the TIP is required only for projects in MPO areas – the STIP is required for all projects across the state, metropolitan and non-metropolitan.**

- ◆ Project phases programmed in the TIP need to be consistent with the LRTP

# Planning Consistency: TIP & STIP

- ◆ If the next phase of the project is **NOT FUNDED** (i.e. programmed) within the TIP/STIP due to implementation planned in the LRTP:
  - An Informational Project must be described in the TIP/STIP that describes how full funding will be accomplished for all phases and include:
    - Project phases
    - Estimated cost
    - Anticipated type and source of funding
    - Fiscal Year (implementation date)
    - Consistent with information in LRTP and NEPA documentation

**Remember: the TIP is required only for projects in MPO areas – the STIP is required for all projects across the state, metropolitan and non-metropolitan.**

# ***Planning Consistency: TIP & STIP***

- ◆ If the next phase of the project is not in the STIP, an Informational Project must be described in the STIP.
  - If there are no long range documents available and all phases are not programmed in the STIP, the STIP must describe how project will be implemented.
  - Consistent with information in NEPA documentation.

**Remember: the TIP is required only for projects in MPO areas – the STIP is required for all projects across the state, metropolitan and non-metropolitan.**

# Planning Consistency: LRTP

## For Projects within Metropolitan Areas

### ◆ Long Range Plan

- Ideally, the entire Project (all phases) is in the current LRTP Cost Feasible Plan.
- At a minimum, next phase is in the current LRTP Cost Feasible Plan with the entire Project (all phases) described in the LRTP.
- Needs Plans are illustrative and not a part of the CFP LRTP.

*\* Note: LRTP adopted every 5 years*

# Project Funding Scenarios for NEPA Approval



# Acceptable Project Funding Scenarios for FHWA NEPA Approval

- ◆ **Project Scenario 1:** In order for FHWA to sign a NEPA document, the ideal scenario for project implementation is full funding of Design (usually shown as PE), ROW, and CST for the entire project limits in the LRTP CFP.



## Project Scenario 1

PE

ROW

CONSTRUCTION

In LRTP CFP

Not in LRTP CFP

*Note: PE means Design*

# Acceptable Project Funding Scenarios for FHWA NEPA Approval

- ◆ **Project Scenario 2:** Alternatively, FHWA will also sign a NEPA document if PE for the entire NEPA limits is in the LRTP CFP.



Project Scenario 2

PE

ROW

CONSTRUCTION

In LRTP CFP

Not in LRTP CFP

*Note: PE means Design*

# Acceptable Project Funding Scenarios for FHWA NEPA Approval

- ◆ **Project Scenario 3:** If it is known that the project will be implemented in segments at the time of NEPA approval, the ideal funding scenario for NEPA approval is for full funding of PE, ROW, and CST for all segments to be included in the LRTP CFP.



Project Scenario 3		
Segment 1	Segment 2	Segment 3
PE	PE	PE
ROW	ROW	ROW
Construction	Construction	Construction

In LRTP CFP

Not in LRTP CFP

*Note: PE means Design*

# Acceptable Project Funding Scenarios for FHWA NEPA Approval

- ◆ **Project Scenario 4:** Alternatively, FHWA will also sign a NEPA document if funding of PE for the entire project limits is in the LRTP CFP.



Project Scenario 4		
Segment 1	Segment 2	Segment 3
PE	PE	PE
ROW	ROW	ROW
Construction	Construction	Construction

In LRTP CFP	Not in LRTP CFP
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*Note: PE means Design*

# Acceptable Project Funding Scenarios for FHWA NEPA Approval

- ◆ **Project Scenario 5:** Additionally, FHWA will also sign a NEPA document if funding of PE, ROW and CST is shown for one segment in the LRTP CFP.



Project Scenario 5		
Segment 1	Segment 2	Segment 3
PE	PE	PE
ROW	ROW	ROW
Construction	Construction	Construction

In LRTP CFP	Not in LRTP CFP
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*Note: PE means Design*

# Acceptable Project Funding Scenarios for FHWA NEPA Approval

- ◆ **Project Scenario 6:** For a project implemented in segments, FHWA will not approve a NEPA document if the only future phase funded in the LRTP CFP is PE for one segment (illustrated) or even PE and ROW for one segment. As shown in Project Scenario 5, approval will require funding of all phases for the entire segment.



Project Scenario 6		
Segment 1	Segment 2	Segment 3
PE	PE	PE
ROW	ROW	ROW
Construction	Construction	Construction

In LRTP CFP	Not in LRTP CFP
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*Note: PE means Design*



# *Summary of Takeaways*

- ◆ Maintain an open dialogue to foster a multi-disciplinary approach in planning and project development
- ◆ Familiarize yourself with the NEPA document and compare to project info in the LRTP (e.g., scope and description, estimated cost and phase timing, public involvement comments, etc.). Does the NEPA document reflect the same information?
- ◆ Time passes. Things change. Continue to coordinate and update the documents.

# *For More Information*

## Contact:

Yvonne Arens

850-454-4816

[Yvonne.Arens@dot.state.fl.us](mailto:Yvonne.Arens@dot.state.fl.us)

## References:

- ◆ Florida LRTP Amendment Thresholds

- *Available at:*

<http://www.dot.state.fl.us/planning/policy/metrosupport/lrtp/lrtpthreshold.pdf>

- ◆ Meeting Planning Requirements for NEPA Approval

- *Available at:*

<http://www.dot.state.fl.us/planning/policy/metrosupport/Section2.pdf>

# Planning Consistency Form

Purpose: To summarize and explain how the project is being implemented and where to find the project in the planning documents.

- ◆ Discuss project segmentation (if applicable)
- ◆ Discuss all phases - No “open ended” projects.
- ◆ Provide copies of current LRTP, TIP and STIP pages where the project is discussed.
- ◆ Non-MPO areas need supporting documentation.

