

~Moving Forward~

Overview of ETDM in D1

District 1 ETAT Meeting
Bradenton Beach, FL

September 11, 2006

Overview

- ETDM project identification
- Project field reviews
- Public outreach approach
- D1 ETDM Quick Start Handbook

~ D1 ETDM ~

Project Identification

Purpose

- Coordinate with transportation planning entities to identify ETDM projects
- Develop ETDM project schedule
 - Pre-screening activities
 - Screening activities

Applicable Projects

ETDM Process

- New roads
- Road widening
- New fixed-guideway transit
- New transit facility
- New bridge
- Bridge widening
- Bridge replacement
- New interchange
- Major interchange modification

Project Sources

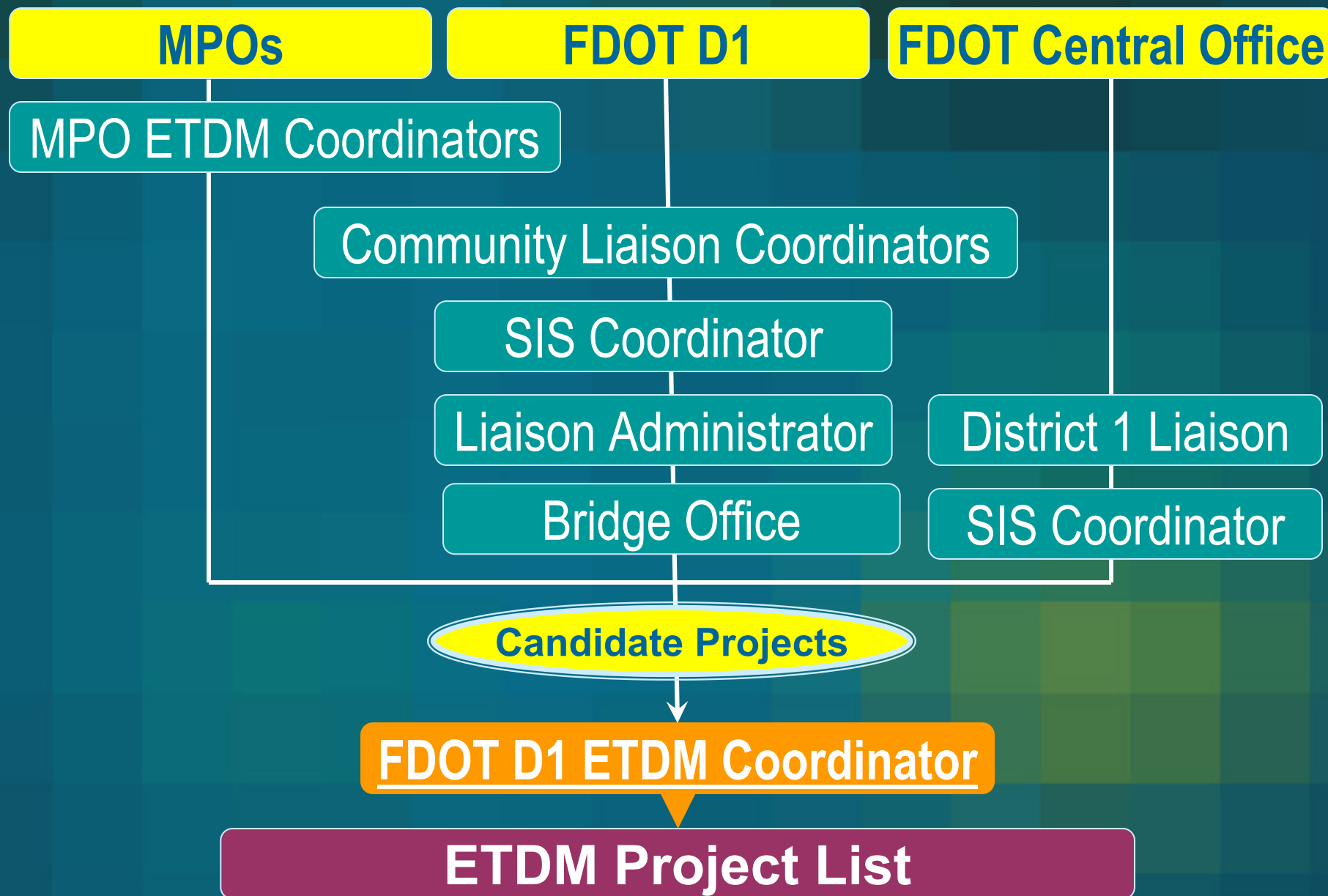
Plans, Programs & Lists

- MPO LRTP Cost Feasible Plan
- Rural County Cost Feasible LRTPs (if available)
- FDOT SIS/FIHS Cost Feasible Plan
- MPO TIP Priority Lists
- Rural County Priority Lists
- FDOT Five-Year Work Program
- FDOT Bridge Replacement Program

Excluded Projects:

- Not funded by State / Federal funding
- Phase is beyond beginning stages of PD&E
- Previously screened as ETDM Programming phase project
- Previously screened as ETDM Planning phase project, but not ready to advance to FDOT Work Program
- Minor projects that do not add capacity

Coordination



Pertinent Project Information

- Facility name
- Project termini
- Project description
- Project phase
- Funding source
- Funding year
- Jurisdiction
- Regional facility status

Assign ETDM Phase

- **Planning Screen:** Candidate project in LRTP & not previously screened
- **Programming Screen:**
 - Project being considered for advancement to Work Program / on MPO TIP Priority List
 - Listed in Work Program for PD&E Study
 - Bridge Replacement Program project

Develop Screening Schedule

D1 ETDM Projects

- Identify ETDM projects & pertinent Information
- Bundle projects geographically for concurrent reviews
- Schedule pre-screening activities
- Schedule screening event

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Project Field Review

Project Field Review

Pre-Screening Activity

- Purpose
- Field review team
- Data collection checklist
- “Field data” dataset

Purpose

ETDM Project Field Review

- Data to improve quality of:
 - Purpose & Need Statements
