Miami-Dade 2035
Long Range Transportation Plan
Efficient Transportation Decision Making (ETDM) Report

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Strategy Solutions
Efficient Transportation Decision Making

Overview

This appendix provides a detailed account of the Efficient Transportation Decision Making (ETDM) process and its application to the 2035 LRTP. ETDM is an environmental streamlining process developed by the Florida Department of Transportation to facilitate early and on-going communication among regulatory and resource agencies, planning agencies and the general public to assess and provide input on planned major transportation improvements; initially, it was developed to supplement the Project Development and Environmental (PD&E) phase. ETDM is comprised of three (3) primary phases, referred to as screens: planning, programming, and project development. Florida's ETDM process is consistent with the requirements set forth in SAFETEA-LU, Section 6002, Efficient Environmental Reviews for Project Decisionmaking, which calls for an inclusive transportation planning process and creating an efficient environmental review process. This appendix documents the planning screen activities of the ETDM process as relates to the Miami-Dade 2035 LRTP update. Overall, the ETDM process promotes:

- Improved Agency Coordination and Problem Solving
- Improved Long Range Transportation Planning
- Focused Evaluations during Project Development
- Improved Dispute Resolution Process
- Less Costly Environmental Studies and Documentation
- Shortened Project Delivery
- Better Access to Information
- Enhanced Coordination between FDOT and Resource Agencies

ETDM Process

Before ETDM was introduced in Florida, agency interaction did not occur until projects reached the Project Development and Environment (PD&E) stage. By then, if an adverse effect had been identified it would have required additional effort to reconfigure the initial design of the project to minimize the impact, which inherently, resulted in additional delays and depletion of financial resources. As previously mentioned, ETDM is comprised of three primary functional areas, which are formulated in a manner to reduce the degree of negative effects on Florida's natural and human environments by bridging the divide between agency interaction; thereby, providing an efficient project delivery mechanism. Table 1 lists the ETDM participants; as part of FDOT's project development process ETDM participation is required, however, external agencies are encouraged to participate.

Table 1. ETDM Participants

<table>
<thead>
<tr>
<th>Advisory Council on Historic Preservation</th>
<th>Federal Highway Administration</th>
<th>Federal Transit Administration</th>
<th>Florida Department of Agriculture and Consumer Services</th>
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<tr>
<td>Florida Department of Community Affairs</td>
<td>Florida Department of Environmental Protection</td>
<td>Florida Department of State</td>
<td>Florida Department of Transportation</td>
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<td>National Park Service</td>
<td>Natural Resources Conservation Service</td>
<td>Northwest Florida Water Management District</td>
<td>The Seminole Tribe of Florida</td>
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<tr>
<td>South Florida Water Management District</td>
<td>Southwest Florida Water Management District</td>
<td>St. Johns River Water Management District</td>
<td>Suwannee River Water Management District</td>
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<td>U.S. Army Corps of Engineers</td>
<td>U.S. Coast Guard</td>
<td>U.S. Environmental Protection Agency</td>
<td>U.S. Fish and Wildlife Service</td>
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<td>U.S. Forest Service</td>
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Environmental Screening Tool (EST)
The Environmental Screening Tool (EST) is a web-based application that serves as the core of the ETDM system; it is used extensively throughout the process by supporting agency and community participation. EST supplies the analytical and visualization tools necessary to synthesize information regarding a proposed project. It enables agencies to input/update project information, perform analyses, and keeps the affected community aware of pertinent information. Figure 1 illustrates the utility of information within the EST environment.

Figure 1. Environmental Screening Tool (EST) Diagram

![Image of EST Diagram]

Table 2 summarizes EST’s role in facilitating the ETDM process.

<table>
<thead>
<tr>
<th>Table 2 . EST’s Role in ETDM</th>
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<tbody>
<tr>
<td>Integrates data from multiple sources into an easy to use, standard format</td>
</tr>
<tr>
<td>Analyzes the effects of proposed projects on the human and natural environment</td>
</tr>
<tr>
<td>Communicates information effectively among Environmental Technical Advisory Team (ETAT) representatives and to the public</td>
</tr>
<tr>
<td>Stores and reports results of the ETAT review effectively and efficiently</td>
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<tr>
<td>Maintains project records, including commitments and responses, throughout the project life cycle</td>
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Planning Screen
The planning screen was initiated simultaneously with the development of the 2035 LRTP Cost-Feasible Plan (CFP). The planning screen creates a forum for interaction between agencies and the affected communities earlier in the planning process. It provides the framework for analyzing potential environmental and sociocultural impacts of a proposed transportation improvement. Once the project parameters are entered into EST, regulatory and resource agencies provide their input regarding the potential negative impacts imposed by the project-in-question. Project planners from the sponsoring agency utilize this information to adjust the project’s current configuration to reduce adverse effects; in some cases, projects may fall out entirely if cost estimates change to reflect the revised configuration, resulting in the project-
in-question to no longer qualify as cost-feasible. Direct and indirect effects of the proposed project are documented in the EST.

