



Miami-Dade Transportation Plan Update to the Year 2030

Air Quality Conformity Determination Report

December 2004



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CONFORMITY REQUIREMENTS

Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area		
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1	A copy of the MPO's finding of conformity on the transportation plan is included.	3
2	An emissions reduction summary table such as Table 3 of this procedure is included.	3
3	The report demonstrates that the implementation of the transportation plan will contribute to annual emission reductions when compared to the 1990 base year network, and that the same is true for each analysis or horizon year. The horizon years were selected by the MPO through the Consultation Process.	3
4	The report documents that the transportation plan is in conformance with the SIP, the CAA, and the transportation conformity regulation, the metropolitan planning regulation, and other applicable and state requirements.	3
5	The report states that the transportation plan is financially constrained.	4
6	The dates the MPO's Technical and Citizens' Advisory Committees (TAC and CAC, respectively) reviewed the conformity finding, and the date the MPO adopted the transportation plan and its Conformity Determination Report, are indicated.	4
7	The MPO has documented that the contents of the transportation plan meet the requirements of 40 CFR 93.106	4
8	The emissions expected from the implementation of the transportation plan are consistent with the motor vehicle emissions budgets for the MPO shown in the approved maintenance plan; emissions for each horizon year are less than the 1990 base year inventory by any non-zero amount.	4
9	The date the area was re-designated to attainment by EPA is shown.	5
10	The transportation plan conforms to the purpose of the SIP by eliminating or reducing the severity and number of violations of NAAQS and achieving expeditious implementation of such standards.	5
11	Page numbers in the transportation plan where financially funded Transportation Control Measure (TCM)-type strategies, programs, and projects, including CMAQ projects, as applicable, are identified.	5
12	The dates that FHWA/FTA made finding of conformity on the previous TIP and the TIP was approved by the Secretary of FDOT as shown.	6
13	The report identifies significant issues raised verbally or in writing at,	6

Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area		
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	or subsequent to, the TAC meeting by state or local air quality agencies, and how the MPO addressed such concerns; or, the report states that no significant comments were received.	6
14	Relevant interagency and/or interlocal agreements necessary to implement the conformity process are documented, and the parties to the agreements and the dates executed are cited.	6
15	The MPO has documented how data collection, analysis, and development of the transportation plan was coordinated with the other MPOs in the same airshed (if applicable), and how the interagency consultation process was implemented to ensure consistency between emissions and conformity analyses.	6
16	The plan documents that the emissions budgets used in the conformity analysis are those contained in the SIP's approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.	7
17	The long-range plan describes the future transportation system specifically enough to allow a determination of conformity.	7
18	The public involvement process is fully documented. If documented in the transportation plan rather than the plan's Conformity Determination Report, indicate the page number.	7
19	The MPO consulted with FDOT, FDEP, the local air quality program, transit providers, and local transportation agencies before adopting the transportation plan Conformity Determination Report. The date the public comment period began and the date the draft plan and CDR were provided to the public and agencies for review indicated.	7
20	The CDR documents whether significant changes were made in the conformity analysis after TAC review, indicates the purpose of the changes, the agencies consulted, the consultation process undertaken, and the outcome.	8
21	The report includes the MPO's written response to all significant (non-editorial) concerns of the state and local air quality agencies, whether such concerns were stated verbally or in writing.	8
22	The CDR explains how models to be used in the regional emissions analysis were evaluated and selected by the MPO through the consultation process.	8
23	If applicable, the MPO has documented that minor arterials and other transportation projects were determined through the consultation process to be regionally significant, and therefore subject to conformity analysis.	8
24	Projects were identified through the consultation process that	8

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	underwent a significant change in design concept and scope from the previous conforming transportation plan	
25	The CDR documents methodology and emissions reductions resulting from TCMs and TSMs in the plan; the CDR documents whether certain exempt projects were evaluated to determine if they should be treated as non-exempt because of potential adverse impacts on air quality, if applicable.	8
26	The CDR documents that all parties to the consultation process were notified by the MPO when revisions or amendments to the transportation plan and TIP added or deleted exempt projects, and the dates of such notification, as applicable.	8
27	The CDR documents that the EPA-approved emissions model was used, coordinated with FSUTMS and EMIS, and the use of other models was coordinated with FDOT, FHWA, DEP, and other parties	9
28	The sources of the most recent planning assumptions, derived from the estimates of current and future population, employment, travel, and congestion are documented.	10
29	The assumptions made about transit services and increases in transit fares, and road and bridge tolls over time are indicated.	10
30	All projects for each of the transportation plan's horizon years (including exempt projects) are listed in Appendix C of this report.	10
31	The report explains (as applicable) how the travel demand model VMT used as the basis for the 1990 base year emissions inventory has been adjusted to HPMS VMT and shows the results of the analysis.	10
32	Copies of the input files for the MOBILE model and the EMIS output files are included.	11
33	Projects exempt from the regional emissions analysis are highlighted in the project listings, or shown on a separate table.	11
34	Projects that have not completed a major step as defined in 40 CFR §51.394(c) are highlighted in the project listings, or shown on a separate table.	11
35	Off-model methodologies used to estimate emissions reductions from projects and programs not reflected in the transportation model are fully documented and each project or program is fully described.	11
36	The VMT from projects which are not regionally significant have been estimated in accordance with reasonable professional practice.	11

EXECUTIVE SUMMARY

This report documents the *conformity determination* of the Year 2030 Miami-Dade County Long Range Transportation Plan (LRTP) and the *conformity redetermination* for the FY 2005-2009 Transportation Improvement Program (TIP), a subset of the Year 2030 LRTP, in fulfillment of the requirements of the 1990 Federal Clean Air Act Amendments. This Conformity Determination Report (CDR) documents that implementation of projects listed in Appendix C, the Cost Feasible Plan Project Lists by Conformity Horizon Year, will contribute to emissions in the analysis years of:

- Year 2005 “Cost Feasible;”
- Year 2015 “Cost Feasible;”
- Year 2025 “Cost Feasible;” and
- Year 2030 “Cost Feasible.”

This report also establishes that as adopted the following:

- The TIP is a subset of the Year 2030 Long Range Transportation Plan.
- The LRTP is consistent with 23 CFR Part 450, Subpart C in that it is financially constrained.
- The contents of the LRTP meet the requirements of 40 CFR 93.106 governing the required content of transportation plans.
- The emissions from the implementation of the LRTP are consistent with the motor vehicle emissions budgets for the MPO as shown in the approved maintenance plan.
- The 2030 LRTP conforms to the purpose of the State Implementation Plan (SIP) by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS) and achieving expeditious implementation of such standards.
- During the Maintenance Period, the emissions from the implementation of the LRTP are consistent with the motor vehicle emission budgets in the approved maintenance plan.
- Both the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, air quality conformity determination were locally approved by the Miami Dade Metropolitan Planning Organization (MPO) Governing Board on November 18, 2004.
- The plan documents that the emissions budgets used in the conformity analysis are those contained in the SIP’s approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.

Projected emissions were calculated using the travel demand model and Mobile6. The results of the air quality conformity analysis are summarized in the table below.

Table 1: Air Quality Conformity Analysis Results

Model Year	Model Alternative	Population	Employment	VOC* (2005 & 2015 Budget=74.60)	NOx* (2005 & 2015 Budget=127.5)
2000	Base Year	2,204,700	1,183,300	89.95	139.57
2005	Interim Cost Feasible	2,316,900	1,283,800	64.37	109.99
2015	Interim Cost Feasible	2,721,700	1,425,400	35.51	45.62
2025	Interim Cost Feasible	3,006,700	1,535,300	27.35	26.49
2030	Interim Cost Feasible	3,149,300	1,590,200	28.27	24.27

*All emissions are in tons per day

1.0 INTRODUCTION

The Miami-Dade Long Range Transportation Plan must conform to the provisions of the Clean Air Act Amendment (CAAA) of 1990 in addition to being financially feasible. The United States Environmental Protection Agency (USEPA) designated Miami-Dade County as a moderate non-attainment area for national ozone standards. In 1995 the USEPA re-designated Miami-Dade County to attainment status, which means that for a twenty-year period, Miami-Dade County must demonstrate conformity to the maintenance plan through its Long Range Transportation Plan and Transportation Improvement Plan.

Effective in June, 2004, the EPA transitioned to the 8-hour ozone and fine particulate matter (PM_{2.5}) National Ambient Air Quality Standards (NAAQS) for transportation conformity. The new standard is based on averaging air quality measurements over 8-hour blocks of time for a three year periods, instead of the 1-hour time period mandated by the previous standard. The 8-hour standard is more representative of conditions occurring over a long-term exposure. As a maintenance area under the 1-hour rule, Miami-Dade County is subject to conformity for a statutory one-year grace period after being re-designated as attainment by the new standards (June, 2005 the end of the one-year period). The Air Quality analysis for the 2030 Plan is based on the new 8-hour NAAQS.

The highway and transit projects included in the air quality analysis are listed by priority in the LRTP Summary Document and by conformity horizon year (open-to-traffic year) in Appendix C of this report. Projected emissions were calculated using the travel demand model and Mobile6. The emissions calculated by the emission program (EMIS) are to be converted by a factor in order to be consistent with the highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000 (validation year), adjusted to account for the peak ozone season (45,216,790), is

divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS, the file use by the Florida Standard Urban Transportation Model Structure software to define Miami-Dade County specific model parameters.

2.0 CONFORMITY REQUIREMENTS

The Florida Department of Transportation (FDOT) has outlined thirty-six items to be addressed by this conformity determination report in order to fulfill the requirements of the Clean Air Act Amendments of 1990. This section provides a detailed response to each of the thirty-six items identified in the *District Review of Conformity Determinations* (Topic 525-010-014-g).¹

Item 1

The MPO certifies that the Year 2030 Long Range Transportation Plan and its subset, the FY 2005-2009 TIP, meet the criteria for air quality as set forth in the Clean Air Act Amendments of 1990.

Item 2

Emissions Reduction Summary Tables are included herein on page 18.

To illustrate the conformity determination, a brief synopsis of results are presented on page 4 for the Emission Budget Test and the Conformity of the Year 2030 Long Range Transportation Plan and its subset, the FY 2005-2009 TIP.

Item 3

This conformity determination documents that implementation of the projects listed in the Miami-Dade County Year 2030 LRTP and its subset, the FY 2005-2009 TIP, will contribute to emissions reductions when compared to the 1990 base year network, and that the same is true for each analysis or horizon year. The entire Southeast Florida airshed (Miami-Dade, Broward and Palm Beach Counties) has used 2000 as a common base year for coordination purposes. The horizon years were selected by the MPO through the consultation process while following all applicable state and federal guidelines.

Item 4

Furthermore, this report documents that the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, are in conformance with the emissions budgets contained in the State Implementation Plan (SIP), the metropolitan planning regulation, and the requirements of the Clean Air Act Amendments (CAAA) of 1990.

¹ Florida Department of Transportation, Office of Policy Planning (July 9, 1998) *District Review of Conformity Determinations*, FDOT: Tallahassee, FL (525-010-014-g).

Item 5

The Plan is consistent with 23 CFR Part 450, Subpart C in that it is financially constrained. Further detailed discussion of the financial constraints is offered in the Year 2030 LRTP document.

Item 6

The dates the MPO's Technical and Citizens' Advisory Committees (TPTAC and CAC, respectively) reviewed the conformity finding, and the date the MPO adopted the transportation plan and its Conformity Determination Report, are indicated below.

The Transportation Planning Council (TPC) membership includes the directors and representatives from: the transit operator (MDT), the Florida Department of Environmental Protection (FDEP), the Miami-Dade County Department of Environmental Resources Management (DERM), the Florida Department of Transportation (FDOT) District 6, the Florida Turnpike Enterprise, the Miami-Dade Expressway Authority (MDX), the Miami-Dade County Public Schools, and Miami-Dade County Departments of Public Works, Aviation, Seaport, Information Technology (ITD), and South Florida Regional Transportation Authority (SFRTA); plus, representatives from the most populous cities in the county (Miami, Hialeah, Miami Beach, North Miami, Miami Gardens) and the Dade League of Cities representing citizens from all municipalities.

The TPC was presented with preliminary Year 2030 LRTP documentation at its September 20, 2004 and October 12, 2004 meeting. At the November 8, 2004 meeting, the TPC approved the Year 2030 LRTP and its subset, the FY 2005-2009 TIP.

The Citizens Transportation Advisory Committee (CTAC) advises the MPO Governing Board and the Board of County Commissioners on achieving quality transportation facilities and programs for the citizens of Miami-Dade County. CTAC participated in the review and development of the Year 2030 LRTP starting at its March 23, 2004 meeting. CTAC hosted a series of public meetings with the Miami-Dade citizenry for the development of the 2030 LRTP as follows: July 20th (North and Northwest areas) – July 21st (Beach/CBD and West areas) – July 22nd (Central and South Areas), July 26th (Joseph Caleb Center).

Item 7

The contents of the transportation plan meet the requirements of 40 CFR 93.106 governing the required content of transportation plans.

