

Planning and ETDM

Presented by:

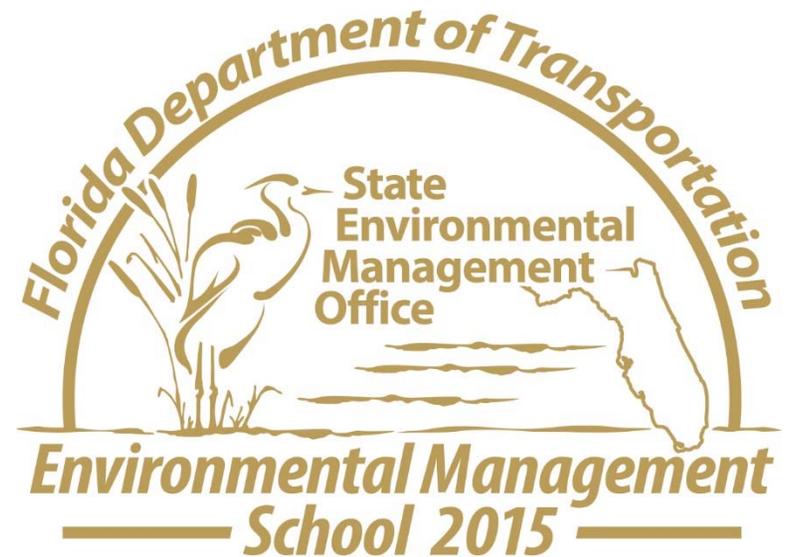
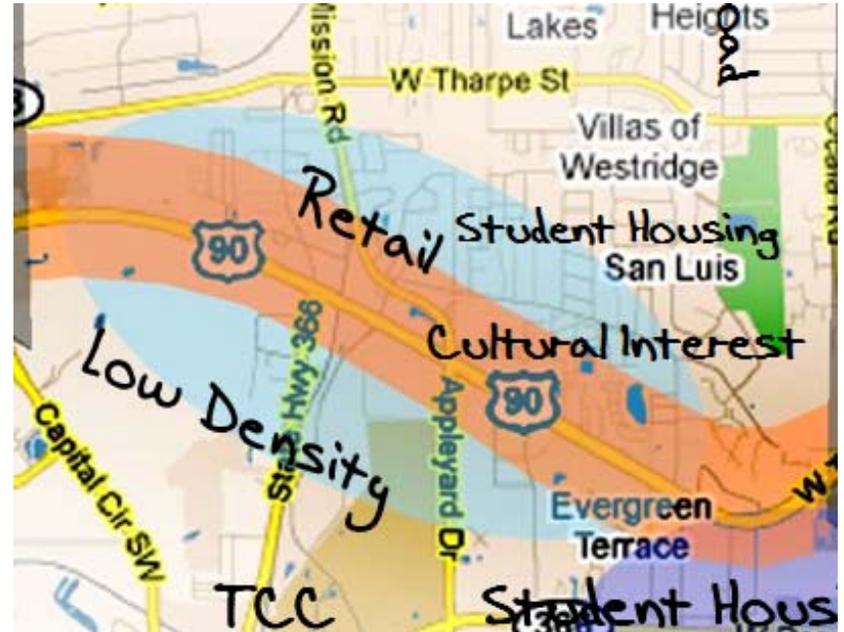
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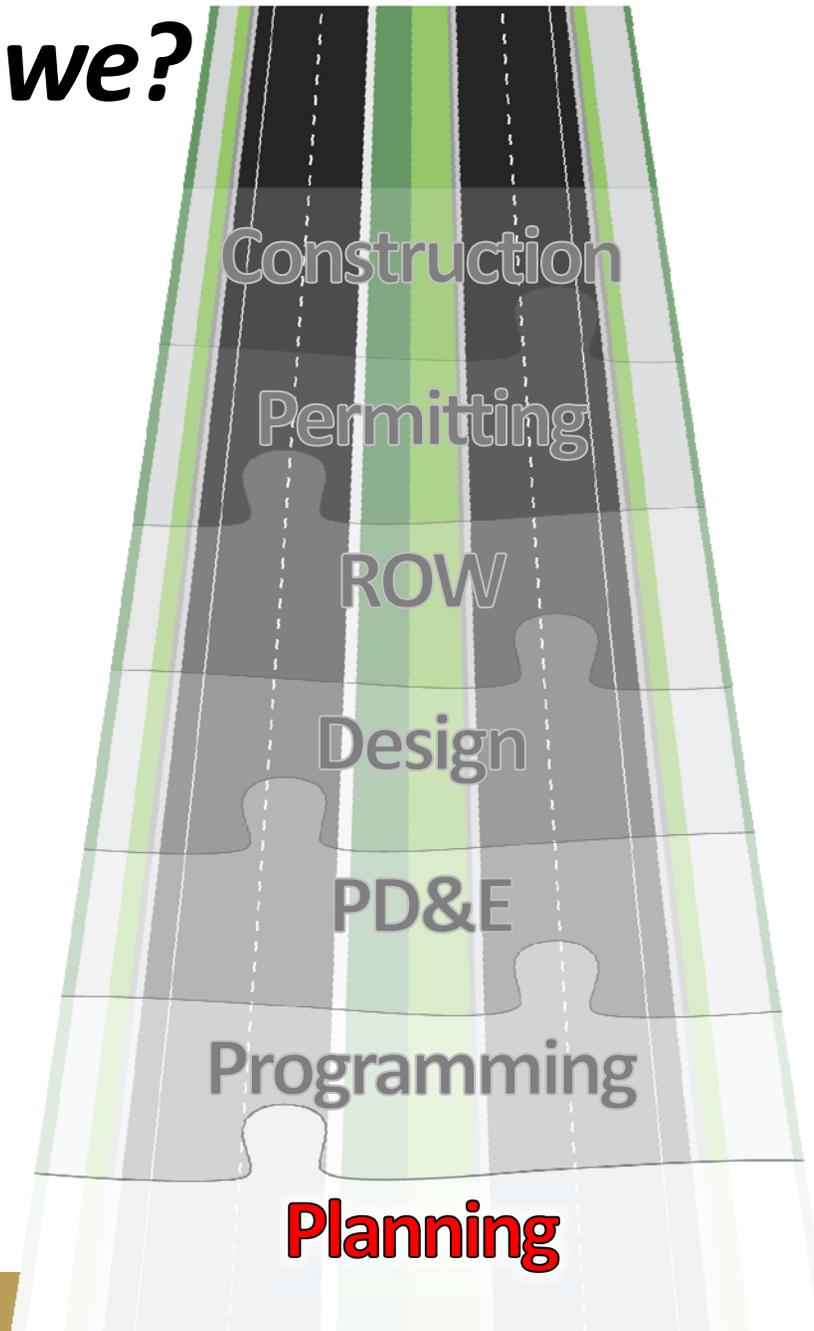
June 2015



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?



Florida's Transportation System Today

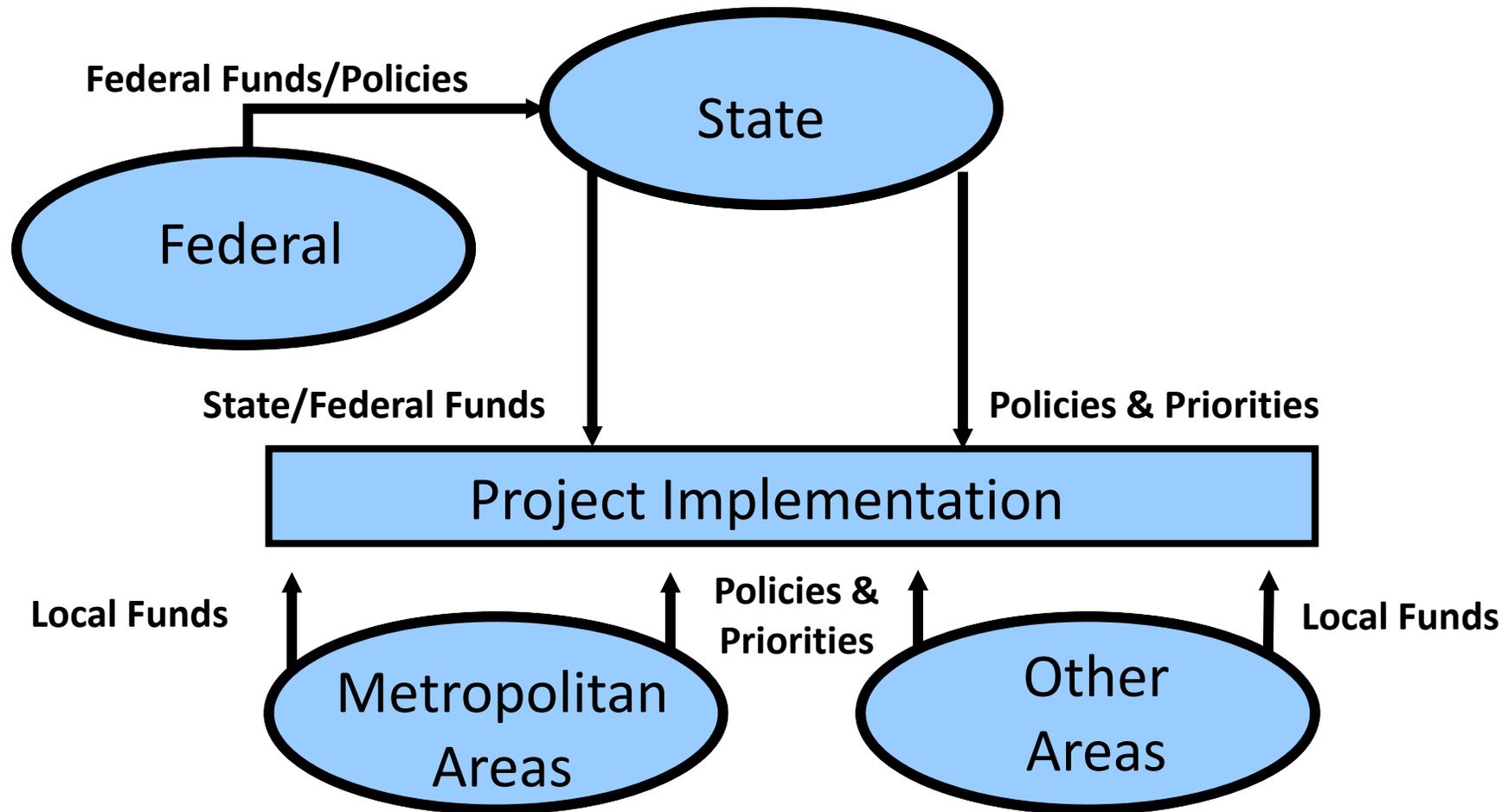


<u>Component</u>	<u>Facilities</u>	<u>Owner/Operator</u>
State Highways	12,088 centerline miles; 6,241 bridges	State of Florida
Local Roads	107,279 centerline miles; 5,001 bridges	Local governments
Public Transit	28 urban fixed-route systems 1 commuter rail system (Tri-Rail)	Local agencies/ SFRTA
Rail	2,786 railway miles	Private sector*
Seaports	14 seaports	Local agencies
Waterways	3,475 miles of intracoastal & inland routes	Federal & state governments
Aviation	19 commercial airports 27 military aviation facilities 110 public general aviation 636 private general aviation	Local agencies
Spaceports	2 spaceports; 5 active launch facilities	Special District

