

## ENV-7 - Approve Alternatives to be Carried Forward

### Description

This is a shared step between the NEPA and permitting processes which involves the approval of the alternatives that are suggested to be carried forward based on the application of the evaluation criteria and input from stakeholders. In order to meet permitting requirements the alternatives approved to be carried forward must include those that avoid and minimize impacts to natural resources to the greatest extent possible.

There is information developed in prior key decisions that informs this step. In order to effectively execute this key decision there is essential information created LRP-8 and COR-7 that informs this decision.

### Purpose

To narrow the alternatives for detailed analysis. For permitting, alternatives should be narrowed to those that avoid and minimize resource impacts to the greatest extent practicable.

### Outcome

Approved list of alternatives for detailed analysis.

Partner	Role Type	Description
MPO	Advisor	Provides support on consideration of alternatives to be carried forward based on LRTP and/or corridor solutions considered; including documentation of alternatives eliminated.
FHWA/FTA	Decision Maker	Approves the alternatives to be carried forward as meeting the purpose and need; agrees to the elimination of specific alternatives.
State DOT	Decision Maker	Ensures the selection of alternatives to be carried forward is defensible and well documented.
Resource Agency	Decision Maker	The USACE is a decision-maker approving Alternatives to be Carried Forward that meet NEPA, permitting and consultation requirements and that include/have not eliminated a potential LEDPA.  Other resource agencies are advisors, supporting alternatives to be carried forward that have been informed by resource planning.
Public Transportation Operator(s)	Advisor	Provides support as needed on consideration of alternatives to be carried forward based on LRTP and/or corridor solutions considered; including documentation of alternatives eliminated.

## **Policy Questions**

Questions are a way to elicit information and to validate that the information has been considered. The partners should discuss the listed questions to ensure a broad array of interests is considered at a key decision. Discussions arising from these questions support collaborative decision making.

## **Questions Partners Discuss**

### **Questions about purpose and roles**

- Is there consensus on the alternatives to be carried forward?

### **Questions about stakeholders, including modal and operational partners**

- Have we effectively communicated the basis of selection to engaged stakeholders?

### **Questions about the transportation process supporting the decision**

- Are previous funding assumptions still valid? If not, how have they changed and how does this impact the P3 project?
- Are the remaining alternatives different enough to support a clear decision about the preferred alternative?
- Has all currently available private and public data on P3 project finances been considered? Do revisions need to be made?
- How have the recommendations and rationales been documented?
- What alternatives are recommended for elimination from further consideration?
- What was the rationale for eliminating alternatives from further consideration?
- Will the remaining alternatives address system operations and performance?
- Will the remaining alternatives support bicycle and pedestrian connectivity, accessibility, equity, and safety outcomes?

### **Questions about other phases**

- Are the remaining alternatives consistent with the preferred scenario or solution from long range and corridor planning?

### **Questions about non-transportation sectors/processes**

- Have the alternatives to be carried forward been informed by ecological planning?
- Have we identified how each alternative will impact the ability to meet our goals with regard to conservation?
- Have we identified how each alternative will impact the ability to meet our goals with regard to land use and smart growth?

## **Stakeholder Inputs**

'Questions to Gather Stakeholder Interests' allow staff to determine which stakeholders have interests at a key decision and to collect those interests for partner consideration. 'Questions to Incorporate Stakeholder Interests' ensure the interests of stakeholders are included in the decision. For more help with stakeholder collaboration visit the Stakeholder Portal

### **Questions to Gather Stakeholder Interests**

- None

### **Questions to Incorporate Stakeholder Interests**

- None

## Data

The following is a list of data needed to support the key decision. Practitioners collect this information for decision makers to consider.

Supporting Data for the Key Decision		
<b>From other phases of transportation decision making</b>	Long Range Planning	Preferred scenario in the LRTP
	Programming	No Specific Data.
	Corridor Planning	Preferred solution set in corridor planning
	Environmental Review	No Specific Data.
<b>From other sectors and processes</b>	Land Use	Major conflicts between adopted land use plans, smart growth principles, and each alternative
	Transportation Conformity	No Specific Data.
	Natural Environment and Implementing Eco-Logical	No Specific Data.
	Capital Improvement	No Specific Data.
	Safety and Security	No Specific Data.
	Human Environment	No Specific Data.
	Economic Development	Major conflicts or fatal flaws between economic development plans and any specific alternative
	Greenhouse Gas Emissions	Not applicable.
Freight	Major conflicts or fatal flaws of any alternative with respect to freight	
	Proposed implementation strategies, costs, perceived impacts, and benefits	
<b>From the transportation technical process supporting this key decision</b>	Amount and relative degree of potential impacts of alternatives in relation to resource conservation priorities, consistent with the evaluation criteria, methods and measures for ecological factors	
	Assessment of how each alternative addresses the purpose and need of the project.	
	Assessment of whether the alternatives are feasible and rational.	
	Comparison of alternatives across the evaluation criteria, methodology and performance measures.	
	Currently available public and private financial information.	
	Data and analysis needed to compare operations strategies to traditional approaches in meeting purpose and need	
	Detailed information associated with individual alternatives.	
	Fatal flaws of any alternatives that were eliminated	
	Justification for the elimination of any alternatives.	
Study area data.		
<b>From stakeholder collaboration</b>	Summary of feedback received from the stakeholders and justification for how that feedback was addressed.	
<b>From public private partnership</b>	No Specific Data.	

