

12th Street Connector Transportation Improvement Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
1.	Background:		
a.	Who is the sponsor of the PEL study? (state DOT, Local Agency, Other)	Part 1. A.	
b.	What is the name of the PEL study document and other identifying project information (e.g. sub-account or STIP numbers, long-range plan, or transportation improvement program years)?		12 th Street Connector Transportation Improvement Study
c.	Who was included on the study team (Name and title of agency representatives, consultants, etc.)?	Part 1. A.	
d.	Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.)	Part 1.B. and C. and Part 4.A.	
e.	Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.	Part 2.A.	
f.	Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?	Part 1.E. and F.	
2.	Methodology used:		
a.	What was the scope of the PEL study and the reason for completing it?	Part 2 and Part 6	
b.	Did you use NEPA-like language? Why or why not?		Yes
c.	What were the actual terms used and how did you define them? (Provide examples or list)		Purpose and Need, Existing Environment, Environmental Justice, Alternatives Considered, Options, No Build and Build, Indirect and Cumulative Effects, and Preferred Alternative
d.	How do you see these terms being used in NEPA documents?		These analyses are described in the report for reference in a future NEPA study

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e.	What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.	Part 2.B.	
f.	How should the PEL information be presented in NEPA?		The PEL Study may be attached
3.	Agency coordination:		
a.	Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.	Part 2.B.	
b.	What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?	Part 2.B.	
c.	What steps will need to be taken with each agency during NEPA scoping?	Part 7.D.	
4.	Public coordination:		
1.	Provide a synopsis of your coordination efforts with the public and stakeholders.	Part 2.C.	
5.	Purpose and Need for the PEL study:		
a.	What was the scope of the PEL study and the reason for completing it?	Part 1 and 1.A.	
b.	Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.	Part 3	
c.	What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?	Part 7.D.	
6.	Range of alternatives:		
a.	What types of alternatives were looked at?	Part 6	
b.	How did you select the screening criteria and screening process?	Part 7.A.	
c.	For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws.)	Part 7.A.	
d.	Which alternatives should be brought forward into NEPA and why?	Part 7.A and B.	

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e.	Did the public, stakeholders, and agencies have an opportunity to comment during this process?	Part 2.B. and C.	
f.	Were there unresolved issues with the public, stakeholders, and/or agencies?		No
7.	Planning assumptions and analytical methods:		
a.	What is the forecast year used in the PEL study?	Part 6.A.	
b.	What method was used for forecasting traffic volumes?	Part 6.B.	
c.	Are the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?	Part 6.A.	
d.	What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?	Part 6.A. and B.	
8.	Environmental resources (wetlands, cultural, etc.) reviewed.		
a.	In the PEL study, at what level of detail was the resource reviewed and what was the method of review?	Part 4	
b.	Is this resource present in the area and what is the existing environmental condition for this resource?	Part 4	
c.	What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?	Part 7.E.	
d.	How will the planning data provided need to be supplemented during NEPA?	Part 7.E.	
9.	List environmental resources you are aware of that were not reviewed in the PEL study and why. Indicate whether or not they will need to be reviewed in NEPA and explain why.		None known based on available desktop data sources
10.	Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where the analysis can be found.	Part 7.D.	

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11.	Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.		A floodplain study should be conducted to consider floodplain impacts, environmental remediation should be considered for brownfield sites
12.	What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?		The PEL Study will be available to agencies involved in the planning and design process
13.	Are there any other issues a future project team should be aware of?		The Study Area includes an Environmental Justice Population, and engagement will be necessary to ensure the community is not disproportionately impacted. The Study Area also has high-voltage utility lines and a combined sewer system that should be considered during the design process.