

Environmental Training for Florida Turnpike Enterprise

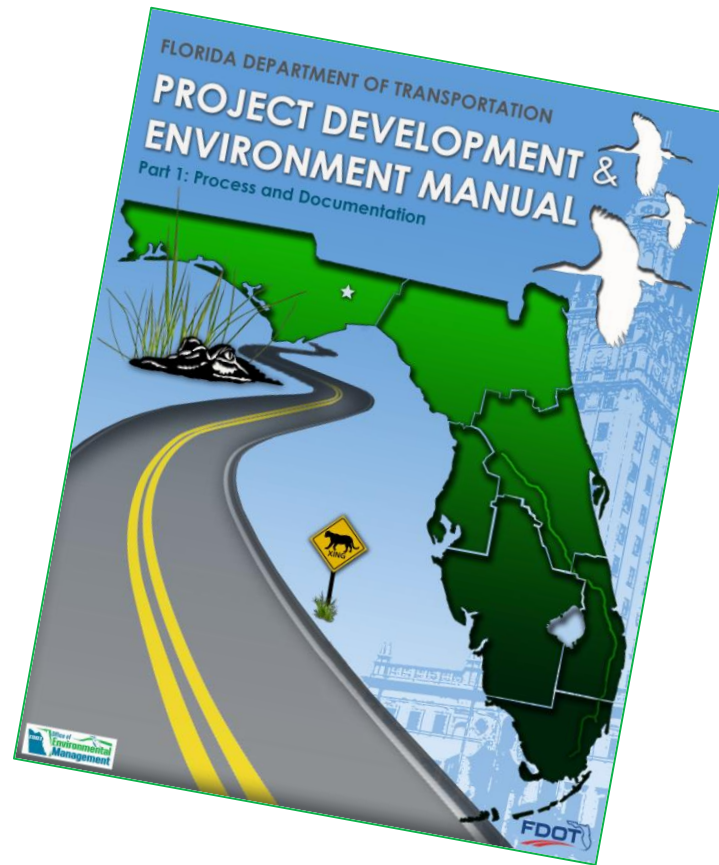
Project Development Process



August 2020

The environmental review, consultation, and other actions required by applicable federal environmental laws described in this training are carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 executed by FHWA and FDOT.

