

Eco-Logical Webinar Series



Creating a Regional Ecosystem Framework (REF)

*Featuring Florida's Environmental
Transportation Decision Making (ETDM) Tool*

Presenter

Pete McGilvray,
Florida Department
of Transportation

Moderated by

Bill Ostrum, FHWA

Volpe The National Transportation Systems Center
Advancing transportation innovation for the public good



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Research and Innovative Technology Administration
John A. Volpe National Transportation Systems Center

FHWA Research Program for Environment and Planning

Under SAFETEA-LU, the Surface Transportation Environment and Planning Cooperative Research Program (STEP) sought to:

- Improve understanding of the complex relationship between surface transportation, planning and the environment.
- Refine the scope of transportation research through outreach and in consultation with stakeholders.
- Develop more accurate models for evaluating transportation control measures and system designs for use by State and local governments.
- Improve the understanding of transportation demand factors.
- Develop indicators of economic, social, and environmental performance of transportation systems to facilitate alternatives analysis.

<http://www.fhwa.dot.gov/hep/step/>

FHWA Research Program for Environment and Planning

Under MAP-21, FHWA will:

- Develop a Performance Management approach to transportation investments.
- Minimize the costs of transportation planning and environmental decisionmaking processes, highway infrastructure, and operations.
- Improve transportation planning and environmental decisionmaking coordination and processes.
- Minimize and reduce the potential impact of highway infrastructure, operations, and surface transportation on the environment.
- Improve construction techniques and their related emissions.
- Reduce the impact of highway runoff on the environment
- Improve the modeling of factors that contribute to the demand for transportation.

Integrated Eco-Logical Framework (IEF)

- Integrate transportation and ecological decisionmaking.
- Identify potential impacts to environmental resources very early in the planning process.



Courtesy of Volpe Center

Steps of the IEF (and the Eco-Logical approach)

1. Build and strengthen collaborative partnerships
2. Integrate natural environment plans
- 3. Create a Regional Ecosystem Framework (REF)**
4. Assess effects
5. Establish and prioritize ecological actions
6. Develop crediting strategy
7. Develop programmatic consultation, biological opinion, or permit
8. Implement agreements, adaptive management, and deliver projects
9. Update REF

Why create an REF?

A REF helps agencies:

- Develop a joint understanding of locations and potential impacts of proposed transportation projects.
- Identify ecologically significant areas, regions to avoid, and mitigation opportunities.
- Plan at a scale that makes sense for ecosystem resources and transportation corridors.

Purpose of the REF

Answer these questions:

- How do we want to use the REF?
- Who is at the table, and what are their priorities?
- What types and scale of data is available?
- What expertise and technology is available?
- What might be secondary uses of the REF?

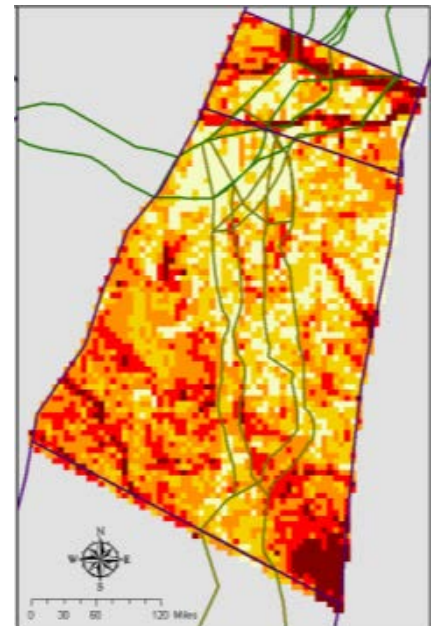
Steps to Develop an REF

1. Overlay maps

- a) Infrastructure plans – including LRTP, TIP, or STIP
- b) Conservation plans
- c) Natural and cultural resources

2. Define region

3. Describe REF in writing



Courtesy of EPA Region 6

Steps to Develop an REF

1. Overlay maps

2. Define region

- a) What is your joint planning area?
- b) Factors to help determine your planning area:
 - Geo-political boundaries
 - Socioeconomic factors
 - Watershed or habitat boundaries



Photo courtesy of Volpe Center

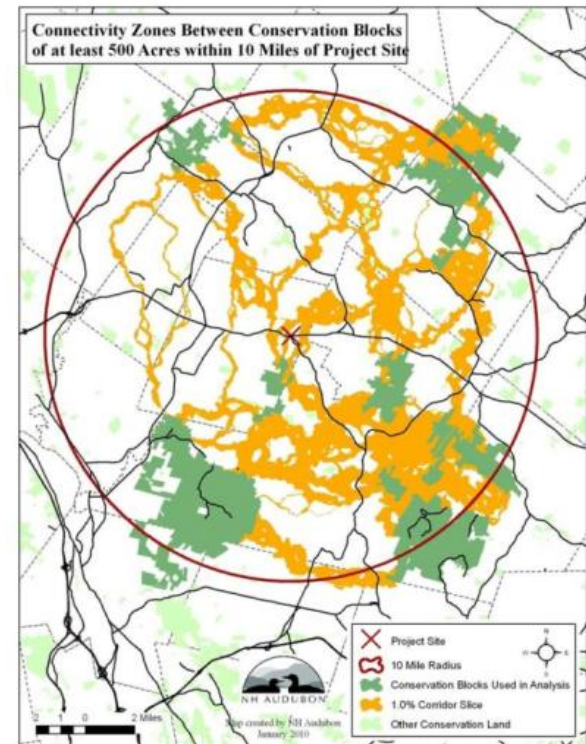
3. Describe REF in writing

Steps to Develop an REF

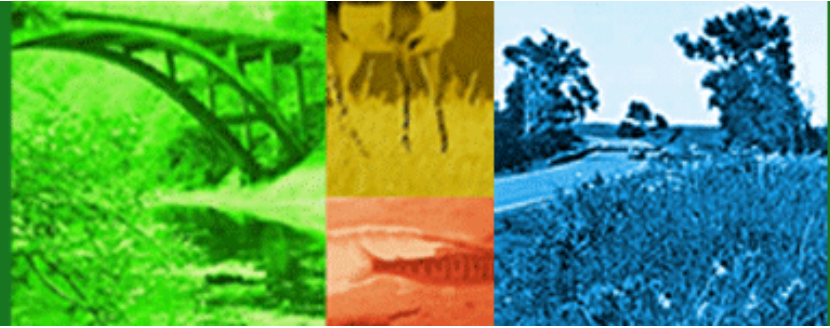
- 1. Overlay maps**
- 2. Define region**
- 3. Write out high-level conservation goals**
 - a) Opportunity areas for mitigation
 - b) Priorities for conservation and avoidance
 - c) Consider ecosystem credits
 - d) Convene stakeholders to address opportunities and priorities

