



Planning and ETDM

Project Development and Environment Training

Presented by:
Yvonne Arens
Sean Santalla
Xavier Pagan
Pete McGilvray
December 2014

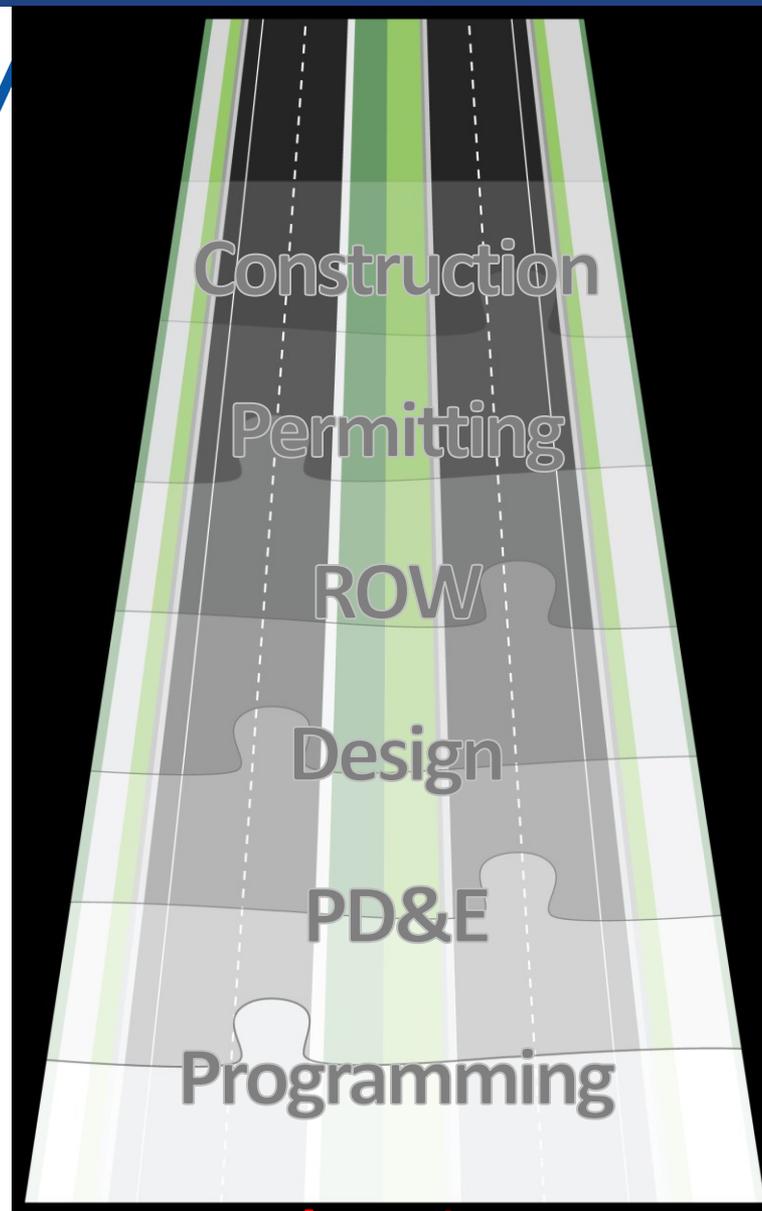


Outline

- ◆ **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 w



Planning



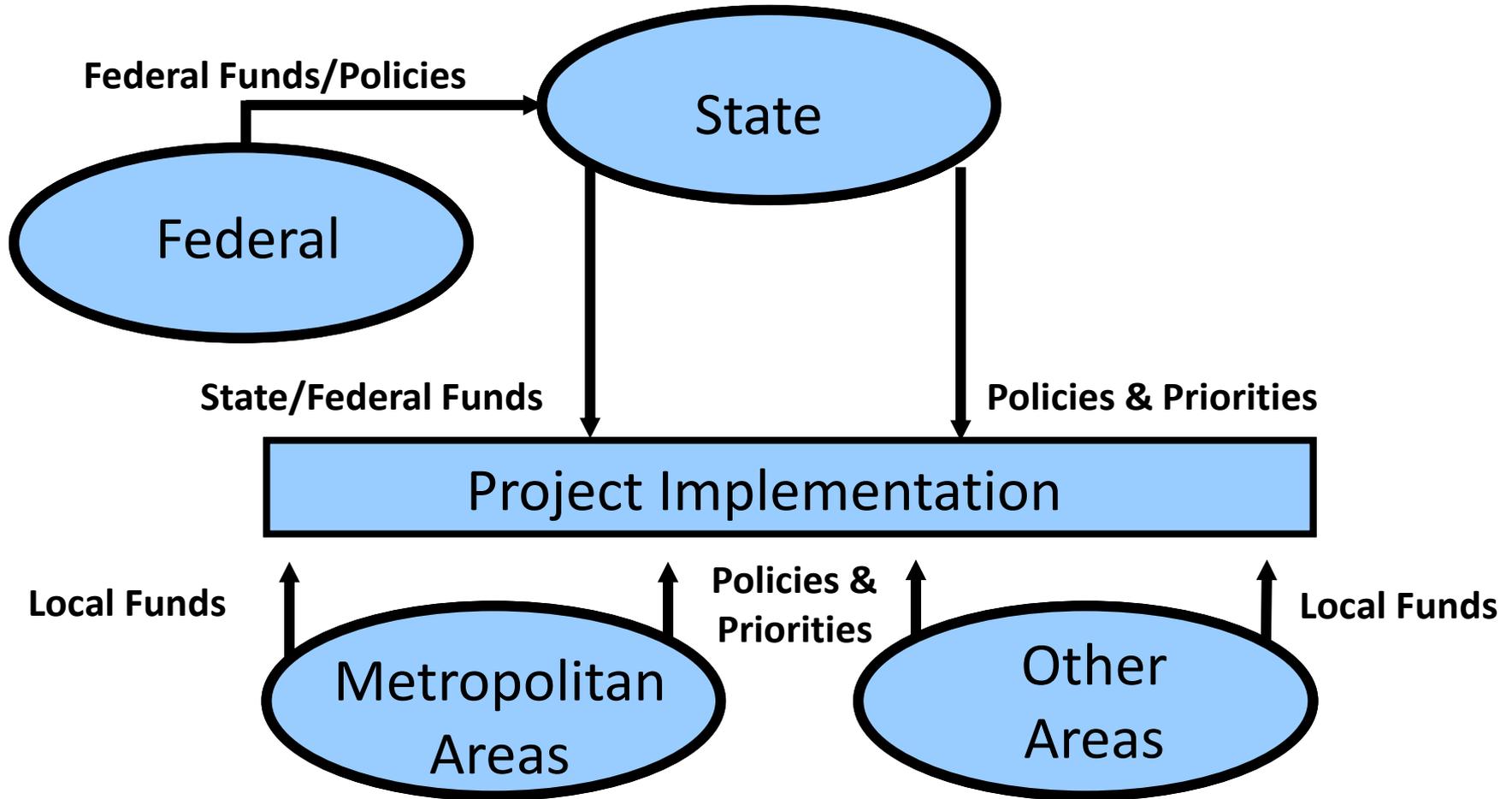
Florida's Transportation System Today

<u>Component</u>	<u>Facilities</u>	<u>Owner/Operator</u>
State Highways	12,088 centerline miles; 6,241 bridges	
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?



State: Department of Transportation

◆ Florida Transportation Plan (FTP)

- Goals and Policies



◆ 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

◆ Safety of the State Highway System

- Shared responsibility with other agencies

◆ Preserve and maintain the State Highway System

- Based on State policies and objectives

Florida's Transportation Planning Framework

FLORIDA TRANSPORTATION PLAN

Strategic Intermodal System (SIS)

Modal Systems Plans

SPACE & AIR	SEAPORT	RAIL	TRANSIT	BIKE & PED	HIGHWAY
<ul style="list-style-type: none">• Spaceport Master Plan• Aviation System Plan	<ul style="list-style-type: none">• Seaport System Plan• Waterway System Plan	<ul style="list-style-type: none">• Rail System Plan	<ul style="list-style-type: none">• Transit Vision 2020• Commission for the Transportation Disadvantaged	<ul style="list-style-type: none">• Facilities Inventory	<ul style="list-style-type: none">• SIS Highway Component• Strategic Highway Safety Plan• ITS Strategic Plan

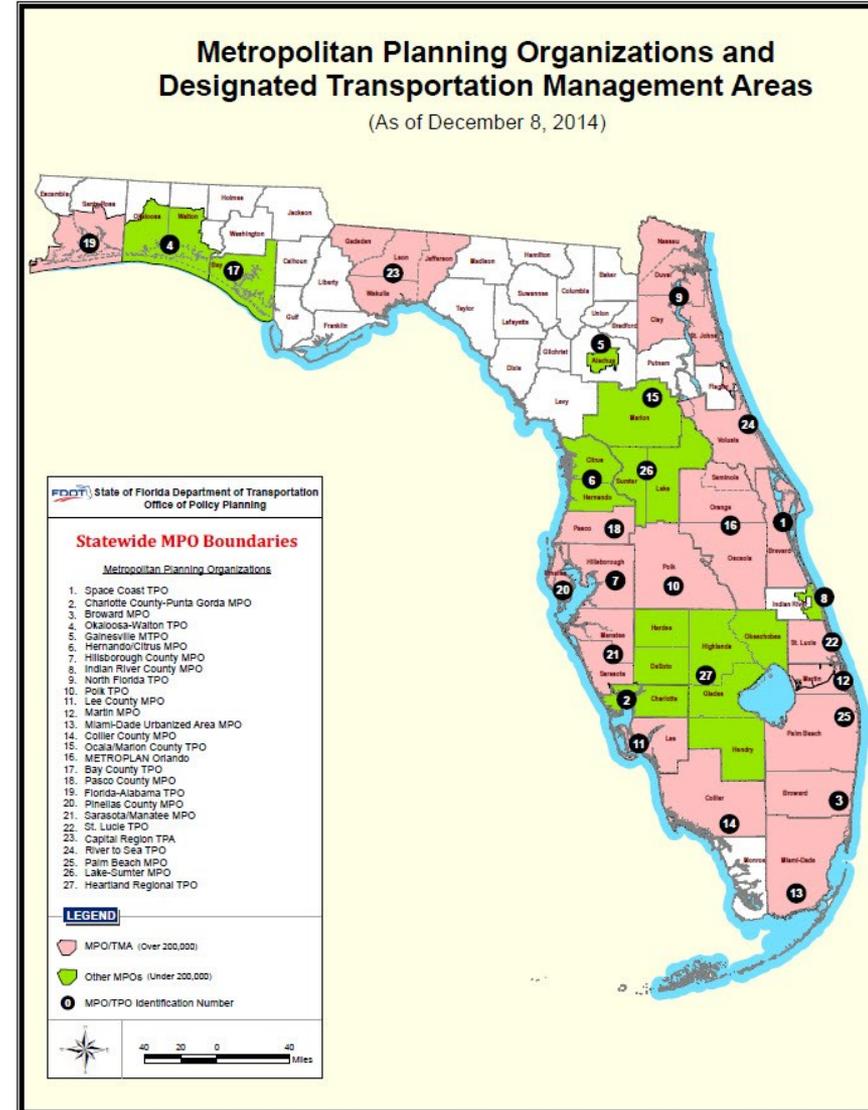
Passenger and Freight Mobility

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

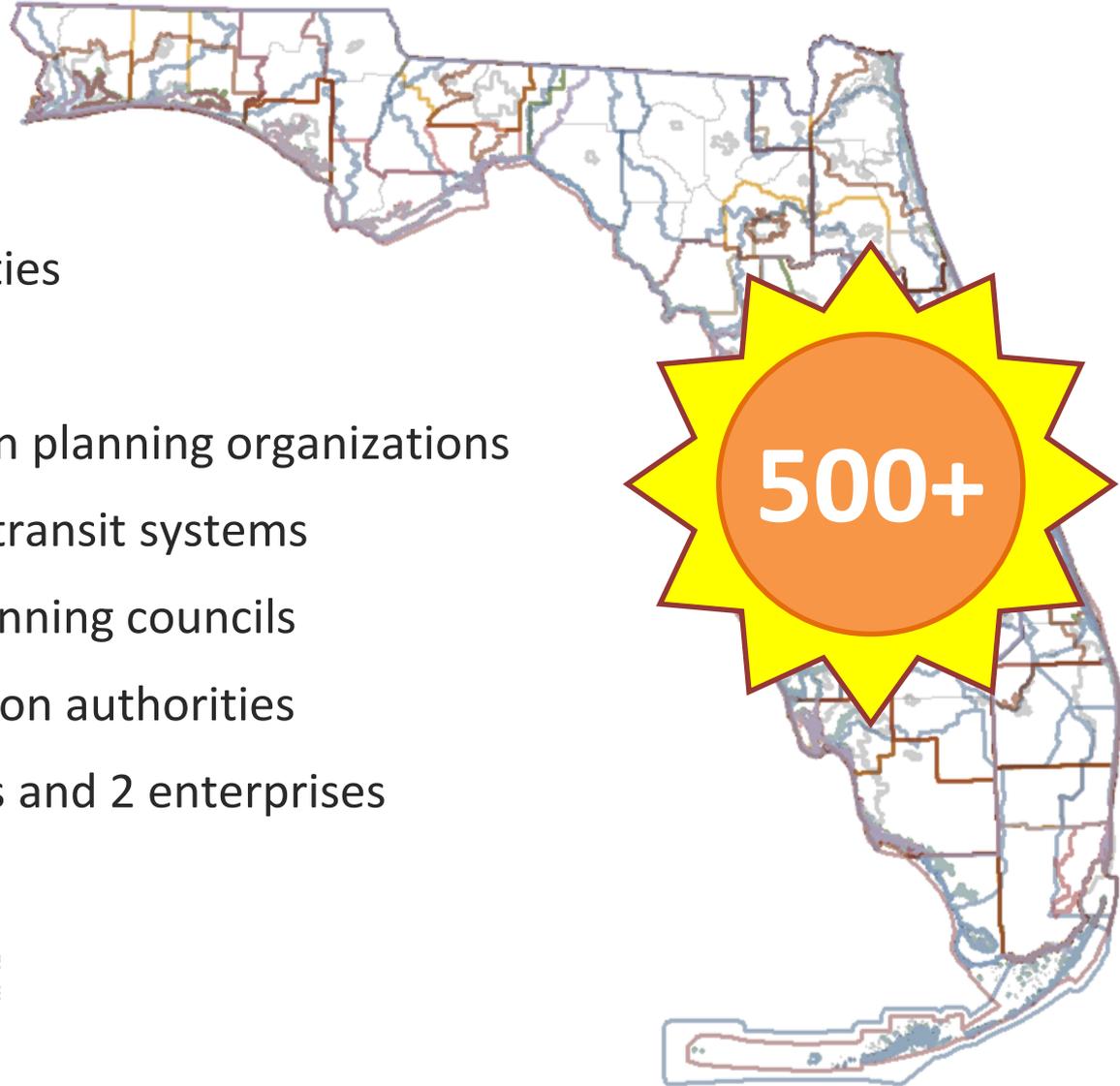
- ◆ Defined for urbanized areas with more than 50,000 residents
 - 27 MPOs in Florida
- ◆ Develop:
 - Long Range Transportation Plan (LRTP)
 - Transportation Improvement Program (TIP)
- ◆ Annually submit transportation priorities to FDOT



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

County and Municipal, Census Metro Planning Councils, FDEP Ecosystem Districts, Water Management Districts, transportation authorities, regional vis

Types of Plans

- ◆ **Vision Plan**
- ◆ **Sector Plans**
- ◆ **The Florida Transportation Plan**
- ◆ **SIS Strategic Plan**
- ◆ **Statewide Modal Plans**
- ◆ **Transportation Alternative Study**
- ◆ **SIS Cost Feasible Plan & Multi-modal Needs Plan**
- ◆ **Future Corridors**
- ◆ **MPO/TPO Long Range Transportation Plan**
- ◆ **Transportation Improvement/State Transportation Improvement Program**

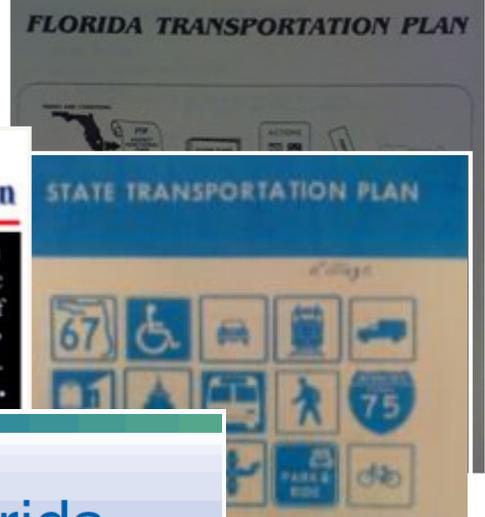


The Florida Transportation Plan

- ◆ Florida's long range transportation plan
- ◆ A plan for all of Florida
- ◆ Provides policy framework for expenditure of state and federal transportation funds
- ◆ Identifies implementation strategies
- ◆ Next update: December 2015

2020 Florida Transportation Plan

Safe Transportation • System Management • Economic Competitiveness • Quality of Life • Safe Transportation • System Management • Economic Competitiveness •



