Planning and ETDM

Project Development and Environment Training

Presented by:
Sean Santalla
Xavier Pagan
Pete McGilvray
October 2014

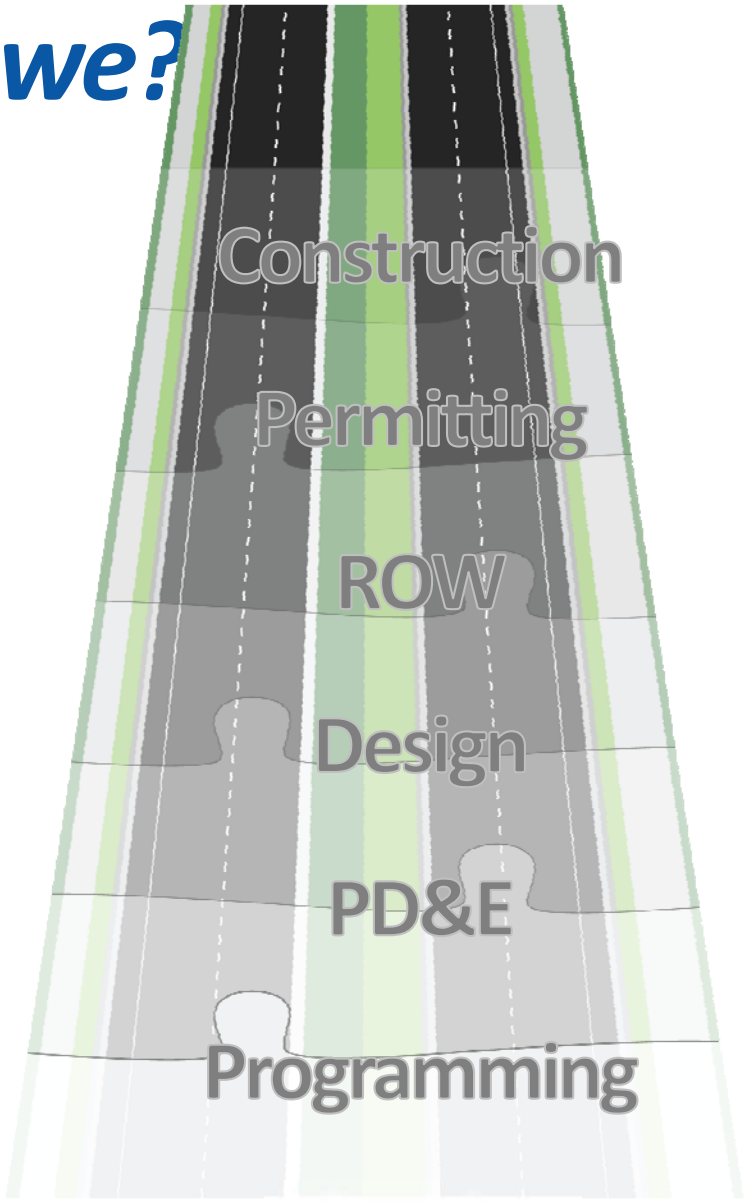
Florida Department of
TRANSPORTATION

State Environmental Management Office

Outline

- Planning Process Overview
- Plans
- Project Identification and Prioritization Process
- Purpose and Need Development/Refinement
- ETDM Process
- ACE Process
- Planning Screening Event
- Actions
- Preparing for Programming

Where are we?

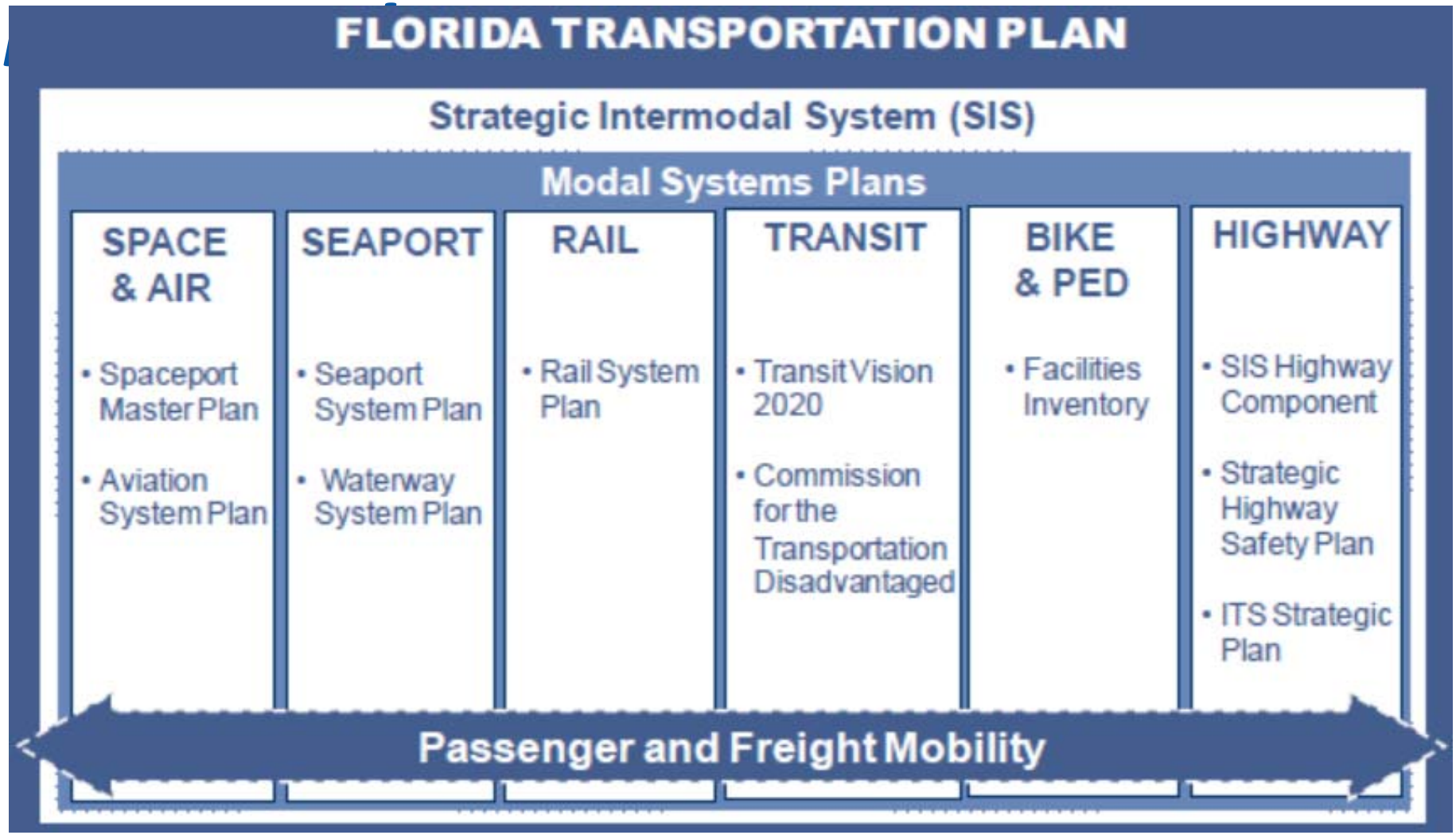


Planning

Florida's Transportation System Today

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

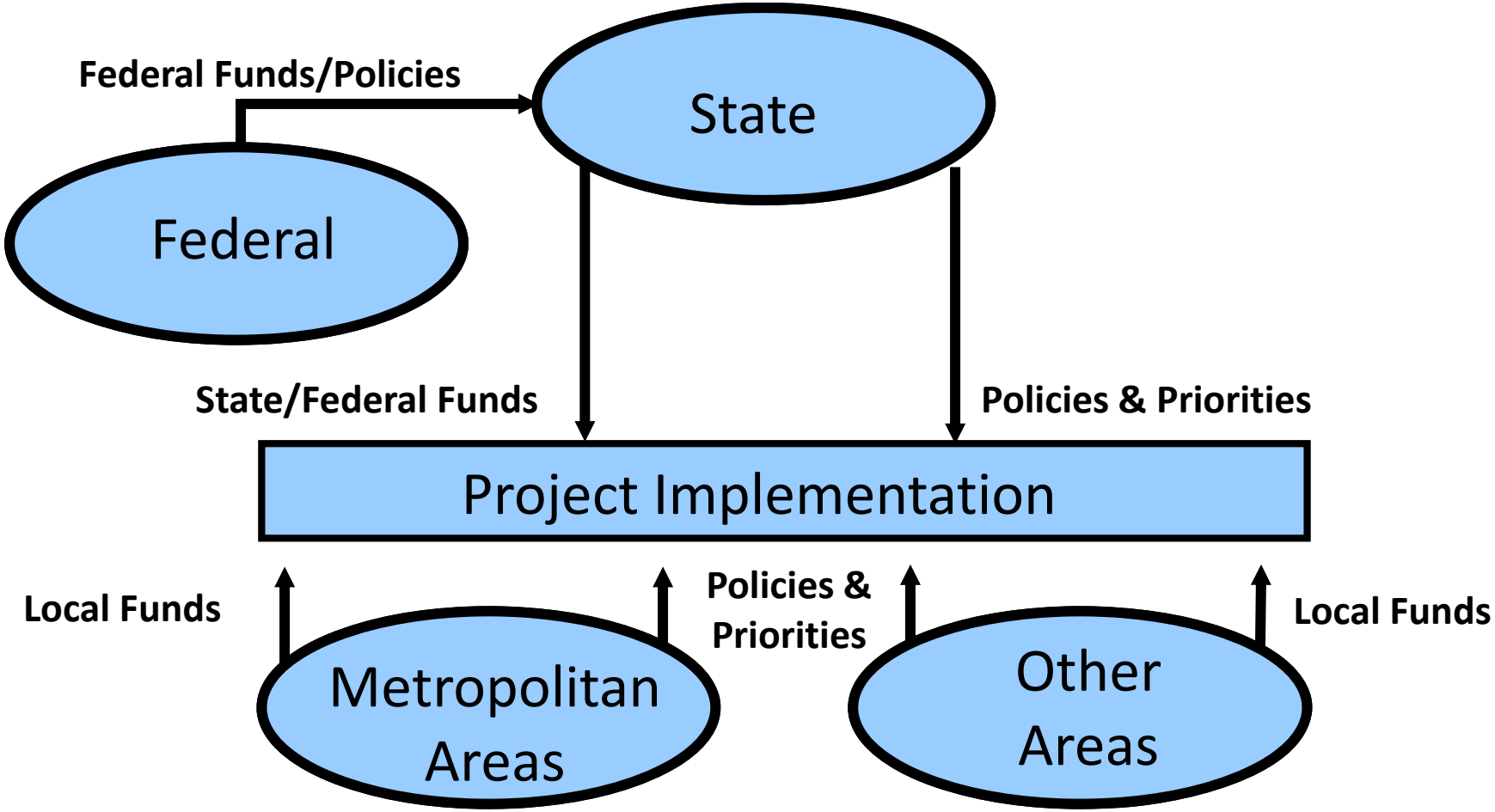
Florida's Transportation Planning



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?



State: Department of Transportation

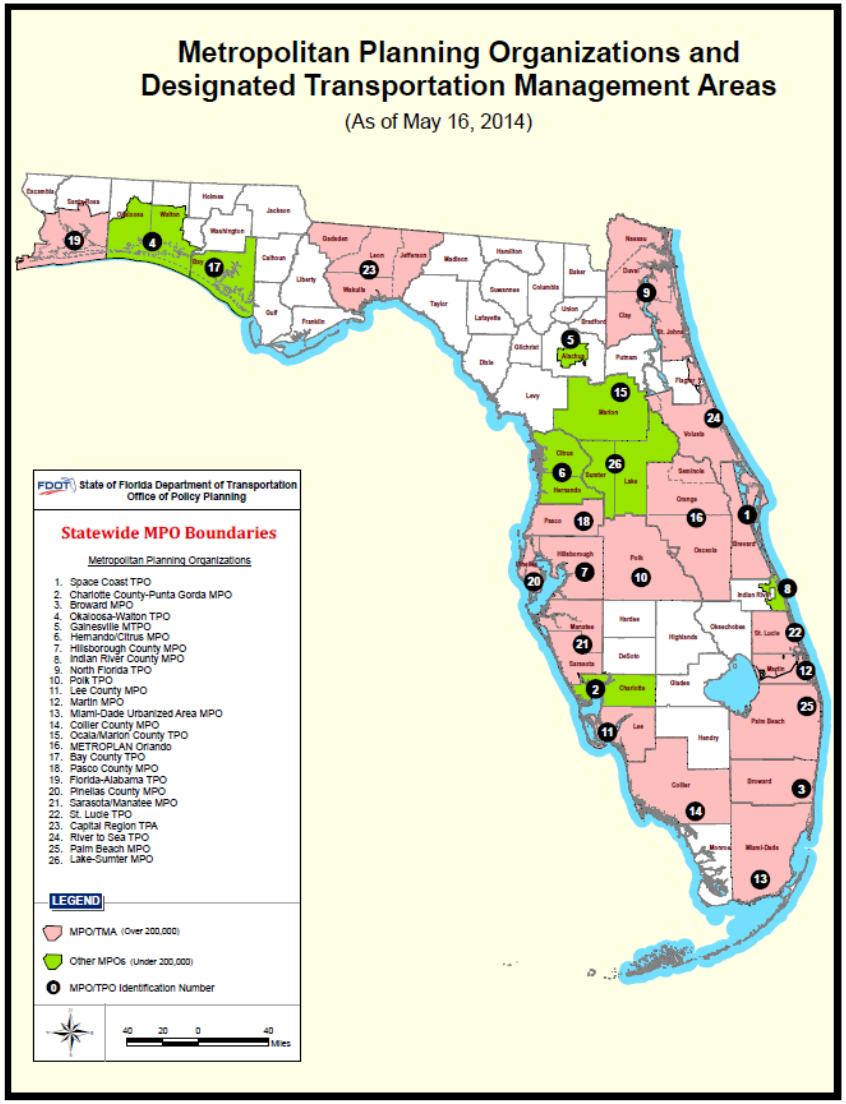
- FTP
  - Goals and Policies
- Safety of the State Highway System
  - Shared responsibility with other agencies
- Preserve and maintain the State Highway System
  - Based on State policies and objectives
- Mobility improvements
  - Based on State policies and priorities
  - Principal responsibility for 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

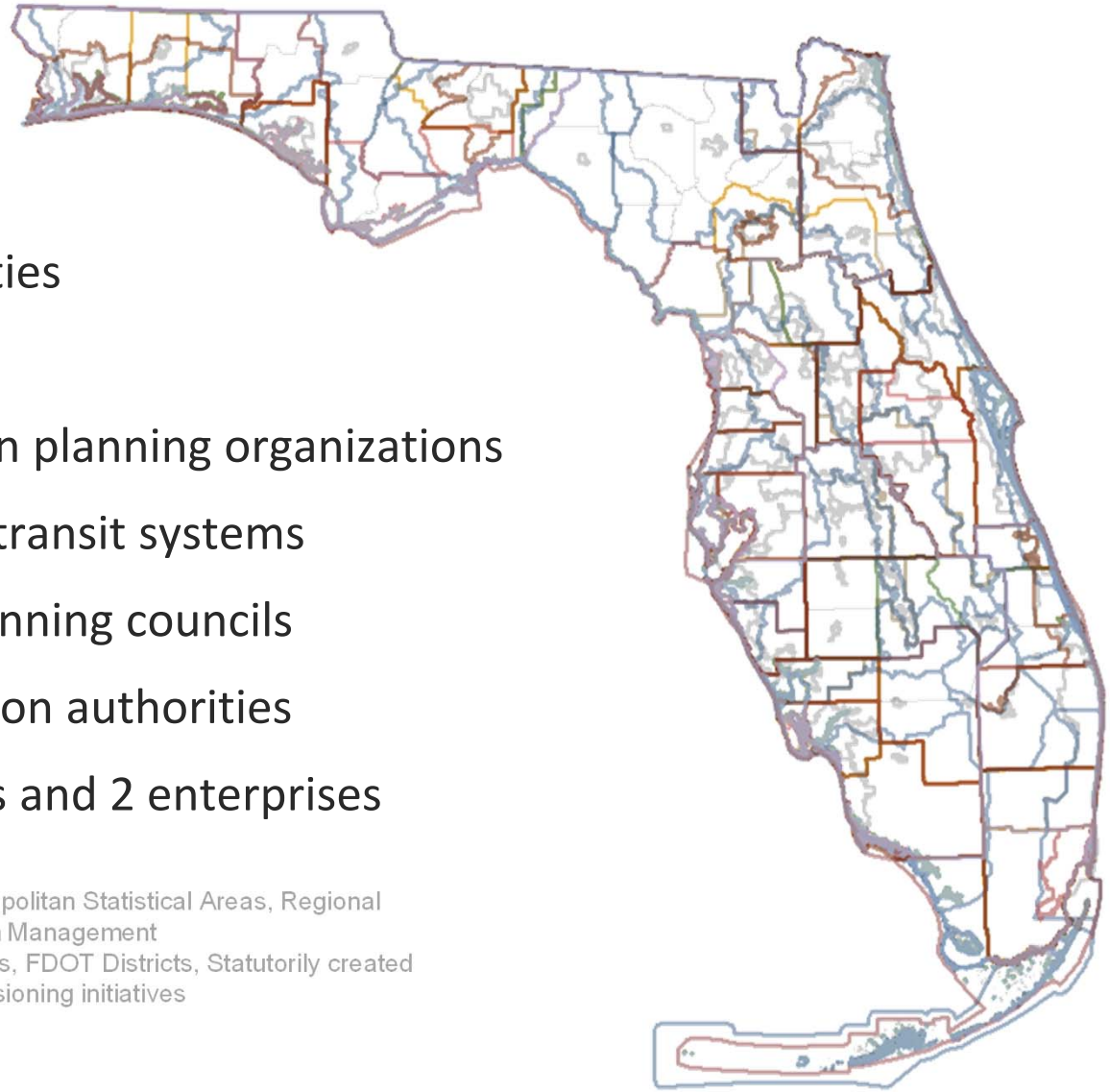
- Defined for urbanized areas with more than 50,000 residents
- Develop long range transportation plan and 5-year transportation improvement programs
- Annually submit transportation priorities to FDOT
- 26 in Florida today
  - Anticipate new urban area to be designated soon



Regional Coordination 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

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

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 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

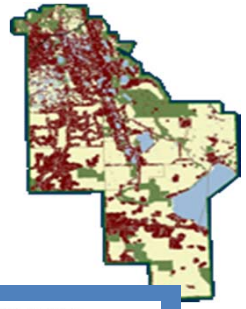
Vision Plan- "Visioning"

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

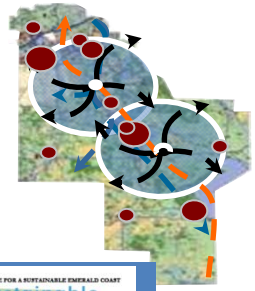
- **What is the desired future growth?**
- **What transportation facilities are required to support "desired" growth?**

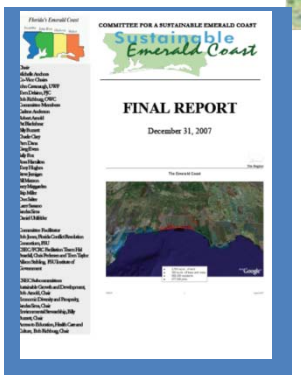
Where are we now?