Constraints and Considerations

- Scale of data
 - Fine scale for assessing project-level effects
 - Coarse scale for high-level planning purposes
- Compatibility of data
- Types of data, plans, and projects to include
- User-friendly format



Eco-Logical Webinar Series



Creating a Regional Ecosystem Framework (REF) and Florida's Efficient Transportation Decision Making (ETDM) Tool

Contacts:

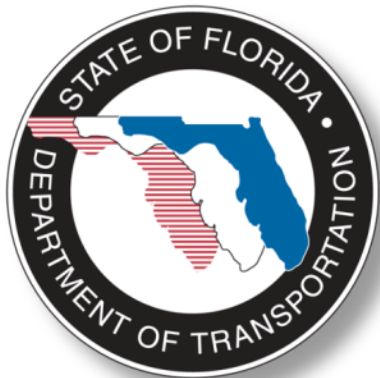
- Pete McGilvray, Florida Department of Transportation (peter.mcgilvray@dot.state.fl.us)
- Bill Ostrum, FHWA (william.f.ostrum@dot.gov)
- Mike Ruth, FHWA (mike.ruth@dot.gov)
- Haley Peckett, Volpe Center/U.S. DOT (haley.peckett@dot.gov)



Efficient Transportation Decision Making (ETDM) Process



ETDM and Environmental Screening Tool (EST) Overview

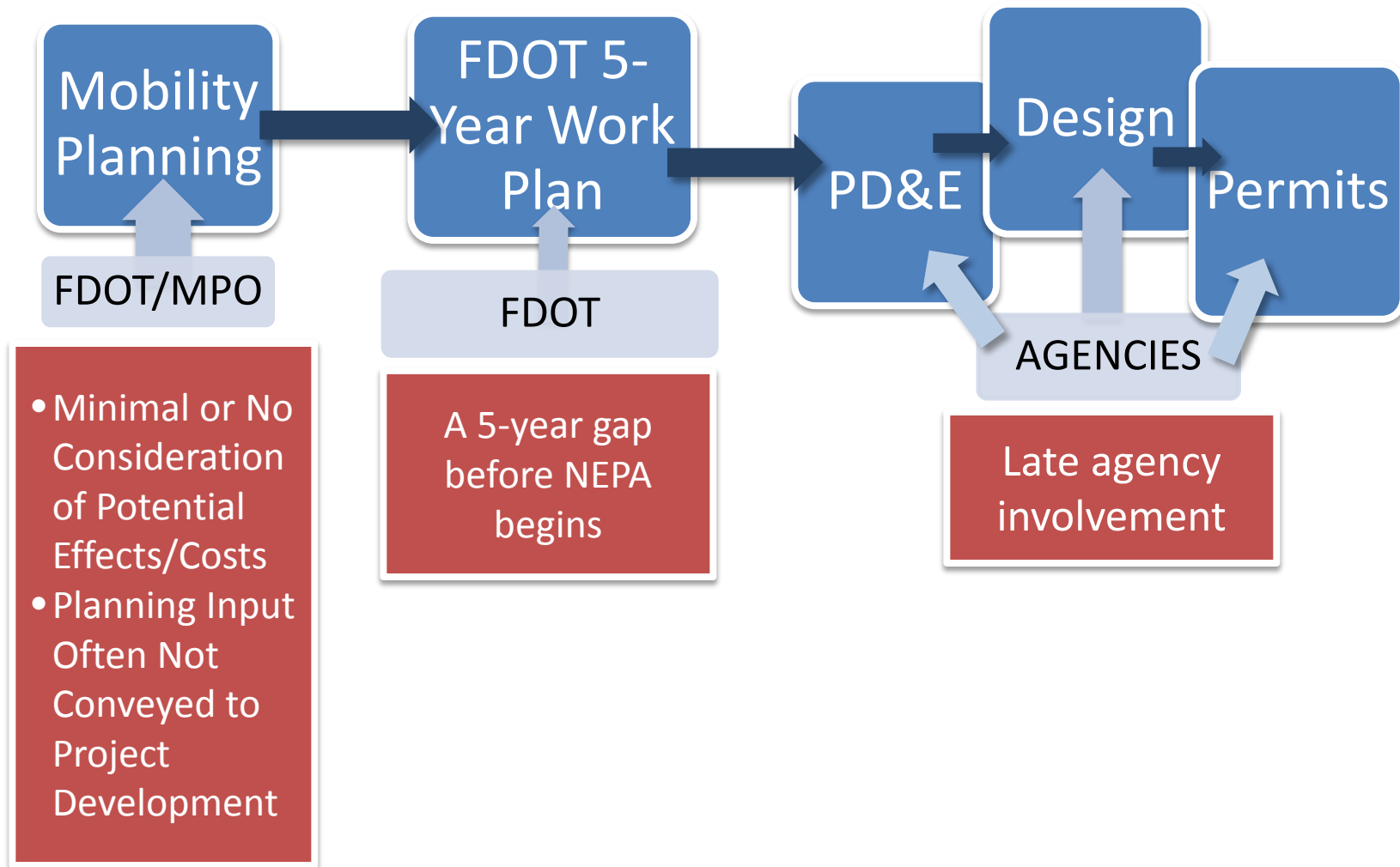


Eco-Logical Webinar Series

January 24, 2013



Previous Project Delivery Process



ETDM Process

- ◆ A way of planning and developing *qualifying* transportation projects that expedites project delivery without sacrificing the quality of the human and natural environments
- ◆ Enables agencies and the public to provide early input to FDOT and MPOs about the potential effects of proposed transportation projects
 - *Open communication and transparent decision documentation*
 - *Earlier/Better definition of issues, feasibility, and potential costs*
 - *No re-education at the permitting stage*
 - *Expected reduction in late project challenges and litigation – meaningful dispute resolution mechanisms*
- ◆ Helps satisfy streamlining objectives of MAP-21 and SAFETEA-LU, and other FHWA initiatives like Every Day Counts (EDC)