 - Sociocultural Effects Evaluations
 - Summary Reports



Field Review Team

ETDM Project Field Review

- Biologist
- Community planner
- Planning agency representative
 - MPO ETDM Coordinator
 - FDOT D1 Community Liaison Coordinator



Field Data Collection Checklist

Review the list of features for each area of concern before conducting the field review. Indicate the presence of a feature by checking the box next to it. Provide a description of identified features on the following page. Use additional pages or a separate notepad, if needed.

County: _____
ETDM Project Name: _____

Physical Features

- ☐ Typical section:
 - ☐ Undivided or Divided
 - ☐ Open swale or Curb & Gutter
- ☐ Sidewalks (presence, condition, width)
- ☐ Pedestrian crosswalks/havens
- ☐ Signalized crosswalks
- ☐ Bike lanes (marked, signage, etc)
- ☐ Trails (paved yes or no)
- ☐ Transit routes
- ☐ Transit shelters
- ☐ Railroads/rail stations
- ☐ Predominant land uses
- ☐ Traffic control (traffic calming features)
- ☐ Potential relocations
- ☐ School zones

Community Focal Points

- ☐ Cemeteries
- ☐ Civic centers/multi-use facilities/theme parks/other major attractors
- ☐ Community Centers
- ☐ Cultural centers
- ☐ Fire departments
- ☐ Government buildings
- ☐ Historic markers or signage
- ☐ Historic neighborhoods/districts
- ☐ Historic structures
- ☐ Intermodal facilities
- ☐ Law enforcement agencies
- ☐ Medical/health facilities
- ☐ Parks
- ☐ Religious facilities

Data Collection Checklist

- Physical features
- Community focal points
- Social interaction
- Aesthetic features
- Natural/ environmental features

“Field Data” Dataset

ETDM Project Field Review

- Community data
 - Schools
 - Parks
 - Religious facilities
 - Etc.
- Data collection w/ GPS device
- Upload to EST



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Public Outreach Approach

ETDM Public Outreach Approach

Overview

- Tailored to suit ETDM Planning & Programming phases
- Less rigorous than outreach for PD&E
- Outlines steps for:
 - Planning & implementing public outreach
 - Documenting public commentary for the ETDM Process

ETDM Public Outreach Approach

Purpose

- To *efficiently* obtain public commentary on the potential for project effects
- Support SCE Evaluation & the ETDM Process