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

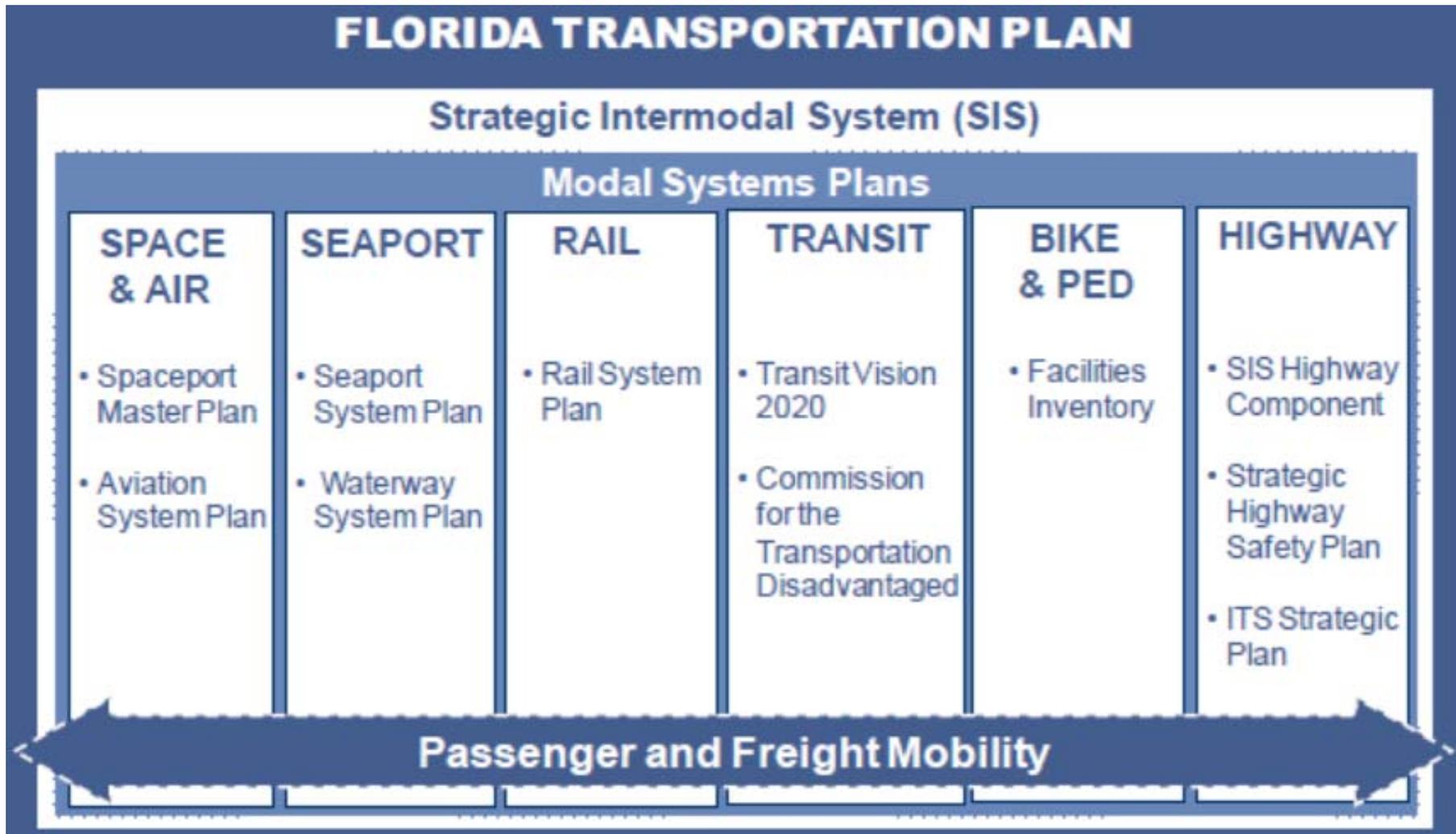
◆ Preserve and maintain the State Highway System

- 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

Florida's Transportation Planning Framework

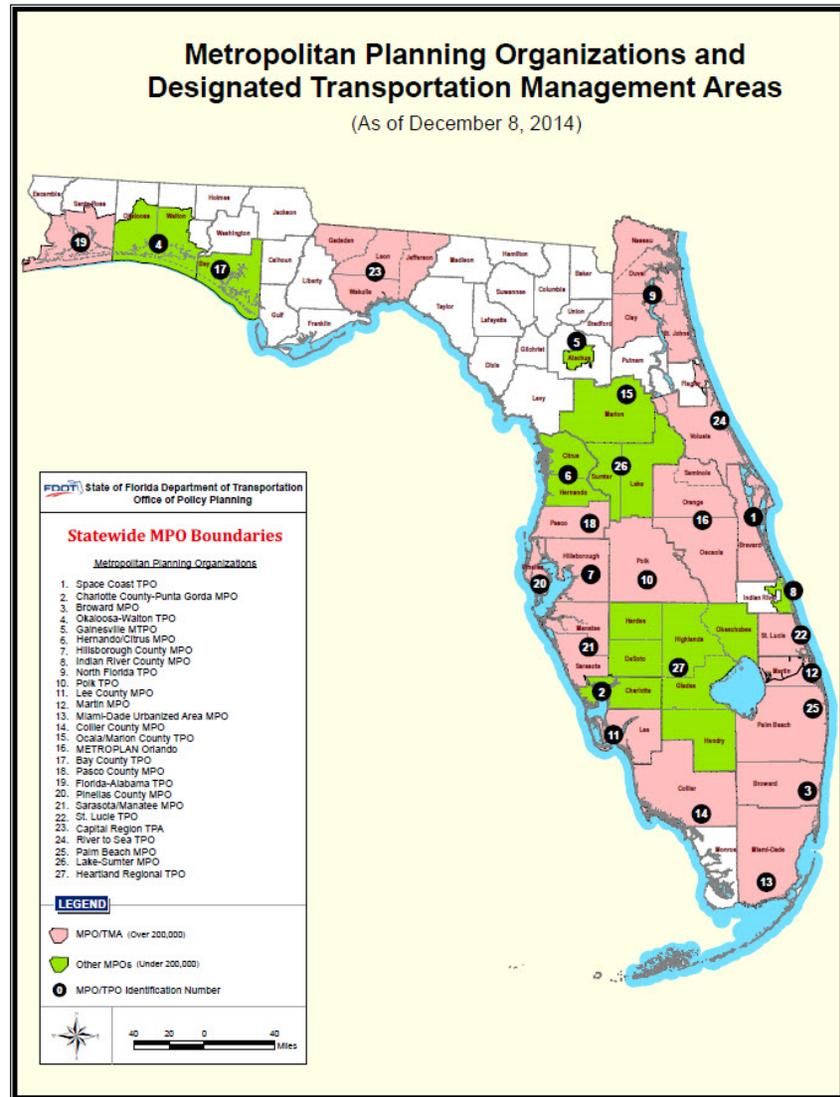


Local Governments

- ◆ 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 (most of any state)



Regional Coordination in Florida

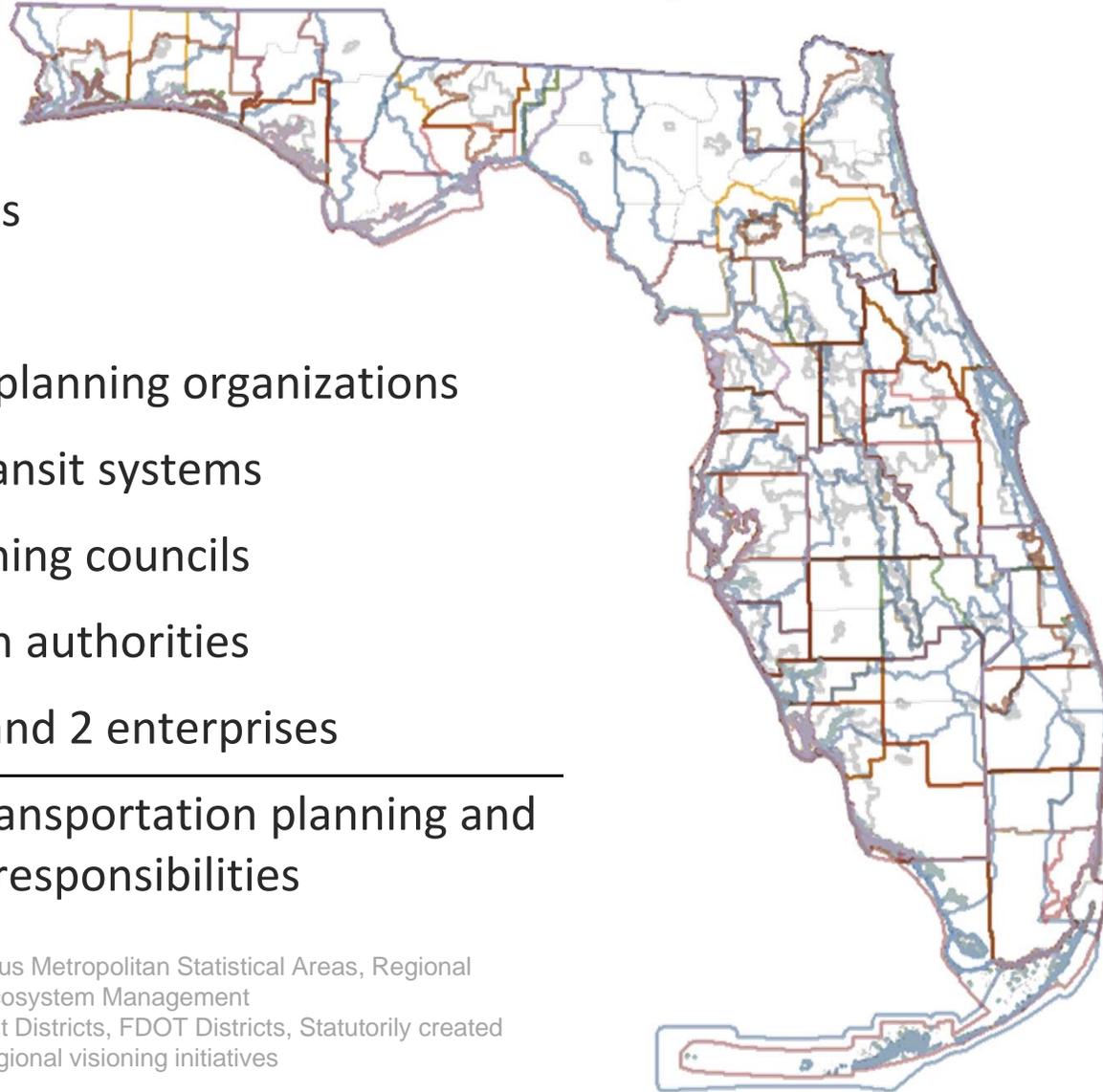
- ◆ Regional MPO/TPOs
 - 10 multi-county MPO/TPOs
- ◆ MPO coordination groups/joint plans
 - 22 MPOs in formal coordination groups (6 in multiple)
- ◆ Regional transportation authorities
- ◆ “Regional transportation areas” eligible for Transportation Regional Incentive Program (TRIP) funds
- ◆ Regional planning councils
- ◆ Regional visioning initiatives

Overview: Jurisdictions and Agencies

- 411 Municipalities
- 67 Counties
- 26 Metropolitan planning organizations
- 28 Fixed route transit systems
- 11 Regional planning councils
- 11 Transportation authorities
- 7 FDOT districts and 2 enterprises

500+ entities with transportation planning and decision-making responsibilities

County and Municipal, Census Metropolitan Statistical Areas, Regional Planning Councils, FDEP Ecosystem Management Districts, Water Management Districts, FDOT Districts, Statutorily created transportation authorities, regional visioning initiatives



Types of Plans

- ◆ Vision Plan
- ◆ Sector Plans
- ◆ The Florida Transportation Plan
- ◆ SIS Policy 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

Vision Plan- "Visioning"

- ◆ What is the desired future growth?
- ◆ What transportation facilities are required to support "desired" growth?

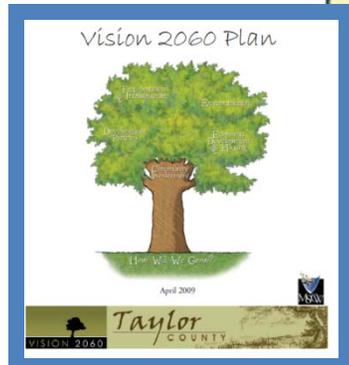


2050 How Shall We Grow Regional Vision (by myregion.org and the ECFRPC)

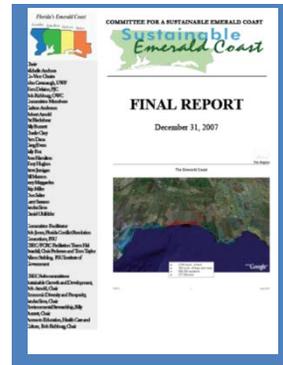
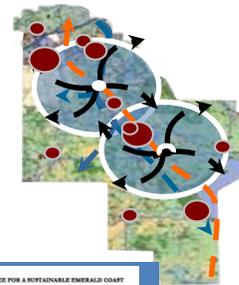
Where are we now?



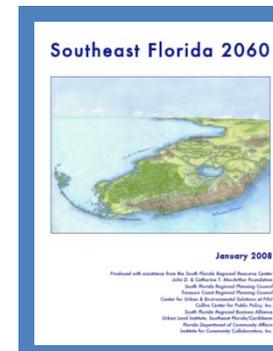
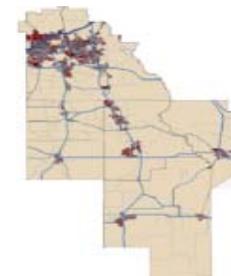
Where are we going?



Where do we want to be?



How do we get there?