Item 8

The emissions expected from the implementation of the transportation plan are consistent with the motor vehicle emission budgets for the MPO as shown in the approved maintenance plan; emissions for each horizon year are less than the 1990 base year inventory by any non-zero amount. No goals, directives or recommendations contained

within the adopted Year 2030 Long Range Transportation Plan will be in conflict with the goals and intent of the SIP. The Year 2030 LRTP will conform to the purpose of the SIP by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS). Projects in the Year 2030 LRTP will contribute to the expeditious implementation of the NAAQS and will not cause or contribute to any new violation of any standard, increase the frequency or severity of any existing violations of any standards, or delay the timely attainment of any standards or any required interim emission reductions or other milestones in the area.

Item 9

On April 25, 1995, the U.S. Environmental Protection Agency (USEPA) redesignated the Southeast Florida Airshed (made up of Miami-Dade, Broward and Palm Beach Counties) from moderate non-attainment for the pollutant ozone to attainment status. The Florida Department of Environmental Protection (FDEP) submitted the redesignation request and maintenance plan for the Southeast Florida Airshed on November 8, 1993, as an amendment to the SIP. On December 20, 2002, the Florida Department of Environmental Protection (FDEP) submitted revisions to the State Implementation Plan (SIP) to the USEPA. The USEPA issued a final rule effective April 13, 2004, approving the revisions. The adjusted emissions budgets in the SIP for Miami-Dade are the caps used here to demonstrate conformity of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, with the requirements of the CAAA.

Item 10

The Year 2030 LRTP and its subset, the FY 2005-2009 TIP, will conform to the purpose of the SIP by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS) and achieving expeditious implementation of such standards. Emissions resulting from the implementation of the Year 2030 Long Range Transportation Plan were compared to the emission budgets established by the redesignation request maintenance plan. Implementation of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, is estimated to result in emissions which fall below the emissions budget set for the analysis years of 2005, 2015, 2025, and 2030. During the Maintenance Period, the emissions expected from the implementation of the long-range plan are consistent with the motor vehicle emission budgets in the approved maintenance plan (51.428 and 51.430).

Item 11

Even though there are no required Transportation Control Measures (TCMs) in the Florida SIP, voluntary TCM strategies are recommended. No off-model air quality emission benefits are claimed as part of this Air Quality Conformity Determination Report.

While no CMAQ projects are TCMs, the long-range plan identified some TCM-type strategies, programs or projects. These TCMs are intended to reduce single occupant vehicles (SOV), reduce traffic congestion and increase transit usage and the use of high occupancy vehicles (HOVs). Existing TCM activities include: Metrobus (72 routes), Metrorail (21 miles), Metromover (1.9 miles), Park-and-Ride and HOV Parking Lots,

Exclusive Bus and Carpool Lanes, Miami-Dade Traffic Control System, Bikeways, Transportation System Management (TSM), Intelligent Transportation System (ITS), Incident Management, and Transportation Demand Management activities (TDM).

Item 12

Federal Conformity findings on the FY 2005-2009 TIP and re-determination of conformity of the Year 2025 LRTP Conformity (previous Plan), by FHWA/FTA were approved September 30, 2004. The approval letter from FHWA/FTA is in Appendix J.

The US Environmental Protection Agency (USEPA) recommended to FHWA/FTA approval of the Miami-Dade County's program in a letter dated August 11, 2004. Florida's Secretary of Transportation, on letter dated August 31, 2004, submitted the State TIP to FHWA for review and approval. These letters are included in appendices J and K, respectively, of this report

Item 13

FDOT District 6 and FHWA Florida Division Office provided comments and input which have been incorporated to this report. No other significant concerns were received by the MPO from outside parties, state or local air quality agencies. These comments can be found in Appendix Q of this report.

Item 14

Relevant interagency and/or interlocal agreements necessary to implement the conformity process and the parties to the agreements and the dates executed are cited as follows:

Memorandum of Agreement (MOA)

At its June 2, 1998 meeting, the MPO Governing Board passed Resolution # 13-98 approving an amendment to the MOA. The County Manager executed the MOA by signing, on behalf on the MPO, the local air agency (DERM) and the local transit operator (MDT), on June 6, 1998. Previously, the Metropolitan Planning Organization for the Miami Urbanized Area had approved, on September 22, 1994, a Memorandum of Agreement (MOA) implementing the conformity criteria and consultation procedures revision to the Florida State Implementation Plan (SIP) pursuant to the Clean Air Act Amendments of 1990. This MOA was amended to reflect revisions published by the United States Environmental Protection Agency (EPA) on November 15, 1995. The MPO Governing Board approved the proposed amendment by MPO Resolution #46-96 of July 11, 1996.

Item 15

Data collection, analysis, and development of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, was coordinated with the other MPOs in the same airshed, and the interagency consultation process was implemented to ensure consistency between emissions and conformity analyses. Once the consultant team was on-board, and the scope of services established, the Broward County LRTP Project Manager was invited to participate in the selection committee, and data was exchanged between the counties to

ensure that roadway and transit projects were in sync across the county line. Similarly, concepts, methods and results were exchanged, as the respective plans were developed.

Both the Broward County MPO and Palm Beach County MPO were consulted throughout the process through the Inter-MPO for Air Quality (IMAQ) Subcommittee Meetings. These regularly scheduled meetings allowed for consultation and coordination between the MPOs within the Southeast Florida Airshed. A teleconference meeting of the Air Quality Interagency Consultation Partners was held on September 24, 2004. At this meeting Air Quality results for the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, were discussed.

Item 16

The plan documents that the emissions budgets used in the conformity analysis are those contained in the SIP's approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.

Item 17

The long-range plan describes the future transportation system specifically enough to allow a determination of conformity.

The 2030 LRTP Summary Document report contains the plan's project priority listings (pages 22 through 37). The lists in Appendix C of this report contain the projects in the Cost Feasible Plan, listed by conformity horizon year. The map in Appendix D of this report visually displays the projects' general geographic location and depicts highway and transit improvements included in the Year 2030 Cost Feasible Plan

Item 18

The public involvement process is fully documented in Section 3.0 of this document (pages 12 through 17), including a listing of all public involvement activities undertaken throughout the Plan development process.

Item 19

The MPO consulted with FDOT, FDEP, the local air quality program, transit providers, and local transportation agencies before adopting the transportation plan Conformity Determination Report.

A teleconference meeting of the Air Quality Interagency Consultation Partners was held on September 24, 2004. The MPO was not available to participate in the teleconference, however communication and coordination with air agencies occurred after the teleconference via e-mail. At this meeting Air Quality results for the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, were discussed.

Membership of the Air Quality Interagency Consultation partners include EPA Region IV (Atlanta), FHWA Florida Division Office, FTA Region IV (Atlanta), FDEP Central and Regional Offices, FDOT Central Office, FDOT Districts 4, and 6, the MPOs in

Broward, Palm Beach and Miami-Dade and their respective local air agencies and local transit providers .

Item 20

Up to September 30, 2004, no significant changes were made in the conformity analysis after the TPC review. Reviews by other committees are still ongoing. The CDR was adopted by the MPO Governing Board at its November 18, 2004 meeting.

Item 21

No significant concerns were received by the MPO from other outside parties, and no major concerns needed to be addressed verbally or in writing to any significant (non-editorial) concerns of any other state and local air quality agencies.

Item 22

No regional model was used for emissions analysis. Each County within the Southeast Florida Airshed used their own urban model for emission analysis.

Item 23

The MPO through the consultation process with Broward and Palm Beach Counties and FDOT Districts 4 and 6 and the South Florida Regional Transportation Authority has coordinated to identify a number of corridors of regional significance included as part of the Regional chapter of the 2030 plan.

Item 24

No projects identified through the consultation process have undergone a significant change in design concept and scope from the Year 2025 LRTP, which is the previous conforming transportation plan and its subset, the FY 2002-2006 TIP.

Item 25

No particular methodologies, such as off-model techniques to determine emission reduction benefits from Transportation Control Measures (TCM) or Transportation Systems Management (TSM), were used as part of this Plan Update. No emission benefits or emission reductions resulting from implementation of TCMs or TSMs in the plan are claimed. No particular exempt project was evaluated to determine if they should be treated as non-exempt because of potential adverse impacts on air quality.

Item 26

All parties to the consultation process were notified by the MPO when revisions or amendments to the transportation plan added or deleted exempt projects, and the dates of such notification.

The 2030 LRTP was approved by the MPO at its meeting of November 18th, 2004. The previous plan, the 2025 LRTP, was originally adopted at the December 6, 2001 the MPO Governing Board Meeting. The previous 2025 Plan was amended as follows:

- ✓ October 24, 2002 by MPO Resolution to advance the North Dade Transit Corridor to Priority I.
- ✓ February 6, 2003 by MPO Resolution to advance East-West Multimodal Corridor to Priority I from Priority IV Unfunded.
- ✓ March 13, 2003 by MPO Resolution for US-1/Dixie Highway Premium Transit Corridor for purposes of preparation of preliminary studies only. Project construction remains in Priority IV Unfunded.
- ✓ April 24, 2003 by MPO Resolution advancing to Priority I (from Priority IV) the widening (from 2 to 4 lanes) of SW 56 Street from SW 158 Avenue to SW 152 Avenue. In addition the amendment approved the future widening of SW 56 Street west of 164 Avenue to be funded by Developer.
- ✓ October 23, 2003 by MPO resolution, a series of amendments requested by Public Works Department were approved as follows: removal from plan of the project NW 170 St widening from 2 to 4 lanes (from NW 87 to NW 77 Av); adding traffic calming measures South Miami Avenue (from SW 25 Rd. to SW 15 Rd); lane reduction (from 5 to 2 lanes) for SW 62 Ave from SW 70 to SW 64 St; widening SW 160 Street from 2 to 4 lanes (from SW 147 to W 137 Ave); adding a new 4-lane bridge at NW 138 Street over Miami Canal.

No other amendments to the 2025 LRTP (the previous plan) were made. Amendments made to the previous 2025 LRTP were all advertised as public hearings before being adopted by the MPO Governing Board.

Item 27

The EPA-approved emissions model was used, coordinated with FSUTMS and EMIS. The use of MOBILE6 was coordinated with FDOT, FHWA, FDEP, and other regional and local parties.

Projected emissions were calculated using the travel demand model and Mobile6. The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000 (validation year), adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS.

Item 28

The Year 2030 LRTP documents that the most recent planning assumptions, derived from the estimates of current and future population, employment, travel, and congestion were used in its development.

The Miami-Dade County Planning Department developed the socioeconomic data for the Year 2030 LRTP and its subset, the FY 2005-2009 TIP. This data included population, employment, school enrollment, and other data for the base year 2000 and the horizon year 2030. This data serves as input into the travel demand model and is used to forecast future travel demand and future congestion.

The Florida Standard Urban Transportation Model Structure (FSUTMS), the travel demand model supported by the Florida Department of Transportation and used by MPOs and transportation agencies throughout the State of Florida, is the travel demand model used for the Miami-Dade Transportation Planning Model (MTPM). The model used for this 2030 plan update utilizes a “lifestyle” based trip production model and double-digit facility type and area type coding (first used for the 2025 update). Data collected from the Southeast Florida Regional Travel Characteristics Study have been incorporated into the model to facilitate these enhancements. The model was validated to 2000 base conditions and used to predict future year travel and congestion.

Item 29

There were no changes in the assumptions made about transit services and increases in transit fares, and road and bridge tolls.

Item 30

All projects included in the Plan are listed in separate tables for each air quality conformity horizon year in Appendix C. Appendix D depicts highway and transit improvements that will be open to traffic by the year 2030, including projects funded in the 2005 TIP.

Item 31

Projected emissions were calculated using the travel demand model and Mobile6.

Compliance with VMT FACTOR: The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS.

The reported HPMS VMT value for Miami-Dade County for 2000 (validation year), adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.9990794. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS

$$VMT\ Factor = \frac{HPMS\ VMT:}{EMIS\ VMT:} = \frac{45,216,790}{45,258,452} = 0.9990794$$

The Highway Performance Monitoring Systems (HPMS) VMT data is required to be used for estimating all emission values (40 CFR §51.452 (b) (2)).

Item 32

Copies of the input files for the MOBILE model and the EMIS output files are included in appendices E through H of this report.

Item 33

There are no projects exempt from the regional emissions analysis included as part of this Year 2030 LRTP Update.

Item 34

There are no projects that have not completed a major step as defined in 40 CFR §51.394(c) highlighted in the project listings, or shown on a separate table.

§51.394 Applicability (B) During the transitional, control strategy, and maintenance periods, the applicable implementation plan (or implementation plan submission) established a budget for such emissions as part of reasonable further progress, attainment or maintenance strategy.

(c) Limitations: (1) Projects subject to this regulation for which NEPA process and a conformity determination have been completed by FHWA or FTA may proceed toward implementation without further conformity determinations if one of the following major steps has occurred within the past three years: NEPA process completion; start of final design; acquisition of a significant portion of the right-of-way; or approval of the plans, specifications and estimates. All phases of such projects which were considered in the conformity determination are also included, if those phases were for the purpose of funding, final design, right-of-way acquisition, construction, or any combination of these phases.

Item 35

EPA-approved emissions estimating model MOBILE6 was used.

The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000 (validation year), adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS.

Item 36

The VMT from projects which are not regionally significant have been estimated in accordance with reasonable professional practice.

