

# Public Involvement at

**FDOT**

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# PUT IN NOTES/HIDE SLIDE

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- › FDOT has a robust framework for public engagement in all phases and with all affected publics
  - Policy
  - Procedures
  - Processes
  - Training
  - Resources

# FDOT

## Public Involvement Policy

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“It is the policy of the Florida Department of Transportation to promote public involvement opportunities and information exchange activities in **all functional areas** using **various techniques** adapted to **local area conditions** and project requirements.”

# Public Involvement

## *Guiding Principles*

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Public involvement is  
**two-way  
communication**

aimed at incorporating the views,  
concerns and issues of the public  
into the decision-making process.

# Public Involvement

## *Guiding Principles*

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Public involvement is on-going  
in **all phases** of a project.  
It allows the public to hear  
and be heard.

# Public Involvement

## *Guiding Principles*

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Public involvement should be  
**inclusive of all decision  
makers and stakeholders.**

It should include as many groups  
and individuals as possible,  
especially those who will be  
most affected.



# Public Involvement

## *Guiding Principles*

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**Know your community context**  
to determine the most appropriate  
outreach techniques and establish  
the measures you're going to use to  
evaluate those techniques.

# Public Involvement

## *Guiding Principles*

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**Documentation** lets the public know its comments and concerns have been heard and ensures that commitments are carried throughout all phases of the project.



# Florida Laws About Public Involvement

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Administrative Procedures Act