Qualifying Projects

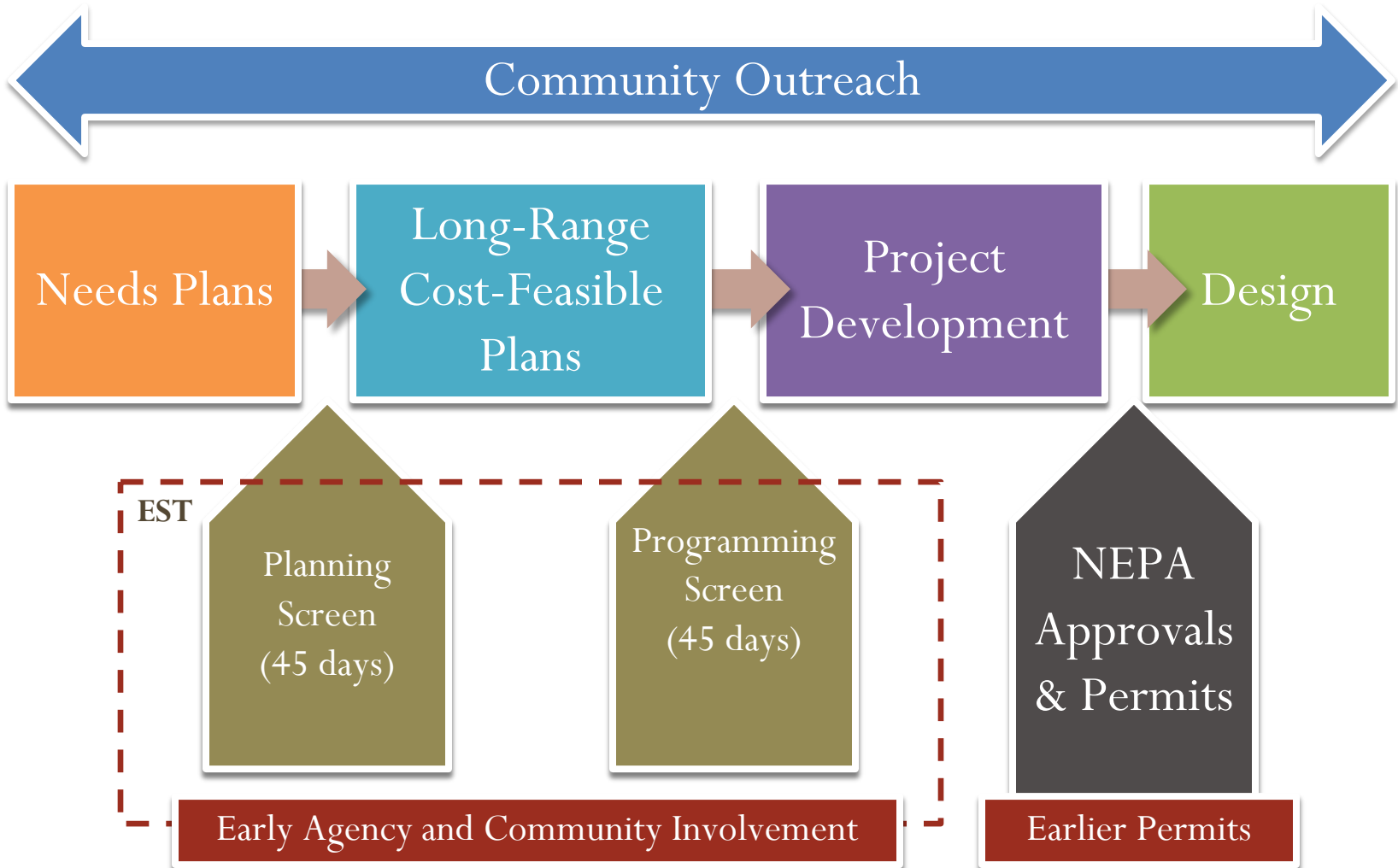
◆ Roadway Projects

- 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 Process Overview

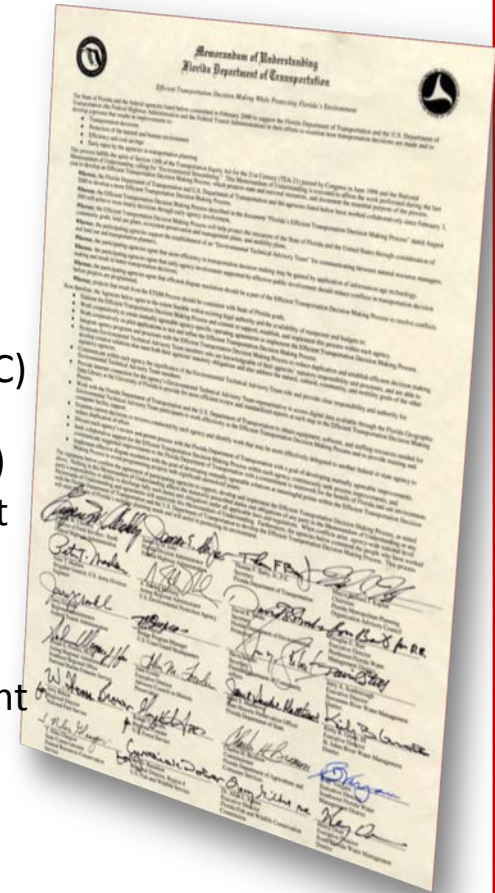


ETDM Participants

More than 30 state, federal, and local agencies and tribal governments

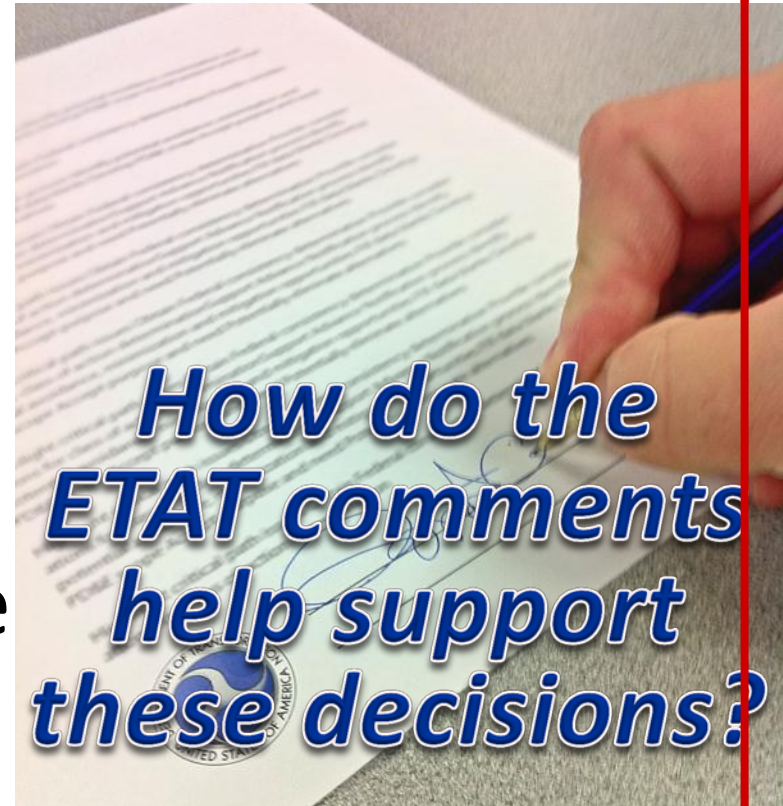
Federal Highway Administration (FHWA)
Federal Transit Agency (FTA)
US Army Corp of Engineers (USACE)
US Coast Guard (USCG)
US Environmental Protection Agency (USEPA)
USDA Natural Resources Conservation Service (NRCS)
US Fish & Wildlife Service (USFWS)
US Forest Service (USFS)
National Marine Fisheries Service (NMFS)
National Park Service (NPS)
Seminole Tribe
Miccosukee Tribe
County Governments
Regional Planning Councils (RPCs)
Metropolitan Planning Organizations (MPOs)

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)



What decisions are supported through Screening Process?