Where are we going?

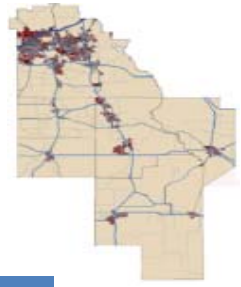


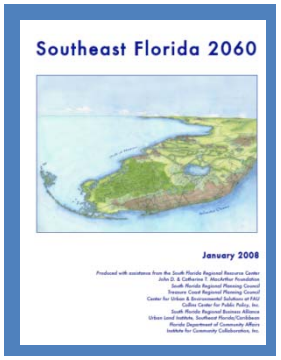
Where do we want to be?





How do we get there?





Sector Plans

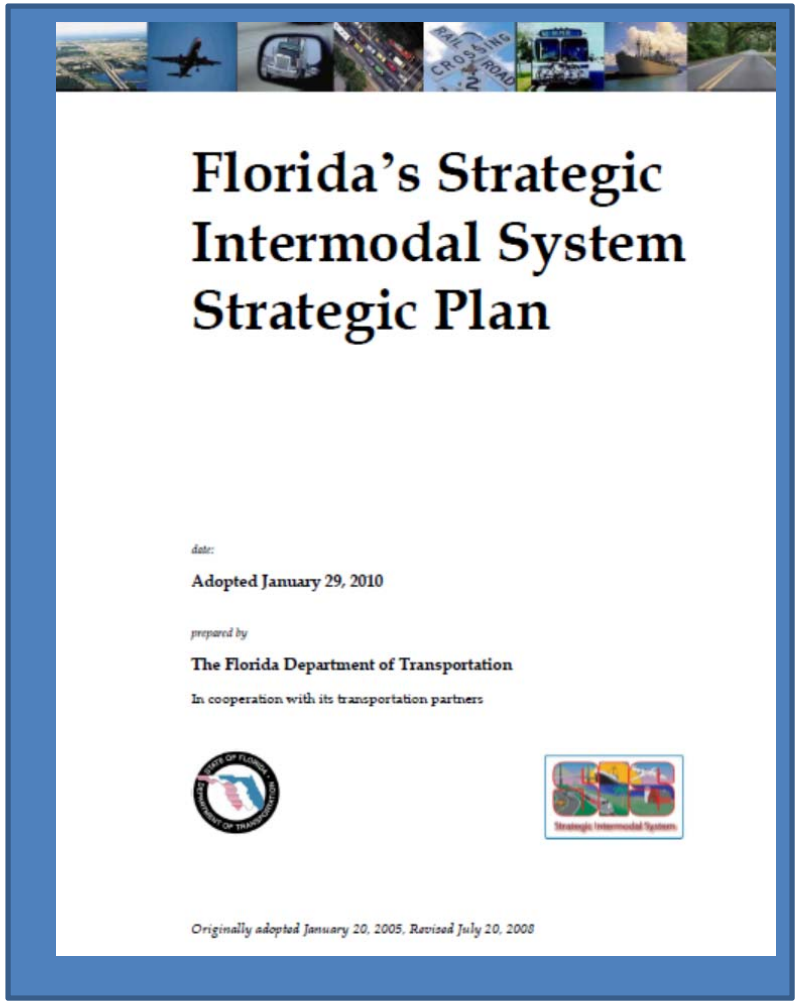
- Two levels:
  - Long-term master plan
  - Specific area plan
- FDOT shall be consulted with regarding planned transportation improvements
- MPO LRTP must be consistent with long-term master plan

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
- Next update: December 2015

SIS Strategic Plan

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



Florida's Strategic Intermodal System Strategic Plan

date:

Adopted January 29, 2010

prepared by

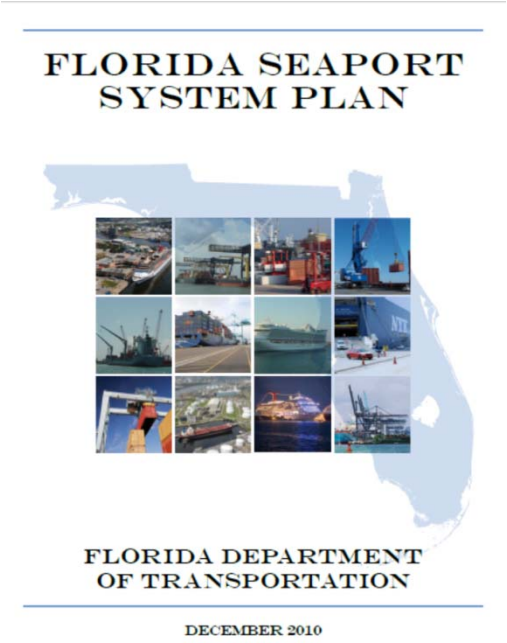
The Florida Department of Transportation

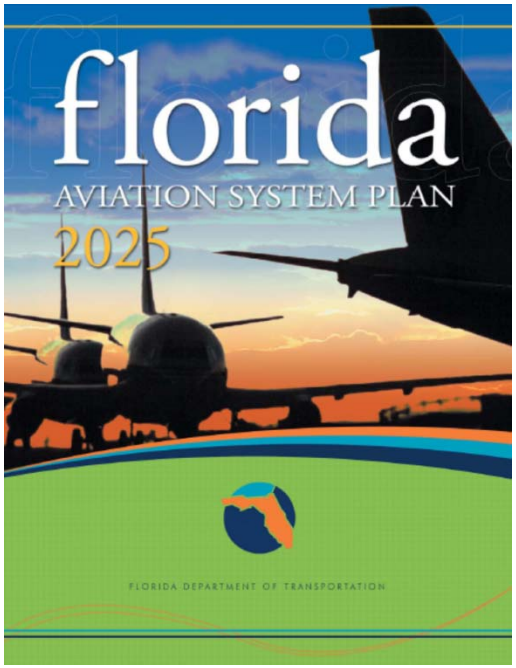
In cooperation with its transportation partners

Originally adopted January 20, 2005, Revised July 20, 2008

Statewide Modal Plans

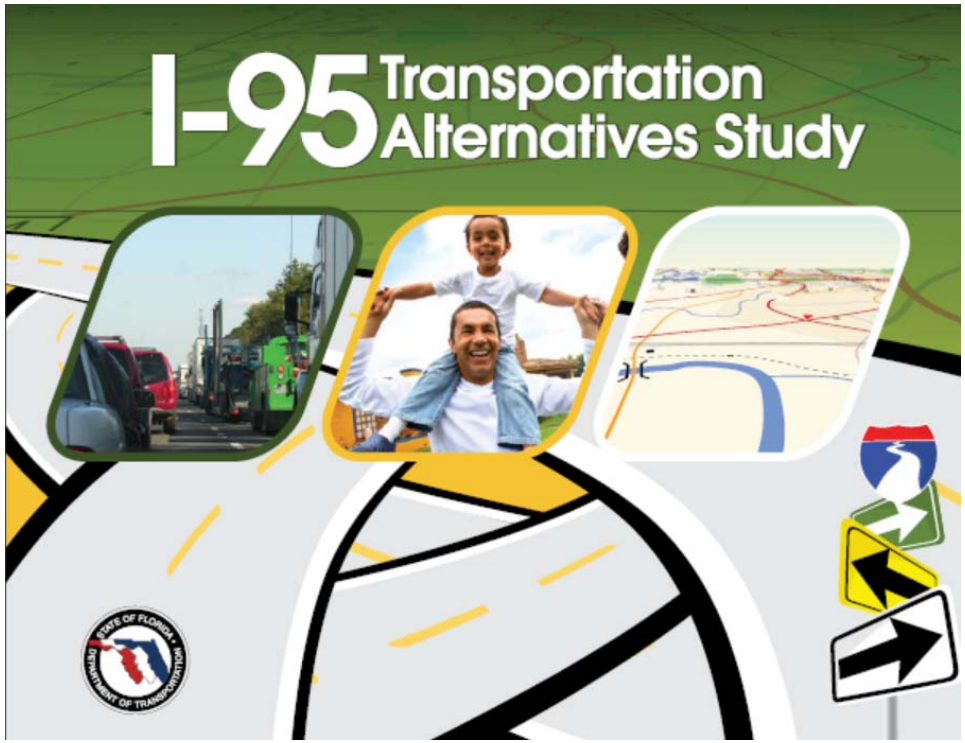
- Transit Strategic Plan
- Florida Aviation System Plan
- Florida Freight Mobility and Trade Plan
- Seaport Plan
- State Rail Plan





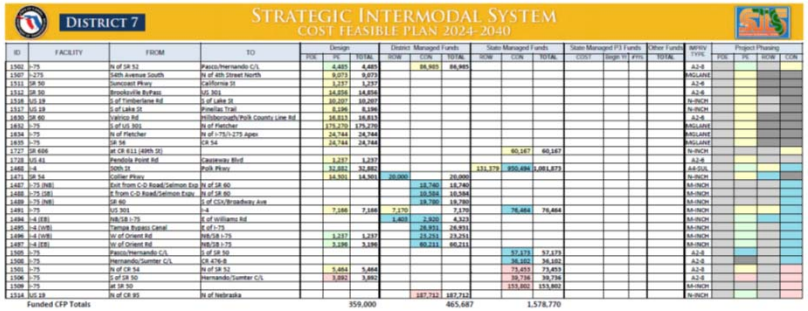
Transportation Alternatives Studies

- Started with statutory requirement to do I-95
- Expanded to other corridors
  - I-75
  - US 27



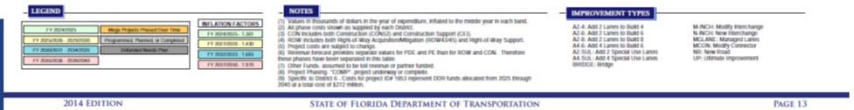
SIS Cost Feasible Plan

- Includes tables, maps, and lists showing transportation projects constrained by future revenue estimates
- Ideally the projects move into this plan from the unfunded needs plan



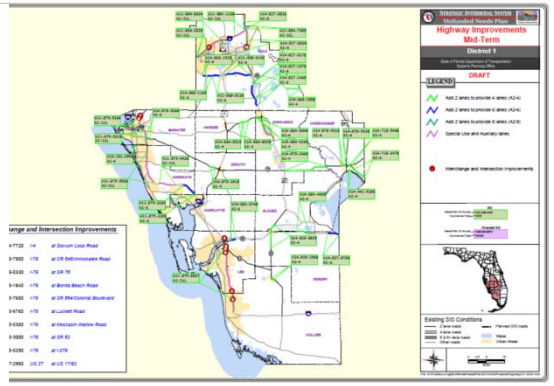
DISTRICT 7 — STRATEGIC INTERMODAL SYSTEM COST FEASIBLE PLAN 2024-2040

ID	FACILITY	FROM	TO	Design PDE	Design PE	Design TOTAL	District Managed Funds ROW	District Managed Funds CON	District Managed Funds TOTAL	State Managed Funds ROW	State Managed Funds CON	State Managed Funds TOTAL	State Managed P3 Funds COST	State Managed P3 Funds Begin YR	State Managed P3 Funds #YRS	Other Funds TOTAL	IMPROV TYPE	Project Phasing PDE	Project Phasing PE	Project Phasing ROW	Project Phasing CON
1502	I-75	N of SR 52	Pasco/Hernando C/L		4,485	4,485		86,985	86,985								A2-6				
1507	I-275	54th Avenue South	N of 4th Street North		9,073	9,073											MGLANE				
1511	SR 50	Suncoast Pkwy	California St		1,237	1,237											A2-6				
1512	SR 50	Brooksville Bypass	US 301		14,056	14,056											A2-6				
1518	US 19	S of Timberlane Rd	S of Lake St		10,107	10,107											N-INCH				
1517	US 19	S of Lake St	Pinellas Trail		8,196	8,196											N-INCH				
1630	SR 60	Various Rd	Hillsborough/Polk County Line Rd		16,813	16,813											A2-8				
1632	I-75	S of US 301	N of Fletcher		175,270	175,270											MGLANE				
1634	I-75	N of Fletcher	N of I-75/I-275 Apex		24,744	24,744											MGLANE				
1635	I-75	SR 56	CR 54		24,744	24,744											MGLANE				
1727	SR 606	at CR 611 (49th St)								60,167	60,167						N-INCH				
1728	US 41	Pendola Point Rd	Causeway Blvd		1,237	1,237											A2-6				
1468	I-4	50th St	Polk Pkwy		32,882	32,882				131,379	950,494	1,081,873					A4-SUL				
1471	SR 54	Collier Pkwy			14,501	14,501	20,000		20,000								N-INCH				
1487	I-75 (NB)	Exit from C-D Road/Selmon Exp	N of SR 60					10,740	10,740								M-INCH				
1488	I-75 (SB)	E from C-D Road/Selmon Expy	N of SR 60					10,594	10,594								M-INCH				
1489	I-75 (NB)	SR 60	S of CSX/Broadway Ave					19,780	19,780								M-INCH				
1491	I-75	US 301	I-4		7,166	7,166	7,170		7,170		76,464	76,464					M-INCH				
1494	I-4 (EB)	NB/SB I-75	E of Williams Rd				1,403	2,920	4,323								M-INCH				
1495	I-4 (WB)	Tampa Bypass Canal	E of I-75					26,951	26,951								M-INCH				
1496	I-4 (WB)	W of Orient Rd	NB/SB I-75		1,237	1,237		23,251	23,251								M-INCH				
1497	I-4 (EB)	W of Orient Rd	NB/SB I-75		3,196	3,196		80,211	80,211								M-INCH				
1505	I-75	Pasco/Hernando C/L	S of SR 50							57,173	57,173						A2-8				
1508	I-75	Hernando/Sumter C/L	CR 476-B							36,102	36,102						A2-8				
1501	I-75	N of CR 54	N of SR 52		5,464	5,464				73,453	73,453						A2-8				
1506	I-75	S of SR 50	Hernando/Sumter C/L		3,892	3,892				39,736	39,736						A2-6				
1509	I-75	at SR 50								159,802	159,802						M-INCH				
1514	US 19	N of CR 95	N of Nebraska					187,712	187,712								N-INCH				
Funded CFP Totals						559,000			465,687			1,578,770									

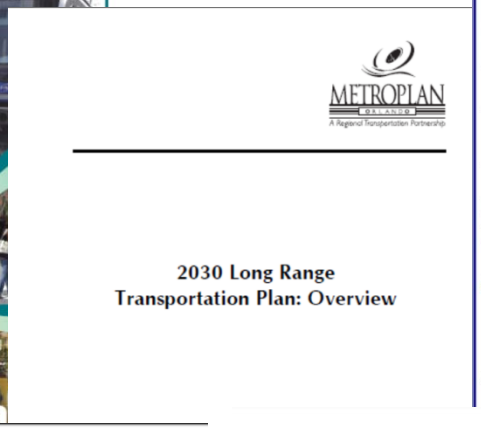


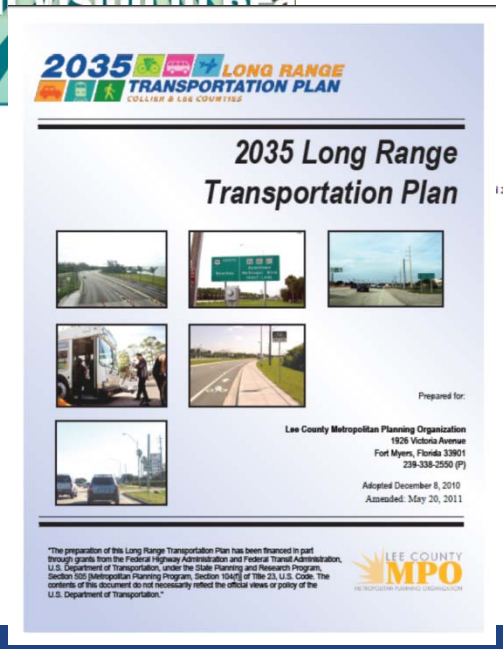
SIS 2040 Multi-modal Unfunded Needs Plan

- Includes tables, maps, and lists showing needed transportation projects
- Most are NOT constrained by revenue estimates
- List of transportation projects to meet future demand based on forecasts of economy, population, and job growth