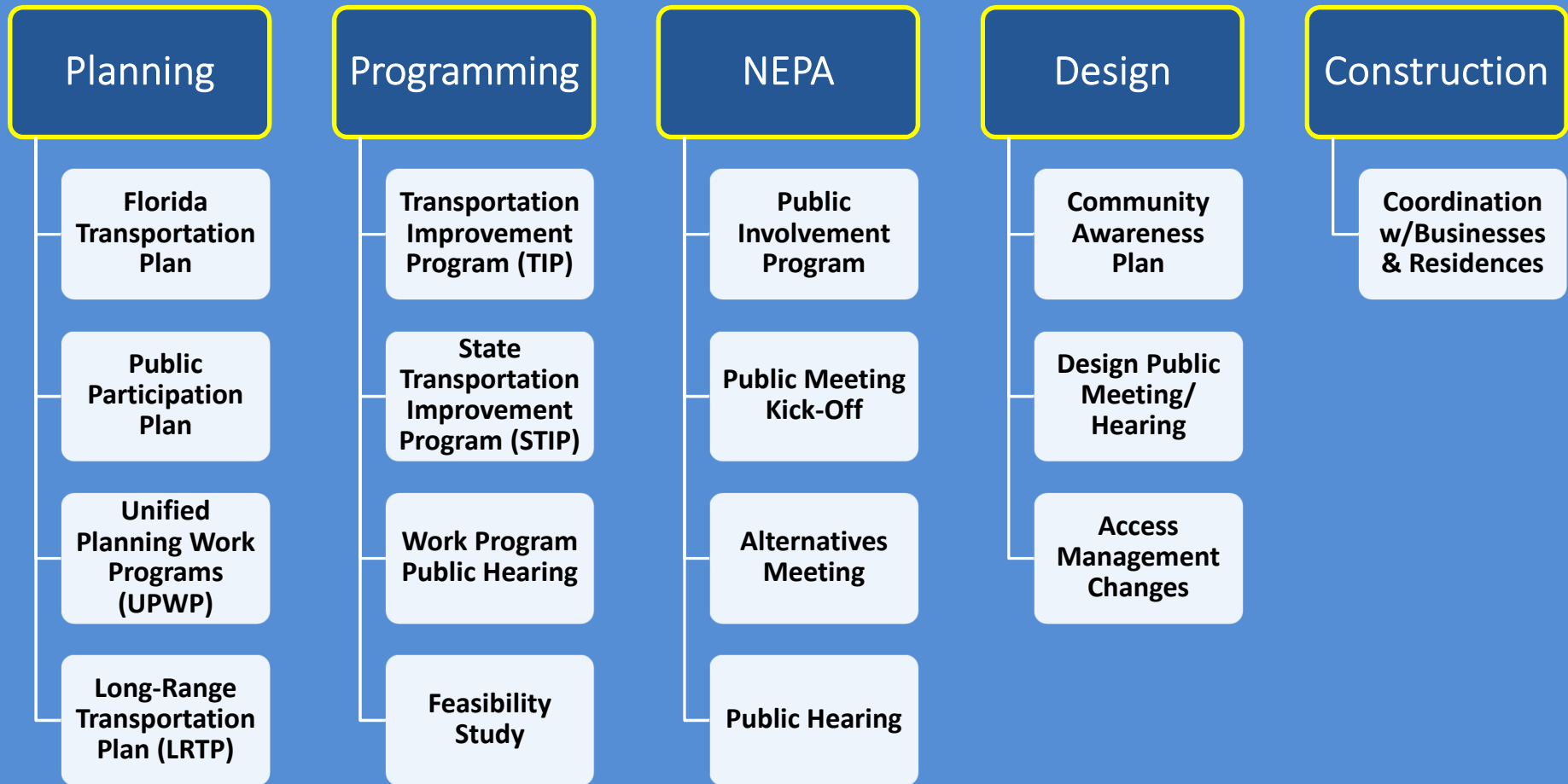
- Meeting notification requirements

Government in the Sunshine Law

339.155, F.S. – Requirements for public hearings

339.135, F.S. – Public hearings for access changes

Florida Civil Rights Act

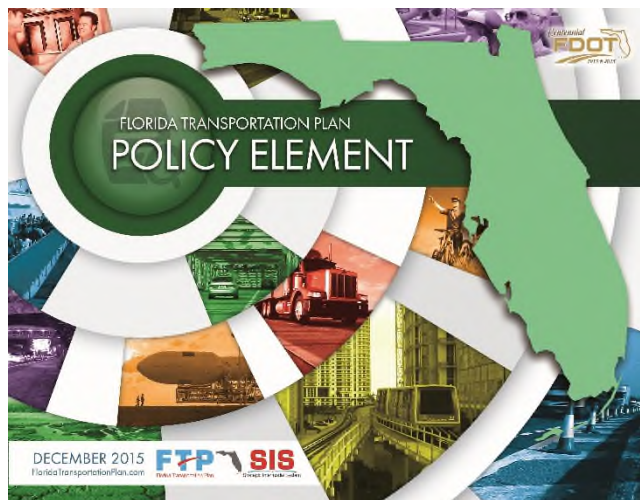


# Public Outreach Activities by Phase

# Florida Transportation Plan (FTP)



- › Establishes long range goals to guide transportation funds spending at a Statewide level
- › Policy document (not project specific)
- › FDOT works with **partners and stakeholders** to develop FTP
  - Steering committee
  - Advisory groups
  - Regional and local meetings



