

HILLSBOROUGH COUNTY MPO 2035 LONG RANGE TRANSPORTATION PLAN

ETDM RESULTS TECHNICAL MEMORANDUM



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Florida's Efficient Transportation Decision Making (ETDM) process was developed as a framework to fulfill federal and state consultation and environmental planning requirements. Implemented under the Florida Department of Transportation (FDOT), the ETDM process uses a multi-agency team approach to identify transportation solutions that are responsive to environmental and cultural preservation goals and community quality of life objectives. The overall intent of the process is to improve transportation decision-making by integrating a balanced consideration of potential project effects to natural, cultural and community resources within the realm of transportation planning and by providing for early coordination with tribal nations, environmental resource agencies, and the public.

The Hillsborough County Metropolitan Planning Organization (MPO) continues to take a proactive approach in screening candidate Long Range Transportation Plan (*Plan*) projects. The MPO, in coordination with District Seven of the FDOT, evaluated the relative effects of each transportation project proposed as part of the *2035 Plan* to natural, cultural and community resources. The evaluation was conducted through the ETDM Environmental Screening Tool (EST), an interactive database and Internet mapping application that integrates project data and environmental resource information from multiple sources into a single, standard format used to specifically evaluate datasets of twenty-one issues (as listed).

As part of the *Plan* development and ETDM processes, early and continuous agency interaction occurred to ensure transportation decisions were balanced with natural, cultural and community resource conservation goals, land use decisions and other agency objectives. This was accomplished through the Environmental Technical Advisory Team (ETAT). This team consists of over 20 resource agencies. Each agency is responsible for providing information regarding their agency's specific resource conservation plan or initiatives and identifying future conservation efforts as they relate to specific projects. As a result of the ETAT comments submitted through the EST during the ETDM project screening events, project flaws and potential mitigation opportunities were identified.

The environmental evaluation that was conducted serves as a broad screening or analysis of potential project effects to environmental resources. Projects considered to be (1) "major capacity improvements" (primarily defined as roadway widenings, new roadways, new fixed-guideway transit facilities, etc.) and (2) anticipated to be funded by

Environmental Issues

- Air Quality
- Coastal and Marine
- Contaminated Sites
- Farmlands
- Floodplains
- Infrastructure
- Navigation
- Special Designations
- Water Quality & Quantity
- Wetlands
- Wildlife & Habitat
- Historic & Archaeological Sites
- Recreation Areas
- Section 4(f) Potential
- Aesthetics
- Economic
- Land Use
- Mobility
- Relocation
- Social
- Secondary & Cumulative Effects

state or federal dollars went through a more detailed environmental analysis. These projects were released to the ETAT for review and comment through a formal ETDM screening. The ETAT representatives have 45 days to provide responses. **Table 1** presents the ETDM projects that were screened.

Table 1: 2035 Plan ETDM Projects

ETDM Project #	Project Name
12716	Downtown Tampa to University of South Florida Light Rail Transit Corridor
12717	Downtown Tampa to Tampa International Airport Light Rail Transit Corridor
12718	University of South Florida to Wesley Chapel Light Rail Transit Corridor
12719	Tampa International Airport to Carrollwood Light Rail Transit Corridor
12720	Downtown Tampa to Brandon Light Rail Transit Corridor
12721	Busch Boulevard-Linebaugh Avenue Light Rail Transit Corridor West
12722	Busch Boulevard-Linebaugh Avenue Light Rail Transit Corridor East
12723	Downtown Tampa to South Tampa Light Rail Transit Corridor
12736	Westshore to Pinellas Light Rail Transit Corridor

The summary evaluation results for each of the nine transit projects that were formally reviewed through the ETDM screening process reflect both the EST reported resource impacts and all ETAT comments. The results are defined as having potentially high, medium, or low environmental effects. No environmental fatal flaws were identified for projects in the Cost Affordable Plan. Low potential impacts suggest that there is a high probability for avoiding or minimizing impacts to environmental resources during the project development phase. Moderate potential impacts indicate that there is a high probability for minimizing potential impacts to environmental resources. High potential impacts suggest that environmental mitigation measures may be needed. These impacts are represented through a Degree of Effect assigned by the various ETAT representatives for each of the twenty-one issues.

Figure 1 presents the range of Degrees of Effect that may be assigned to each of the twenty-one project issues reviewed by the ETAT.

