



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE

MIAMI-DADE 2040

Long Range Transportation Plan

Efficient Transportation Decision

Making Report

October 23, 2014



MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION



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MIAMI-DADE

2040 LONG RANGE TRANSPORTATION PLAN

Metropolitan Planning Organization for the Miami Urbanized Area

This document was prepared by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area in collaboration with Florida Department of Transportation, Miami-Dade Expressway Authority, Florida's Turnpike Enterprise, South Florida Regional Transportation Authority, Miami-Dade League of Cities, Miami-Dade County Regulatory and Economic Resources Department, Miami-Dade County Public Works and Waste Management Department, Miami-Dade Transit Agency, Miami-Dade Aviation Department, 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 MPO Citizens Transportation Advisory Committee, Bicycle/Pedestrian Advisory Council, Freight Transportation Advisory Committee, Transportation Aesthetics Review Committee, Broward MPO, Palm Beach MPO, and South Florida Regional Planning Council.

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EFFICIENT TRANSPORTATION DECISION MAKING REPORT

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Efficient Transportation Decision Making Overview

This Technical Memorandum summarizes the Efficient Transportation Decision Making (ETDM) process and its application to the Miami-Dade 2040 Long Range Transportation Plan (LRTP). The ETDM process is used by the State to review transportation projects for consideration of any environmental impacts when the project reaches the planning phase. 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)¹. MAP-21 is the current legislation on transportation funding and policy and was signed into law by the President on July 6, 2012.

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)
- Incorporation of appropriate dispute resolution mechanisms during the planning process

Key Features of the ETDM Process

- 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
- 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 in order to 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** – Environmental Screen Tool Process and Data Flow diagram. The Planning Screen begins during the development of the Cost Feasible Plan for the Long Range Transportation Plan, 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).



¹ Chapter 1 Page 1-1

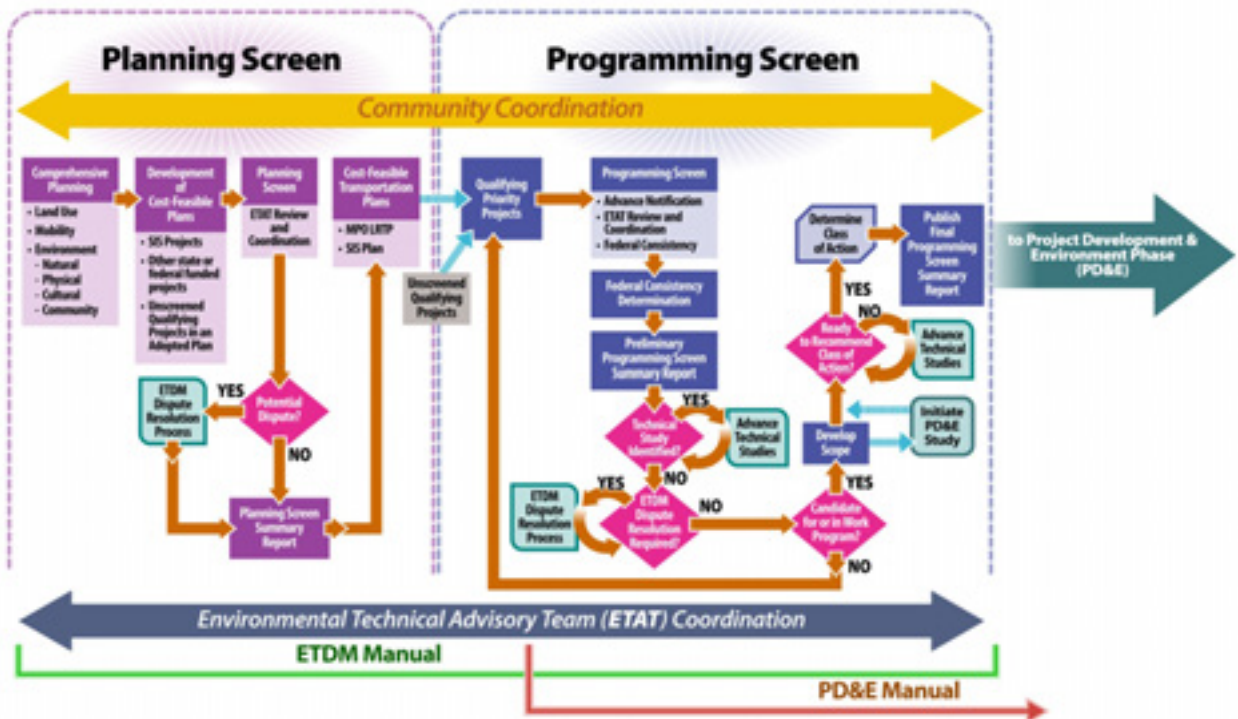


Figure 1 – Environmental Screening Tool Process and Data Flow Diagram

Source: *ETDM Manual, Florida Department of Transportation, March 16, 2006 Revised: July 30, 2013*

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 – ETDM Screening Matrix for Qualifying Projects** 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. As a general rule, 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

Source: ETDM Manual, Florida Department of Transportation, March 16, 2006 Revised: July 30, 2013

	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

All projects in Priorities I, II, III, and IV, Developer, and Partially Funded projects were reviewed. Projects that were previously screened during past LRTP adoptions do not need to be screened again. Twenty-one (21) additional projects were identified for the ETDM Process and are listed in **Table 2 – Projects Screened via ETDM.**

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 include Metropolitan Planning Organizations (MPOs) / Transportation Planning Organizations (TPOs), federal and state agencies, and participating Native American tribes.

