




COMMISSION AGENDA:


4.1.14 #17

OFFICE OF THE COUNTY ADMINISTRATOR

M E M O R A N D U M

TO: The Honorable Chairman and Members of the Board of County Commissioners

FROM: Robert S. LaSala, County Administrator 

SUBJECT: Project Development & Environment Process (PD&E) 

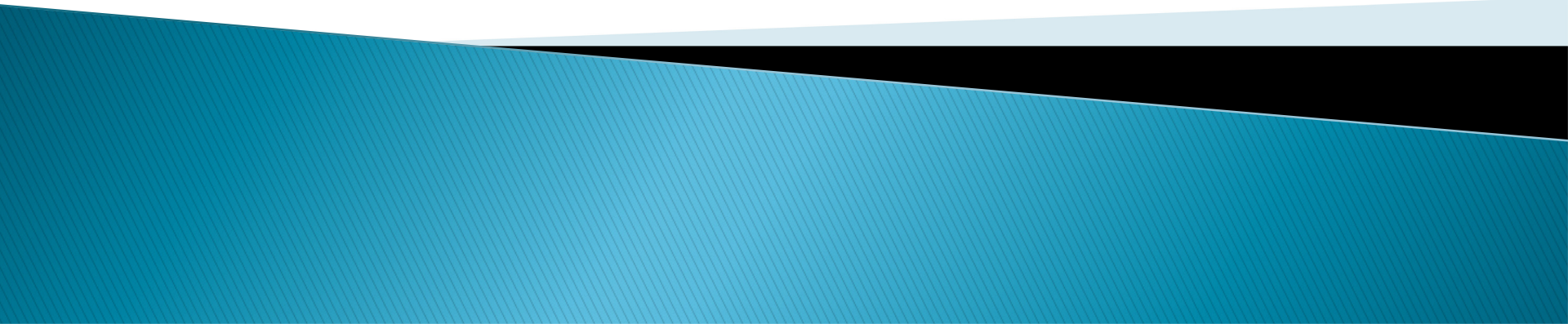
DISTR: David E. Scott, P.E., Executive Director, Department of Environment & Infrastructure (DEI)
Ivan Fernandez, P.E., Interim Director, DEI/Engineering & Technical Support

DATE: March 19, 2014

DEI staff will be presenting an overview of the Project Development and Environment (PD&E) process as it relates to the Dunedin Causeway Bridge on April 1, 2014 to the Board of County Commissioners (Board). This presentation was recently given to the Metropolitan Planning Organization, and is scheduled to be presented to the Dunedin City Commission on April 3, 2014.

The PD&E process is required to achieve compliance with the National Environmental Policy Act (NEPA). Additionally, the PD&E process is necessary to qualify for the application of federal funding for any project recommended by the PD&E study. David Talhouk from DEI will present a high level overview of this process and address any questions or concerns the Board may have.

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) OVERVIEW



NEPA (National Environmental Policy Act)

NEPA is the over arching policy which drives the process for federally funded projects

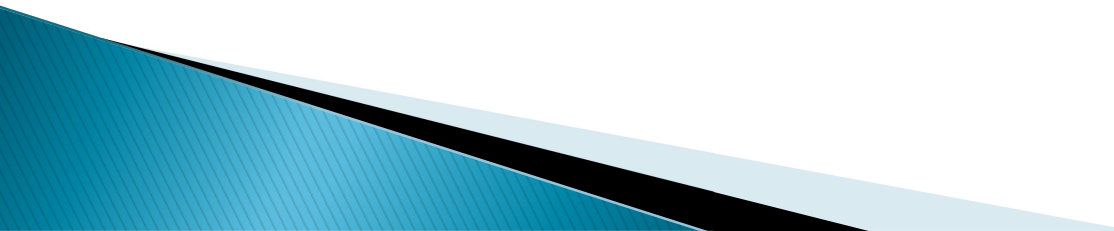
Two major phases to comply with NEPA are:

- ▶ Planning and Programming Phase
- ▶ Project Development & Environment Phase (PD&E)

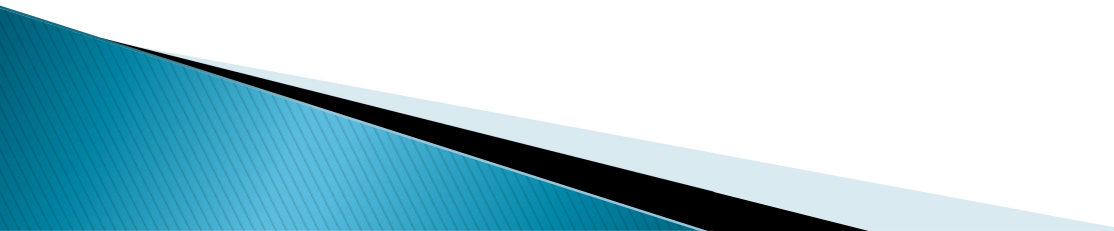
Planning & Programming Phase

- ▶ This phase precedes the PD&E and can consist of the development of feasibility studies to determine general possible options and possible costs for transportation projects. It is a planning tool to program a project at a planning level into the Long Range Transportation Plan (LRTP)