Sector Plans

- ◆ Two levels:
 - Long-term master plan
 - Specific area plan

- ◆ FDOT shall be consulted with regarding planned transportation improvements

- ◆ MPO LRTP must be consistent with long-term master plan

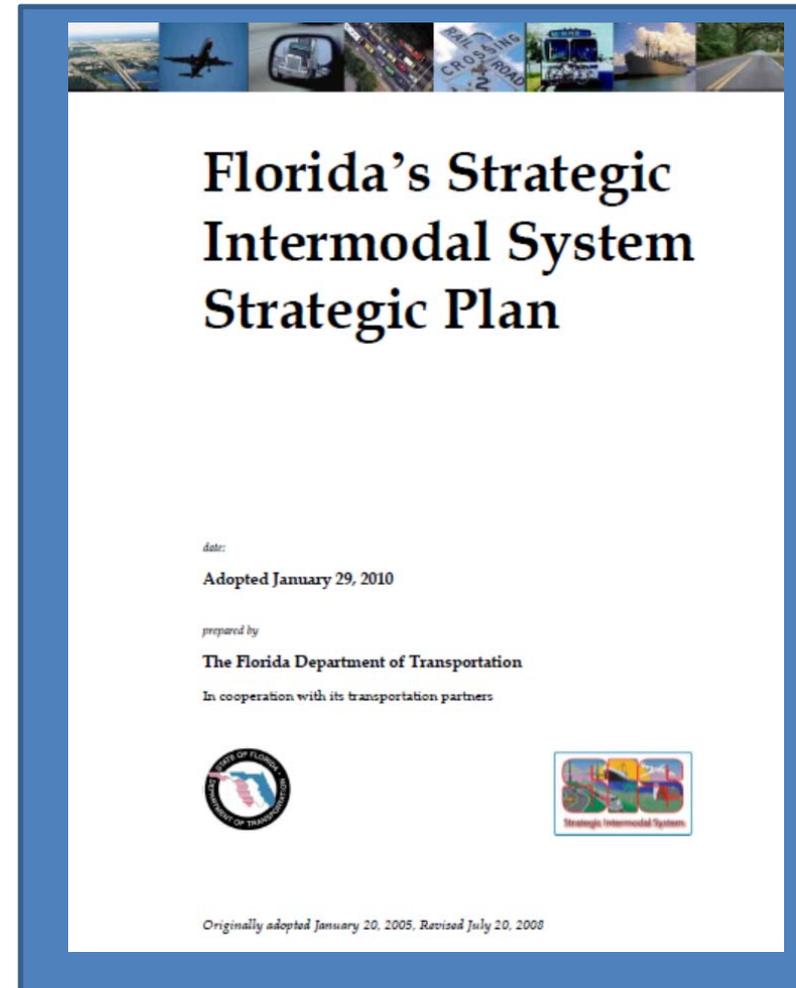
The Florida Transportation Plan

- ◆ 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



SIS Policy Plan

- ◆ Sets policies to guide decisions on SIS
- ◆ Set of objectives based on FTP goals
- ◆ SIS Designation decisions
- ◆ SIS investment strategies



Statewide Modal Plans

- ◆ Transit Strategic Plan
- ◆ Florida Aviation System Plan
- ◆ Florida Freight Mobility and Trade Plan
- ◆ Seaport Plan
- ◆ State Rail Plan

The Florida Rail System Plan:
Investment Element



Public Transit Office
Transit Planning

Transit 2020

The Vision

Florida's Choice: User-friendly transit
and transit-friendly development

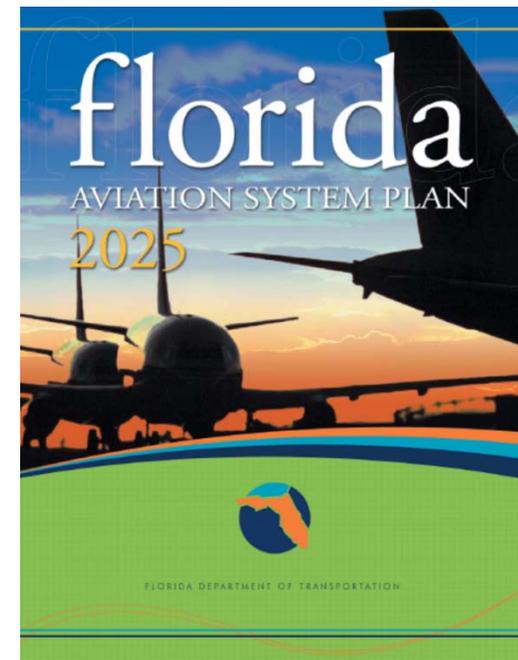


FLORIDA SEAPORT
SYSTEM PLAN



FLORIDA DEPARTMENT
OF TRANSPORTATION

DECEMBER 2010



Transportation Alternatives Studies

- ◆ Started with statutory requirement to do I-95
- ◆ Such a good idea we have expanded the study to other corridors
 - I-75
 - US 27



MPO Long Range Transportation Plan




**2030 Long Range
Transportation Plan: Overview**


2035 LRTP
**PALM BEACH MPO
2035 LONG RANGE TRANSPORTATION PLAN**
 Adopted Plan Document for Review
 Prepared for:

**2035 LONG RANGE
TRANSPORTATION PLAN**
**2035 Long Range
Transportation Plan**

Prepared for:

Lee County Metropolitan Planning Organization
 1926 Victoria Avenue
 Fort Myers, Florida 33901
 239-338-2500 (P)

Adopted December 8, 2010
 Assented: May 20, 2011


The preparation of this Long Range Transportation Plan has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 100 (Metropolitan Planning Program, Section 104(d) of the 23 U.S.C. Code. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

I 2010

GOALS AND OBJECTIVES REPORT
**BAY COUNTY 2035
LONG RANGE TRANSPORTATION PLAN**

**BAY COUNTY
2035
LONG RANGE
TRANSPORTATION PLAN**

Prepared for:

Bay County Transportation Planning Organization,
 West Florida Regional Planning Council and
 The Florida Department of Transportation, District Three





Prepared by:


 190 E. Jackson Street, Suite 120
 Panama City Beach, Florida 32407

May 2010


Final Summary Report
 June 2010




TIP/STIP

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



Importance to PD&E and Design

- ◆ Project history
- ◆ Project support
- ◆ Design considerations
- ◆ Planning consistency

Demystifying Planning Consistency

What Everyone Wants to Know



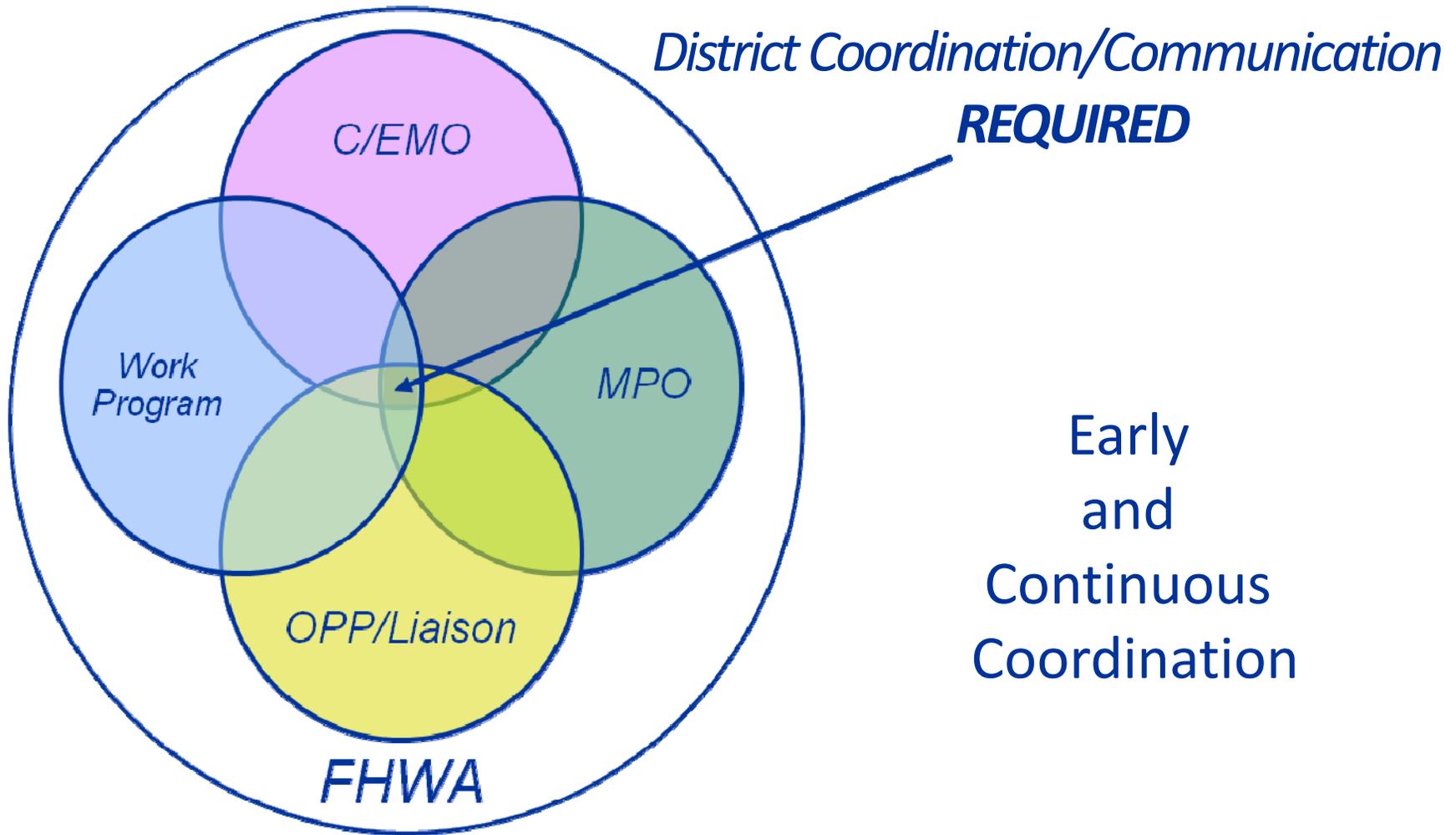
FHWA Guidance

- ◆ Originally issued in January 2008; supplement issued in February 2011.
- ◆ Identified the requirements for project and project phase inclusion TIPs/STIPs prior to FHWA signature on NEPA documents.
- ◆ LRTP Threshold Document
 - <http://www.dot.state.fl.us/planning/policy/metrosupport/consistency.shtm>
- ◆ Meeting Planning Requirements for NEPA Approvals
 - <http://www.dot.state.fl.us/planning/policy/metrosupport/consistency.shtm>

Planning Consistency

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

Coordination/Communication



Planning Products

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

Definition of Terms

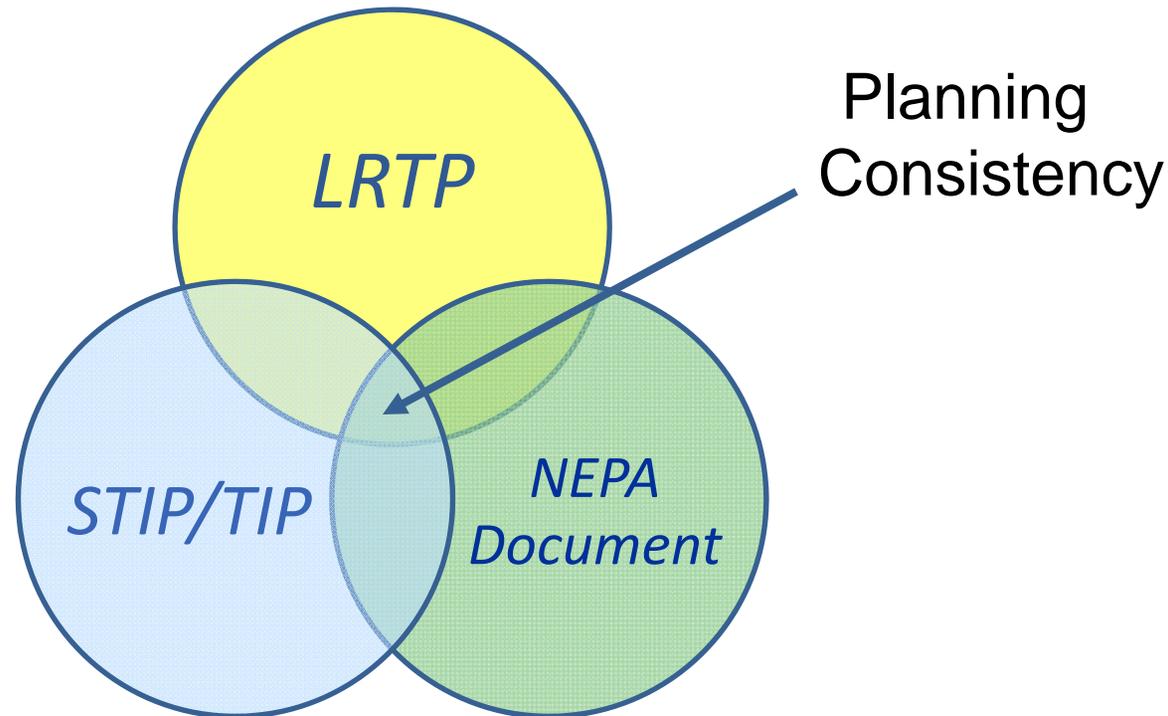
- ◆ Project: Logical Termini (Limits of the Entire Project)
- ◆ Phase: PE (PD&E and Design), ROW and Construction
- ◆ Segment: A smaller length of the Project that can be built and function as a viable transportation facility until the rest of the project is constructed.