3.0 PUBLIC INVOLVEMENT

Public involvement is an important aspect of all transportation planning projects. Prior to the Long Range Transportation Plan (LRTP) approval, MPOs must provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit and other interested parties with an opportunity to comment on the LRTP, as required by federal requirements.

The Miami-Dade MPO was committed to assure that opportunities for public involvement were available throughout the duration of the project for other public agencies, stakeholders, property owners, business interests, community groups, environmental agencies and the general public. The Miami-Dade MPO offered open, frequent, and effective public participation activities throughout the project. The input obtained from the public was considered during the development of the 2030 Plan Update.

In December 2003, the *Long Range Transportation Plan Update (to the Year 2030) Public Involvement Plan & Program* was developed as a project specific Public Involvement Program (PIP) to complement the MPO Public Involvement Program. The project PIP identifies the mechanisms that were available to interested individuals and groups to participate in the planning process of the 2030 Plan. The project PIP also identifies the methods of project coordination that were employed, business and community groups, public organizations, elected and appointed officials and agencies having jurisdictional responsibilities over planning and transportation issues. Public Involvement goals were developed to guide the consensus building process.

Goal 1: Provide sufficient opportunities of various types for stakeholders to participate in the project and provide input.

Objectives: Facilitate an active role for citizens in the planning process at key decision points throughout the study period. Minimize misinformation through accurate and two-way public communication and active listening.
Strive for consensus on project decisions, products, and recommendations.

Goal 2: Promote effective intergovernmental coordination.

Objectives: Identify and provide information linkages to crucial community interests.
Build credibility and support for the study process and foster an attitude of cooperation.

Inform project participants in order to provide a working knowledge of transportation, land use, and community development concepts.

Goal 3: Present public information in a clear, concise, and understandable format.

- Objectives:** Minimize the use of technical jargon in public informational materials and presentations.
- Encourage the use of effective graphics to illustrate project concepts.
- Provide opportunities for one-on-one discussions with knowledgeable project personnel to answer specific questions about the project and address community concerns.

The following direct communication techniques were employed to notify the public about the 2030 Plan, to inform the public about the current status of the project and future activities and to solicit public input during the study.

Internet Addresses

The MPO maintained and published an internet address at <www.miamidade.gov/mpo> used by the public to transmit questions and comments concerning the Plan Update to the project team. All comments were documented.

Countywide Mailing List

The MPO maintained a permanent mailing list of all elected officials, MPO committee members, federal, state, and local agencies, community groups, and individuals interested in long-range transportation planning issues in Miami-Dade County. This mailing list was used as a basis for the dissemination of projects brochures, special notifications, and other messages that are appropriate for this group.

Citizens Transportation Advisory Committee (CTAC) Meetings

MPO staff presented information about the July 2004 LRTP Public Workshops to the CTAC at the May 26, 2004 meeting.

Transportation Planning Council (TPC) Meetings

Three presentations were made to the TPC during key points in the study process and included the following:

- April 2004 – Travel Demand Model
- September 2004 – Cost Feasible Plan information item
- October 2004 – Cost Feasible Plan approval

All comments provided by the TPC concerning the 2030 Plan Update were documented.

Newspaper Advertisements

Under Florida law, all public meetings and workshops must be advertised in a newspaper of general circulation so that the public has an opportunity to attend such meetings. These advertisements were used to announce the date, time, and location of area-specific public meetings. Special efforts were made to make the announcement in local publications such as the *Miami Herald*, *El Nuevo Herald* and *En Marche*, with high levels of readership in the respective study area.

News Releases to Local Media

A press release was prepared and sent to the local media requesting citizen participation in the future of Miami-Dade County's transportation system by attending the Long Range Transportation Plan Workshops held in July 2004. The date, time and location of the workshops were provided.

Radio and Television Shows

Community involvement in the LRTP process was discussed during radio and TV shows. The MPO produced a radio show with the Haitian AM station, WRHB Radio Carnivale on February 7th, 2004. This broadcast was taped live and was translated from English to Creole. The show began with a brief introduction on the role of the MPO and discussed how the Haitian community can become involved in the LRTP process.

The MPO taped a television program that aired on the Haitian Television Network (HTN) on February 8th, 2004. The program was taped in English and translated to Creole to provide transportation information to the Haitian community. The broadcast featured an introduction on the MPO and how the community could become involved in the LRTP process. In addition, Phillip Brutus interviewed MPO project managers on transportation issues affecting the Haitian community.

Multi-lingual written materials, project brochures, and graphic displays

Written materials and graphic displays with easy-to-understand text, maps, photographs, and other media were used to convey technical information in clear terms to the general public concerning the project. Large-size, colorful graphics, and maps were used during public meetings to facilitate the public's understanding of the 2030 Plan its issues.

Brochures were developed at key points in the project including at the project start, prior to the public workshops and after the adoption. The first brochure explained the purpose and importance of the Long Range Transportation Plan Update, and how to get involved. This brochure was produced in English, Spanish and Creole.

The second brochure explained the future socio-economic (population and employment) conditions that are expected in the Year 2030, Miami-Dade County's associated travel needs within the 21-year horizon, and the potential opportunities to improve the County's highway and public transportation system to meet those needs. This was a countywide brochure produced in English, Spanish, and Creole.

Individual planning area brochures were produced for the six planning areas including: North, Northwest, Beach/CBD, Central, West and South in conjunction with the countywide brochure for the public workshops. These brochures were produced in English and Spanish.

The third brochure will summarize the findings of the study process and will identify the final recommendations for the 2030 Plan. This brochure will be used after the 2030 Plan is adopted to document the final plan development process. This brochure will be produced in English and Spanish and may be used as an insert for the *Miami Herald* and *El Nuevo Herald* newspapers.

Environmental Justice

The Transportation Equity Act for the Twenty-first Century (TEA-21) defines the traditionally underserved as "...including, but not limited to, low-income and minority households." Special outreach efforts were made to the traditionally underserved population groups by holding community workshops throughout Miami-Dade in locations convenient to these individuals. These special efforts were attempted to encourage participation and input including minorities, senior citizens, low income, non-English speaking, and illiterate.

Community Workshops

A series of community workshops were held in the summer of 2004 at the time when the Plan's goals, objectives, and policies, and the technical information concerning the future travel needs were available for discussion by the public. Project staff from the consultant team and the MPO staff were available to explain the 2030 Plan, its issues and implications as well as answer questions from attendees. Homeowner Associations were contacted to attend the workshops. All public comments were documented. The workshops were held as follows:

- July 20, 2004 -North Dade Regional Library
- July 20, 2004 -Miami Lakes Library
- July 21, 2004 -Miami Beach City Hall
- July 21, 2004 -West Kendall Regional Library
- July 22, 2004 -South Miami City Hall
- July 22, 2004 -Homestead City Hall
- July 26, 2004 -Joseph Caleb Center

MPO Public Hearing

Near the end of the 2030 Plan development process, a public hearing was held at a regularly scheduled MPO Governing Board meeting to meet the federal and state transportation planning requirements. This public hearing was advertised and the 2030 Plan documents will be available for inspection by the public. The public hearing for the 2030 Plan Update adoption was held at the November 18, 2004 MPO Governing Board meeting.

Additional Activities

The MPO has researched and developed several additional activities to increase public participation in the Plan Update. These innovative activities include presenting the information to locations where people gather and distributing information through new channels. These proposed additional activities included the following:

- **Cultural Events** - The MPO coordinated bi-monthly public outreach events with some taking place at local cultural events. During these events, the MPO provided information on the development of the 2030 Plan to the public.
- **2030 LRTP Update Website** - The MPO dedicated a section of their website <www.miamidade.gov/mpo> exclusively for the 2030 Plan that provided both written and visual information. The 2030 Plan section contained up-to-date progress of the project including meeting agendas, meeting summaries, and maps. The public was able to provide comments on the 2030 Plan to the MPO through this portal.
- **Miami-Dade County Library** - The countywide brochure was distributed throughout the Miami- Dade County Library system.
- **Interactive Town Hall Meeting** - The CTAC hosted a Town Hall Meeting in the County Commission Chambers that allowed the general public to comment via e-mail, fax, telephone, or in person in March 2004. Project staff was available to answer questions. This meeting was held in conjunction with the public comment period on the draft Transportation Improvement Program (TIP).
- **MPO Newsletters** - The countywide brochure was turned into a newsletter and mailed to over 2000 entities. In addition, the Spring 2005 Newsletter will focus exclusively on the outcome of activities associated with the LRTP cycle.
- **Accommodations for the Disabled** - The MPO encouraged participation in the 2030 Plan by disabled individuals by providing special accommodations. All public workshops and the public hearings were held in buildings that are physically accessible to the disabled. All meeting announcements included information directing any disabled individuals that need special accommodation to participate in the public meetings to call the MPO Office for assistance.

Table 2 shows a list of community outreach events sponsored by the MPO through the development of the 2030 LRTP.

Table 2: Public Involvement Activities Associated with the Year 2030 LRTP

Community Outreach Events				
Event Name	Address	City	State	Date of Event
Commissioner Moss' Park Dedication	SW 164 Street and SW 157 Avenue	Miami	FL	6/7/2003
Ludlam Trail Event		South Miami	FL	8/9/2003
WQBA Palmetto Station Remote		Miami	FL	9/4/2003
Orange Ribbon Day		Miami Beach	FL	10/14/2003
Transportation Conference 2003	400 SE 2nd Avenue	Miami	FL	11/8/2003
Miami Lakes Bike Radio		Miami Lakes	FL	11/8/2003
Bike and Ride Day		Miami	FL	11/14/2003
District 6 Annual Holiday Toy Drive and Party	351 SW 4 Street	Miami	FL	12/6/2003
Delcalzi vs. Brown	7400 NW 75 Street	Medley	FL	12/8/2003
Commissioner Moss's Open House	111 NW First Street	Miami	FL	12/20/2003
Project ANA		Coral Gables	FL	1/22/2004
SIS Public Workshop		Miami	FL	1/23/2004
MDPD Animal Services Unit		Miami	FL	2/21/2004
South Dade Immigrant Rights Fair		Florida City	FL	2/28/2004
Directors Meeting		Miami	FL	3/17/2004
The Department of Human Services Directors Meeting	2340 SW 32nd Avenue	Miami	FL	3/17/2004
Barry University Commuters Services Open House		Miami Shores	FL	3/18/2004
Barry University Commuter Services Open House		Miami Shores	FL	3/19/2004
Mickosoukee Indian Tribe Health Fair		Mickosoukee Reservation	FL	3/24/2004
Coral Gables Methodist Church Silver Club	536 Coral Way	Coral Gables	FL	3/25/2004
Miami Beach Fitness Festival		Miami Beach	FL	3/27/2004
Directors Meeting for Department of Human Services	1701 NW 30th Avenue	Miami	FL	4/2/2004
St. Brendan High School Career Day		Miami	FL	4/2/2004
8th Annual Miami Riverday		Miami	FL	4/10/2004
Orientation Resource/Club Fairs		Miami	FL	4/13/2004
FIU Earth Day	FIU Preserve	Miami	FL	4/14/2004
Neighborhood P.R.I.D.E. Week		Miami	FL	4/24/2004
Men's Health Fair	16900 SW 100th Avenue	Perrine	FL	6/19/2004
Commissioner Rebeca Sosa's Community Outreach Even	901 east 10 Avenue	Hialeah	FL	7/8/2004

Community Outreach Events				
Event Name	Address	City	State	Date of Event
The Shops at Sunset Mall	5701 Sunset Drive	South Miami	FL	7/13/2004
Head Start Annual Training Conference	400 SE 2 Avenue	Miami	FL	8/9/2004
Florida City/ Homestead Neighborhood Service Cente	1600 NW 6 Court	Florida City	FL	8/24/2004
Jackson Memorial Hospital	1611 NW 12 Avenue	Miami	FL	8/27/2004
Community Council Area 12	9101 SW 97th Avenue	Miami	FL	9/15/2004

4.0 STATEMENT OF CONFORMITY

Emissions resulting from the implementation of the Year 2030 Long Range Transportation Plan were compared to the emission budgets established by the designation request maintenance plan. **Table 3** illustrates that implementation of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, is estimated to result in emissions which fall below the emissions budget set for the analysis years of 2005, 2015, 2025 and 2030. During the Maintenance Period, the emissions expected from the implementation of the long-range plan are consistent with the motor vehicle emission budgets in the approved maintenance plan (§51.428 and §51.430).

To establish conformity, the MPO has followed the Florida Department of Transportation, Topic No. 525-010-014-g of July 9, 1998 and titled "District Review of Conformity". This procedure supplements USEPA's transportation conformity regulation (40 CFR Part 51) and was prepared by the FDOT Office of Policy Planning. The FDOT Directive addresses the transportation and air quality planning methodology to be employed by the State's urban areas using the Florida Standard Urban Transportation Model Structure (FSUTMS) and the Mobile Emissions Series Models to assess the status of air quality compliance efforts.