Project Development Process



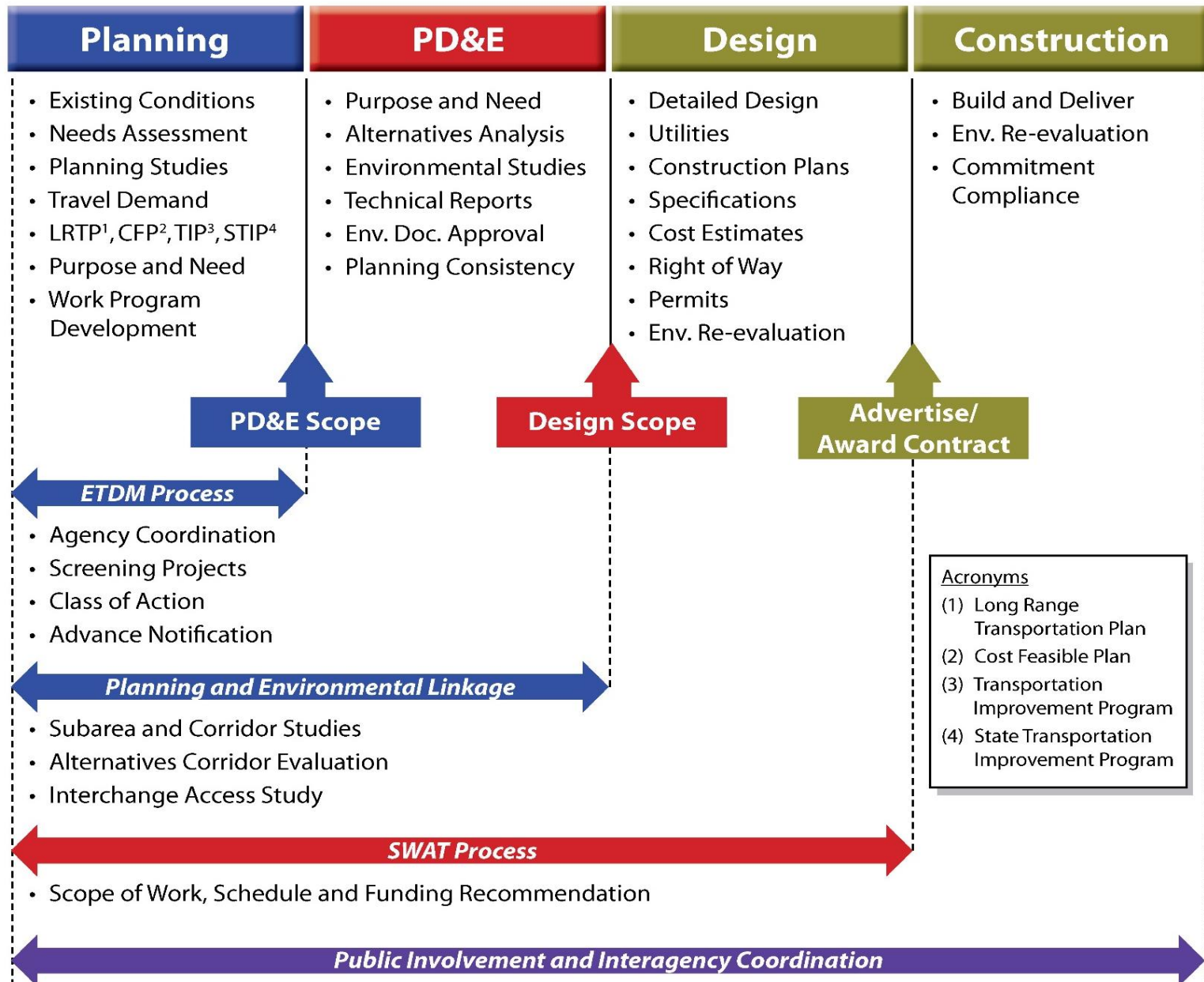
Part 1 Chapter 4

<https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>

Project Development Process Overview

- Begins with planning studies and ends with a constructed project
- Includes Planning, Project Development and Environment (PD&E), Design, Right of Way (ROW) and Construction phases
- PD&E- process to evaluate project impacts and comply with NEPA and other laws and regulations

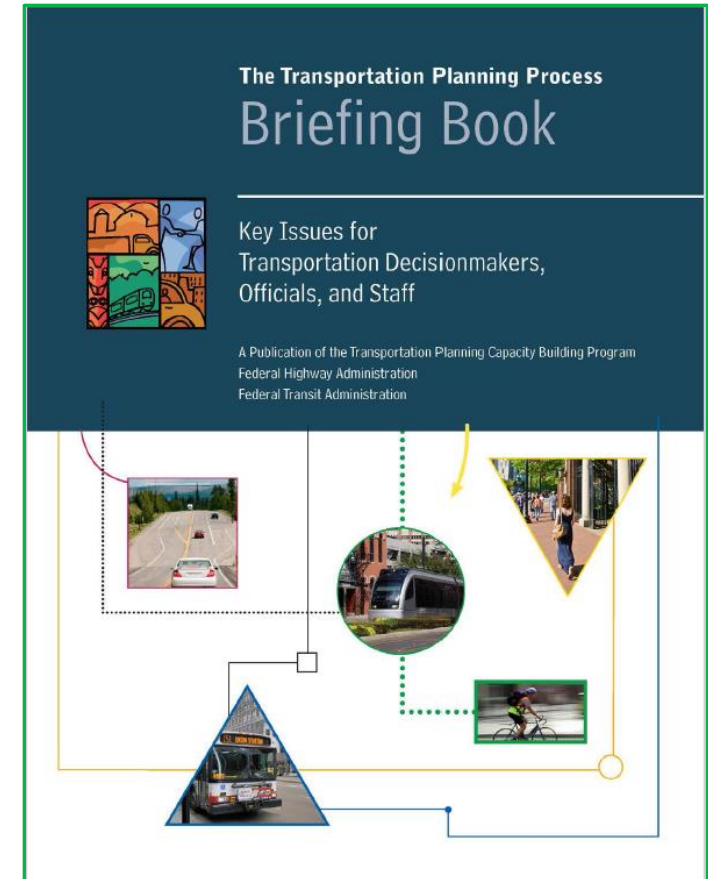
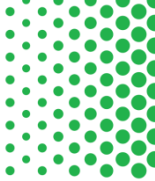