Once the ETAT completes their project review (i.e., once the 45-day review period ends), the process requires a Summary Degree of Effect to be assigned to all twenty-one issues during a 60-day response timeframe. The Summary Degree of Effect assignment is based on the ETAT comments received during the 45-day review period, EST data, and general knowledge of the project/project area. The Summary Degrees of Effect assigned to each issue for the nine individual transit projects are presented in **Figures 2 through 10**.

Figure 1: ETDM Degrees of Effect

Degree of Effect Legend			
		Legend	
Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Figure 2: #12716 - Downtown Tampa to University of South Florida Rail Corridor Summary Chart

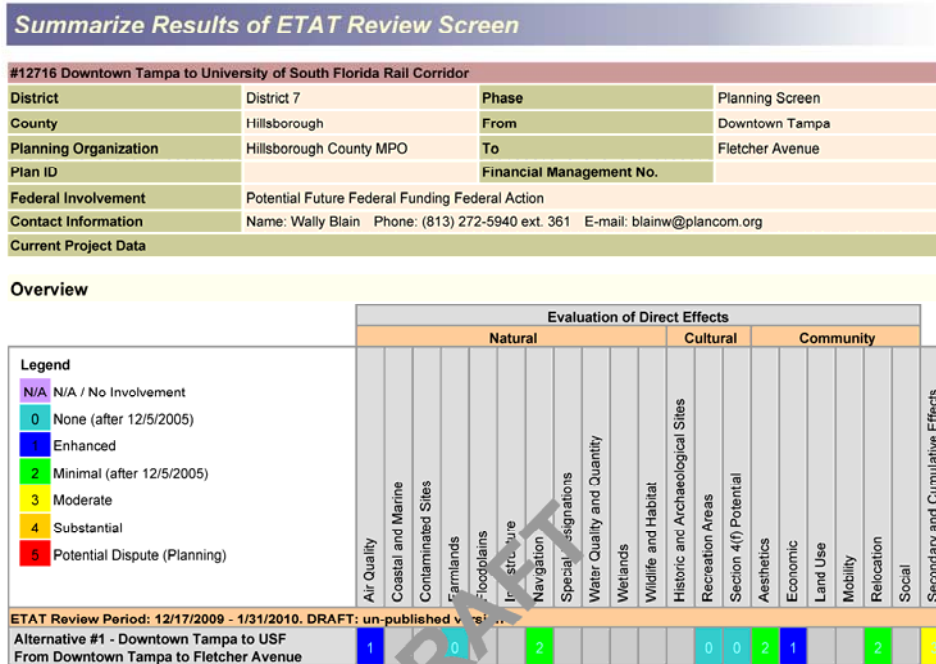


Figure 3: #12717 - Downtown Tampa to Tampa International Airport Rail Corridor Summary Chart

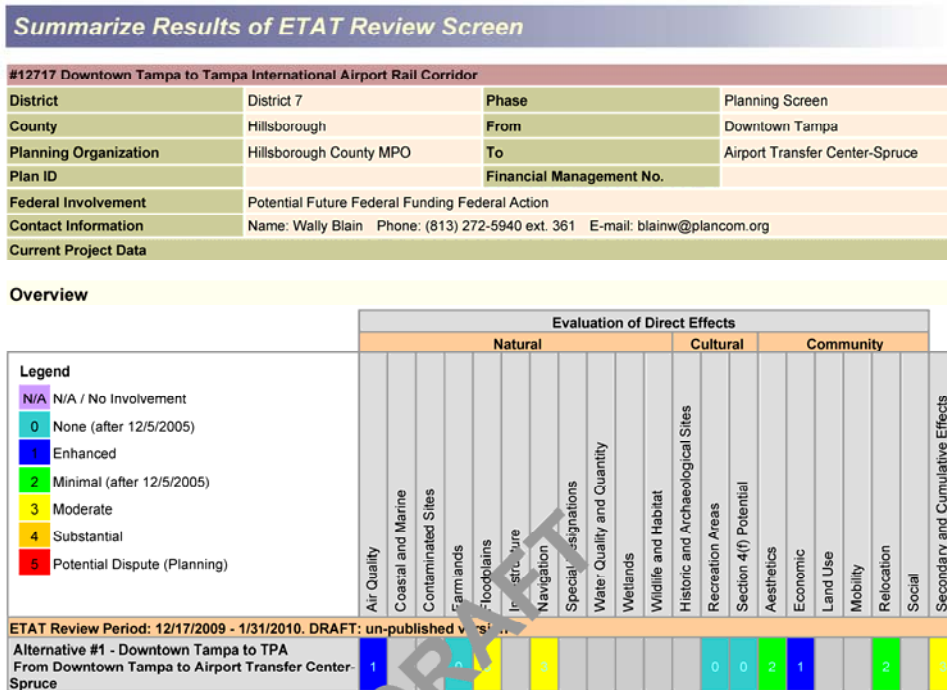


Figure 4: #12718 - University of South Florida to Wesley Chapel Rail Corridor Summary Chart

