Transportation Research Board
Future Interstate Study

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FDOT SWAT Process

FDOT Developed the Statewide Acceleration Transformation (SWAT) Project management approach, benefits ALL state funded and FHWA funded projects to accelerate project delivery

Key components:

- Identify if will be state-only or FHWA funded project
- Identify anticipated project complexities and issues early (during planning)
- Conduct pre-PD&E analysis (example, traffic, preliminary environmental review)
- Develop informed Scope for PD&E consultant services
- Overlap design activities with PD&E to maximum extent, at least 60%, aspire to 75% plans
Roadmap to SWAT Implementation

Streamlining initiative - Letter from FDOT Secretary

100% Implemented!
- Living process
- Continue adaptations

FDOT Quick Guide
- Initial guidance on SWAT

1st SWAT Projects
- State Funded
- Schedule
- Dashboard
- Lessons learned

SWAT Process
- Now its BOTH State and Federal
- Process refined
- In PD&E Manual
- NEPA Assignment
- Dashboard in SWEPT

HERE WE ARE:
SWAT Pilot Training and Implementation Workshop
- Evolution of SWAT
- Draft SWAT Training Workbook
- District input
- Where are we going?

District's Training in 2017
- Practitioners and all

100% Implemented!
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- Continue adaptations

START

FINISH
SWAT Project Management Approach
Work Program Cycle

Florida Transportation Plan (FTP) - 50 Years (policy-based)
Strategic Highway Safety Plan (SHSP), Transportation Regional Incentives Program (TRIP), Small County Outreach Program (SCOP), Small County Road Assistance Program (SCRAP), Corridor Studies, Freight Mobility and Trade Plan (FMTP), Environmental Stewardship, Multimodal, etc.

Strategic intermodal systems (SIS); statewide initiatives for multimodal projects (airports, ports, highways, etc.)

Long Range Transportation Plans: 25-Year planning horizon, based on a Cost Feasible Plan

MPD/TPO/PPP Long Range Transportation Plans OR Local Government Growth Development Plans - 25-Year Horizon continues developed and updated every 3 or 7 years, respectively; these plans accommodate FTP's (including SB) and reflect FDOT and locally funded projects and revenue forecasts. Local UTIPs include a Project Needs List (unconfirmed by cost), and a Cost Feasible Plan (CFP). Ideally supported by ETM Planning Screening.

FTP Districts
- Continuously Develops a District Work Program, in coordination with FDOT Central, MPO/TPO/PPP, and Counties.
Example Individual Project Progression using the SWAT Approach

2016 Work Plan Development Cycle
During 2016 Cycle, the project is Programmed for PD&E and Design in New 5th Year (21/22) of 2018-2022 Draft Tentative Work Program

Annual SWAT Planning Meetings
- ETDM Planning Scenarios should be complete
- New PD&E projects
- For each project decide:
  - Determine Federal or State funding
  - Federal: Not anticipated NEPA Class of Action
    - Identify Type 1 CE's
  - State: Determine if NMGA or SEIR
  - Establish a realistic Work Program schedule
  - Projects are Prioritized and Ranked

2016 SWAT Planning Meeting

Annual SWAT Strategy Meetings
- Evaluate all projects in the Work Program
- For each new project:
  - Create a new SWAT Schedule
  - Preschedule SWAT Kick-Off Meeting
  - Preschedule advanced planning activities
    - Ex: Alternative Corridor Evaluation (ACE)
  - Assign a Project Manager & Start a project file
  - For pre-existing projects:
    - Reconsider/cancel decisions
    - Determine degree of design overlap during PD&E
  - Consider area needs for next SWAT Planning Mit

2017 SWAT Strategy Meeting

2018 SWAT Strategy Meeting

2019 SWAT Strategy Meeting

2020 SWAT Strategy Meeting

Work Program Cycle for 2018-2022

Project is Funded

Start PD&E Studies HERE (often based on a schedule that backward plans from the start of RW acquisition)

Variable Duration

1-Year Prior to PD&E

Detailed Schedule

Start of PD&E Phase

Start of PD&E Phase

Start of PD&E Phase

Initiate Pre-PD&E Activities
- Interchange Modification/Justification
- Traffic Forecasts, Capacity Analysis
- Long-lead Species Surveys
- Geotechnical investigations
- Other project-specific surveys/assessments

Procurement
- Develop a consultant scope for PD&E studies
- Advertise and select consultant

PD&E Phase
- Establish Performance Monitoring Expectations
- Generate an updated & detailed project schedule