2060 Florida Transportation Plan



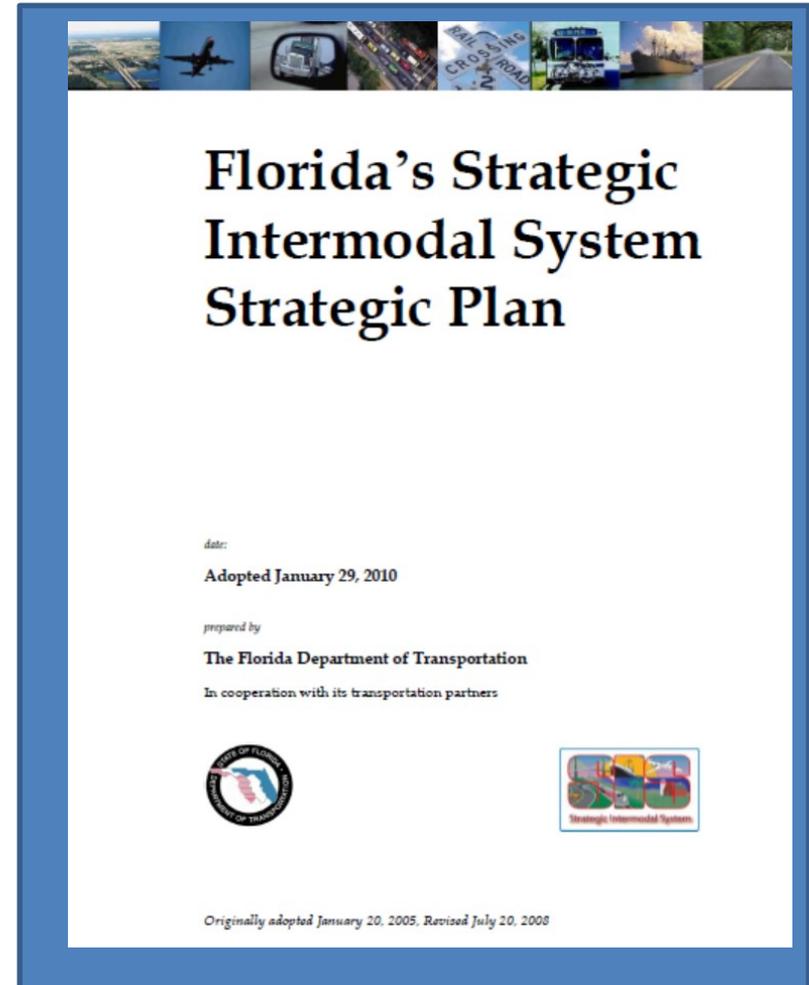
HORIZON
2060
a new era for transportation in Florida

2025 Florida Transportation Plan

TRANSPORTATION

SIS Strategic 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

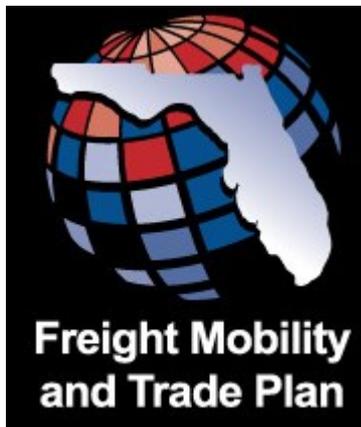
The Florida Rail System Plan:
Investment Element



Transit 2020

The Vision

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

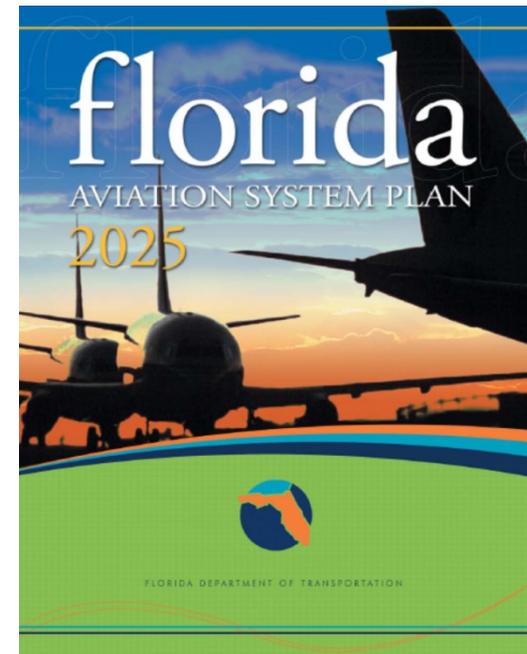


FLORIDA SEAPORT SYSTEM PLAN



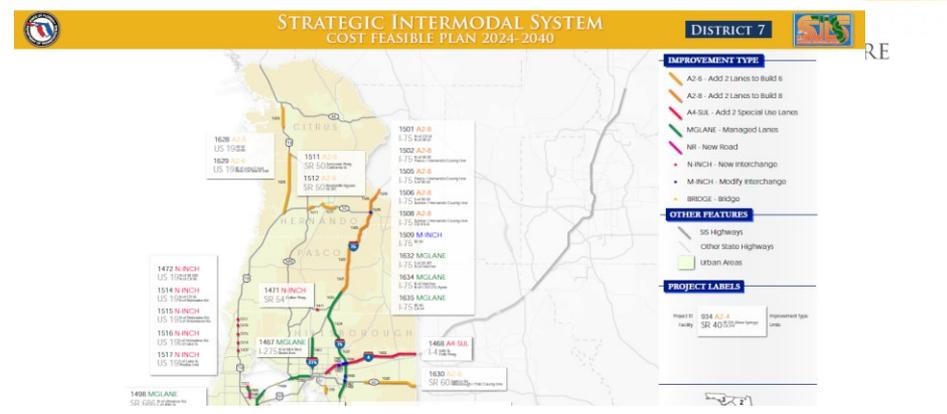
FLORIDA DEPARTMENT
OF TRANSPORTATION

DECEMBER 2010



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



ID	FACILITY	FROM	TO	Design		District Managed Funds		State Managed Funds		State Managed P3 Funds		Other Funds	BPM02	Project Phasing
				TYPE	TOTAL	STATE	FEDERAL	STATE	FEDERAL	STATE	FEDERAL			
1500	75	N of SR 52	Pasco/Wernando C/L	4,455	4,455									A2-6
1501	75	N of SR 52	California St	1,237	1,237									A2-6
1511	SR 90	SR 90	California St	1,237	1,237									A2-6
1512	SR 90	SR 90	California St	1,237	1,237									A2-6
1513	SR 90	SR 90	California St	1,237	1,237									A2-6
1514	SR 90	SR 90	California St	1,237	1,237									A2-6
1515	SR 90	SR 90	California St	1,237	1,237									A2-6
1516	SR 90	SR 90	California St	1,237	1,237									A2-6
1517	SR 90	SR 90	California St	1,237	1,237									A2-6
1518	SR 90	SR 90	California St	1,237	1,237									A2-6
1519	SR 90	SR 90	California St	1,237	1,237									A2-6
1520	SR 90	SR 90	California St	1,237	1,237									A2-6
1521	SR 90	SR 90	California St	1,237	1,237									A2-6
1522	SR 90	SR 90	California St	1,237	1,237									A2-6
1523	SR 90	SR 90	California St	1,237	1,237									A2-6
1524	SR 90	SR 90	California St	1,237	1,237									A2-6
1525	SR 90	SR 90	California St	1,237	1,237									A2-6
1526	SR 90	SR 90	California St	1,237	1,237									A2-6
1527	SR 90	SR 90	California St	1,237	1,237									A2-6
1528	SR 90	SR 90	California St	1,237	1,237									A2-6
1529	SR 90	SR 90	California St	1,237	1,237									A2-6
1530	SR 90	SR 90	California St	1,237	1,237									A2-6
1531	SR 90	SR 90	California St	1,237	1,237									A2-6
1532	SR 90	SR 90	California St	1,237	1,237									A2-6
1533	SR 90	SR 90	California St	1,237	1,237									A2-6
1534	SR 90	SR 90	California St	1,237	1,237									A2-6
1535	SR 90	SR 90	California St	1,237	1,237									A2-6
1536	SR 90	SR 90	California St	1,237	1,237									A2-6
1537	SR 90	SR 90	California St	1,237	1,237									A2-6
1538	SR 90	SR 90	California St	1,237	1,237									A2-6
1539	SR 90	SR 90	California St	1,237	1,237									A2-6
1540	SR 90	SR 90	California St	1,237	1,237									A2-6
1541	SR 90	SR 90	California St	1,237	1,237									A2-6
1542	SR 90	SR 90	California St	1,237	1,237									A2-6
1543	SR 90	SR 90	California St	1,237	1,237									A2-6
1544	SR 90	SR 90	California St	1,237	1,237									A2-6
1545	SR 90	SR 90	California St	1,237	1,237									A2-6
1546	SR 90	SR 90	California St	1,237	1,237									A2-6
1547	SR 90	SR 90	California St	1,237	1,237									A2-6
1548	SR 90	SR 90	California St	1,237	1,237									A2-6
1549	SR 90	SR 90	California St	1,237	1,237									A2-6
1550	SR 90	SR 90	California St	1,237	1,237									A2-6
1551	SR 90	SR 90	California St	1,237	1,237									A2-6
1552	SR 90	SR 90	California St	1,237	1,237									A2-6
1553	SR 90	SR 90	California St	1,237	1,237									A2-6
1554	SR 90	SR 90	California St	1,237	1,237									A2-6
1555	SR 90	SR 90	California St	1,237	1,237									A2-6
1556	SR 90	SR 90	California St	1,237	1,237									A2-6
1557	SR 90	SR 90	California St	1,237	1,237									A2-6
1558	SR 90	SR 90	California St	1,237	1,237									A2-6
1559	SR 90	SR 90	California St	1,237	1,237									A2-6
1560	SR 90	SR 90	California St	1,237	1,237									A2-6
1561	SR 90	SR 90	California St	1,237	1,237									A2-6
1562	SR 90	SR 90	California St	1,237	1,237									A2-6
1563	SR 90	SR 90	California St	1,237	1,237									A2-6
1564	SR 90	SR 90	California St	1,237	1,237									A2-6
1565	SR 90	SR 90	California St	1,237	1,237									A2-6
1566	SR 90	SR 90	California St	1,237	1,237									A2-6
1567	SR 90	SR 90	California St	1,237	1,237									A2-6
1568	SR 90	SR 90	California St	1,237	1,237									A2-6
1569	SR 90	SR 90	California St	1,237	1,237									A2-6
1570	SR 90	SR 90	California St	1,237	1,237									A2-6
1571	SR 90	SR 90	California St	1,237	1,237									A2-6
1572	SR 90	SR 90	California St	1,237	1,237									A2-6
1573	SR 90	SR 90	California St	1,237	1,237									A2-6
1574	SR 90	SR 90	California St	1,237	1,237									A2-6
1575	SR 90	SR 90	California St	1,237	1,237									A2-6
1576	SR 90	SR 90	California St	1,237	1,237									A2-6
1577	SR 90	SR 90	California St	1,237	1,237									A2-6
1578	SR 90	SR 90	California St	1,237	1,237									A2-6
1579	SR 90	SR 90	California St	1,237	1,237									A2-6
1580	SR 90	SR 90	California St	1,237	1,237									A2-6
1581	SR 90	SR 90	California St	1,237	1,237									A2-6
1582	SR 90	SR 90	California St	1,237	1,237									A2-6
1583	SR 90	SR 90	California St	1,237	1,237									A2-6
1584	SR 90	SR 90	California St	1,237	1,237									A2-6
1585	SR 90	SR 90	California St	1,237	1,237									A2-6
1586	SR 90	SR 90	California St	1,237	1,237									A2-6
1587	SR 90	SR 90	California St	1,237	1,237									A2-6
1588	SR 90	SR 90	California St	1,237	1,237									A2-6
1589	SR 90	SR 90	California St	1,237	1,237									A2-6
1590	SR 90	SR 90	California St	1,237	1,237									A2-6
1591	SR 90	SR 90	California St	1,237	1,237									A2-6
1592	SR 90	SR 90	California St	1,237	1,237									A2-6
1593	SR 90	SR 90	California St	1,237	1,237									A2-6
1594	SR 90	SR 90	California St	1,237	1,237									A2-6
1595	SR 90	SR 90	California St	1,237	1,237									A2-6
1596	SR 90	SR 90	California St	1,237	1,237									A2-6
1597	SR 90	SR 90	California St	1,237	1,237									A2-6
1598	SR 90	SR 90	California St	1,237	1,237									A2-6
1599	SR 90	SR 90	California St	1,237	1,237									A2-6
1600	SR 90	SR 90	California St	1,237	1,237									A2-6
1601	SR 90	SR 90	California St	1,237	1,237									A2-6
1602	SR 90	SR 90	California St	1,23										

SIS 2040 Multi-modal Unfunded Needs Plan

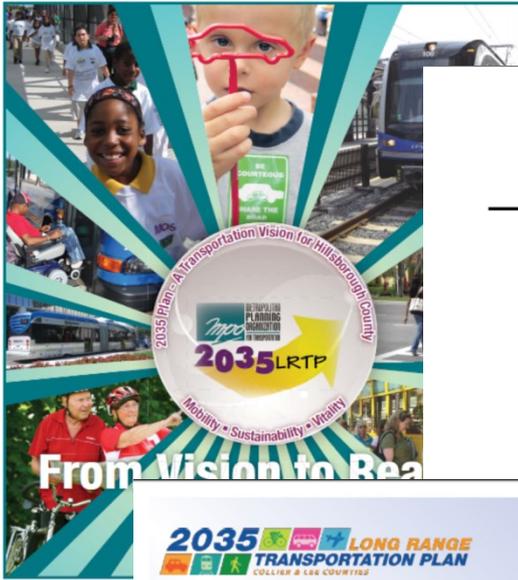
- ◆ Includes tables, maps, and lists showing needed transportation projects
- ◆ Most are NOT constrained by revenue estimates
- ◆ List of transportation projects to meet future demand based on forecasts of economy, population, and job growth