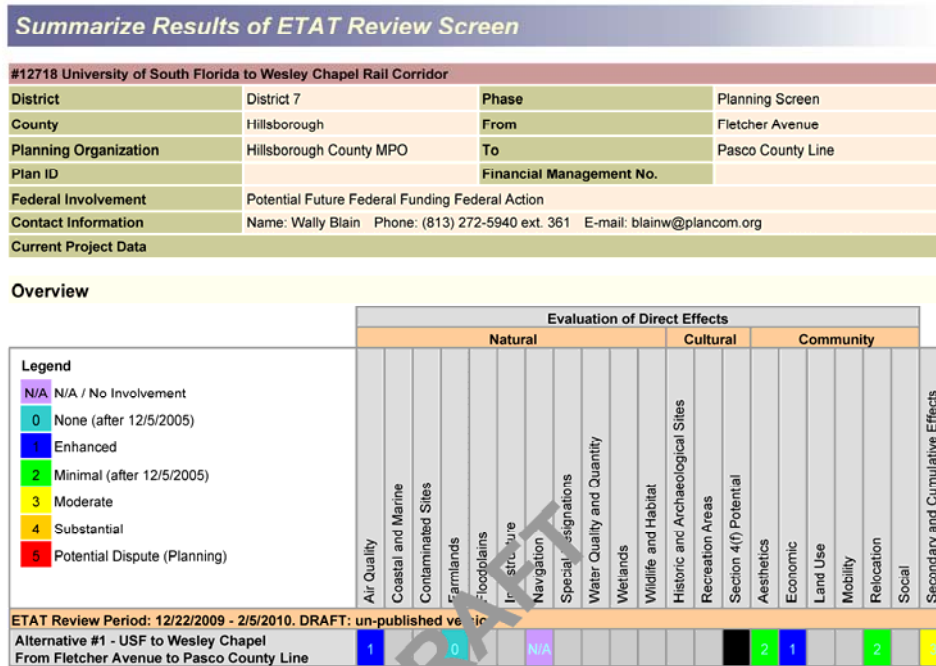


Figure 5: #12719 - Tampa International Airport to Carrollwood Rail Corridor Summary Chart