<b>Document Information:</b>	
Date: <u>                    </u> (Current Date)	Document Type: <u>EIS/EA/CE II</u> Document Status: <u>Draft/Final</u>
Project Name: <u>                    </u> (PD&E Project Title)	FM #: <u>                    </u> (Original FM#)
Project Limits: <u>                    </u> (NEPA Logical Termini/PD&E Study limits)	ETDM #: <u>                    </u>
Are the limits consistent with the plans? <u>Y/N</u> (Limits presented for approval should be consistent with LRTP, TIP/STIP. If no, explain)	
Identify MPO(s) (if applicable): <u>                    </u> (Provide MPO(s) Name)	Original PD&E FAP#: <u>                    </u> (FAP# Assigned to the PD&E if applicable)

<b>Segment Information:</b> (Add additional tables as needed to describe all segments within the logical termini limits. Clearly identify segment representing the next funded phase)					
<b>Segment Limits:</b>					<b>Segment FM #:</b>
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	(If N, then provide detail on how implementation and fiscal constraint will be achieved)				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y/N	Y/N	\$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
R/W	Y/N	Y/N	\$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
Construction	Y/N	Y/N	\$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)

<b>Segment Information:</b> (Add additional tables as needed to describe all segments within the logical termini limits. Clearly identify segment representing the next funded phase)					
<b>Segment Limits:</b>					<b>Segment FM #:</b>
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	(If N, then provide detail on how implementation and fiscal constraint will be achieved)				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y/N	Y/N	\$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
R/W	Y/N	Y/N	\$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
Construction	Y/N	Y/N	\$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)

# ***Planning Consistency Package***

- ◆ For Submittal with Draft and Final NEPA Documents
  - Completed Planning Consistency Form
  - Actual LRTP, STIP and TIP pages from current documents that support the checklist/chart information
  - *Brief narrative detailing the plan for full project implementation. (phasing, timing, funding, etc.)*
  - *Project Chart*
  - *Project Map (if project implementation is complex)*

*(italics indicates inclusion in NEPA document)*

# ***Planning Consistency: NEPA Documentation***

- ◆ The NEPA document will record planning consistency for all phases of the proposed project consistent with the current LRTP, TIP and STIP.
- ◆ If the project is NOT FULLY funded, the NEPA document must describe how full funding will be accomplished for all remaining phases, including an identified implementation date.

# ***Planning Consistency: NEPA Documentation***

- ◆ The NEPA document should discuss the proposed project by name, termini, phase, funding amount, fiscal years and funding source(s).
- ◆ If the project is segmented, the NEPA document should discuss the proposed project by segment name, segment termini, phase, funding amount, fiscal years and funding source(s).
- ◆ Funding sources should be at the broad level, such as federal, state, local, private, etc.

# ***Planning Consistency: NEPA Documentation***

- ◆ NEPA approval for Location and Design Concept Acceptance of the environmental document (e.g., CE, FONSI or ROD) is contingent upon demonstrated inclusion of the project in the LRTP, TIP and STIP
- ◆ The entire project length and termini in the NEPA document must be consistent with the description in the LRTP and STIP/TIP.

# *Reevaluations*

- ◆ Planning Consistency documentation is required prior to and as a part of any reevaluation which is intended to advance a project to the next logical phase of development requiring FHWA approval.
- ◆ The Reevaluation form incorporates the Planning Consistency Form and a separate form does not need to be submitted.

# Reevaluations

- ◆ Planning Consistency documentation is not required if the reevaluation approval requested does not constitute a subsequent phase approval for advancement of the project to the next phase of development (i.e., Design, Right-of-way or Construction).

# ***Purpose and Need***

## ◆ Objectives

- General Description of Purpose and Need
- Level of Information at each phase

# ***Purpose and Need***

NEPA CEQ regulation, Section 1502.13 “The statement **shall briefly** specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action.”

- ◆ Purpose and Need in a NEPA document is where the planning and NEPA processes most clearly intersect.

# ***Purpose and Need***

- ◆ Initiated in Planning through a certified planning process
- ◆ Should be specific enough so that the range of alternatives developed will offer real potential for solutions to the transportation problem (for EIS – basis for reasonable alternatives)
- ◆ In accordance with Title 23 U.S.C. and through the EST Screenings, agencies and the public can consider and provide input to the Purpose and Need
- ◆ The Purpose and Need will be refined in PD&E to include project specific data

# ***Purpose and Need***

- ◆ Defines the transportation problem to be solved (not a statement of a solution)
- ◆ Provides data to support the problem statement
- ◆ Sets the stage for consideration of the alternatives, must not be so specific as to “reverse engineer” a solution

# ***Purpose***

- ◆ Primary Purpose is a “driver” of the project, it is a goal that reflects the fundamental reason why the project is being pursued. An alternative that does not achieve a primary purpose would be eliminated as unreasonable.
- ◆ Secondary Purposes are additional purposes that are desirable but not the driving purpose of the project. They would not, by themselves, provide a basis for eliminating alternatives in the screening phase, but could be considered as a factor in screening and could also be considered in selecting a preferred alternative.

# Need

- ◆ The Need for the project provides the rationale for pursuing the action
- ◆ The Need should consist of a factual, objective description of the specific transportation problem with a summary of the data and analysis that supports the conclusion that there is a problem requiring action
  - Quantified data, such as vehicle miles of travel, travel speeds, time of day characteristics, current and projected levels of service, accident rates, and/or road condition assessments, should be utilized **where applicable**

# *Elements of Need*

- ◆ To explain the purpose - include discussion on the following:
  - Project Status
  - Capacity
  - System Linkage
  - Transportation Demand
  - Legislation
  - Social Demands or Economic Development
  - Modal Interrelationships
  - Safety
  - Roadway Deficiencies
  
- ◆ **Limit Discussion to Those Elements That are Applicable**

# ***Project Status***

- ◆ Briefly describe the action's history, including measures taken to date, other agencies and governmental units involved, action spending, schedules etc.
  - Planning/Programming – Information should come from the Planning Office, Long Range Transportation Plans,
  - PD&E – review most up to date plans and ensure information is still valid

# Capacity

If applicable, describe how the capacity of the existing transportation system is inadequate for the present or projected system load.