The programming phase takes place after the conclusion of the planning phase, but before projects are funded through the FDOT Five-Year Work Program. This phase generally requires comprehensive technical information, supplied by agencies, utilized by engineers and planners to adjust project parameters. The FDOT Matrix for ETDM Programming Screen is included in the Appendix to this report.

Figure 2 (page D-5) provides an overview of the entire ETDM process.

Candidate Projects
The criteria to determine which projects are to be screened in the ETDM process is based on guidance in the FDOT Matrix for ETDM Programming Screen for Major Transportation Projects, depicted in Figure 3 (page D-6). The guidelines are based on a number of factors, including:

- Funding Source (Federal, State, Local)
- Responsible Agency
- Ownership of Facility (State Highway System or County/Local)
- Passenger Facilities vs. Freight or other Non-Passenger Facilities

A total of 62 proposed transportation improvements in Priorities II-IV of the Miami-Dade 2035 LRTP Cost Feasible Plan have gone or will go through the ETDM planning screening process, as listed in Table 4 (page D-7 through D-10). These projects were selected for ETDM based on the FDOT guidelines.

Sociocultural Effects (SCE)
One of the components of the ETDM screening process is the sociocultural effects (SCE) evaluation. SCE consists of six issues that must be addressed during the screening process. These issues along with their evaluation criteria are listed in Table 3. The Miami-Dade MPO currently maintains an interactive web application where users can generate reports on socioeconomic characteristics on any community within the County. The web application, Miami-Dade Transportation and Community Mapping, can be accessed at [http://mpoportal.fiu.edu/](http://mpoportal.fiu.edu/).

<table>
<thead>
<tr>
<th>Table 3. SCE Evaluation Criteria</th>
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<tr>
<td><strong>Social</strong></td>
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<td></td>
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<td><strong>Land Use</strong></td>
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<tr>
<td><strong>Mobility</strong></td>
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<tr>
<td><strong>Aesthetics</strong></td>
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<tr>
<td><strong>Relocation</strong></td>
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Source: ETDM Manual, Chapter 4 – Planning Phase, March 2006

The Appendix to this report contains guidance developed by the FDOT’s Central Environmental Management Office on evaluating sociocultural effects.
Figure 2. ETDM Process Diagram
Figure 3. Matrix for ETDM Programming Screen for Major Transportation Projects Including Capacity Additions and Bridge Replacements

<table>
<thead>
<tr>
<th>System</th>
<th>Responsible Agency</th>
<th>ETDM Scoring</th>
<th>Type of Environmental Document</th>
<th>Federal Dollars (FHWA or FTA transportation funds or required FHWA approval)</th>
<th>State Dollars (TRIP, Transportation System Improvement Program, etc.)</th>
<th>Local Dollars Only</th>
<th>Type of Document</th>
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<tr>
<td>State Highway System (SHS) on the Strategic Intermodal System (SIS)</td>
<td>FDOT</td>
<td>YES</td>
<td>NEPA</td>
<td>FDOT YES SEIR</td>
<td>FDOT YES SEIR</td>
<td>Local (2) YES (3) SEIR</td>
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<tr>
<td>State Highway System (SHS) not on the Strategic Intermodal System (SIS)</td>
<td>FDOT</td>
<td>YES</td>
<td>NEPA</td>
<td>FDOT YES SEIR</td>
<td>FDOT YES SEIR</td>
<td>Local (2) YES (3) SEIR</td>
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<td>Highways not on State Highway System (SHS) but on the Strategic Intermodal System (SIS)</td>
<td>Local (2)</td>
<td>YES</td>
<td>NEPA</td>
<td>Local (2) YES SEIR</td>
<td>Fed/State/Local Regulations (5)</td>
<td>Fed/State/Local Regulations</td>
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<tr>
<td>Highways not on State Highway System (SHS) and not on the Strategic Intermodal System (SIS)</td>
<td>Local (2)</td>
<td>YES</td>
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<td>Local (2) YES SEIR</td>
<td>Fed/State/Local Regulations (5)</td>
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<tr>
<td>Major Public Transit Projects (Intermodal center, passenger rail, etc.) on or off the Strategic Intermodal System (SIS)</td>
<td>FDOT</td>
<td>YES</td>
<td>NEPA</td>
<td>FDOT YES SEIR</td>
<td>Fed/State/Local Regulations (5)</td>
<td>Fed/State/Local Regulations</td>
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<tr>
<td>Non-Passenger Rail Projects, and non-highway Part and Airport Projects on the Strategic Intermodal System (SIS)</td>
<td>Local (2)</td>
<td>Local Option</td>
<td>NEPA</td>
<td>Local (2) YES SEIR</td>
<td>Fed/State/Local Regulations (5)</td>
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</tbody>
</table>