SR 29 Bridge Replacement
LaBelle Rotary Club

ETDM Public Outreach Approach

Timing

- Ideally, public outreach should occur during the pre-screening phase so public commentary is available to support:
 - Purpose & Need Development
 - ETAT Review (SCE Evaluation)

ETDM Public Outreach Approach

Prior Public Commentary

- In some cases, public commentary may have been collected by the MPO or local government, such as during:
 - LRTP development
 - Preliminary project planning
- If substantive, this commentary may fulfill needs for Planning & Program screens

Identifying the Audience

- What is the community's demographic character?
- Which population groups would be potentially affected by the project?
- What population groups may have an effect on the project outcome?
- What community organizations hold regular meetings in the study area?

Informing the Community

What to provide at the community meeting:

- Project description
- Aerial map w/ project & community focal points
- Overview of ETDM Process
- Comment cards & contact information

Comment Cards



Helms Road Extension from SR 29 to SR 80 (2 Lanes)

Please leave your comments with the FDOT presenters today or mail to the address provided by 9/15/06.

Do you feel the project will benefit your community? If so, explain why.

Yes WILL BY PASS CITY

Do you feel the project will benefit you directly? If so, explain why.

Yes LESS TRAFFIC ON ROUTE 80

What do you feel are the positive aspects of the proposed project?

SEE ABOVE

What do you feel are the negative aspects of the proposed project?

NONE

Are you generally supportive of the project? ☒ Yes

☐ No

Thank you

Name (Optional): K. CORASCHKA

Phone: 863-675-11

Address: 1081 RICHMOND DR. LAKE.

Email: RGV90A



SR 29 Caloosahatchee River Bridge Replacement (4 Lane Bridge)

Please leave your comments with the FDOT presenters today or mail to the address provided by 9/15/06.

Do you feel the project will benefit your community? If so, explain why.

Yes - EASE TRAFFIC

Do you feel the project will benefit you directly? If so, explain why.

SAME AS ABOVE

What do you feel are the positive aspects of the proposed project?

- Need to preserve Downtown (New Bridge)

What do you feel are the negative aspects of the proposed project?

- Don't leave current Bridge - Needs Relocating

Are you generally supportive of the project? ☒ Yes

☐ No

Thank you for your input!

Name (Optional): MAUREEN JORDAN

Phone: 863-675-3969

Address: PO BOX 2200 LAKE.

Email: jordan2200@att.net

FL 33975

Summary of Public Comments

Sample

Public Comments Summary Report

Project No: #1234
Project Name: Ridge Rd from Acme Rd to Beta Blvd
Project Description: Widen roadway (2 lanes to 4 lanes)
ETDM Phase: Programming

Public Outreach Forum: Parrish Civic Association Meeting
Location: Pinewood Baptist Church
40890 US 301, Parrish, Florida

Date/Time: March 23, 2006, 6:00 p.m. to 8:00 p.m.

Synopsis of Public Comments:

The attached spreadsheets show the responses to the questions on the comment cards, submitted via the workshops; they also show any comments submitted to the team by any other method. The following suggestions are some of the common themes that surfaced throughout the public outreach effort.

- Lack of sidewalk connectivity
- Speeding and cut-through traffic
- Large elderly population with special needs
- Desire for enhanced public transit service and transit amenities
- Request for more street lighting and shade trees
- Need for landscaped buffer for residential uses

The major issues centered on pedestrian-friendly environments, including repairing and widening the existing sidewalk, improved crosswalks, and adding benches and shade trees to enhance the experience. The surrounding community has a large percentage of residents who do not own a vehicle, as well as a large elderly population, both of which lend to the need for sidewalk continuity and enhanced public transportation service. Several individuals also

Document Public Involvement Activities

**etdm**
Efficient Transportation Decision Making

Environmental Screening Tool

My ETDM | Bookmarks | Project Input | Project Management | ETAT Review Screens | Sociocultural Effects | Logout

Current Selection: **Manual Selection (6311)** New Search Modify Search Show on Map

Default Project from Selection: Saved Searches: History:

Tools

- Maintain Project Diary
- Record Results of Project Review
- Document Public Involvement Activities
- Coordinate ETAT Activities

Reports **Wizards** **Maps** **Account Settings** **Help**

Summarize / M... | Project Selection ... | Project Selection ... | Project Selection ... | Project Selection ...

