

Appendix J Environmental Review and Efficient Transportation Decision Making (ETDM)



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Overview

The Efficient Transportation Decision Making process, also referred to ETDM, was developed by the Florida Department of Transportation (FDOT) to assess the environmental impacts of a certain types of transportation project in the early stages of planning prior to subsequent project phases including the Project Development and Environment (PD&E). This process is focused on the engagement of stakeholders from resource protection agencies to review the project and allows FDOT and the MPOs the opportunity to engage with the stakeholders outside of a specific project phase. This process also ensures that potential impacts associated with the project are identified early in the process and allows the opportunity to identify avoidance and minimization measures before projects move to the next phase or are stopped altogether. This process is consistent with the *Moving Ahead for Progress in the 21st Century Act (MAP-21)*.

According to the FDOT ETDM Manual (chapter 2, page 1), key objective of the ETDM Process include:

- 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) [including National Environmental Policy Act (NEPA)]
- Incorporation of appropriate issue resolution mechanisms during the planning process

This memorandum details the ETDM process, and the steps taken to evaluate projects in the Cost Feasible Plan of the 2050 update of the Long Range Transportation Plan.

Completing the ETDM Process

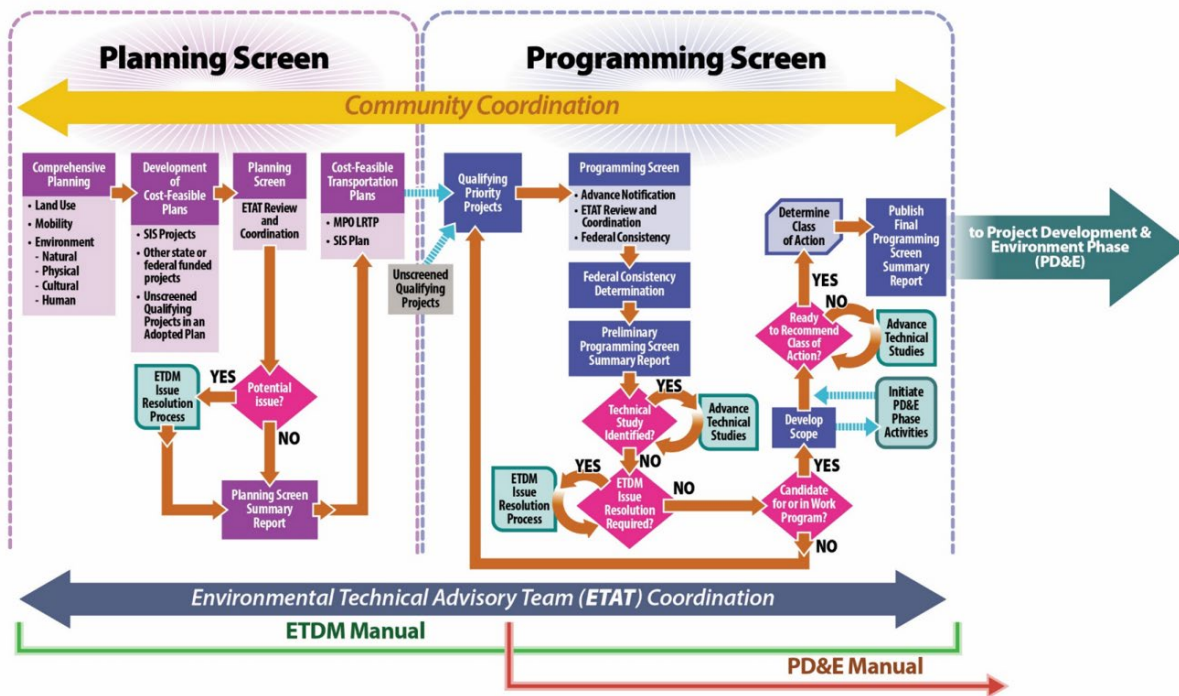
The ETDM Process is made up of two phases: the Planning Screen and the Programming Screen. These two phases are to be completed before a qualifying project moves forward to PD&E. For the purposes of the LRTP, the Planning Screen begins during the development of the Cost Feasible Plan, where a wide range of projects are identified. During this phase, ETDM-qualifying projects are identified to move forward through the ETDM process and subsequently, through the Programming Screen once projects are moved into the Five Year Work Program and the MPO's Transportation Improvement Program (TIP). The Programming Screen is then completed for those projects and utilizes the Environmental Screening Tool (EST) to conduct advanced notification, allow the Environmental Technical Advisory Team (ETAT) to review the project, develop the scope, and identify a class of action. This general process is detailed below in **Figure 1** from the ETDM Manual.