1. The Responsible Agency is the agency that develops project concepts and preliminary engineering and evaluates and documents compliance with federal, state, and local environmental requirements.
   - FDOT will be responsible agency on all projects funded with federal-aid highway funds (FHWA). FDOT is viewed as the responsible agency on PHWA funded LAP projects.
   - A local agency may be the responsible agency on a Federal Transit Administration funded project.
   - FDOT will be the responsible agency for all state funded projects located on the State Highway System
   - An agency other than FDOT will usually be the responsible agency for any locally funded project; however, there may be circumstances that could be worked out on a project-by-project basis where FDOT agrees to serve as the responsible agency.
2. Local applies to any local government agency, other state agency, expressway authority, bridge authority or private entity
3. Expressway authorities have the option of using the ETDM process based on consultation with FDOT
4. The formal ETDM Programming screening process (including agency review) is not applicable; however, the environmental screening tool may be used at the local agency option to evaluate the project.
5. Federal, State and local regulations apply unless JPA specifies otherwise

* All bridge replacement projects that do not qualify as a Programmatic Categorical Exclusion should be screened.

Exceptions must be approved by the Assistant Secretary for Intermodal Systems Development
<table>
<thead>
<tr>
<th>Corridor/Facility</th>
<th>From</th>
<th>To</th>
<th>Description</th>
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<td>I-75</td>
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<td>Palmetto Station</td>
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<td>I-395</td>
<td>Port Blvd</td>
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## Table 4 cont'd: Prioritized Projects Required for ETDM Planning Screen

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<th>From</th>
<th>To</th>
<th>Description</th>
<th>ETDM Screening Status</th>
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</thead>
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<tr>
<td>HEFT</td>
<td>SW 17th Ave</td>
<td>SR 874</td>
<td>Widen to 12-lanes plus C-D roads</td>
<td>ETDM Screening Completed prior to LRTP dvpt.</td>
</tr>
<tr>
<td>HEFT</td>
<td>SR 170th St</td>
<td>NW 170th St</td>
<td>New Interchange</td>
<td>ETDM Screening Completed prior to LRTP dvpt.</td>
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<tr>
<td>HEFT</td>
<td>US 1</td>
<td>NW 170th St</td>
<td>All-Electronic Toll Conversion</td>
<td>ETDM Screening Completed prior to LRTP dvpt.</td>
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<tr>
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<td>NW 216th St</td>
<td>Biscayne Dr (SW 288th St)</td>
<td>Widen to 8-lanes</td>
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</tr>
<tr>
<td>HEFT</td>
<td>SW 18th St</td>
<td>Biscayne Dr (SW 288th St)</td>
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<tr>
<td>HEFT</td>
<td>SW 8th St</td>
<td>Campbell Dr</td>
<td>New Half-Interchange (to/from SW 8th)</td>
<td>ETDM Screening Completed prior to LRTP dvpt.</td>
</tr>
<tr>
<td>HEFT</td>
<td>SW 8th St</td>
<td>SW 18th St</td>
<td>Widen to 8-lanes</td>
<td>ETDM Screening Completed prior to LRTP dvpt.</td>
</tr>
<tr>
<td>HEFT</td>
<td>SW 216th St</td>
<td>Eureka Dr</td>
<td>Widen to 10-lanes</td>
<td>ETDM Screening Completed prior to LRTP dvpt.</td>
</tr>
<tr>
<td>HEFT</td>
<td>Eureka Dr</td>
<td>SW 216th St</td>
<td>Widen to 12-lanes</td>
<td>ETDM Screening Completed prior to LRTP dvpt.</td>
</tr>
<tr>
<td>HEFT</td>
<td>I-75</td>
<td>I-75</td>
<td>ETDM Screening Complete</td>
<td>ETDM Screening Complete</td>
</tr>
<tr>
<td>HEFT</td>
<td>I-75</td>
<td>SW 8th St</td>
<td>ETDM Screening Complete</td>
<td>ETDM Screening Complete</td>
</tr>
<tr>
<td>HEFT</td>
<td>I-75</td>
<td>SW 18th St</td>
<td>ETDM Screening Complete</td>
<td>ETDM Screening Complete</td>
</tr>
<tr>
<td>HEFT</td>
<td>I-75</td>
<td>NW 57th Ave</td>
<td>ETDM Screening Complete</td>
<td>ETDM Screening Complete</td>
</tr>
<tr>
<td>HEFT</td>
<td>I-75</td>
<td>SR 826</td>
<td>ETDM Screening Complete</td>
<td>ETDM Screening Complete</td>
</tr>
<tr>
<td>HEFT</td>
<td>I-75</td>
<td>Over Miami River</td>
<td>ETDM Screening Complete</td>
<td>ETDM Screening Complete</td>
</tr>
</tbody>
</table>