STRATEGIC INTERMODAL SYSTEM
2040 SIS Multi-Modal Unfunded Needs Plan

Highways Improvements - District 1

ROUTE	PROJECT	TYPE	DESCRIPTION	ESTIMATED COST	STATUS
SR 12	SR 12	Improvement	SR 12 from US 1 to SR 16	\$10,000,000	Not Started
SR 16	SR 16	Improvement	SR 16 from SR 12 to SR 20	\$10,000,000	Not Started
SR 20	SR 20	Improvement	SR 20 from SR 16 to SR 24	\$10,000,000	Not Started
SR 24	SR 24	Improvement	SR 24 from SR 20 to SR 28	\$10,000,000	Not Started
SR 28	SR 28	Improvement	SR 28 from SR 24 to SR 32	\$10,000,000	Not Started
SR 32	SR 32	Improvement	SR 32 from SR 28 to SR 36	\$10,000,000	Not Started
SR 36	SR 36	Improvement	SR 36 from SR 32 to SR 40	\$10,000,000	Not Started
SR 40	SR 40	Improvement	SR 40 from SR 36 to SR 44	\$10,000,000	Not Started
SR 44	SR 44	Improvement	SR 44 from SR 40 to SR 48	\$10,000,000	Not Started
SR 48	SR 48	Improvement	SR 48 from SR 44 to SR 52	\$10,000,000	Not Started
SR 52	SR 52	Improvement	SR 52 from SR 48 to SR 56	\$10,000,000	Not Started
SR 56	SR 56	Improvement	SR 56 from SR 52 to SR 60	\$10,000,000	Not Started
SR 60	SR 60	Improvement	SR 60 from SR 56 to SR 64	\$10,000,000	Not Started
SR 64	SR 64	Improvement	SR 64 from SR 60 to SR 68	\$10,000,000	Not Started
SR 68	SR 68	Improvement	SR 68 from SR 64 to SR 72	\$10,000,000	Not Started
SR 72	SR 72	Improvement	SR 72 from SR 68 to SR 76	\$10,000,000	Not Started
SR 76	SR 76	Improvement	SR 76 from SR 72 to SR 80	\$10,000,000	Not Started
SR 80	SR 80	Improvement	SR 80 from SR 76 to SR 84	\$10,000,000	Not Started
SR 84	SR 84	Improvement	SR 84 from SR 80 to SR 88	\$10,000,000	Not Started
SR 88	SR 88	Improvement	SR 88 from SR 84 to SR 92	\$10,000,000	Not Started
SR 92	SR 92	Improvement	SR 92 from SR 88 to SR 96	\$10,000,000	Not Started
SR 96	SR 96	Improvement	SR 96 from SR 92 to SR 100	\$10,000,000	Not Started
SR 100	SR 100	Improvement	SR 100 from SR 96 to SR 104	\$10,000,000	Not Started
SR 104	SR 104	Improvement	SR 104 from SR 100 to SR 108	\$10,000,000	Not Started
SR 108	SR 108	Improvement	SR 108 from SR 104 to SR 112	\$10,000,000	Not Started
SR 112	SR 112	Improvement	SR 112 from SR 108 to SR 116	\$10,000,000	Not Started
SR 116	SR 116	Improvement	SR 116 from SR 112 to SR 120	\$10,000,000	Not Started
SR 120	SR 120	Improvement	SR 120 from SR 116 to SR 124	\$10,000,000	Not Started
SR 124	SR 124	Improvement	SR 124 from SR 120 to SR 128	\$10,000,000	Not Started
SR 128	SR 128	Improvement	SR 128 from SR 124 to SR 132	\$10,000,000	Not Started
SR 132	SR 132	Improvement	SR 132 from SR 128 to SR 136	\$10,000,000	Not Started
SR 136	SR 136	Improvement	SR 136 from SR 132 to SR 140	\$10,000,000	Not Started
SR 140	SR 140	Improvement	SR 140 from SR 136 to SR 144	\$10,000,000	Not Started
SR 144	SR 144	Improvement	SR 144 from SR 140 to SR 148	\$10,000,000	Not Started
SR 148	SR 148	Improvement	SR 148 from SR 144 to SR 152	\$10,000,000	Not Started
SR 152	SR 152	Improvement	SR 152 from SR 148 to SR 156	\$10,000,000	Not Started
SR 156	SR 156	Improvement	SR 156 from SR 152 to SR 160	\$10,000,000	Not Started
SR 160	SR 160	Improvement	SR 160 from SR 156 to SR 164	\$10,000,000	Not Started
SR 164	SR 164	Improvement	SR 164 from SR 160 to SR 168	\$10,000,000	Not Started
SR 168	SR 168	Improvement	SR 168 from SR 164 to SR 172	\$10,000,000	Not Started
SR 172	SR 172	Improvement	SR 172 from SR 168 to SR 176	\$10,000,000	Not Started
SR 176	SR 176	Improvement	SR 176 from SR 172 to SR 180	\$10,000,000	Not Started
SR 180	SR 180	Improvement	SR 180 from SR 176 to SR 184	\$10,000,000	Not Started
SR 184	SR 184	Improvement	SR 184 from SR 180 to SR 188	\$10,000,000	Not Started
SR 188	SR 188	Improvement	SR 188 from SR 184 to SR 192	\$10,000,000	Not Started
SR 192	SR 192	Improvement	SR 192 from SR 188 to SR 196	\$10,000,000	Not Started
SR 196	SR 196	Improvement	SR 196 from SR 192 to SR 200	\$10,000,000	Not Started
SR 200	SR 200	Improvement	SR 200 from SR 196 to SR 204	\$10,000,000	Not Started
SR 204	SR 204	Improvement	SR 204 from SR 200 to SR 208	\$10,000,000	Not Started
SR 208	SR 208	Improvement	SR 208 from SR 204 to SR 212	\$10,000,000	Not Started
SR 212	SR 212	Improvement	SR 212 from SR 208 to SR 216	\$10,000,000	Not Started
SR 216	SR 216	Improvement	SR 216 from SR 212 to SR 220	\$10,000,000	Not Started
SR 220	SR 220	Improvement	SR 220 from SR 216 to SR 224	\$10,000,000	Not Started
SR 224	SR 224	Improvement	SR 224 from SR 220 to SR 228	\$10,000,000	Not Started
SR 228	SR 228	Improvement	SR 228 from SR 224 to SR 232	\$10,000,000	Not Started
SR 232	SR 232	Improvement	SR 232 from SR 228 to SR 236	\$10,000,000	Not Started
SR 236	SR 236	Improvement	SR 236 from SR 232 to SR 240	\$10,000,000	Not Started
SR 240	SR 240	Improvement	SR 240 from SR 236 to SR 244	\$10,000,000	Not Started
SR 244	SR 244	Improvement	SR 244 from SR 240 to SR 248	\$10,000,000	Not Started
SR 248	SR 248	Improvement	SR 248 from SR 244 to SR 252	\$10,000,000	Not Started
SR 252	SR 252	Improvement	SR 252 from SR 248 to SR 256	\$10,000,000	Not Started
SR 256	SR 256	Improvement	SR 256 from SR 252 to SR 260	\$10,000,000	Not Started
SR 260	SR 260	Improvement	SR 260 from SR 256 to SR 264	\$10,000,000	Not Started
SR 264	SR 264	Improvement	SR 264 from SR 260 to SR 268	\$10,000,000	Not Started
SR 268	SR 268	Improvement	SR 268 from SR 264 to SR 272	\$10,000,000	Not Started
SR 272	SR 272	Improvement	SR 272 from SR 268 to SR 276	\$10,000,000	Not Started
SR 276	SR 276	Improvement	SR 276 from SR 272 to SR 280	\$10,000,000	Not Started
SR 280	SR 280	Improvement	SR 280 from SR 276 to SR 284	\$10,000,000	Not Started
SR 284	SR 284	Improvement	SR 284 from SR 280 to SR 288	\$10,000,000	Not Started
SR 288	SR 288	Improvement	SR 288 from SR 284 to SR 292	\$10,000,000	Not Started
SR 292	SR 292	Improvement	SR 292 from SR 288 to SR 296	\$10,000,000	Not Started
SR 296	SR 296	Improvement	SR 296 from SR 292 to SR 300	\$10,000,000	Not Started
SR 300	SR 300	Improvement	SR 300 from SR 296 to SR 304	\$10,000,000	Not Started
SR 304	SR 304	Improvement	SR 304 from SR 300 to SR 308	\$10,000,000	Not Started
SR 308	SR 308	Improvement	SR 308 from SR 304 to SR 312	\$10,000,000	Not Started
SR 312	SR 312	Improvement	SR 312 from SR 308 to SR 316	\$10,000,000	Not Started
SR 316	SR 316	Improvement	SR 316 from SR 312 to SR 320	\$10,000,000	Not Started
SR 320	SR 320	Improvement	SR 320 from SR 316 to SR 324	\$10,000,000	Not Started
SR 324	SR 324	Improvement	SR 324 from SR 320 to SR 328	\$10,000,000	Not Started
SR 328	SR 328	Improvement	SR 328 from SR 324 to SR 332	\$10,000,000	Not Started
SR 332	SR 332	Improvement	SR 332 from SR 328 to SR 336	\$10,000,000	Not Started
SR 336	SR 336	Improvement	SR 336 from SR 332 to SR 340	\$10,000,000	Not Started
SR 340	SR 340	Improvement	SR 340 from SR 336 to SR 344	\$10,000,000	Not Started
SR 344	SR 344	Improvement	SR 344 from SR 340 to SR 348	\$10,000,000	Not Started
SR 348	SR 348	Improvement	SR 348 from SR 344 to SR 352	\$10,000,000	Not Started
SR 352	SR 352	Improvement	SR 352 from SR 348 to SR 356	\$10,000,000	Not Started
SR 356	SR 356	Improvement	SR 356 from SR 352 to SR 360	\$10,000,000	Not Started
SR 360	SR 360	Improvement	SR 360 from SR 356 to SR 364	\$10,000,000	Not Started
SR 364	SR 364	Improvement	SR 364 from SR 360 to SR 368	\$10,000,000	Not Started
SR 368	SR 368	Improvement	SR 368 from SR 364 to SR 372	\$10,000,000	Not Started
SR 372	SR 372	Improvement	SR 372 from SR 368 to SR 376	\$10,000,000	Not Started
SR 376	SR 376	Improvement	SR 376 from SR 372 to SR 380	\$10,000,000	Not Started
SR 380	SR 380	Improvement	SR 380 from SR 376 to SR 384	\$10,000,000	Not Started
SR 384	SR 384	Improvement	SR 384 from SR 380 to SR 388	\$10,000,000	Not Started
SR 388	SR 388	Improvement	SR 388 from SR 384 to SR 392	\$10,000,000	Not Started
SR 392	SR 392	Improvement	SR 392 from SR 388 to SR 396	\$10,000,000	Not Started
SR 396	SR 396	Improvement	SR 396 from SR 392 to SR 400	\$10,000,000	Not Started
SR 400	SR 400	Improvement	SR 400 from SR 396 to SR 404	\$10,000,000	Not Started
SR 404	SR 404	Improvement	SR 404 from SR 400 to SR 408	\$10,000,000	Not Started
SR 408	SR 408	Improvement	SR 408 from SR 404 to SR 412	\$10,000,000	Not Started
SR 412	SR 412	Improvement	SR 412 from SR 408 to SR 416	\$10,000,000	Not Started
SR 416	SR 416	Improvement	SR 416 from SR 412 to SR 420	\$10,000,000	Not Started
SR 420	SR 420	Improvement	SR 420 from SR 416 to SR 424	\$10,000,000	Not Started
SR 424	SR 424	Improvement	SR 424 from SR 420 to SR 428	\$10,000,000	Not Started
SR 428	SR 428	Improvement	SR 428 from SR 424 to SR 432	\$10,000,000	Not Started
SR 432	SR 432	Improvement	SR 432 from SR 428 to SR 436	\$10,000,000	Not Started
SR 436	SR 436	Improvement	SR 436 from SR 432 to SR 440	\$10,000,000	Not Started
SR 440	SR 440	Improvement	SR 440 from SR 436 to SR 444	\$10,000,000	Not Started
SR 444	SR 444	Improvement	SR 444 from SR 440 to SR 448	\$10,000,000	Not Started
SR 448	SR 448	Improvement	SR 448 from SR 444 to SR 452	\$10,000,000	Not Started
SR 452	SR 452	Improvement	SR 452 from SR 448 to SR 456	\$10,000,000	Not Started
SR 456	SR 456	Improvement	SR 456 from SR 452 to SR 460	\$10,000,000	Not Started
SR 460	SR 460	Improvement	SR 460 from SR 456 to SR 464	\$10,000,000	Not Started
SR 464	SR 464	Improvement	SR 464 from SR 460 to SR 468	\$10,000,000	Not Started
SR 468	SR 468	Improvement	SR 468 from SR 464 to SR 472	\$10,000,000	Not Started
SR 472	SR 472	Improvement	SR 472 from SR 468 to SR 476	\$10,000,000	Not Started
SR 476	SR 476	Improvement	SR 476 from SR 472 to SR 480	\$10,000,000	Not Started
SR 480	SR 480	Improvement	SR 480 from SR 476 to SR 484	\$10,000,000	Not Started
SR 484	SR 484	Improvement	SR 484 from SR 480 to SR 488	\$10,000,000	Not Started
SR 488	SR 488	Improvement	SR 488 from SR 484 to SR 492	\$10,000,000	Not Started
SR 492	SR 492	Improvement	SR 492 from SR 488 to SR 496	\$10,000,000	Not Started
SR 496	SR 496	Improvement	SR 496 from SR 492 to SR 500	\$10,000,000	Not Started
SR 500	SR 500	Improvement	SR 500 from SR 496 to SR 504	\$10,000,000	Not Started
SR 504	SR 504	Improvement	SR 504 from SR 500 to SR 508	\$10,000,000	Not Started
SR 508	SR 508	Improvement	SR 508 from SR 504 to SR 512	\$10,000,000	Not Started
SR 512	SR 512	Improvement	SR 512 from SR 508 to SR 516	\$10,000,000	Not Started
SR 516	SR 516	Improvement	SR 516 from SR 512 to SR 520	\$10,000,000	Not Started
SR 520	SR 520	Improvement	SR 520 from SR 516 to SR 524	\$10,000,000	Not Started
SR 524	SR 524	Improvement	SR 524 from SR 520 to SR 528	\$10,000,000	Not Started
SR 528	SR 528	Improvement	SR 528 from SR 524 to SR 532	\$10,000,000	Not Started
SR 532	SR 532	Improvement	SR 532 from SR 528 to SR 536	\$10,000,000	Not Started
SR 536	SR 536	Improvement	SR 536 from SR 532 to SR 540	\$10,000,000	Not Started
SR 540	SR 540	Improvement	SR 540 from SR 536 to SR 544	\$10,000,000	Not Started
SR 544	SR 544	Improvement	SR 544 from SR 540 to SR 548	\$10,000,000	Not Started
SR 548	SR 548	Improvement	SR 548 from SR 544 to SR 552	\$10,000,000	Not Started
SR 552	SR 552	Improvement	SR 552 from SR 548 to SR 556	\$10,000,000	Not Started
SR 556	SR 556	Improvement	SR 556 from SR 552 to SR 560	\$10,000,000	Not Started
SR 560	SR 560	Improvement	SR 560 from SR 556 to SR 564	\$10,000,000	Not Started
SR 564	SR 564	Improvement	SR 564 from SR 560 to SR 568	\$10,000,000	Not Started
SR 568	SR 568	Improvement	SR 568 from SR 564 to SR 572	\$10,000,000	Not Started
SR 572	SR 572	Improvement	SR 572 from SR 568 to SR 576	\$10,000,000	Not Started
SR 576	SR 576	Improvement	SR 576 from SR 572 to SR 580	\$10,000,000	Not Started
SR 580	SR 580	Improvement	SR 580 from SR 576 to SR 584	\$10,000,000	Not Started
SR 584	SR 584	Improvement	SR 584 from SR 580 to SR 588	\$10,000,	

MPO Long Range Transportation Plan



2030 Long Range Transportation Plan: Overview



2035 LRTP

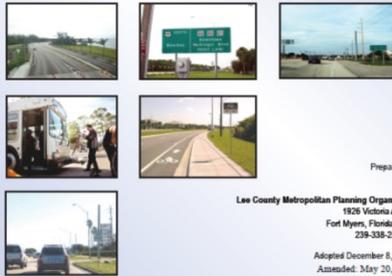
PALM BEACH MPO 2035 LONG RANGE TRANSPORTATION PLAN

Adopted Plan Document for Review

Prepared for:



2035 Long Range Transportation Plan



Prepared for:

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

Adopted December 8, 2010
Amended: 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) 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."



GOALS AND OBJECTIVES REPORT 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:

DRMP
190 R. Jackson Blvd., Suite 120
Pompano City Beach, Florida 33407

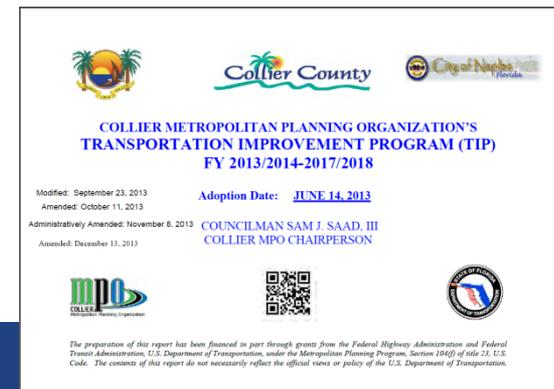
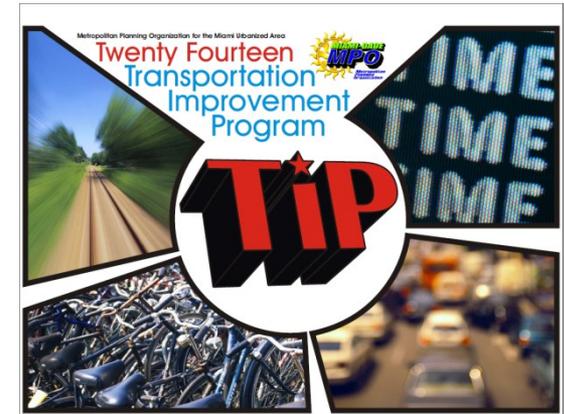
May 2010



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

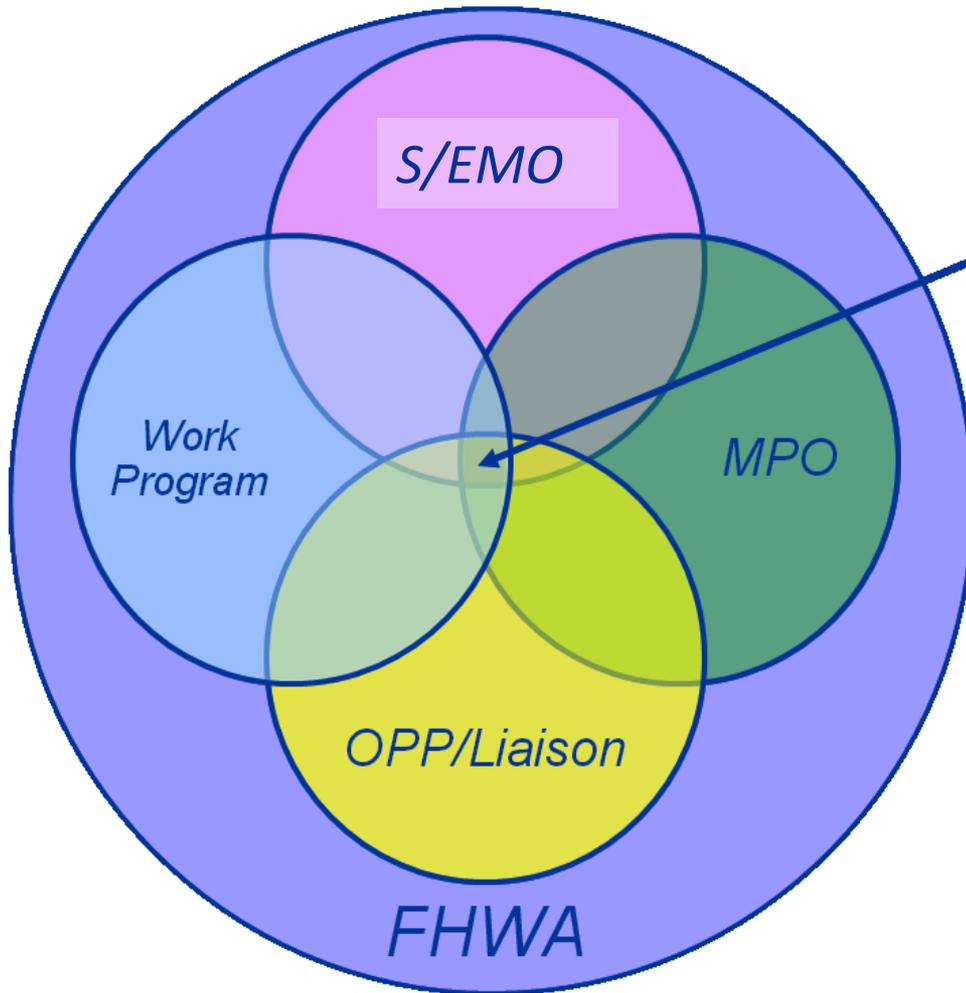
- ◆ Originally issued in January 2008; supplement issued in February 2011.
- ◆ Identified the requirements for project and project phase inclusion TIPs/STIPs prior to FHWA signature on NEPA documents.
- ◆ LRTP Threshold Document
 - <http://www.dot.state.fl.us/planning/policy/metrosupport/consistency.shtm>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