Planning Phase

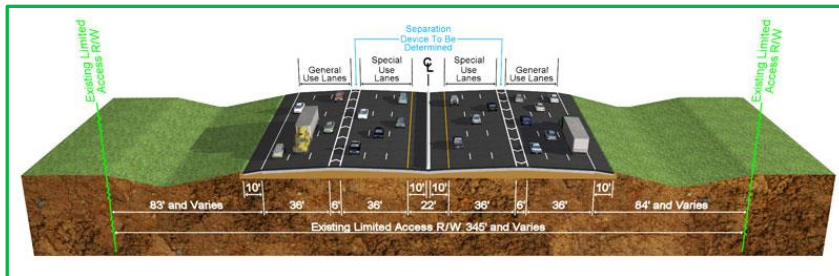
- Projects are identified to meet transportation needs
- Planning Process prioritizes short and long range transportation improvements
- Efficient Transportation Decisions Making (ETDM) Process Environmental Screening Tool (EST) used:
 - Gather project information
 - Coordinate with resource agencies
 - Coordinate with the public and project stakeholders
 - Identify the projects potential effect of social, cultural, natural, and physical resources





PD&E Phase

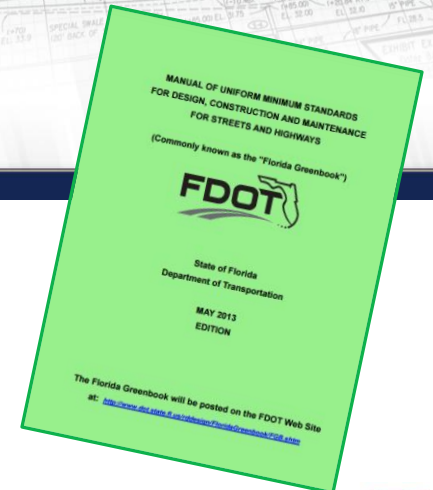
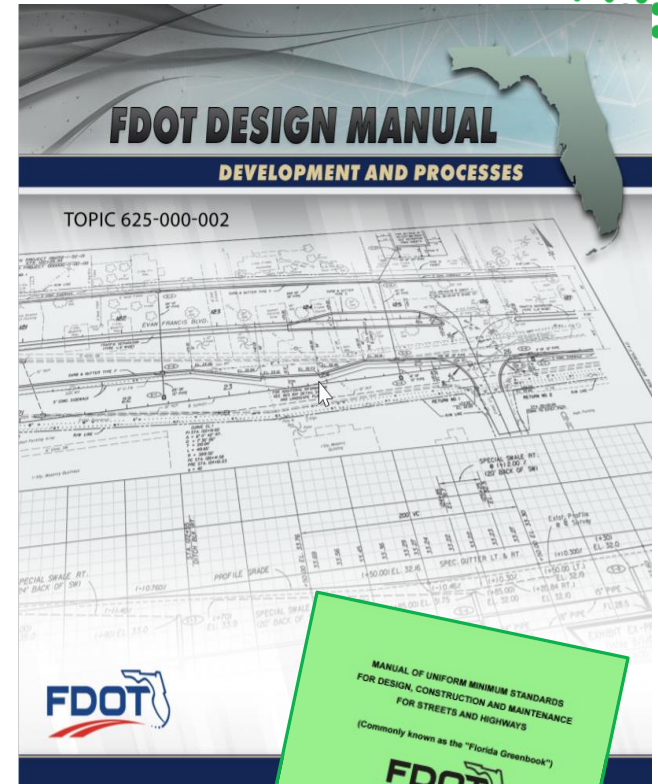
- Alternatives analysis
- Identify and address environmental issues, if any
- Prepare technical studies and reports and complete environmental documentation
- Approval with Location and Design Concept Acceptance (LDCA)
- Type 1 CEs and NMSAs do not have a PD&E phase