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



ETAT Responsibilities

What do we need from the ETAT?

- ◆ Identify important resources and why they are important
- ◆ Actionable comments
- ◆ Help us minimize and avoid 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 a potential controversy
- ◆ Provide suggestions
- ◆ Coordinate internally to provide complete response on behalf of their agency
- ◆ Confirming their understanding of the project's purpose.
- ◆ Use your agency resources to:
 - Fill in the gaps in the data, or
 - Agree that the data is valid
- ◆ Convey personal knowledge
 - of the area
 - of the resource
- ◆ Identify activities we can complete between screening events to answer any questions
- ◆ Tell us about any plans for resources

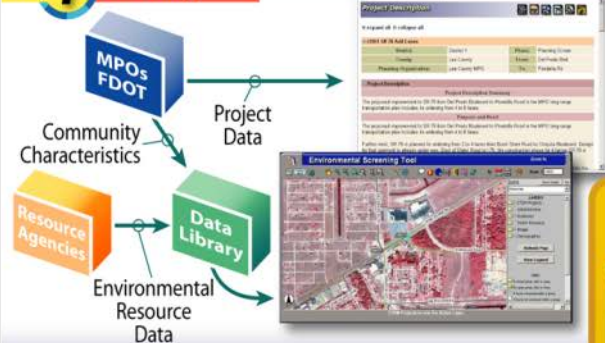
Issues ETAT Comment On



Environmental Screening Tool

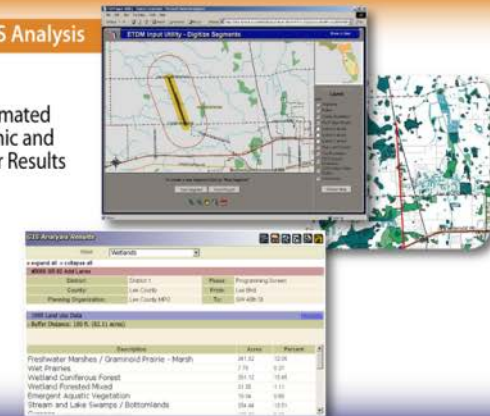
Data is integrated from multiple sources into one statewide library.

Step 1 Data Entry



Step 2 GIS Analysis

Automated Graphic and Tabular Results

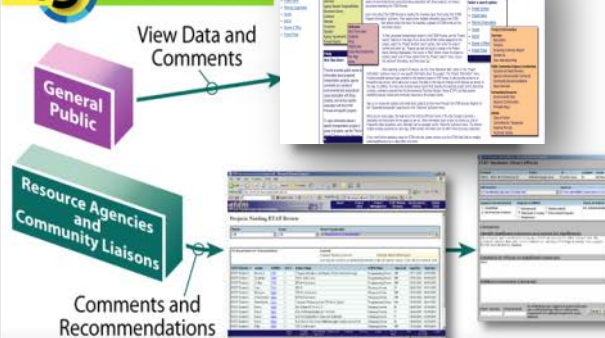


The Technology System
Entry portal for Internet-accessible
Environmental Screening Tool



Step 3 Project Review

View Data and



Evaluation results are summarized and stored.

Step 4 Summary Reports

- Summary of Effects
- Commitments
- Responses



Color-coded degree of effect
by technical issue

ENVIRONMENTAL SCREENING TOOL

DM Summary Report

Project #3107 - US 301 FROM CHANCEY ROAD TO SR 39
Planning Screen - Published on 09/23/2005

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	4	Substantial	US
	4	Substantial	So
	Minimal	So	
	3	Moderate	US
	3	Moderate	US
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	3	Moderate	Southwest Florida v
	3	Moderate	FL Department of E
	4	Substantial	US Fish and Wildlife

Project Purpose

Plan Consistency

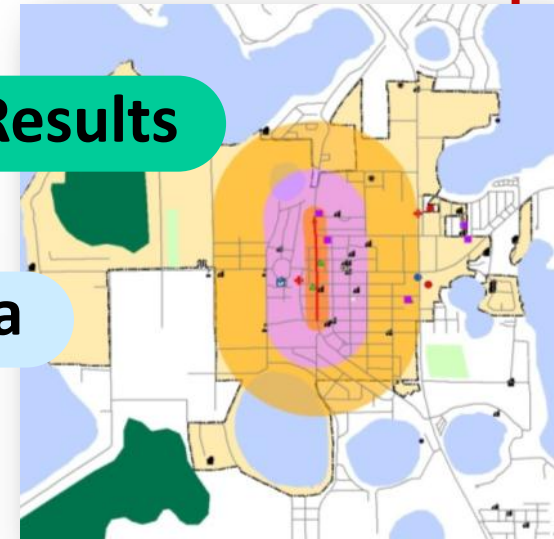
GIS Analysis Results

Resource Data

Maps

Previous Commentary

Summary Reports



Contents, Tools, and Search

Contents Tools Search Help X

Maps Legend Aerials

Active Project ([change](#))



- 11482 - SR 836 Southwest Extension
 - Alternative #1
 - Alternative #2
 - Alternative #3
 - Alternative #4

Wildlife and Habitat ([change](#))




- Projects
- Administrative
- Base
- Coastal
- Conservation
 - CLIP V2
 - CLIP Opportunities
 - Core Input Layers
 - Aquifer Recharge (CLIP v2)
 - Landscape Integrity Index (CLIP v2)
 - Natural Floodplain (CLIP v2)
 - Priority Natural Communities (CLIP v2)
 - Rare Species Habitat Priorities (CLIP v2)
 - Significant Surface Waters (CLIP v2)
 - Wetlands (CLIP v2)
 - Final CLIP V2
 - CLIP Priorities (CLIP v2)
 - Priority Output Layers
 - Aquatic Preserves
 - FWCC Management Areas
 - Florida Ecological Greenways Network Criteria
 - Florida Forever
 - Florida Managed Areas (FNAI)
 - Managed Burn Zones (Lake Wales Ridge)
 - National Marine Sanctuaries
 - National Parks Projects
 - National Parks and Seashores
 - National Wildlife Refuges
 - Potential Habitat Richness
 - Priority Strategic Habitat Conservation Areas
 - Public Land