*Note: ETDM = Efficient Transportation Decision Making, LRTP = Long Range Transportation Plan.*
Table 4 cont’d. Priority II-IV Projects Required for ETDM Planning Screen

<table>
<thead>
<tr>
<th>Corridor/Facility</th>
<th>From</th>
<th>To</th>
<th>Description</th>
<th>ETDM Screening Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 826</td>
<td>I-75</td>
<td>Golden Glades Interchange</td>
<td>Add Special Use Lanes</td>
<td>Summary report Published 7/15/09</td>
</tr>
<tr>
<td>I-95 (NB)</td>
<td></td>
<td>Turnpike/SR 826</td>
<td>Operational improvement add 1 aux/acceleration lane (per FDOT)</td>
<td>Summary report Published 7/31/09</td>
</tr>
<tr>
<td>SW 152nd St/Coral Reef/SR 992</td>
<td>HEFT</td>
<td>US 1</td>
<td>4 to 6 lanes</td>
<td>Summary report Published 8/3/09</td>
</tr>
<tr>
<td>NE 125th St/NE 6th Ave/W Dixie Hwy</td>
<td></td>
<td></td>
<td>Intersection Improvements</td>
<td>Summary report Published 8/4/09</td>
</tr>
<tr>
<td>Okeechobee Rd/US 27</td>
<td>79th Ave</td>
<td>Krome Ave</td>
<td>Expressway Conversion - Construct Grade Separated Overpasses at Major Intersections</td>
<td>Summary report Published 8/4/09</td>
</tr>
<tr>
<td>West Ave</td>
<td>N of Lincoln Rd</td>
<td>S of 18th St</td>
<td>New Connector Bridge</td>
<td>Summary report Published 8/10/09</td>
</tr>
<tr>
<td>US 1</td>
<td>Dadeland South</td>
<td>I-95</td>
<td>Corridor improvements and managed lanes</td>
<td>Summary report Published 8/21/09</td>
</tr>
<tr>
<td>US 1 Busway</td>
<td>FL City</td>
<td>Dadeland South</td>
<td>Managed Lanes</td>
<td>Summary report Published 8/25/09</td>
</tr>
<tr>
<td>Golden Glades Interchange</td>
<td>SR 826 (EB)</td>
<td>I-95 (NB)</td>
<td>Ramp Improvements to provide direct system to system connection</td>
<td>Summary report Published 8/27/09</td>
</tr>
<tr>
<td>SR 836 Southwest Extension</td>
<td>NW 137th Ave</td>
<td>SW Miami-Dade</td>
<td>Multi-modal transportation corridor</td>
<td>Summary report Published 9/8/09</td>
</tr>
<tr>
<td>Krome Truck By Pass</td>
<td>Along Flagler Ave/ Civic Court</td>
<td>NW 6th St</td>
<td>New Road (2 lanes)</td>
<td>Summary Report Published 9/9/09</td>
</tr>
<tr>
<td>I-395</td>
<td>East of I-95</td>
<td>MacArthur Causeway Bridge</td>
<td>Major capital improvement</td>
<td>Summary Report Published 9/18/09</td>
</tr>
<tr>
<td>SR 826</td>
<td>SR 836</td>
<td>NW 87th Ave on I-75</td>
<td>Special Use Lanes</td>
<td>Summary report Published 9/18/09</td>
</tr>
<tr>
<td>SR 836/SR112</td>
<td>SR 826</td>
<td>I-95/I-395</td>
<td>Managed Lanes</td>
<td>Summary report Published 11/13/09</td>
</tr>
<tr>
<td>US 27</td>
<td>SR 826</td>
<td>Krome Ave</td>
<td>Conversion to limited access toll facility</td>
<td>Summary report Published 11/13/09</td>
</tr>
<tr>
<td>SR 836</td>
<td>HEFT</td>
<td>SR 826/836 Interchange</td>
<td>Managed Lanes</td>
<td>Summary report Published 11/13/09</td>
</tr>
</tbody>
</table>
Table 4 cont’d. Priority II-IV Projects Required for ETDM Planning Screen