**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

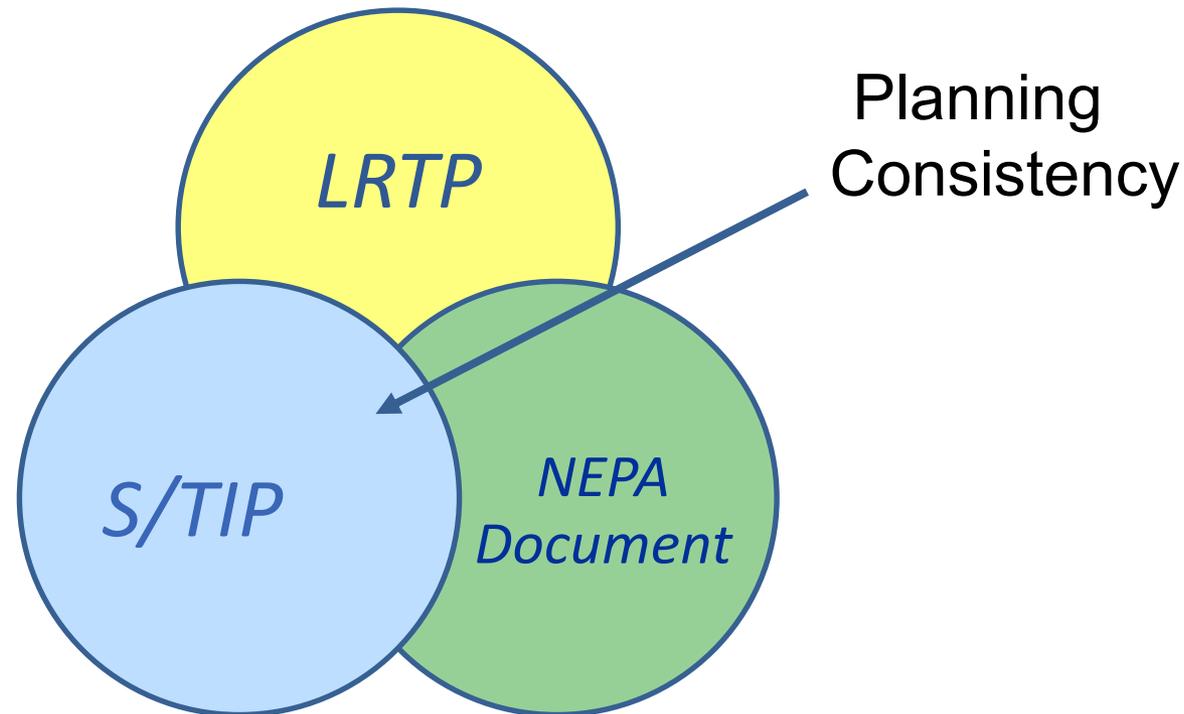
- ◆ **Project: Logical Termini (Limits of the Entire Project)**
- ◆ **Phase: PE (PD&E and Design), ROW and Construction**
- ◆ **Segment: A smaller length of the Project that can be built and function as a viable transportation facility until the rest of the project is constructed.**

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

◆ 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: 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

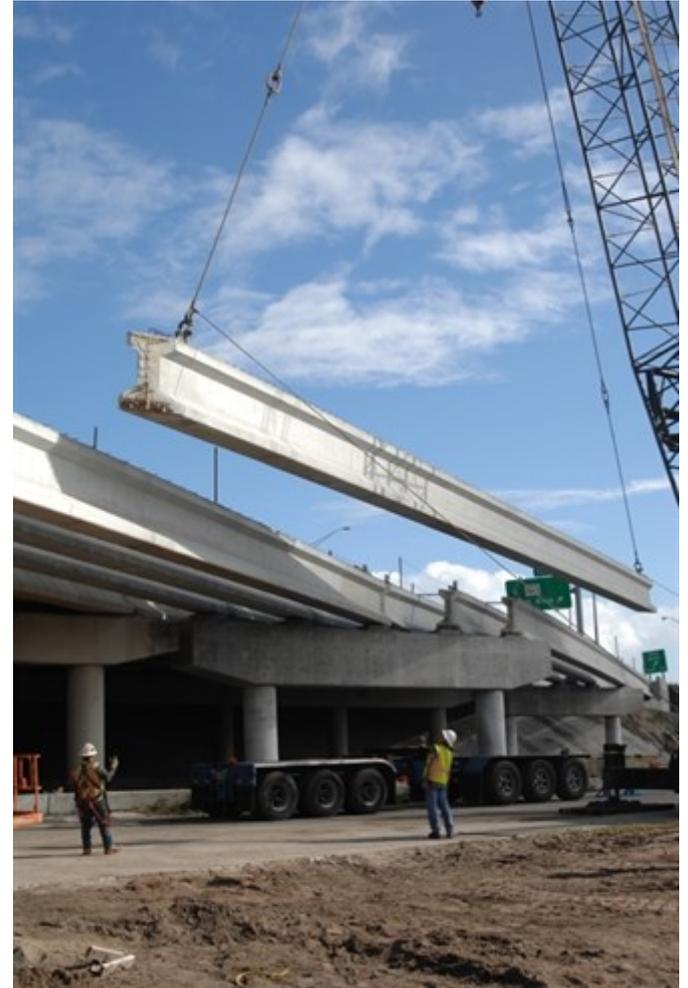
- ◆ **Projects derived from MPO areas and FDOT programs**
- ◆ **At a minimum, the next phase of the project should be in the STIP.**
- ◆ **STIP is approved annually**

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

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



Project Scenario 1

PE

ROW

CONSTRUCTION

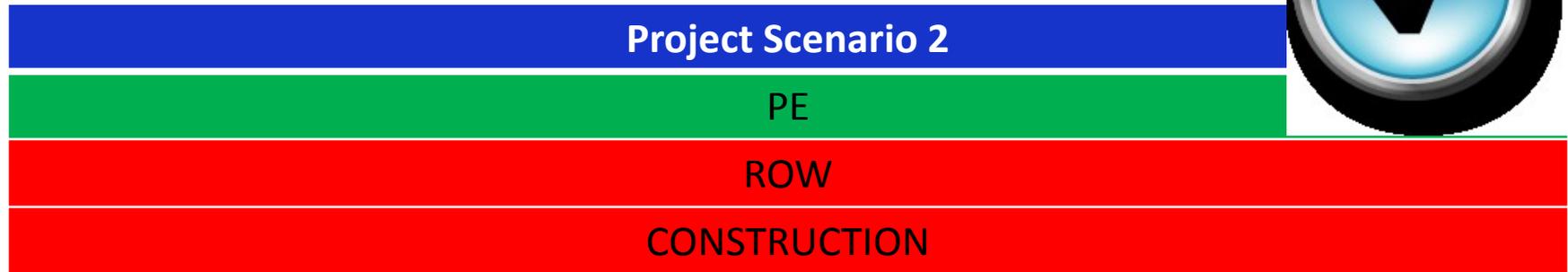
In LRTP CFP

Not in LRTP CFP

Note: PE means Design

Acceptable Project Funding Scenarios for FHWA NEPA Approval

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



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



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.**



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?

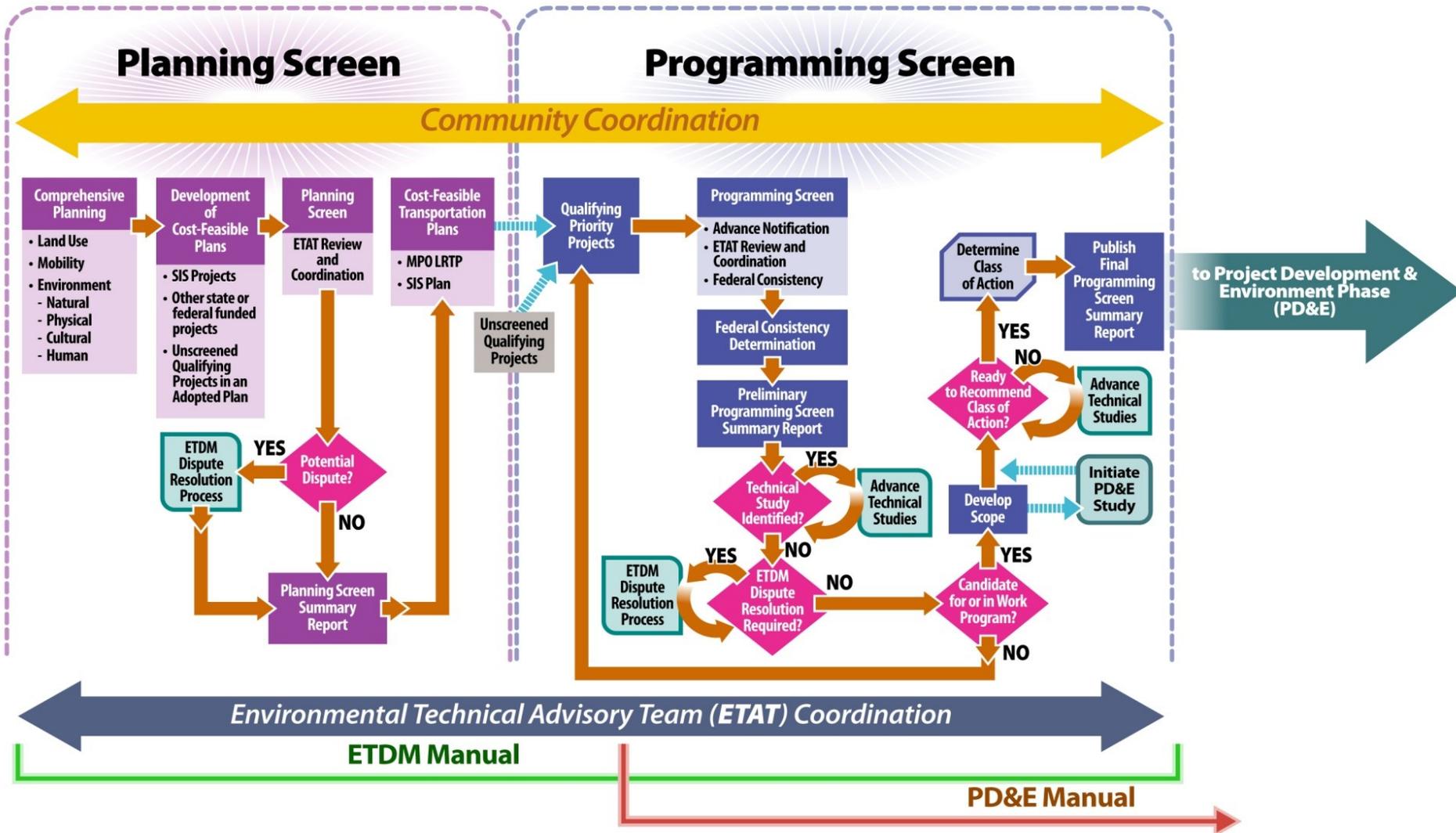
COMMON PITFALLS

- ◆ 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”

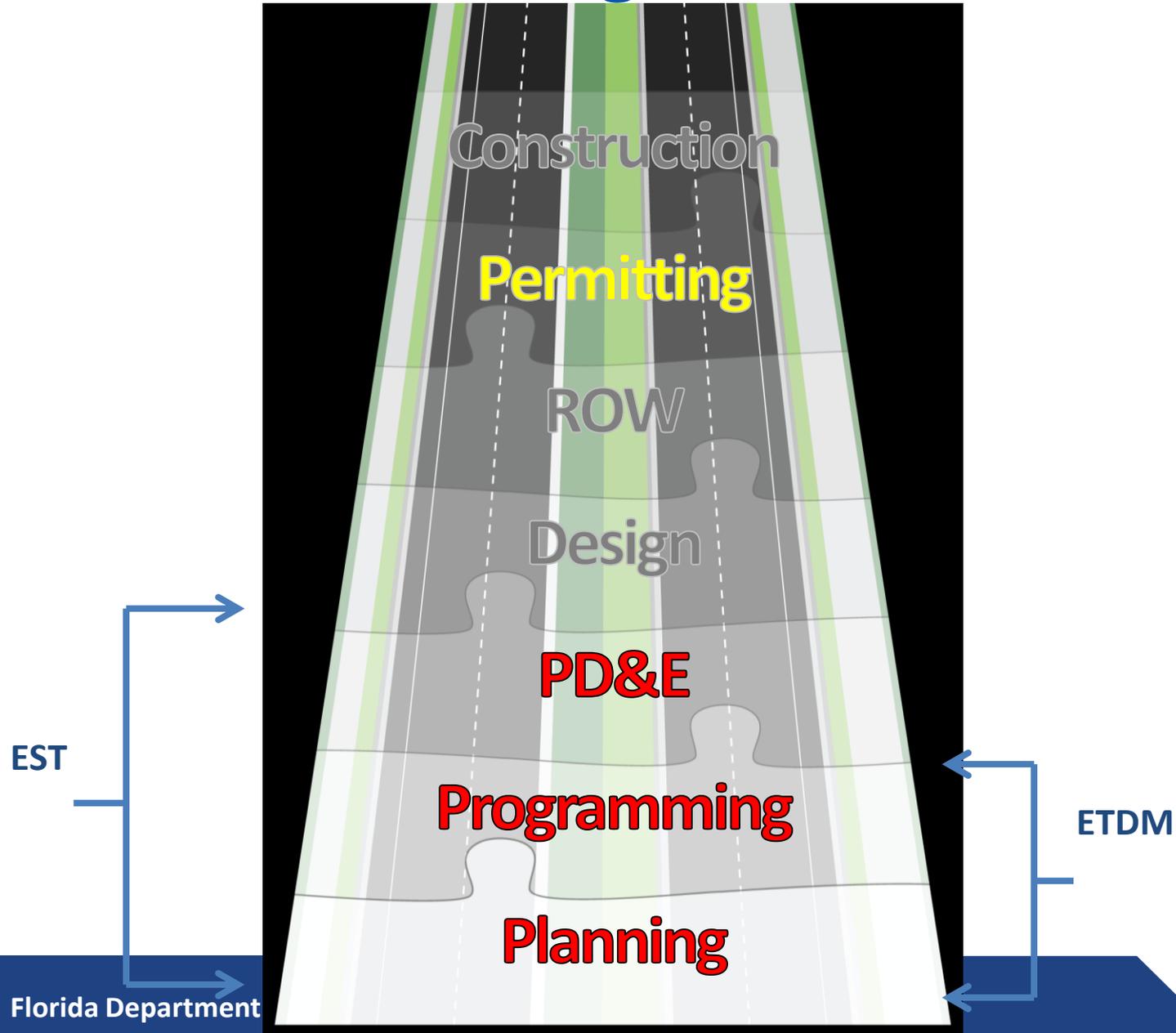
Helpful Hints

- ◆ **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

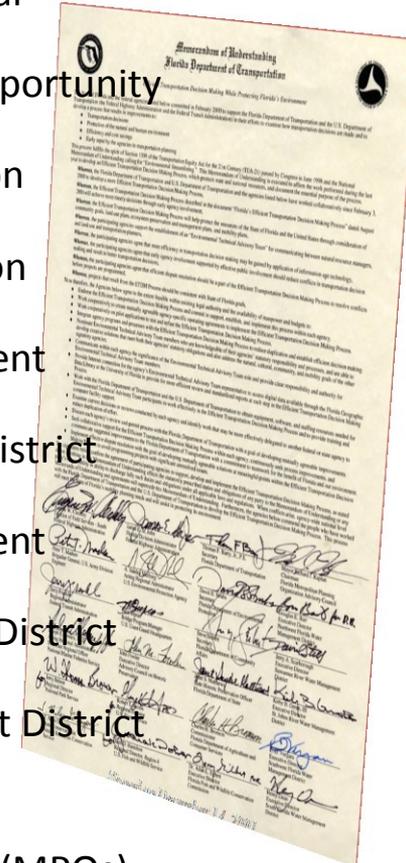
- Miccosukee Tribe of Indians of Florida
- Seminole Tribe of Florida

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 (NFWFMD)
- South Florida Water Management District (SFWMD)
- Southwest Florida Water Management District (SWFWMD)
- St. Johns River Water Management District (SJRWMD)
- Suwannee River Water Management District (SRWMD)