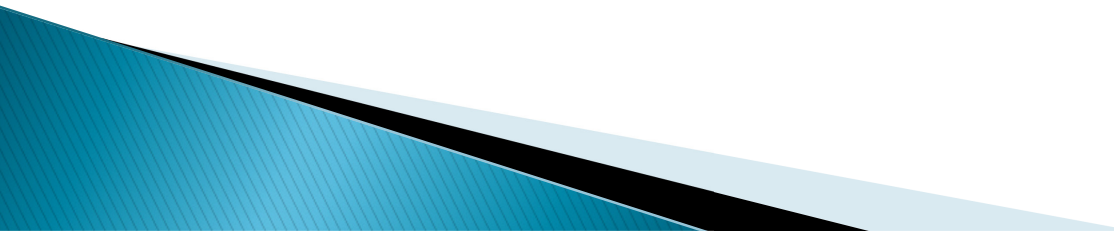
Project Development & Environment Points to Remember

- ▶ Required to meet National Environmental Policy Act (NEPA)
 - ▶ Must be followed to be eligible for federal funding for subsequent projects called for in the PD&E Study
 - ▶ The feasibility study done in the Planning and Programming Phase in no way prejudices or contaminates the PD&E process or the alternatives analyzed or selected in the PD&E.
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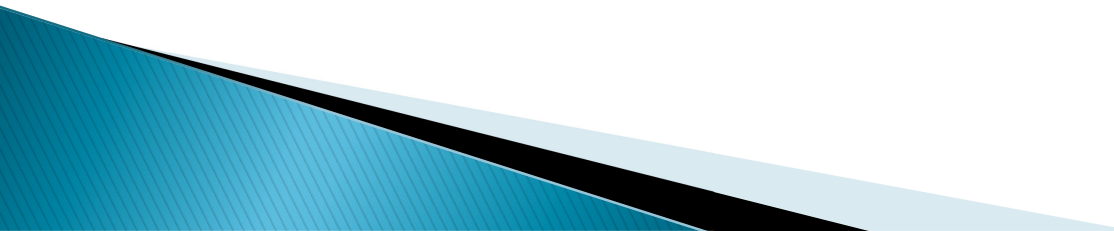
Project Development & Environment Points To Remember

- ▶ The PD&E is a deeper and complete analysis of all possible alternatives without prior bias.
 - ▶ Just because an alternative is recommended in the feasibility study DOES NOT mean that that alternative will be recommended in the PD&E or selected.
 - ▶ The PD&E is a new and complete analysis of all alternatives with intensive public input and stakeholder involvement
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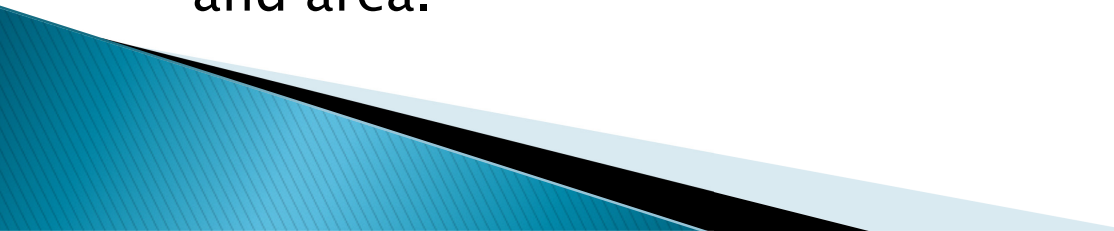
PD&E Study Objectives

- ▶ Perform needed social, environmental and engineering studies of a proposed transportation improvement to support if and where a project should be built and alternatives
 - ▶ PD&E is an objective unbiased analysis of transportation alternatives which is both data intensive and intensive in public involvement.
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PD&E PHASES

- ▶ DATA COLLECTION
 - ▶ IDENTIFICATION OF PROJECT NEED
 - ▶ DEVELOPMENT OF ALTERNATIVES
 - ▶ ENVIRONMENTAL ANALYSIS
 - ▶ EVALUATION AND SELECTION OF ALTERNATIVES
 - ▶ DOCUMENTATION
 - ▶ PUBLIC INVOLVEMENT THROUGHOUT PROCESS
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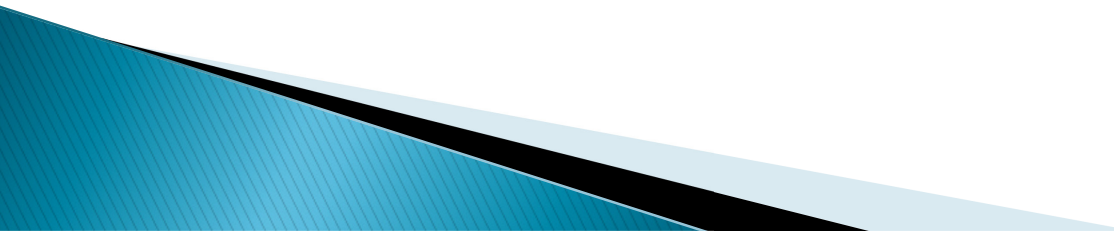
Data Collection

