



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045LRTP

SUPPORTING DOCUMENTS

TECHNICAL REPORT 5

**EFFICIENT TRANSPORTATION
DECISION MAKING (ETDM)**

SEPTEMBER 2019



LONG RANGE TRANSPORTATION PLAN (LRTP)

TECHINICAL REPORT 5

EFFICIENT TRANSPORTATION DECISION MAKING (ETDM)

This document was prepared by the Miami-Dade Transportation Planning Organization (TPO) in collaboration with the Florida Department of Transportation (FDOT) District Six, Miami-Dade Expressway Authority (MDX), Florida's Turnpike Enterprise (FTE), South Florida Regional Transportation Authority (SFRTA), Miami-Dade Department of Transportation and Public Works (DTPW), Miami-Dade Regulatory and Economic Resources (RER) Department, Miami-Dade Aviation Department (MDAD), Miami-Dade Seaport Department, Miami-Dade County Office of Strategic Business Management, City of North Miami, City of Hialeah, City of Miami, City of Miami Beach, City of Miami Gardens, City of Homestead, Miami-Dade County Public Schools, Miami-Dade TPO Citizens' Transportation Advisory Committee (CTAC), Miami-Dade TPO Bicycle/ Pedestrian Advisory Committee (BPAC), Miami-Dade TPO Freight Transportation Advisory Committee (FTAC), Transportation Aesthetics Review Committee (TARC), Broward County Metropolitan Planning Organization (MPO), Palm Beach County Transportation Planning Agency (TPA), and the South Florida Regional Planning Council (SFRPC).

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The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 and Title 23, U.S. Code), and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

EFFICIENT TRANSPORTATION DECISION MAKING (ETDM)

PREPARED BY:
Gannett Fleming Inc.

PREPARED FOR:



Miami-Dade Transportation
Planning Organization (TPO)

September 2019



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EFFICIENT TRANSPORTATION DECISION MAKING

EFFICIENT TRANSPORTATION DECISION MAKING OVERVIEW

This Supporting Document summarizes the Efficient Transportation Decision Making (ETDM) process and its application to the Miami-Dade 2045 Long Range Transportation Plan (LRTP). The ETDM process is used by the State to review transportation projects for any potential environmental impacts. The State of Florida implemented the ETDM process to screen transportation projects for potential environmental effects in the Planning Phase. The ETDM process is fully consistent with the streamlining objectives of Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act). The FAST Act is the current legislation on transportation funding and policy and was signed into law by the President on December 4, 2015.

The ETDM process links the Planning and Project Development and Engineering (PD&E) phases of a project and facilitates early and on-going communication among stakeholders for environmental consideration. ETDM supports the Florida Department of Transportation's (FDOT) environmental policy, "to help preserve and enhance Florida's natural, physical, cultural, and social environment as we develop, implement, and maintain transportation facilities and services," (Policy No.: 000-625-001-I).

THE OBJECTIVES OF THE ETDM PROCESS ARE:

- » Early identification of potential issues for project scope development,
- » Timely decision making that includes consideration of environmental quality,
- » Full and early public and Environmental Technical Advisory Team (ETAT) member participation,
- » Linkage between planning and Project Development and Environment (PD&E), and
- » Incorporation of appropriate dispute resolution mechanisms during the planning process.