<table>
<thead>
<tr>
<th>Corridor/Facility</th>
<th>From</th>
<th>To</th>
<th>Description</th>
<th>ETDM Screening Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 874</td>
<td>Kendall Dr</td>
<td>SR 826</td>
<td>Mainline reconstruction - 4-to 8-lanes and new ramps at SW 72nd St (MDX project #87409)</td>
<td>Summary report Published 01/18/10</td>
</tr>
<tr>
<td>SR 836</td>
<td>NW 87th Ave</td>
<td></td>
<td>Interchange Improvement</td>
<td>Summary report Published 01/14/10</td>
</tr>
<tr>
<td>SR 874 Ramp Connector</td>
<td>SW 136th St</td>
<td>SR 874</td>
<td>Ramp Connection</td>
<td>Preliminary Summary report Published 10/27/09</td>
</tr>
<tr>
<td>SR 924 Extension (east)</td>
<td>NW 32nd Ave</td>
<td>I-95</td>
<td>Limited access facility providing E/W mobility to I-95</td>
<td>Preliminary Summary report Published 12/3/09</td>
</tr>
<tr>
<td>SR 924 Extension (west)</td>
<td>SR 826/I-75</td>
<td>HEFT</td>
<td>Provide a connection between HEFT, I-75, SR 924, SR 826</td>
<td>Preliminary Summary report Published 12/3/09</td>
</tr>
<tr>
<td>SR 826 at 57th Ave</td>
<td></td>
<td></td>
<td>Interchange Improvements - reconstruct as SPUI interchange</td>
<td>FDOT to send Purpose and Need/Proj Desc Info</td>
</tr>
<tr>
<td>SR 826 at 67th Ave</td>
<td></td>
<td></td>
<td>Interchange Improvements - reconstruct as SPUI interchange</td>
<td>FDOT to send Purpose and Need/Proj Desc Info</td>
</tr>
<tr>
<td>Campbell Dr</td>
<td></td>
<td></td>
<td>Turnpike access ramps (west-to-north and south-to-west)</td>
<td>Screening to be completed by Florida Turnpike Enterprise</td>
</tr>
<tr>
<td>Connect 4Xpress</td>
<td>Central Miami-Dade County</td>
<td>North Miami-Dade County</td>
<td>Limited access N/S facility connecting the northern and central portion of the County. Multimodal Corridor</td>
<td>Screen in February 2010; Reviewing Combined P&amp;N; Need Cover Letter, Trans List, SF-424(?)</td>
</tr>
<tr>
<td>SR 836/SR 112 Interconnector</td>
<td>SR 836/Lejeune interchange</td>
<td>SR 112/37th Ave interchange</td>
<td>Express connection between SR 836 and SR 112 in the general alignment of 37th/42nd avenues</td>
<td></td>
</tr>
<tr>
<td>Golden Glades Interchange</td>
<td></td>
<td></td>
<td>Ramp and/or operational improvements. Series of low cost operational improvements within the Golden Glades (per FDOT)</td>
<td>P&amp;N Received; Enter project into EST</td>
</tr>
</tbody>
</table>
Appendix D-1. Revised SCE Evaluation Guidance

REVISED SCE EVALUATION GUIDANCE

Social Effects - Changes in Demographics
1.1 Define demographics of the potentially affected population.
1.2 What displacements of population, if any, would be expected as a result of the project?
1.3 Would any increases or decreases in population be expected as a result of the project?
1.4 Would any displacement of minority populations be expected as a result of the project?
1.5 Are there any disproportionate effects on special populations?
1.6 Have minority populations previously been affected by other public projects in the area?