Contents Tools Search Help X



Edit Map Features

-  Communities
-  Transportation Projects




View Ancillary Data

-  NRS Photos
-  Video Log
-  Project Attachments

Location and Measurement

-  Street View
-  Measure

Query

-  Query Database
-  Select From Map
-  Buffer

Contents Tools Search Help X

Search

Everything

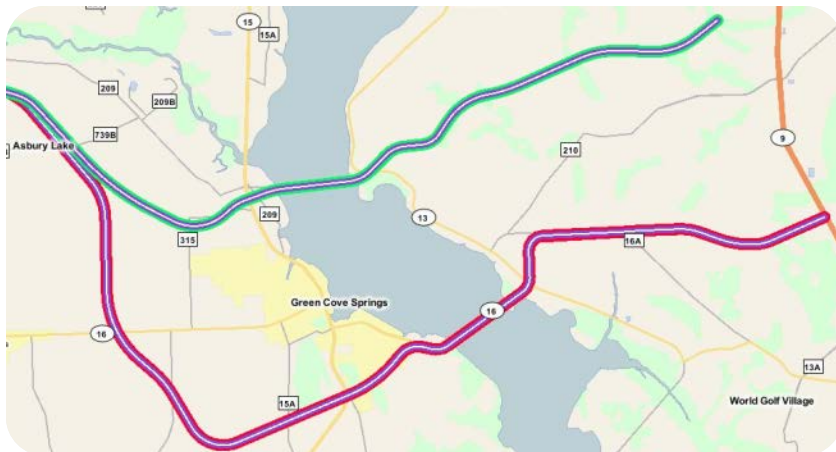
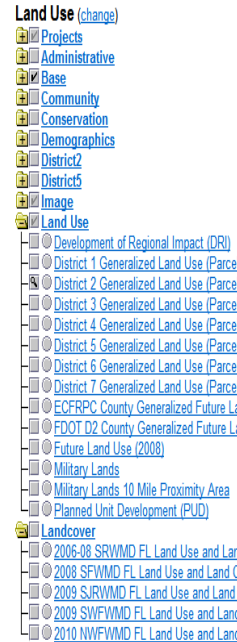
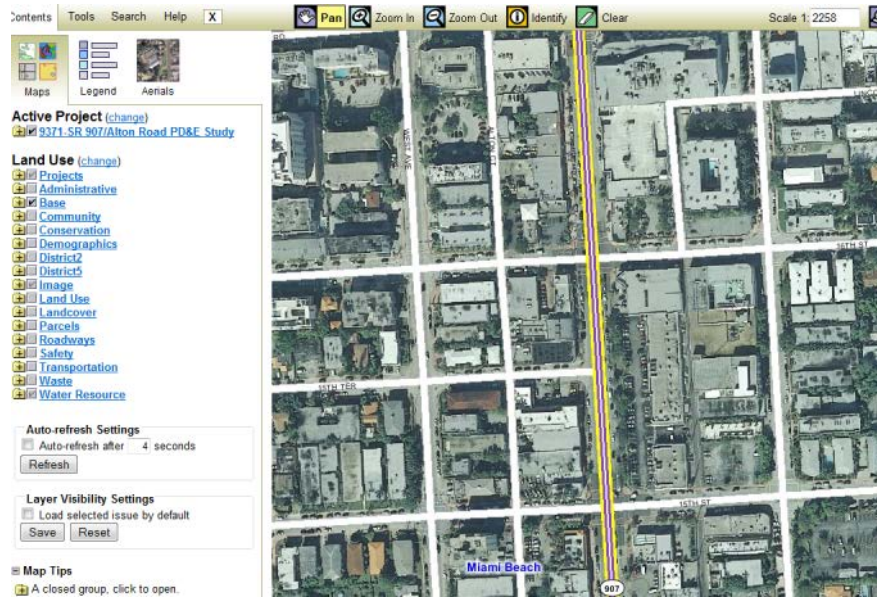
Search Tips

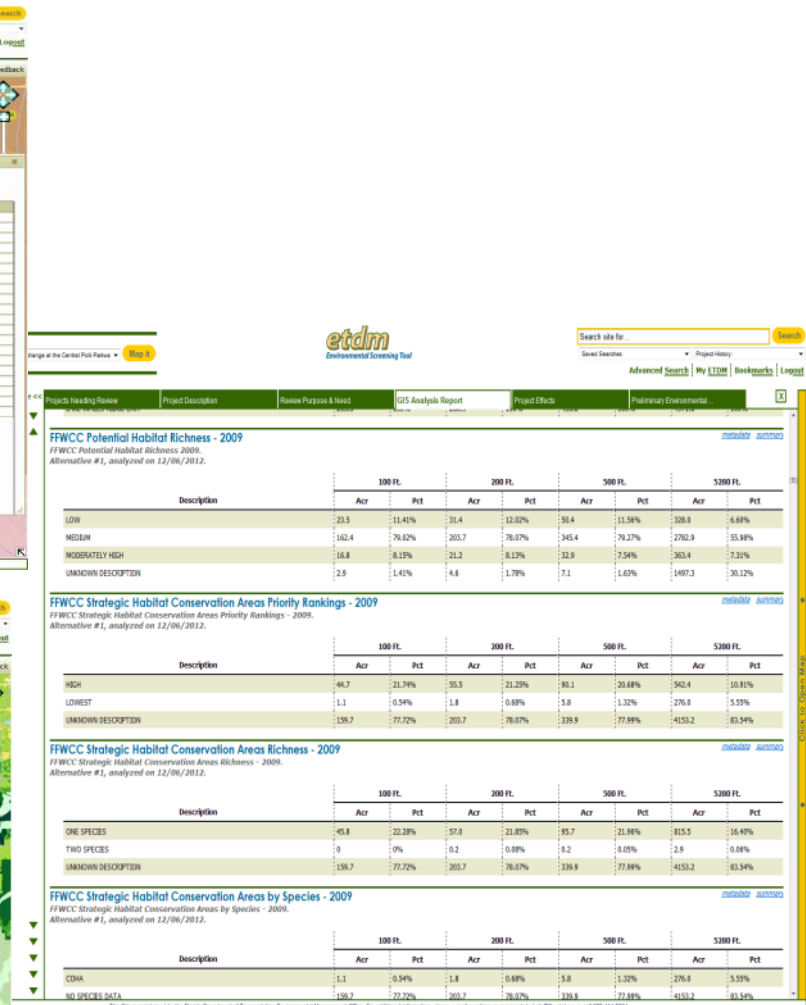
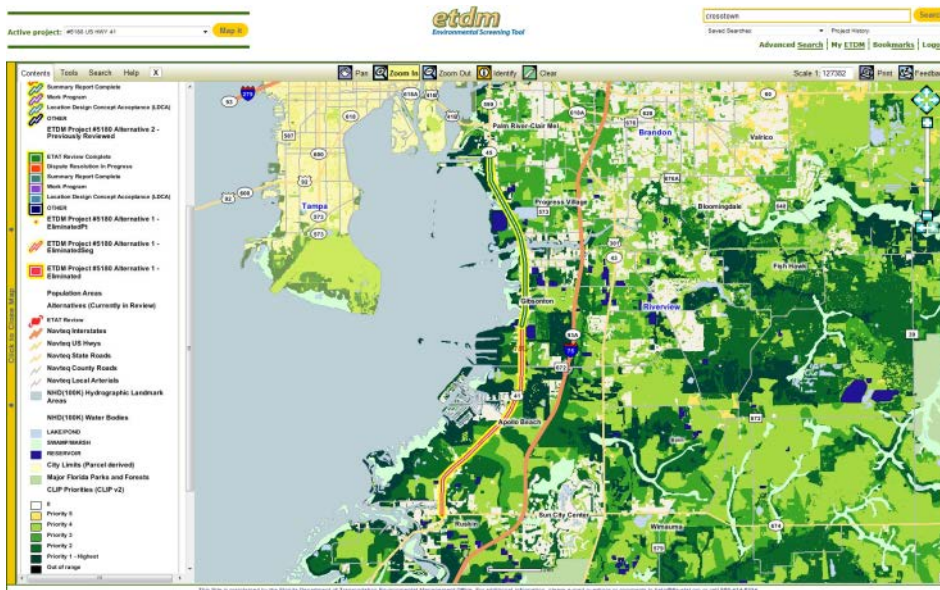
Searches selected map layers by project, key words, or by latitude and longitude coordinates. Click a link from the results list to zoom to the location on the map.