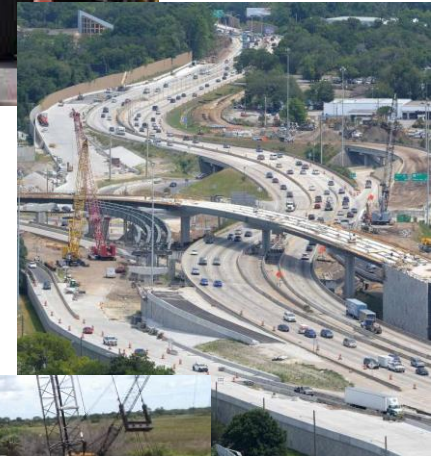
Design and Right of Way Phases

- Information from PD&E phase used to develop scope of work for Design phase
- Scope of Design phase depends on project delivery method
- Preparation of final construction plans, specifications, and final estimates for conventional design projects
- FDOT Design Manual (FDM)
- Typically, acquisition of ROW occurs concurrent with or just after the Design phase prior to construction



Project Delivery

- Conventional Method: Design-Bid-Build
- Alternative methods:
 - Design-Build
 - Public Private Partnership
- Method selected based on a variety of factors such as project context, status, schedule, risk factors, funding, complexity, and other project specific factors

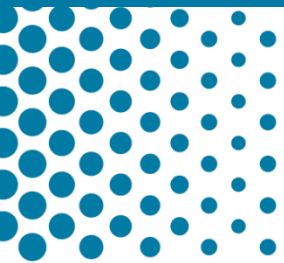


Statewide Acceleration Transformation (SWAT) Process

- Project Development Process supports the FDOT Statewide Acceleration Transformation process, or SWAT
- Includes the initial evaluation of all projects to determine appropriate state and federal funding decisions
- SWAT process applies to both state and federal PD&E Studies
- Streamlines project development through a structured process
- Assist with developing project scopes and schedules, perform initial data collection and analysis

<http://www.fdot.gov/environment/SWAT.shtm>

Planning Process



Planning Process

- Process begins with MPOs, FDOT, and other authorities
- Transportation needs are identified and projects that meet those needs
- Planning products:
 - Long Range Transportation Plan (LRTP)
 - Cost Feasible Plans (CFP)
 - Strategic Intermodal System (SIS) Plans
 - Transit Development Plans
 - Local Government Comprehensive Plans
 - Municipal or Citywide Transportation Master Plans
 - Corridor planning studies, Corridor master plans, needs plans, and subarea studies

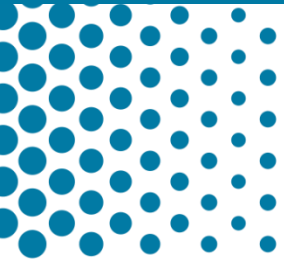
Planning Process

- MPOs/TPOs/TPAs project needs are matched and prioritized to available funding for projects in the LRTP
- FDOT develops cost feasible plans for the State Highway System and Florida Rail System Plan
- Annually, projects are selected from long-range plans and “programmed” to the FDOT Tentative Five-Year Work Program
- FDOT coordinates with the various MPOs/TPOs and local stakeholders throughout the state to develop a vision for the State’s transportation system
- FDOT provides guidance and technical assistance for transit providers for their Transit Development Plans

Planning Process

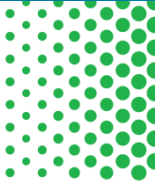
- Purpose and need development
- Identified problems or deficiencies
- Defining project parameters
- Technical studies performed
- Alternatives development, as necessary
- Documentation of eliminated alternatives

Planning and Environmental Linkages (PEL)



Linking Planning and Environment

What decisions can be adopted?