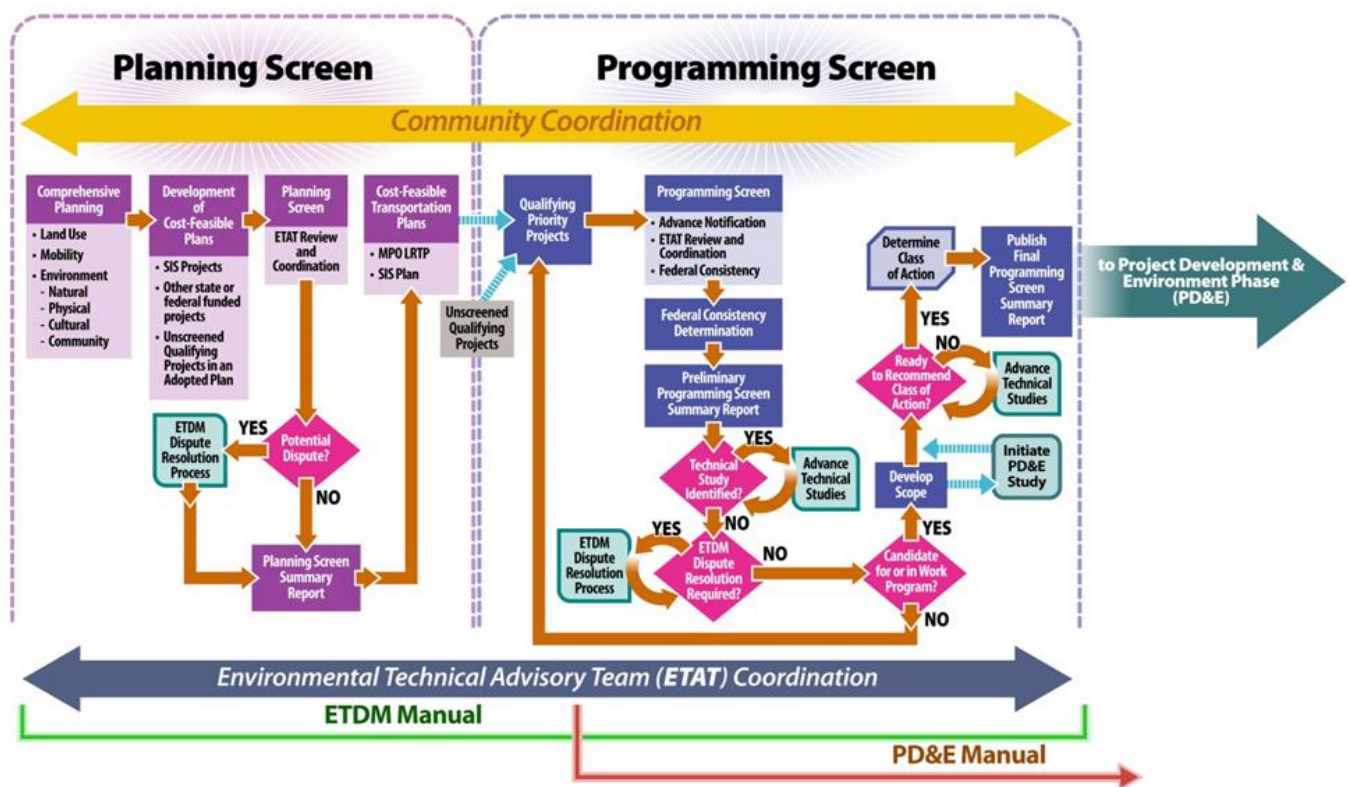
KEY FEATURES OF THE ETDM PROCESS ARE:

- » Early and continuous agency and community involvement,
- » Early identification of potential avoidance, minimization and mitigation opportunities,
- » Access to Geographic Information System (GIS) data in standardized formats,
- » Identification of potential key issues, and
- » Maximized use of technology for coordination and project screening.

ETDM PROCESS

ETDM involves an interagency review process designed to incorporate environmental considerations early in the planning process to help support planning decisions and provide a better understanding of the environmental concerns in the PD&E phase. The ETDM process consists of two screening phases before projects proceed to PD&E, which include the Planning Screen and the Programming Screen, as depicted in **Figure 1**. The Planning Screen begins during the development of the Cost Feasible Plan for the LRTP, while the Programming Screen is initiated when projects move from the 20-year LRTP into FDOT's 5-year Work Program and the MPO's Transportation Improvement Program (TIP).

FIGURE 1 - ENVIRONMENTAL SCREENING TOOL PROCESS AND DATA FLOW DIAGRAM



Source: ETDM Manual, Florida Department of Transportation, May 18, 2017

CANDIDATE PROJECTS

Candidate projects to be screened through the ETDM process are based on project type, transportation system, potential funding source, and the responsible agency.

THE FOLLOWING TYPES OF PROJECTS QUALIFY FOR THE ETDM PROCESS:

ROADWAY PROJECTS

- » Additional through lanes which add capacity to an existing road
- » A new roadway, freeway or expressway
- » A highway which provides new access to an area
- » A new or reconstructed arterial highway (e.g., realignment)
- » A new circumferential or belt highway that bypasses a community
- » Addition of interchanges or major interchange modifications to a completed freeway or expressway (based on coordination with FHWA)
- » A new bridge which provides new access to an area or bridge replacements (e.g., non-Programmatic Categorical Exclusions)

PUBLIC TRANSPORTATION

- » Major capital improvements, including Intermodal Centers, Rail, and Transit Centers
- » New commuter rail, passenger rail, or new freight rail extending beyond current footprint
- » New transit facility or terminal
- » New Start/Small Start/Very Small Start project extending beyond current footprint
- » A new seaport, airport, or non-passenger rail project on the SIS

Once a project qualifies for ETDM screening based on project type, the ETDM Screen Matrix for Qualifying Projects, shown below in **Table 1**, is used to further determine if a project is required to go through the process based on the transportation system, funding source, and responsible agency. Generally, qualifying projects on the State Highway System (SHS) or Strategic Intermodal System (SIS) facilities or those using Federal or State funds will require ETDM screening.