Design Phase

Variable Duration

Study Duration is dependent on document class of action, as well as specific project parameters
Example Individual Project Progression using the SWAT Approach

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Start PDE&E studies HERE (often based on a schedule that backward plans from the start of RW acquisition)

Variable Duration

Institute Pre-PDE Activities
- Interchange Modification/Justification
- Traffic Forecasts, Capacity Analysis
- Long-Lead Species Surveys
- Geotechnical Investigations
- Other project-specific surveys/assessments

Procurement
- Develop a consultant scope for PDE&E studies
- Advertise and select consultant

PDE&E Phase
- Establish Performance Monitoring Expectations
- Generate an updated & detailed project schedule

Design Phase

Study Duration is dependent on document class of Action, as well as specific project parameters
Purpose of SWAT Planning Meeting

- Establish a Schedule suitable for the Work Program
- Evaluate candidate projects for selection to a District’s Tentative Work Program
- Determine Environmental Document types
- Decide on State or Federal Funding
- Consider APP, project limits, special issues, etc.
SWAT Scoping Form

- Completed prior to planning meeting (only Section A)
- Only for projects being considered
- Summarize project information
  - Project description
  - Federal actions
  - Potential funding
  - Anticipated Class of Action
- PD&E Manual, Part 1, Chapter 4 and 10
SWAT Planning Meeting Form

- Consolidated from SWAT Scoping Form
- Comparative listing of all projects under consideration
- Steps 1 through 9 - completed prior to the meeting

Steps 1 - 9

Decisions at Meeting: Steps 10 & 11
Purpose of SWAT Strategy Meeting

Create or update project schedules to manage upcoming pre-PD&E activities:
- ETDM Programming Screen
- ACE Study
- SWAT Kickoff Meeting
- PD&E Advertisements and Consultant Selection
- Start of PD&E Phase

For upcoming projects: Identify activities to be advanced prior to the Start of PD&E Phase.

Transfer project responsibility to a Project Manager

Identifies new candidate projects and needed prep-work in advance of next Work Program selection

Review major updates to LRTPs and SIS Plan
SWAT Strategy: Individual Project Responsibility

• TRANSFERS from the SWAT Lead to the assigned Project Manager

• PM is then responsible to schedule and monitor pre-PD&E project activities, arrange funding needs, and move the project forward.
SWAT Schedule

Begins with first SWAT Strategy Meeting, extending through completion of Design Phase

Project scheduling templates are available for each federal Class of Action (CE 2, EA, EIS) and SEIR projects are available at http://www.fdot.gov/environment/PSMCodes.shtm
Step 2: Review of New & Existing Work Program Projects

For each upcoming project with a Programming Schedule that shows start of R/W or construction:

- Verify that PD&E Phase starts soon enough (given document type and expected design duration) to avoid any delays to right-of-way acquisition and construction phases

### A Typical Programming Schedule

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funding Allocations by State Fiscal Year (in Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017</td>
</tr>
<tr>
<td>Pre-PD&amp;E Activities</td>
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<tr>
<td>PD&amp;E Phase</td>
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<tr>
<td>Design Phase</td>
<td>0.2</td>
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<tr>
<td>ROW Phase</td>
<td></td>
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<tr>
<td>Mitigation</td>
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<tr>
<td>Utility Relocation</td>
<td></td>
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<tr>
<td>Construction Phase</td>
<td></td>
</tr>
<tr>
<td><strong>CASH FLOW BY SFY</strong></td>
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</tbody>
</table>
Purpose of SWAT Kick-off Meeting

- Use OEM templates to generate a detailed schedule
- Establish a framework to develop scope of services
- Select procurement strategy and project management structure
- Recommend project delivery method
- Develop list of activities advanced prior to PD&E
MOU Signed December 14, 2016, between FHWA and FDOT:

• FDOT assumes FHWA responsibilities cited in 23 USC 327 for highway projects
• NEPA, all eligible Federal Environmental Laws and Executive Orders as provided in Appendix A to 23 CFR 773
• All classes of highway projects
  ▪ Class I: Environmental Impact Statement (EIS) projects
  ▪ Class II: Categorically Excluded (CE) projects
  ▪ Class III: Environmental Assessment (EA) projects
• Local Agency Program (LAP) projects
• Under this program, FDOT is deemed to be acting as FHWA, Lead Federal Agency, on projects for environmental matters
• FDOT responsible for development of its procedures to meet federal laws, FHWA guidelines and requirements.
• Added efficiency in project delivery
Thank you