Selecting **Everything** will search from the following layers:

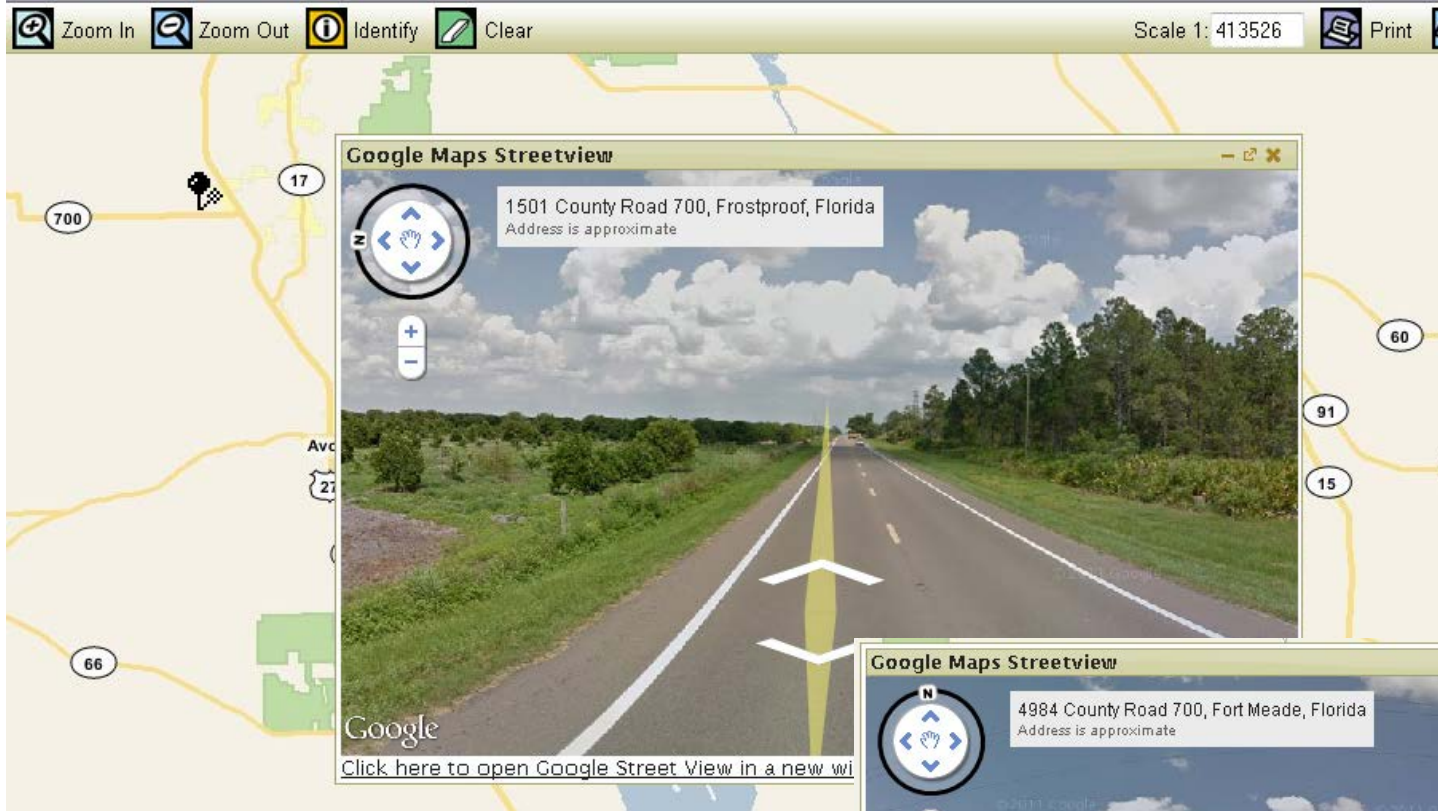
- Projects
- Cities
- FDOT Districts
- Water Management Districts
- Counties
- ZIP Codes
- Street Address
- Latitude/Longitude
- Map Layers (searches for layers by name and description in the table of contents)
- Communities

Access to GIS layers, tools, and analyses



[illegible]

Street Viewer





Location and Measurement






Map Tools

Contents Tools Search Help X



Edit Map Features

 Communities
  Transportation Projects




View Ancillary Data

 NRS Photos
  Video Log
  Project Attachments

Location and Measurement

 Street View
  Measure


Query

 Query Database
  Select From Map
  Buffer

MyFlorida.com
my

Video Log Viewer Application


Roadway ID: 87270000 Dir: North Mile Pt: 5.075 View: Right
 Search Click this button to find Video Log for info above



Roadway Name: SR-9/SR9A/I-95
 Frame Date: 03/01/2011
 Frame: 10:

Frame Backward Play Backward Stop P
 Play Speed: 1 fps 2 fps

Message: Roadway Segment


 Questions about data or images - [FDOT.ServiceDesk@dot.state.fl.us](#)
 Questions about a malfunction of [FDOT.ServiceDesk@dot.state.fl.us](#)

Disclaimer: This product is intended for general informational uses only and surveying purposes. This information or data is provided with the understanding that the user is responsible for the information. The video log information is provided for informational purposes only and is not intended for legal or engineering purposes. Changes to these images may be made periodically.