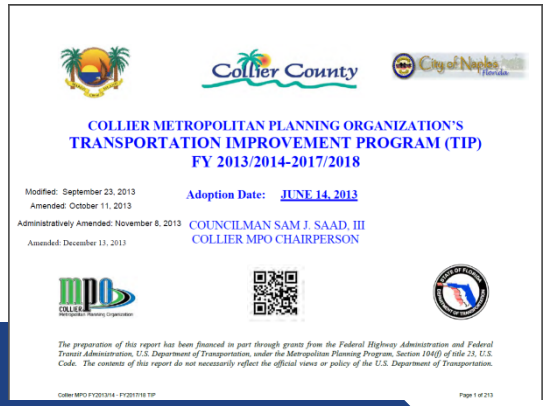
MPO Long Range Transportation Plan





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



Demystifying Planning Consistency

What Everyone Wants to Know

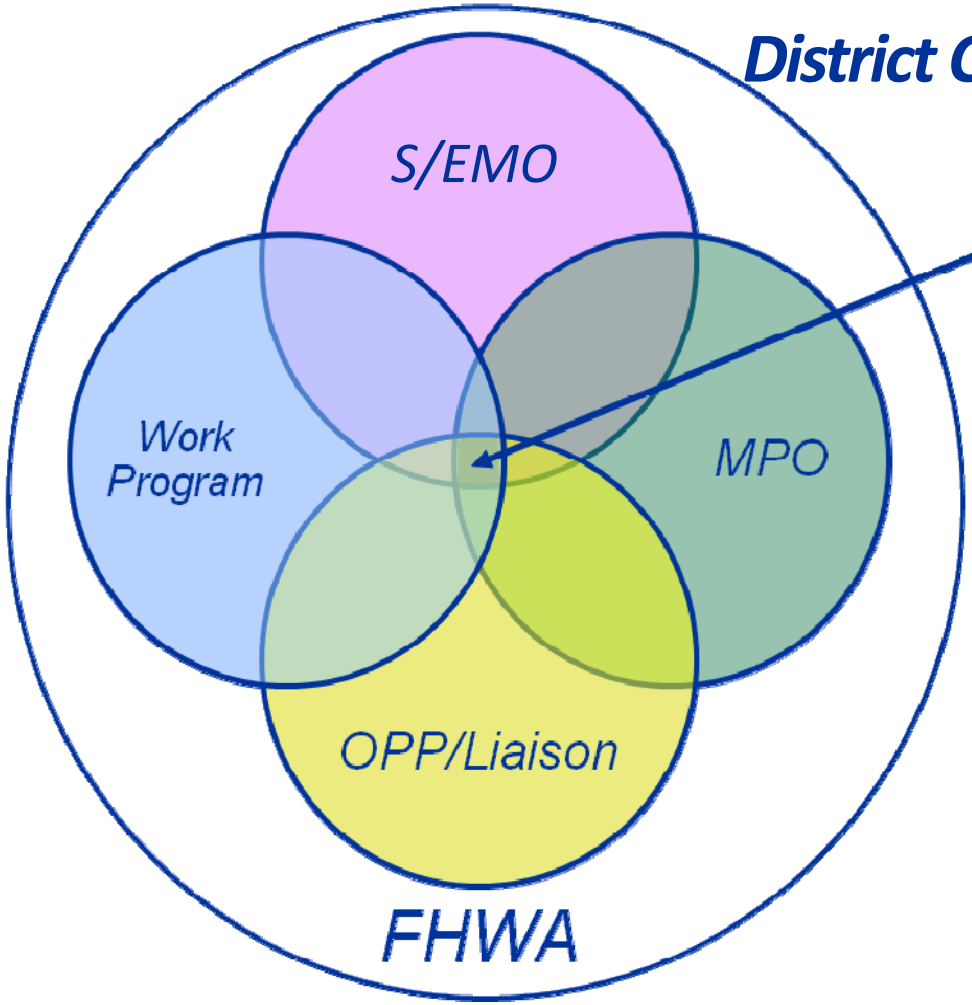
FHWA Guidance

- 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



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 **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

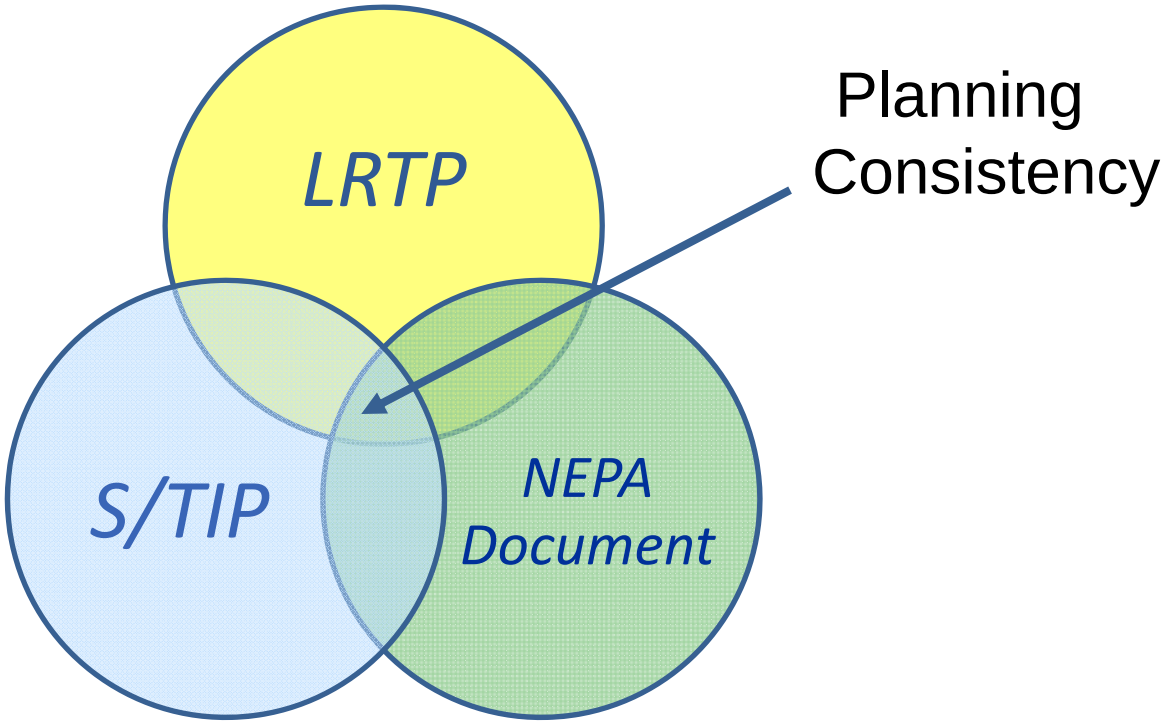
- Project: Logical Termini (Limits of the Entire Project)
- Phase: PE (PD&E and Design), ROW and Construction
- Segment: A smaller length of the Project that can be built and function as a viable transportation facility until the rest of the project is constructed.

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



- 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

- <u>Long Range Plan</u>
  - **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: 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***

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**

Note: TIPs are adopted and approved annually

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.**

Project Funding Scenarios for NEPA Approval

Acceptable Project Funding Scenarios for FHWA NEPA Approval

- <u>Project Scenario 1:</u> 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

- <u>Project Scenario 2:</u> 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

- **<u>Project Scenario 3:</u> 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

- **<u>Project Scenario 4:</u> 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

- **<u>Project Scenario 5:</u> 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

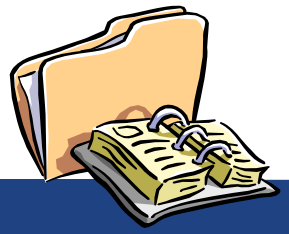
Acceptable Project Funding Scenarios for FHWA NEPA Approval

- <u>Project Scenario 6:</u> 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



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: (Current Date) **Document Type:** EIS/EA/CE II **Document Status:** Draft/Final

Project Name: (PD&E Project Title) **FM #:** (Original FM#)

Project Limits: (NEPA Logical Termini/PD&E Study limits) **ETDM #:**

Are the limits consistent with the plans? Y/N (Limits presented for approval should be consistent with LRTP, TIP/STIP. If no, explain)

Identify MPO(s) (if applicable): (Provide MPO(s) Name) **Original PD&E FAP#** (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

- <u>For Submittal with Draft and Final NEPA Documents</u>
  - 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 to advance a project to the next phase of development requiring FHWA approval.
- The Reevaluation form incorporates the Planning Consistency Form.
- Planning Consistency documentation is only required when advancing 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?

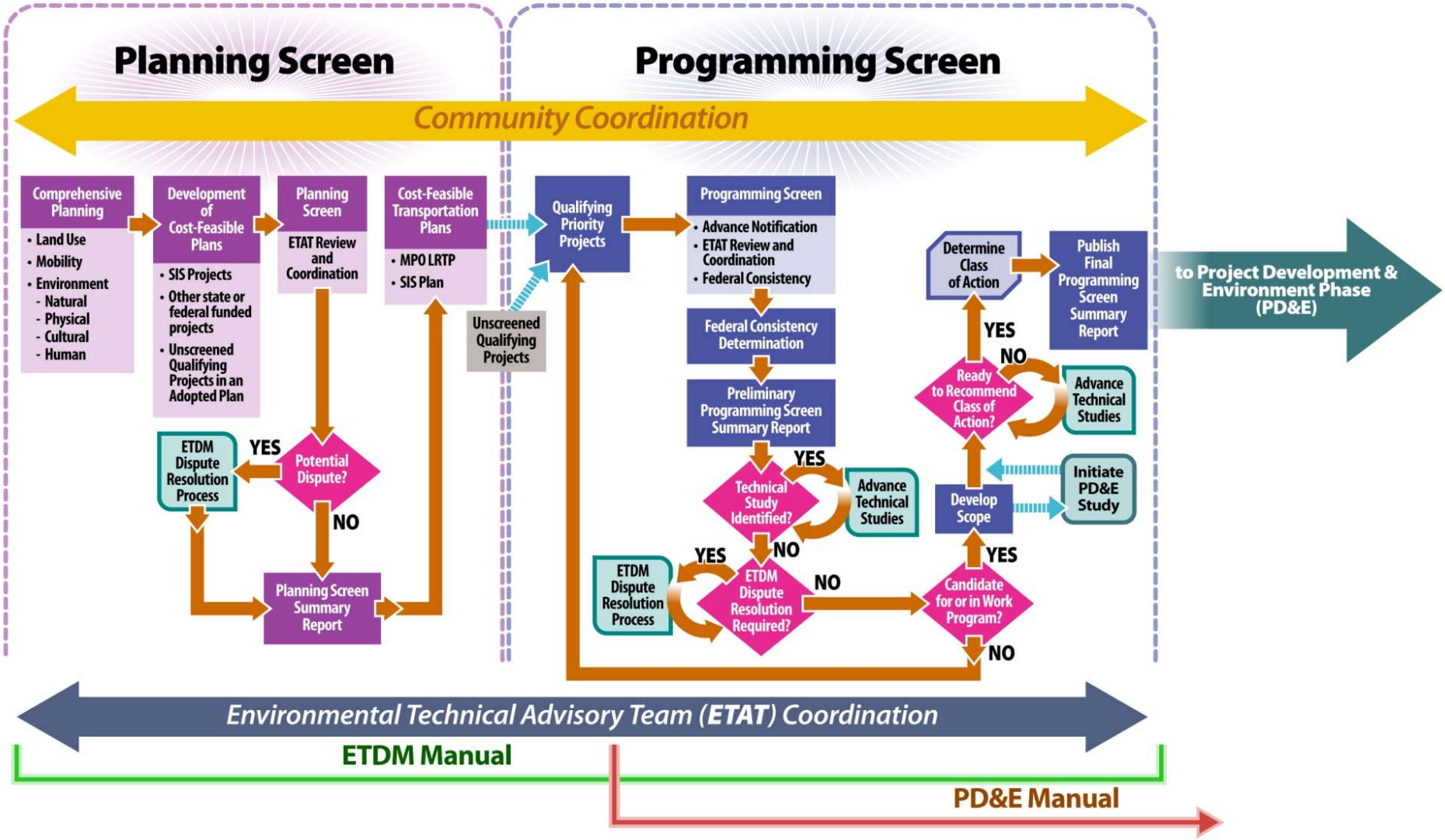
COMMON PITFALLS

- 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"

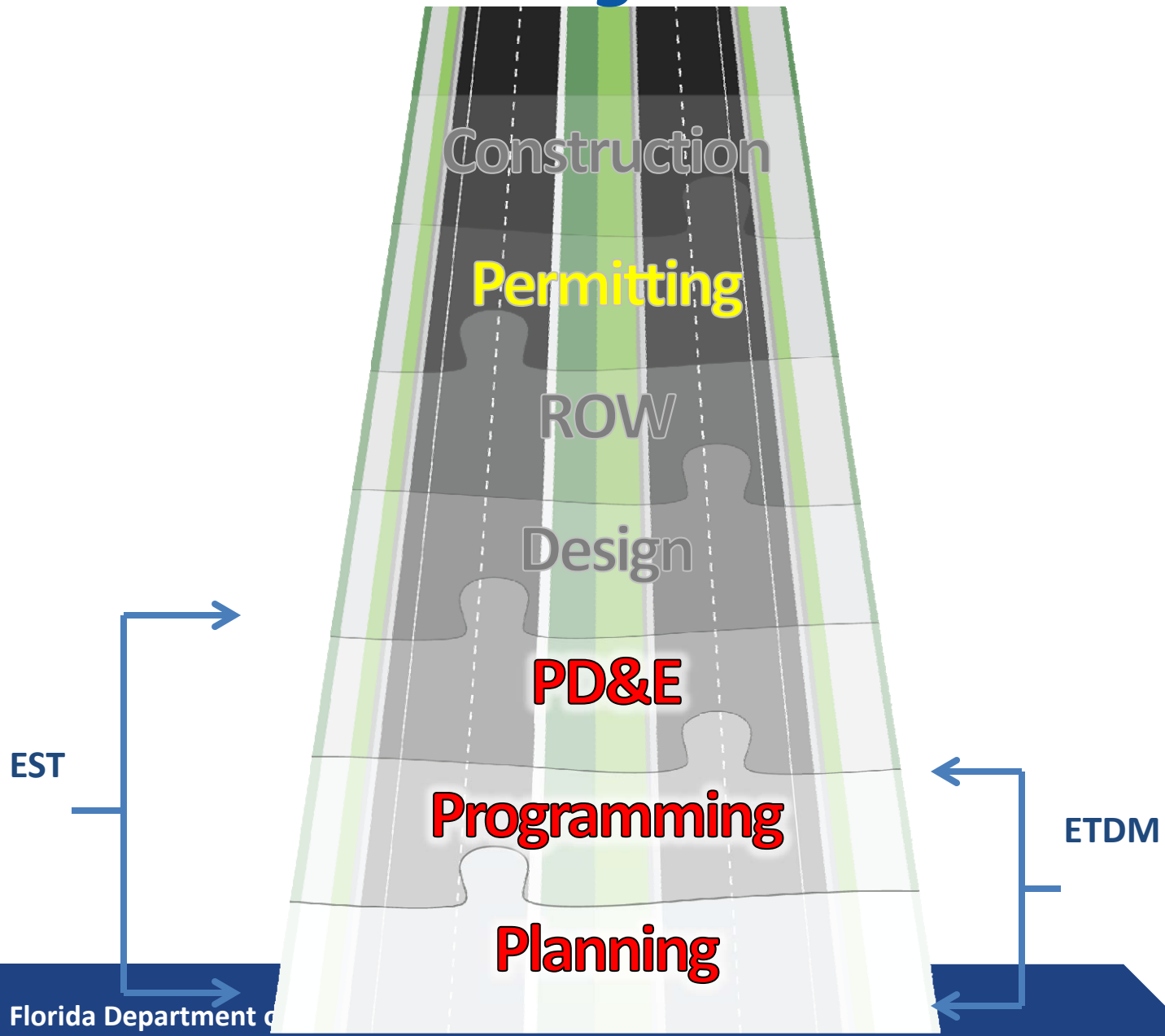
Helpful Hints

- 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?



ETDM Participants

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

Federal Agencies

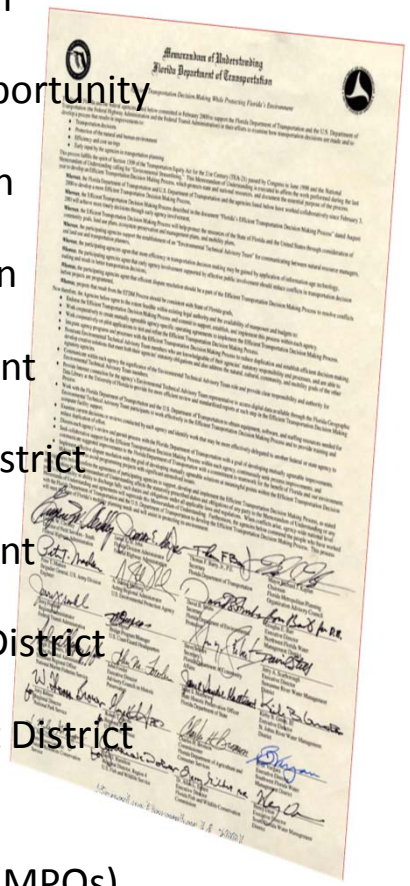
- Federal Highway Administration (FHWA)
- Federal Transit Agency (FTA)
- US Army Corp of Engineers (USACE)
- US Coast Guard (USCG)
- US Environmental Protection Agency (USEPA)
- USDA Natural Resources Conservation Service (NRCS)
- US Fish & Wildlife Service (USFWS)
- US Forest Service (USFS)
- National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


Memorandum of Understanding
Florida Department of Transportation

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

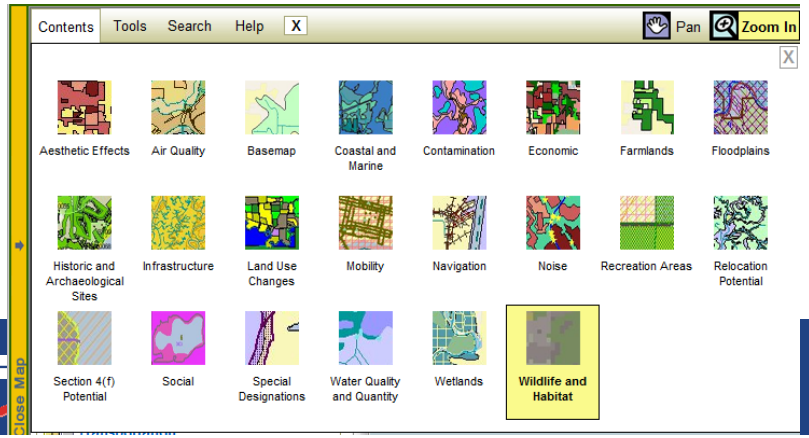
Issues ETAT Comment On

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

Data is integrated from multiple sources into one statewide library.

Step 1 Data Entry

MPOs FDOT

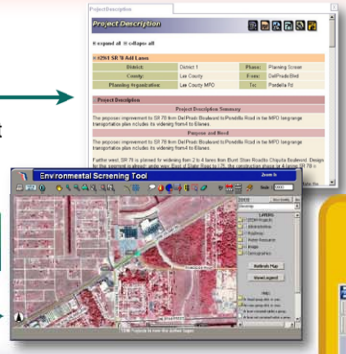
Project Data

Community Characteristics

Resource Agencies

Data Library

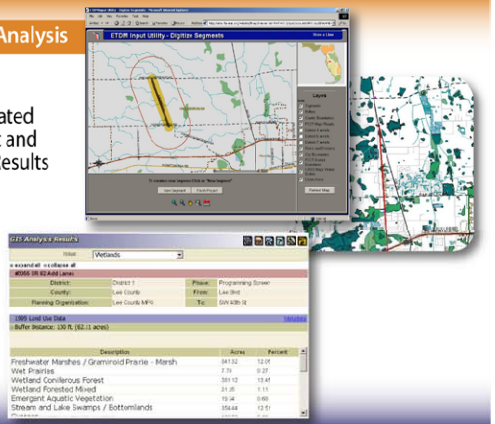
Environmental Resource Data



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.