Summarize / Modify Public Comments    

#6311 I-75 Interchange at Everglades Blvd.

District:	District 1	Phase:	Planning Screen
County:	Collier County	From:	Everglades Boulevard
Planning Organization:	Collier County MPO	To:	Everglades Boulevard

Summary of Public Comment

[View Project Description Report](#)

The major issues centered on pedestrian-friendly environments, including repairing and widening the existing sidewalk, improved crosswalks, and adding benches and shade trees to enhance the experience. The surrounding community has a large percentage of residents who do not own a vehicle, as well as a large elderly population, both of which lend to the need for sidewalk continuity and enhanced public transportation service. Several individuals also indicated a speeding problem on Rocky Ridge Road, thus traffic calming devices may need to be considered.

User Identity: Tammy Vrana @ FDOT District 1

Public Site | Project Summary | Participating Agencies | What's New | Contacts | Training | Events | Online Help | FAQ | Change Password

Done

Start | Ta... | Sys... | Pre... | Mic... | D1 ... | Ad... | ETD... | Internet

2:41 PM

Record Community-Desired Features

etdm
Efficient Transportation Decision Making

Environmental Screening Tool**est**

My ETDM

Bookmarks

Project Input

Project Management

ETAT Review Screens

Sociocultural Effects

Logout

Current Selection: **Manual Selection (6311)**

New Search

Modify Search

Show on Map

Default Project from Selection: #6311 I-75 Interchange at Everglades Blvd.

Saved Searches:

History:

Tools

Maintain Project Diary

Record Results of Project Review

Document Public Involvement Activities

Coordinate ETAT Activities

Record Community-Desired Features

Project Selection ...

Project Selection ...

Project Selection ...

Project Selection ...

Record Community-Desired Features

#6311 I-75 Interchange at Everglades Blvd.

District: District 1

County: Collier County

Planning Organization: Collier County MPO

Phase: Planning Screen

From: Everglades Boulevard

To: Everglades Boulevard

Enter Desired Project Features

Select An Identity: Tammy Vrana @ Charlotte County-Punta Gorda MPO

Public Site

Project Summary

Participating Agencies

What's New

Contacts

Training

Events

Online Help

FAQ

Change Password

Start

T...

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Pr...

Mi...

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Internet

2:47 PM

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Draft Quick Start Handbook

Project Type

New Transit Facility

Other Major Capital Improvements

Sample Project Description

in Downtown Woodbury to Meyers Avenue in the City of Hastings within the Orange Railroad right-of-way. This project consists of a new transit facility that will house administration, operations, and maintenance office functions and facilities for LeeTran, in Lee County. The facility will also accommodate passenger transfer and customer service areas for LeeTran.

This project is a 12' wide multi-use trail that crosses Vanderbilt Creek, a navigable waterway.

2.3 Purpose and Need Statement

2.3.1 Executive Summary

The executive summary is a key element of an informative Purpose and Need Statement. It allows the reader to quickly learn the major facets of why a project is needed, eliminating the need to read the entire Purpose and Need Statement for those who may not require all of the details.

The executive summary is an extended version of the project description that also provides a brief synopsis of the Purpose and Need Statement elements that pertain directly to the need for a project.

Example: Road Widening

US 17 serves an important role in the regional network as it provides statewide access to major east-west and north-south transportation corridors (e.g., I-75 and US 41) and connects residential and employment centers throughout the state. By adding capacity to US 17 from Piper Road to CR 74/Bermont Road, access to both I-75 and US 41 will improve, as well as congestion on county collector roads (e.g., CR 74 and CR 764). This improvement will also accommodate anticipated countywide population and employment growth. In addition, the widening of the corridor will likely enhance overall safety, evacuation needs, emergency access, and truck access within the county. This project is identified in the newly updated 2030 Charlotte County MPO Long Range Transportation Plan (LRTP) as a cost feasible project. It is not, however, identified in the Charlotte County Comprehensive Plan.