Local Governments

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



ETAT Representatives

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

Issues ETAT Comment On

Community:

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

Cultural:

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

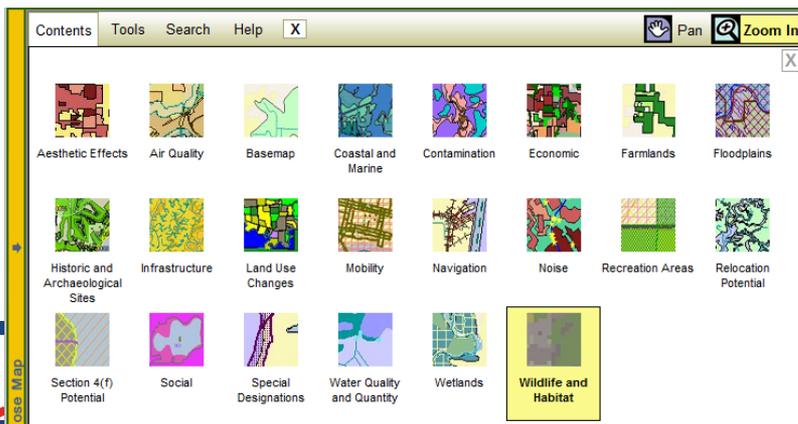
Natural:

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

Physical:

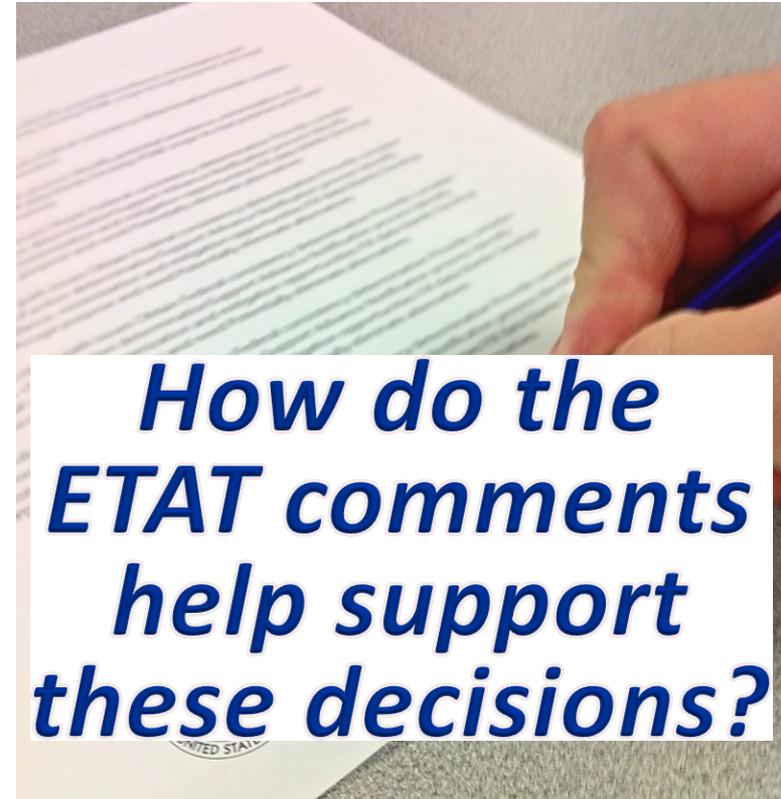
- Noise
- Air Quality
- Contamination
- Navigation
- Infrastructure

Special Designations



What decisions are supported through Screening Process?

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



*How do the
ETAT comments
help support
these decisions?*



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

1	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 Degree of Effect	6
3	Project Scope	25
3.1	General Project Commitments	25
3.2	Dispute Resolution Activity Logs	25
4	Appendices	27
4.1	Degree of Effect Legend	27
4.2	Project Attachments	27

Project Purpose

Consistency, PED/AN

GIS Analysis Results

Resource Data

Maps

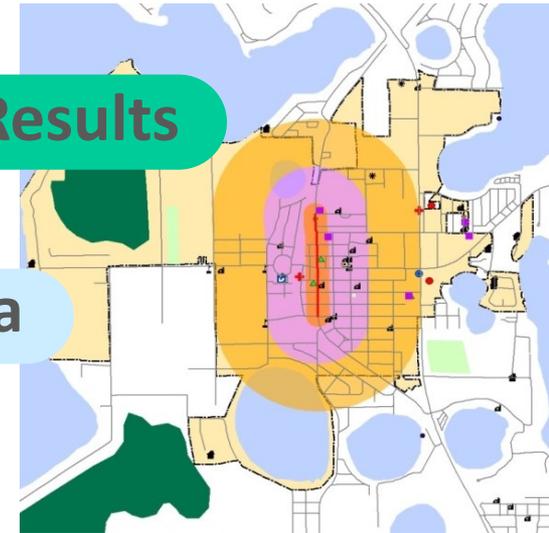
Previous Commentary

Summary Reports

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

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

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

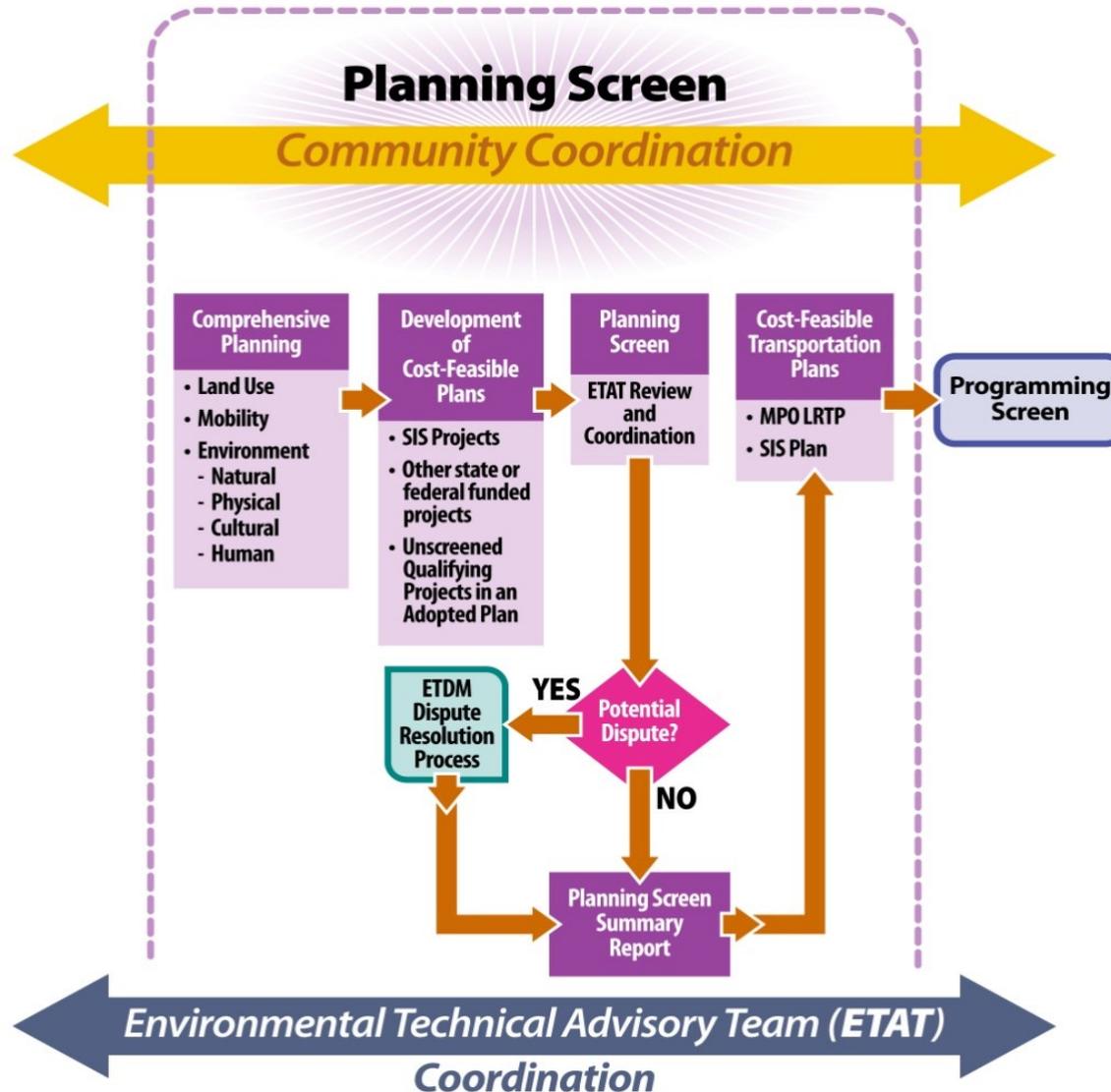


Qualifying Projects

- ◆ Roadway Projects
 - Additional through lanes that add capacity to an existing road
 - A new roadway, freeway, or expressway*
 - A highway providing new access to an area *
 - A new or reconstructed arterial highway (e.g. realignment) *
 - A new circumferential or belt highway bypassing a community *
 - Addition of interchanges or major interchange modifications to a completed freeway or expressway
 - A new bridge providing new access to an area; bridge replacements (i.e. not Programmatic Categorical Exclusions [PCE] listed in the *PD&E Manual, Part 1, Chapter 2 Class of Action Determination*)
- ◆ Public Transportation
 - Rail – non-passenger rail on the SIS, new commuter rail, or new freight rail extending beyond current footprint
 - Transit – new facility, new terminal, New Start project extending beyond current footprint



ETDM Planning Screen



What is the Planning Screen?

What decisions are we supporting through this screening?

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

ETAT Responsibilities

What do we need from the ETAT?

- ◆ Identify important resources
- ◆ Actionable comments
- ◆ Help us avoid and minimize impacts
- ◆ Identify potential mitigation opportunities
- ◆ Confirm or clarify DOT preliminary environmental discussions describing anticipated involvement with environmental resources
- ◆ Provide information not in the Tool
- ◆ Tell us what you need – be specific
- ◆ Identify potential for controversy
- ◆ Coordinate with other agencies to complete your agency's responsibilities
- ◆ Confirm your agency's project's responsibilities
- ◆ 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:

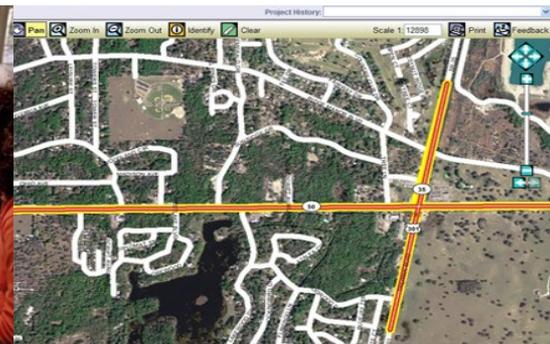
- ◆ What type of project?
 - New vs. Existing
 - Urban vs. Rural
 - Alternative Corridor Evaluation (ACE)
 - Preliminary Environmental Discussion (PED)
- ◆ What plan is it coming from?
- ◆ How much work has been completed (or not)?
- ◆ What are we trying to accomplish?

GIS Analysis Report

#3381 SR 50 (Cortez Boulevard) from Lockhart Road to US 301

Alternative #1 Summary			
Analysis Name	Date Run	100 Ft. Acre	200 Ft. Acre
District 7 Generalized Landuse	05/22/2011	84	171.76

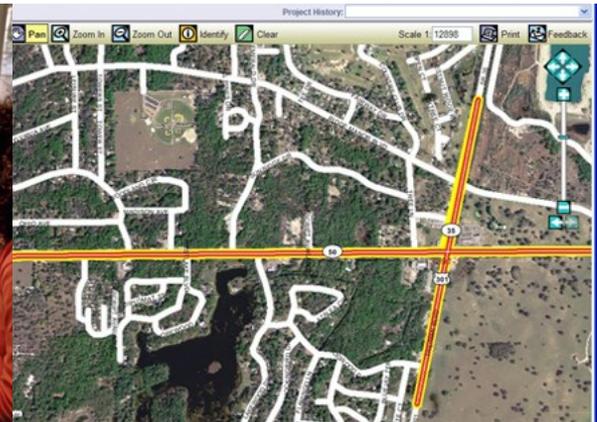
Description	100 Ft.		200 Ft.	
	Acre	Per Cent	Acre	Per Cent
ACREAGE NOT ZONED FOR AGRICULTURE	0.0	0.0%	5.1	1.4%
AGRICULTURAL	4.8	2.82%	48.5	14.3%
INDUSTRIAL	0.0	0%	0.7	0.2%
INSTITUTIONAL	0	0%	4.1	1.1%
URBAN	1.8	1.04%	5.5	1.6%
OTHER	0.1	0.05%	0.4	0.1%
PANELS WITH NO VALUES	1.5	0.9%	5.5	1.6%
PUBLIC/GEN-PUBLIC	0.6	0.35%	12.4	3.6%
RECREATION	0.0	0%	4.4	1.3%
UNDEVELOPED	0.0	0%	11.2	3.3%



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

GIS Analysis Report				
- #3391 SR 50 (Cortez Boulevard) from Lockhart Road to US 301				
Alternative #1 Summary				
Analysis Name	Date Run	100 Ft.	200 Ft.	
		Acres	Acres	
Land Use				
District 7 Generalized Landuse	08/22/2011	54	173.76	122
District 7 Generalized Landuse		Alternative #1, analyzed on 8/22/2011.		
Description	Acres	Pct	Acres	200 Ft.
ADCREAGE NOT ZONED FOR AGRICULTURE	0.0	0.00%	5.1	1.47
AGRICULTURAL	4.0	2.02%	46.6	14.0
INDUSTRIAL	0.0	0%	0.7	0.2%
INSTITUTIONAL	0	0%	4.1	1.07
MIXED	1.0	1.04%	5.5	1.6%
OTHER	0.1	0.05%	0.4	0.11
PARCELS WITH NO VALUES	1.5	0.89%	5.0	1.45
PUBLIC/SEMI-PUBLIC	0.6	0.35%	12.4	3.57
RECREATION	0.0	0%	4.4	1.28
RESIDENTIAL	1.4	0.78%	15.7	4.53



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

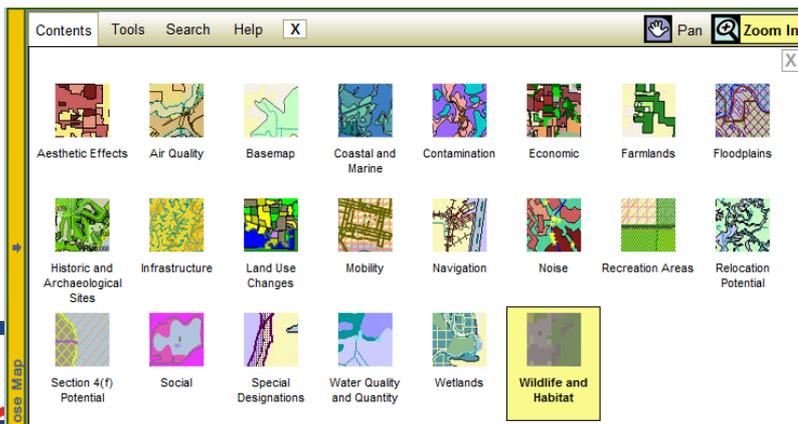
Natural:

- 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



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 issues
- ◆ Prioritize

Summary Report

Field	Value	Field	Value
District	District 4	Phase	Planning Screen
County	Palm Beach	From	Jupiter Farms Road
Planning Organization	Palm Beach MPO	To	West of Florida's Turnpike
Plan ID		Financial Management No.	
Federal Involvement	Federal Action Federal Funding		
Contact Information	Name: Vinod Sandarasamy Phone: (561) 684-4170 E-mail: VSandara@pbgo.org		

ETAT Review Overview

Issue	Degree of Effect	Organization	Date Reviewed
Air Quality	None	US Environmental Protection Agency	01/02/2010
Coastal and Marine	Moderate	National Marine Fisheries Service	12/16/2009
Contaminated Sites	Minimal	US Environmental Protection Agency	01/02/2010
Contaminated Sites	Minimal	FL Department of Environmental Protection	12/23/2009
Farmlands	Minimal	Natural Resources Conservation Service	11/20/2009
Floodplains	None	US Environmental Protection Agency	01/02/2010
Navigation	None	US Coast Guard	12/08/2009
Navigation	Moderate	US Army Corps of Engineers	11/20/2009
Special Designations	Substantial	US Environmental Protection Agency	01/02/2010

MPO Priority Process



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 \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



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

L RTP
Needs Plan / Cost Feasible Plan
ETDM Planning Screen



Priority List



ETDM Programming Screen



5-Year Work Program



TIP/STIP

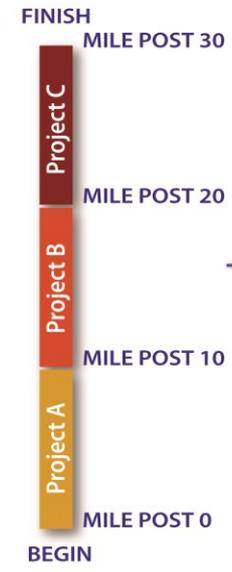


Project Implementation

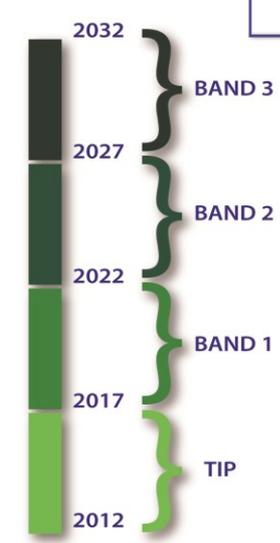


Time Frame
L RTP: 2012 - 2032 (Years 1 to 20)
TIP: 2012 - 2017 (Years 1 to 5)
BAND 1: 2017 - 2022 (Years 5 to 10)
BAND 2: 2022 - 2027 (Years 10 to 15)
BAND 3: 2027 - 2032 (Years 15 to 20)

