



**Meeting Minutes
ETAT Coordination Workshop
FDOT Districts 4 and 6
July 12-13, 2006**

- DATE & TIME:** July 12-13, 2006
Day 1 (1:30 PM – 4:30 PM); Day 2 (9:00 AM – 12:00PM)
- LOCATION:** Florida Department of Transportation District 6 Auditorium
1000 NW 111th Avenue, Miami, FL 33176
- ATTENDANCE:** Attendance Sheet attached.
- SUBJECT:** FDOT Districts 4 & 6 ETAT Coordination Workshop

The following notes reflect the subject topics discussed at the above referenced workshop:

July 12, 2006 (DAY 1)

The workshop was initiated by Margie Bixby, District 6 ETDM Coordinator, and Richard Young, District 4 ETDM Coordinator at approximately 1:30 PM. Meeting attendees introduced themselves to the group.

CEMO Overview

ETDM Manual

Vicki Sharpe, FDOT Central Office, provided an overview of CEMO topics including the ETDM Manual and PD&E Manual. The ETDM Manual was approved and adopted in March 2006. The manual is now available in the "ETDM Library" on the Environmental Screening Tool's (EST's) website. The ETDM Manual will be revised over the next few months to incorporate recent updates as a result of new SAFETEA-LU and federal consistency review terminology and procedures.



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PD&E Manual

The entire Part 1 of the PD&E Manual is being changed to allow connectivity from previous ETDM activities to the PD&E process. Eight chapters of the new Part 1 have been distributed to the FDOT Districts for review. It was noted by a couple members of the group that the eight (8) draft chapters were not received for review. Peter McGilvray emailed the EST helpdesk to facilitate distribution of these chapters to the group. The remaining chapters of Part 1 are currently undergoing revisions and will soon be sent out to the Districts for review and comment. For existing projects not connected to previous ETDM activities, the old Part 1 will remain available on our website for a period of time until those projects no longer need this information.

Training

Currently, there are three training opportunities available in 2007 as noted below.

Date	Course	Location
February 13-14, 2007	Overview of ETDM Process Training	Orlando, FL
March 2007	Cultural Resource Management	Orlando, FL
April 17-19, 2007	PD&E Manual Process Training	Orlando, FL

Additional training opportunities are posted at <http://www.dot.state.fl.us/emo/sched/train.htm>. In addition, training opportunities, including web-based training, will be e-mailed via the Environmental Screening Tool (EST) to ETAT representatives and ETDM Coordinators. For more information on training, users can log onto the EST to register for upcoming training events.

Indirect and Cumulative Effects Task Group

Frank Kalpakis, URS Corporation, provided an overview of Indirect and Cumulative Effects. A task work group was formed in March 2006. The purpose of the task work group was to develop a “framework” for conducting ICE Evaluations within the ETDM Process, with a focus on cumulative effects evaluations. The task group was formed to comply with NEPA requirements and to influence land use and transportation decision-making. Future efforts of the task group include the following:

- Finalizing a White Paper that provides recommendations for conducting indirect and cumulative effects evaluations within the ETDM Process;
- Implementing recommended EST enhancements;
- Testing the draft process in pilot study (beginning in August 2006);
- Refining the process based on conclusions in the pilot study;
- Developing a handbook; and
- Conducting training.



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A detailed description of the draft process for conducting Indirect and Cumulative Effects evaluations was provided.

Peter McGilvray, FDOT Central Office, provided an overview of the SAFETEA-LU planning and environmental provisions and the status of the EST.

SAFETEA-LU

Two documents describing the purpose and intent of SAFETEA-LU were provided to workshop attendees. It was recommended that participants access the SAFETEA-LU Web site, where a proposed “guidance document” is available for public review and comment.

Advanced Notification

CEMO has been coordinating with the Florida Department of Environmental Protection (FDEP) to develop language to be included in the Federal Consistency Determination for the Clearing House. Once the language has been worked out, the advanced notification requirements document will be sent to the Districts for final review.

EST Bugs/Priorities

The following bugs have been fixed in the EST:

- Indirect/Cumulative Effects Form,
- Special Characters in PDF and
- User Preference Lock

In addition, the following priorities are currently in progress:

- Class of Action signatures,
- Viewing “milestone” data (when complete, all data is saved),
- Public Access Site and
- Indirect and Cumulative Effects Module.

Public Access Site Status

The public access site is currently being revamped to be ADA compliant and to include subscription/notification.

A brief break was taken



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I-75 PD&E Study Overview

Andre Goins (District 6) and Cassie Piche (District 4) provided an overview of the I-75 PD&E study. Recently, the I-75 Master Plan was completed resulting in a LPA (Locally Preferred Alternative). The project extends in portions of FDOT District 6 and District 4. The District 6 portion of the project is approximately 5 ½ miles, with the termini from the Broward County line to the Palmetto Interchange. The District 4 portion of the project is approximately 13 miles with the termini from the Broward County line to I-595. The project also consists of a transit component. District 4 will take the lead on the transit evaluation. The transit component includes possible connections in the Sawgrass Mall area and the Central Broward East-West Transit facility.