- Planning – Use any data available from SIS Plan, Planning Studies etc
- Programming – update data with detailed review and potential traffic counts
- PD&E – Full blown traffic report with current year/mid year and life of the project data, including LOS data

# *System Linkage*

**If applicable**, discuss if the proposed action is a connecting link, and how it fits in the transportation system.

- Planning/Programming – Reviewing maps of existing and proposed transportation systems, etc. Include all modes of transportation that could be affected
- PD&E – review most up to date plans and ensure information is still valid

# Transportation Demand

**If applicable**, describe relationships to any statewide plan or LRTP/TIP/STIP together with an explanation of the project's traffic forecasts

- Planning/Programming – Review Transportation plans for existing and projected traffic information. Talk to District planners. Consideration may be given to zoning plans, growth plans etcetera which may result in changes to existing traffic
- PD&E – review current data and update information as needed

# Legislation

**If applicable**, state the federal, state, or local governmental mandates that must be met by the project.

- Planning/Programming/PD&E – Provide all known information

# ***Social Demands or Economic Development***

**If applicable**, clearly identify all projected economic development/land use changes driving the need for the project. These include new employment, schools, land use plans, and recreation.

- Planning/Programming – Coordinate with planning and local governments (e.g. MPO). Consider land use changes, zoning plans, rural areas
- PD&E – Update and use most current information. Include discussions with local government planning staff for status of plans

# ***Modal Interrelationships***

**If applicable**, describe how the proposed project interfaces with and serves to complement other transportation features existing in the corridor, including existing highways, airports, freight centers, rail and inter-modal facilities, and mass transit services.

- **Planning/Programming** – This should be completed during planning and updated in PD&E

# Safety

**If applicable,** describe the existing or potential safety hazards within the project area, including data related to existing crash rates as well as other plans or projects designed to improve the situation.

- Planning/Programming – Coordinate with Planning Office for any known issues
- PD&E – obtain/update available data include the number and type of crashes, crash locations, number of fatalities and injuries, and estimates of property damage and economic loss

# Roadway Deficiencies

**If applicable,** describe any existing deficiencies associated with the project area roadways (e.g., substandard or outdated geometrics, load limits on structures, inadequate cross section, or high maintenance costs)

- Planning/Programming – Highlight any known issues – pavement conditions/structural deficiencies
- PD&E – Detailed review of existing plans vs current design standards

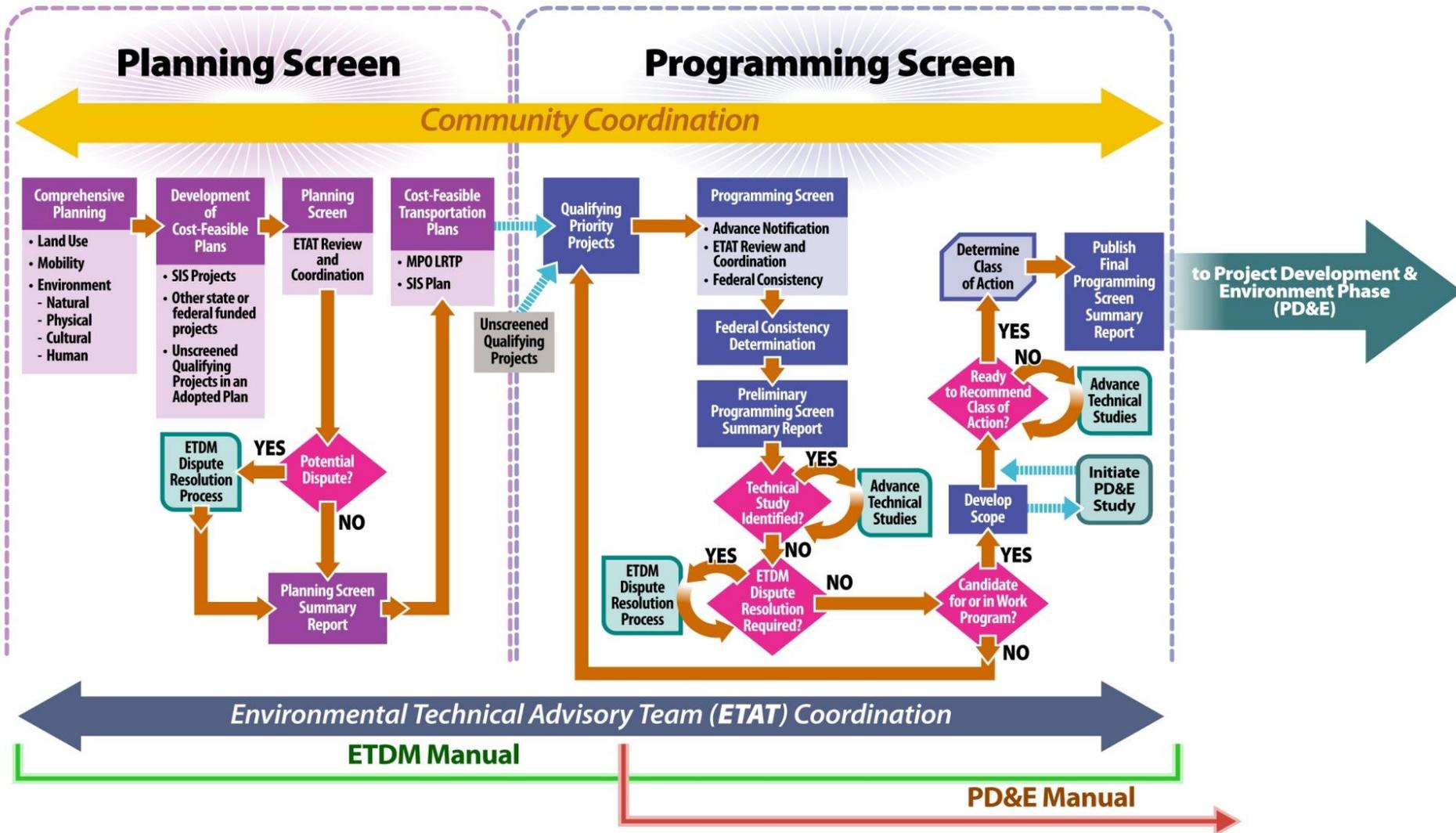
# COMMON PITFALLS

- ◆ Purpose and Need should be understandable to the public
  - “The LRTP calls for a Class A facility with peak hour LOS D or better.”
  - “The V/C ratio is 1.1, indicating unstable flow.”
  - “To provide needed throughput, BRT will need to operate at 15 minute headways.”
  - Huh?
- ◆ Including everything but the kitchen sink
  - Remember (if applicable)
- ◆ Purpose and Need should not discuss alternatives
  - “The purpose of this project is to build a six lane expressway on the current alignment of Main Street from Avenue A to Avenue D”