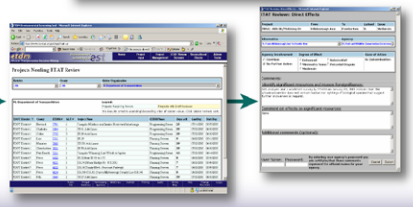
Step 3 Project Review

View Data and Comments

General Public

Resource Agencies and Community Liaisons

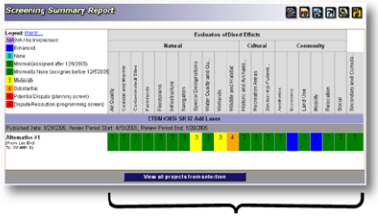
Comments and Recommendations



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

Table of Contents

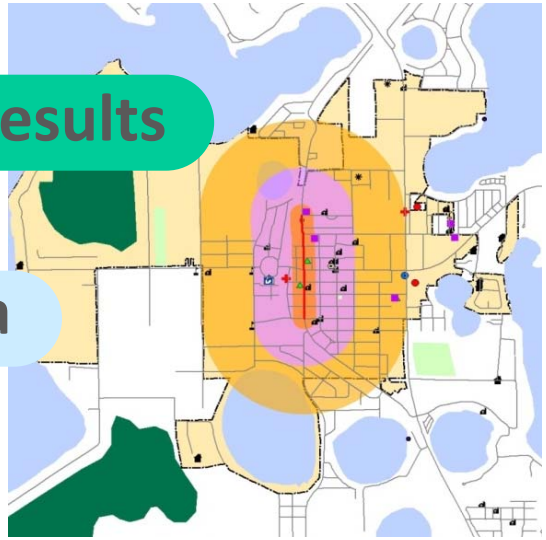
Project Overview 1
1 Project Details 2
1.1. Project Description Data 2
1.1.1. Description Statement 2
1.1.2. Summary of Public Comments 2
1.1.3. Community Desired Features 2
1.2. Purpose & Need Data 2
2 Alternative-Specific Data 5
2.1. Alternative #1 5
2.1.1. Alternative Description 5
2.1.2. Segment(s) Description 5
2.1.3. Project Effects Overview 6
2.1.4. Agency Comments and Summary Degrees of Effect 6
3 Project Scope 25
3.1. General Project Commitments 25
3.2. Dispute Resolution Activity Logs 25
4 Appendicies 27
4.1. Degree of Effect Legend 27
4.2. Project Attachments 27

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	3 Moderate	Southwest Florida Water Management D	
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 D	
Contaminated Sites	3 Moderate	FL Department of Environmental Protect	
Farmlands	Minimal	Natural Resources Conservation Service	
Floodplains	4 Substantial	US Environmental Protection Agency	
Floodplains	4 Substantial	Southwest Florida Water Management D	
Infrastructure	Minimal	Southwest Florida Water Management D	
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

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

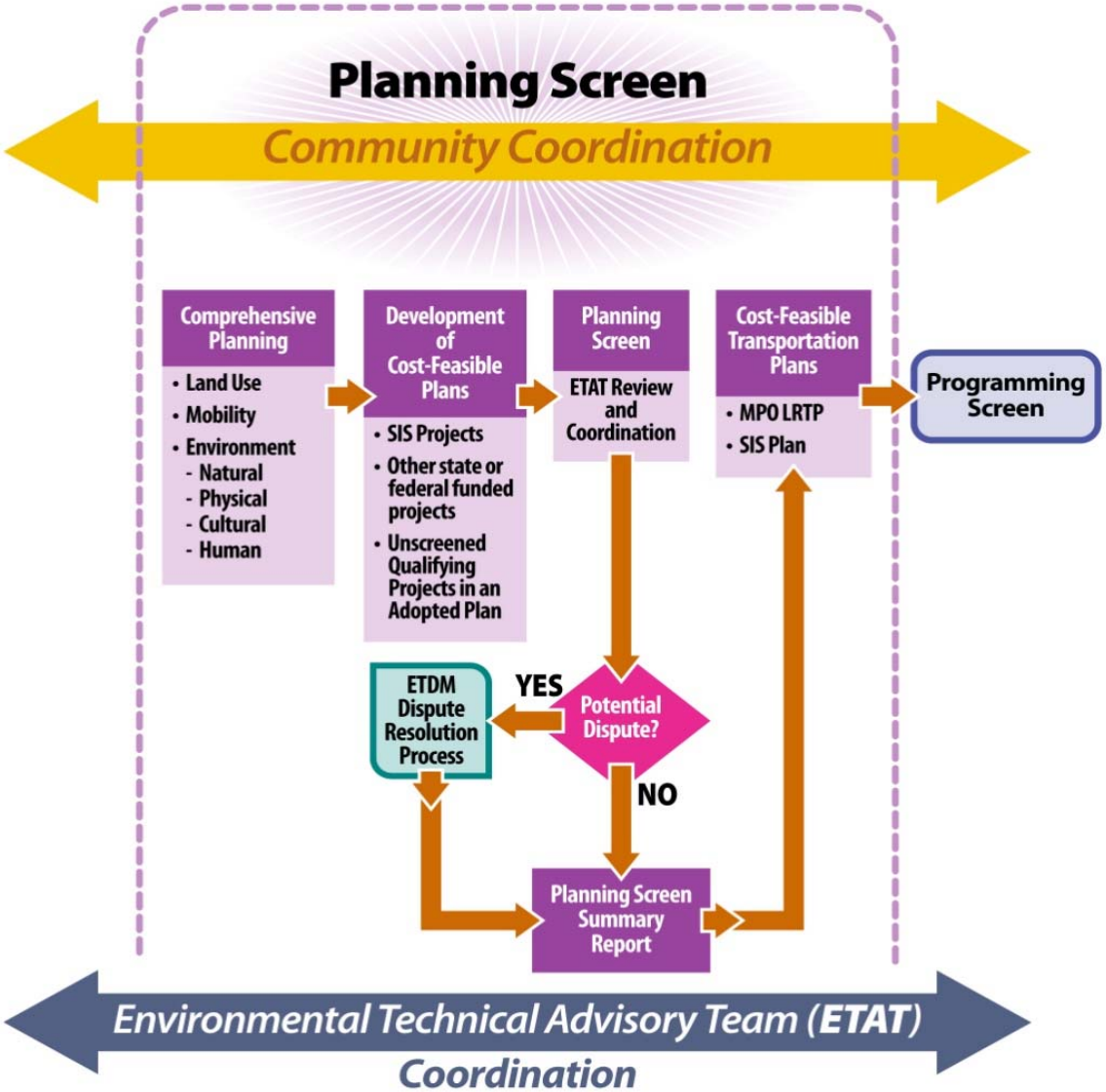


- Project Purpose
- Consistency, PED/AN
- GIS Analysis Results
- Resource Data
- Maps
- Previous Commentary
- Summary Reports

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

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

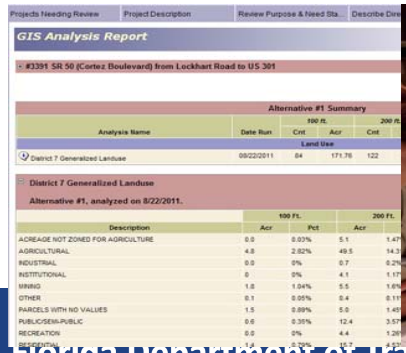
What do we need from the ETAT?

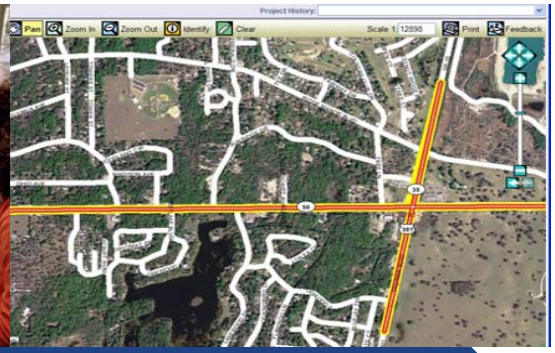
- Identify important resources
- Actionable comments
- Help us avoid and minimize impacts
- Identify potential mitigation opportunities
- Confirm or clarify DOT preliminary environmental discussions describing anticipated involvement with environmental resources
- Provide information not in the Tool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

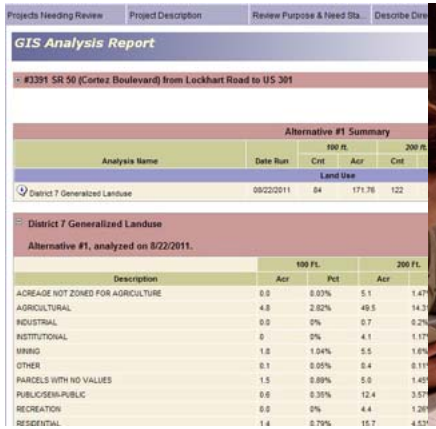
- What type of project?
  - New vs. Existing
  - Urban vs. Rural
  - Alternative Corridor Evaluation (ACE)
    - Preliminary Environmental Discussion (PED)
- What plan is it coming from?
- How much work has been completed (or not)?
- What are we trying to accomplish?

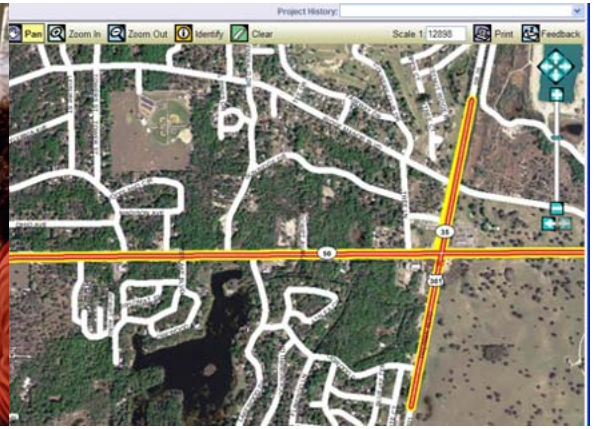




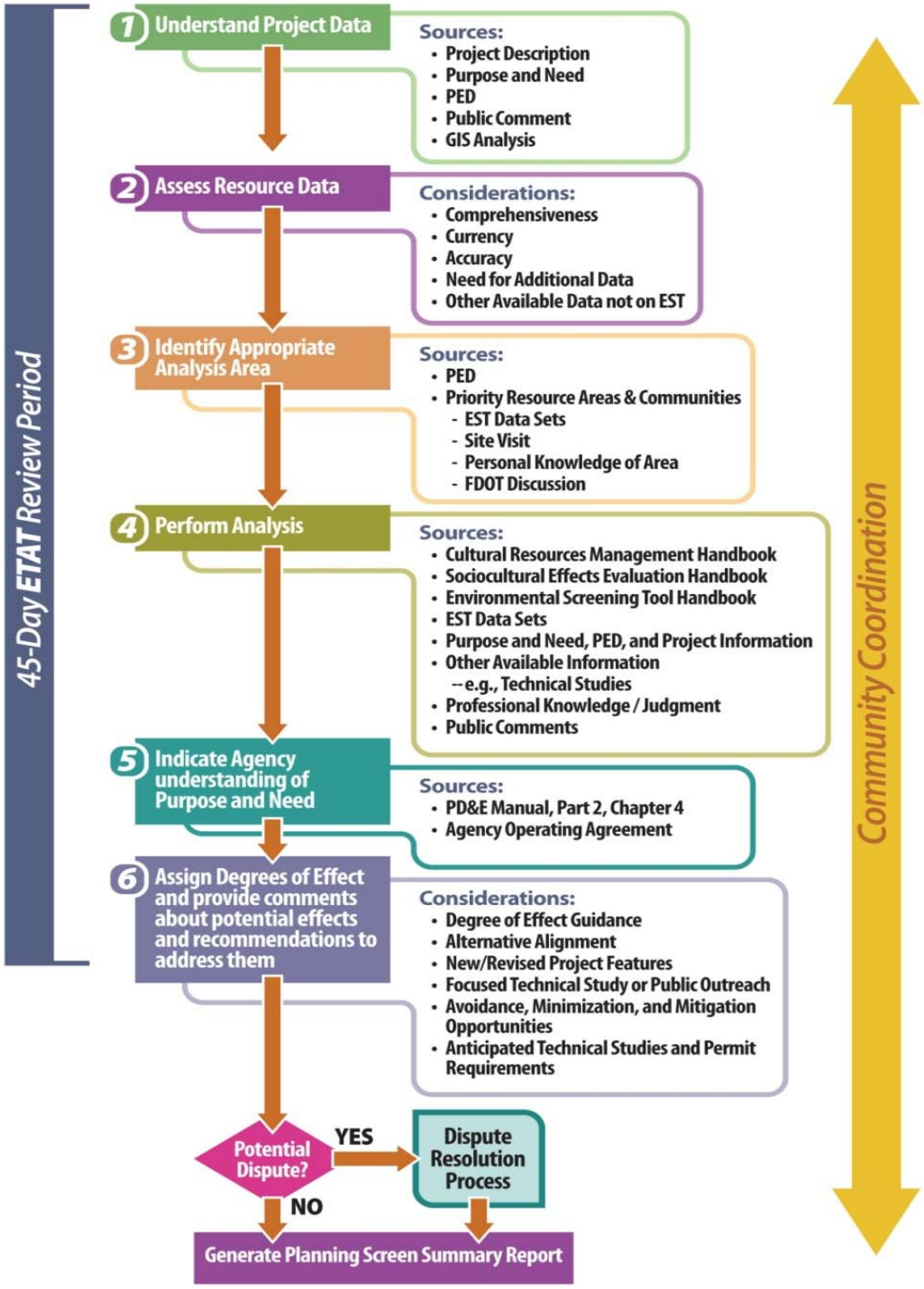
Share what we know

- 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





Review Process



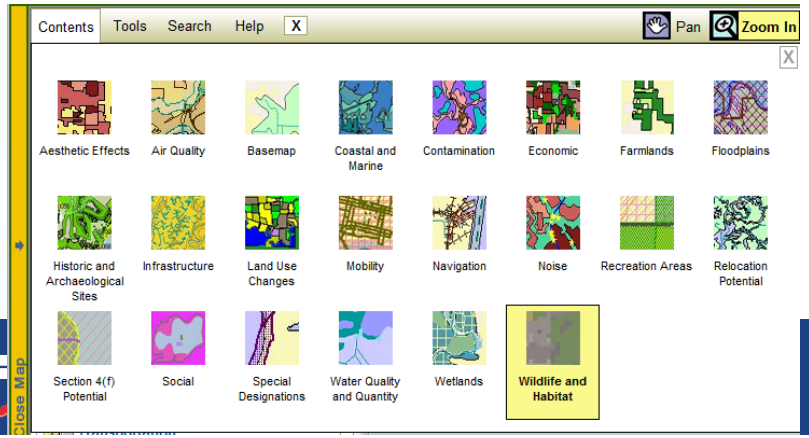
Issues ETAT Comment On

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:

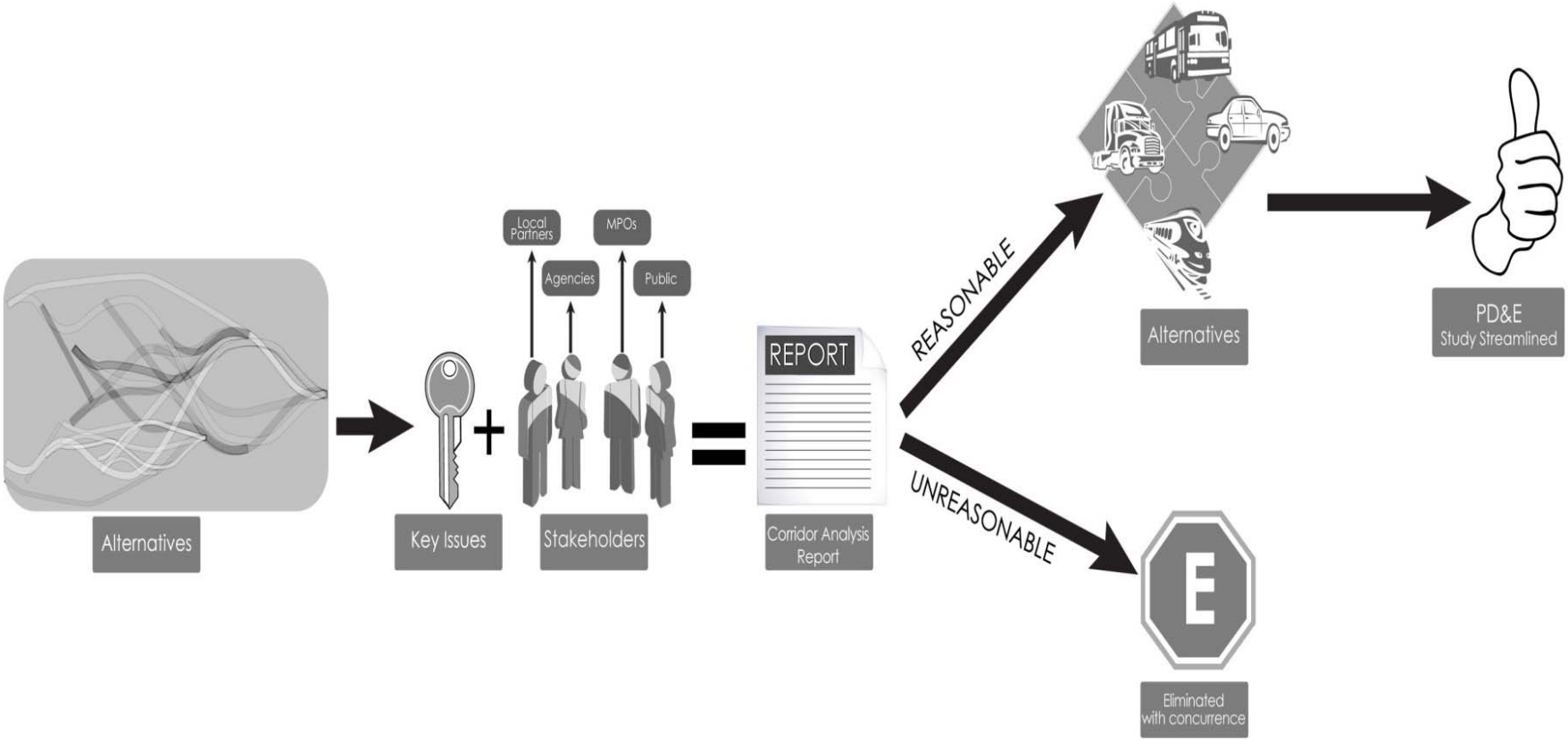
- Noise
- Air Quality
- Contamination
- Navigation
- Infrastructure