Query Builder

Cemeteries (Parcel Derived)

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 ACRES
 PARCELID
DESCRIPT
 FLAG
 LINK

Get Unique Values

=	<>	Like	'2546 PROPERTIES LLC'
>	>=	And	'3RD MT TABOR MISS BAPT CHURCH'
<	<=	Or	'A GONZALEZ MGMT SERV INC'
()	Not	-	'A L HALL FUNERAL DIRECTOR INC'
%	Is null	Is not null	'A M DEWITT CEMETERY'
			'A M E CEMETERY'
			'ABHIRAM INC'
			'ACOSTA J B ESTATE & LAURE A'
			'ADAMS CEMETERY'

Query criteria:

DESCRIPT = '3RD MT TABOR MISS BAPT CHURCH'

☒ Statewide
 ☐ Visible Map Extent

Execute Clear

Other Information



Search site for:

Advanced Search | My Lists | Bookmarks | Logout

etdm
Environmental Tracking Tool

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Geneva				
Area	12.482	Square Miles		
Jurisdiction	N/A	Cities		
	Seminole	Counties		
Community Statistic				Description
	1990	2000	2010	
Population	2,077	2,576	2,919	Total Pop
	705	906	1,027	Total Households
	0.59	1	0.72	Avg Persons per Acre
	N/A	2.75	2.48	Avg Persons per Family
	617	693	638	Under 18
	152	240	360	65 or higher
	N/A	38	44	Median Age
	786	962	1,102	Total
Housing	0.07	0.09	0.1	Units per Acre
	400	591	684	Total Single Family
	1	0	0	Total Multi-Family
	98	92	98	Total Renter Units
	608	813	929	Total Owner Units
	81	56	75	Total Vacant Units
	\$94,600.00	\$118,600.00	\$270,350.00	Median Household Value
	14	45	0	Number of Households w/no Vehicle
Income				

Active project: #5180 US HWY 41

Map It

Tools

Reports

- Project Diary >
- Advance Notification Package >
- Project Effects >
- Reminders >
- Agency Participation >
- Community Coordination >
- Performance Management >
- Invoicing Reports >
- Project Tracker >
- Document Review >

Hide <<

Agency Comments - Project Effects

Natural

Air Quality

Coastal and Marine

Coastal and Marine

Contaminated Sites

Contaminated Sites

Contaminated Sites

Farmlands

Floodplains

Floodplains

Infrastructure

Navigation

Navigation

Special Designations

Special Designations

Water Quality and Quantity

Water Quality and Quantity

Water Quality and Quantity

Wetlands

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Wizards

Maps

Account Settings

Administration

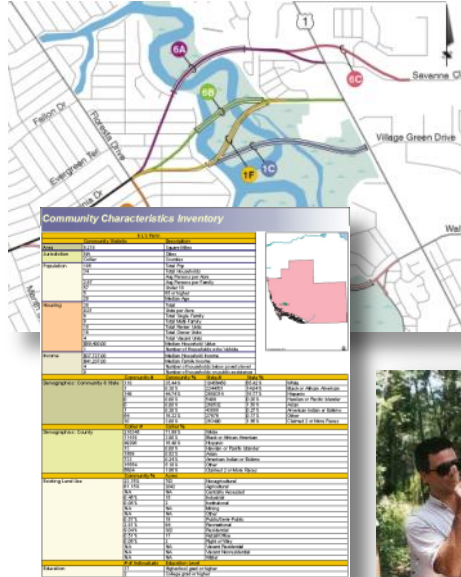
Help

This Site is maintained by the Florida Department of Transportation Environmental Management

ETAT provide a Degree of Effect (DOE)

a.

Identify resources & level of importance



b.

Assess effects



Direct

Indirect

Cumulative

c.

Identify potential severity of effects with detailed comments

Submit Reviews

Active project: #13927 I-4 Interchange at the Central Polk Parkway [Map](#)

etdm
Environmental Screening Tool

Search site for: [Search](#)

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Tools

- Project Diary
- Advance Notification Package
- Review Project
- Community Coordination
- Coordinate ETAD
- Performance Management
- Agency Review
- Project Tracker
- Document Review

Reports

- Wizards
- Maps
- Account Settings
- Administration
- Help

Hide <<

Projects Needing Review | Project Description | Review Purpose & Need | GIS Analysis Report | Project Effects | Preliminary Environmental

Cumulative Effects Considerations Review

#13927 I-4 Interchange at the Central Polk Parkway

Details: District 1, District 5 Phase: Programming Screen Contact Information: Gwen G. Papp (863) 519-2375 x2375 gwen.papp@fldot.com

Cumulative Effects Considerations

Identify resources and impacts of cumulative effects

Alternative Issue

Alternative #1 Segment A Wildlife and Habitat [Change Options](#)

What resources in the area are at risk?

Recommended environmental resources that may need to be evaluated for cumulative effects during PD&N. Focus on priority resources in poor or declining condition that may be directly or indirectly affected by the project.

What are the logical, resource-based boundaries for these resources, and how might the project effects travel within those boundaries?

Identify considerations to help define the geographic study area for a cumulative effects evaluation of the resources. The challenge is defining it large enough to understand the trends affecting the resources and yet small enough to provide practical consideration of the project's contribution to the cumulative effects. The boundary is usually resource based, accounting for localized effects. The key is to encompass the resources affected by the project. In the context where it contributes to the cumulative effects on the resource.

etdm
Environmental Screening Tool

Active project: #13927 I-4 Interchange at the Central Polk Parkway [Map](#)

etdm
Environmental Screening Tool

Search site for: [Search](#)

Advanced Search | My ETDM | Bookmarks | Logout

Active project: #13927 I-4 Interchange at the Central Polk Parkway [Map](#)

Hide <<

Projects Needing Review | Project Description | Review Purpose & Need | GIS Analysis Report | Project Effects | Preliminary Environmental

Tools

- Reports
- Project Diary
- Advance Notification Package
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- Community Coordination
- Coordinate ETAD
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- Agency Review
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- Document Review

Wizards

- Maps
- Account Settings

Project Effects

#13927 I-4 Interchange at the Central Polk Parkway

Details: District 1, District 5 Phase: Programming Screen Contact Information: Gwen G. Papp (863) 519-2375 x2375 gwen.papp@fldot.com

Review Options

Choose to use the short form or select an alternative and issue. Then click the button to begin your review and display Preliminary Environmental Discussion.