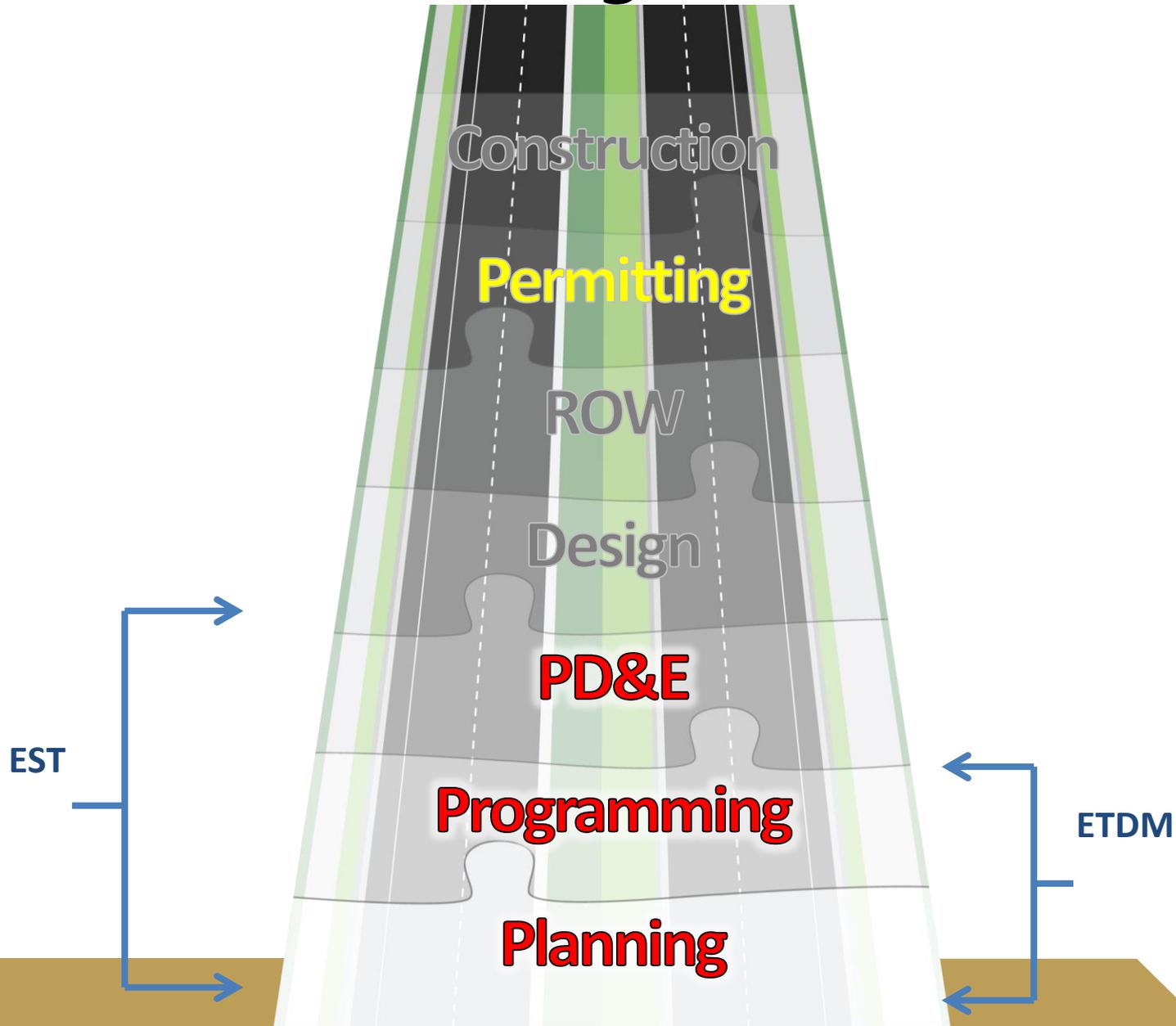
# *Helpful Hints*

- ◆ Project Purpose and Need should be concise
- ◆ The Purpose should be no more than one or two paragraphs
- ◆ Purpose: why the project is being proposed
- ◆ Need: describes the problem(s) to be addressed by the project

# ETDM Process Overview



# When do the screening evaluations occur?



# ETDM Participants

More than 30 state, federal, and local agencies and tribal governments compose the Environmental Technical Advisory Team (ETAT)

## Federal Agencies

- Federal Highway Administration (FHWA)
- Federal Transit Agency (FTA)
- US Army Corp of Engineers (USACE)
- US Coast Guard (USCG)
- US Environmental Protection Agency (USEPA)
- USDA Natural Resources Conservation Service (NRCS)
- US Fish & Wildlife Service (USFWS)
- US Forest Service (USFS)
- National Marine Fisheries Service (NMFS)
- National Park Service (NPS)

## Native American Tribal Governments

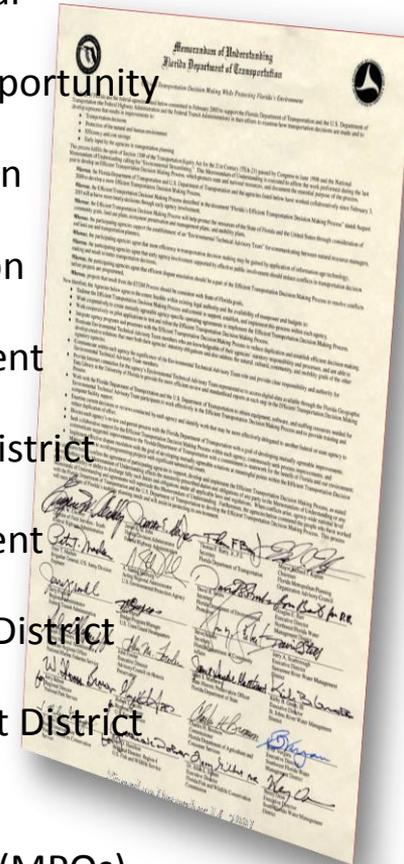
- Miccosukee Tribe of Indians of Florida
- Seminole Tribe of Florida

## State Agencies

- Florida Department of Environmental Protection (FDEP)
- Florida Department of Economic Opportunity (FDEO)
- Florida Department of Transportation (FDOT)
- Florida Fish and Wildlife Conservation Commission (FFWCC)
- Northwest Florida Water Management District (NFWFMD)
- South Florida Water Management District (SFWMD)
- Southwest Florida Water Management District (SWFWMD)
- St. Johns River Water Management District (SJRWMD)
- Suwannee River Water Management District (SRWMD)