Definition of Terms

- ◆ 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



Note: for projects in MPO areas, there is no need to submit a local government comprehensive plan

- ◆ 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: 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*

Planning Consistency: LRTP

For Projects within Metropolitan Areas

◆ Long Range Plan

● Thresholds for LRTP amendment:

- LRTP cost increase exceeding 50% and \$50 million
 - LRTP cost includes phases after PD&E (PE, ROW, CST)
- Major scope change
- Adding new project to the CFP
- Advancing projects or project phases more than one 5-year band

● For more detail, see “Florida LRTP Amendment Thresholds” at following link:

<http://www.dot.state.fl.us/planning/policy/metrosupport/consistency.shtm>

Planning Consistency: TIP

For Projects in Metropolitan Areas

- ◆ 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*

Planning Consistency: TIP

For Projects in Metropolitan Areas

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

Planning Consistency: TIP

- ◆ If the next phase of the project is **NOT FUNDED** (i.e. programmed) within the TIP due to implementation planned in the LRTP:
 - An Informational Project must be described in the TIP 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

Planning Consistency: STIP

For Projects in Metropolitan and Non-Metropolitan Areas

- ◆ Projects derived from MPO areas and FDOT programs
- ◆ At a minimum, the next phase of the project should be in the STIP.
- ◆ STIP is approved annually

Planning Consistency: STIP

For Projects in Metropolitan and Non-Metropolitan Areas

- ◆ 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 LRTP and NEPA documentation.

Planning Consistency: STIP

For Projects in Metropolitan and Non-Metropolitan Areas

- ◆ For PD&E purposes, the “Current STIP” from the Federal Aid Management Office STIP/TIP Report should be submitted.
 - “Current STIP” reflects the most recent project information, including STIP amendments and modifications.
 - Link: http://webapp02.dot.state.fl.us/fmsupportapps/federalaid/STIP_TIP.aspx

STIP / TIP Report

Output Format:	<input type="radio"/> STIP as Approved by FHWA <input checked="" type="radio"/> Current STIP with all YTD changes
Report Level:	TIP
District:	<input checked="" type="radio"/> Geographic District <input type="radio"/> Managing District <input type="radio"/> Budgeting District (Select a Geographic District) ▼
County:	<input checked="" type="radio"/> County <input type="radio"/> MPO Area (Select a County) ▼
Federal Project:	<input type="text"/> <input type="text"/> <input type="text"/>
Item Segment:	<input type="text"/> <input type="text"/> <input type="checkbox"/> Show Related Items
Project Description:	<input type="text"/>
Show:	<input checked="" type="radio"/> All Funds <input type="radio"/> Federal Funds Only <input type="radio"/> Non-Federal Funds Only
<input type="button" value="Submit"/> <input type="button" value="Reset"/>	

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.



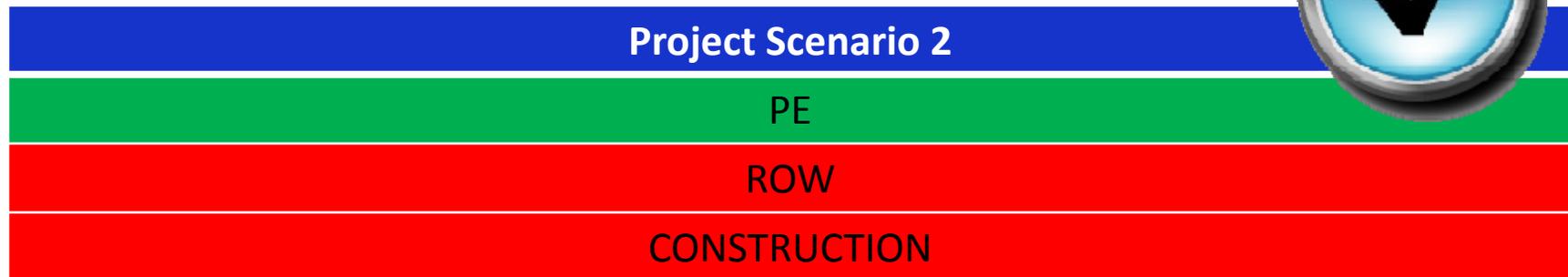
Project Scenario 1	
In LRTP CFP	PE
In LRTP CFP	ROW
In LRTP CFP	CONSTRUCTION

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.



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
-------------	-----------------

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
-------------	-----------------

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
-------------	-----------------

Note: PE means Design



Questions on Planning Consistency:

◆ Yvonne Arens

850-414-4816

Yvonne.Arens@dot.state.fl.us

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.

Document Information:			
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)	

Segment Information: (Add additional tables as needed to describe all segments within the logical termini limits. Clearly identify segment representing the next funded phase)					
Segment Limits:					Segment FM #:
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)

Segment Information: (Add additional tables as needed to describe all segments within the logical termini limits. Clearly identify segment representing the next funded phase)					
Segment Limits:					Segment FM #:
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.
- ◆ If a phase is FULLY LOCALLY-FUNDED in the TIP, the form should reflect that it is “incorporated by reference” into the STIP.
- ◆ PREVIOUSLY AUTHORIZED phases are not required to be reflected in the planning consistency form.
 - If a phase is multi-year funded, both the unauthorized and previously authorized funds should be shown. The form should reflect that previously authorized funds are shown “for informational purposes only”.

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

- ◆ 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/Programming – Use any data available from SIS Plan, Planning Studies, update data/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 systems. Include modes that could be affected
- PD&E – review most up to date plans and ensure information is 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.

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.

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)

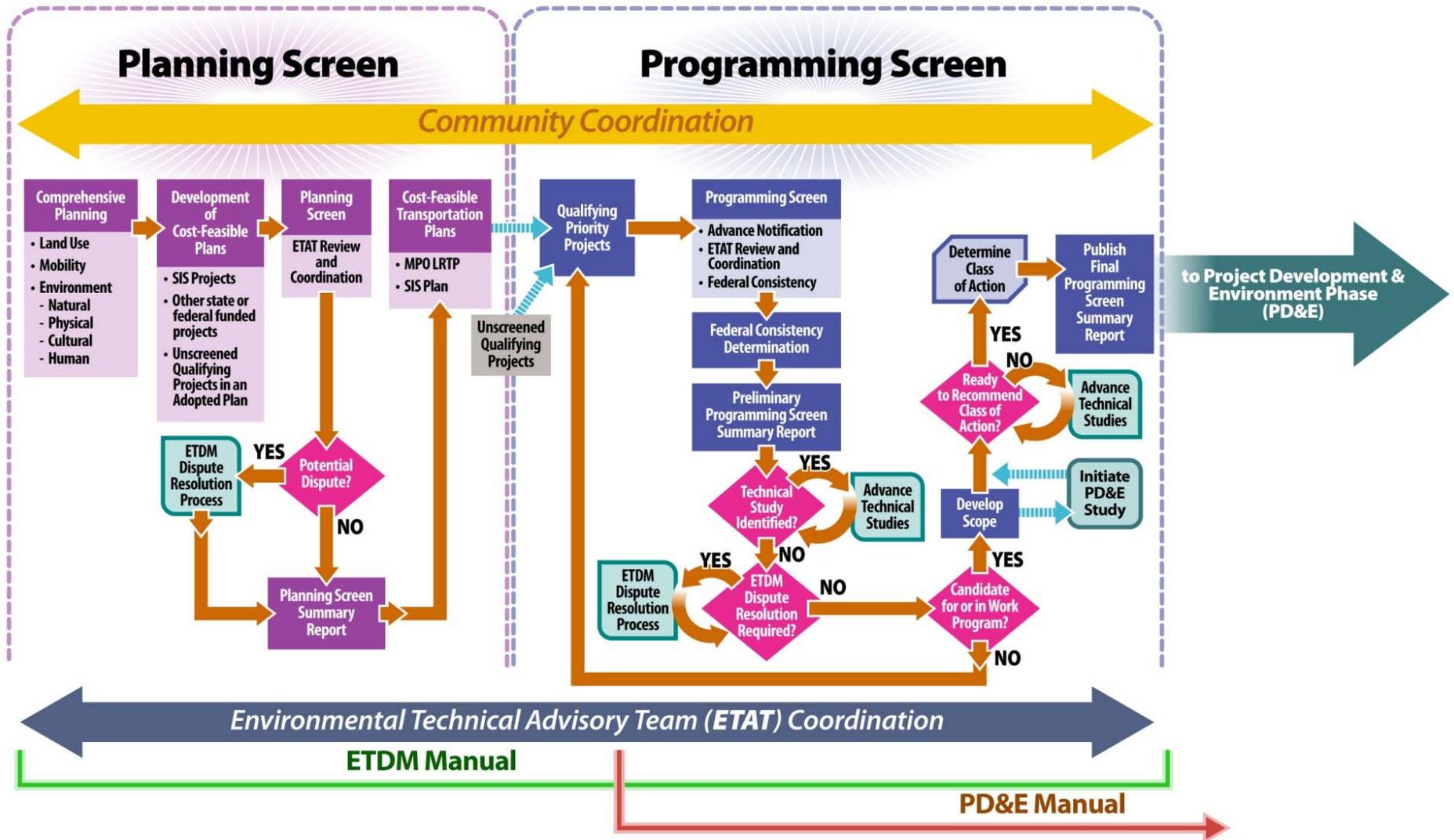
COMMON PITFALLS

- ◆ 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)
- ◆ The Purpose and Need is for the study rather than the project
- ◆ 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”

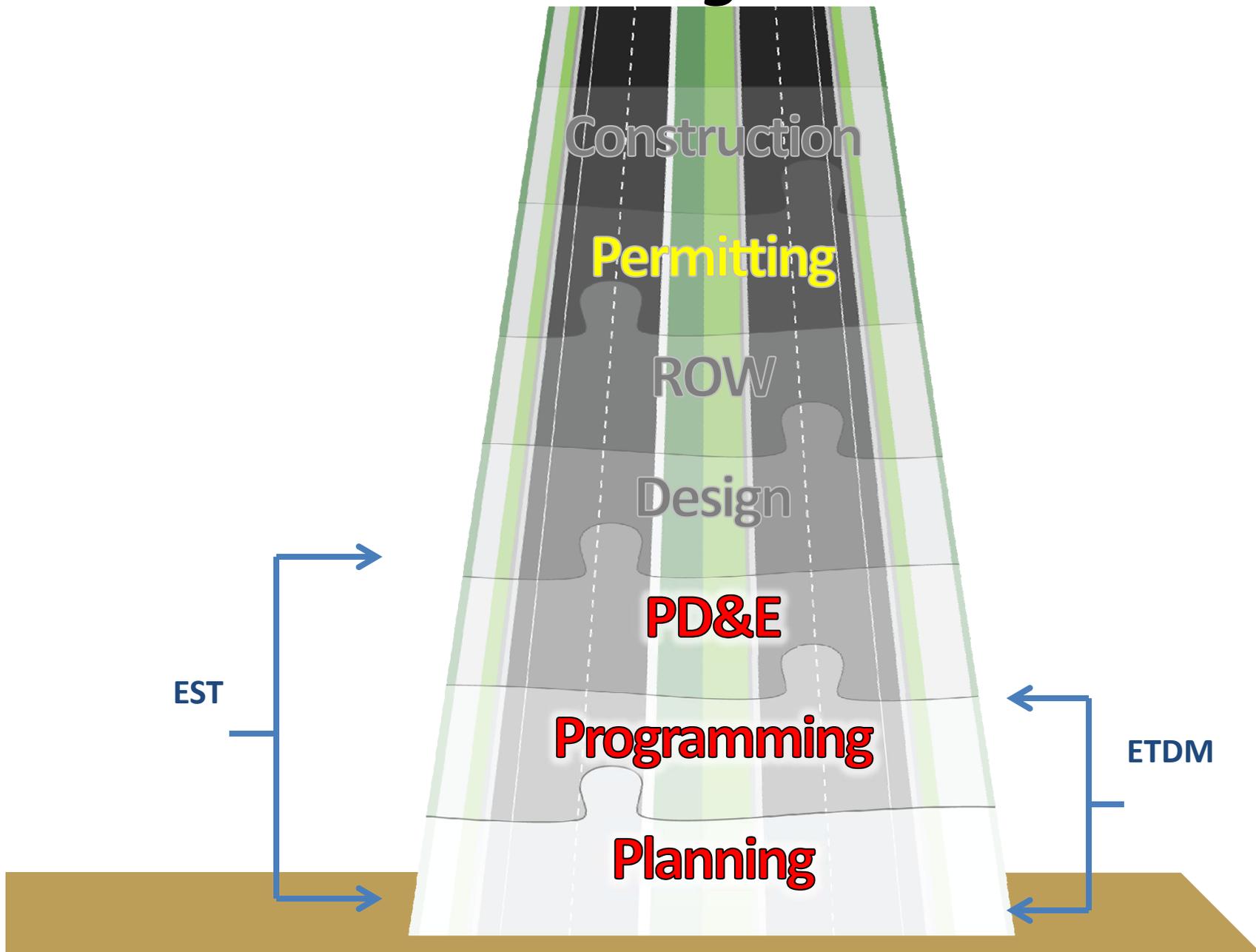
Helpful Hints

- ◆ 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?