**35**  
Member Steering  
Committee

**4**  
Advisory  
Groups

**3**  
Statewide  
Events

One Website with over  
**4k** Page views  
per month

**13**  
Regional Forums  
or Workshops

**350**  
Briefings to  
Partner Meetings

**15,000**  
Participants at Events

 **1 Plan**  
for all of Florida

**7**  
Long-Range Goals

**30**  
Long-Range Objectives

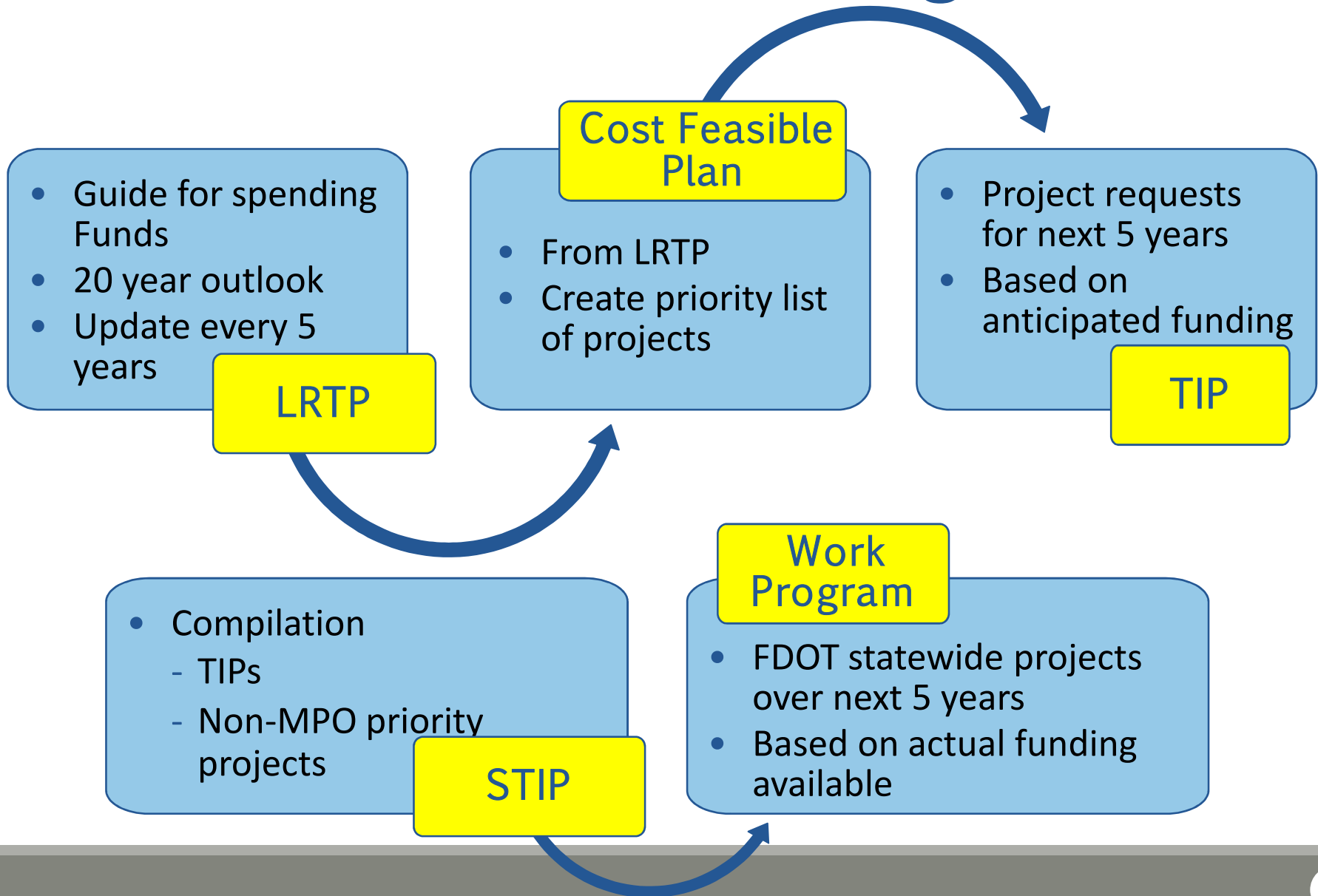