1. Purpose and need

6. Methodologies for analysis

2. General travel corridor and modal choice

5. Basic description of environmental setting

7. Mitigation efforts

3. Preliminary screening of alternatives

4. Elimination of unreasonable alternatives

8. Financial measures necessary to implement project

****Codified in
23 U.S.C. § 168(c)(2)***

Analysis that can be adopted

1. Travel demands
2. Regional development and growth
3. Local land use, growth management, and development
4. Population and employment
5. Natural and built environmental conditions
6. Environmental resources and environmentally sensitive areas
7. Potential environmental effects
8. Mitigation needs for a proposed project

Codified in 23 U.S.C. § 168(c)(2)



Conditions to be met

1

Planning process conducted pursuant to applicable federal law

2

Consultation with appropriate federal and state resource agencies and Indian Tribes

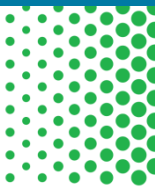
3

Broad multidisciplinary consideration of systems-level or corridor-wide transportation needs and effects

4

Standard public notice inserted in planning products

Conditions to be met



5

Environmental review process: 1) made available to public for review and federal, state, local, and tribal governments; 2) notice of intention to adopt or incorporate planning product; 3) consideration of comments

6

No significant new information that affects the validity of planning product

7

Rationally based on reliable and reasonably current data and methodologies

Conditions to be met

8

Documented in sufficient detail to support the results of and to meet requirements environmental review process

9

Appropriate for adoption or incorporation by reference and use in the environmental review process and meets requirements of NEPA and 40 CFR § 1502.21

10

Approved within the 5-year period ending on the date on which the information is adopted or incorporated by reference

Conditions to be met

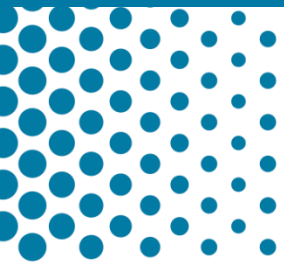
- Ensure the public is provided opportunity for input
- A standard public notice must be inserted in the planning products that are to be adopted in a subsequent environmental review process:

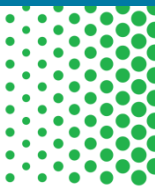
The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(4)(d) or the state project development process.

- Office of Environmental Management (OEM) should be consulted when making this decision