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

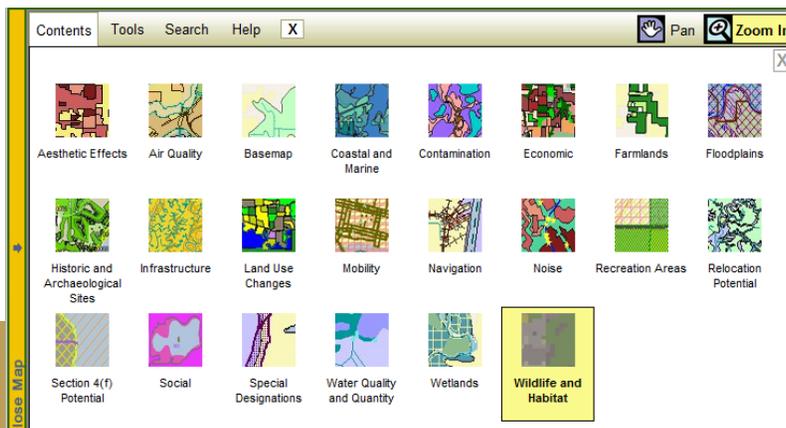
Natural:

- 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?

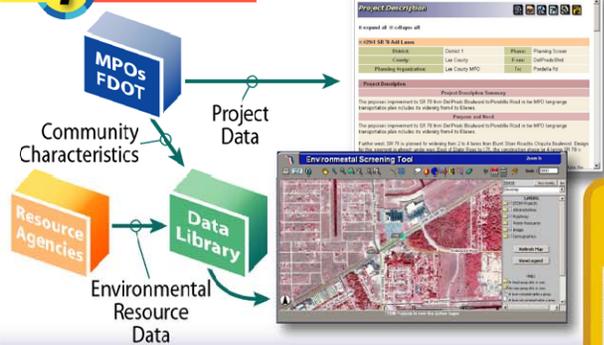
- ◆ Class of Action Determination
- ◆ PD&E Study Scope of Work
- ◆ Lead, Cooperating, and Participating Agencies
- ◆ Eliminate Alternatives
- ◆ Identify Technical Studies to be advanced



Environmental Screening Tool

Data is integrated from multiple sources into one statewide library.

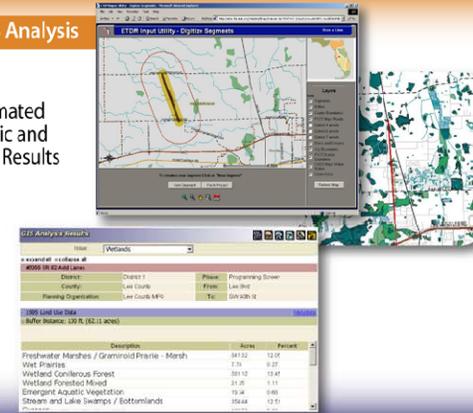
Step 1 Data Entry



Project effects to the natural and human environment are analyzed.

Step 2 GIS Analysis

Automated
Graphic and
Tabular Results



The Technology System Entry portal for Internet-accessible Environmental Screening Tool



Agency and public concerns are communicated.

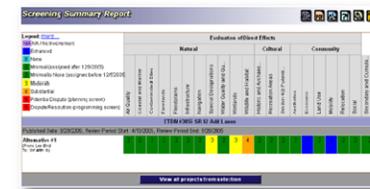
Step 3 Project Review



Evaluation results are summarized and stored.

Step 4 Summary Reports

- Summary of Effects
- Commitments
- Responses



Color-coded degree of effect
by technical issue

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

This Site is maintained by the Florida Department of Transportation Environmental Management Office. For additional information, please e-mail questions or comments to emoffice@fdot.com

Project Purpose

Consistency, PED/AN

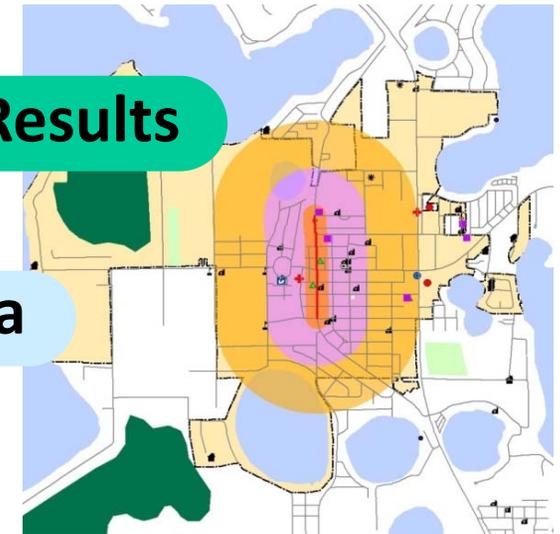
GIS Analysis Results

Resource Data

Maps

Previous Commentary

Summary Reports



Qualifying Projects

◆ Roadway Projects

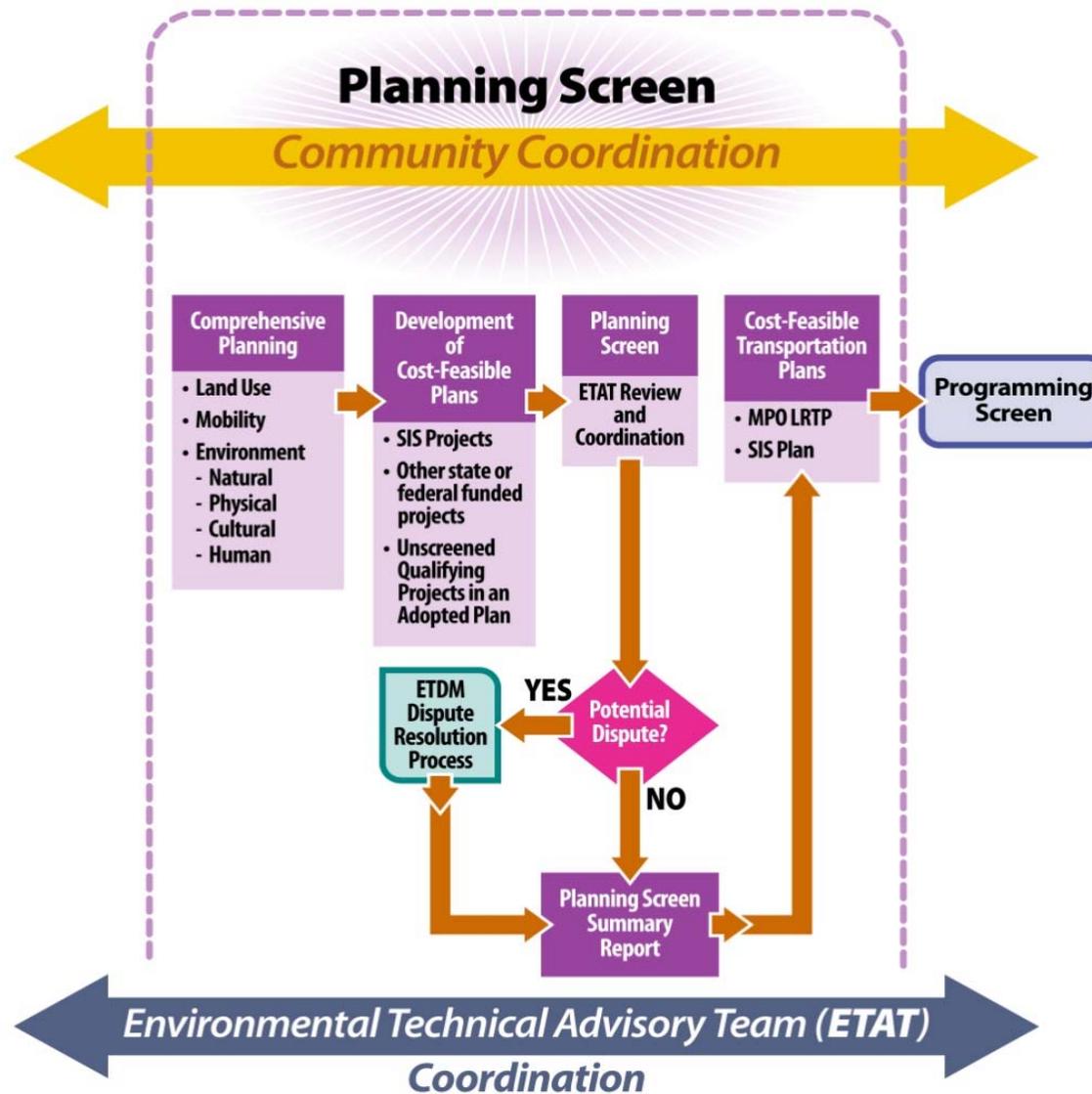
- Additional through lanes that add capacity to an existing road
- A new roadway, freeway, or expressway*
- A highway providing new access to an area *
- A new or reconstructed arterial highway (e.g. realignment) *
- A new circumferential or belt highway bypassing a community *
- Addition of interchanges 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

* ACE project

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?

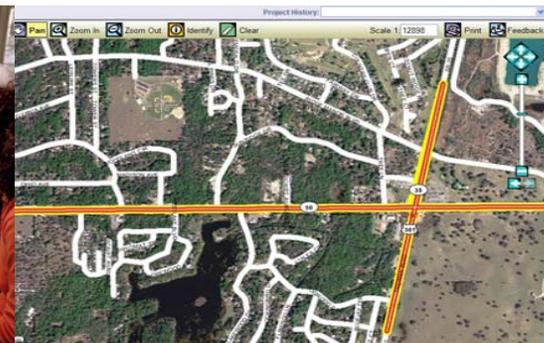
- ◆ Identify important resources
- ◆ Actionable comments
- ◆ Help us avoid and minimize impacts
- ◆ Identify potential mitigation opportunities
- ◆ Confirm or clarify DOT preliminary environmental discussions describing anticipated involvement with environmental resources
- ◆ Provide information **not** 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?

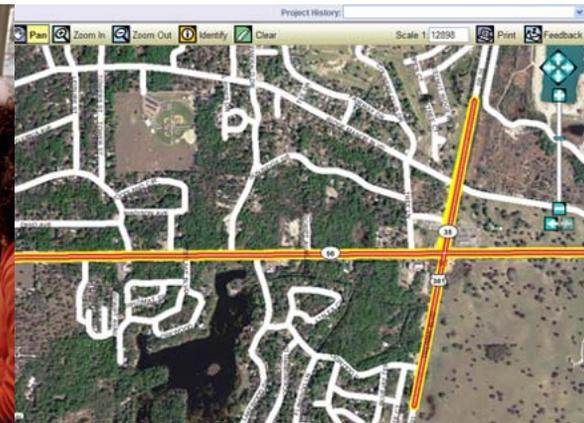
GIS Analysis Report	
#3291 SR 90 (Cortez Boulevard) from Lockhart Road to US 301	
Alternative #1 Summary	
Analysis Name	100 FT 200 FT
Date Run	08/22/2011 04 171.78 122
District 7 Generalized Landuse	
Alternative #1, analyzed on 8/22/2011.	
Description	100 FT 200 FT
ACREAGE NOT ZONED FOR AGRICULTURE	0.0 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% 4.1 1.1%
IRWIG	1.8 1.04% 5.5 1.6%
OTHER	0.1 0.05% 0.4 0.1%
PARCELS WITH NO VALUES	1.5 0.89% 5.5 1.6%
PUBLIC/GEN-PUBLIC	0.6 0.35% 12.4 3.6%
RECREATION	0.0 0% 4.4 1.2%
RESIDENTIAL	1.4 0.75% 15.7 4.5%