## Local Governments

- Metropolitan Planning Organizations (MPOs)
- Transportation Planning Organizations (TPOs)
- Regional Planning Councils (RPCs)



# ***ETAT Representatives***

- ◆ Single point of contact
  - Coordinate agency comments with internal experts
- ◆ Well versed in the statutory authority
- ◆ Knowledgeable of the agency actions required at each phase
- ◆ Able to perform and understand comprehensive environmental impact analyses
- ◆ Respected within the agency
- ◆ Access to key decision makers
- ◆ Function as a problem solver
- ◆ Effective in dispute resolution

# Issues ETAT Comment On

## Community:

- Aesthetics
- Land Use
- Relocation Potential
- Farmlands
- Economic
- Mobility
- Social/Community Concerns

## Cultural:

- Section 4(f) Potential
- Historic and Archaeological Sites
- Recreation Areas

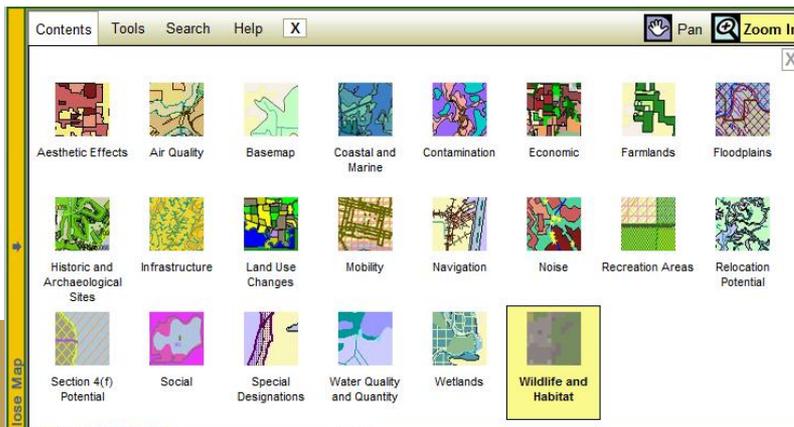
## Natural:

- Wetlands
- Water Quality and Quantity
- Floodplains
- Wildlife and Habitat
- Coastal and Marine

## Physical:

- Noise
- Air Quality
- Contamination
- Navigation
- Infrastructure

## Special Designations



# ***What decisions are supported through Screening Process?***

- ◆ Class of Action Determination
- ◆ PD&E Study Scope of Work
- ◆ Lead, Cooperating, and Participating Agencies
- ◆ Eliminate Alternatives
- ◆ Identify Technical Studies to be advanced





# ENVIRONMENTAL SCREENING TOOL

## ETDM Summary Report

Project #3107 - US 301 FROM CHANCEY ROAD TO SR 39  
Planning Screen - Published on 09/23/2005  
Printed on: 4/24/2012

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Project Purpose

Consistency, PED/AN

GIS Analysis Results

Resource Data

Maps

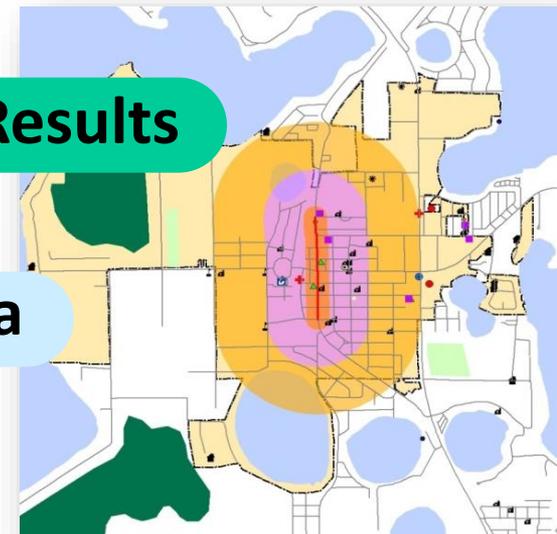
Previous Commentary

Summary Reports

### Alternative #2 US 41-Kracker to s/o Causeway

#### Project Effects Overview for Alternative #2 US 41-Kracker to s/o Causeway

Issue	Degree of Effect	Organization	
<b>Natural</b>			
Air Quality	Minimal	US Environmental Protection Agency	
Coastal and Marine	3 Moderate	Southwest Florida Water Management District	
Coastal and Marine	4 Substantial	National Marine Fisheries Service	
Contaminated Sites	3 Moderate	US Environmental Protection Agency	
Contaminated Sites	3 Moderate	Southwest Florida Water Management District	
Contaminated Sites	3 Moderate	FL Department of Environmental Protection	
Farmlands	Minimal	Natural Resources Conservation Service	
Floodplains	4 Substantial	US Environmental Protection Agency	
Floodplains	4 Substantial	Southwest Florida Water Management District	
Infrastructure	Minimal	Southwest Florida Water Management District	
Navigation	3 Moderate	US Coast Guard	
Navigation	3 Moderate	US Army Corps of Engineers	
Special Designations	4 Substantial	US Environmental Protection Agency	11/04/2012
Special Designations	3 Moderate	Southwest Florida Water Management District	11/01/2012
Water Quality and Quantity	4 Substantial	US Environmental Protection Agency	11/04/2012
Water Quality and Quantity	4 Substantial	Southwest Florida Water Management District	11/01/2012
Water Quality and Quantity	3 Moderate	FL Department of Environmental Protection	10/31/2012
Wetlands	4 Substantial	US Army Corps of Engineers	11/16/2012
Wetlands	3 Moderate	US Environmental Protection Agency	11/04/2012
Wetlands	3 Moderate	Southwest Florida Water Management District	11/01/2012
Wetlands	3 Moderate	FL Department of Environmental Protection	10/31/2012
Wetlands	4 Substantial	US Fish and Wildlife Service	10/29/2012