- ▶ If a bridge is involved data collected may include structure type, plans, structural condition and rating, horizontal and vertical clearance, span arrangement (number and length) and historical significance of bridge, channel data, alignment, required clearance above waterway, boat traffic survey, number of openings for a moveable structure, ship impact and scour data.
 - ▶ Also investigated are cultural features, community services provided by structure, archeological and historical features, natural biological features, any known contamination sites, existing noise studies, socio economic information, community values, views and opinions regarding the project and area.
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Identification of Project Need

- ▶ Project need is verified through consistency with the Long Range Transportation Plan (LRTP), consistency with local comprehensive plans, meetings with government officials, business officials and the public.
- ▶ A kickoff meeting will be held with presentations to each government jurisdiction's commission or council and the public. They will be involved throughout the process of PD&E development.

Development of Alternatives

- ▶ No Build
 - ▶ Repair existing facility
 - ▶ Various Design Concepts
 - a.) Includes public involvement evaluating impact to unique, natural, historic or otherwise significant features. Assessment of community impacts, summary of environmental impacts.
 - b.) Also evaluates cost including engineering, right-of-way, relocation, environmental mitigation, construction and engineering inspection costs, drainage requirements and easements.
 - c.) Insures all reasonable alternatives have been studied and evaluated and dismissal of other alternatives is justified.
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Development of Alternatives

- ▶ Alternatives will be presented to the MPO, the BCC and The City of Dunedin at Commission Meetings.
- ▶ The public will be involved throughout the process.

Environmental Analysis

- ▶ This analysis will be performed for each alternative considered in the PD&E

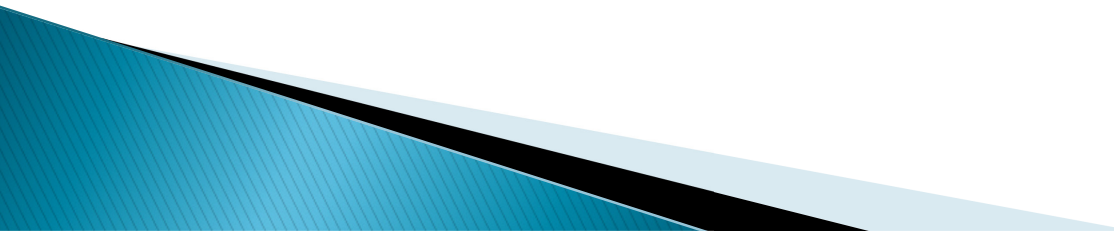
Evaluation and Selection of Alternatives

- ▶ Once all analysis is complete the project team will recommend an alternative based on the aforementioned items to FHWA through FDOT.

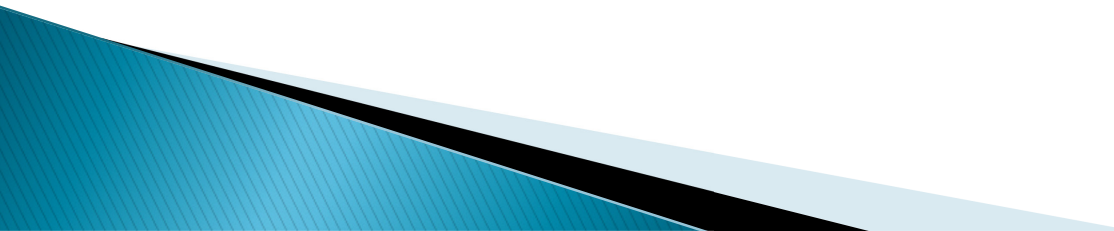
Documentation

- ▶ Documentation will be reviewed by FDOT, and approved by the lead federal agency which should be FHWA.

Public Involvement

- ▶ Essential and critical element of PD&E
 - ▶ NEPA (National Environmental Policy Act) requires extensive coordination, communication and involvement with the public and all relevant and affected parties. This includes the general public, community groups, environmental organizations, local, state and federal organizations including for historical preservation.
 - ▶ Public involvement will occur throughout the process
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Public Involvement

- ▶ Public kickoff meetings will be held with the MPO, The Pinellas County Board of County Commissioners and with The Dunedin City Commission.
 - ▶ Coordination meetings to get input from The City of Dunedin, citizen groups, various stakeholders will be held throughout the process.
 - ▶ Alternatives presentations / workshops will be held
 - ▶ Public hearing will be held with all stakeholders once the alternative is selected after input has been received throughout the process.
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Questions

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