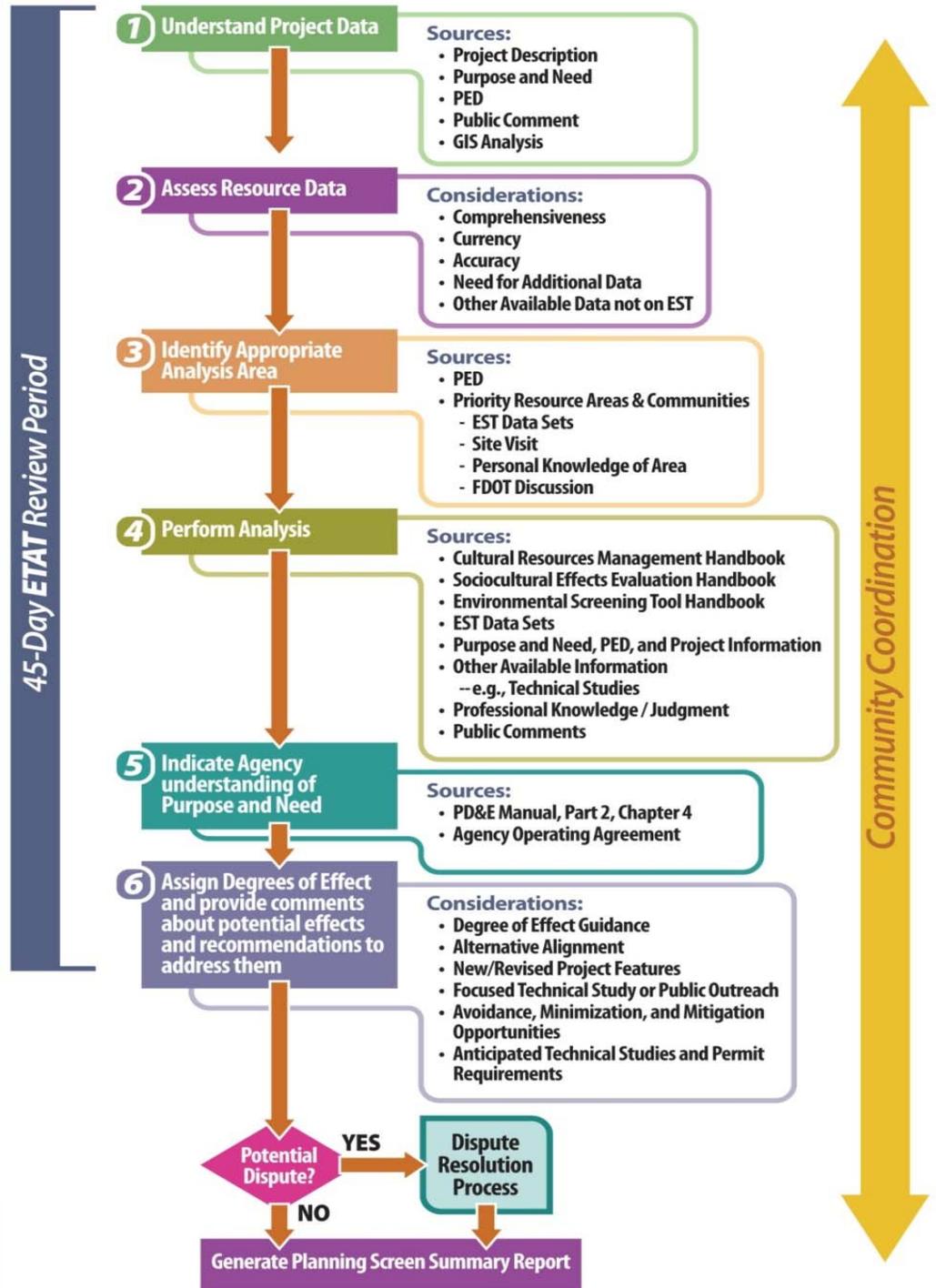
Share what we know

- ◆ 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

Alternative #1 Summary		100 Ft.	200 Ft.
Analysis Name	Date Run	Acres	Acres
District 7 Generalized Landuse	09/22/2011	84	171.76
District 7 Generalized Landuse			
Alternative #1, analyzed on 9/22/2011.			
Description	Acres	Pct	Acres
ACREAGE NOT ZONED FOR AGRICULTURE	0.0	0.00%	0.1
AGRICULTURAL	4.8	2.92%	14.3
INDUSTRIAL	0.0	0%	0.2
INSTITUTIONAL	0	0%	1.17
MIXING	1.8	1.04%	5.5
OTHER	0.1	0.05%	0.4
PARCELS WITH NO VALUES	1.5	0.89%	4.45
PUBLIC/USE-PUBLIC	0.0	0.35%	3.57
RECREATION	0.0	0%	4.4
RESIDENTIAL	1.4	0.79%	4.53



Review Process



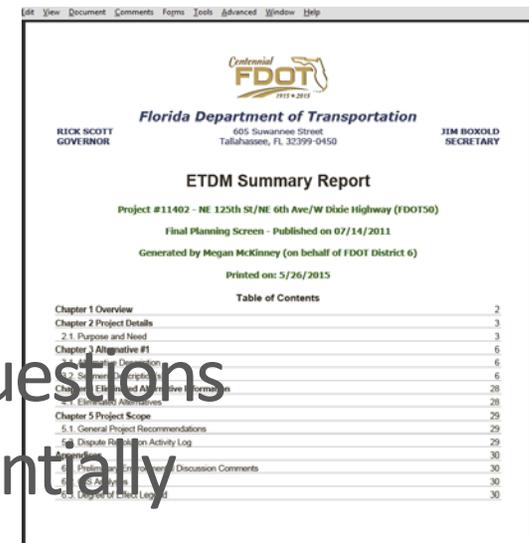
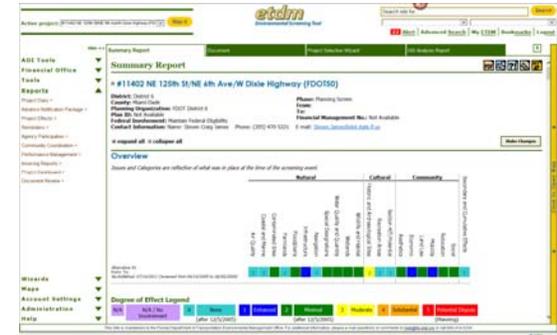
Examples of types of activities

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

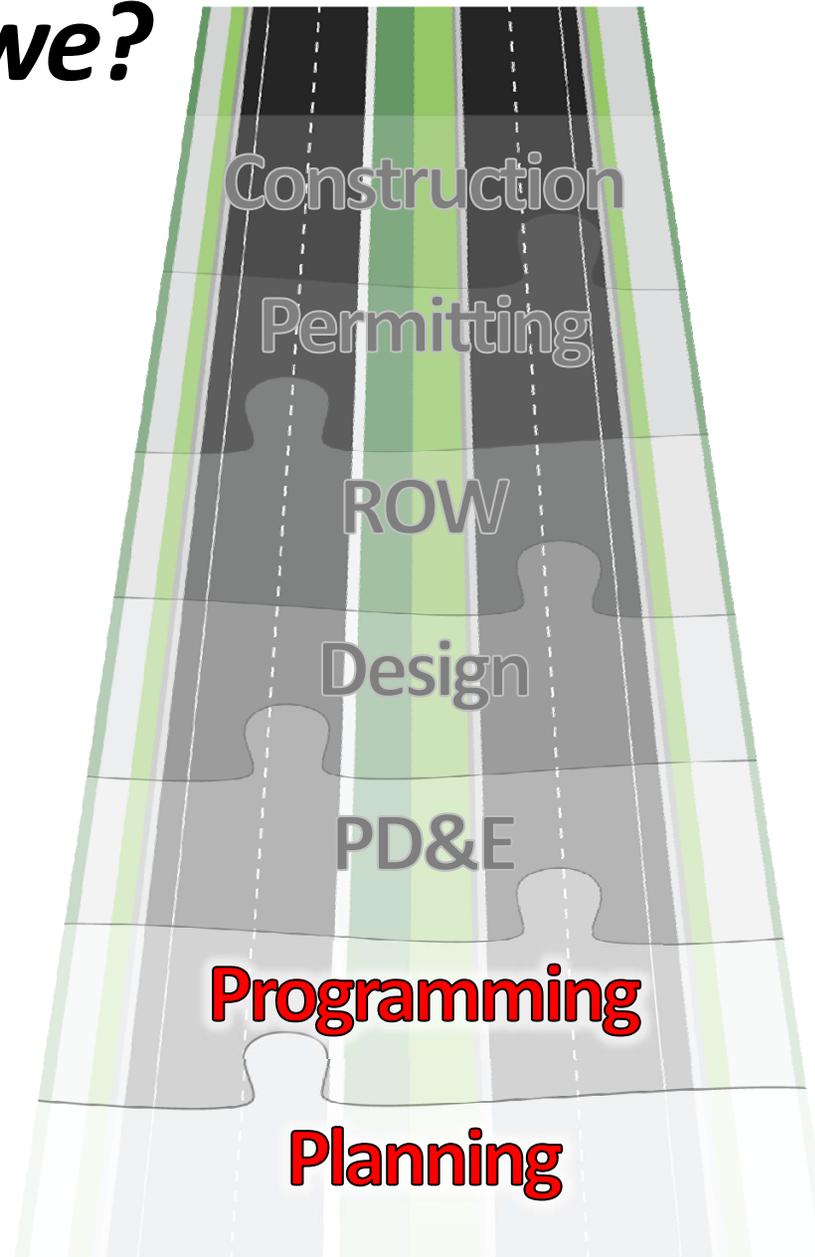


OK . . . What's next?

- ◆ Publish Planning Summary Report
 - Provide feedback to ETAT and Public
- ◆ Between Screening Events
 - Refine project information based on ETAT comments
 - Anything missing or unclear?
 - Additional coordination is needed
 - Follow through – advance studies
 - Identify activities to clarify or address questions
 - Initiate efforts to clarify or resolve “Potentially Disputed” and “Substantial” issues
- ◆ Wait for Prioritization



Where are we?



MPO Priority Process



Definitions

- ◆ *Consultation* means that one or more parties confers with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.
- ◆ *Cooperation* means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

Prioritization Process

Project Selection Process

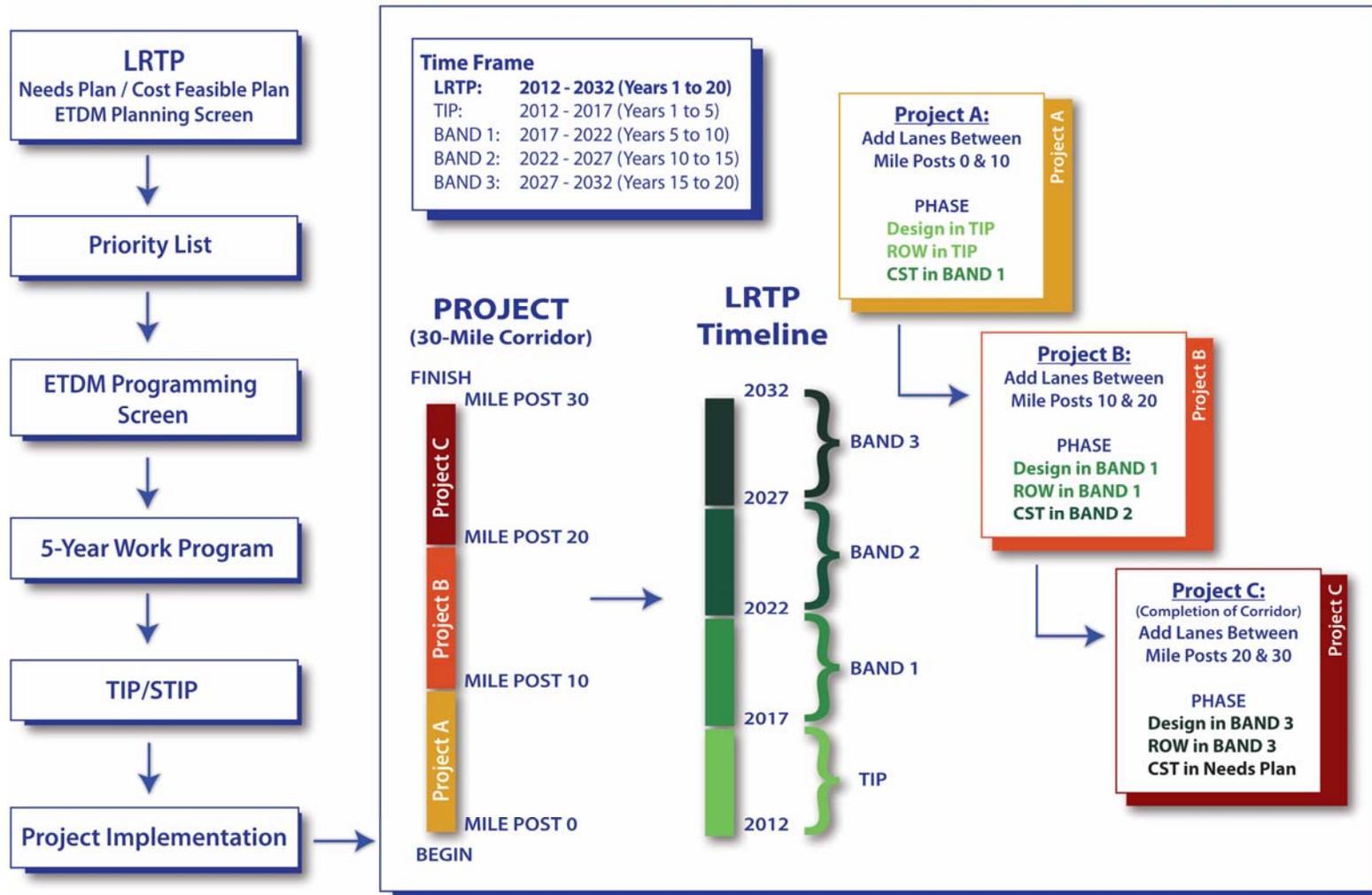
- ◆ TMA MPO Areas (population > 200,000):
 - MPO selects all Title 23 and FTA-funded projects in consultation with FDOT and transit operators
 - Exception: projects on the National Highway System and projects funded under the bridge and interstate maintenance programs, which are selected by FDOT in cooperation with the MPO