PROJECT
(30-Mile Corridor)



L RTP Timeline



Project A:
Add Lanes Between Mile Posts 0 & 10

PHASE
 Design in TIP
 ROW in TIP
 CST in BAND 1

Project A

Project B:
Add Lanes Between Mile Posts 10 & 20

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

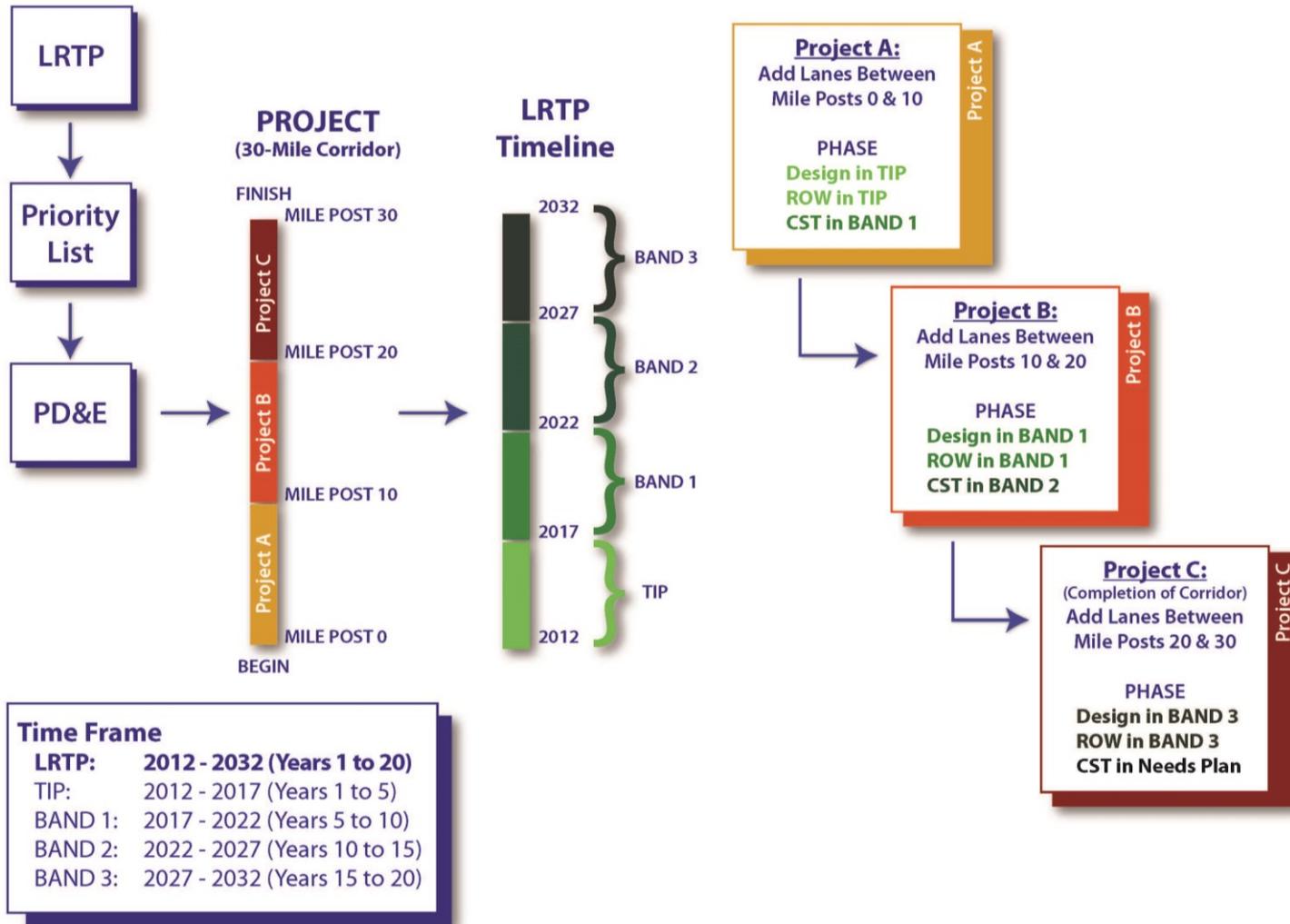
Project B

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

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

Project C

L RTP Project Implementation

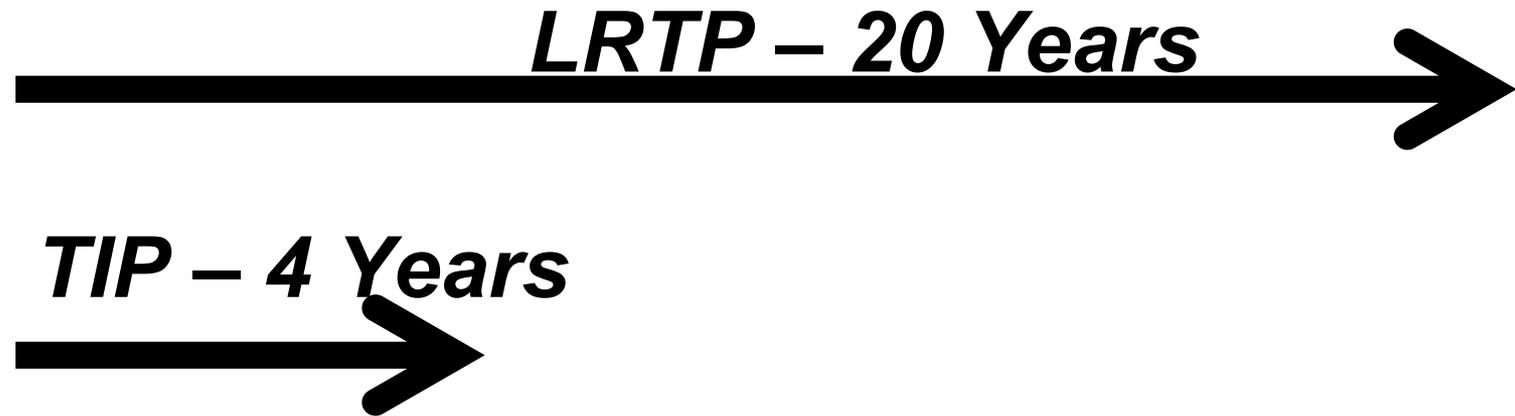


Statewide Planning Process



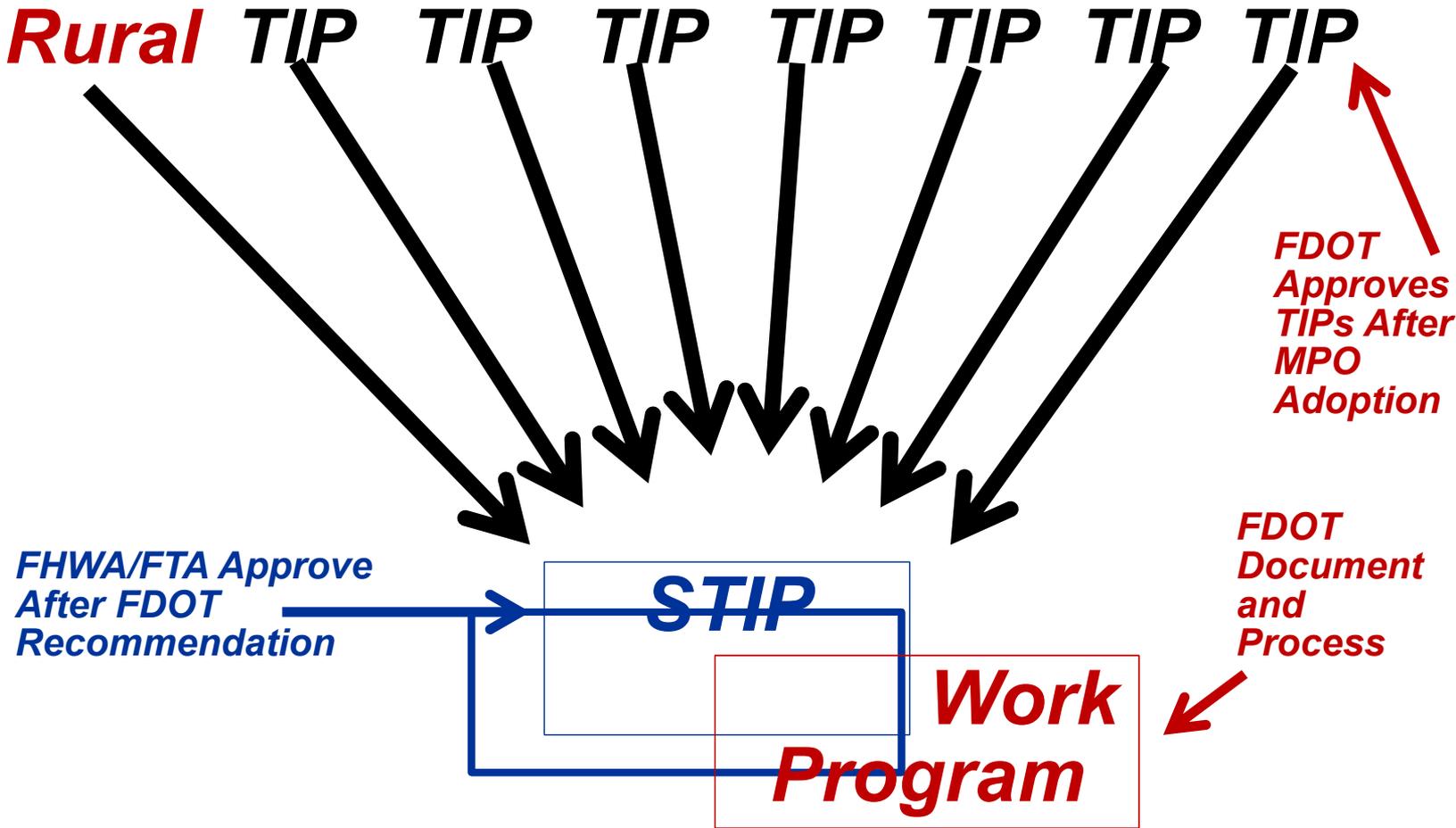
A project must be consistent with the FTP prior to including in the STIP.

Metropolitan Planning Process



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

Statewide Planning Process



Acceptable Project Funding Scenarios for FHWA NEPA Approval

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



Project Scenario 1

PE

ROW

CONSTRUCTION

In LRTP CFP

Not in LRTP CFP

Note: PE means Design

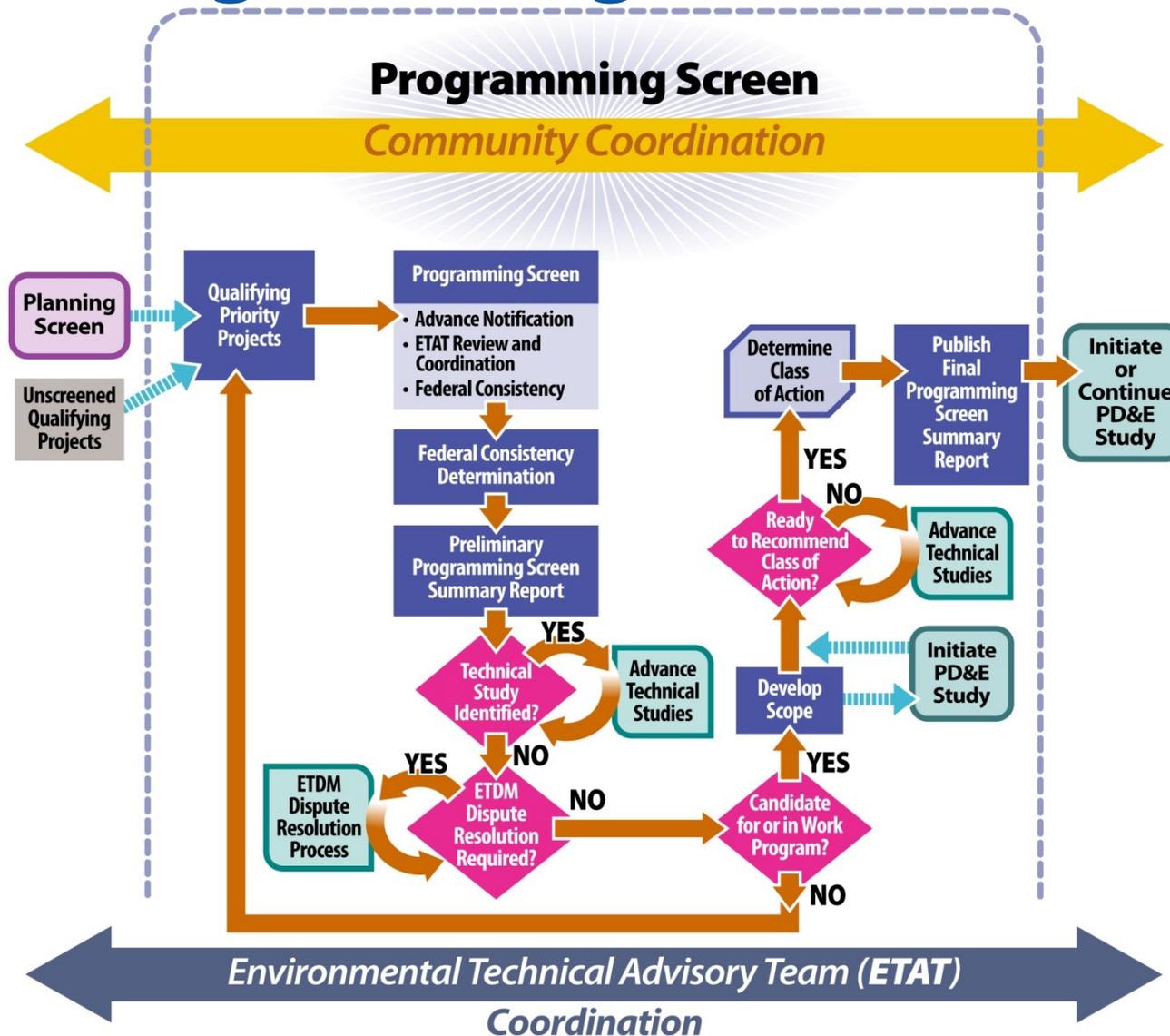
Summary of Takeaways

- ◆ **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

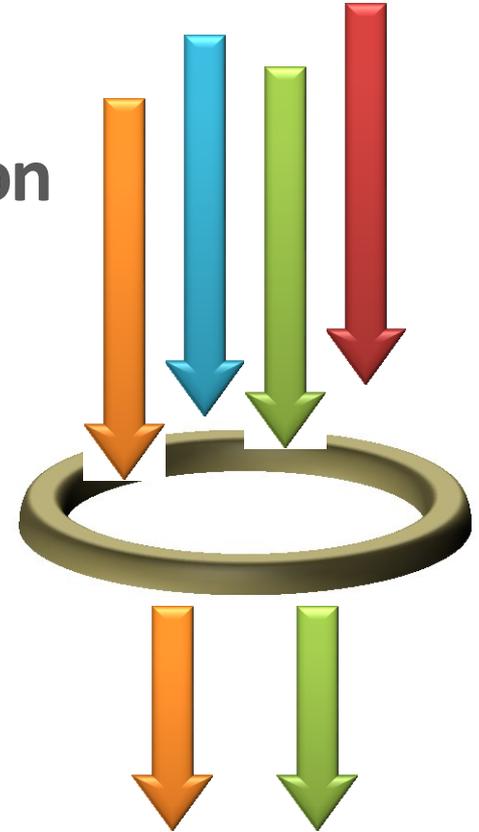
- ◆ **Programming Process Overview**
- ◆ **Prioritization Process**
- ◆ **STIP/TIP details**
- ◆ **Planning Consistency**
- ◆ **ACE Process**
- ◆ **Programming Screening Event**
- ◆ **Actions**
- ◆ **Advancing to PD&E**

ETDM Programming Screen



What is the purpose of this screening?

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



What decisions are we hoping to make?

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

APPROVED



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?