At the CR 74 intersection, US 17 predominantly serves commercial and residential land uses. In addition to providing access to the Charlotte County Airport, this road supports heavy daily traffic volumes as it links major arterials within the county. Use of this corridor is expected to intensify as the established Commerce Park near the County Airport begins to develop and the approved regional Wal-Mart Distribution Facility located on US 17 in DeSoto County, just north of the Charlotte County line, is built.

2: New Interchange

A north-south arterial that connects Collier, Lee and Charlotte County, providing access to Interstate 75 and will provide

Guidance

Sample Language

D1 Quick Start Handbook

A Facilitation Guide for ETDM

Handbook Sections:

- Project Identification
- Pre-Screening Activities
- Project Input:
 - Project Description / Purpose & Need
- ETAT Review Commentary
- Summary Reports
- Class of Action Determinations

ETAT Review Guidance



Quick Start Handbook

A Facilitation Guide for the ETDM Process

Cultural Resource Evaluation

Cultural Resource Evaluation

Cultural Resources

- Archaeological Sites
- Historic Structures
- Historic Districts
- Resource Groups
- Historic Bridges
- Native Tribal Lands
- Cemeteries
- Burials
- Sacred Lands



General Guidance

The Environmental Technical Advisory Team (ETAT) review should determine the potential degree of effect (DOE) the project will have on cultural resources within the affected community and provide guidance to the Florida Department of Transportation (FDOT) on how to minimize negative impacts. The review should contain, at a minimum, the following information:

- Project buffer or study area used to perform a cultural resource analysis;
- Number, type, cultural affiliation, and significance of cultural resources found within the buffer area;
- Results of previous cultural resource investigations performed within the project area;
- Potential for unrecorded cultural resources within the project area;
- Recommended need for a technical study as well as issues to be considered in the study;
- Recommended ways to avoid impacts to significant cultural resources;
- Assigned project DOE and the basis by which it was determined; and
- Other pertinent information to further understand potential project effects on cultural resources in the study area.

Planning Screen

The Planning Screen allows the ETAT reviewer to comment on potential project effects on cultural resource issues such as known historic places on the National Register, national historic landmarks, and archaeological sites early in the project planning process during development of cost-feasible long range transportation plans. This opportunity enables transportation planners to adjust project concepts to avoid or minimize adverse impacts and improve project cost estimates. In addition, a method for communicating with the affected community in order to resolve potential project effects should be established. The Planning Screen evaluation should include the following steps:

- Review the Project Description and Purpose and Need statement in the Environmental Screening Tool (EST) to fully understand the project scope;
- Choose a project buffer(s) appropriate to the analysis. For most projects, a 100-foot buffer for identifying archaeological resources and a 500-foot buffer for identifying historic resources are adequate;
- Review all of the cultural resource data sets in the EST to identify recorded cultural resources within the buffer;
- Review the archaeological and environmental data sets in the EST to understand the types of archaeological sites that are identified on a regional level (1-mile buffer) and to understand the potential for significant archaeological sites to be located within the project area;
- Review pertinent local data not available on the EST such as the county property appraiser's website, historic maps, aerial photography, General Land Office Township survey maps, and available field notes of surveyors;
- Provide commentary about the potential project effects on cultural resources, including a description of any "fatal flaws" and recommendations to avoid significant resources; and
- Recommend a project DOE and provide the basis for the recommendation.

Programming Screen

The Programming Screen occurs before projects are funded in the FDOT Five-Year Work Program. This screening phase initiates the National Environmental Policy Act (NEPA) process for federally funded projects or the State Environmental Impact Process for state-funded projects. Input regarding potential project impacts on cultural resources serves as the basis for "agency scoping" efforts to help ensure compliance with NEPA and other applicable federal and state laws. Consequently, the level of analysis during the Programming Screen is more detailed than that required during the Planning Screen. The Programming Screen allows agencies to provide information regarding the nature and status of known cultural resources in the project area, determine the need for a technical study to be performed, and assign an overall project DOE. In addition to the steps included under the Planning Screen, the following tasks should also be conducted:

- Review the Planning Summary Report describing the results of the Cultural Resources Effects Evaluation conducted during the Planning Screen;
- Review updated cultural resource data sets available on the EST;
- Conduct a site investigation, if needed, to better understand the potential for project effects;
- Provide scoping recommendations and define, if required, the level of technical study to be performed (e.g., cultural resources assessment survey, historic resources assessment survey, archaeological resources assessment survey, etc.); and
- Describe any specific coordination and consultation needs with federally recognized tribes, informants, researchers, local municipalities or preservation organizations.