Prioritization Process

Project Selection Process

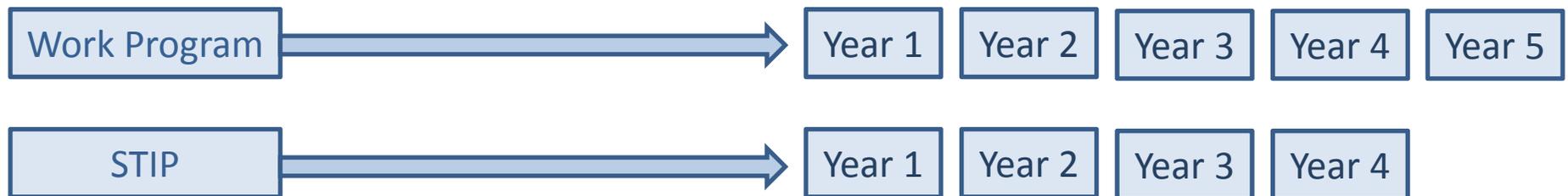
- ◆ Non-TMA MPO Areas (population \leq 200,000):
- ◆ State and/or public transportation operators select the projects using funds from Title 23 and Title 49, Chapter 53 in cooperation with the MPO
 - Exception: projects on the National Highway System and projects funded under the bridge and interstate maintenance programs, which are selected by FDOT in cooperation with the MPO

Planning Process Overview

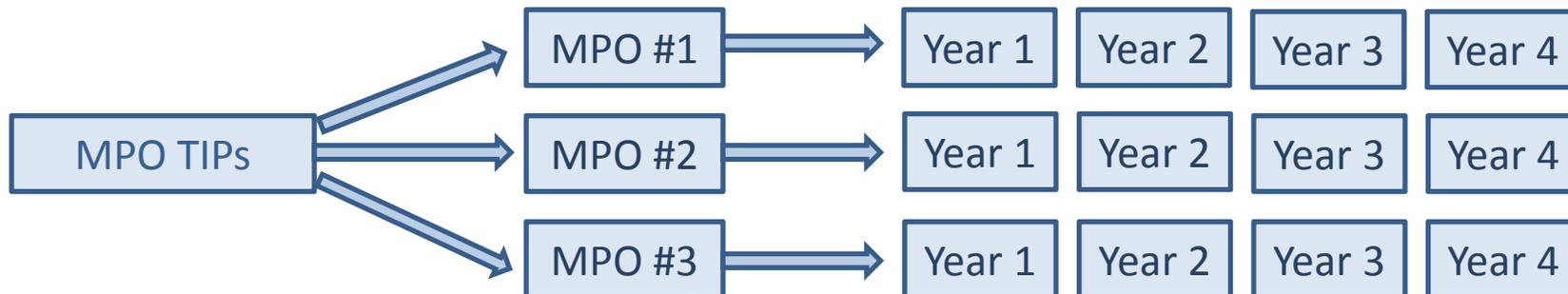


Relationship of Work Program, STIP and MPO TIPs

The four year STIP is a subset of the Five Year Work Program



The MPO TIPs are all subsets of the STIP for each urban area



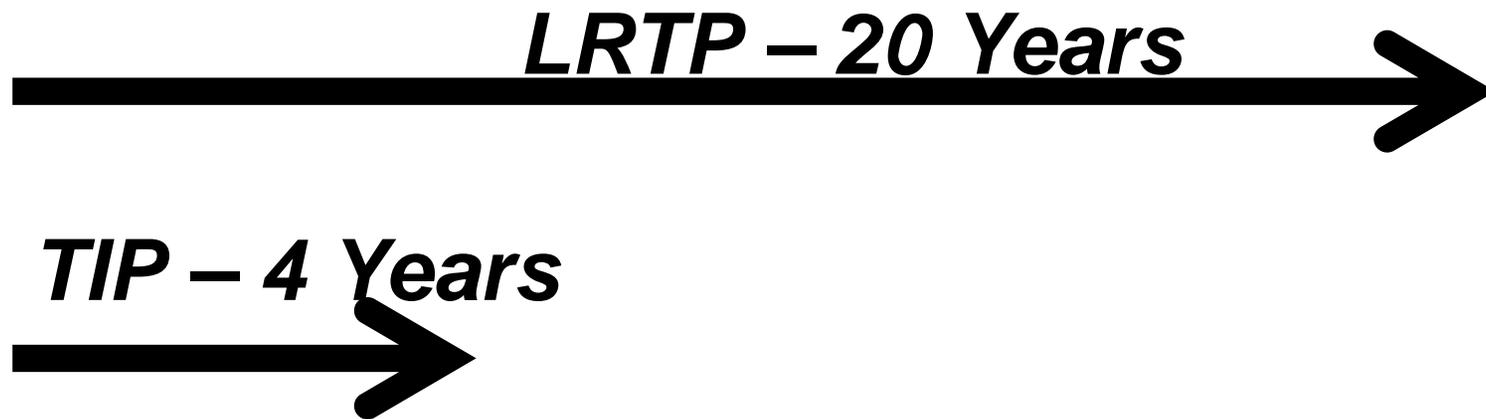
All these reports are extracting project details from the same WPA database for all state and federally funded projects

Statewide Planning Process



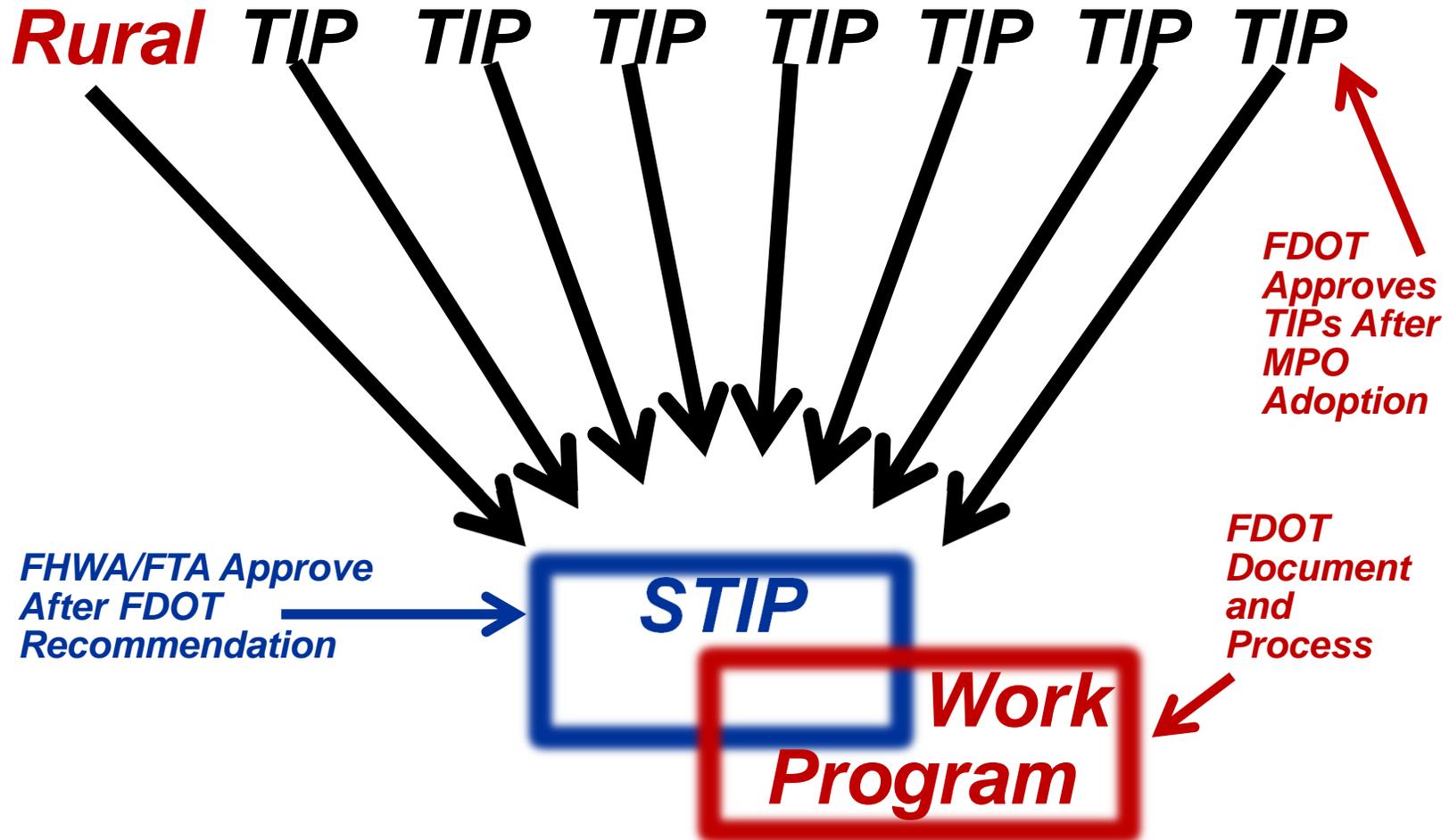
A project must be consistent with the FTP prior to including in the STIP.

Metropolitan Planning Process



A project must be consistent with the LRTP prior to including in the TIP.