Table 3: Cost Feasible Plan Emissions Reduction Summary

Parameter	1990	2005 & 2015		2005	2015	2025	2030
		Emission Budget ¹					
Population	1,937,800	---		2,316,900	2,721,700	3,006,700	3,149,300
VMT	34,349,104 ²	---		49,912,500 ²	57,367,700 ²	64,664,200 ²	68,639,800 ²
NOx (tons per day)	117.70 ¹	127.50		109.99 ²	45.62 ²	26.49 ²	24.27 ²
VOC (tons per day)	156.60 ¹	74.60		64.37 ²	35.51 ²	27.35 ²	28.27 ²

¹Source: Approved Air Quality Maintenance Plan (2005-2015) – Dade, Broward, and Palm Beach counties

²Source: EMIS.OUT

APPENDIX A
LIST OF ACRONYMS

LIST OF ACRONYMS

CAAA	Clean Air Act Amendments
CAC	Citizens Advisory Committee
CDR	Conformity Determination Report
CTAC	Citizens Transportation Advisory Committee
DERM	Department of Environmental Resources Management
EPA	Environmental Protection Agency
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FSUTMS	Florida Standard Urban Transportation Model Structure
FTA	Federal Transit Administration
HBW	Home Based Work
HOV	High Occupancy Vehicles
HPMS	Highway Performance Monitoring System
ICS	Intelligent Corridor System
ITD	Information Technology Department
L RTP	Long Range Transportation Plan
MDT	Miami-Dade Transit
MDX	Miami-Dade Expressway Authority
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
SIP	State Implementation Plan
SOV	Single Occupant Vehicle
TCM	Transportation Control Measures
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TPC	Transportation Planning Council
TPTAC	Transportation Planning Technical Advisory Committee
TSM	Transportation System Management
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

APPENDIX B
SELECTED MODEL SUMMARIES

FSUTMS HEVAL / Mobile6 EMIS Emission Results Summary

Parameter	Year				
	2030	2025	2015	2005	2000
Vehicle-Miles-of-Travel ¹	68,639,800	64,664,200	57,367,700	49,912,500	45,100,700
Vehicle-Hours-of-Travel ¹	4,214,800	3,583,900	2,800,600	2,440,400	2,043,200
Vehicle-Hours Delay due to Congestion ²	2,263,400	1,740,400	1,155,200	1,008,700	741,100
Volume-to-Capacity Ratio (systemwide) ²	0.99	0.94	0.88	0.84	0.79
Average Speed ¹	16.49	18.04	20.48	20.45	22.02
Home-based Work Mode Split (percent transit) ³	4.73%	4.73%	4.54%	4.45%	4.26%
Total Non-work Mode Split (percent transit) ³	2.01%	2.01%	1.91%	1.82%	1.66%
Home-based Work Auto "Drive Alone" Trips ³	2,115,500	2,021,300	1,833,600	1,600,300	1,488,600
Total Non-work Auto "Drive Alone" Trips ³	3,751,700	3,572,500	3,207,100	2,745,400	2,560,300
Total VOC ¹ (2005 & 2015 budget = 74.60 tons)	28.27	27.35	35.51	64.37	89.95
Total NOx ¹ (2005 & 2015 budget = 127.50 tons)	24.27	26.49	45.62	109.99	139.57

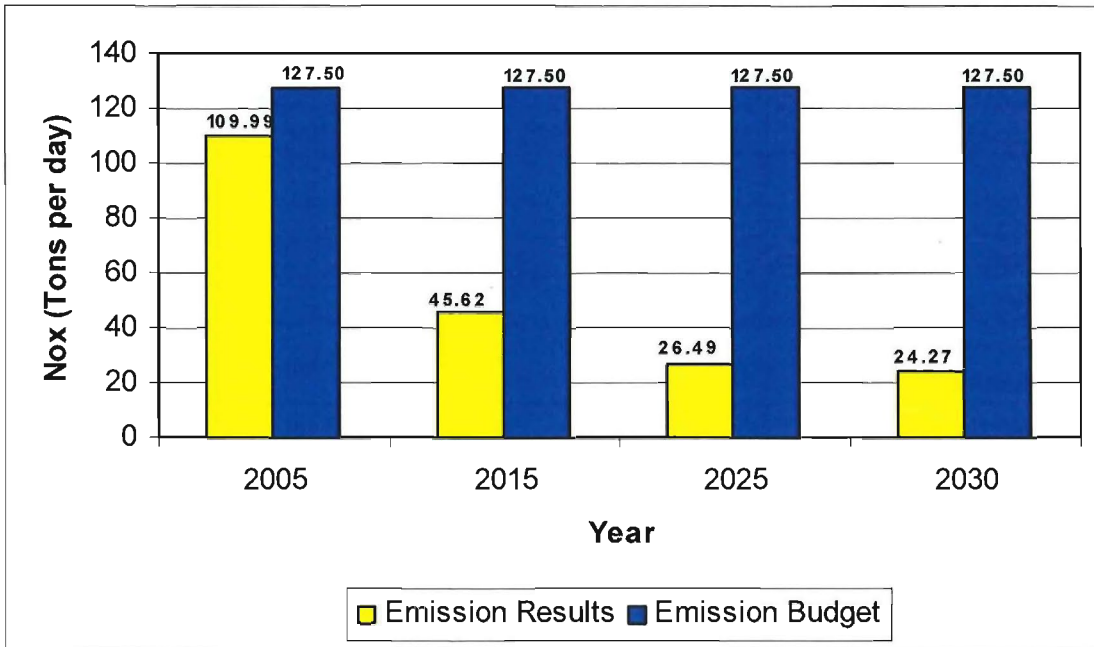
Sources:

¹ EMIS.OUT

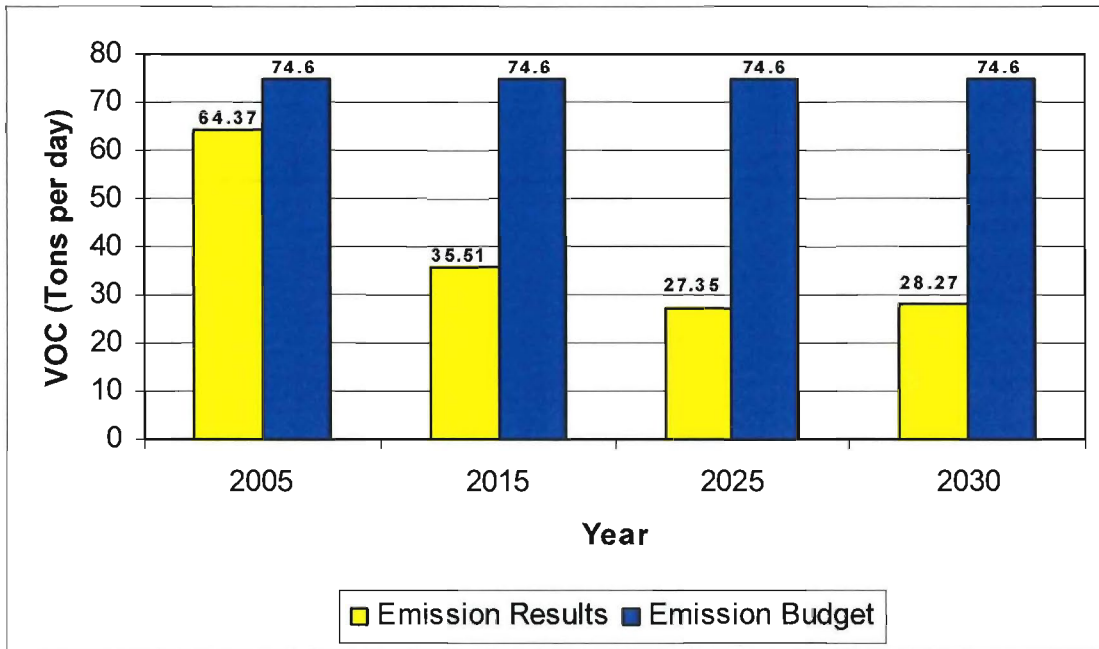
² HEVAL.OUT

³ MODE.OUT

Cost Feasible Plan NOx Emissions Reductions Summary



Cost Feasible Plan VOC Emissions Reductions Summary



APPENDIX C
YEAR 2030 LRTP PROJECT LISTS

**YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2005 PROJECTS**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	SUNPASS SYSTEM ENHANCEMENT			
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
*	COUNTYWIDE	PARK AND RIDE LOTS			
	CENTRAL	SW 62 Ave.	SW 70 St.	SW 64 St.	5 TO 2 LANES
	NORTHWEST	SR 860 / MIAMI GARDENS DR.	W OF NW 87 AVE	E OF NW 87 AVE	INTERSECTION IMPROVEMENTS
	NORTHWEST	NW 138 ST BRIDGE			BRIDGE OVER MIAMI RIVER CANAL AT 138 ST
	SOUTH	SW 117 AVE	SW 184 St.	SW 152 ST	2 TO 4 LANES
	SOUTH	SW 160 ST	SW 147 AVE	SW 137 AVE	NEW 4 LANES
	SOUTH	ACCESS TO COUNTRY WALK			EXTENSION OF SW 143 TERR. FROM RR TO SW 136 ST
	WEST	SW 26 ST	SW 149 AVE	SW 147 AVE	2 TO 4 LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	SUNPASS SYSTEM ENHANCEMENT			
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
	COUNTYWIDE	GOLDEN GLADES MULTIMODAL TERMINAL			TRAFFIC SIGNAL SYSTEM UPGRADE
*	COUNTYWIDE	PARK AND RIDE LOTS			
	BEACH/CBD	SR 836 EB TOLL PLAZA	NW 27 Ave.	NW 17 AVE	NEW TOLL PLAZA ON EB RAMP TO NW 17 AVE
	BEACH/CBD	SR 836	NW 14 ST	NW 28 ST	DESIGN & CONSTRUCTION: CD ROADS / ACQUISITION: ROW
*	BEACH/CBD	SW 1ST AVE	SW 8TH ST	SW 1ST ST	4-LANE TUNNEL UNDER RIVER
*	BEACH / CBD	MIAMI BEACH TRANSIT HUB			17 ST LINCOLN RD / WASHINGTON AVE
*	BEACH / CBD	MIAMI GARDENS DR	NE 6 AVE	US-1	4 TO 6 LANES
	BEACH / CBD	SR 836 / I-395	EAST OF I-95	MACARTHUR CSWY	MODIFY INTERCHANGE - IMPROVEMENTS
	BEACH / CBD, NORTH	I-95	GOLDEN GLADES INTERCHANGE	IVES DAIRY RD	ADD REVERSIBLE MANAGED LANES
*	BEACH/CBD	FLAGLER MARKETPLACE PASSENGER ACTIVITY CENTER			FLAGLER ST AND 1ST AVE
	BEACH/CBD	I-95	SOUTH OF I-395	NORTH OF SR 112	ADD REVERSIBLE MANAGED LANES
	BEACH/CBD	I-95 / IVES DAIRY RD INTERCHANGE			INTERCHANGE IMPROVEMENTS
	BEACH/CBD	NE 5 AND 6 ST IMPROVEMENTS PHASE II	NE 5 AND 6 ST	NE 1 AND 2 AVE	
	BEACH/CBD	SR A1A / COLLINS AVE / ALTON RD CORRIDOR	5 ST	LEHMAN CAUSEWAY	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, NORTH	NW/NE 167 ST / MIAMI GARDENS DR CORRIDOR	I-95	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, NORTH	US 441 / NW 17 AVE / 27 AVE CORRIDOR	US-1	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, CENTRAL	CORAL WAY / BIRD RD CORRIDOR	SW 132 AVE	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, CENTRAL, WEST	TAMIAMI TRAIL / W FLAGLER CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, NORTHWEST, NORTH	NW/NE 58 ST / 74 ST / 79 ST / 103 ST CORRIDOR	HEFT	A1A	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, NORTH	NE 12 AVE	NE 151 ST	NE 167 ST	WIDEN TO 3 LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	BEACH/CBD, NORTH	NE 15 AVE	NE 159 ST	MIAMI GARDENS DR	WIDEN TO 4 LANES
	BEACH/CBD, CENTRAL, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			MAINTENANCE OF FIELD ELECTRONIC DEVICES
	BEACH/CBD, CENTRAL, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SERVICE PATROLS
	BEACH/CBD, CENTRAL, NORTHWEST, WEST	SR 836 EXPRESS LANES	HEFT	SR 826/836 INTERCHANGE	4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836
	CENTRAL	LEJEUNE ROAD			MIAMI INTERMODAL CENTER - C-D SOUTHBOUND ACCESS IMPROVEMENT
	CENTRAL	MIC			MIC/MIA INTERCHANGE - ACCESS IMPROVEMENT
	CENTRAL	LEJEUNE ROAD			MIAMI INTERMODAL CENTER - C-D NORTHBOUND ACCESS IMPROVEMENT
	CENTRAL	SR 112	NW 21 ST.	SR 112 / NW 27 AVE.	RECONSTRUCT SR 112/NW 36 ST/LEJEUNE INTERCHANGE
	CENTRAL	SR 836 WB AUXILIARY LANE	SR 826	NW 57 AVE	ADD AUXILIARY LANE IN WB DIRECTION
	CENTRAL	SR 836	E OF NW 57 AVE	W OF NW 57 AVE	INTERCHANGE IMPROVEMENTS AND WB EXIT RAMP
	CENTRAL	PONCE DE LEON BLVD	ALMERIA AVE	ALCAZAR AVE	6 TO 4 LANES WITH LEFT TURN BAYS
	CENTRAL	SW 62 AVE	SW 24 ST	NW 7 ST	STREET IMPROVEMENTS
	CENTRAL	SOUTH MIAMI AVE	SW 25 RD	SW 15 RD	TRAFFIC CALMING MEASURES, CURBING, AND SIDEWALK
	CENTRAL	SW 27 AVE	US 1	BAYSHORE DRIVE	WIDEN FROM 2 TO 3 LANES
	CENTRAL	GRAND AVE	SW 37 AVE	SW 32 AVE	CONSTRUCT 2 LANES WITH LEFT TURN LANES (4 TO 2)
	CENTRAL	SW 97 AVE	SW 56 ST	SW 72 ST	2 TO 3 LANES
	CENTRAL	SR 826 / PALMETTO	N OF SUNSET DR.	SW 32 ST.	ADD NEW LANE IN EACH DIRECTION AND RECONSTRUCT BIRD RD/MILLER RD.
	CENTRAL	SW/NW 42 AVE CORRIDOR	US-1	NW 79 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL, SOUTH, WEST	SW 87 AVE CORRIDOR	US-1	SR 836	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL, SOUTH, WEST	KENDALL DR / SUNSET DR / KILLIAN PKWY CORRIDOR	SW 132 AVE	SW 57 AVE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL, NORTHWEST	OKEECHOBEE RD	KROME AVE	NW 36 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
*	CENTRAL, NORTH	EARLINGTON HEIGHTS CONNECTION	EARLINGTON HEIGHTS METROSTATION	MIC	PREMIUM TRANSIT
	CENTRAL, NORTHWEST	SR 934 / HIALEAH EXPWY	SR 826	SR 823 / NW 57 AVE	ADD LANES AND RECONSTRUCT (4 TO 6)
	CENTRAL, NORTHWEST, WEST	SR 826 & SR 836 INTERSECTION	NW 87 AVE	NW 57 AVE	WIDEN INTERCHANGE TO 10 LANES
	CENTRAL, WEST	SR 826	SW 32 ST	SW 16 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	CENTRAL, WEST	SR 826	SW 16 ST	SW 2 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTH	SR 860	320 METERS WEST OF NW 27 AVE.	SR 91 / TURNPIKE	ADD LANES AND REHABILITATE PAVEMENT (4 TO 6)