TABLE 1 – ETDM SCREENING MATRIX FOR QUALIFYING PROJECTS

	Federal Dollars (any FHWA, FTA or FRA funds or federal authorization)		State Dollars (TRIP, Transit/ Intermodal System Grants, etc.) No Federal Dollars Involved		Local Dollars Only	
	Responsible Agency	ETDM Screening	Responsible Agency	ETDM Screening	Responsible Agency	ETDM Screening
SYSTEM						
Highways on the State Highway System (SHS) and on the Strategic Intermodal System (SIS)	FDOT	YES FDOT Lead	FDOT	YES	FDOT	YES
	Local		Local and FDOT	Local Option	Local and FDOT	Local Option
Highways on the SHS but not on the SIS	FDOT	YES FDOT Lead	FDOT	YES	FDOT	YES
	Local		Local and FDOT	Local Option	Local and FDOT	Local Option
Highways not on SHS but on the SIS	FDOT	YES FDOT Lead	FDOT	YES	FDOT	YES
	Local		Local and FDOT	Local Option	Local and FDOT	Local Option
Highways not on SHS nor on the SIS	FDOT	YES FDOT Lead	FDOT	YES	Local	N/A
	Local		Local	Local Option		
Major Transit Projects (new fixed guide-way, New Starts) or Major Freight Projects	FDOT	YES	FDOT	YES	Local	N/A
	Local	Local Option	Local	Local Option		

NOTE: Local applies to any local government agency, other state agency, expressway authority, bridge authority or private entity

Source: ETDM Manual, Florida Department of Transportation, May 18, 2017

All projects in Priorities I, II, III, and IV, and Partially Funded projects in the project listings for Transit; FDOT SIS; FDOT Other Roads; FTE; MDX; DTPW-Roadway, Municipalities, Agencies, and SFRTA; and Private and Developer projects were reviewed. Projects that were previously screened during past LRTP adoptions do not need to be screened again. Nineteen (19) additional projects were identified for the ETDM Process and are listed in **Table 2**.

TABLE 2 – PROJECTS SCREENED VIA ETDM

Project	Limits From	Limits To	Description
PRIORITY II			
NW 122 Ave	NW 12 St	NW 41 St	New 2 lane road to support the flow of truck traffic from SR-821 (HEFT)
NW 117 Ave	NW 25 St	NW 41 St	New 2 lane road to support the flow of truck traffic from SR-821 (HEFT)
Dolphin Station Transit Terminal	West of SR-821 (HEFT) and North of NW 12 St		Park-and-Ride facility with Kiss-and-Ride, 12 bus bays & 1,000 parking spaces
Expand Overcapacity Park-and-Ride lot at SW 152 St	At US-1		New 500 space parking garage
Expand Overcapacity Park-and-Ride lot at Dadeland South			New 1,000 space parking garage with a minimum of 8 more articulated bays
Perimeter Road	NW 42 Ave (Lejeune)	NW 57 Ave	Add 2 lanes and reconstruct
I-95	I-95	E 2 Ave	Ramp reconstruction/reconfiguration
I-95	I-95	S Miami Ave	Ramp reconstruction/reconfiguration
Direct Ramps to Dolphin Station Transit Terminal	SR-821 (HEFT) Managed Lanes	Dolphin Station Intermodal Terminal	Direct access ramps
PRIORITY III			
Palmetto Intermodal Terminal	SR-826 (Palmetto) and NW 74 St		Expand Park-and-Ride facility
Direct Ramps to Palmetto Intermodal Terminal	SR-826 (Palmetto) Managed Lanes	Palmetto Intermodal Terminal	Direct access ramps
Ramps between the Busway and SR-826 (Palmetto)	US-1 Busway	SR-826 (Palmetto)	Ramps connecting the Busway to the SR-826 (Palmetto)
Direct Ramps to Dolphin Station Transit Terminal	SR-836 (Dolphin) Managed Lanes	Dolphin Station Transit Terminal	Direct access ramps
I-195 Ramps in Midtown	I-195	N 36 and N 38 St	Reconstruction/reconfiguration ramps leading to N 36 St and N 38 St
PRIORITY IV			
US-27 (Okeechobee)	At SR-826 (Palmetto) Interchange		Ramp improvements
US-1	At SW 27 Ave		Grade separation of US-1 over SW 27 Ave
US-1	At SW 344 St (Palm)		Grade separated overpass
PARTIALLY FUNDED			
Beach Connection (Baylink)	Miami Downtown Terminal	Miami Beach Convention Center	Premium transit service
SW 88 St (Kendall)	At SW 127 Ave		Grade separation of North Kendall Dr over SW 127 Ave
SW 117 Ave	At SW 152 St		Grade separation of SW 117 Ave over SW 152 St
Town of Indian Creek Bridge			Reconstruct bridge