Guidelines for Assigning Degree of Effect

The assigned DOE represents professional judgment regarding the potential effects a project may have on cultural resources in the project area, as well as future involvement that may be required to avoid or minimize the impacts. The recommended DOE will depend on the information available to the ETAT member about cultural resources in the project area. The ETAT commentary should include the basis for the recommended DOE.

Degree of Effect	Guidance
Potential Dispute (Consultation Required)	Project is not in compliance with Section 106 of the National Historic Preservation Act (Chapter 267 FS; Chapter 872 FS, Section 4(f); local government comprehensive plans); as a result affects an existing Memorandum of Agreement or commitment under historic preservation laws. Reasons for indicating a potential dispute are contained in Agency Operating Agreements. Project may not be permitted. Reference Section 4.6, Process to Resolve Potential Disputes.
Substantial	Project has substantial adverse effects on cultural resources. Substantial interaction with the historic preservation community and the public is needed during project development and permitting. Minimization or mitigation measures are to be considered during project development to address project impacts.
Moderate	Project has some adverse impacts on cultural resources. There is moderate community concern about the project. Public involvement is needed to seek project alternatives more acceptable to the historic preservation community. Moderate community involvement is required during project development. Some minimization or mitigation measures are needed to gain support from the community.
Minimum	Project has minimal adverse impacts on cultural resources. There is minimal opposition to the project by the affected community. The historic preservation community should be routinely consulted and involved in permit issuance.
None	Project has no adverse impacts on cultural resources. No mitigation is needed.
Enhanced	Project has a positive effect on cultural resources. The historic preservation community supports the project.
N/A / No Involvement	The issue is not applicable to the review, or the reviewing agency has no relative involvement in addressing project impacts.

DRAFT

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ETDM PROCESS
Efficient
Transportation
Decision
Making



ETAT Review Guidance



Quick Start Handbook

A Facilitation Guide for the ETDM Process

Sociocultural Effects Evaluation: Social

Sociocultural Effects Evaluation: Social

Social Effects

Demographics

- Population
- Race/Ethnicity
- Age
- Income
- Education
- Occupancy
- Means of Travel

Community Cohesion / Interaction

Community Focal Points

Community Safety

Community Values & Goals

Quality of Life



General Guidance

In evaluating the positive and negative project effects on a community's social environment, the Environmental Technical Advisory Team (ETAT) reviewer should consider the characteristics of the people who live within the affected community and the social framework within which these residents function. The ETAT reviewer should determine the potential degree of effect the project will have on the community's quality of life and provide guidance to the Florida Department of Transportation (FDOT) on how to reduce negative project impacts. The ETAT review should contain, at a minimum, the following information:

- Demographic comparison of the affected community within a one-mile project buffer with countywide statistics (e.g., percentages regarding race, ethnicity, age, household income, etc.);
- Significant community focal points such as schools, parks, and shopping within quarter-mile and half-mile project buffers;
- Guidance from studies, plans, or public involvement addressing issues and goals of neighborhoods in the study area;
- Recommended need for a technical study as well as issues to be considered in the study;
- Assigned project DOE and the basis by which it was determined; and
- Other pertinent information to further understand potential project effects on social conditions in the study area.

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Planning Screen

The Planning Screen allows the ETAT reviewer to comment on potential project effects early in the project planning process during development of the cost-feasible long range transportation plan. This opportunity enables transportation planners to adjust project concepts to avoid or minimize adverse effects and to improve project cost estimates. The Planning Screen should provide a demographic overview of the people in the affected community and the places that are important to community life, describe potential project effects, and establish a method for communicating with the affected community in order to resolve potential project effects. During the Planning Screen, the ETAT reviewer should explore the potential for project-related effects on the study area population, including displacement or disproportionate effects on special population groups; traffic patterns through neighborhoods; conditions contributing to social relationships and neighborhood interaction; connectivity and access between neighborhoods and community focal points (including the potential of the project to create isolated areas); community cohesion; emergency service response time; and the vision and/or goals of the community. The Planning Screen evaluation should include the following steps:

- Review the Project Description and Purpose and Need statement in the Environmental Screening Tool (EST) to fully understand the project scope;
- Choose a project buffer(s) appropriate to the analysis. For example, a one-mile buffer is an appropriate size to begin analyzing the demographics of an area; quarter-mile and half-mile buffers are also appropriate as these buffers represent a five to ten minute walk - the amount of time people are more inclined to walk between places;
- Identify demographics, community focal points, and physical features in the project buffer(s) using social data sets in the EST;
- Review pertinent information not available on the EST such as local government comprehensive plans or neighborhood plans, online newspaper archives, etc.;
- Interview the local government's community planner to better understand the social environment of the affected community;
- Conduct a field survey to further understand the framework for social interaction in the affected community and the potential for project effects;
- Provide commentary about the potential project effects on social conditions in the affected community, including a description of any "fatal flaws" and recommendations to avoid impacts;
- Recommend a project DOE and provide the basis for the recommendation; and
- Recommend targeted public outreach activities to understand the magnitude of potential project effects and to determine methods for resolving impacts.

Programming Screen

The Programming Screen occurs before projects are funded in the FDOT Five-Year Work Program. This screening phase initiates the National Environmental Policy Act (NEPA) process for federally funded projects or the State Environmental Impact Process for state-funded projects. Input regarding potential project impacts on a community's social environment is the basis for "agency scoping" efforts to ensure compliance with NEPA and other applicable federal and state laws. Consequently, the level of analysis during the Programming Screen is more detailed than that required during the Planning Screen. The Programming Screen allows agencies to make decisions regarding the nature and status of probable social effects in a project area, determine the need for a technical study to be performed, and assign an overall project DOE. In addition to the steps included under the Planning Screen, the following tasks should also be conducted:

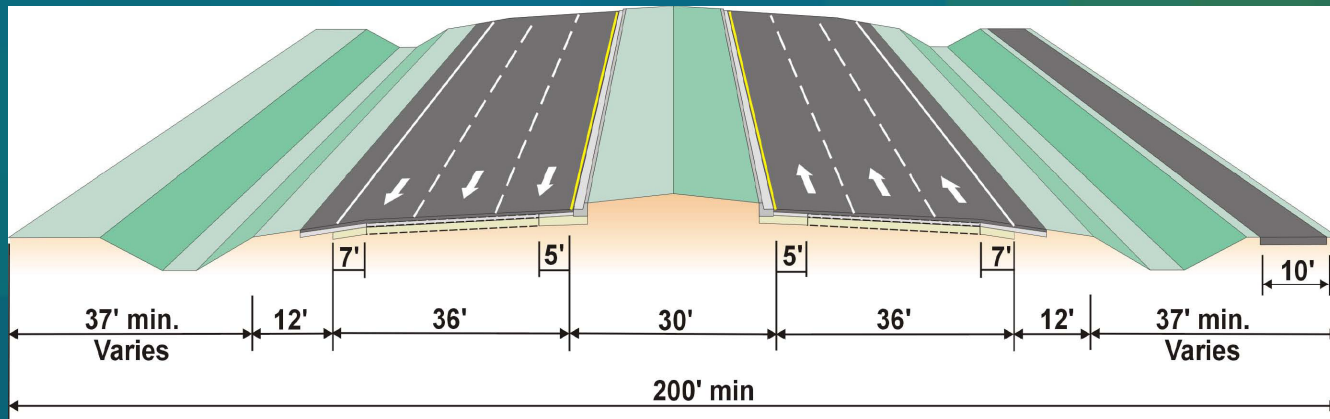
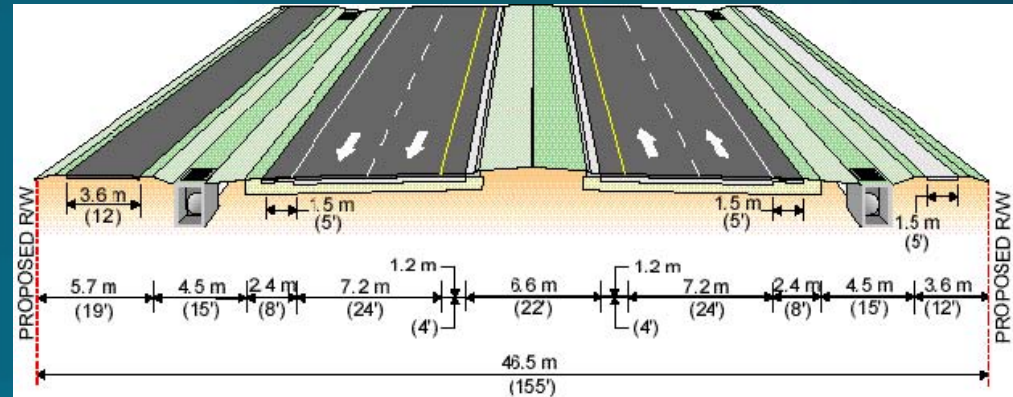
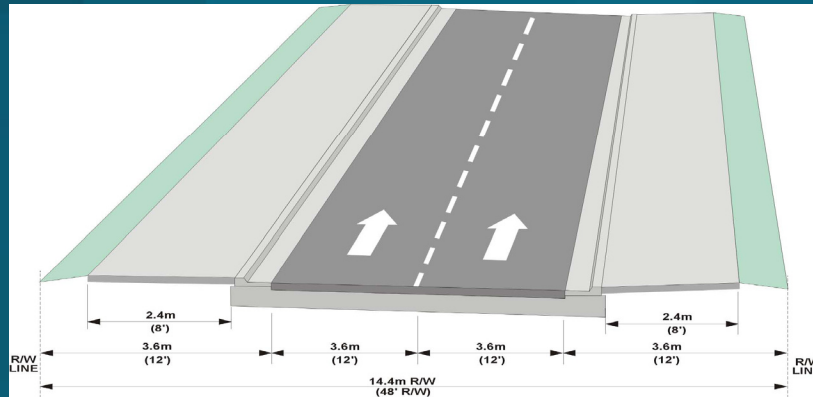
- Review the Planning Summary Report describing the results of the Sociocultural Effects Evaluation conducted during the Planning Screen;
- Review updated social data sets available on the EST;
- Provide commentary regarding the potential project effects on the population and social framework in the affected community, and recommend a project DOE;
- Provide scoping recommendations and define, if required, the level of technical study to be performed (e.g., traffic circulation and access study, land use study, etc.); and
- Recommend targeted public outreach activities to further understand the magnitude of potential project impacts and to identify methods for resolving impacts.