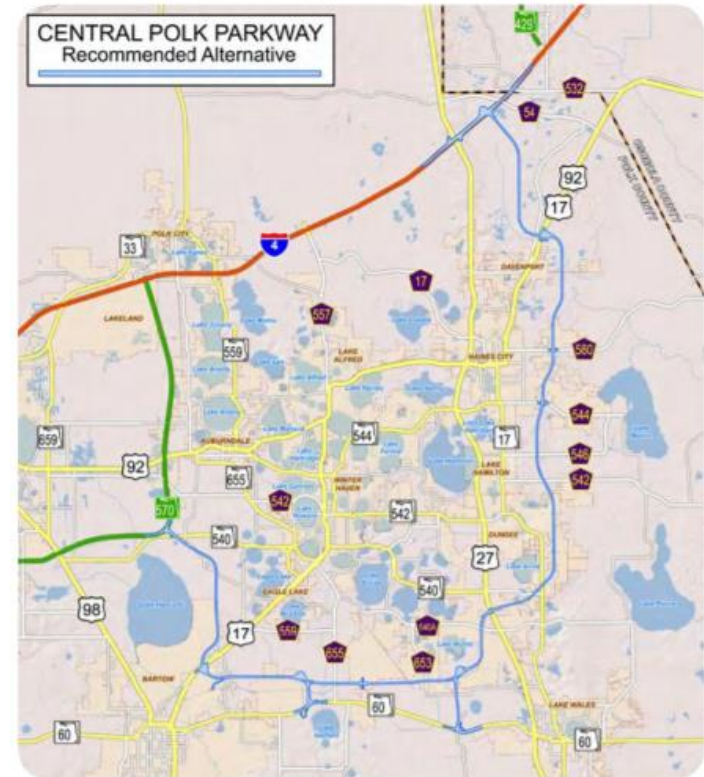
Alternative Corridor Evaluation

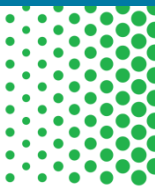




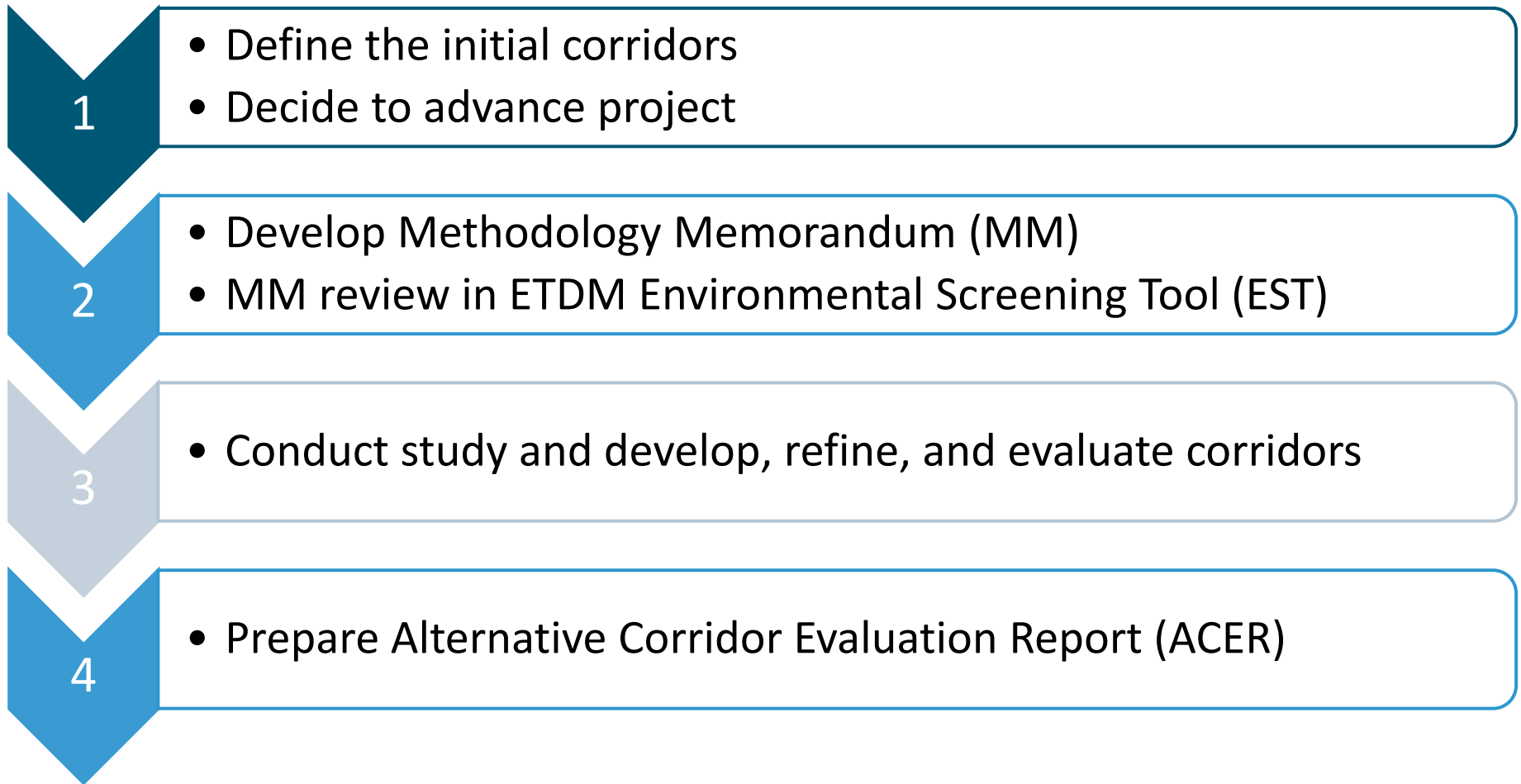
Alternative Corridor Evaluation (ACE)

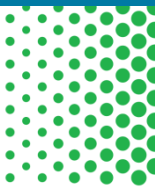
- Used to identify, evaluate, and eliminate alternatives prior to PD&E
- Conducted prior to PD&E Study
- Typically performed as part of ETDM screening
- Level of detail is higher than a typical planning product, but less than a PD&E Study
- Qualifying projects types (EIS, EA, and SEIR):
 - New alignments
 - Major realignments
 - Major bypasses
 - Others based on consultation with the Lead Agency





ACE Process





ACE Methodology Memorandum (MM)