Social Effects - Community Cohesion
1.7 Would the project result in any barriers dividing an established neighborhood(s) or would it increase neighborhood interaction?
1.8 What changes, if any, in traffic patterns through an established neighborhood(s) would be expected as a result of the project?
1.9 Would any changes to social relationships and patterns be expected as a result of the project?
1.10 Would the project result in any loss, reduction or enhancement of connectivity to a community or neighborhood activity center(s)?
1.11 Would the project affect community cohesion?

Social Effects - Safety/Emergency Response
1.12 Would the project result in the creation of isolated areas?
1.13 Would any increase or decrease in emergency services response time (fire, police and EMS) be expected as a result of the project?
1.14 Does the project affect safe access to community facilities?

Social Effects - Compatibility With Community Goals and Issues
1.15 Would any changes in social value be expected as a result of the project?
1.16 Would the project be perceived as having a positive or negative effect on quality of life?
1.17 Have community leaders/residents had opportunities to provide input to the project decision-making process in the present or past?
1.18 Have previous projects in this area been compatible with or conflicted with the plans, goals and objectives of the community?
1.19 Is the proposed project consistent with the community vision?
1.20 Are transportation investments equitably serving all populations?

Economic Effects – Business and Employment
2.1 Would any changes to travel patterns be expected that would eliminate or enhance access to any businesses?
2.2 Would any increases or decreases in traffic through traffic-based business areas be expected?
2.3 Would any changes in travel patterns be expected that would result in a business/district being bypassed?
2.4 Would access for special needs patrons increase or decrease as a result of the project?
2.5 Would any increase or decrease in business visibility for traffic-based businesses be expected as a result of the project?
2.6 Would the loss of any businesses be expected as a result of the project?
2.7 Would any increases or reductions in employment opportunities in the local economy be expected as a result of the project?
Appendix D-1 cont'd. Revised SCE Evaluation Guidance

Economic Effects – Business and Employment, Continued
2.8 Would regional employment opportunities be enhanced or diminished as a result of the project?
2.9 What is the effect of the project on military installations?

Economic Effects – Tax Base
2.10 Would any real property be removed from the tax roles as a result of the project?
2.11 Is it likely that taxable property values would increase or decline as a result of the project?
2.12 Would changes in business activities increase or decrease the tax base?

Land Use Effects – Land Use Patterns
3.1 Would the project result in a change in the character or aesthetics of the existing landscape?
3.2 Would the amount of recreation/open space be expected to increase or decrease as a result of the project?

Land Use Effects – Compatibility with Local Growth Management Plans
3.3 Would the project be compatible with local growth management policies?
3.4 Would the project be compatible with adopted land use plans?

Mobility Effects
4.1 Would access to public transportation facilities be increased or reduced as a result of the project?
4.2 Would pedestrian mobility be increased or decreased as a result of the project?
4.3 Would non-motorist access to business and service facilities be increased or reduced as a result of the project?
4.4 How does the project affect intermodal connectivity?
4.5 Would any change in connectivity between residential and non-residential areas be expected as a result of the project?
4.6 What are the expected changes to existing traffic patterns as a result of the project?
4.7 Would a change in any public parking areas be expected as a result of the project?
4.8 Would access for transportation disadvantaged populations be affected?

Aesthetics
5.1 Are there noise or vibration sensitive sites near the project?
5.2 Is the project likely to affect a vista or viewed?
5.3 Does the project blend visually with the area?
5.4 Is the project adjacent to any community focal point?
5.5 Is the project likely to be perceived as being compatible and in character with the community’s aesthetic values?
5.6 What feature(s), if any, of the project might be perceived by the community as inconsistent with the character of that community?

Relocation Effects
6.1 Would any displacement of residences/dwellings be expected as a result of the project?
6.2 Would any displacement of non-residential land uses be expected as a result of the project?
6.3 Do any potentially displaced non-residential uses have any unique or special characteristics that are not likely to be reestablished in the community?
6.4 Would any displacement of community or institutional facilities be expected as a result of the project?