Special Designations

Examples of types of activities

- Seasonal studies
- Defining existing conditions
- Studies to further define or justify the Purpose and Need

ACE in a nutshell…



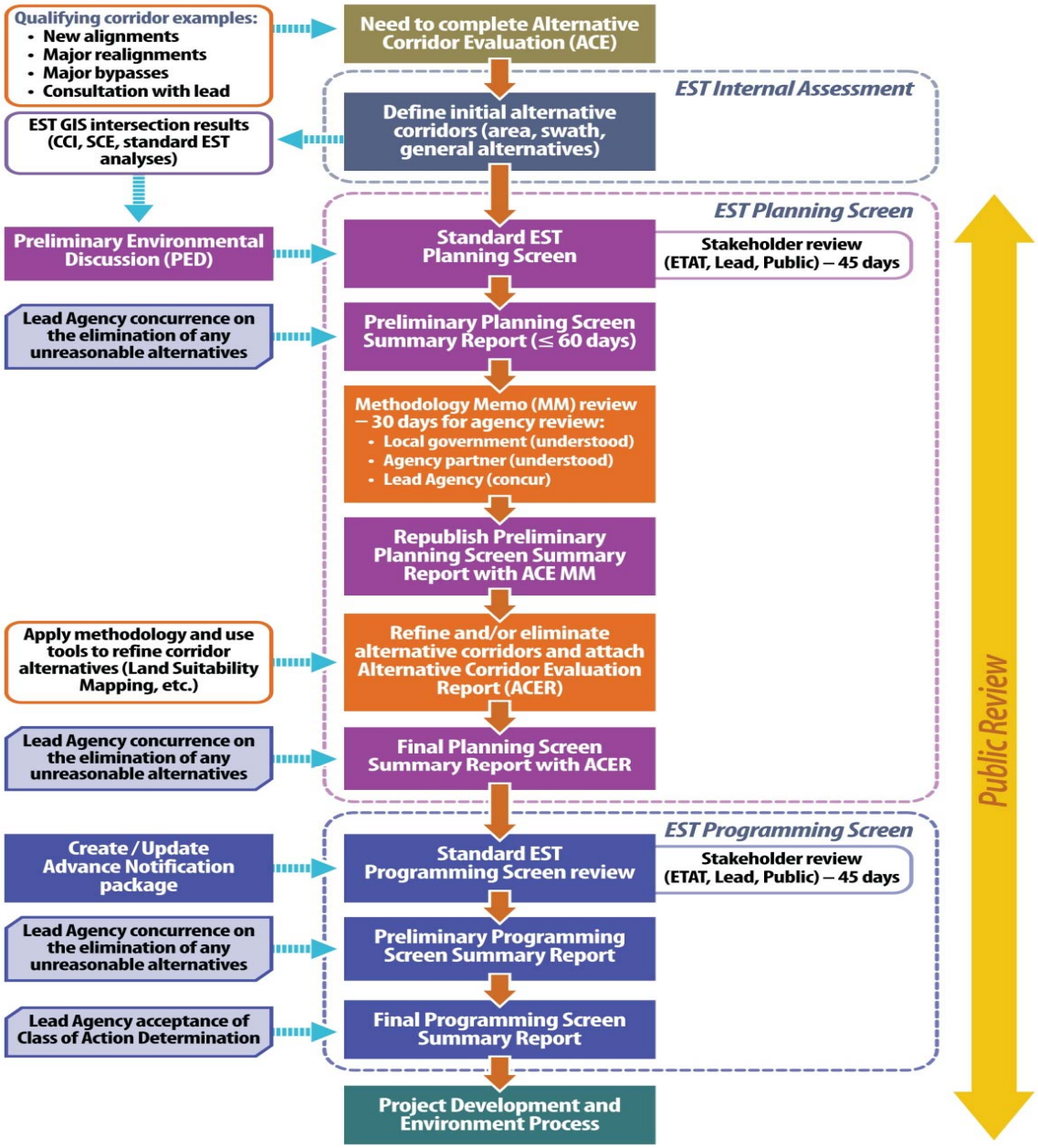
What is ACE?

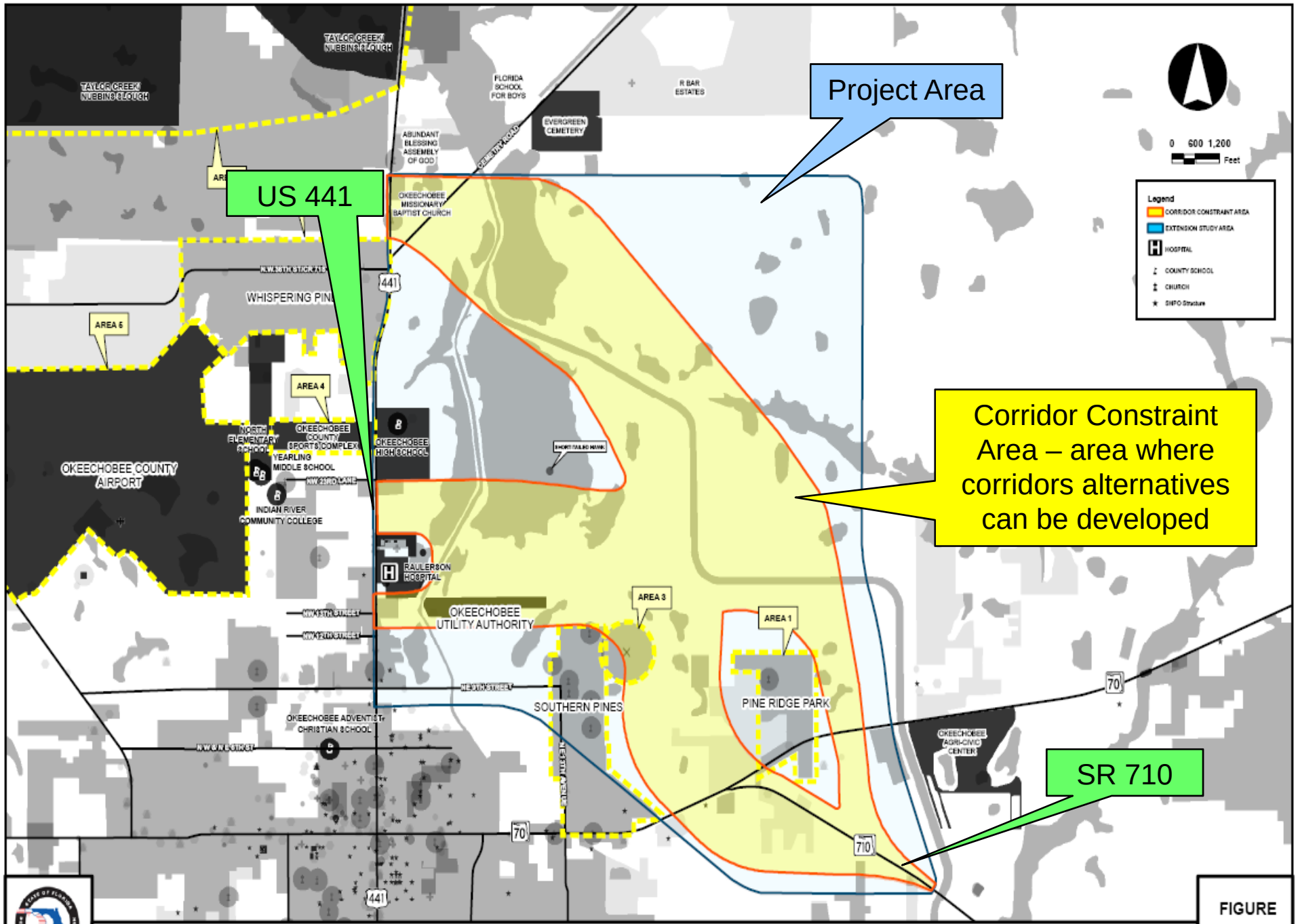
- Intended for various project types regardless of mode:
  - New alignments
  - Major realignments
  - Major bypasses – truck, city/town, etc.
  - Other projects?
- Purpose of ACE is to identify reasonable alternatives for NEPA analysis
- Provides a continuously coordinated and documented process to make corridor decisions with stakeholder involvement
- Early avoidance, minimization and consideration/identification of mitigation opportunities
- Helps refine the affected environment and identify issues/resources of focus

ACE Basics

- Define initial corridor alternative(s) and considerations
  - Use Corridor Planning Process and technology
- Define environmental setting
  - Issues/resources of focus
  - Greater understanding and coordination
- Develop Analysis Methodology Memorandum to define/refine alternatives with stakeholder input
  - e.g., Land Suitability Mapping and/or other tools
- Define/ refine corridor alternatives using methodology
- Alternative Corridor Evaluation Report (ACER)
  - Defined affected environment
  - Alternative(s) for detailed study in NEPA with stakeholder input
  - Elimination of unreasonable alternative(s)

ACE Process


Qualifying corridor examples:
• New alignments
• Major realignments
• Major bypasses
• Consultation with lead
Need to complete Alternative Corridor Evaluation (ACE)
EST Internal Assessment
Define initial alternative corridors (area, swath, general alternatives)
EST GIS intersection results (CCI, SCE, standard EST analyses)
EST Planning Screen
Preliminary Environmental Discussion (PED)
Standard EST Planning Screen
Stakeholder review (ETAT, Lead, Public) – 45 days
Lead Agency concurrence on the elimination of any unreasonable alternatives
Preliminary Planning Screen Summary Report (≤ 60 days)
Methodology Memo (MM) review – 30 days for agency review:
• Local government (understood)
• Agency partner (understood)
• Lead Agency (concur)
Republish Preliminary Planning Screen Summary Report with ACE MM
Apply methodology and use tools to refine corridor alternatives (Land Suitability Mapping, etc.)
Refine and/or eliminate alternative corridors and attach Alternative Corridor Evaluation Report (ACER)
Lead Agency concurrence on the elimination of any unreasonable alternatives
Final Planning Screen Summary Report with ACER
EST Programming Screen
Create / Update Advance Notification package
Standard EST Programming Screen review
Stakeholder review (ETAT, Lead, Public) – 45 days
Lead Agency concurrence on the elimination of any unreasonable alternatives
Preliminary Programming Screen Summary Report
Lead Agency acceptance of Class of Action Determination
Final Programming Screen Summary Report
Project Development and Environment Process
Public Review

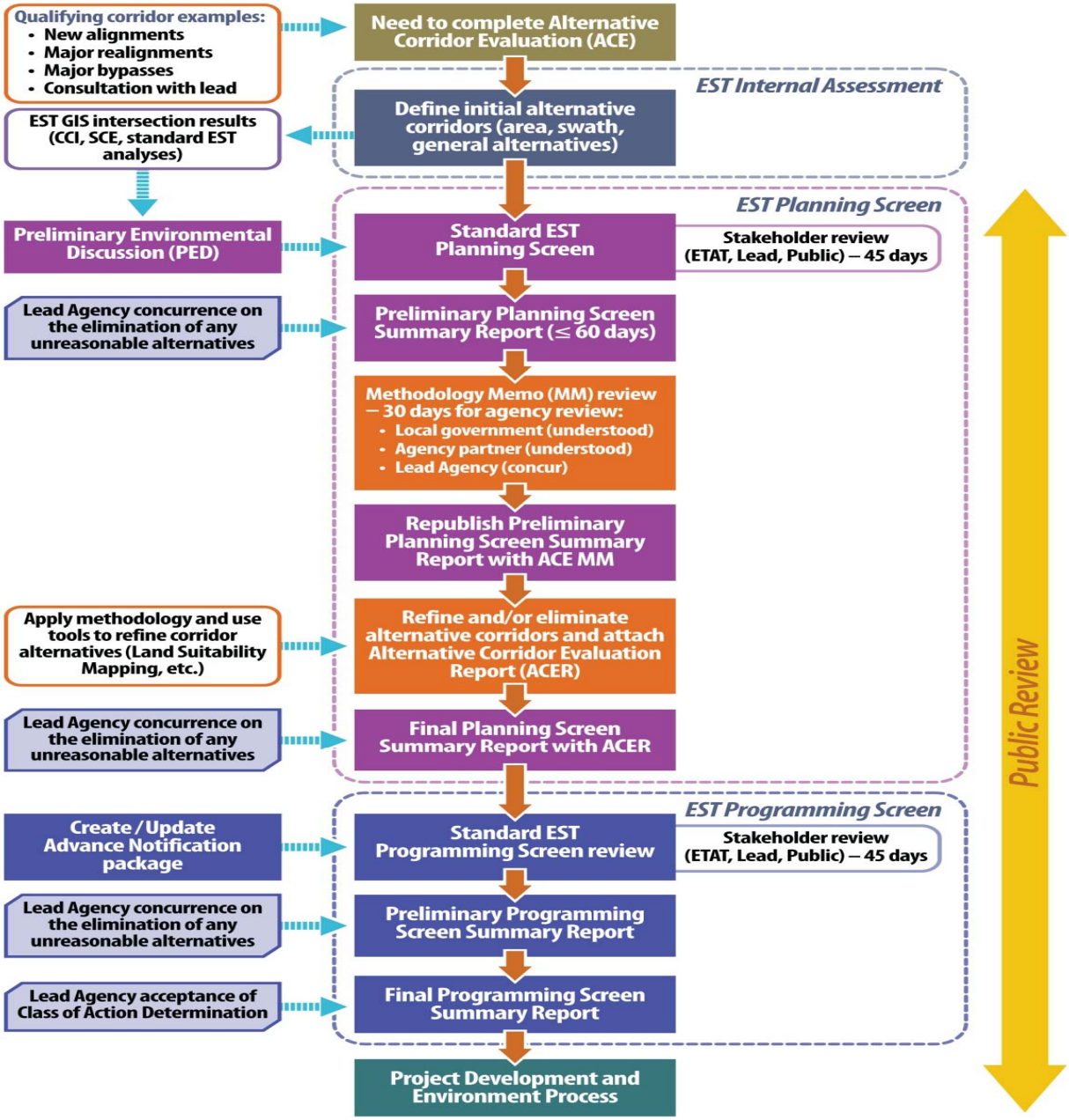


FDOT DISTRICT 1 - FPID: 419344 2 22 01
SR 710 FROM US441 TO CR714 (SW MARTIN HWY.) - OKEECHOBEE COUNTY

SR 710 PD&E STUDY
CORRIDOR CONSTRAINT AREA

FIGURE 4

ACE Process


Qualifying corridor examples:
• New alignments
• Major realignments
• Major bypasses
• Consultation with lead
Need to complete Alternative Corridor Evaluation (ACE)
EST Internal Assessment
Define initial alternative corridors (area, swath, general alternatives)
EST GIS intersection results (CCI, SCE, standard EST analyses)
EST Planning Screen
Preliminary Environmental Discussion (PED)
Standard EST Planning Screen
Stakeholder review (ETAT, Lead, Public) – 45 days
Lead Agency concurrence on the elimination of any unreasonable alternatives
Preliminary Planning Screen Summary Report (≤ 60 days)
Methodology Memo (MM) review – 30 days for agency review:
• Local government (understood)
• Agency partner (understood)
• Lead Agency (concur)
Republish Preliminary Planning Screen Summary Report with ACE MM
Apply methodology and use tools to refine corridor alternatives (Land Suitability Mapping, etc.)
Refine and/or eliminate alternative corridors and attach Alternative Corridor Evaluation Report (ACER)
Lead Agency concurrence on the elimination of any unreasonable alternatives
Final Planning Screen Summary Report with ACER
EST Programming Screen
Create / Update Advance Notification package
Standard EST Programming Screen review
Stakeholder review (ETAT, Lead, Public) – 45 days
Lead Agency concurrence on the elimination of any unreasonable alternatives
Preliminary Programming Screen Summary Report
Lead Agency acceptance of Class of Action Determination
Final Programming Screen Summary Report
Project Development and Environment Process
Public Review