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP

**YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTH	SR 932	AT NW 2 AVE		ADD LEFT TURN LANES EB AND WB
	NORTH	SR 9A / I-95 (N/B)	NW 135 St.	NW 151 St.	CORRIDOR IMPROVEMENT - SB THRU LANE
	NORTH	SR 9A / I-95 (S/B)	NW 125 St.	NW 135 St.	CORRIDOR IMPROVEMENT - SB THRU LANE
	NORTH	NE 8 ST / BAYSHORE DR	BISCAYNE BLVD	PORT BLVD	NEW 4 LANES AND BAYWALK
	NORTH	NW 14 ST	NW 10 AVE	I-95	WIDEN TO 3 LANES AND RESURFACE
*	NORTH	NW 37 AVE	NW NORTH RIVER DRIVE	NW 79 ST	WIDEN 2 TO 5 LANES
	NORTH	S BAYSHORE DR	MCFARLANE	AVIATION	RESURFACING AND MEDIAN IMPROVEMENTS
	NORTH	TURNPIKE - GOLDEN GLADES TOLL PLAZA			3 EXPRESS AND 3 MANUAL LANES
*	NORTH	NORTH CORRIDOR	MLK METROSTATION	MIAMI-DADE / BROWARD LINE	PREMIUM TRANSIT
*	NORTH	GOLDEN GLADES MULTIMODAL TERMINAL	SR 836/TURNPIKE/ I-95		
	NORTH	SR 112/I-195	I-95 (NW 10 AVE)	BISCAYNE	INTERCHANGE/RAMP IMPROVEMENTS AND AUXILIARY LANES
	NORTH	I-95	N OF SR 112	S OF GOLDEN GLADES	ADD REVERSIBLE MANAGED LANES
	NORTH	NORTHWEST PASSENGER ACTIVITY CENTER			MULTIMODAL ACTIVITY CENTER AT NW 7 AVE AND 62 ST
*	NORTH	NORTHEAST PASSENGER ACTIVITY CENTER			LOCATION TBD
	NORTH	NW/W 125 ST / 135 ST	I-95	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, NORTHWEST	NW/W 36 ST CORRIDOR	SR 826	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, NORTHWEST	RED RD / W 12 AVE CORRIDOR	OKEECHOBEE RD	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, NORTHWEST	SR 823 / NW 57 AVE	W 49 ST / 103 ST	NW 138 St.	4 TO 6 LANES
*	NORTHWEST	EAST-WEST CORRIDOR	FIU	MIC	PREMIUM TRANSIT (HEAVY RAIL)
*	NORTHWEST	KROME AVE	SW 8TH ST	US 27	ACCESS MGT. / SAFETY / TRAIL
	NORTHWEST	SR 826	NW 62 ST	NORTH OF FEC RR	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTHWEST	SR 826	NORTH OF NW 25 ST	NW 47 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTHWEST	SR 826	NORTH OF FEC RR	SOUTH OF NW 103 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTHWEST	SR 25 / OKEECHOBEE RD	EAST OF W 12 AVE	W 19 ST	ADD LANES AND RECONSTRUCT (4 TO 6)
*	NORTHWEST	NW 87 AVE	NW 58 ST	NW 74 ST	NEW 4-LANE ROAD
*	NORTHWEST	NW 87 AVE	NW 74 ST	OKEECHOBEE RD	NEW 4-LANE ROAD
*	NORTHWEST	SR 823 / NW 57 AVE	SR 934 / W 21 ST	SR 932 / W 49 ST	ADD 2 LANES TO 4 AND RECONSTRUCT
*	NORTHWEST	SR 823 / NW 57 AVE	OKEECHOBEE RD.	SR 954 / W 21 ST	ADD 2 LANES TO 4 AND RECONSTRUCT
	NORTHWEST	SR 25/OKEECHOBEE RD	SR 826	EAST OF W 12 AVE	ADD LANES AND RECONSTRUCT
	NORTHWEST	SR 836 WB TO SB HEFT CONNECTION	TURNPIKE	NW 107 AVE	RECONSTRUCTION OF EXISTING WB SR 836 TO SB HEFT CONNECTION TO PROVIDE AN ADDITIONAL LANE

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTHWEST	SR 836 EXTENSION	NW 137 AVE	NW 107 AVE	CONSTRUCTION OF A NEW 4 LANE EXPRESSWAY EXTENSION ON SR 836 AND CONSTRUCTION OF A PORTION OF NW 137 AVE FROM SW 8 ST TO SW 12 ST
	NORTHWEST	NW 72 AVE	NW 74 ST	OKEECHOBEE RD	2 TO 4 LANES AND BRIDGE
	NORTHWEST	W 24 AVE	W 52 ST	W 76 ST	2 TO 5 LANES
	NORTHWEST	NW 74 ST	HEFT	NW 87 AVE	NEW 2 LANES
	NORTHWEST	NW 74 ST	NW 87 Ave.	NW 84 AVE	NEW 4 LANES
*	NORTHWEST	NW 25 ST	NW 87 AVE	SR 826 / NW 77 AVE	ADD LANES AND RECONSTRUCT (ADD 1 TO EXISTING 5 LANES)
*	NORTHWEST	NW 122 ST	OKEECHOBEE RD.	NW 87 AVE	WIDEN 2 TO 5 LANES
*	NORTHWEST	NW 138 ST	NW 107 AVE	NW 97 AVE	WIDEN TO 2 TO 5 LANES
*	NORTHWEST	NW 107 AVE	OKEECHOBEE RD	NW 138 ST	2 TO 5 LANES
	NORTHWEST	CONSTRUCTION OF NW 87 AVE	NW 154 ST	MIAMI GARDENS (NW 186 ST)	
	NORTHWEST	NW 62 AVE	NW 105 ST	NW 138 ST	2 TO 3 LANES
	NORTHWEST	NW 74 ST	HEFT	NW 82 AVE	NEW 3-LANE (ULTIMATELY HALF OF PROJECT 382: WIDEN TO 6 LANES)
	NORTHWEST	NW 97 AVE	NW 41	25 ST	WIDEN FROM 2 TO 4 LANES
	NORTHWEST	NW 58 ST	NW 107 AVE	NW 102 AVE	2 TO 4 LANES
	NORTHWEST	SW 184 ST	SW 147 AVE	SW 137 AVE	2 TO 4 LANES
	NORTHWEST	W 137 AVE	SW 8 ST	NW 12 ST	NEW CONSTRUCTION: 6 LANES
	NORTHWEST	HEFT (OKEECHOBEE TOLL PLAZA)			3 EXPRESS AND 4 MANUAL LANES
	NORTHWEST	NW 127 AVE	NW 12 ST	NW 25 ST	NEW 4 LANE ROAD
	NORTHWEST	NW 137 AVE	NW 12 ST	NW 17 ST	NEW 4 LANE ROAD
	NORTHWEST	NW 17 ST	NW 127 AVE	NW 137 AVE	NEW 4 LANE ROAD
*	NORTHWEST	NW 107 AVE	NW 106 ST	NW 41 ST	NEW 4 LANE
*	NORTHWEST	NW 97 AVE	NW 74 ST	NW 90 ST	NEW 4 LANE
*	NORTHWEST	NW 87 AVE	NW 183 ST	COUNTY LINE	NEW 2-4 LANE
*	NORTHWEST	NW 107 AVE	NW 138 ST	NW 170 ST	NEW 2 LANE
*	NORTHWEST	NW 154 ST	NW 87 AVE	NW 107 AVE	NEW 2 LANE
*	NORTHWEST	NW 97 AVE	NW 138 ST	NW 183 ST	2 LANE
*	NORTHWEST	NW 90 ST	NW 107 AVE	NW 87 AVE	NEW 2 LANE
	NORTHWEST	NW 122 AVE	NW 25 ST	NW 41 ST	NEW 2 LANE ROAD
	NORTHWEST	NW 25 ST	NW 127 AVE	NW 117 AVE	NEW 4 LANE DIVIDED ARTERIAL
	NORTHWEST	NW 127 AVE	NW 12 ST	SW 8 ST	WIDEN TO 4 LANES
	NORTHWEST	I-75 INTERCHANGE AT NW 154 ST			NEW INTERCHANGE
	NORTHWEST	NW 25TH ST VIADUCT	NW 68 AVE	NW 77 AVE	NEW 2-LANE VIADUCT
	NORTHWEST	NW 74 ST	SR 826	HEFT	WIDEN TO 6 LANES
*	NORTHWEST	NW 82 AVE	NW 8 ST	NW 12 ST	NEW 4 LANE