- Describes the goals of ACE
- Identifies alternative corridors
- Describes method for developing, evaluating, and screening alternative corridors
- Describes process for public involvement
- Establishes the criteria to form the basis for decision-making
- Coordinate with OEM when developing MM
- Reviewed by ETAT in the ETDM website and other stakeholders
- Concurrence from OEM to advance to evaluation



Refine Corridors

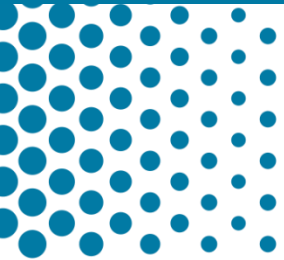
- Evaluate corridors based on initial data and criteria established within the agreed upon MM
- District may:
 - Refine corridors
 - Eliminate corridors
 - Develop additional corridors to avoid environmental effects
- Corridors that do not meet purpose and need are eliminated and documented in the ACER

Alternative Corridor Evaluation Report (ACER)

- Summarizes alternative corridor analysis
- Documents the basis for eliminating alternatives
- Public and agency involvement summarized
- Documents travel demand forecasting, rationale, environmental impacts, socioeconomic factors, transportation cost, and network
- Project issues with public, stakeholders, and agencies
- OEM reviews the ACER
- Uploaded to EST for comment
- Adoption and use of ACE decisions in the NEPA process is subject to a determination by OEM



Project Development & Environment Phase



Project Development & Environment (PD&E) Phase

- Builds on the ETDM screening, SWAT team meetings, and previous planning products
- Environmental analysis performed to evaluate projects effect on social, cultural, natural, and physical resources
- Interagency coordination to identify project impacts, permitting requirements, commitments, and funding
- Commitments identified and documented

Environmental Documents

- Class of Action for federal projects may have been determined during the ETDM Programming Screen
- Federal projects that require a PD&E Study will proceed as one of the following Class of Actions
 - Type 2 Categorical Exclusion
 - Environmental Assessment
 - Environmental Impact Statement
- State projects that require a PD&E Study will proceed as a State Environmental Impact Report (SEIR)
- Planning consistency is required on all federal projects

Type 2 Categorical Exclusions

- Federal projects with no known significant impacts but require documentation of analysis of relevant issues and public involvement
- Public Hearing is typically required for Type 2 CEs
- Type 2 CE Determination Form No. 650-050-11 used to document Location and Design Concept Acceptance (LDCA)
- OEM approval required
- NEPA Introductory Course: Categorical Exclusions
- Part 1, Chapter 5 of the PD&E Manual



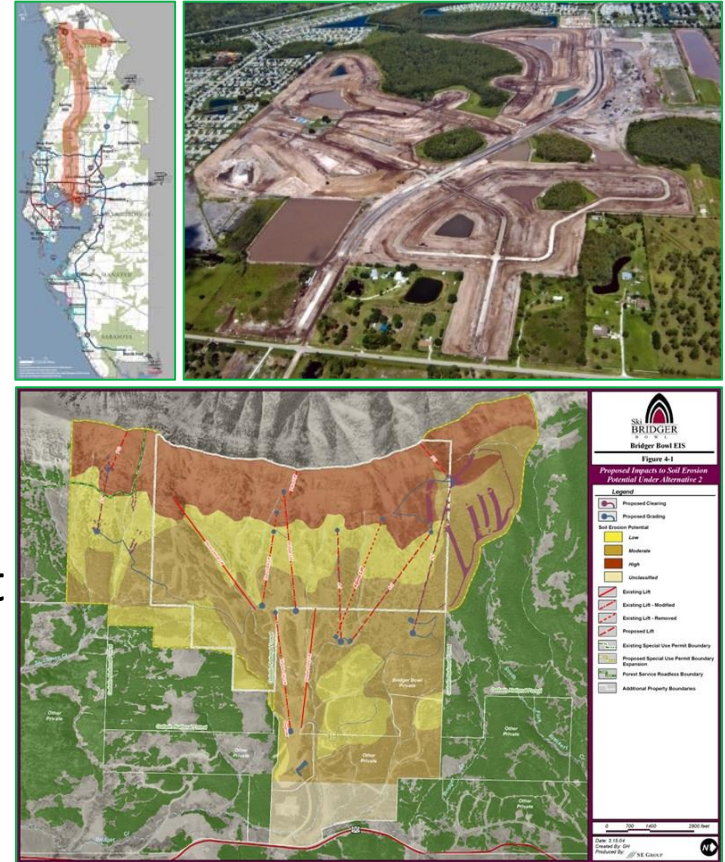
Environmental Assessment (EA)