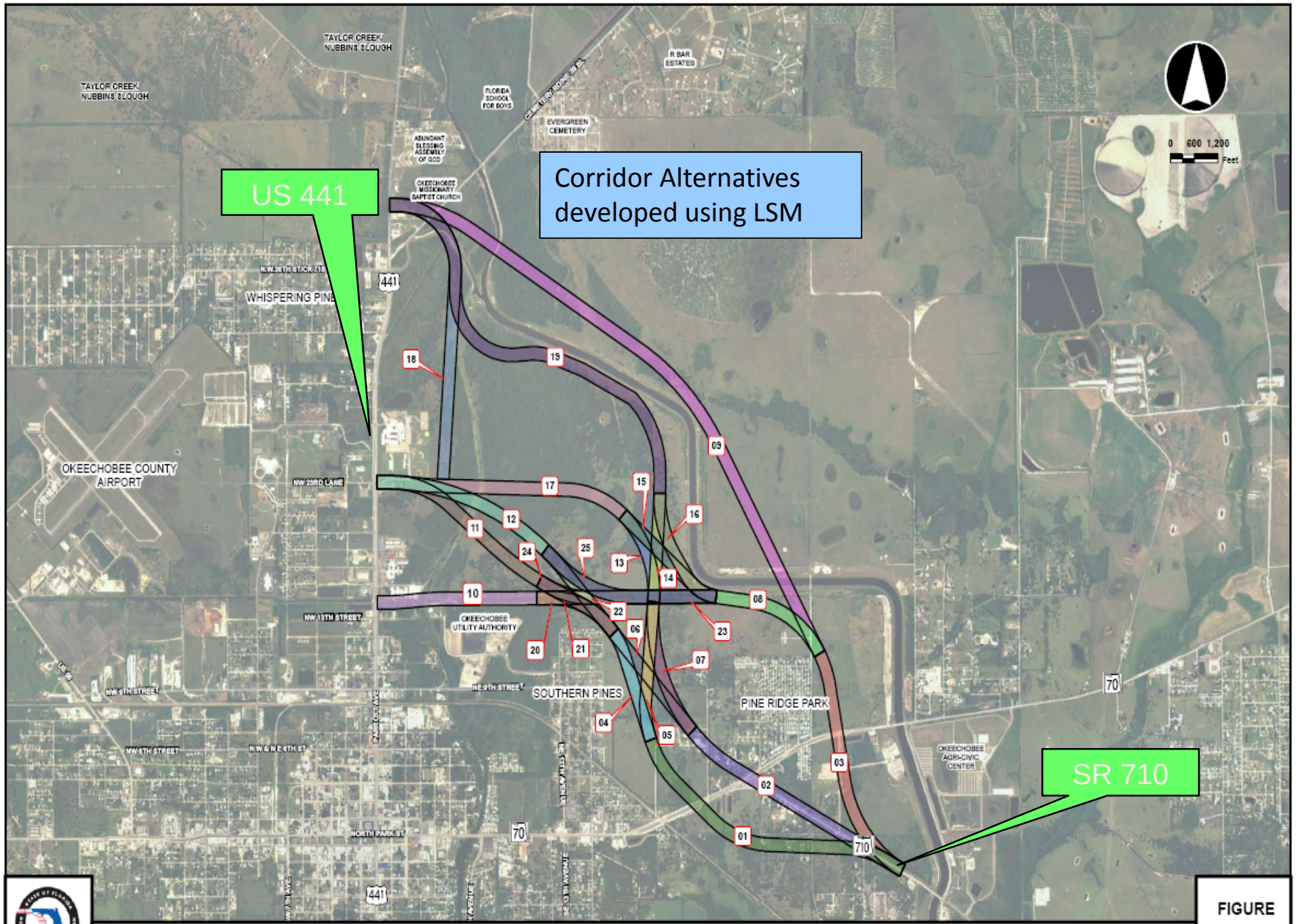
Methodology Memorandum

- Background
  1. Contact personnel
  2. Basic project information
     a. Include any previous planning studies or relevant information
     b. Include any known issues of concern
  3. Brief description
  4. Brief Purpose and Need of the project

- Describe the goals and objectives of the ACE
  1. Provide the status in project delivery
  2. Define the intent of the study
  3. Identify the decision points/milestones

- Describe the methods that will be used to analyze the alternatives and make decisions
  1. Describe alternative corridors
  2. Describe screening criteria
  3. Briefly describe the data that will be used and how it will support the decision making process going forward
  4. Describe the rationale that will be used to eliminate alternatives
  5. Describe the data tools that will be used in the analysis **[i.e., EST, Land Suitability Mapping (LSM), Quantum, etc.]**

- A brief description of stakeholder involvement



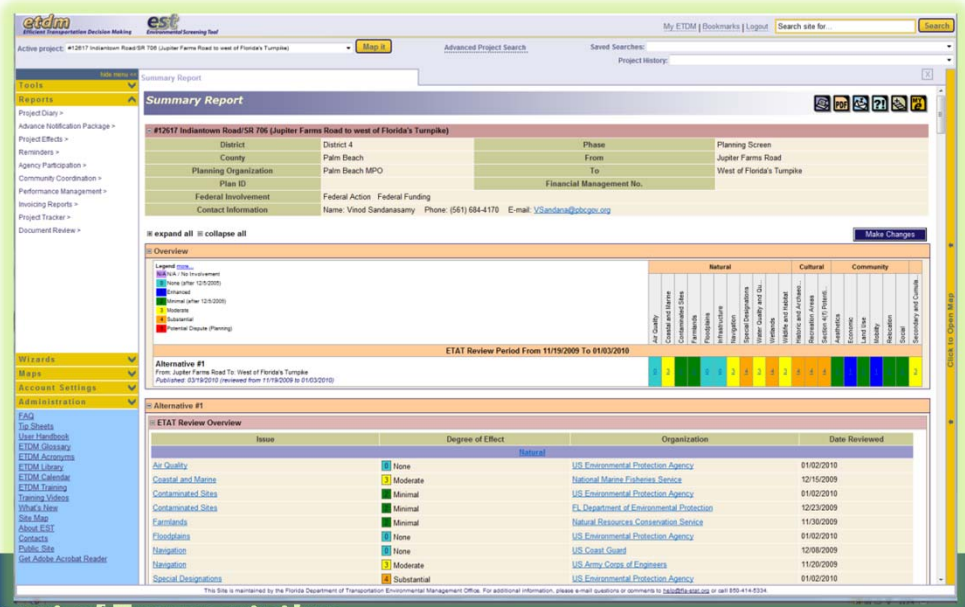
FDOT DISTRICT 1 - FPID: 419344 2 22 01
SR 710 FROM SW MARTIN HWY TO US 441 - OKEECHOBEE COUNTY

SR 710 PD&E STUDY
SEGMENT 1 - 300ft CORRIDOR ALTERNATIVES

FIGURE
5

OK . . . What's next?

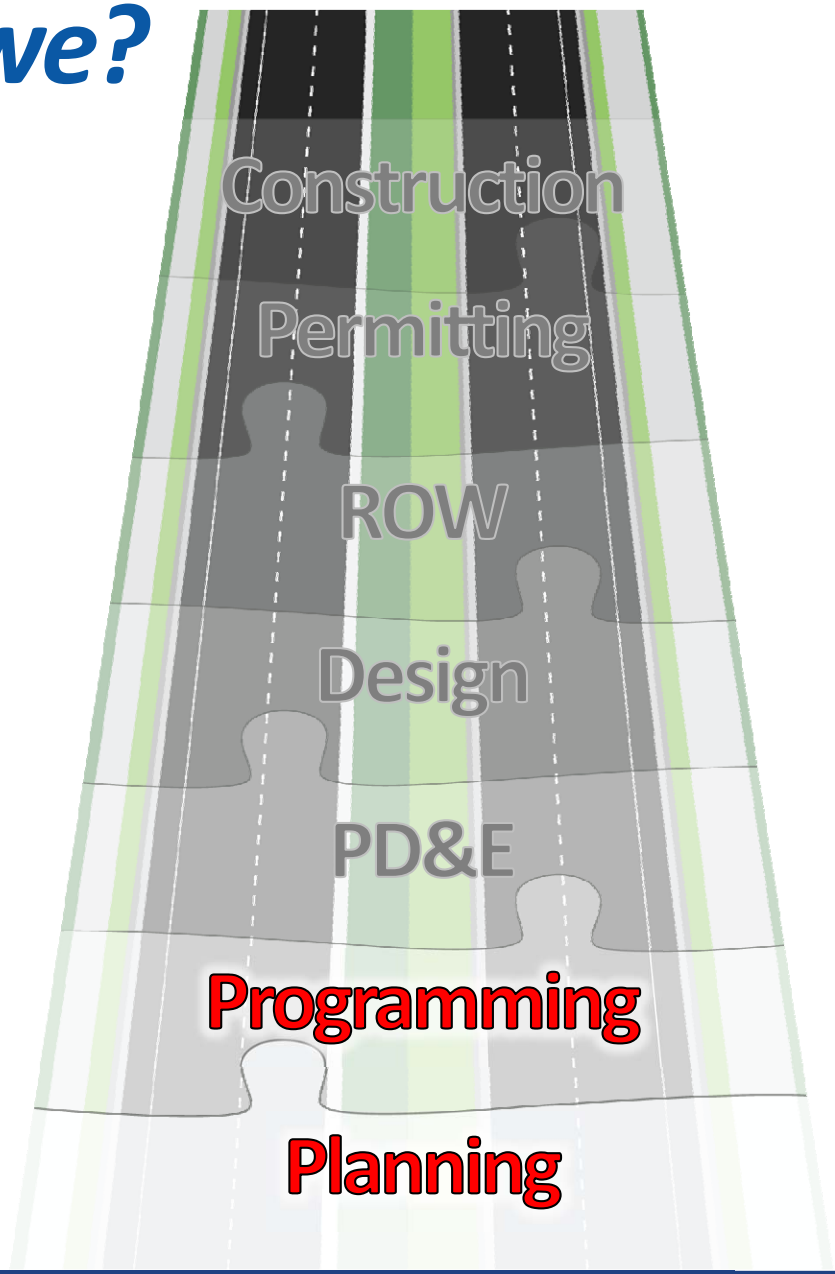
- Refine project information based on ETAT comments
- Follow through – advance studies
- Identify activities to clarify or address questions
- Initiate efforts to clarify or resolve "Potentially Disputed" and "Substantial" issues
- Prioritize



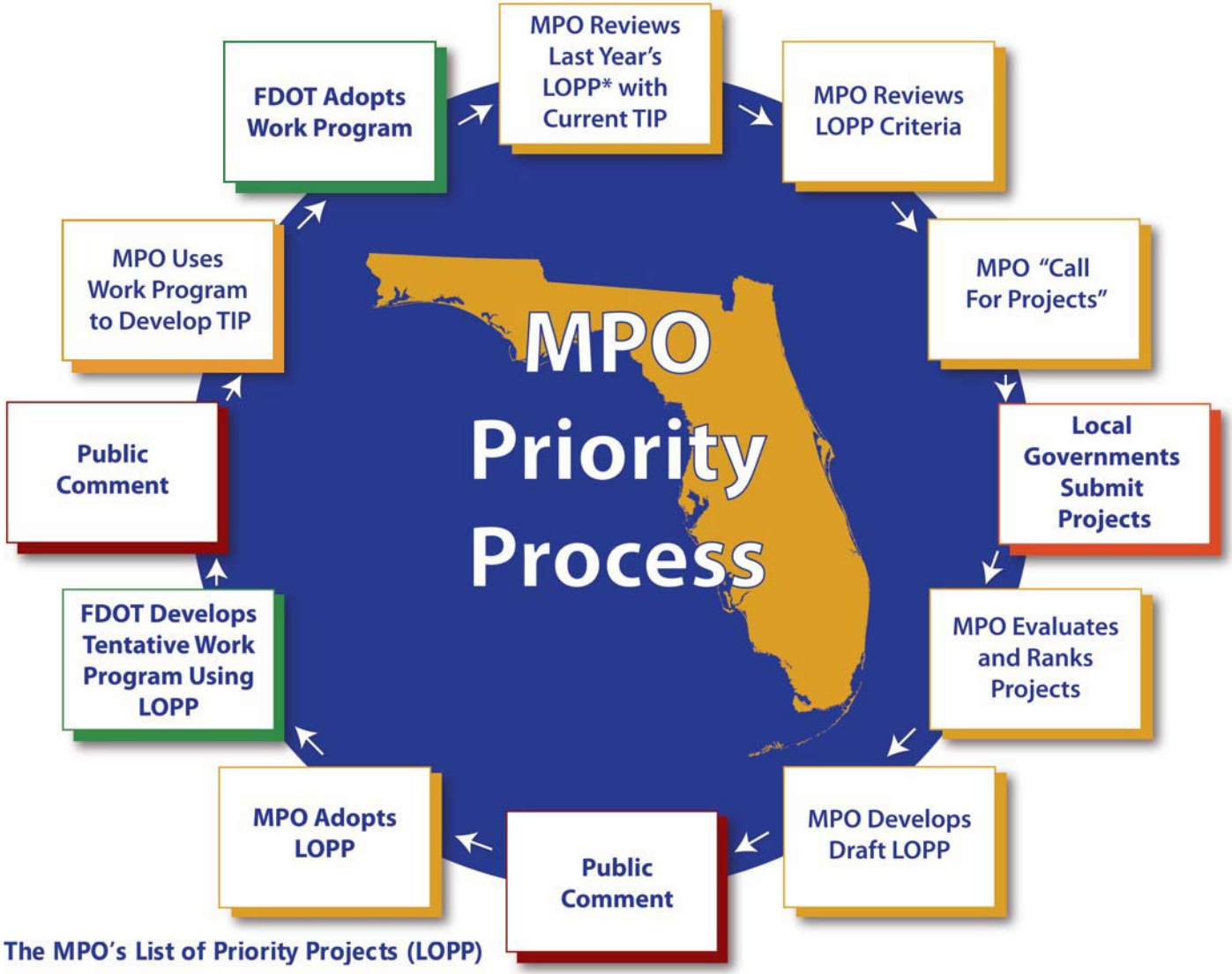
ETDM Programming Screen

- Programming Process Overview
- Prioritization Process
- STIP/TIP details
- Planning Consistency
- ACE Process
- Programming Screening Event
- Actions
- Advancing to PD&E

Where are we?


Construction
Permitting
ROW
Design
PD&E
Programming
Planning

MPO Priority Process



* The MPO's List of Priority Projects (LOPP)

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: National Highway Performance Program projects, which are selected by FDOT in cooperation with the MPO**

Prioritization Process
Project Selection Process

- **Non-TMA MPO Areas (population ≤ 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**

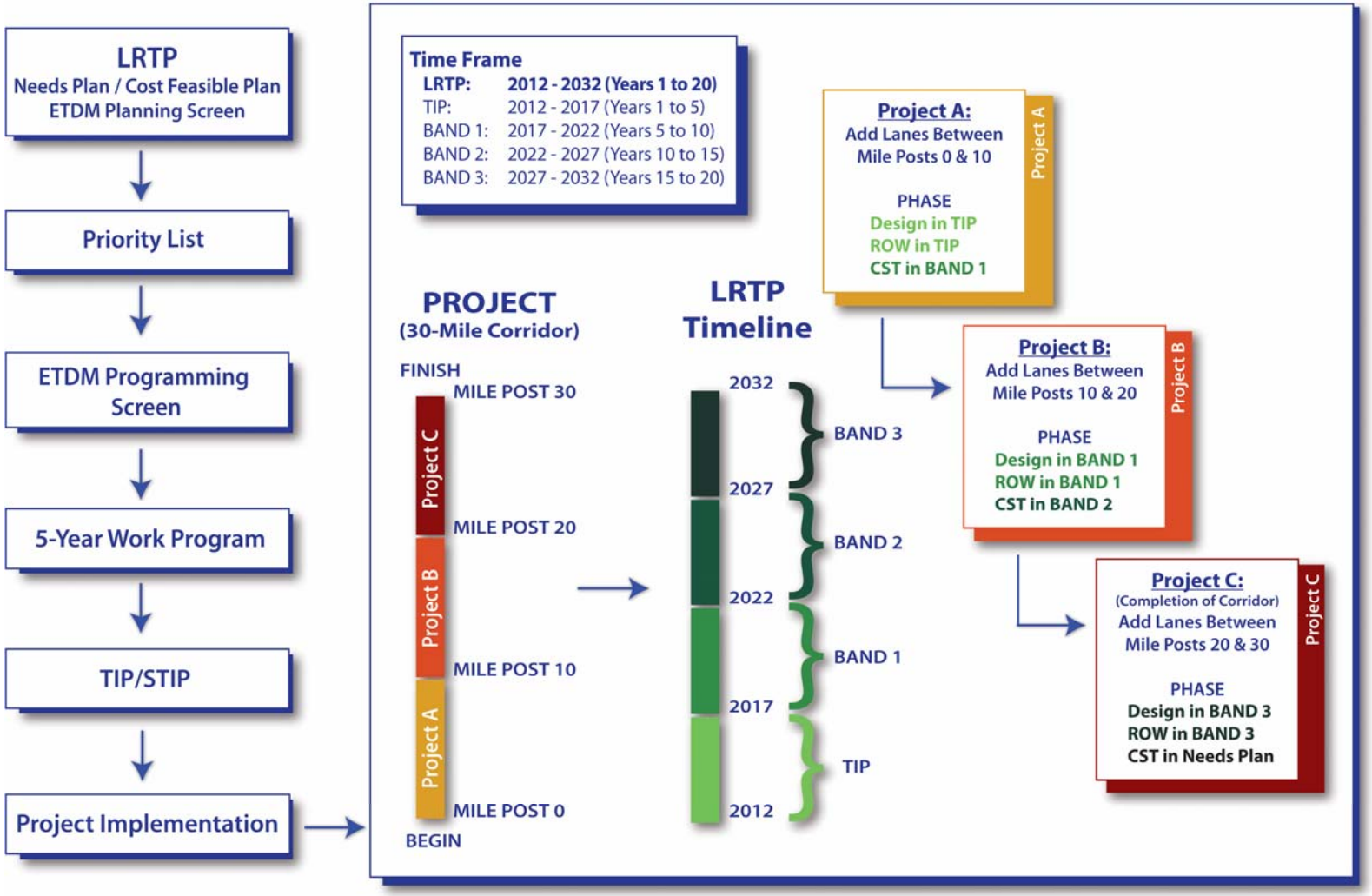
Prioritization Process
Project Selection Process

- **Non-MPO Areas (population < 50,000):**
  - **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: National Highway Performance Program projects, which are selected by FDOT in consultation with affected local officials**

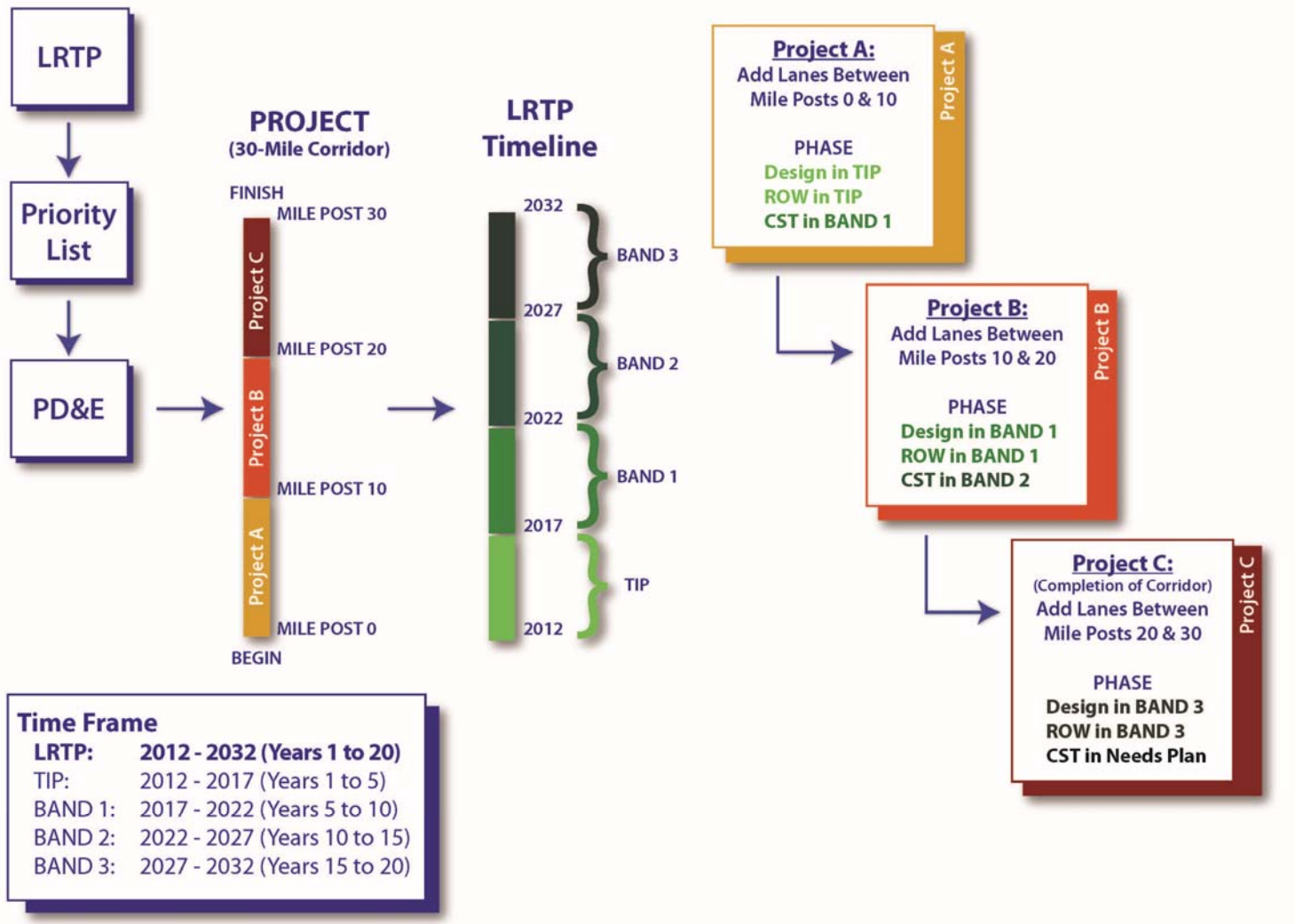
Definitions

- *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.