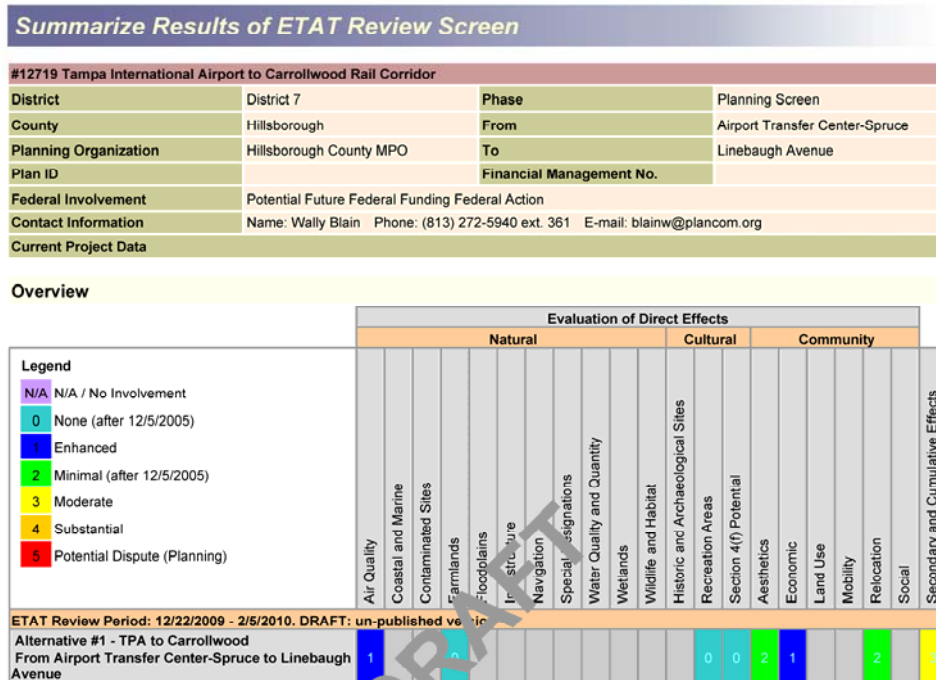


Figure 6: #12720 - Downtown Tampa to Brandon Rail Corridor Summary Chart

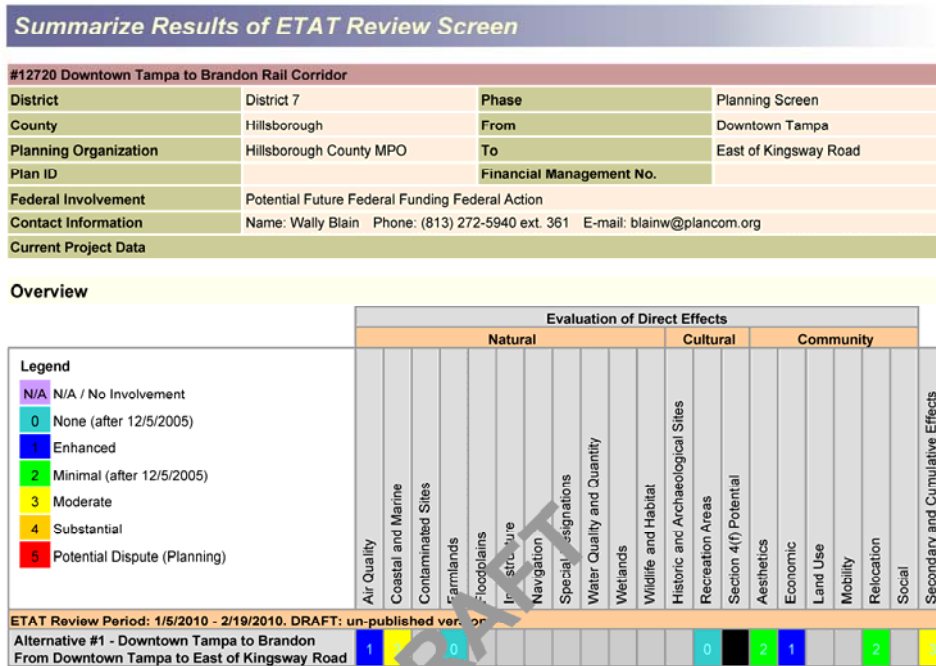


Figure 7: #12721 - Busch Boulevard-Linebaugh Avenue Rail Corridor West Summary Chart

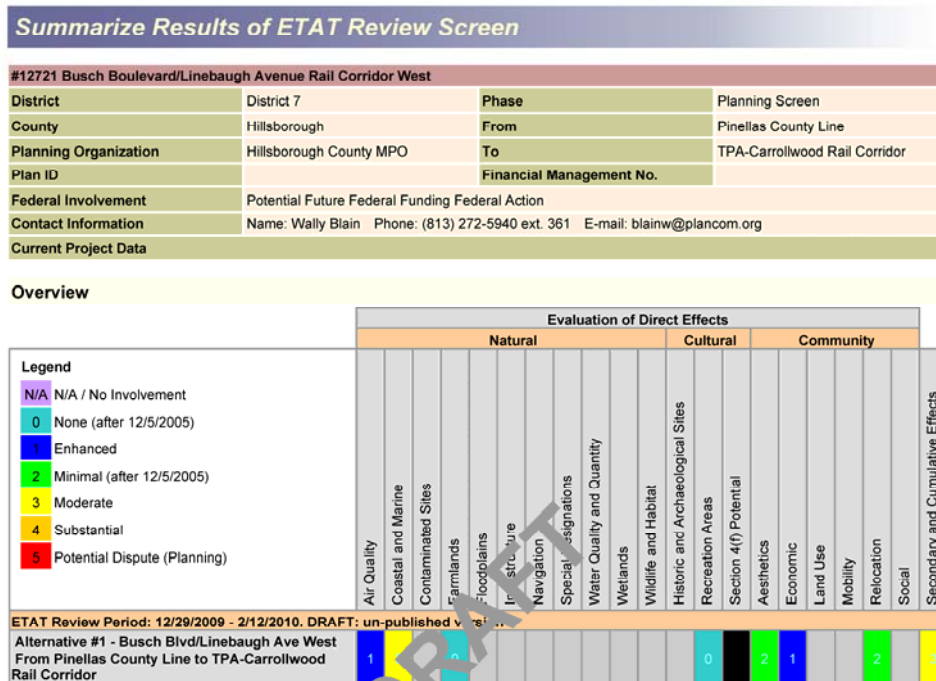


Figure 8: #12722 - Busch Boulevard-Linebaugh Avenue Rail Corridor East Summary Chart