- Federal projects in which the significance of environmental impact is unknown
- A public hearing is required
- OEM approval required:
 - LDCA is granted with Approval of EA with Finding of No Significant Impact (FONSI)
 - If significant environmental impacts are identified, project is elevated to an Environmental Impact Statement (EIS)
- NEPA Introductory Course: Environmental Assessment
- Part 1, Chapters 6 and 7 of the PD&E Manual



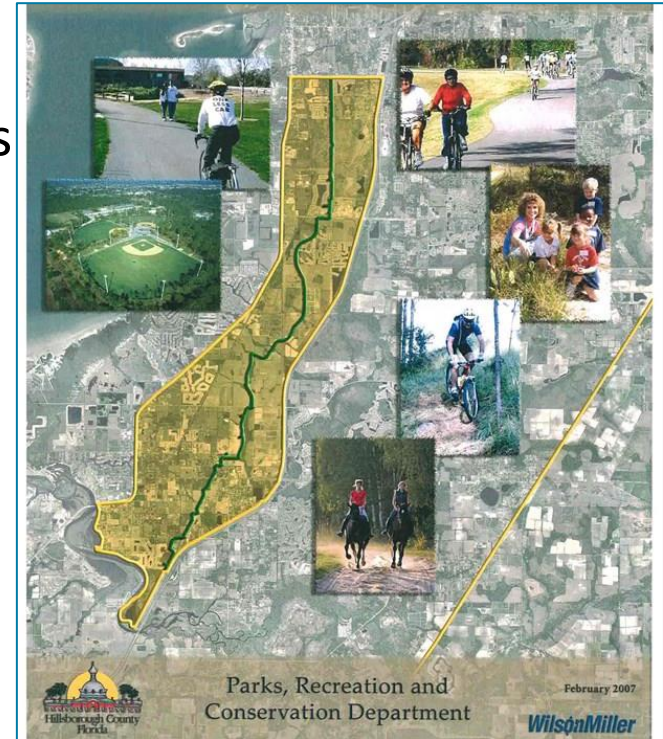
Environmental Impact Statement (EIS)

- Federal projects that are determined to have a significant environmental impact
- Notice of Intent (NOI) submitted to inform general public and stakeholders that an EIS is being prepared for proposed project
- Public hearing is required
- Draft EIS, Final EIS, and Record of Decision (ROD) are approved by OEM
- LDCA is received once a ROD is approved
- OEM approval required
- NEPA Introductory Course: Environmental Impact Statement Overview and the Draft Environmental Impact Statement
- Part 1, Chapters 8 and 9 of the PD&E Manual



State, Local, or Privately Funded Projects

- SEIR developed for state-funded projects
 - Transportation projects qualifying for EST screening
 - Do not require NEPA document; however a SEIR is comparable and may be used by other federal permitting agencies that must follow NEPA
 - Approval is granted by the District
- Local or private projects with FDOT involvement are processed as Project Environmental Impact Reports (PEIR)
- NEPA Introductory Course: State, Local, or Privately Funded Project Delivery
- PD&E Manual- Part 1, Chapter 10



Environmental Technical Studies

- May include the following:
 - Water quality impact evaluation
 - Natural resources evaluation
 - Noise study
 - Air quality
 - Contamination screening evaluation
 - Conceptual stage relocation
 - Section 4(f) evaluation
 - Cultural Resource Assessment Survey
 - Sociocultural effects evaluation, and
 - Drainage and floodplains evaluation

PD&E Project Reports and Documentation

- Documentation for a PD&E Study includes the Environmental Document, technical reports, data, memoranda, maps, meeting summaries, comment/response matrices
- PD&E Project Manager is responsible for maintaining and filing project documentation in the StateWide Environmental Project Tracker (SWEPT) and internal project files
- PD&E Manual- Part 1, Chapter 15
- Records Management, Procedure No. 050-020-025