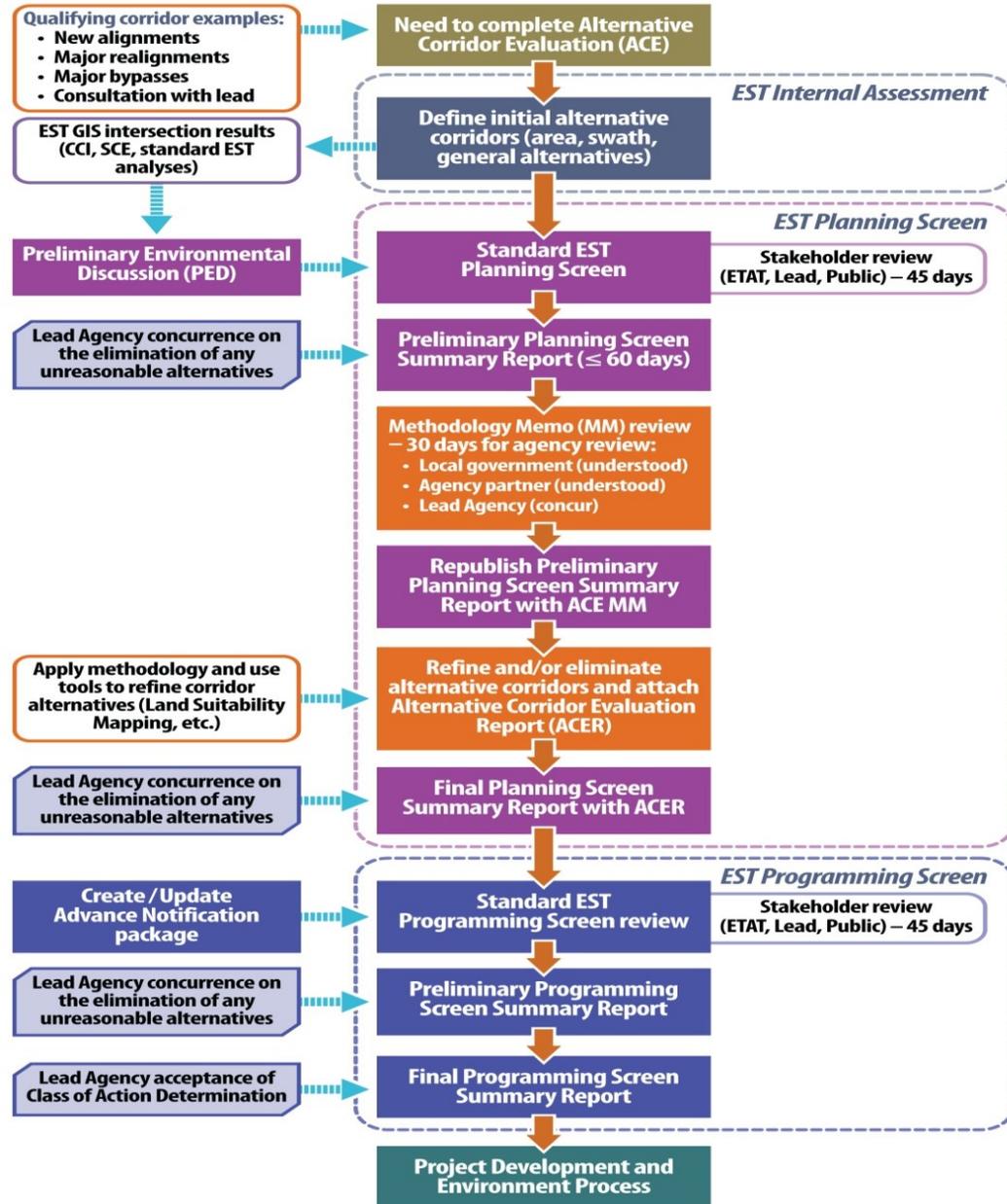
- ◆ Help us minimize and avoid impacts
- ◆ Identify potential mitigation opportunities
- ◆ Provide information not in the Tool
 - Agency-specific data
 - Co-workers and other agency staff
 - Historic files not in a database
 - Personal knowledge
 - **Site visits**
- ◆ Questions?

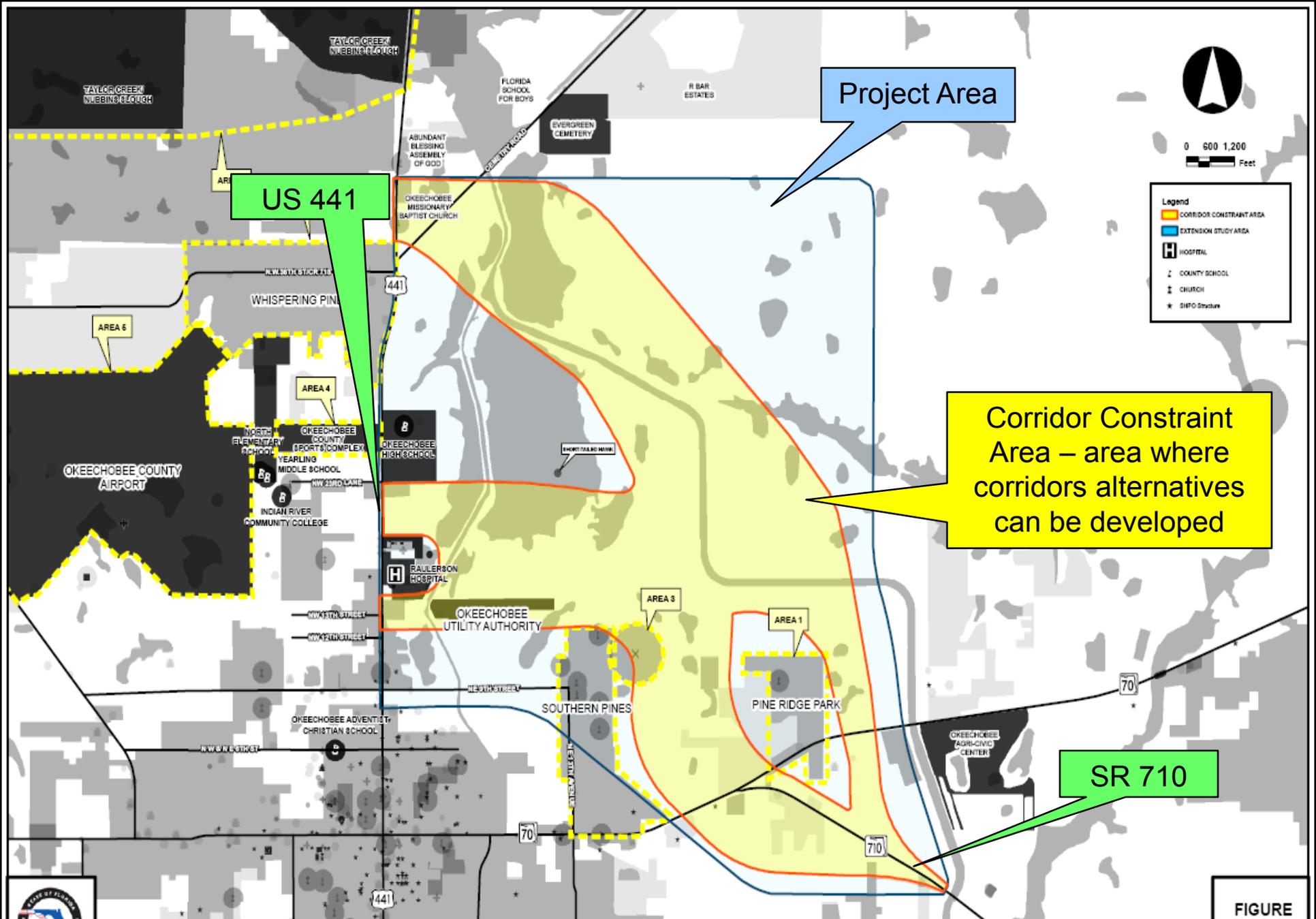


What is ACE?