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Figure 1. ETDM Process Diagram (FDOT ETDM Manual, 2021)



Qualifying Projects

In order to qualify for ETDM screening, the projects must originate from an FDOT, MPO/TPO, or local government program or plan, and meet certain conditions related to project type and activities. The following types of projects qualify for ETDM Screening:

Roadway Projects

- Additional through lanes which add capacity to an existing roadway
- 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 OEM)
- A new bridge which provides new access to an area, and bridge replacements

Public Transportation (Planning Screen only)

- Major capital improvements, including Intermodal Centers, Rail, and Transit Centers
- Rail - new commuter rail, passenger rail, or new freight rail extending beyond current footprint
- Transit - new facility, new terminal, New Start/Small Start project extending beyond current footprint



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- A new seaport, airport, or non-passenger rail project on the SIS

Once qualifying projects are identified, those projects are reviewed using the ETDM Screen Matrix for Qualifying Projects, shown below in **Figure 2**. Projects are evaluated based on the system they are located on, responsible agency, and potential funding source. For the purposes of this evaluation, it is assumed that all projects identified as part of the Cost Feasible Plan for the 2050 update for the Palm Beach TPA LRTP will be funded utilizing federal and/or state dollars in some form. Even if local dollars are used, qualifying projects on the State Highway System (SHS) or Strategic Intermodal System (SIS) will typically be required to complete the ETDM process.

Figure 2. ETDM Screening Matrix for Qualifying Projects (FDOT ETDM Manual, 2021)

	Federal Dollars (any FHWA or FTA funds or federal authorization)			State Dollars (TRIP, Transit/Intermodal System Grants, etc) No Federal Dollars Involved			Local Dollars Only		
	Responsible Agency	ETDM Screening	Type of Environmental Document	Responsible Agency	ETDM Screening	Type of Environmental Document	Responsible Agency	ETDM Screening	Type of Environmental Document
System									
Highways on the State Highway System (SHS) on the Strategic Intermodal System (SIS)	FDOT	YES FDOT Lead	NEPA	FDOT	YES	SEIR	FDOT	YES	SEIR
	Local			Local and FDOT			Local Option		
Highways on the SHS but not on the SIS	FDOT	YES FDOT Lead	NEPA	FDOT	YES	SEIR	FDOT	YES	SEIR
	Local			Local and FDOT			Local Option		
Highways not on the SHS but on the SIS	FDOT	YES FDOT Lead	NEPA	FDOT	YES	SEIR	FDOT	YES	SEIR
	Local			Local and FDOT			Local Option		
Highways not on the SHS nor on the SIS	FDOT	YES FDOT Lead	NEPA	FDOT	YES	SEIR	Local	N/A	Fed/State/Local Regulations
	Local			Local		Local Option			
Major Transit Projects (new fixed guideway, New Starts) or Major Freight Projects	FDOT	YES	NEPA	FDOT	YES	SEIR	Local	N/A	Fed/State/Local Regulations
	Local			Local		Local Option			

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

The 2050 LRTP Cost Feasible Plan currently has approximately 39 projects in the Cost Feasible Plan that are related to roadway capacity and transit, meeting the outlined criterion for review. These projects are listed in **Table 1**. Projects lacking funding during the current five year work program and adopted TIP period were omitted from the list below.



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Table 1. Cost Feasible Plan Projects that Qualify for ETDM Screening