# Qualifying Projects

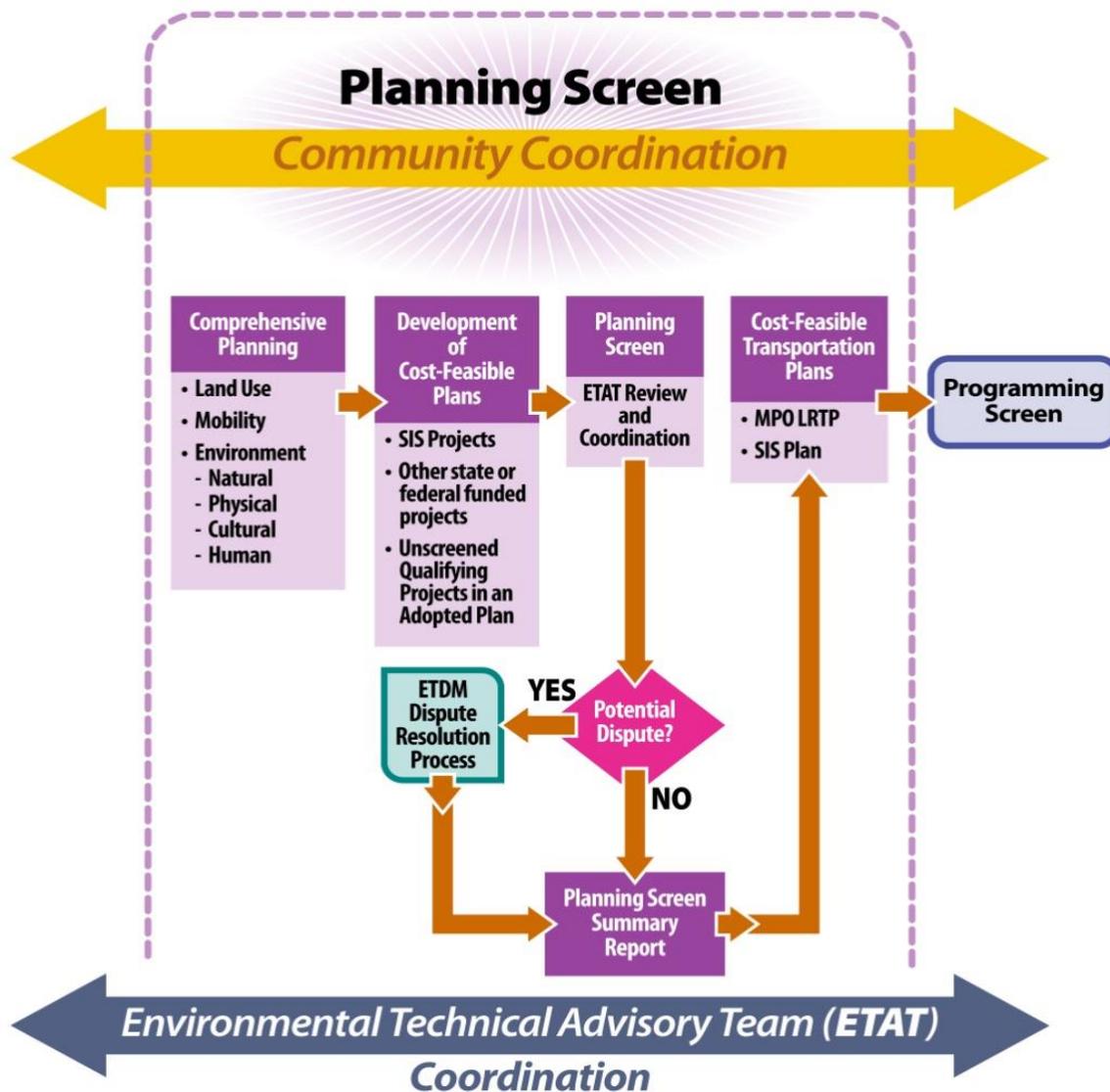
## ◆ Roadway Projects

- Additional through lanes that add capacity to an existing road
- A new roadway, freeway, or expressway\*
- A highway providing new access to an area \*
- A new or reconstructed arterial highway (e.g. realignment) \*
- A new circumferential or belt highway bypassing a community \*
- Addition of interchanges or major interchange modifications to a completed freeway or expressway
- A new bridge providing new access to an area; bridge replacements (i.e. not Programmatic Categorical Exclusions [PCE] listed in the ***PD&E Manual, Part 1, Chapter 2 Class of Action Determination***)

## ◆ Public Transportation

- Rail – non-passenger rail on the SIS, new commuter rail, or new freight rail extending beyond current footprint
- Transit – new facility, new terminal, New Start project extending beyond current footprint

# ETDM Planning Screen



# What is the Planning Screen?

## What decisions are we supporting through this screening?

- ◆ Understanding of
  - Purpose and need
  - Affected environment
- ◆ Agreement on mode
- ◆ Initial identification of fatal flaws and potential controversies
- ◆ Development and refinement of reasonable alternatives
- ◆ Early avoidance and minimization
- ◆ Inform our Cost Feasible Plans
- ◆ Identify community suggestions and concerns



# ETAT Responsibilities

## What do we need from the ETAT?

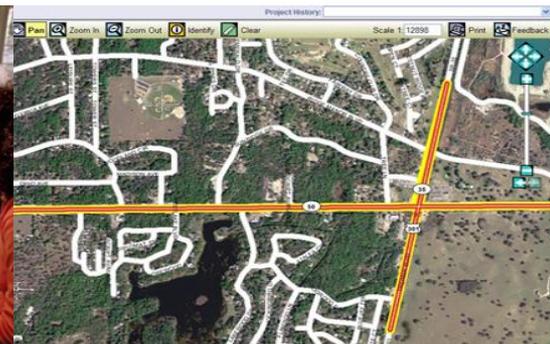
- ◆ Identify important resources
- ◆ Actionable comments
- ◆ Help us avoid and minimize impacts
- ◆ Identify potential mitigation opportunities
- ◆ Confirm or clarify DOT preliminary environmental discussions describing anticipated involvement with environmental resources
- ◆ Provide information **not** in the Tool
- ◆ Tell us what you need – be specific
- ◆ Identify potential for controversy
- ◆ Coordinate internally to provide complete response on behalf of your agency
- ◆ Confirm your understanding of the project's purpose.
- ◆ Use your agency resources to:
  - Fill in the gaps in the data, or
  - Agree that the data is valid
- ◆ Convey personal knowledge
  - of the area
  - of the resource
- ◆ Identify activities we can complete between screening events to answer any questions
- ◆ Tell us about any plans for resources under your jurisdiction

# What do we know?

## It depends on:

- ◆ What type of project?
  - New vs. Existing
  - Urban vs. Rural
  - Alternative Corridor Evaluation (ACE)
    - Preliminary Environmental Discussion (PED)
- ◆ What plan is it coming from?
- ◆ How much work has been completed (or not)?
- ◆ What are we trying to accomplish?