ENVIRONMENTAL TECHNICAL ADVISORY TEAM (ETAT)

Each FDOT District has an ETAT responsible for reviewing projects located in their area. Each ETAT is made up of Stakeholders and includes MPOs/ TPOs, federal and state agencies, and participating Native American Tribes.

ENVIRONMENTAL SCREENING TOOL

The environmental screening tool (EST) is a web-based geographic information system (GIS) database and mapping application. The EST combines environmental, sociocultural and project data from multiple sources into a consistent format then provides standardized geographic information system (GIS) analyses. This process identifies potential natural, physical, cultural and community resources present in the project area and allows ETAT members to provide input on proposed projects. The EST is the core of the ETDM process and is used extensively through the process by supporting agency and community participation. Est provides the analytical and visualization tools necessary to synthesize information of a proposed project. It enables agencies to input/update project information, perform analyses, and keep the affected communities aware of pertinent information.

THE EST IS USED THROUGHOUT THE ETDM PROCESS TO:

- » Integrate data from multiple sources into an easy to use, standard format,
- » Analyze the effects of proposed projects on the human and natural environment,
- » Communicate information effectively among Environmental Technical Advisory Team (ETAT) representatives and to the public,
- » Store and report results of the ETAT review effectively, and
- » Efficiently maintain project records, including commitments and responses, throughout the project life cycle.

The ETDM public access site for project information is: <https://etdmpub.florida-etat.org/est/>.

Figure 2 depicts the concept of EST process.