	Project Name	Project Type	L RTP #	FM #
1	Okeechobee Blvd (SR 704) (PalmTran - Routes 40/43) Enhanced Transit from SR 7 to US 1 and SR 7 from Forest Hill Blvd to Okeechobee Blvd	Transit	MP-18-1c	4513801
2	Okeechobee Blvd (SR 704) (PalmTran - Routes 43) Transit Shelters from SR 7 to US-1; SR 7 Transit Shelters from Forest Hill Blvd to Okeechobee Blvd	Transit	MP-18-1b	4417584
3	PalmTran Countywide Bus Stop Improvements	Transit	LI-22-6	4507971
4	US 1 (PalmTran - Route 1) - Enhanced transit shelters from Palmetto Park Rd to Northlake Blvd	Transit	MP-17-1b	4464431
5	Beeline Hwy (SR 710) Lane Addition from Blue Heron Blvd to Northlake Blvd	Road Capacity	2045-SIS002	4192511
6	I-95 Interchange Modification @ 10th Ave North	Road Capacity	2045-SIS003	4127331
7	I-95 Interchange Modification @ 45th St	Road Capacity	2045-SIS004	4365191
8	I-95 Interchange Modification @ 6th Ave South	Road Capacity	2045-SIS005	4369631
9	I-95 Interchange Modification @ Central Blvd	Road Capacity	2045-SIS008	4132651
10	I-95 Interchange Modification @ Gateway Blvd	Road Capacity	2045-SIS009	2319321
11	I-95 Interchange Modification @ Hypoluxo Rd	Road Capacity	2045-SIS010	4132571
12	I-95 Interchange Modification @ Lantana Rd	Road Capacity	2045-SIS012	4132581
13	I-95 Interchange Modification @ Linton Blvd	Road Capacity	2045-SIS013	4353841
14	I-95 Interchange Modification @ Linton Blvd	Road Capacity	2045-SIS014	4353842
15	I-95 Interchange Modification @ Northlake Blvd	Road Capacity	2045-SIS015	4358031
16	I-95 Interchange Modification @ Palm Beach Lakes Blvd	Road Capacity	2045-SIS017	4132601
17	I-95 Interchange Modification @ Southern Blvd (SR 80)	Road Capacity	2045-SIS019	4355161
18	I-95 Interchange Modification @ Woolbright Rd	Road Capacity	2045-SIS020	4372791
19	I-95 Managed Lanes from 6th Ave S to North of Okeechobee Blvd	Road Capacity	FDOT0100	4442022
20	I-95 Managed Lanes from South of Linton Blvd to 6th Ave S	Road Capacity	FDOT0103	4442021



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	Project Name	Project Type	L RTP #	FM #
21	Indiantown Rd (SR 706) WB Auxiliary Lane at Central Blvd	Road Capacity	FDOT0134	454564
22	Southern Blvd (SR 80) Intersection Improvements @ Jog Rd	Road Capacity	2045-SIS039	4512241
23	Atlantic Ave (SR 806) Lane Addition from Cumberland Dr to Jog Rd	Road Capacity	2045-TPA002.D	4405755
24	Atlantic Ave (SR 806) Lane Addition from SR 7 to Lyons Rd	Road Capacity	2045-TPA001	2296584
25	Atlantic Ave (SR 806) Lane Addition from Turnpike to Cumberland Rd	Road Capacity	2045-TPA002.C	4405754
26	Southern Blvd (SR 80) Intersection Improvements @ SR 7	Road Capacity	2045-SIS028	4378681
27	Turnpike Lane Addition from Beeline Hwy to PGA Blvd	Road Capacity	TPKE0009	4157481
28	Turnpike Lane Addition from Broward County Line to North of Glades Rd	Road Capacity	TPKE0001	4182145
29	Indiantown Rd (SR 706) Intersection Improvements at Central Blvd	Road Capacity	MP-21-6	4499351
30	SR 7 Lane Addition from Okeechobee Blvd to 60th St	Road Capacity	2045-TPA013	2296647
31	SR 7 Road Extension from 60th St to Northlake Blvd	Road Capacity	FDOT0016	2296643, 2296645, 2296646
32	Turnpike Lane Addition from North of Atlantic Ave to North of L-30 Canal	Road Capacity	TPKE0004	4371691
33	Turnpike Lane Addition from North of Boynton Beach Blvd to Southern Blvd	Road Capacity	TPKE0006	4061435
34	Turnpike Lane Addition from North of Glades Rd to North of L-38 Canal	Road Capacity	TPKE0002	4171321
35	Turnpike Lane Addition from North of L-30 Canal to North of Boynton Beach Blvd	Road Capacity	TPKE0005	4371694
36	Turnpike Lane Addition from North of L-38 Canal to North of Atlantic Ave	Road Capacity	TPKE0003	4171324
37	Turnpike Lane Addition from North of Okeechobee Blvd to Beeline Hwy	Road Capacity	TPKE0008	4061436
38	Turnpike Lane Addition from Southern Blvd to Okeechobee Blvd	Road Capacity	TPKE0007	4061438
39	Turnpike Lane Addition from North of PGA Blvd to North of Indiantown Rd	Road Capacity	TPKE0010	4157484