Guidelines for Assigning Degree of Effect

The assigned DOE represents professional judgment regarding the potential effects a project may have on social resources in the community, as well as future involvement that may be required to avoid or minimize project impacts. The recommended DOE is based on the findings from the Sociocultural Effects Evaluation and public input. The ETAT commentary should include the basis for the recommended DOE.

Degree of Effect	Guidance
Potential Dispute (Coordination Required)	Project is not in compliance with the local government comprehensive plan or will severely affect the people and social framework of the affected community.
Substantial	Project will substantially affect the people and social framework of the affected community and faces substantial community opposition. Intensive community interaction with strong public participation is required during project development to address community concerns.
Moderate	Project will moderately affect the people and social framework of the affected community. There is moderate community concern about the project. Public involvement is needed to seek project alternatives acceptable to the community. Moderate community involvement is required during project development. Some minimization or mitigation measures are needed to gain support from the community.
Minimal	Project will minimally impact the people and social framework of the affected community. There is minimal opposition to the project by the affected community. Little mitigation is needed.
None	Project will not impact the people and social framework of the affected community. There is no opposition to the project by the affected community. No mitigation is needed.
Enhanced	Project will positively affect the people and social framework of the affected community. The project will enhance existing or desired levels of social interaction. The affected community supports the project.
N/A / No Involvement	The issue is not applicable to the review, or the reviewing agency has no relative involvement in addressing project impacts.

Typical Roadway X-Sections



D1 Quick Start Handbook

What's Next?

Coordination with the ETAT:

- Seek guidance from ETAT on QS content
- Gain consensus on assignment of DOEs & provide related guidance in QS Handbook

Draft QS Handbook is only a starting point!
We look forward to your input

~Moving Forward~

Overview of ETDM in D1

~ Questions ~

District 1 ETAT Meeting
Bradenton Beach, FL

September 11, 2006