GIS Analysis Report	
#13391 SR 50 (Cortez Boulevard) from Lockhart Road to US 301	
Alternative #1 Summary	
Analysis Name	900 Ft. 200 Ft.
Date Run	05/22/2011 04 171.76 122
District 7 Generalized Landuse	
Alternative #1, analyzed on 8/22/2011.	
Description	900 Ft. 200 Ft.
	Acqr. Pct. Acqr.
ACREAGE NOT ZONED FOR AGRICULTURE	0.0 0.03% 5.1 1.47
AGRICULTURAL	4.8 2.82% 49.5 14.3
INDUSTRIAL	0.0 0% 0.7 0.2%
INSTITUTIONAL	0.0 0% 4.1 1.17
MINING	1.0 1.04% 5.5 1.6%
OTHER	0.1 0.05% 0.4 0.11
PARCELS WITH NO VALUES	1.0 0.99% 5.0 1.45
PUBLIC/SEMIPUBLIC	0.0 0.00% 12.4 3.61
RECREATION	0.0 0% 4.4 1.28
RESIDENTIAL	1.4 0.72% 15.7 4.57



# *Share what we know*

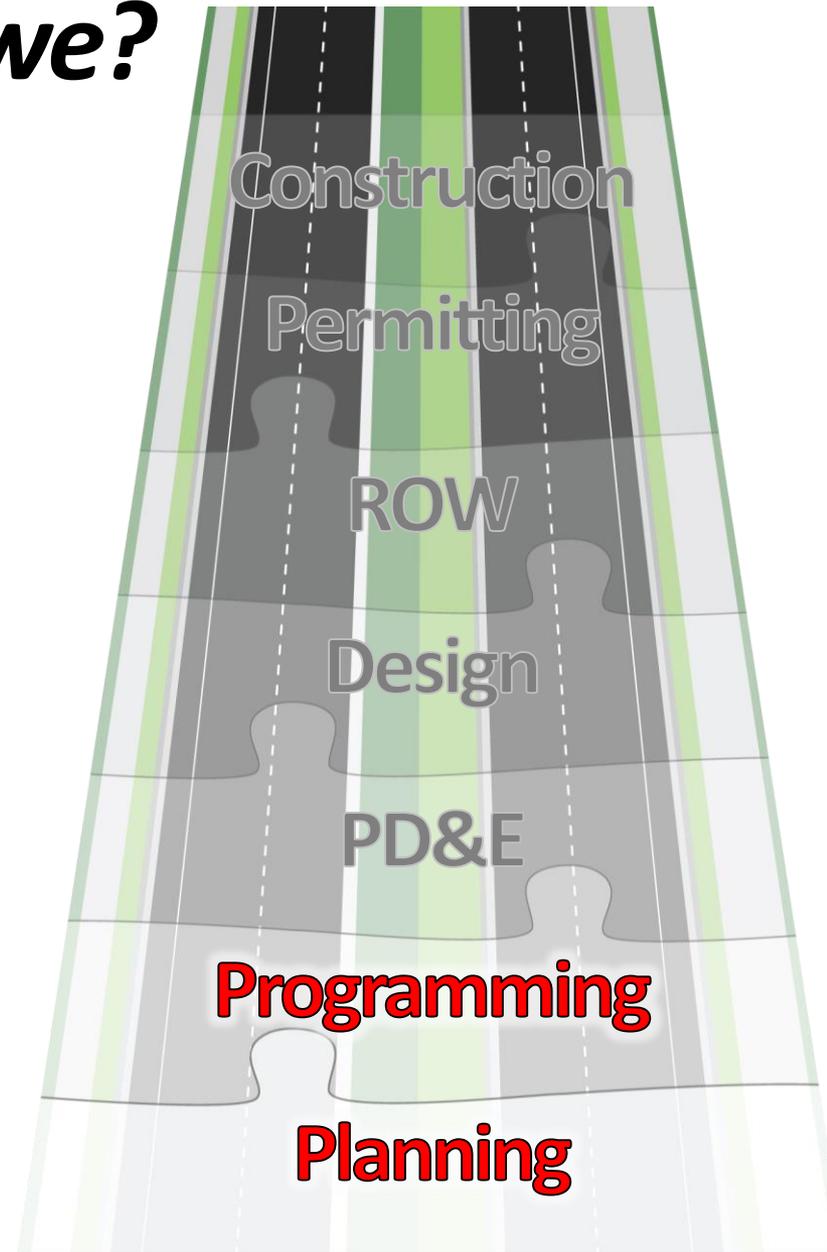
- ◆ The tool provides a window to what the FDOT knows
  - supplement the tool with your expertise.
    - Develop PEDs
    - Talk to your planners, environmental specialists, MPOs, etc.
- ◆ Preliminary resource information
  - GIS Analysis results are already a part of the project record – supplement with local knowledge