# Public Involvement in Planning

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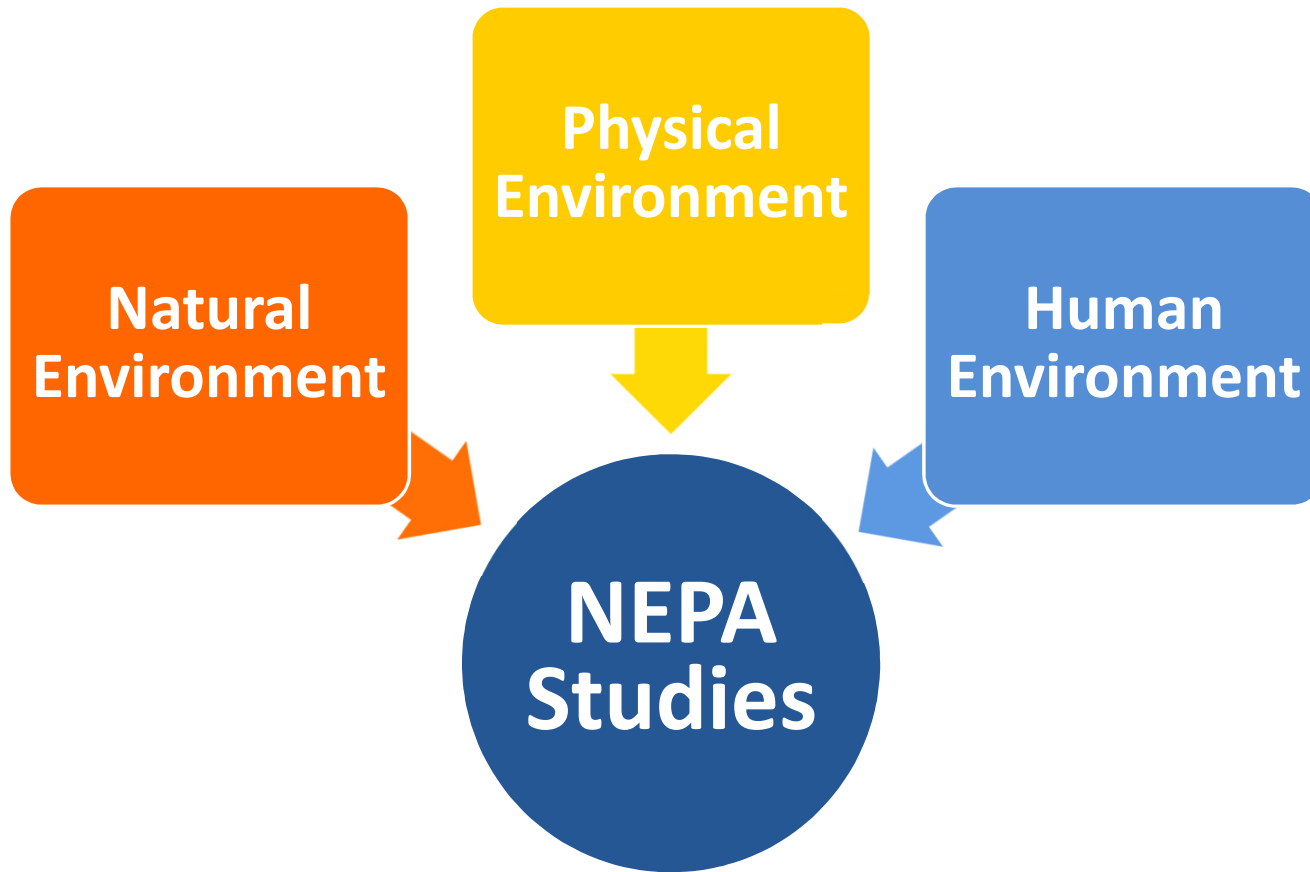
## High-level or long term planning studies

- › Guide funding & implementation decisions
  - › Corridor analyses
  - › Existing conditions reports
  - › Research
- › Data gathering
    - Quantitative/qualitative
    - Government (local, regional, state)
    - Private sector
  - › Resulting in short-term traffic operations solutions or long-term strategic direction
  - › May feed into NEPA studies