FIGURE 2 – ETDM DATABASE TECHNOLOGY CONCEPT

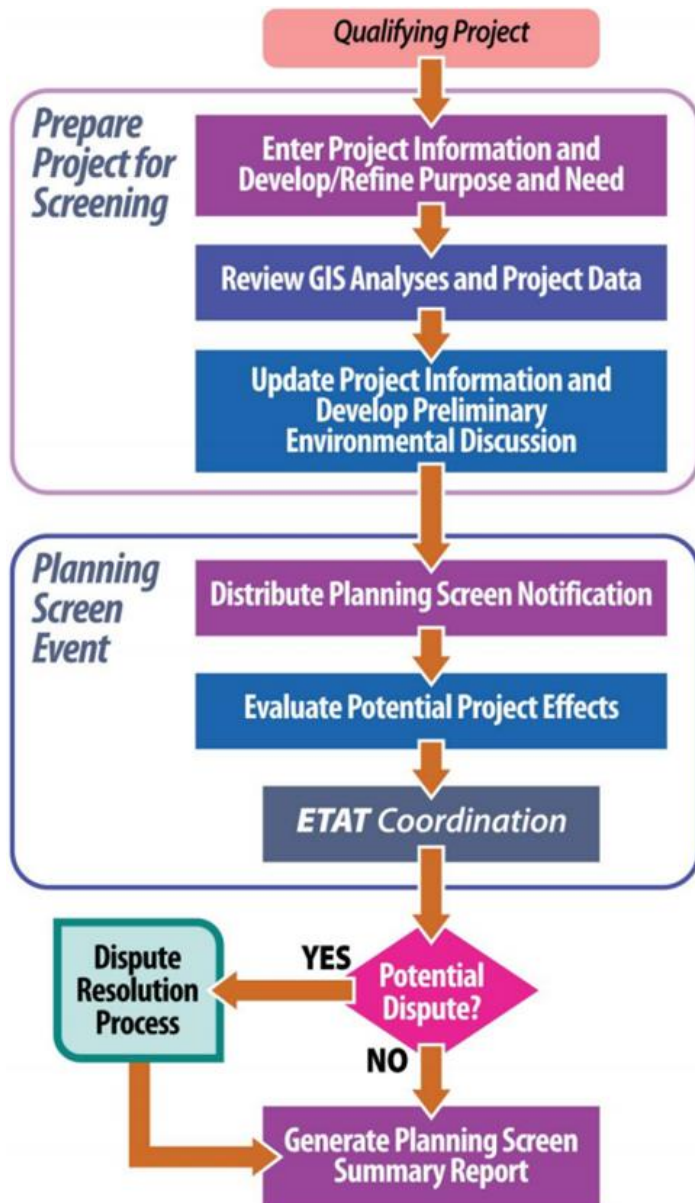


Source: ETDM Manual, Florida Department of Transportation, May 18, 2027

PLANNING SCREEN

The Planning Screen process is depicted in **Figure 3 – Planning Screen** and includes preparing project information for screening, responding to comments, and developing the **Planning Screen Summary Report**. During the planning phase, ETAT members and the public provide early input on a project's potential effects on the natural, physical, cultural, and community resources through the EST. The Planning Screen provides input to the feasibility of projects and identifies issues to be addressed during the Programming Screen.

FIGURE 3 – PLANNING SCREEN PROCESS FLOW

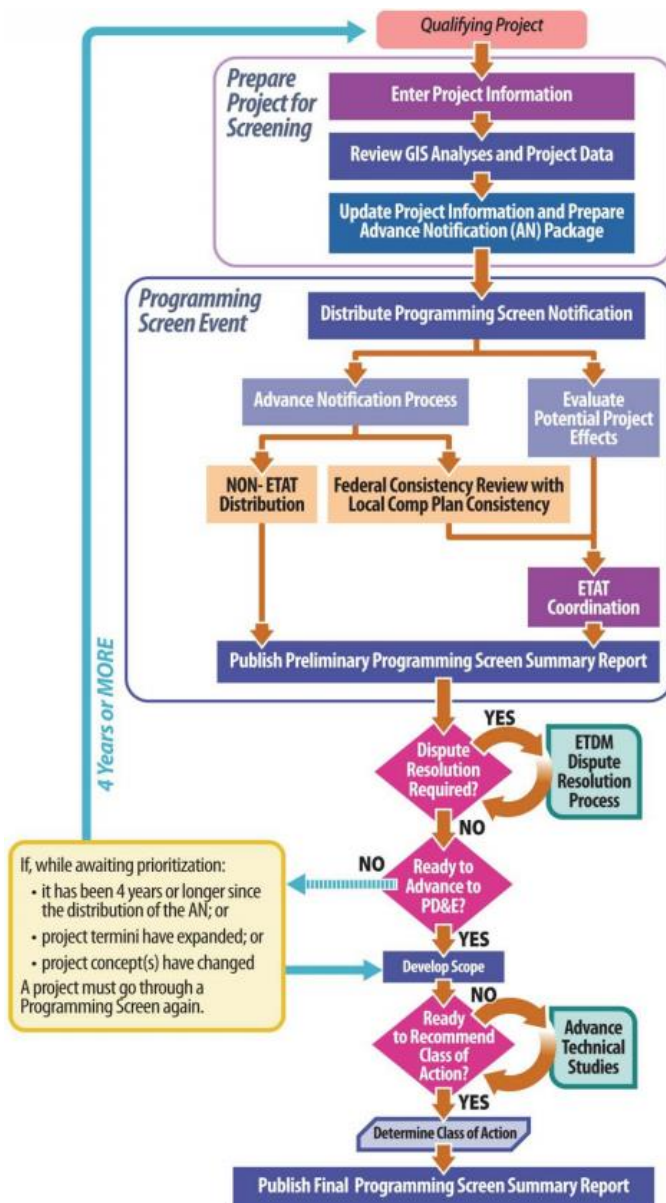


Source: ETDM Manual, Florida Department of Transportation, May 18, 2017

PROGRAMMING SCREEN

The Programming Screen process is depicted in **Figure 4** and includes preparing project information for further screening, publishing the **Preliminary Programming Screen Summary Report**, resolving disputes through the Resolution Process, developing scope for the PD&E phase, determining Class of Action, and publishing **Final Programming Screen Summary Report**. The Programming Screen helps to identify fatal flaws and provides opportunities for the ETAT and the public to comment on priority projects being considered for inclusion in the Five Year Work Program or prior to being advanced to the PD&E phase.

FIGURE 4 – PROGRAMMING SCREEN PROCESS FLOW



Source: ETDM Manual, Florida Department of Transportation, May 18, 2017

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