Environmental Screening Tool

Project information is entered into the Environmental Screening Tool (EST), a web-based Geographic Information System (GIS) database and mapping application. 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 keeps the affected community aware of pertinent information.

The ETDM Public Access Site for project information is: <https://etdmpub.florida-etat.org/est/>. **Figure 2 – Environmental Screening Tool Process and Data Flow Diagram** depicts the EST Process and Data Flow.

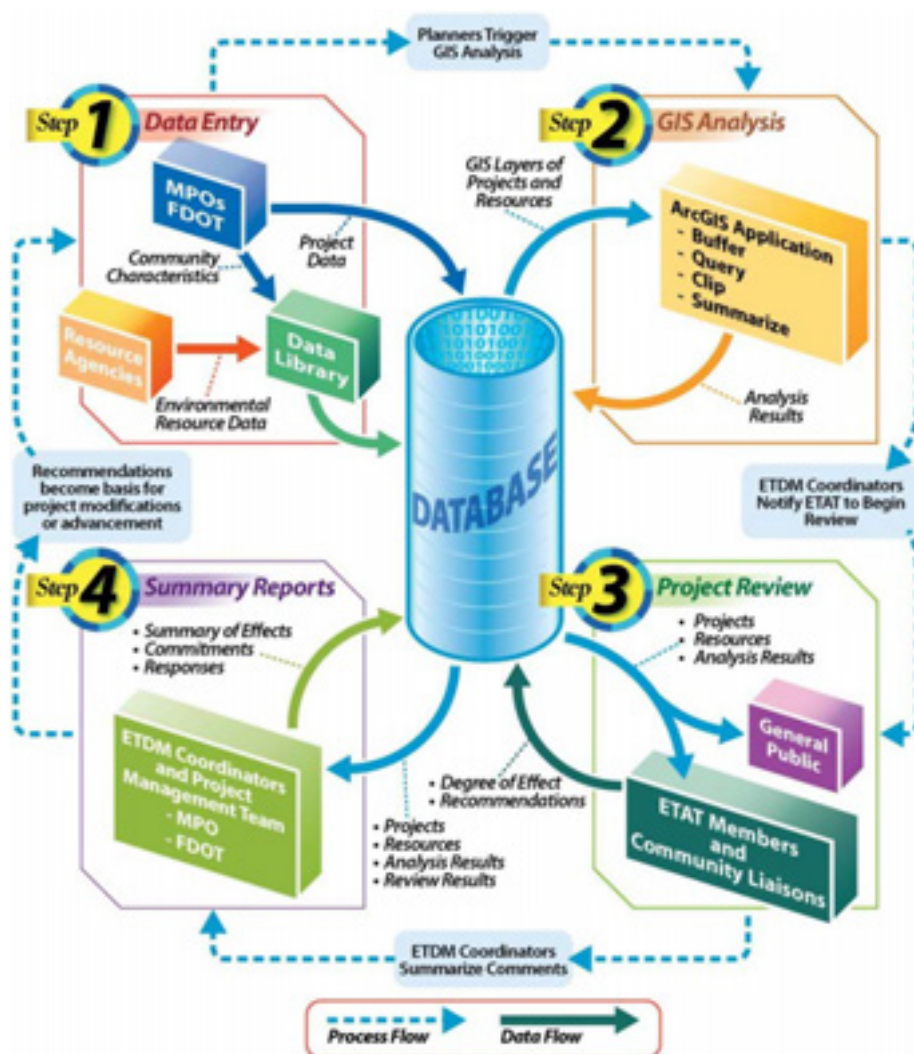


Figure 2 – Environmental Screening Tool Process and Data Flow Diagram

Source: ETDM Manual, Florida Department of Transportation, March 16, 2006 Revised: July 30, 2013

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

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**. The documentation and information developed and acquired may be used in subsequent phases. 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.