# MPO to FDOT Work Program



# NEPA





ENVIRONMENTAL CLASS OF ACTION	Community Awareness Memorandum (CAM)	Public Involvement Plan (PIP)	Formal Scoping Meeting	Kick-off Meeting	Alternatives Meeting(s)	Notice of Availability in Paper	Public Hearing & Transcript	Notice of Intent & Notice of Availability in Federal Register & Newspaper	Notice of LDCA in Paper
Type 1 & Programmatic	Determined by District								
Type 2 – EST screened projects		YES		TYPICALLY DONE	TYPICALLY DONE		YES		YES
EA/FONSI		YES		TYPICALLY DONE	TYPICALLY DONE	YES	YES		YES
DEIS/FEIS		YES	OPTIONAL	TYPICALLY DONE	TYPICALLY DONE	YES	YES	YES	YES
SEIR		YES		TYPICALLY DONE	TYPICALLY DONE	YES	YES		
NMSA	Determined by District								

# Community Awareness Plans (CAP)

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**Developed during plans production phase**

## *Objectives:*

- › Resolve issues (like project area access, drainage, traffic, etc.) during the design phase
- › Identify ways to notify local governments, affected property owners, tenants, public, etc. of proposed construction and impact of that construction

# Community Awareness Plans (CAP)

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## > Project description

- Typical section
- Description of the community
- Major issues/community concerns
- Special features/amenities
- Special commitments

## > Issues/impacts

- Construction schedule (including seasonal impacts)
- Contract time
- Maintenance of Traffic Plan
- Access impacts

## > Public involvement level

## > Activities & timeline

- Project schedule
- Timeline for the project showing all CAP activities

# Community Awareness Plans (CAP)

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## Public Involvement Levels

- › **Level 1** – Non-controversial with minimal impact on accessibility or traffic
- › **Level 2** – General public acceptance with little impact (i.e. urban resurfacing or bridge repairs)
- › **Level 3** – May be controversial with impacts on accessibility or traffic (widening, etc.)
- › **Level 4** – Interstate work, temporary or permanent closures

# Recommended CAP Activities During Design

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## > Level 1

- Provide opportunity for city/county staff to review & comment
- No public notices/meetings required

## > Levels 2, 3 and 4

- Provide opportunity for city/county staff to review and comment
- Present to local govt(s) and/or organized community groups

- Send notice of access impacts to affected property owners
- Public information workshop(s)

## > For all CAP levels

- Hand-off meeting (PD&E → Design) to transfer public involvement activities, comments & commitments
- Public hearing required if project involves access management changes (*unless previously presented in PD&E hearing*)

# Key Challenges: Part 1

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- › Educating the public about the transportation process so they understand when and how they can provide input most effectively
- › Educating senior management about the public involvement process so that they follow the same principles as project managers
- › Decentralization creates a wild-west approach – so there are a lot of difference voices coming out of the department

# Key Challenges: Part 2

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- › Lack of dedicated public involvement staff to assist District management and project managers
- › Built-in flexibility creates control and consistency issues; results can depend on the individual PMs and their approach, because there's so much flexibility. It depends on who's in charge and who's running the show
- › You can't write enough policy to make good public involvement happen



# What's working at FDOT

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- › Specific processes and procedures with context-oriented flexibility
- › Support for continuing training opportunities around the state
- › Strong relationships between planning, environmental, engineering, and consultant staff
- › Emphasis on relationship between PI and Equity/identifying stakeholders

# Additional Resources

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## **PD&E Manual, Part 1, Chapter 11**

[http://www.dot.state.fl.us/emo/pubs/pdeman/Pt1Ch11\\_061512-current.pdf](http://www.dot.state.fl.us/emo/pubs/pdeman/Pt1Ch11_061512-current.pdf)

## **Public Involvement Handbook**

[http://www.dot.state.fl.us/emo/pubs/public\\_involvement/PI%20HandbookDecember%2011%202014%20\(2\).pdf](http://www.dot.state.fl.us/emo/pubs/public_involvement/PI%20HandbookDecember%2011%202014%20(2).pdf)

## **Public Involvement Training**

*1 ½ day class provided 3 to 4 times per year*

<http://www.dot.state.fl.us/emo/sched/train1.shtm>

# Thank you!

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