Alternatives

Alternative #1 Segment A Wildlife and Habitat [Change Options](#)

Preliminary Environmental Discussion

Wildlife and Habitat

Project Level

Comments:

According to recent interpretation from the FWSA, a determination of "no effect" or "may effect, not likely to adversely effect" must be provided by the USFWS to conclude Section 7 ESA consultation during the PD&N study. Though not shown in the GIS analysis results, additional data-listed species (e.g., gopher tortoises, bald eagle nests, etc.) may also be present within the segment and 100-foot buffer for each segment.

Alternative Level

Alternatives: #1 Segment A, #2 Segment B

Degree of Effect: Moderate

Comments:

According to the EIS GIS analysis results, the 800-foot width and 100-foot buffer for these segments occur within the following USFWS consultation areas: Audubon's crested cormorant, Florida grasshopper sparrow, Lake Wales ridge plants, red-cockaded woodpecker, sand and blue-tailed mole skink, Florida scrub jay, and Everglades snail kite. These segments are also within the core foraging areas for three wood stork colonies. Consultation with the USFWS for the eastern ridge-toads will also be required. Each of these segments are expected to result in moderate involvement with wildlife and habitat resources.

Project Effects

Select a Degree of Effect: Applies to both Direct and Indirect Effects

Direct Effects [View Map](#)

Identify resources and level of importance:

Search site for: [Search](#)

Advanced Search | My ETDM | Bookmarks | Logout

3.4 MODAL INTERRELATIONSHIPS

The eastern leg of the Central Polk Parkway will provide access to regional industrial and transportation facilities, including the CSX rail terminal and proposed ILC that is anticipated to be one of the largest freight intermodal distribution centers in the state. This facility is located within the proposed Central Polk Parkway study area in southern Winter Haven. The rail terminal and ILC will serve as a centralized transportation and logistics hub for CSX, and truck and rail shipments from the rail terminal and ILC are anticipated to be distributed to retailers throughout Florida. The proposed intermodal site entrance is approximately a half-mile east of CR 605 (Rifle Range Road) and two miles north of SR 60. The development of the CSX rail terminal and ILC is expected to greatly increase the volume of vehicles on the area roadway network. The new limited access facility will provide direct, uninterrupted access for vehicles accessing the CSX rail terminal and ILC and other major industrial, distribution and support facilities in the area. This improved accessibility will heighten the areas attractiveness for industrial and commercial employers supporting the economic competitiveness of the region.

In addition to the roadway interconnections described in the System Linkage section above, this portion of the Central Polk Parkway will facilitate access to the Winter Haven Amtrak and Greyhound stations.

3.5 SAFETY

The construction of the Central Polk Parkway will aid in the evacuation of the central Polk area by providing additional capacity, increased mobility, and connecting facilities already designated as evacuation routes. The Florida Division of Emergency Management (DEM) has published county-wide evacuation route and zone maps based on the most recent regional evacuation studies for all Florida counties. The Polk County Evacuation Route Map shows that several roadways that the Central Polk Parkway will connect with or intersect are evacuation routes, including: I-4, US 17, SR 60, SR 340, US 92, US 27, and the Polk Parkway/SR 370.

Reminder

Reviews submitted here will be considered part of your agency's comments on the Advance Notification for this project. Additional comments on the Advance Notification that are not captured in your review of the project's Purpose and Need, direct effects, or indirect and cumulative effects can be submitted using the [Comment on Advance Notification Package](#) tool.

Participating Agency During NEPA

Cooperating and participating agency roles during the development of a project include the following as they relate to their area of expertise:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.
- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Does FL Department of Transportation see a need to serve as a participating agency?

☐ Yes, FL Department of Transportation would like to be a [participating agency](#) for this project.

Enter Review Information

Indicate whether the Purpose and Need is: ☐ Understood ☐ Not Understood

Purpose and Need Comments

Enter any comments you have regarding the Purpose and Need. Comments are required if you indicate the Purpose and Need is Not Understood.

Sign and Submit

By entering your password you are certifying that these comments represent the official review from your agency of the Purpose & Need.

User Identity: Peter McGilray @ FL Department of Transportation

Password

[Submit Review](#)

This Site is maintained by the Florida Department of Transportation Environmental Management Office. For additional information, please e-mail questions or comments to help@etdm.fdot.org or call 888-474-8334.

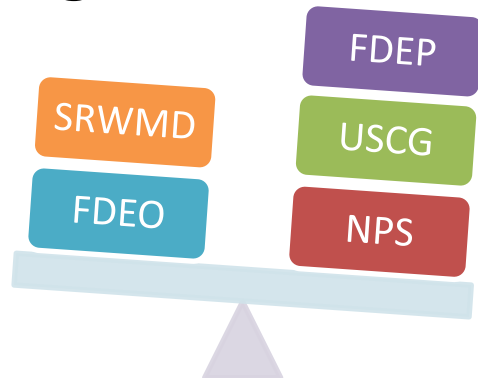
Summary Report

◆ Preliminary and Final

- Resource to Project Managers
- Feedback document summarizing project review
 - Summary DOEs
 - Accepted P&N
 - Project Scope

◆ Final

- Signed Class of Action



Summary Report Data Options

Report Version Selected

- Programming Screen Summary Report Published on 11/18/2008 by Richard Fowler
- This is considered a **Preliminary** Programming Screen Summary Report because the Class of Action has not been completed.
 - No Class of Action is defined.

Overview

- ☒ Screening Summary Report Chart

Purpose of and Need for

- ☒ Purpose & Need
- ☒ Project Description

Alternative-Specific Data

- ☒ Alternative and Segment Descriptions
- ☒ Agency Comments and Summary Degrees of Effect

Project Scope

- ☒ General Project Commitments
- ☒ Required Permits and Technical Studies
- ☐ Class of Action (Preliminary Programming Screen Summary Report)
- ☒ Dispute Resolution Activity Logs

Appendices

- ☒ Hardcopy Maps - Project Level
- ☒ GIS Analysis Description and Link
- ☒ Attachments

<< Select Different Snapshot

Generate Report >>

ETDM Summary Report

Project #13312 - Hillsborough Avenue

Finalized Programming Screen - Published on 11/16/2011

Generated by Steve Love (on behalf of FDOT District 7)

Printed on: 1/12/2012

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Lessons Learned & Best Practices

- ◆ Be inclusive – the EST and ETDM process is the result of practitioners getting together to figure out a better way to do things
- ◆ Plan for change – there are always opportunities to do better or be more efficient – seek continuous improvement
- ◆ Best available - until the next best available
- ◆ People, communication, and relationships drive the outcomes

Questions?

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