# *Examples of types of activities*

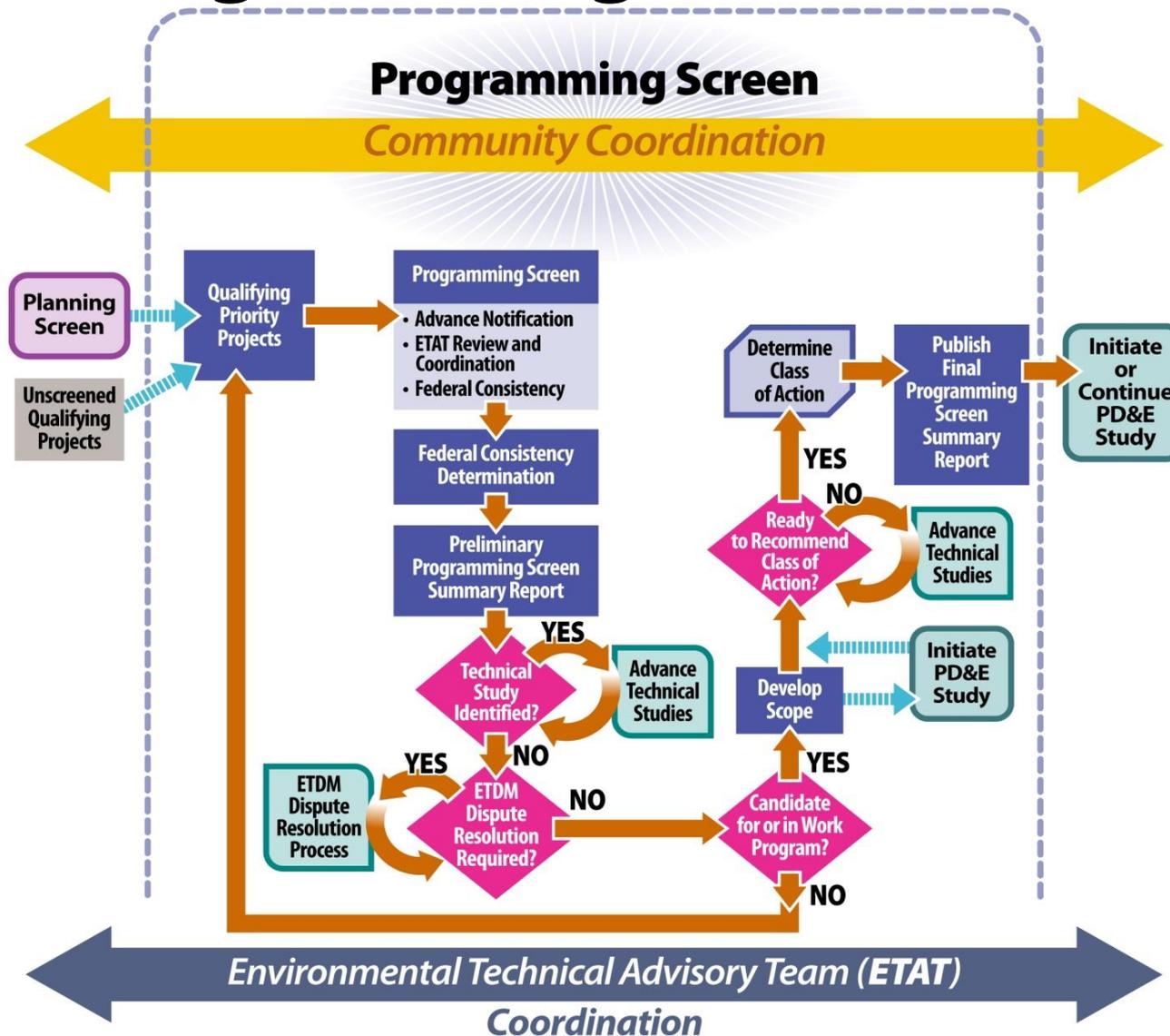
- ◆ Seasonal studies
- ◆ Preliminary site inspections
- ◆ Studies to further define or justify the Purpose and Need



# Where are we?

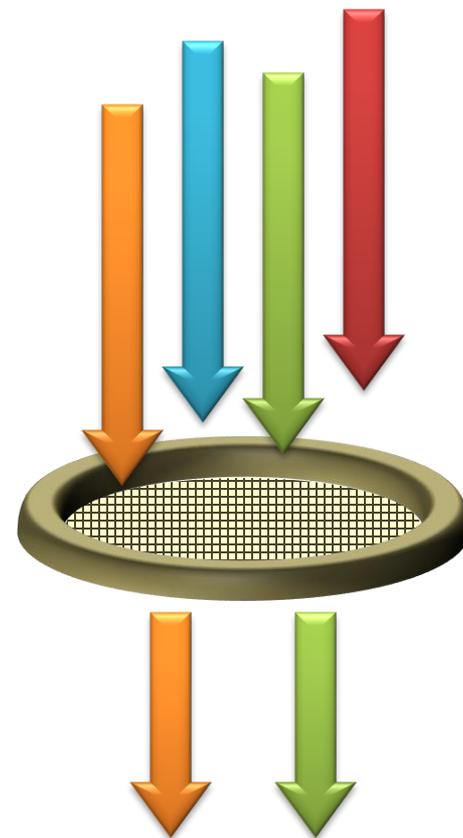


# ETDM Programming Screen



# ***What is the purpose of this screening?***

- ◆ Support Advance Notification process
- ◆ Identify potential avoidance, minimization and mitigation opportunities
- ◆ Fill data blanks
- ◆ Support development of the PD&E scope
- ◆ Highlight critical path issues
- ◆ Provide considerations for class of action determination
- ◆ Identify potential permits and technical studies



# ***What decisions are we hoping to make?***

- ◆ Acceptance of purpose and need
- ◆ Development and refinement of reasonable alternatives
- ◆ Elimination of unreasonable alternatives
- ◆ Environmental Document Class of Action
- ◆ Lead, Cooperating, and Participating Agencies

**APPROVED**



# *Results of Programming*

- ◆ Documented Lead Agency concurrence at decision points
- ◆ Documented involvement of stakeholders in decision-making
- ◆ Information all in one place, products available for future phases
- ◆ Accepted Purpose and Need
- ◆ Define affected environment
- ◆ Identify reasonable alternatives for NEPA Analysis

# ***Advancing from Programming to PD&E***

- ◆ Programming screen for scoping
- ◆ Planning decisions pulled forward (ACER)
- ◆ Advance studies when possible
- ◆ Programming should help describe “affected environment”
- ◆ Initiates coordination
- ◆ Sets the stage for PD&E study

# For More Information

## Presenters:

Sean Santalla

850-414-4578

[Sean.Santalla@dot.state.fl.us](mailto:Sean.Santalla@dot.state.fl.us)

Xavier Pagan

850-414-5260

[xavier.pagan@dot.state.fl.us](mailto:xavier.pagan@dot.state.fl.us)

Pete McGilvray

850-414-5360

[Peter.McGilvray@dot.state.fl.us](mailto:Peter.McGilvray@dot.state.fl.us)

## References :

### ◆ FDOT PD&E Manual

- Available at:

<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>

### ◆ FDOT ETDM Manual

- Available at:

<http://www.dot.state.fl.us/emo/pubs/etdm/etdmmanual.shtm>



# Questions?