The roadway portion of the project has been released to the ETAT in District 4 and is scheduled to be released soon to the District 6 ETAT. The I-75 Master Plan called for two special-use lanes in the roadway median. However, this could change to three lanes if the traffic analysis warrants it. The transit component of the project has no funding, but will be included as part of the PD&E Study. The project Web site/newsletter is soon to be released. It was noted that noise is anticipated to be an issue and will need a regional approach. There has been no acquisition of rights-of-way of any private sites, but there may be needed rights-of-way for transit stations. The rights-of-way requirements are expected to be greater in Dade County.

South Florida East Coast Corridor Transit Analysis (SFECCTA)

Robert McMullen, Environmental Specialist, of Gannett Fleming gave this presentation. The SFECCTA used a tiered study approach. Tiering National Environmental Policy Act (NEPA) studies reduces the amount of time needed to complete the NEPA process for large projects and allows local transit agencies to complete a tiered Environmental Impact Statement (EIS) in order to evaluate a broad program or policy statement. Tiering also reduces repetitive discussion of the same issues, allowing attention to be given to issues that are ready for decision.

A tiered approach was used for the South Florida East Coast Corridor Transit Analysis (SFECCTA) project (Carlos Cejas, Project Manager). The Notice to Proceed for the project was issued in September of 2005. The study proposed in Tier 1 to evaluate preferred technologies (i.e. rail, bus, express bus, etc.) and alignments through areas with heavily congested roadways, underserved areas and transit-dependent populations. The study corridor is 85 miles long by 2 miles wide (100-miles w/connections). The Tier 1 Analysis consists of a Regional Transit Alternatives Analysis and the Tier 2 Analyses will consist of subsequent Sectional Alternatives Analyses.

Key corridor features include the following: Alternative Southern Terminals (MIA/MIC, Port of Miami, Miami CBD), Jupiter/Tequesta North termini options, three major seaports, three international airports, numerous Central Business Districts (CBDs), key commercial corridors, major universities and potential railroad links.



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The Florida East Coast Railway (FEC) was developed by Henry Morrison Flagler, a United States tycoon, real estate promoter, railroad developer and Rockefeller partner. The first train traveled to Miami in 1896. The system is 368 miles and connects the Port of Miami and Hialeah Yard in Dade County with Jacksonville. The railway operates only freight, with no regularly scheduled passenger trains since 1968. FEC is independently owned and operated and is headquartered in Saint Augustine, Florida.

Key NEPA Issues for Tier 1 include potential environmental (natural/physical) impacts, potential community impacts (including Environmental Justice), potential indirect and cumulative effects (stakeholders), land use and multiple municipal jurisdictions.

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July 13, 2006 (Day 2)

Each District presented a summary of projects screened previously and projects to be screened.

District 4

Richard Young, FDOT District 4, provided a summary of 2005 and 2006 projects screened by the ETAT. Beatrice Caicedo, FDOT District 4, presented the SR 7 project. The SR 7 project runs from Okeechobee Blvd (704) to Northlake Blvd. The project consists of four alternatives + a No-Build alternative. Corridor 1 was eliminated due to residential impacts. Corridor 2 was eliminated due to impacts of section one mitigation site. Corridor 3 is still being considered. However, the city of Palm Beach prefers the No-Build Alternative. Corridor four uses existing ROW, however, might require possible connection. All four alternatives still need to be commented on by the ETAT in the EST.

ETAT comment: It would be nice to have county project information uploaded in the EST, specifically those county projects that are related to the FDOT projects being reviewed in the tool.

The Midway road project is to be released soon and SR 710 has been granted an extension for additional segment (interchange at I-95). In addition, US 441 from SR 80 to SR 70 will be released as a Planning Screen. The US 441 project is derived from the Palm Beach County Long Range Transportation Plan.

Frank Kalpakis, URS Corporation, discussed additional projects listed in Martin-St. Lucie Long Range Transportation Plans, as follows:

- SR 76: 2030 Martin-St. Lucie Counties Regional Long Range Transportation Plan. Widen to six lanes from Monterey Road to I-95. Widen to four lanes from I-95 to Pratt Whitney Road (C.R. 711).
- Jenkins Road: 2030 Martin-St. Lucie Counties Regional Long Range Transportation Plan. New 4 lane corridor
- Walton Road: 2030 Martin-St. Lucie Counties Regional Long Range Transportation Plan. Widen to two lanes from Lennard Road to Green River Parkway.