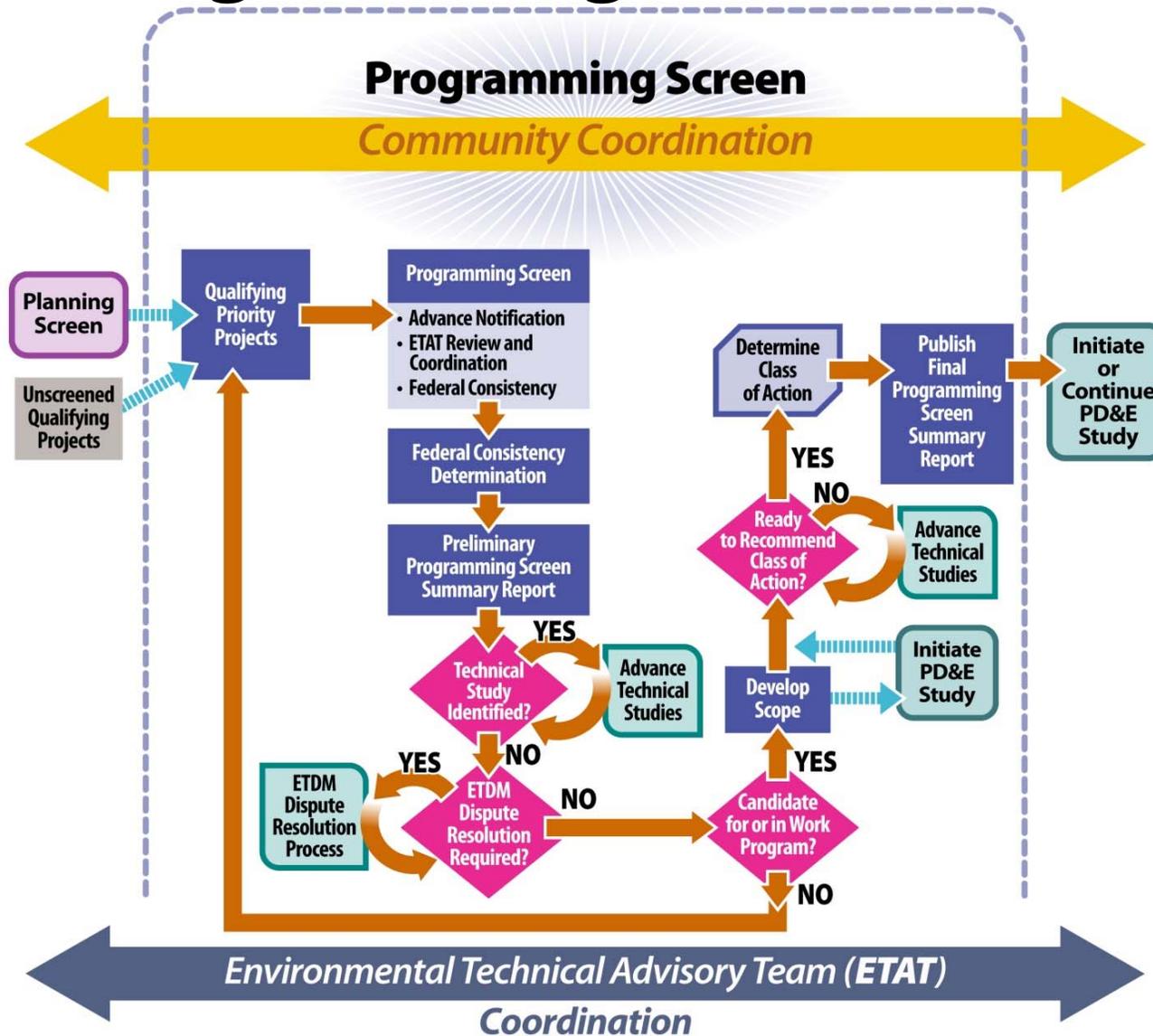
Statewide Planning Process



Summary of Takeaways

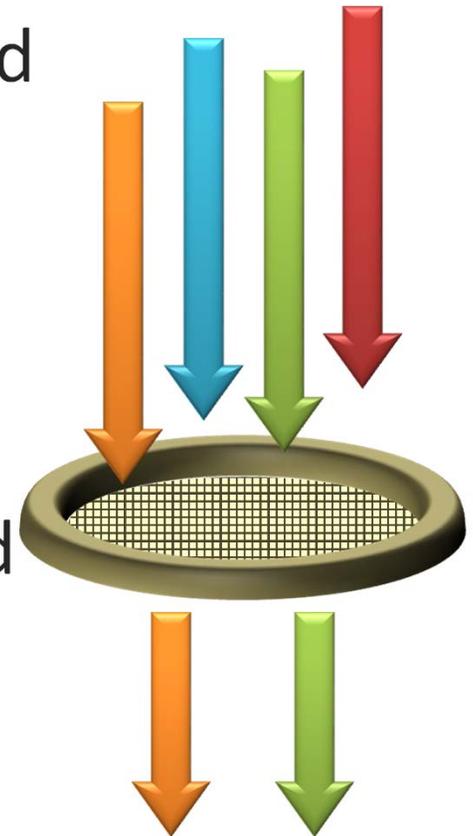
- ◆ Maintain an open dialogue to foster a multi-disciplinary approach in planning and project development
- ◆ Familiarize yourself with the NEPA document and compare to project info in the LRTP (e.g., scope and description, estimated cost and phase timing, public involvement comments, etc.). Does the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

ETDM Programming Screen



What is the purpose of this screening?

- ◆ Support Advance Notification process
- ◆ Identify potential avoidance, minimization and mitigation opportunities
- ◆ Fill data blanks
- ◆ Highlight critical path issues
- ◆ Coordination and technical study needs
- ◆ Support development of the PD&E scope and realistic schedule
- ◆ 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
- ◆ Adoption of planning product to support NEPA process

APPROVED



What do we need from the ETAT?

Detailed, actionable comments

- ◆ You're helping to build a project scope of service
 - What do we need to do? Be specific
- ◆ You're helping us identify the range of reasonable alternatives.
 - Providing specific details about each presented alternative help with this process.
- ◆ Tell us where NOT to place the improvements
- ◆ Fatal flaw analysis
- ◆ Tell us about any plans for your resources

What information do we need?

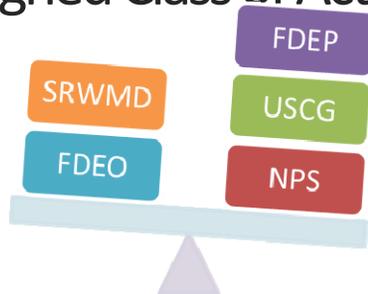
- ◆ Help us minimize and avoid impacts
- ◆ Identify potential mitigation opportunities
- ◆ Provide information **not** in the Tool
 - Agency-specific data
 - Co-workers and other agency staff
 - Historic files not in a database
 - Personal knowledge
 - **Site visits**
- ◆ Questions?

Summary Report

- ◆ Preliminary and Final
 - Resource to Project Managers, ETDM Coordinators, and Consultants
 - Feedback document summarizing project review and the results of the screening
 - Summary DOE's
 - Accepted P&N
 - ETAT Comments
 - Tech Studies, Permits
 - Project Scope, Non-issues

◆ Final

- ◆ Signed Class of Actions



ETDM Summary Report

Project #14194 - US 301 from Fowler Ave. to proposed SR 56

Final Programming Screen - Published on 04/21/2015

Generated by Nicole Selly (on behalf of FDOT District 7)

Printed on: 4/21/2015

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Degree of Effect (DEO) – ETAT Comments

- ◆ ETAT Comments the important part not the Color of the DEO
- ◆ What are they telling us and we carrying it forward into PD&E

The screenshot displays the 'etdm Environmental Screening Tool' interface. At the top, the active project is identified as '#13040 Beckett Bridge over Whitcomb Bayou (Riv)'. The main content area shows 'CLC Recommendations' for the 'Southwest Florida Water Management District (12/20/2010)'. The 'Wetlands Degree of Effect' is 'Substantial', reviewed by C. Lynn Miller. The 'Coordination Document' is 'Permit Required'. The 'Coordination Document Comments' state that the project may qualify under F.A.C. 40D-400.443, 'General Permit to the Florida Department of Transportation, Counties and Municipalities for Minor Bridge Alteration, Replacement, Maintenance and Operation' (bridge and abutment replacement) and F.A.C. 40D-4.051(13), 'Minor Roadway Safety Projects' (roadway improvements on either side of the bridge). The District strongly recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service Office happen very early in the design process (before beginning design, if possible).

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

The SWFWMD has assigned a Degree of Effect of "Substantial" based on their opinion of the quality of wetlands and the potential acreage of wetlands that may be impacted both directly and indirectly by the project, the level of potential coordination or effort associated with the SWFWMD's regulatory and proprietary interests and obligations and the lack of information concerning the final bridge and roadway cross sections.

Due to the increased impervious area and wetlands involvement, portions of this project may not qualify as Minor Roadway Safety Projects under F.A.C. 40D-4.051(13). The SWFWMD strongly recommends a pre-application meeting with the Tampa Regulation office.

Wetland impacts can be reduced by the following:

- (1) Adjustment of the alignment to avoid direct impacts to the wetlands,
- (2) Implementation of strict controls over sediment transport off site during construction,
- (3) Restriction of the activity of vehicles and equipment to only those areas that must be utilized for construction and staging,
- (4) Implementing effective mitigation measures to compensate for wetland impacts;
- (5) Selection of treatment pond sites away from existing wetlands;
- (6) Retrofitting existing stormwater treatment facilities to provide some habitat for wetland-dependent wildlife,
- (7) Incorporating wildlife-friendly features into stormwater facilities, and
- (8) Selecting construction means and methods to minimize fugitive materials and adverse impacts.

Because Whitcomb Bayou is a known manatee use area, it is recommended that the FDOT develop a project-specific manatee protection plan to eliminate that possibility of construction-related manatee injury or death in the project area.

Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The project mitigation needs may be addressed in the FDOT Mitigation Program (Subsection 373.4137, F.S.) which requires the submittal of anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. The SWFWMD may choose to exclude a project in whole or in part if the SWFWMD is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, the SWFWMD will coordinate with the FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted independently. Depending on the quantity and quality of the proposed wetland impacts, the SWFWMD may propose purchasing credits from a mitigation bank and/or pursue and propose alternative locations for mitigation. For ERP purposes of mitigating any adverse wetland impacts within the same drainage basin, the project is located within the Upper Coastal Drainage Basin. The SWFWMD requests that the FDOT continue to collaborate on the potential wetland impacts as this project proceeds into future phases, and include the associated impacts on FDOT's annual inventory.

Summary Degree of Effect

- ◆ FDOT Summary DOE
- ◆ Should reflect all we know – ETAT comments a part of the story but not the entire story

The screenshot displays the ETDM web application interface. At the top, the 'Active project' is identified as '#14132 SR 12 from North Cory Street to SR 63 (U)'. The main content area is titled 'Historic and Archaeological Sites Project Effects'. It shows a 'Coordinator Summary Degree of Effect' of 3, categorized as 'Moderate', assigned on 04/16/2014 by FDOT District 3. The 'Comments' section includes FHWA DOE: Moderate, SHPO DOE: Moderate, and FDOT Recommended DOE: **Moderate**. A detailed paragraph explains that FDOT has evaluated comments from FHWA and SHPO and recommends a Degree of Effect of Moderate. Below this, a GIS analysis identifies a 100-ft. Project Buffer Area containing several historic sites: Hopewell Church Cemetery (GD00728), Quincy Historic District (GD00037), Quincy Municipal Airport (GD00863), and Planter's Exchange, Inc. (GD00424A). Additional resources within 200-ft and 500-ft buffer areas are also listed.

Agency Roles in PD&E Tool

- ◆ Lead Agency Determination
- ◆ Official letters and timeline tracked for Cooperating and Participating agencies

The screenshot displays the 'etdm Environmental Screening Tool' interface. At the top, there is a search bar and navigation links for 'Advanced Search', 'My ETDM', 'Bookmarks', and 'Logout'. The main content area is titled 'Agency Roles in P D & E' for project '#12656 PCI Test Project Bill'. It includes a 'Map it' button and a 'Hide <<' option. The interface is divided into sections for 'Lead Agency' and 'Participating and Cooperating Agencies'. The 'Participating and Cooperating Agency Roles' section provides instructions and a list of roles. The 'Cooperating Agencies' section states there are no cooperating agencies for this project. The 'Participating Agencies' section also states there are no participating agencies. The 'Recommend an Agency' section includes a dropdown menu with an 'Add' button, showing a list of agencies such as 'FL Department of Agriculture and Consumer Services', 'FL Department of State', 'FL Fish and Wildlife Conservation Commission', 'National Park Service', 'Seminole Tribe of Florida', 'US Army Corps of Engineers', 'US Coast Guard', 'US Environmental Protection Agency', and 'US Fish and Wildlife Service'. A left sidebar contains navigation links for 'Tools', 'Reports', 'Wizards', 'Maps', 'Account Settings', 'Administration', and 'Help'. A footer note states: 'This Site is maintained by the Florida Department of Transportation Environmental Management Office. For additional information, please e-mail questions or comments to help@fla-etdm.org or call 850-414-5334.'

Class of Action

◆ COA Determination Report

Active project: #13040 Beckett Bridge over Whitcomb Bayou (Ri) [Map it](#)

Search: poiciana

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Hide << Manage EST Users | What's New | Search Results | Projects Needing Review | Project Description | Class of Action Determinati... X

Class of Action Determination Report

#13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive)

District: District 7 Phase: Programming Screen Contact Information: Nicole Christine Sely (813) 975-6455 Nicole.Sely@dot.state.fl.us

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Type 2 Categorical Exclusion	None	Federal Highway Administration	US Coast Guard	No Participating Agencies have been identified.

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role	Comments
Steve C. Love	FDOT District 7	ACCEPTED	03/14/2011		Pinellas County acknowledges FHWA's comment in the Programming Screen under the Historic and Archeological Sites issue stating "if the bridge is National Register of Historic Places (NRHP)-eligible and requires demolition, preparation of an Environmental Impact Statement (EIS) will be required". The County requests FHWA reconsider this comment in light of the termination of the 1985 agreement between FHWA and the USCG. This agreement was terminated by Memorandum of Understanding dated November 18, 2010. The County further acknowledges that a Cultural Resource Assessment Survey (CRAS) must be conducted for this project which will include evidence to determine the eligibility of the bridge. If the CRAS finds the bridge to be NRHP-eligible and finds that its removal causes a significant historical impact then the County will work with the FHWA and SHPO to determine appropriate mitigation measures.
Linda Anderson	Federal Highway Administration	ACCEPTED	03/15/2011	Lead Agency ETAT Member	The Federal Highway Administration concurs with the determination of the Florida Department of Transportation that a Type II Categorical Exclusion is a suitable Class of Action for Project # 13040, Beckett Bridge over Whitcomb Bayou (Riverside Drive). Concurrence is based on the content of ETDM reviews and assignments of Degree of Effect in the Programming Summary Report, which suggest that there will be no significant impacts associated with the project.

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100%

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
- ◆ Define Purpose and Need
- ◆ Define affected environment
- ◆ Identify reasonable alternatives for NEPA Analysis

Advancing from Programming to PD&E

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

For More Information

Presenters:

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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?