## Links to Decisions

This table identifies how a key decision is connected to other key decisions. The linkages are a two-way transfer of information. Understanding and applying these linkages means that partners will recognize how a decision will impact other specific key decisions. Recognizing that the transportation processes are linked will: (1) encourage practitioners to produce information that can be used later and (2) remind them to look at information from previous key decisions.

### linkages to other phases of transportation decision making

Key Decision	What is Linked?	Purpose of Linkage
<b>From Long Range Transportation Planning</b>		
LRP-8 - Adopt Preferred Plan Scenario	Documentation of the preferred plan scenario	To provide information on the possible range of solutions in order to preclude inconsistencies with the region-wide multimodal improvements
<b>To Programming</b>		
PRO-2 - Approve Methodology for Identifying Project Costs and Criteria for Allocating Revenue	Project alternatives	To trigger calculation of the range of costs for the potential project alternative in order to assess potential impact on LRTP fiscal constraint and the TIP
<b>From Corridor Planning</b>		
COR-7 - Adopt Preferred Solution Set	Information on the preferred solution set from the corridor planning process providing adopted project concept	To incorporate the community's recommended solution into the detailed analysis

## **Examples**

In-depth case studies of successful practices in collaborative decision making were used to develop the Decision Guide. Links in this table point to a specific paragraph or section of a case study that supports a key decision. It is not necessary to read through an entire case study to find the example; however, full versions are available in the Library.

### **PlanWorks Case Study Examples**

- Hollister Bypass

### **Other Examples**

- None

## Integrated Planning

Integrated Planning looks at the interaction between the transportation decision making process and other processes. Considering these inputs will ensure that important values and goals outside the transportation process are recognized and considered. For a full understanding of a specific process and how it influences transportation decisions, visit Applications.

Process	Integration Type	Integration Description
Land Use	Analysis	Identification of major conflicts between adopted land use plans, smart growth principles if applicable, and each alternative
Transportation Conformity	None.	None.
Natural Environment and Implementing Eco-Logical	Analysis Between IEF Step 4 - Assess Effects on Conservation Objectives	There is joint analysis that takes place between the IEF process and transportation decision making that informs the decision to approve alternatives to be carried forward determine amount and relative degree of potential impacts of alternatives in relation to resource conservation priorities consistent with the evaluation criteria, methods and measures for ecological factors developed through ENV-5.
	Analysis Between IEF Step 6 - Develop Crediting Strategy and ENV-7	The crediting strategy developed in IEF Step 6 can be used to measure ecological impacts.
Capital Improvement	None.	None.
Safety and Security	None.	None.
Human Environment	None.	None.
Economic Development	Analysis	Compare the full range of alternatives using economic development criteria and methods to identify fatally flawed alternatives that should not be carried forward.
Greenhouse Gas Emissions	Not applicable.	Not applicable.
Freight	Data	Information associated with the alternatives that demonstrates how they support freight needs
Bicycles and Pedestrians	Data	Information associated with the alternatives that demonstrate how they support bicycle and pedestrian needs.

## Special Topics

This table provides an overview of the relationship between a key decision and individual special topics. A special topic may be an external process, a new regulation, or any emerging issue requiring collaboration. For a full understanding of a specific topic and how it influences transportation decisions, visit Applications.

### Key Decision Relationship to Other Topics

Topic	Description
Public-Private Partnerships	<b>Select Alternatives</b> - Consider P3-supported alternatives with respect to meeting purpose and need as well as currently available public and private financial information to decide if revisions need to be made.
	<b>Data Transfer</b> - Information on whether or not P3-supported alternatives will be carried forward to the selection of the preferred alternative.
	<b>Decision Transfer</b> - Validate or revise funding / prioritization assumptions for P3 alternatives.
Planning and Environment Linkages	<b>Select Alternatives</b> - Consider operations strategies and treatments that address the transportation need in the short/long-term. These strategies can be used alone or in combination with other approaches.
	<b>Data Transfer</b> - Data and information, analytical technics and tools that support a full consideration of operations approaches to meeting the need.
Performance Measures	<b>Using Performance Measures</b> - The identified performance measures are used to screen alternatives and select those that should be carried forward for additional detailed environmental review.
	<b>Data Transfer</b> - Selected measures are transferred from ENV-5. The measures used at ENV-7 and ENV-9 should be consistent.
Streamlining a Congestion Bottleneck Project	Approve Alternatives to be Carried Forward
	<b>Data Transfer</b> - Alternatives under consideration for inclusion in Draft EIS