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District 6

Margie Bixby, FDOT District 6 presented a summary and status of projects screened previously, projects under ETAT review, and projects to be screened in the EST. The following provides a summary of the District 6 projects:

Projects previously screened

I-95 (ETDM #3174)

- Reversible lanes from S. of SR 836/I-395 to Ives Dairy Road/NW 203 St
- COA - Categorical Exclusion Type 2 approved in 2005
- PD&E planned for 2007

Card Sound Road (ETDM #4752)

- Study at Card Sound Road and CR-905 Intersection
- COA – Environmental Assessment
- PD&E soon

SW 107th Avenue (ETDM #6132)

- 4 to 6 lane widening from Flagler to SW 8th Street
- COA – Categorical Exclusion Type 2
- PD&E in progress (anticipated date of completion December 2006)

City of Miami Project – Miami Streetcar (ETDM #7579)

- Transit project from NE 41st Street to SE/SW 1st Street
- City currently responding to ETAT comments
- Anticipated SEIR (PD&E in progress)

South Florida East Coast Corridor Transit Analysis (SFECCTA) (ETDM #7519)

- Transit analysis covering Palm Beach, Broward and Miami Dade
- Screened by District 4, with public commentary input from District 6
- PD&E in progress

I-395 (ETDM #7701)

- From west of the Midtown Interchange to the MacArthur Causeway Bridge
- PD&E in progress (project screened to comply with SAFETEA-LU legislation)
- Currently reviewing and responding to ETAT comments
- COA – previously approved as an EIS

Krome Avenue (ETDM #7800)

- From SW 296th St/Avocado Dr to SW 136th St/Howard Dr
- PD&E in progress (project screened to comply with SAFETEA-LU legislation)
- Currently reviewing and responding to ETAT comments
- COA – previously approved as an EIS



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Projects to be Screened

I-75

- Palmetto to north of the HEFT; Includes interchange modifications and a new interchange
- Roadway portions being screened by District 4 and District 6, separately (Programming Screens)
- Entire transit component being screened by District 4 only (Planning Screen)

SR 968 (Flagler)/SW 1st Street

- Reconstruction project from SW 27th Avenue to Miami River
- Currently in the PD&E process – Alternatives development
- Advanced Notification (AN) previously issued
- COA – Categorical Exclusion Type 2

SR 907/Alton Road

- Reconstruction/Resurfacing project from 5th Avenue to Michigan Avenue
- PD&E programmed for 2007
- Right-of-way tight/Possible controversy
- Being screened to aid in scope development

MPO Coordination

Frank Kalpakis, URS Corporation, provided an overview of essential tools needed for MPO Coordination, emphasizing the importance of coordination with local agencies. Projects should be identified through the following sources, and coordination between the FDOT and MPOs should occur to identify projects for ETDM Screens.

- LRTP Needs Projects
- LRTP Cost-Feasible Projects: projects using state or federal funds and likely to go through PD&E process
- TIP Priorities (roadway and transit)
- LRTP and TIP Amendments

Public outreach is an essential component of SCE evaluations. If public commentary is available, it should be provided in the EST. MPOs should engage the TAC and CAC to receive input on ETDM projects.

Kathy Kendall, FHWA comment: Currently 95% of ETDM projects have N/A for public involvement. It is recommended that standard language be developed to help drive Public Involvement initiatives.



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Community Characteristics Project

Elizabeth Rockwell, Miami-Dade MPO gave a presentation on the Community Characteristics Project. It is the goal of Miami-Dade MPO to develop methods for collecting public input. Annually, the Miami-Dade MPO televises public meetings for the Long Range Transportation Plan.

The Community Characteristics Project is an interactive, web-based GIS System that generates demographic and project related reports for any selected area within Miami-Dade County. The system is especially useful in determining the appropriate public involvement strategies for identifying affected populations. The project can be accessed at <http://mpoportals.fiu.edu>

Program Discussions

- Beatrice Caicedo, FDOT District 4
- John Wrublik, USFWS
- Sherry Anderson, SHPO
- Carlos Roa, Miami-Dade MPO
- Joe Walsh, FFWCC
- Xavier Pagan, FDOT District 6
- Projects should be prioritized in EST by ETDM Coordinator.
 - Field trips with ETAT for major projects would be helpful.
 - Adding digital photos of project site to EST.
 - Field review should occur after project is released to ETAT.
 - Community Characteristics Project would be great for her and wants to see more public comment to help aid in the review.
 - Add ROW information
 - Need more feedback from FDOT on their comments.
 - Need to add public comments before screening so that ETAT can benefit from these comments.
 - Public meetings not really effective for his agency.
 - Aerial data in EST is incomplete, more labeling on aerials is needed.
 - Data layers incomplete or not up to date.
 - Training should include the level of detail of comments.
 - More visual reports in EST to share with peers who do not have access to the EST.
 - It is important not to confuse the ETDM Process and the Project Development Process. They run concurrently, but have different products and requirements. The level of detail anticipated from a screening is not the same as what must be attained during project development. They should



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Elizabeth Rockwell, Miami-Dade
MPO
David Rydene, NMFS

- be kept separate to avoid confusion.
- Agrees that labeling a project as “controversial” is not politically correct.
- Realistic project schedule would be helpful.

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