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

**YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	NORTHWEST	NW 87 AVE	NW 36 ST	NW 58 ST	4 TO 6 LANES
	NORTHWEST	OKEECHOBEE RD			CONSTRUCT GRADE SEPARATED FREE FLOW LANES AT KROME AVE, NW 138 ST, NW 95 ST
	NORTHWEST	SW 107 AVE	SW 8 ST	FLAGLER ST	4 TO 6 LANES
	NORTHWEST, SOUTH	KROME AVE	SW 296 ST	SW 136 ST	ACCESS MGT / SAFETY / TRAIL
	NORTHWEST, WEST	SR 836 EXTENSION	NW 111 Ave.	NW 87 AVE	IMPROVEMENTS FROM NW 107 TO NW 87 AVE INCLUDING A NEW BIDIRECTIONAL MAINLINE TOLL PLAZA
	NORTHWEST, WEST	NW 97 AVE			CONSTRUCT 4 LANE BRIDGE OVER SR 836
*	NORTHWEST, WEST	HEFT	AT SW 8 ST		INTERCHANGE MODIFICATION
	SOUTH	SR 5 / US-1	CARD SOUND RD	SR 821 / HEFT	CONSTRUCT AUXILIARY LANES
	SOUTH	US 1 SOUTH	CARD SOUND RD	MONROE CO. LINE (N OF JEWFISH CK)	IMPROVE EXISTING 2 LANES - ADD WIDE SHOULDERS
	SOUTH	SR 997 / KROME AVE			ADD TURN LANES AT SW 288, SW 272, SW 256, SW 216, SW 200, SW 192, SW 184, SW 168, SW 136 INTERSECTIONS
	SOUTH	SR 874 NB ON RAMP FROM KENDALL DR	KENDALL DR	SW 72 AVE	PROVIDE NB RAMP FROM KENDALL DR TO SR 874 AND INSTALL ELECTRONIC TOLLING FOR CONNECTION TO SR 874
	SOUTH	SR 874 / KILLIAN PKWY	HEFT	KENDALL DR	NEW NB AND SB MAINLINE TOLL PLAZAS, NB RAMP PLAZA TO KILLIAN
	SOUTH	SW 184 ST	SW 137 AVE	SW 127 AVE	2 TO 4 LANES
*	SOUTH	SW 87 AVE	SW 168 ST	SW 216 ST	2 TO 4 LANES
*	SOUTH	SW 320 ST	SW 187 AVE	US-1/S DIXIE	WIDEN TO 3 LANES
*	SOUTH	SW 312 ST	SW 152 AVE	SW 137 AVE	WIDEN 2 TO 4 LANES
*	SOUTH	SW 312 ST (PHASE 2)	SW 187 AVE	SW 177 AVE	WIDEN TO 5 LANES
*	SOUTH	SW 328 ST	US-1	SW 162 AVE	WIDEN TO 4 LANES
*	SOUTH	SW 328 ST	SW 162 AVE	SW 152 AVE	WIDEN TO 4 LANES
	SOUTH	SW 56 ST	SW 158 AVE	SW 152 AVE	2 TO 4 LANES
	SOUTH	SW 56 ST	SW 158 AVE	SW 167 AVE	NEW 2 LANE
	SOUTH	SW 136 ST	SW 157 AVE	FL TURNPIKE (SR 874)	WIDENING FROM 2 TO 4 LANES
	SOUTH	SW 157 AVE	SW 184 ST	152 ST	2 TO 4 LANES
	SOUTH	SW 180 ST	SW 147 AVE	137 AVE	
*	SOUTH	SW 120 ST	SW 137 AVE	SW 117 AVE	4 TO 6 LANES
	SOUTH	SOUTH MIAMI-DADE BUSWAY	CUTLER RIDGE	FLORIDA CITY	BUSWAY EXTENSION
	SOUTH	HEFT	N OF EUREKA DR.	N OF SW 117 AVE.	WIDEN TO 12 LANES
*	SOUTH	KROME AVE	US 1	SW 296 ST	TRUCK BY-PASS / WIDEN 2 TO 4 LANES
	SOUTH	SW 112 AVE CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH	SW 112 ST	GLADES DR	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	SOUTH	SW 152 ST CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, WEST	SW 127 AVE	SW 120 ST	SW 88 ST	WIDEN TO 5 LANES
	SOUTH, WEST	HEFT	SW 117 / SR 874	SR 874 / KENDALL DR.	12 LANES + 3 LANE CD / 8 LANES
*	WEST	SW 40 ST	SW 157 AVE	SW 167 AVE	NEW 2-LANE
*	WEST	WEST DADE TRANSIT HUB			AT NW 12 ST EAST OF 107 AVE
*	WEST	WEST KENDALL TRANSIT HUB			PRIVATE DEVELOPMENT AS PART OF KENDALL TOWN CENTER
*	WEST	SW 88 ST / KENDALL DR	SW 162 AVE	SW 167 AVE	4 TO 6 LANES
*	WEST	SW 147 AVE	SW 8 ST	SW 26 ST	ADD 2 LANES TO 2 LANE ROADWAY
	WEST	SR 94/KENDALL DR	MILLS DR	SW 102 AVE	ADD TURN LANES
	WEST	NW 82 AVE NW 8 ST	NW 7 ST NW 87 AVE	NW 10 ST NW 79 AVE	ROADWAY RECONSTRUCTION
*	WEST	SW 82 AVE	SW 7 ST	SW 8 ST	BRIDGE OVER TAMAMI CANAL
*	WEST	SW 137 AVE	SW 8 ST	SW 26 ST	4 TO 6 LANES
	WEST	SW 97 AVE	SW 40 ST	SW 56 ST	2 TO 3 LANES
	WEST	SW 42 ST	SW 157 AVE	SW 167 AVE	NEW 2 LANE
	WEST	SW 42 ST	SW 149 AVE	SW 150 AVE	2 TO 4 LANES
	WEST	SW 42 ST	SW 157 AVE	SW 162 AVE	2 TO 4 LANES
	WEST	SW 142 AVE	SW 42 ST.	SW 8 ST	NEW 2 LANES
	WEST	KENDALL DR	SW 162 AVE	SW 157 AVE	WIDEN TO 6 LANES
	WEST	KENDALL DR	SW 157 AVE	SW 150 AVE	WIDEN TO 6 LANES
	WEST	SW 82 AVE	SW 42	48 ST	2 LANES
	WEST	KROME AVE / SW 177TH AVE**	SW 136 ST	SW 8 ST	ADD 2 LANES TO 2 LANE ROADWAY
*	WEST	SW 117 AVE	SW 40 ST	SW 8 ST	WIDEN 2 TO 4 LANES
	WEST	SW 137 AVE	120 ST	SW 128 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
*	WEST	SW 167 AVE	SW 56 ST	SW 88 ST	NEW 2 LANE
*	WEST	SW 72 ST	SW 117 AVE	SW 157 AVE	4 TO 6 LANES
	WEST	SW 88 ST / KENDALL DR**	SW 177 AVE	SW 167 AVE	4 TO 6 LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

** CDMP AMENDMENT NEEDED

**YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2025 PROJECTS**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
	BEACH / CBD	SR 836 / I-395	EAST OF I-95	MACARTHUR CSWY	MODIFY INTERCHANGE - IMPROVEMENTS
	BEACH / CBD	SR 836 / NW 27 AVE INTERCHANGE	NW 27 AVE	NW 17 AVE	RECONSTRUCT SR 836
	BEACH / CBD, NORTH	SR 836 / I-395	WEST OF NW 17 AVE	I-95	CORRIDOR IMPROVEMENT; C-D ROAD
*	BEACH/CBD	BAY LINK	DOWNTOWN MIAMI	MIAMI BEACH	LRT
*	BEACH/CBD	SEAPORT TUNNEL EXPRESSWAY***	I-395	SEAPORT	TUNNEL CONNECTING SEAPORT TO I-395 (4 LANES)
*	BEACH / CBD, CENTRAL	EAST-WEST CORRIDOR	MIC	GOVT CENTER	PREMIUM TRANSIT
	CENTRAL	NW 77 ST.	NW 79 AVE.	MILAM DAIRY	NEW 4 LANES
	CENTRAL, SOUTH	SR 874	KENDALL DR	SR 826	INTERCHANGE IMPROVEMENTS INCLUDING NEW BRIDGE OVER SR 874 FROM SR 878 AND SB CD ROAD TO KENDALL DR (INCLUDES SR 874/878 INTERCHANGE)
	NORTH	HEFT - MIRAMAR TOLL PLAZA			3 EXPRESS LANES
*	NORTHWEST	MIAMI GARDENS DRIVE	I-75	NW 57 AVE	4 TO 6 LANES
*	NORTHWEST	HEFT	AT NW 74 ST		INTERCHANGE (MAJOR)
*	NORTHWEST	HEFT	I-75 INTERCHANGE		INTERCHANGE IMPROVEMENTS
	NORTHWEST	I-75 / MIAMI GARDENS DR INTERCHANGE			INTERCHANGE IMPROVEMENTS
*	NORTHWEST	NW 107 AVE	NW 41 ST	NW 25 ST	4 TO 6 LANES
	NORTHWEST	NW 87 AVE	NW 58 ST	OKEECHOBEE RD	WIDEN TO 6 LANES
*	NORTHWEST	NW 97 AVE	NW 58 ST	NW 74 ST	2 TO 4 LANES
	NORTHWEST	W 60 ST.	W 4 AVE.	W 12 AVE.	2 TO 3 LANES
*	NORTHWEST	NW 72 AVE	NW 122 ST	NW 138 ST.	WIDEN 2 TO 3 LANES
	NORTHWEST	HEFT	US-27	I-75	WIDEN TO 8 LANES
	NORTHWEST	HEFT	SR 836	US-27	6 TO 8 LANES + 2 AUX LANES
*	NORTHWEST	HEFT	I-75	FL TURNPIKE	4 TO 6 LANES (SHOWN AS FUNDED IN BROWARD LRTP)
	NORTHWEST	SR 924	EASTERN TERMINUS OF SR 924	OKEECHOBEE RD	EXPRESSWAY EXTENSION FROM SR 924 TO OKEECHOBEE
	SOUTH	HEFT	SW 216 ST SW 200 ST US-1	SW 200 ST US-1 N OF EUREKA DR	WIDEN TO 6 LANES 8 LANES 10 LANES
	SOUTH	HEFT - HOMESTEAD TOLL PLAZA			3 EXPRESS LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

*** PARTIALLY FUNDED - NO OPEN TO TRAFFIC DATE AVAILABLE

**YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2025 PROJECTS**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	SOUTH	HOMESTEAD TRANSIT HUB			LOCATION TBD
*	SOUTH	SR 874	SW 120 ST	SW 117 AVE	PROVIDE SB OFF RAMP, NB ONRAMP AND INSTALL NOISE ATTENUATION WALLS
*	SOUTH	SW 107 AVE	QUAIL ROOST DRIVE	SW 160 ST	WIDEN 2 TO 4 LANES
*	SOUTH	SW 147 AVE	SW 184 ST	SW 152 ST	ADD 2 LANES AND RESURFACE
	SOUTH	SW 152 ST	HEFT	US 1	4 TO 6 LANES
	SOUTH	SW 152 ST	SW 147 AVE	SW 157 AVE	2 TO 4 LANES
*	SOUTH	SW 157 AVE	SW 184 ST	SW 216 ST	NEW 2 LANE
*	SOUTH	SW 184 ST	SW 157 AVE	SW 147 AVE	2 TO 4 LANES
*	SOUTH	SW 200 ST	US-1	QUAIL ROOST DR	2 TO 4 LANES
*	SOUTH	SW 152 AVE	US-1	SW 312 ST	2 TO 4 LANES
	SOUTH	HEFT	US-1 (SOUTHERN TERMINUS OF HEFT)	SW 216 ST	4 TO 6 LANES
	SOUTH	SR 874	SW 138 ST	SR 874/ KENDALL DR	PROVIDE ACCESS RAMP TO SR 874 FROM SW 138 ST
	WEST	HEFT	SW 104 ST	NW 107 AVE/SR 836	EXPRESS LANES
	WEST	HEFT	KENDALL	SW 8 ST	WIDEN TO 8 LANES
*	WEST	SW 104 ST	SW 160 AVE	SW 167 AVE	NEW 4 LANE
*	WEST	SW 127 AVE	SW 120 ST	SW 144 ST	NEW 4 LANE
*	WEST	SW 157 AVE**	SW 8 ST	SW 42 ST	NEW 4 LANE
*	WEST	SW 167 AVE	SW 40 ST	SW 56 ST	NEW 2 LANE
*	WEST	SW 24 ST	SW 107 AVE	SW 87 AVE	WIDEN 4 TO 6 LANES
	WEST	KENDALL CORRIDOR	DADELAND NORTH	W FLAGLER	PREMIUM TRANSIT
	WEST	SW 26 ST	SW 147 AVE	SW 157 AVE	NEW 4 LANE
*	WEST	SW 24 ST	SW 117 AVE	SW 107 AVE	WIDEN 4 TO 6 LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