- ◆ 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 Process





Project Area

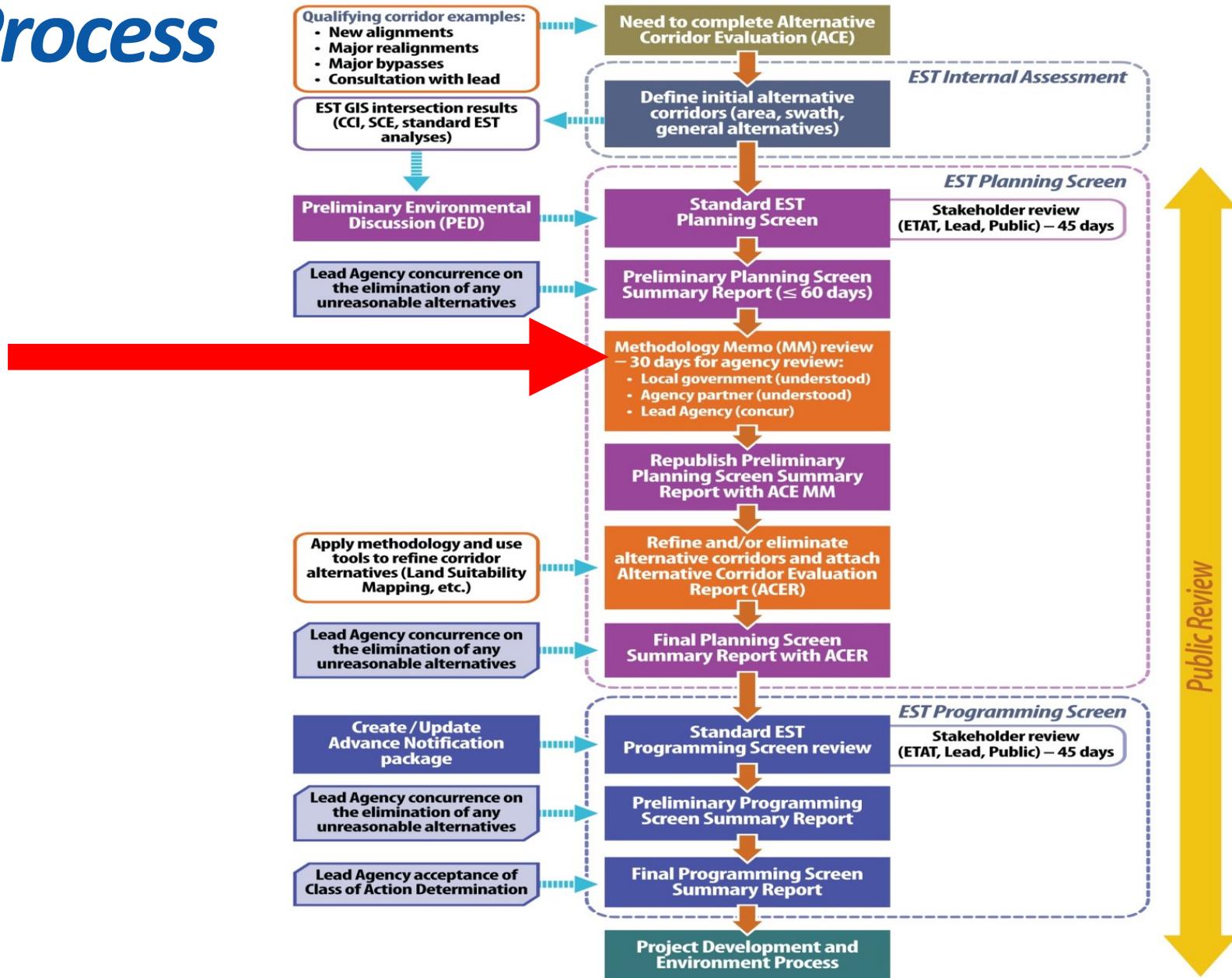
US 441

Corridor Constraint Area – area where corridors alternatives can be developed

SR 710



ACE Process



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**

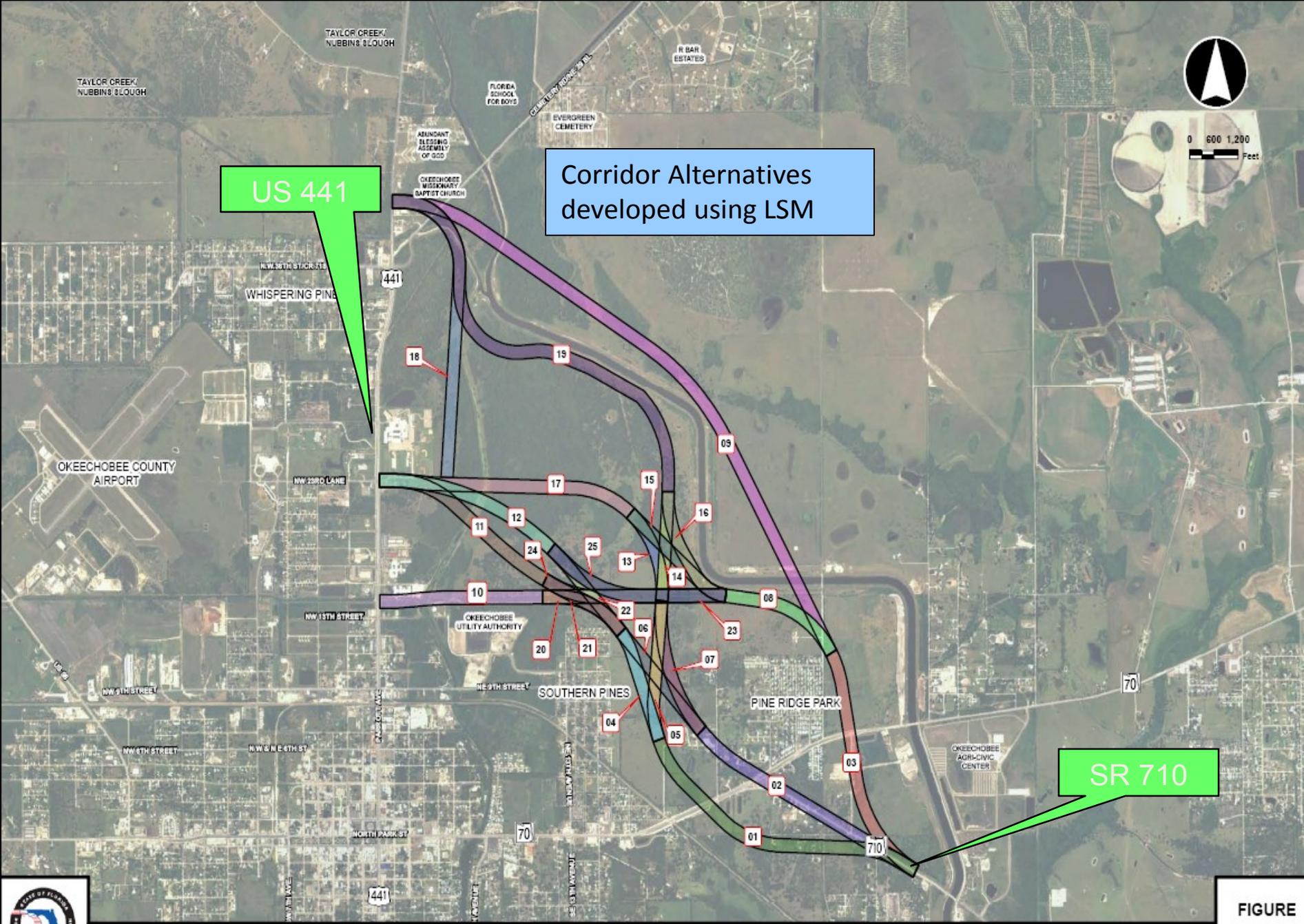


0 600 1,200
Feet

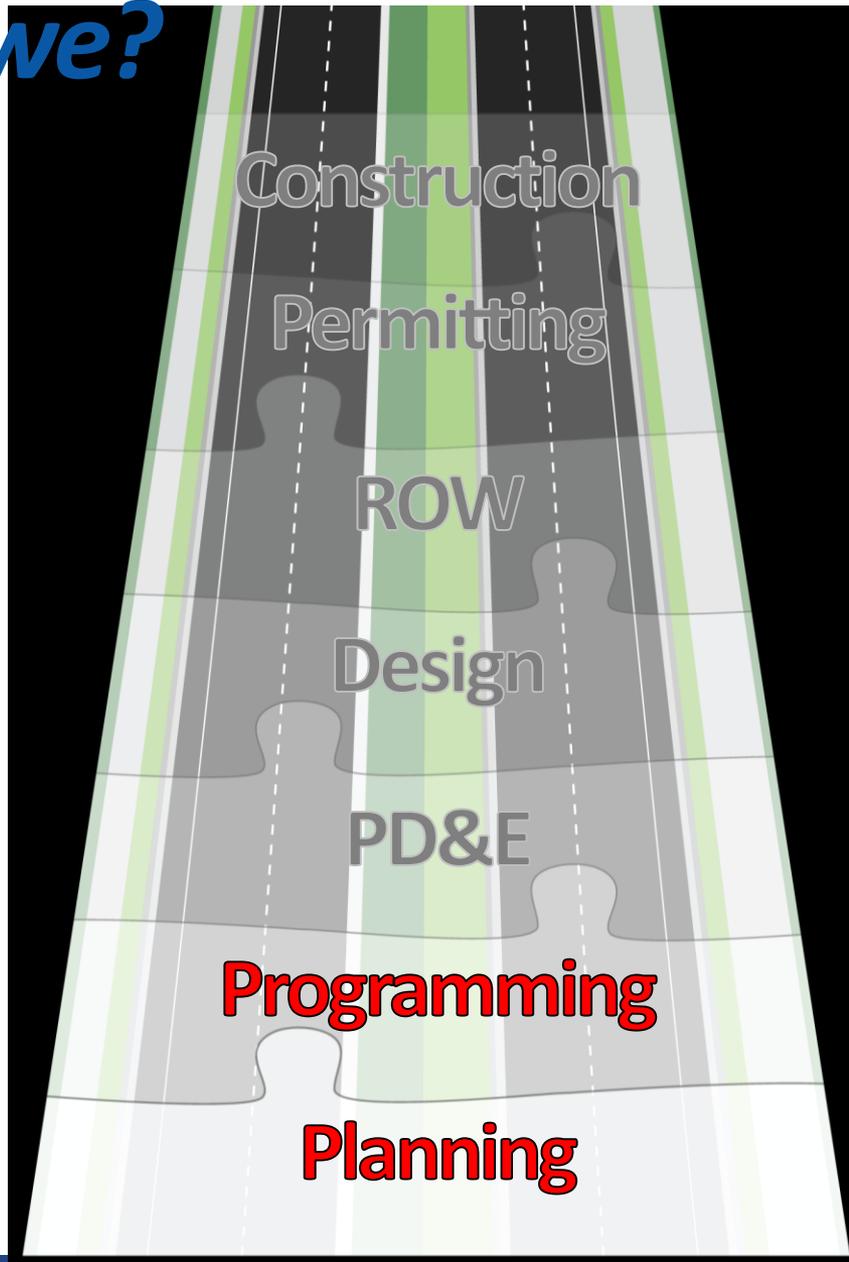
US 441

Corridor Alternatives developed using LSM

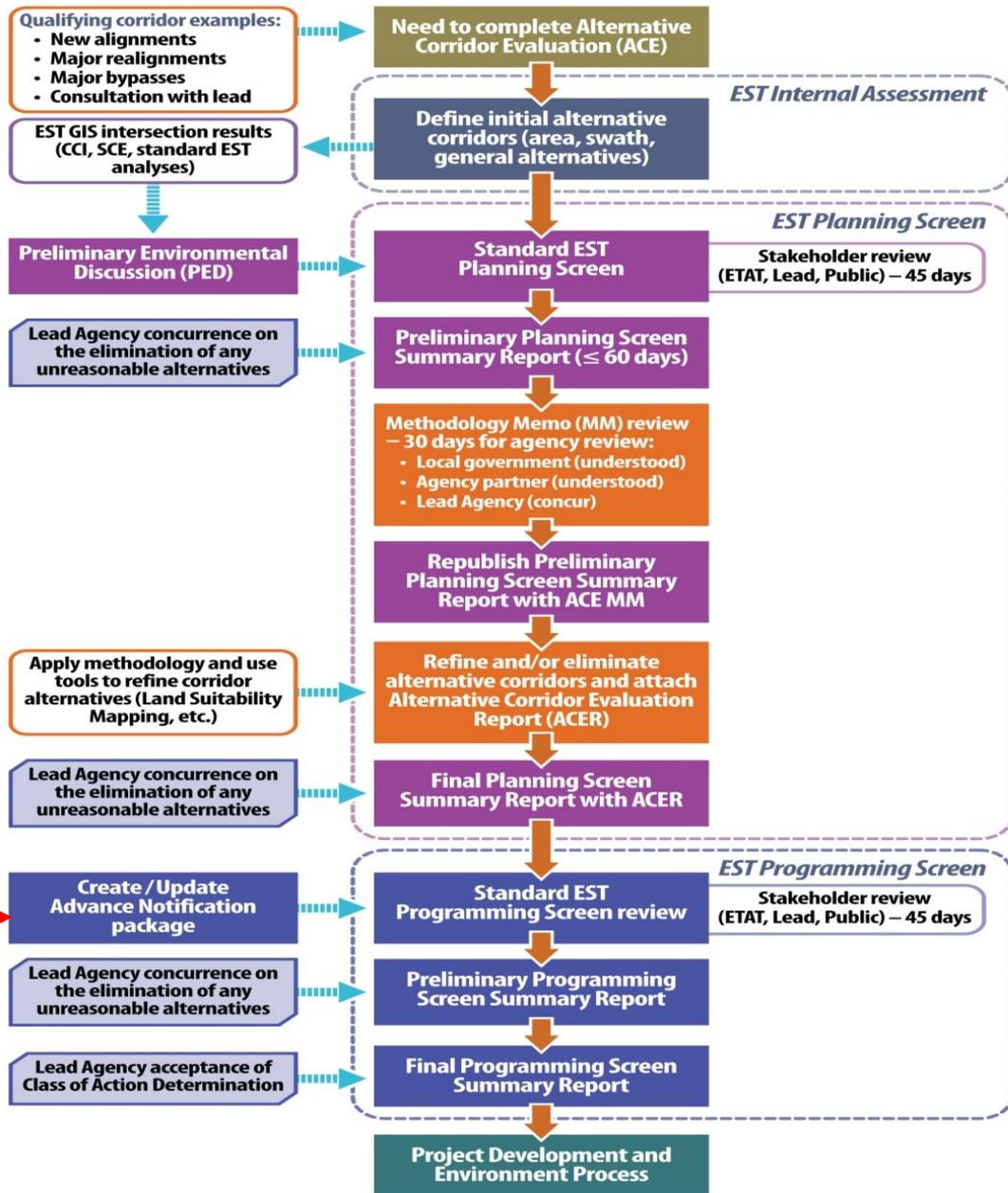
SR 710



Where are we?

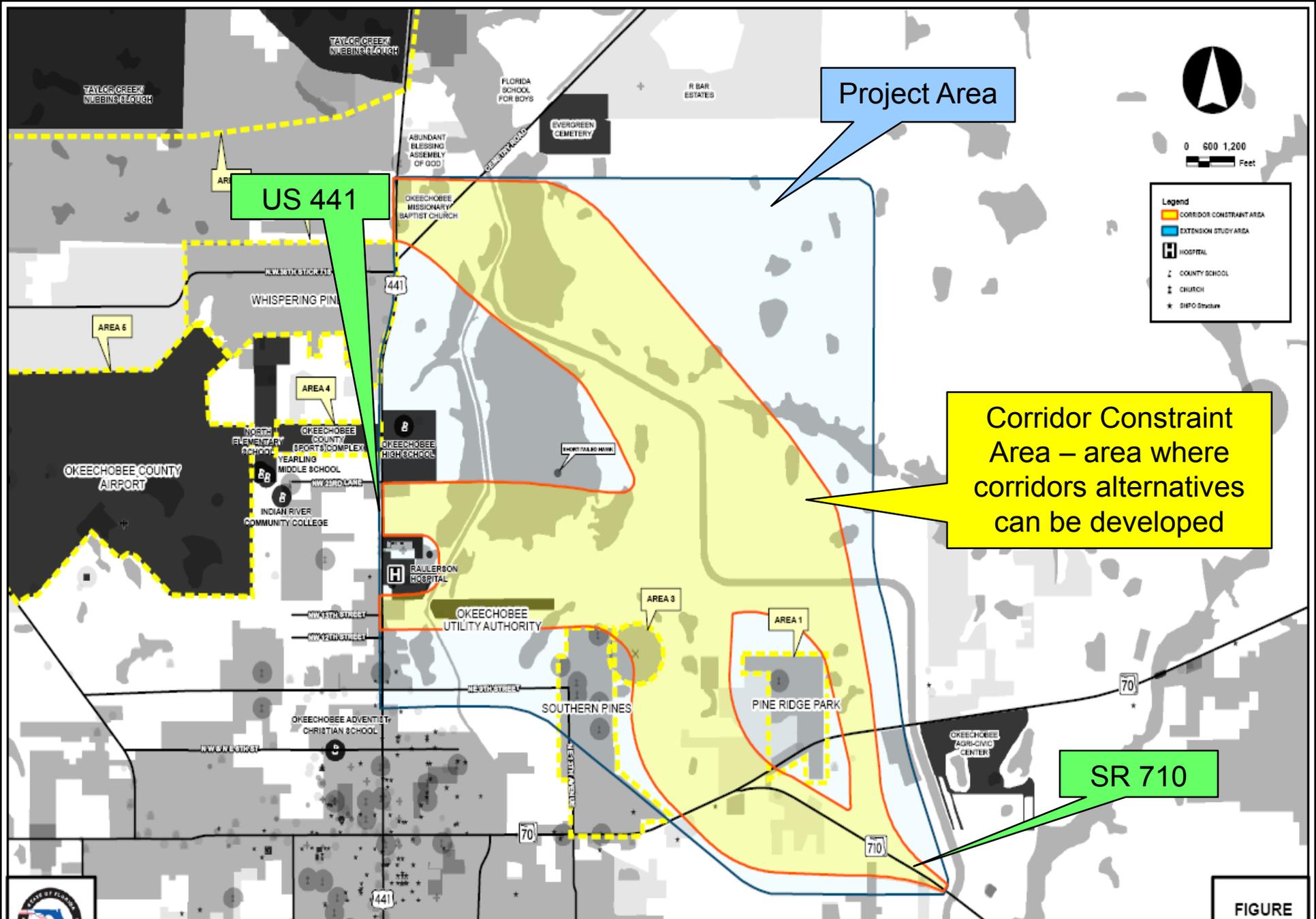


ACE Process



Public Review





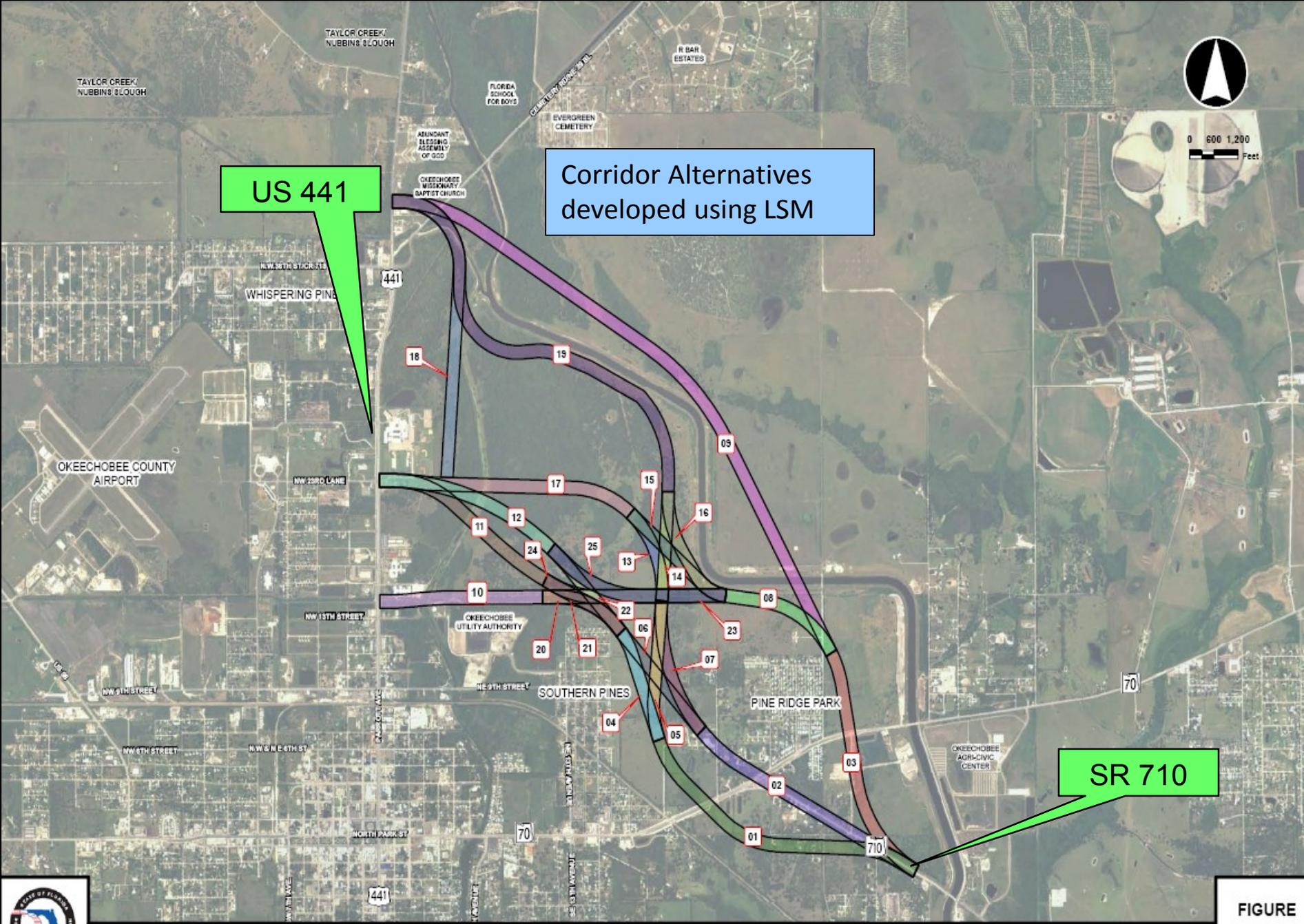


0 600 1,200
Feet

US 441

Corridor Alternatives developed using LSM

SR 710



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**



0 600 1,200
Feet

Corridors determined (concurrence by Lead Agency with Stakeholder involvement) to be **reasonable** for NEPA analysis

US 441

SR 710

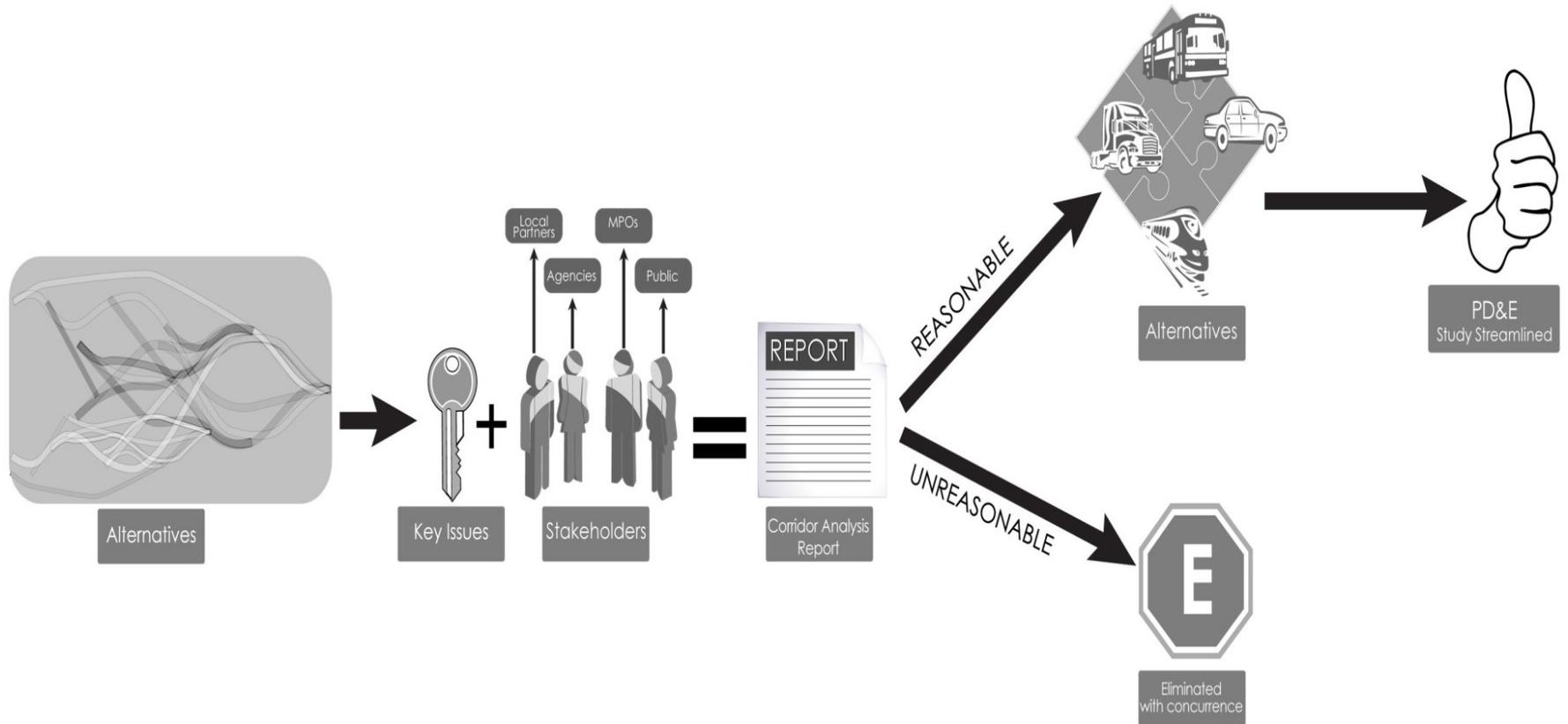


Results of ACE

- ◆ Continuous coordination with Lead Agency including concurrence at decision points
- ◆ Documented involvement of stakeholders in decision-making
- ◆ Uses existing and new vetted technologies
- ◆ Flexibility in its application
- ◆ Information all in one place, products available for future phases
- ◆ Define Purpose and Need
- ◆ Define affected environment
- ◆ Identify reasonable alternatives for NEPA Analysis



ACE in a nutshell...



Results of Programming & ACE

- ◆ 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 PD&E Analysis

Advancing from Programming to PD&E

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

For More Information

Presenters:

Yvonne Arens
850-414-4816

Yvonne.Arens@dot.state.fl.us

Sean Santalla
850-414-4578

Sean.Santalla@dot.state.fl.us

Xavier Pagan
850-414-5260

Xavier.Pagan@dot.state.fl.us

Pete McGilvray
850-414-5330

Peter.McGilvray@dot.state.fl.us

References :

◆ FDOT PD&E Manual

- Available at:

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

◆ FDOT ETDM Manual

- Available at:

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



Questions?