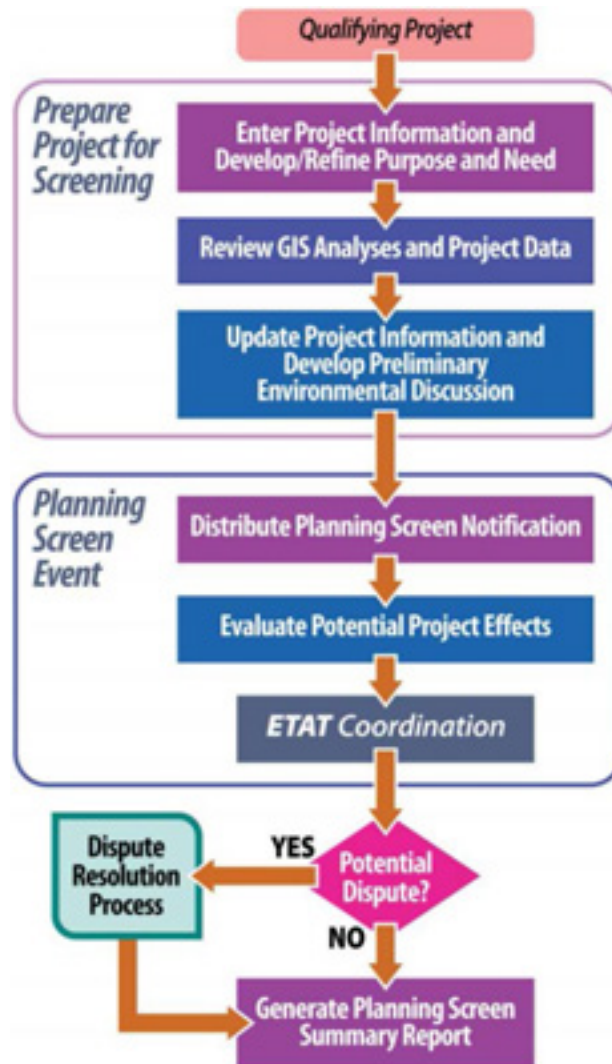


Figure 3 – Planning Screen

Source: ETDM Manual, Florida Department of Transportation, March 16, 2006 Revised: July 30, 2013

Programming Screen

The Programming Screen process is depicted in **Figure 4 – Programming Screen** 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.

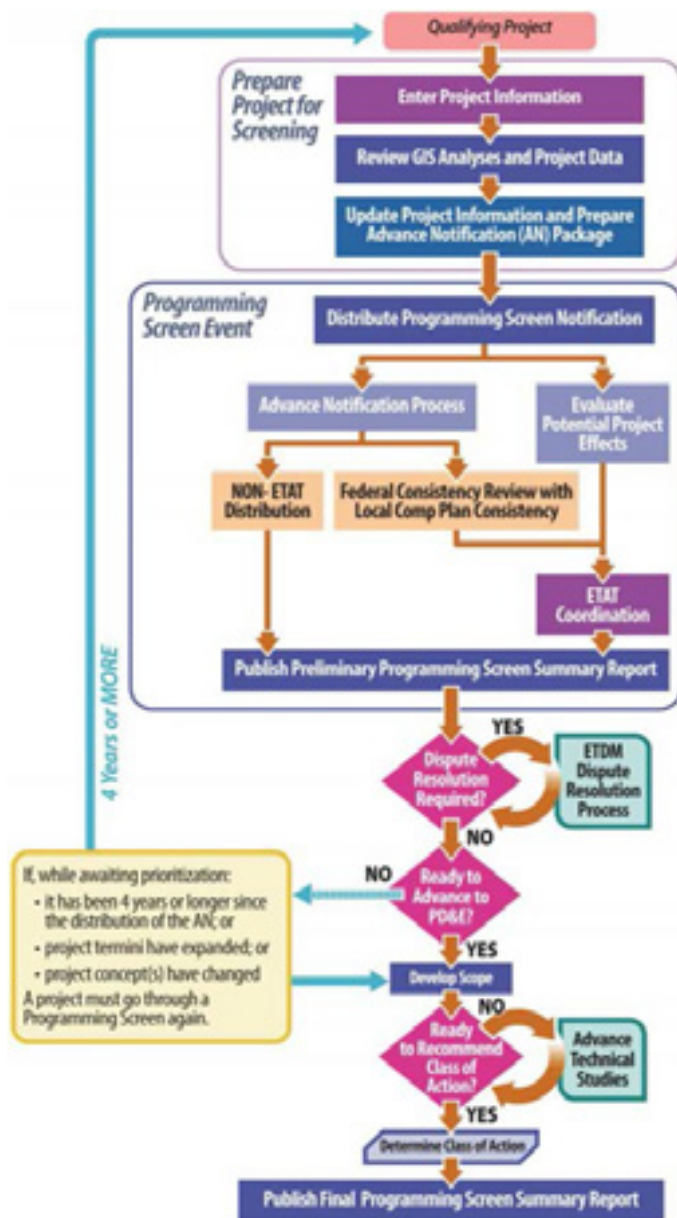


Figure 4 – Programming Screen

Source: ETDM Manual, Florida Department of Transportation, March 16, 2006 Revised: July 30, 2013

References

<http://www.dot.state.fl.us/emo/pubs/etdm/etdmmanual.shtm>

FDOT ETDM Manual, Topic No. 650-000-002, March 16, 2006, Revised: July 30, 2013

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