**CDMP AMENDMENT NEEDED

**YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2030 PROJECTS**

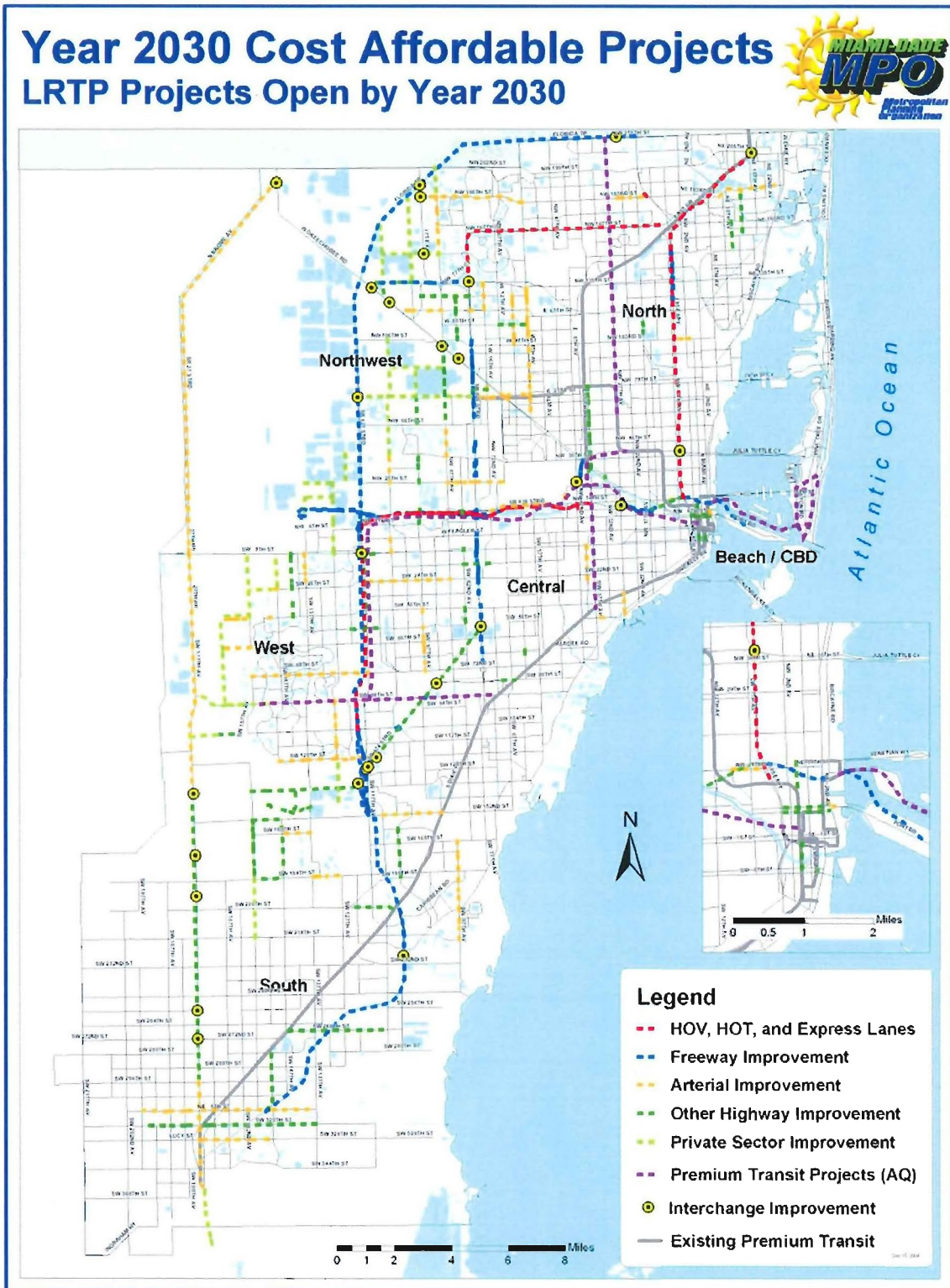
In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
	BEACH/CBD	SE 1 AVE	SE 8 ST	SE 5 ST	EXTEND SE 1 AVE
	BEACH/CBD	W 1 AVE	MIAMI ARENA	NW 20 AVE	EXTEND W 1 AVE CORRIDOR EXTENSION
*	BEACH / CBD, NORTH	NORTHEAST CORRIDOR***	DOWNTOWN MIAMI	BROWARD COUNTY LINE	PREMIUM TRANSIT
*	CENTRAL	NW 21 ST / NW 32 AVE BRIDGE	NW 37 AVE	NW 28 STREET	CONSTRUCT HIGH LEVEL BRIDGE
*	CENTRAL	PERIMETER RD	NW 20 ST	NW 72 AVE	2 TO 4 LANES
	NORTH	SR 112/-195	I-95 (NW 10 AVE)	BISCAYNE	INTERCHANGE/RAMPS IMPROVEMENTS AND AUXILIARY LANES
*	NORTH	DOUGLAS ROAD CORRIDOR***	DOUGLAS ROAD METROSTATION	MIC	PREMIUM TRANSIT
*	NORTH, NORTHWEST	SR 826 - HOV	I-75	GOLDEN GLADES INTERCHANGE	ONE HOV LANE EACH DIRECTION
	NORTHWEST	I-75	SR 826	NW 138 ST	IMPLEMENT MASTER PLAN
*	NORTHWEST	NW 36 / 41 ST	NW 42 AVE	HEFT	EXPRESS STREET (ITS, GRADE SEPARATIONS, ETC.)
	NORTHWEST	OKEECHOBEE RD			CONSTRUCT GRADE SEPARATED INTERSECTIONS AND ADD TURN LANES AT KROME AVE, HIALEAH GARDENS BLVD / NW 116 WAY, NW 105 WAY, NW 87 AVE, AND NW 79 AVE
*	NORTHWEST	WEST 68 ST	WEST 21 COURT	WEST 19 COURT	ADD LANE ON SOUTH SIDE
*	NORTHWEST	WEST 76 ST	WEST 36 AVE	WEST 20 AVE	WIDEN 2 TO 5 LANES
*	SOUTH	SW 268 ST / MOODY DR	US 1	SW 112 AVE	ADD TURN LANES
	SOUTH	SW 312 ST	NW 14 AVE SW 176 AVE	SW 197 AVE HEFT	WIDEN TO 6 LANES
	SOUTH	SW 320 ST	SW 187 AVE S DIXIE HWY	SW 197 AVE SW 142 AVE	WIDEN TO 4 LANES
*	SOUTH, WEST	SOUTH MIAMI-DADE CORRIDOR RAIL EXTENSION TO FL. CITY US-1/S DIXIE HIGHWAY***	DADELAND	FLORIDA CITY	PREMIUM TRANSIT
*	WEST	SW 104 ST	SW 167 AVE	SW 177 AVE	NEW 2 LANE
*	WEST	SW 120 ST**	SW 137 AVE	SW 147 AVE	4 TO 6 LANES
*	WEST	SW 16 ST	SW 82 AVE	SW 71 AVE	OVERPASS ACROSS 826
*	WEST	SW 47TH / 48TH ST	SW 112 AVE	SW 122 AVE	OVERPASS ACROSS HEFT
*	WEST	SW 80TH ST	SW 72 AV	US 1 / S DIXIE	WIDEN 2 TO 5 LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

** CDMP AMENDMENT NEEDED

*** OPEN TO TRAFFIC AFTER 2030

APPENDIX D
YEAR 2030 LRTP PROJECT MAP



**APPENDICES E, F, G, H, I
ARE AVAILABLE UPON REQUEST**

(THESE 5 APPENDICES TOGETHER ADD UP TO
320 PAGES OF EMIS MODEL INPUT AND OUTPUT AND
SUPPORTING FSTUMS REPORT / FILES)

APPENDIX J
LETTERS FROM EPA AND FHWA/FTA RECOMMENDING
APPROVAL OF PREVIOUS TIP CDR



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

AUG 11 2004

4APT-APB

Ms. Sabrina David
Planning and Intermodal Coordinator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301

Dear Ms. David:

Thank you for your letter dated July 12, 2004, requesting our review of the transportation conformity determination for Miami- Dade County's Fiscal Year (FY) 2005-2009 Transportation Improvement Program (TIP) by August 12, 2004. The Miami-Dade County Metropolitan Planning Organization has certified that the TIP is a subset of the conforming 2025 Long Range Transportation Plan (LRTP) for this area. We have completed our review, and recommend a finding of conformity for the FY2005-2009 TIP.

Our review concluded that the five primary criteria (62 FR 43779) of the conformity rule have been met. These criteria include the following: use of the latest planning assumptions, use of the latest emissions model, use of appropriate consultation procedures, consistency with the mobile source emission budgets in the State Implementation Plan (SIP), and provisions for timely implementation of transportation control measures in the SIP.

Thank you once again for the opportunity to comment on the transportation conformity determination for Miami-Dade County's FY 2005-2009 TIP. We look forward to the review of the Miami-Dade County LRTP update this winter. If you have any questions regarding this letter, please contact Ms. Lynorae Benjamin of the Environmental Protection Agency Region 4 staff at (404) 562-9040.

Sincerely,

A handwritten signature in black ink that reads "Kevin B. Smith".

Kevin Smith
Acting Chief
Air Quality Modeling
and Transportation Section

cc: Hiram Walker, FTA Region 4
Brian Pessaro, FDOT



Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, Florida 32303
(850) 942-9650



Federal Transit Administration
Region 4 Office
61 Forsyth Street, S.W., Suite 17T50
Atlanta, Georgia 30303
(404) 562-3500

September 30, 2004

Mr. José Abreu
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

Dear Mr. Abreu:

Subject: Fiscal Year (FY) 2005 Statewide Transportation Improvement Program (STIP)

The following is in response to the Department's letters dated **June 28 and August 31, 2004**, which transmitted for our review the FY 04/05 – 08/09 Transportation Improvement Programs (TIPs) for Florida's 26 Metropolitan Planning Organizations (MPOs) and Florida's FY 05 STIP, respectively. Our various metropolitan and statewide planning process findings and actions are summarized below:

1. Metropolitan Transportation Planning Processes, TIPs and Transportation Conformity Determinations on Florida's One-Hour Ozone "Maintenance Area" TIPs:

Based upon our review of the annual "self-certification" statements jointly developed between each of the MPOs and the Department and our joint certification reviews of Transportation Management Areas during 2004, we hereby determine that the FY 04/05 – 08/09 TIPs developed and adopted by each of Florida's 26 MPOs are based on a continuing, cooperative, and comprehensive planning process. We also hereby conclude that the content and elements of each of the TIPs generally satisfy the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 (Subpart C) and 49 CFR Part 613 (Subpart C).

The FY 04/05 – 08/09 TIPs developed and adopted by Florida’s six one-hour ozone “maintenance area” MPOs (Broward, Hillsborough, Pinellas, Palm Beach, First Coast, and Miami-Dade) conformity determinations must be issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in cooperation with the Regional Office of the U.S. Environmental Protection Agency (EPA). As reflected in EPA’s recent comment letters (see enclosures), we hereby issue the FHWA/FTA conformity determinations on each of these FY 04/05 – 08/09 TIPs, pursuant to the transportation conformity requirements of Section 176(c) of the 1990 Clean Air Act Amendments and 40 CFR Parts 51 and 93.

2. Statewide Transportation Planning Process and the STIP:

23 U.S.C. 135(f)(4) and 23 CFR 450.220(b) require that the FHWA/FTA approval of the STIP include a finding that the process from which the STIP was developed is consistent with the provisions of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 – 5305. Since 1995, an “annual assessment” of various aspects of the statewide transportation planning process has been a key source of information in supporting this FHWA/FTA statewide planning finding. On July 21 and August 27, 2004, meetings were conducted with various members of your staff to discuss Florida’s statewide transportation planning process.

Enclosed for your reference and information is a copy of the summary report that concludes that the statewide transportation planning process satisfies the above requirements.

In summary, our review of the STIP, TIPs, and supporting documentation concludes that the FY 05 STIP satisfactorily addresses the process and content requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5305, 23 CFR Part 450 (Subparts B and C) and 49 CFR Part 613 (Subparts B and C).

Therefore, based on the above, Florida’s FY 05 STIP is hereby approved.

Over the next year, we look forward to continuing our coordination with the Department, the MPOs, the local/regional transit service providers, and Florida’s other transportation stakeholders in further implementing the various transportation planning and environmental provisions of Federal reauthorization.

Mr. José Abreu
September 30, 2004

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If you have any questions, please contact Ms. Sabrina David, AICP at (850) 942-9650, extension 3008 or Mr. Roger Krahl at (404) 562-3507.

Sincerely,

/S/Sabrina David, AICP
Robert S. Wright
Acting Division Administrator
Federal Highway Administration

/S/Roger N. Krahl
Hiram Walker
Regional Administrator
Federal Transit Administration

Enclosure(s)

cc: Ms. Kay T. Prince, EPA Region 4 (w/enclosure)
Mr. Lowell Clary, FDOT, MS-57 (w/enclosure)
Ms. Ysela Llort, FDOT, MS-57 (w/enclosure)
Mr. Kevin Thibault, MS-57 (w/enclosure)
Mr. Marion Hart, FDOT, MS-57 (w/enclosure)
Mr. James Jobe, FDOT, MS-21 (w/enclosure)
Mr. Robert Romig, FDOT, MS-28 (w/enclosure)
Mr. Howard Glassman, MPOAC, MS-28B (w/enclosure)
Mr. Stan Cann, FDOT, District 1 (w/enclosure)
Mr. Aage Schroder, FDOT, District 2 (w/enclosure)
Mr. Edward Prescott, FDOT, District 3 (w/enclosure)
Mr. Rick Chesser, FDOT, District 4 (w/enclosure)
Mr. George Gilhooley, FDOT, District 5 (w/enclosure)
Mr. John Martinez, FDOT, District 6 (w/enclosure)
Mr. Ken Hartmann, FDOT, District 7 (w/enclosure)
Mr. Jim Ely, Turnpike Enterprise (w/enclosure)

The following individuals on the below distribution list were sent electronic copies of the letter w/enclosures.