Planning Process Overview

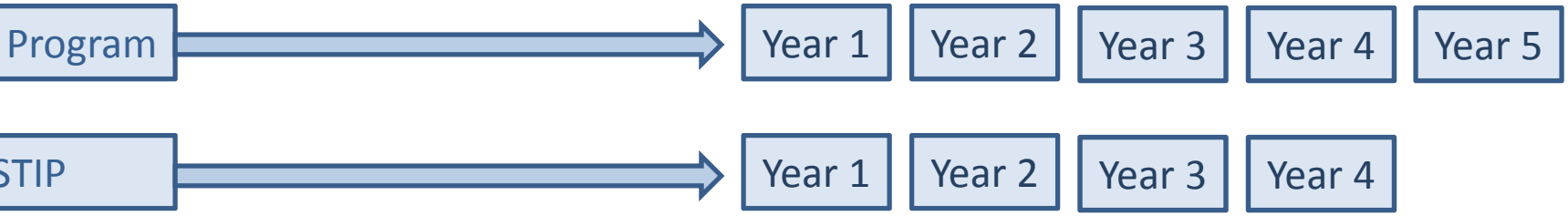


TP Project Implementation

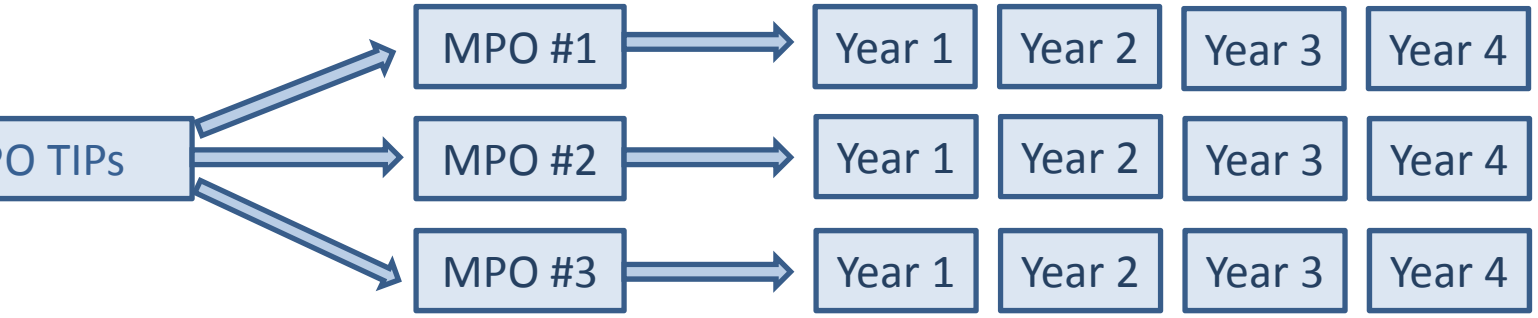


ationship of Work Program, P and MPO TIPs

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 <u>project details from the same WPA database</u> for all state and federally funded projects

tewide Planning Process

FTP – 20+ Years

STIP – 4 Years

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

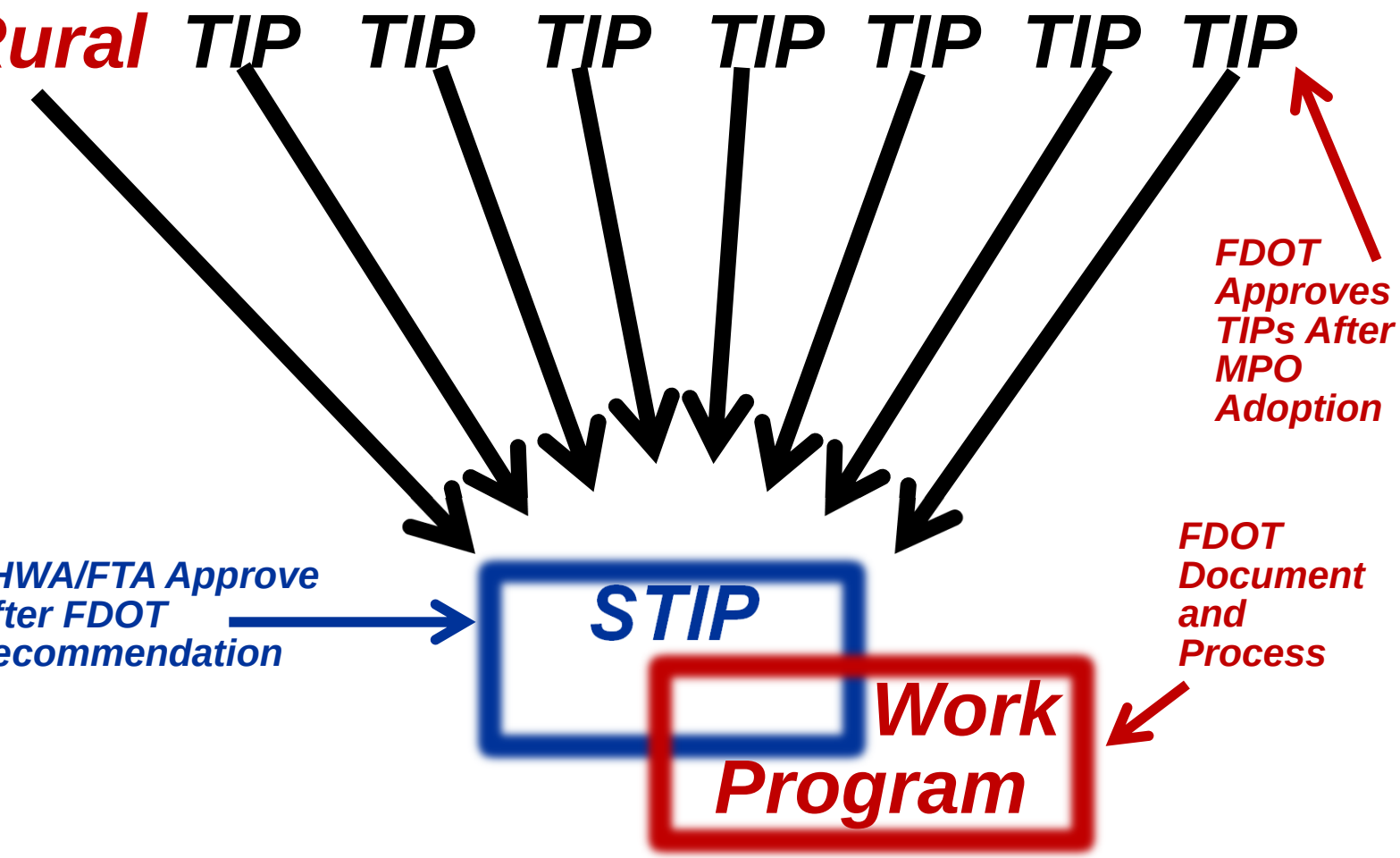
tropolitan Planning Process

LRTP – 20 Years

TIP – 4 Years

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

tewide Planning Process



eptable Project Funding narios for FHWA NEPA Approval

ject Scenario 1: In order for FHWA to sign a NEPA cument, the ideal scenario for project plementation is full funding of Design (usually own as PE), ROW, and CST for the entire project its in the LRTP CFP.

Project Scenario 1
PE
ROW
CONSTRUCTION

TP CFP	Not in LRTP CFP

Note: PE means Design

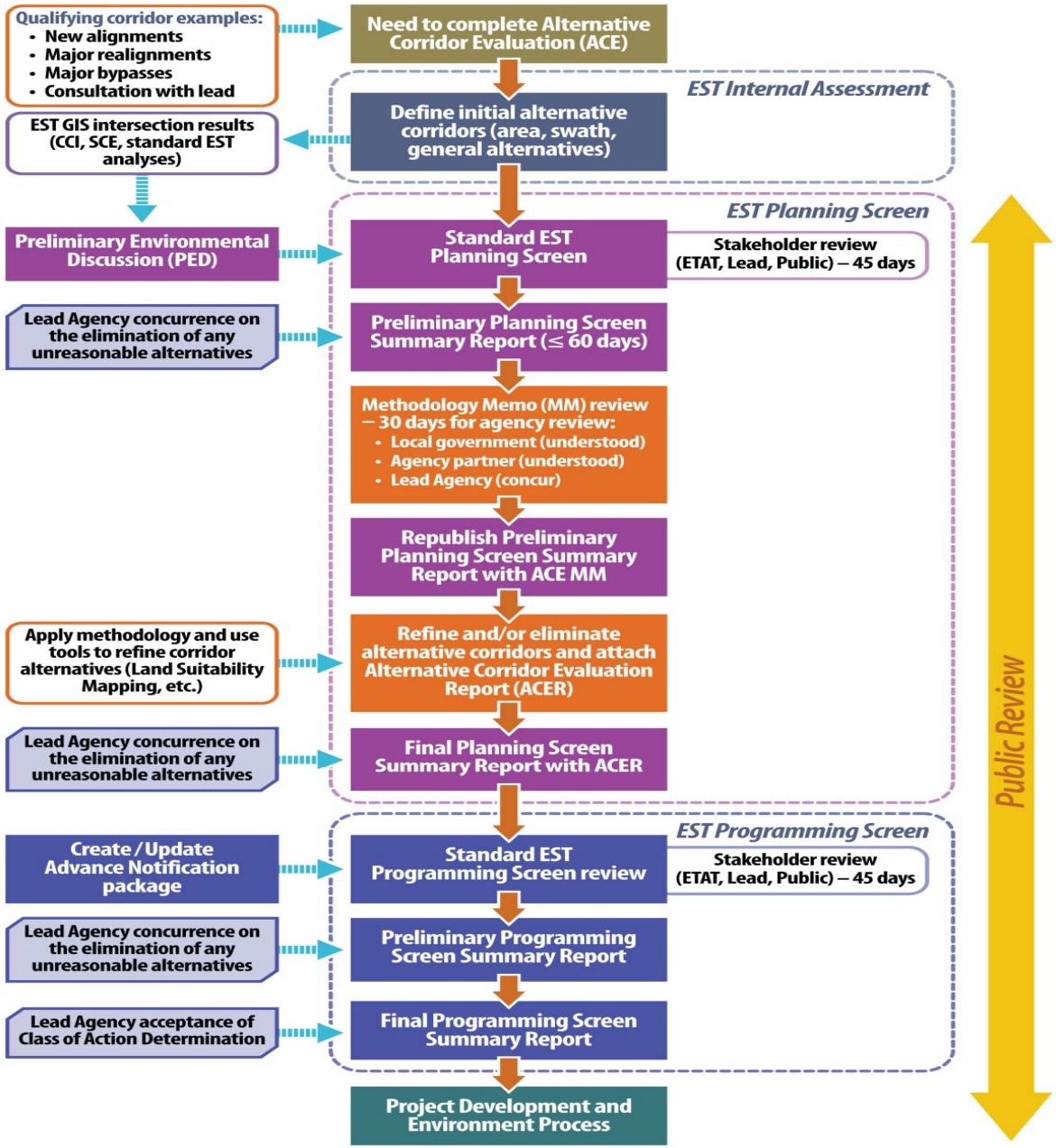
nmary of Takeaways

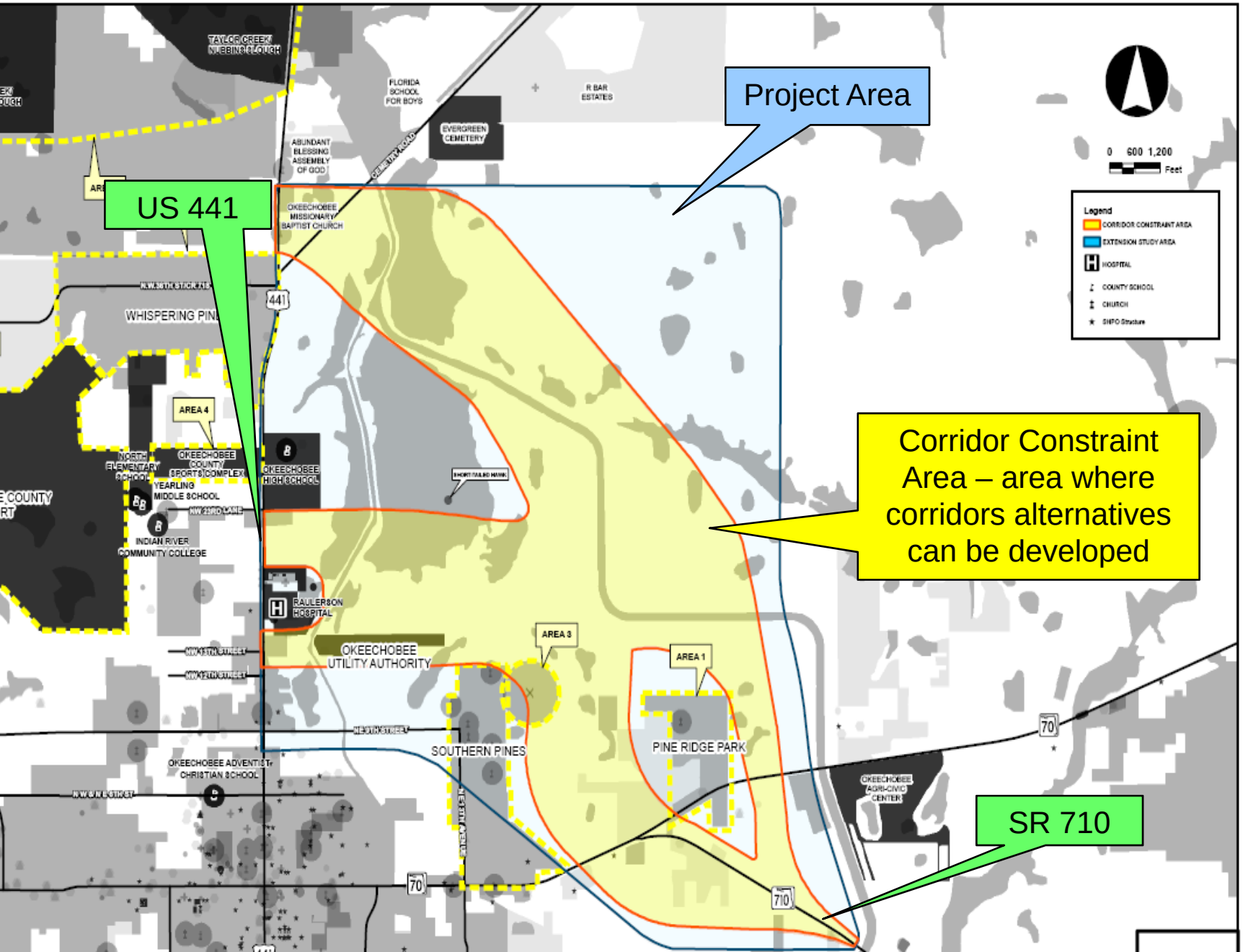
aintain an open dialogue to foster a multi-
sciplinary approach in planning and project
velopment