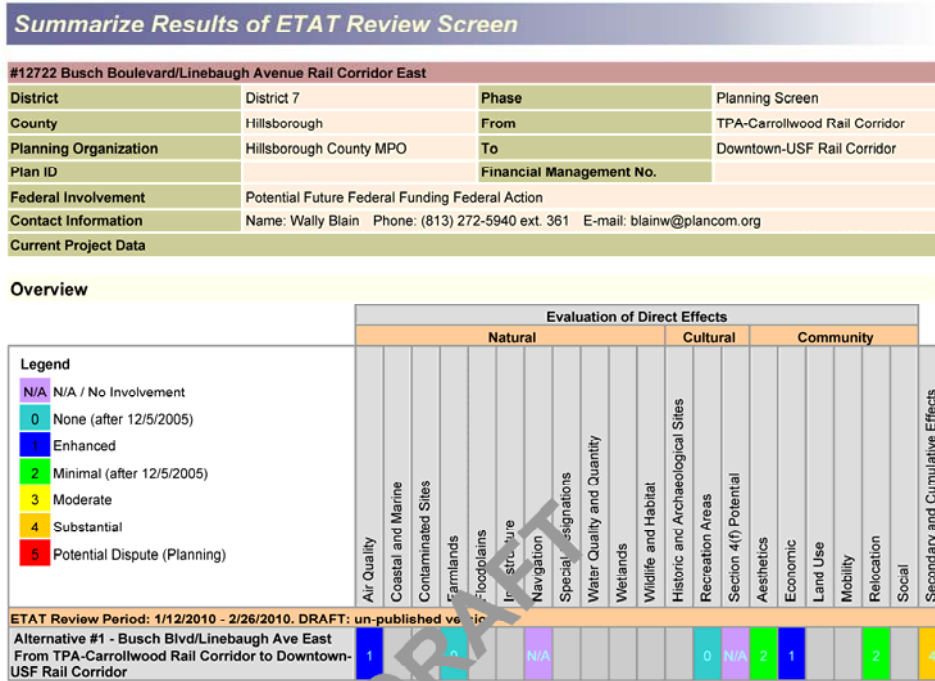


Figure 9: #12723 - Downtown Tampa to South Tampa Rail Corridor Summary Chart

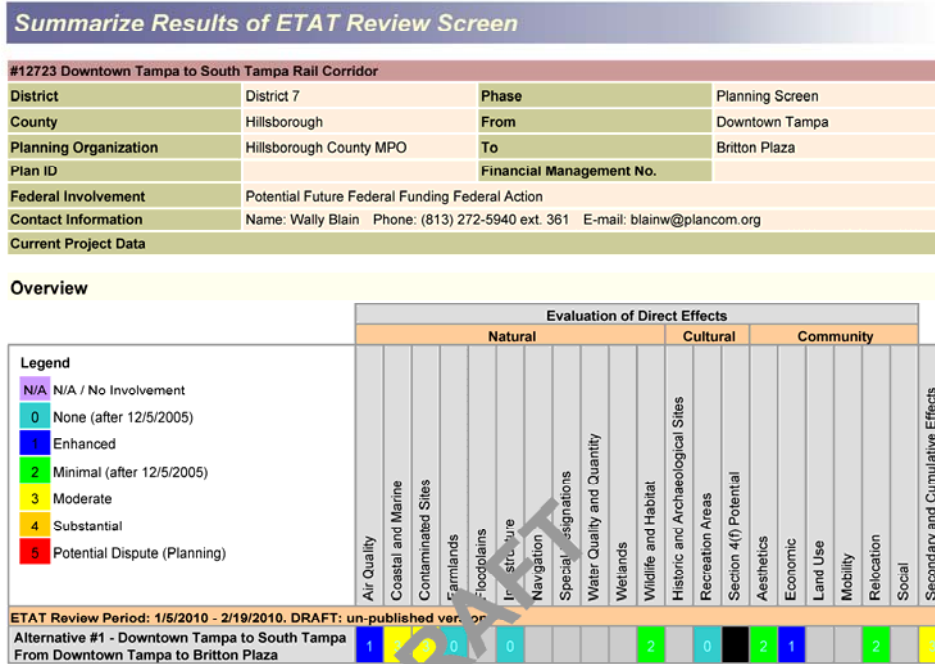


Figure 10: #12736 - Westshore to Pinellas Rail Corridor Summary Chart