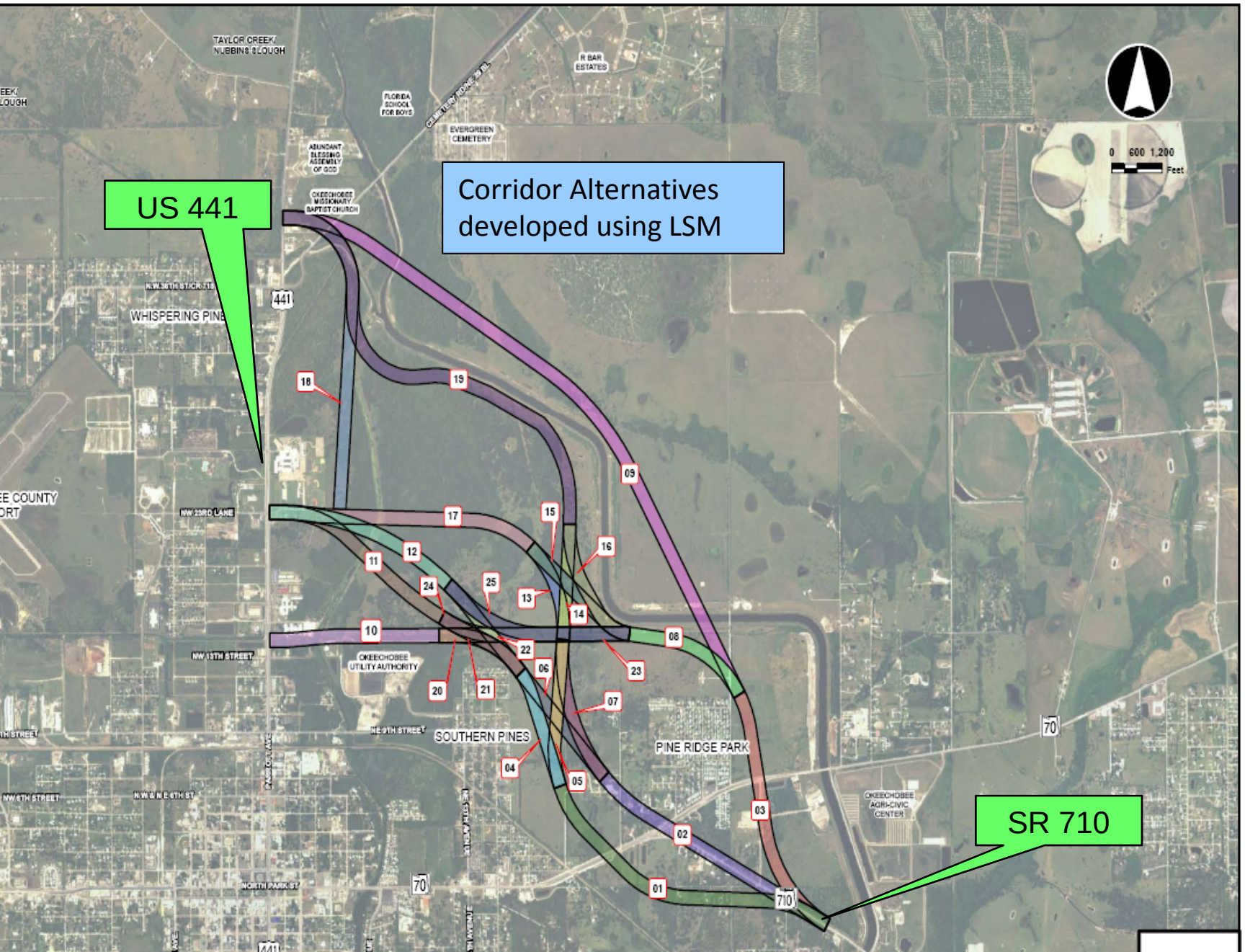
miliarize yourself with the NEPA document
d compare to project info in the LRTP (e.g.,
ope and description, estimated cost and
ase timing, public involvement comments,
c.). Does the NEPA document reflect the
me information?

me passes. Things change. Continue to
ordinate and update the documents.

CE Process


Qualifying corridor examples:
• New alignments
• Major realignments
• Major bypasses
• Consultation with lead
Need to complete Alternative Corridor Evaluation (ACE)
EST Internal Assessment
Define initial alternative corridors (area, swath, general alternatives)
EST GIS intersection results (CCI, SCE, standard EST analyses)
EST Planning Screen
Preliminary Environmental Discussion (PED)
Standard EST Planning Screen
Stakeholder review (ETAT, Lead, Public) – 45 days
Lead Agency concurrence on the elimination of any unreasonable alternatives
Preliminary Planning Screen Summary Report (≤ 60 days)
Methodology Memo (MM) review – 30 days for agency review:
• Local government (understood)
• Agency partner (understood)
• Lead Agency (concur)
Republish Preliminary Planning Screen Summary Report with ACE MM
Apply methodology and use tools to refine corridor alternatives (Land Suitability Mapping, etc.)
Refine and/or eliminate alternative corridors and attach Alternative Corridor Evaluation Report (ACER)
Lead Agency concurrence on the elimination of any unreasonable alternatives
Final Planning Screen Summary Report with ACER
EST Programming Screen
Create / Update Advance Notification package
Standard EST Programming Screen review
Stakeholder review (ETAT, Lead, Public) – 45 days
Lead Agency concurrence on the elimination of any unreasonable alternatives
Preliminary Programming Screen Summary Report
Lead Agency acceptance of Class of Action Determination
Final Programming Screen Summary Report
Project Development and Environment Process
Public Review


Project Area
US 441
Corridor Constraint Area – area where corridors alternatives can be developed
SR 710
0 600 1,200
Feet
Legend
CORRIDOR CONSTRAINT AREA
EXTENSION STUDY AREA
HOSPITAL
COUNTY SCHOOL
CHURCH
SHPO Structure
TAYLOR CREEK NUBBINS SLOUGH
FLORIDA SCHOOL FOR BOYS
R BAR ESTATES
EVERGREEN CEMETERY
ABUNDANT BLESSING ASSEMBLY OF GOD
OKEECHOBEE MISSIONARY BAPTIST CHURCH
WHISPERING PINE
AREA 4
NORTH ELEMENTARY SCHOOL
OKEECHOBEE COUNTY SPORTS COMPLEX
YEARLING MIDDLE SCHOOL
OKEECHOBEE HIGH SCHOOL
INDIAN RIVER COMMUNITY COLLEGE
RAULERSON HOSPITAL
OKEECHOBEE UTILITY AUTHORITY
AREA 3
AREA 1
SOUTHERN PINES
PINE RIDGE PARK
OKEECHOBEE ADVENTIST CHRISTIAN SCHOOL
OKEECHOBEE AGRI-CIVIC CENTER
441
70
710


US 441
Corridor Alternatives developed using LSM
SR 710
TAYLOR CREEK/ NUBBINS SLOUGH
R BAR ESTATES
FLORIDA SCHOOL FOR BOYS
EVERGREEN CEMETERY
ABUNDANT BLESSING ASSEMBLY OF GOD
OKEECHOBEE MISSIONARY BAPTIST CHURCH
WHISPERING PINE
NW 23RD LANE
NW 15TH STREET
OKEECHOBEE UTILITY AUTHORITY
NE 9TH STREET
SOUTHERN PINES
PINE RIDGE PARK
OKEECHOBEE AGRI-CIVIC CENTER
NORTH PARK ST
0 600 1,200
Feet
441
70
710
01
02
03
04
05
06
07
08
09
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Methodology Memorandum

ckground

- Contact personnel
- Basic project information
  a. Include any previous planning studies or relevant information
  b. Include any known issues of concern
- Brief description
- Brief Purpose and Need of the project

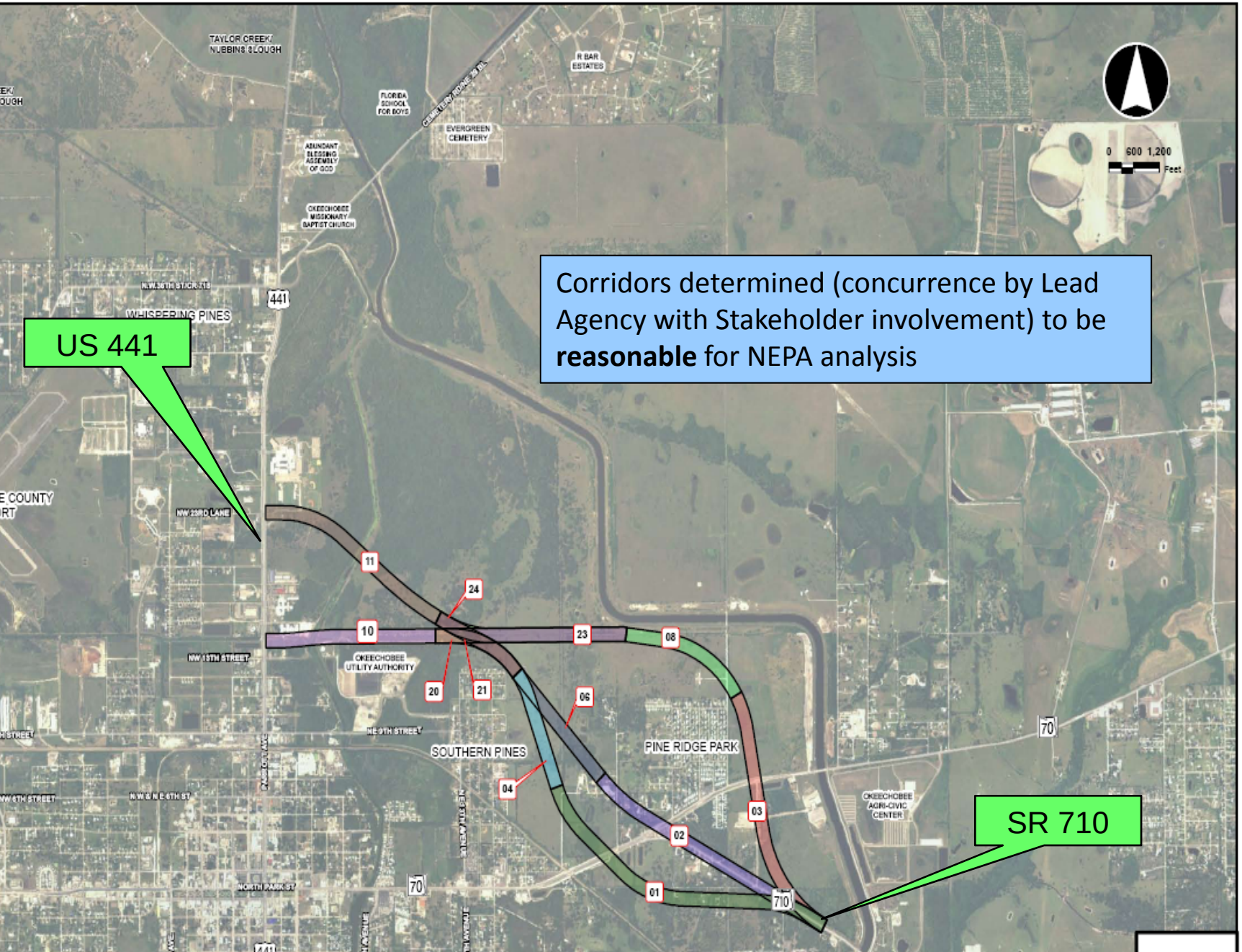
escribe the goals and objectives of the ACE

- Provide the status in project delivery
- Define the intent of the study
- Identify the decision points/milestones

escribe the methods that will be used to analyze the alternatives and make decisions

- Describe alternative corridors
- Describe screening criteria
- Briefly describe the data that will be used and how it will support the decision making process going forward
- Describe the rationale that will be used to eliminate alternatives
- Describe the data tools that will be used in the analysis **[i.e., EST, Land Suitability Mapping (LSM), Quantum, etc.]**

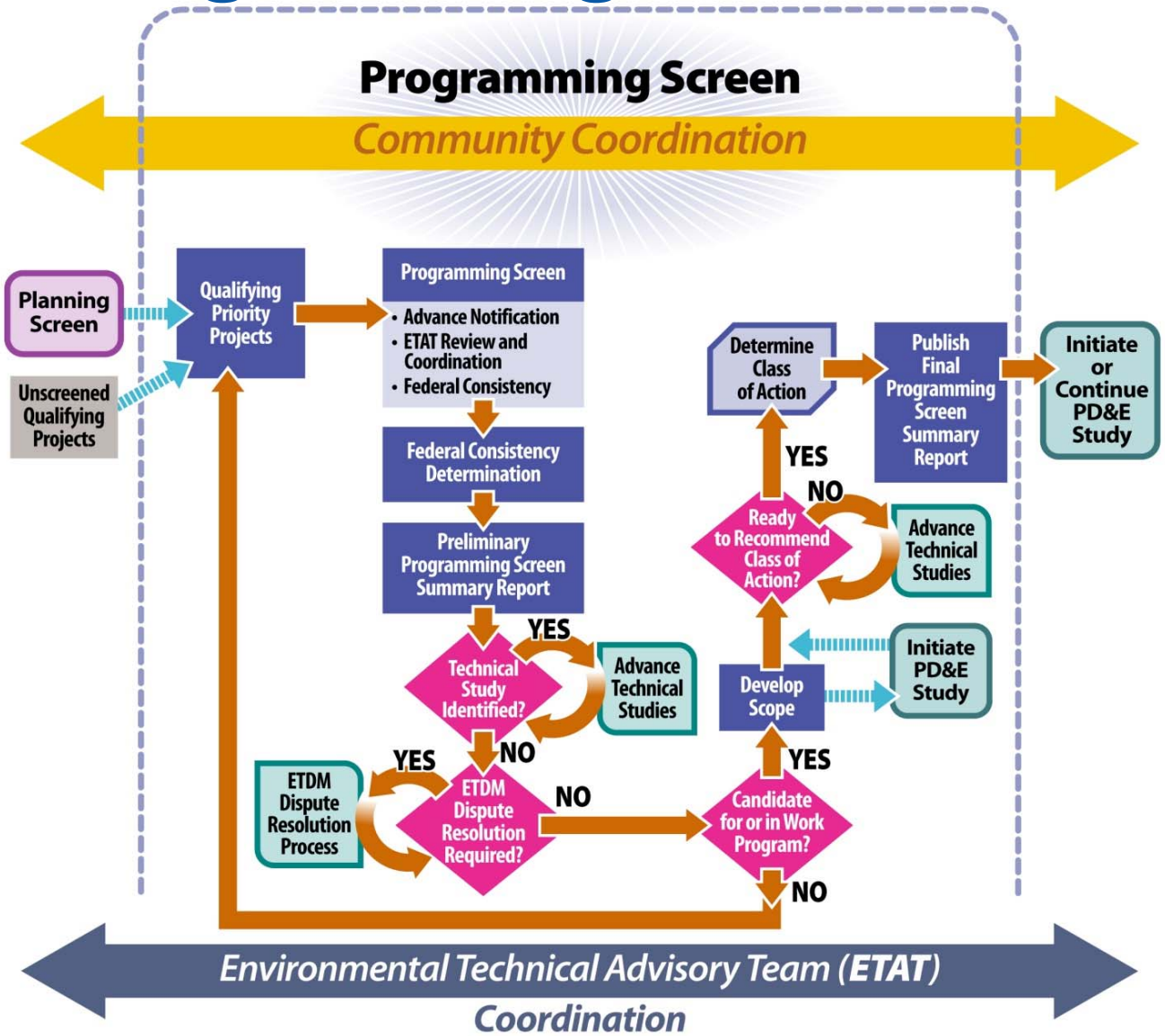
brief description of stakeholder involvement


Corridors determined (concurrence by Lead Agency with Stakeholder involvement) to be **reasonable** for NEPA analysis
US 441
SR 710
TAYLOR CREEK/ NUBBINS SLOUGH
R BAR ESTATES
FLORIDA SCHOOL FOR BOYS
EVERGREEN CEMETERY
ABUNDANT BLESSING ASSEMBLY OF GOD
OKEECHOBEE MISSIONARY BAPTIST CHURCH
WHISPERING PINES
NW 20RD LANE
NW 15TH STREET
OKEECHOBEE UTILITY AUTHORITY
NE 9TH STREET
SOUTHERN PINES
PINE RIDGE PARK
OKEECHOBEE AGRI-CIVIC CENTER
NORTH PARK ST
0 600 1,200 Feet
11
24
10
23
08
20
21
06
04
03
02
01
710
441
70

sults of ACE

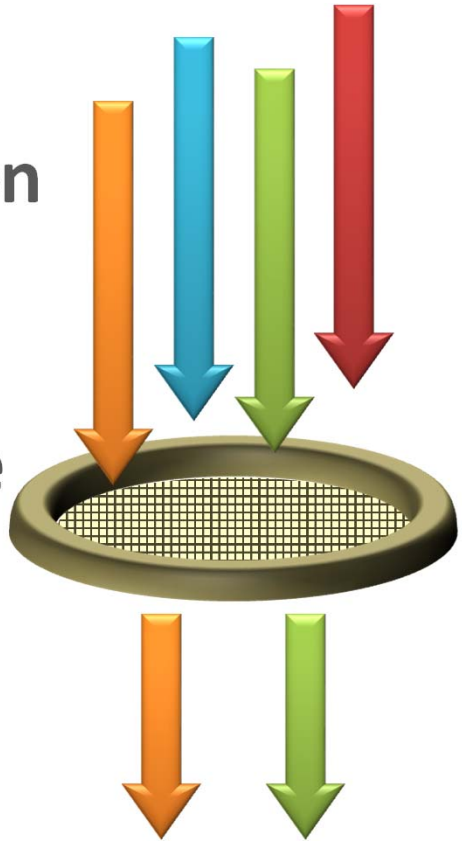
- ontinuous coordination with Lead Agency
  cluding concurrence at decision points
- ocumented involvement of stakeholders in
  ecision-making
- ses existing and new vetted technologies
- exibility in its application
- formation all in one place, products available for
  ture phases
- efine Purpose and Need
- efine affected environment
- lentify reasonable alternatives for NEPA Analysis

DM Programming Screen



at is the purpose of this eening?

- upport Advance Notification process
- entify potential avoidance, minimization nd mitigation opportunities
- ll data blanks
- upport development of the PD&E scope
- ghlight critical path issues
- rovide considerations for class of action etermination
- entify potential permits and technical udies



at decisions are we hoping to ke?

ceptance of purpose and need

evelopment and refinement of asonable alternatives

mination of unreasonable ernatives

vironmental Document Class of tion

ad, Cooperating, and rticipating Agencies

at do we need from the ETAT?

ailed, actionable comments

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

at information do we need?

elp us minimize and avoid impacts

entify potential mitigation opportunities

rovide information not in the Tool

Agency-specific data

- Co-workers and other agency staff
- Historic files not in a database

Personal knowledge

Site visits

uestions?

sults of Programming & ACE

- ocumented Lead Agency concurrence at ecision points
- ocumented involvement of stakeholders in ecision-making
- nformation all in one place, products vailable for future phases
- efine Purpose and Need
- efine affected environment
- lentify reasonable alternatives for PD&E nalysis

vancing from Programming to &E

rogramming screen for scoping

lanning decisions pulled forward (ACER)

dvance studies when possible

rogramming should help describe “affected nvironment”

itiates coordination

ets the stage for PD&E study

More Information

enters:

n Santalla
414-4578
ntalla@dot.state.fl.us
er Pagan
414-5260
Pagan@dot.state.fl.us
McGilvray
414-5330
IcGilvray@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?