Mr. Bob Kamm, Brevard County MPO (w/enclosure)
Mr. Roger Del Rio, Broward County MPO (w/enclosure)
Mr. Mark Gamula, Charlotte County- Punta Gorda MPO (w/enclosure)
Mr. Johnny Limbaugh, Collier County MPO (w/enclosure)
Ms. Denise Bunnewith, First Coast MPO (w/enclosure)
Mr. Marlie Sanderson, Gainesville MPO (w/enclosure)
Mr. Dennis Dix, Hernando County MPO (w/enclosure)
Ms. Lucie Ayer, Hillsborough County MPO (w/enclosure)
Mr. Phil Matson, Indian River County MPO (w/enclosure)
Mr. Glen Ahlert, Lee County MPO (w/enclosure)
Mr. Michael Moore, Martin County MPO (w/enclosure)
Mr. Harold Barley, METROPLAN Orlando (w/enclosure)
Mr. Jose Luis Mesa, Miami-Dade County MPO (w/enclosure)
Mr. Randy Whitfield, Palm Beach MPO (w/enclosure)
Mr. Greg Slay, Ocala-Marion County TPO (w/enclosure)
Mr. Mike Ziegler, Okaloosa-Walton, Bay, and Florida-Alabama TPOs (w/enclosure)
Mr. Dough Uden, Pasco County MPO (w/enclosure)
Ms. Sarah Ward, Pinellas County MPO (w/enclosure)
Mr. Tom Deardorff, Polk TPO (w/enclosure)
Mr. Mike Guy, Sarasota-Manatee MPO (w/enclosure)
Ms. Cheri Fitzgerald, St. Lucie MPO (w/enclosure)
Mr. Jack Kostrzewa, Tallahassee-Leon County MPO (w/enclosure)
Mr. Karl Welzenbach, Volusia County MPO (w/enclosure)
Mr. Brian Pessaro, FDOT OPP (w/enclosure)
Mr. Kathy Neill, FDOT OPP (w/enclosure)
Mr. Rob Magee, FDOT OPP (w/enclosure)
Ms. Carolyn Ismart, FDOT EMO (w/enclosure)
Mr. Warren Merrell, FDOT Systems Planning (w/enclosure)
Mr. James Golden, FDOT Statistics (w/enclosure)
Ms. Kathleen Busenbark, EOO (w/enclosure)
Mr. Ben Walker, District 1 (w/enclosure)
Mr. Mike Rippe, District 1 Southwest Area Office (w/enclosure)
Mr. James Bennett, District 2 (w/enclosure)
Mr. Denny Wood, District 3 (w/enclosure)
Ms. Nancy Ziegler, District 4 (w/enclosure)
Mr. Gus Schmidt, District 4 (w/enclosure)
Ms. Susan Sadighi, District 5 (w/enclosure)
Mr. John Zalinski, District 5 (w/enclosure)
Mr. Raphael Dearazoza, District 6 (w/enclosure)
Mr. Bob Clifford, District 7 (w/enclosure)
Mr. Randy Fox, Turnpike Enterprise (w/enclosure)

APPENDIX K
LETTER FROM FHWA APPROVING PREVIOUS LRTP CDR



U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301
(850) 942-9650



March 14, 2002

IN REPLY
REFER TO: HPR-FL

Honorable Gwen Margolis, Chairperson
Miami-Dade Metropolitan Planning Organization
Stephen P. Clark Center
111 NW First Street, Suite 910
Miami, Florida 33128

Dear Honorable Margolis:

Subject: Federal Highway Administration/Federal Transit Administration (FHWA/FTA) Transportation Conformity Determination of the Miami-Dade Metropolitan Planning Organization's (MPO's) Year 2025 Long-Range Transportation Plan (LRTP) Update and Fiscal Year (FY) 2001/2002 – 2005/2006 Transportation Improvement Program (TIP)

The following is in response to the Miami-Dade MPO's recent development and adoption of its Year 2025 LRTP Update. Upon our review of the subject documentation, the FHWA/FTA hereby determine that the MPO's Year 2025 LRTP Update and FY 2001/02 – 2005/06 TIP satisfactorily address the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 (Subpart C), and 49 CFR Part 613 (Subpart C). Moreover, following coordination with the Regional Office of the U.S. Environmental Protection Agency (EPA), we hereby determine that the *Cost Feasible Element* of the MPO's Year 2025 LRTP Update conforms with the air quality State Implementation Plan pursuant to Section 176(c) of the 1990 Clean Air Act Amendments and 40 CFR Parts 51 and 93. A copy of the EPA's recent concurrence letter is enclosed for your information.

The MPO and the area's various transportation-planning partners (e.g., the Florida Department of Transportation, Miami-Dade Transit Agency, the Florida Department of Environmental Protection, and the Miami-Dade County Department of Environmental Protection Agency) are commended for the

Honorable Gwen Margolis, Chairperson
March 14, 2002

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continued efforts to cooperatively improve the quality of the area's planning process and resulting products, including the Year 2025 LRTP Update. Please note that the LRTP must be updated at least every three years by MPOs located in air quality "nonattainment" and "maintenance" areas.

Sincerely,

/s/Sabrina David
For: James E. St. John
Division Administrator

Enclosure

cc: Mr. José Abreu, FDOT (District 6), w/enclosure
Ms. Ysela Llort, FDOT (MS-57), w/enclosure
Mr. Howard Glassman, MPOAC (MS-28B), w/enclosure
Mr. Jerry Franklin, FTA (Region 4), w/enclosure
Ms. Kay Prince, EPA (Region 4)

APPENDIX L
AIR QUALITY NEWSLETTER



Air Quality NEWSLETTER



AIR QUALITY AND THE LONG RANGE TRANSPORTATION PLAN

EXTRA, EXTRA..... NEW AIR QUALITY STANDARDS!!!



The United States Environmental Protection Agency (USEPA) has determined if air quality areas were designated today, the entire State of Florida would be in attainment for both the existing 1-hour and proposed 8-hour National Ambient

Ambient Air Quality Standards (NAAQS). The USEPA is currently transitioning to the new 8-hour ozone and fine particulate matter (PM_{2.5}) national ambient air quality standards to amend the transportation conformity rule. The proposed rule was released in November and the final implementation plan will be in place after January 2004. Attainment and nonattainment areas for ozone and particulate matter will be designated by the EPA in April 2004 and December 2004, respectively.

Miami-Dade County, a maintenance area for air quality, would still be subject to conformity for a statutory one-year grace period after designation by the new standards. Conformity will not be required for either the 1-hour nonattainment or 1-hour maintenance areas after the one-year grace period when the standard is revoked.

The goal of the new standard is to better account for the effects on public health in an effort to reduce the amount of time people spend breathing elevated levels of air pollutants. The new standard is based on averaging air quality measurements over 8-hour blocks of time (any 8-hour block) for a three year period, instead of the 1-hour blocks of time mandated by the current standard. By focusing on the actual monitored concentrations instead of focusing attention on the number of days that the standard is exceeded (regardless of the level that the standard is exceeded) will provide better information of the effects on

The 8-hour standard is more representative of conditions occurring over a long-term exposure. For Miami-Dade County this is extremely critical as the local tourist industry relies upon the attractiveness of outdoor activities.

Ozone is a colorless and highly irritating gas formed by a chemical reaction between air pollutants that are often found over urban areas on hot summer days in the presence of sunlight. Two common air pollutants, nitrogen oxide (NO_x) and volatile organic compounds (VOC) react with each other to produce ground-level ozone.

Air Quality in Miami-Dade County

The U.S. Environmental Protection Agency (USEPA), in 1990, adopted specific amendments to the Clean Air Act that allowed the USEPA to classify areas according to the severity of the pollution problem. In 1991, Miami-Dade County was classified to be a Moderate Non-Attainment Area according to national standards for ozone.

By 1995, emission levels had been reduced which allowed Miami-Dade County to be redesignated as a Maintenance Area for air quality. This redesignation requires Miami-Dade County to show conformance to the National Ambient Air Quality Standards (NAAQS) through its Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP). An area that is designated (or redesignated) as a Maintenance Area must then monitor emissions for a twenty-year period to show conformance to the NAAQS.



WHAT CAN YOU DO?

- Come to the MPO's Citizen Transportation Advisory Committee (CTAC) meetings. Sign up to serve on the CTAC board. For more information, call the MPO at (305) 375-4507 and ask for Elizabeth Rockwell.

- Ride Metrobus, Metrorail, or TriRail; for more information on how to use these systems call the Miami-Dade Transit Authority's Customer Service Line at (305) 770-3131.

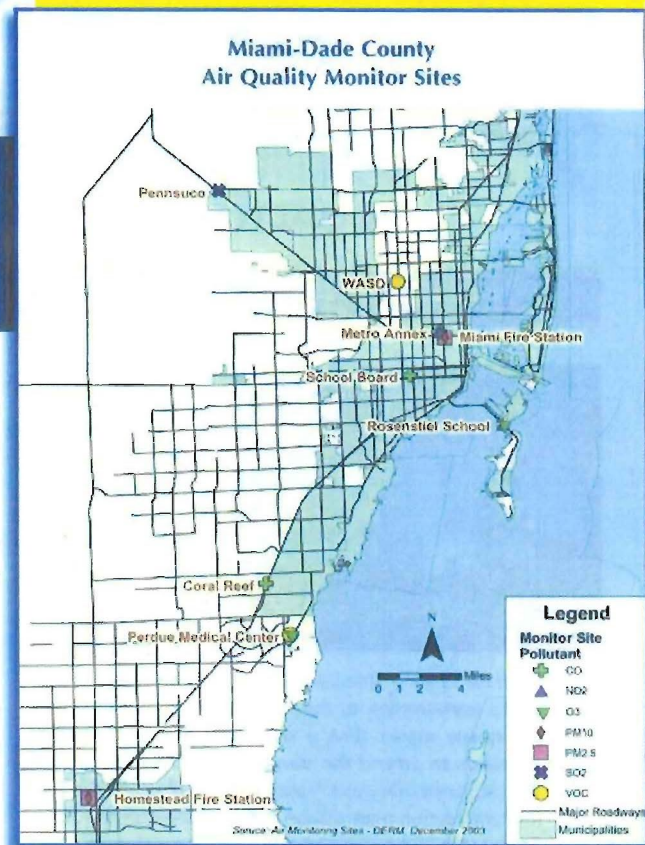
- Carpool or utilize flex time/hours at your work, for more information on carpooling contact the South Florida Services' Customer Service Line at 1-800-234-RIDE.

- Walk or bike for short trips.

- Encourage others to consider their impacts on our air quality.

- Keep track of the South East Air Coalition for Outreach Alliance whose mission is to promote air quality programs and awareness. This alliance includes public and private organizations.

The conformity proposal for the new 8-hour ozone and PM2.5 air quality standards, from USEPA is available for public inspection and comment at the following Internet site:
<http://www.epa.gov/otaq/transp/conform/con-regs.htm>



Air Monitoring Sites

Air monitoring sites were set up to ensure compliance with the 1990 Clean Air Act Amendments within the Southeast Florida Airshed. The validated air monitoring data demonstrated conformance with the NAAQS and enabled the Southeast Florida Airshed to be redesignated to maintenance status in 1995.

There are currently eight (8) ambient air monitoring stations located throughout Miami-Dade County. The criteria pollutants, as defined by the Clean Air Act as ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), particulates (PM10 and PM2.5), and sulfur dioxide (SO₂), are monitored to protect the public welfare and public health of the people of Miami-Dade County. The map below shows the location of each air monitoring station and identifies the pollutant monitored.

The Southeast Florida Airshed

The Southeast Florida Airshed is made up of the tri-county area comprised of Broward, Miami-Dade, and Palm Beach counties. An airshed is a geographic area where air quality is influenced by similar sources, meteorology and terrain conditions.

Growing Together

Based on the 2000 Census, parts of Miami-Dade, Broward, and Palm Beach counties were designated as a single urbanized area. Due to the size and complexity of the Metropolitan Planning Organization (MPO) planning areas located in this urbanized area, three separate MPOs will be maintained with a stronger regional coordinated planning process emphasizing a coordinated project prioritization and selection process, regional public involvement, and coordinated air quality planning.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The CMAQ program provides funds for surface transportation and other related projects that improve air quality and reduce congestion. Historically, the CMAQ funding for Miami-Dade has been utilized to provide programs that include bike/pedestrian programs, ride-sharing, ITS projects, and expansion of the transit system. When Miami-Dade County is designated as an attainment area under the new 8-hour NAAQS it still unclear what will happen to these funds.

Southeast District of the Department of Environmental Protection

The Southeast District of the Department of Environmental Protection has formed a Southeast Air Coalition for Outreach (SEACO), which consists of partnerships of public and private organizations. SEACO was tasked to improve air quality within Palm Beach, Broward and Miami-Dade Counties. Their mission is "to promote air quality programs and awareness by forming a multi agency and cross media council."

SEACO will assist other outreach programs through public awareness programs and education. Their focus is to reach more people through coordinated efforts of the three counties and their pooled resources.



DID YOU KNOW?

Volatile Organic Chemicals (VOCs) are "Organic chemicals that contain the element carbon; VOCs include gasoline, industrial chemicals such as benzene, solvents such as toluene and xylene, and tetrachloroethylene. Many volatile organic chemicals are also hazardous air pollutants; for example, benzene causes cancer." (USEPA website)

Nitrogen Oxides (NO_x) "are produced from burning fuels, including gasoline and coal. Nitrogen Oxides are smog formers, which react with VOCs to form smog. NO_xs are also major components of acid rain." (USEPA website)

Carbon Monoxide (CO) is an odorless, colorless poisonous gas produced by the incomplete combustion of fuels. Vehicle exhaust is the main source of carbon monoxide in the atmosphere and is found mainly along major roads and intersections.

Particulate Matter are small air pollutant particles in the air including soot, dust, dirt, fly ash and small liquid drops. PM10 includes particles with a diameter of 10 micrometers or less and PM2.5 (fine particles) includes particles less than 2.5 micrometers in diameter.

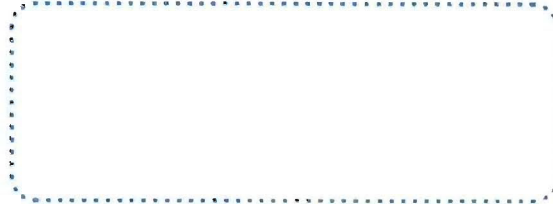
Sulfur Dioxide (SO₂) is a colorless reactive gas emitted from burning or processing fossil fuels and coal.

TEA-21 Reauthorization: Congress has approved legislation that authorizes a 5-month extension of TEA-21. This extension provides for 5/12 of the expected funding for existing programs for the new fiscal year beginning October 1, 2003. The extension also provides for the necessary time to finalize legislation for the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003, (SAFETEA) which is the reauthorization of TEA-21 for the next 6-year period from 2004-2010.

www

For more information contact the US Environmental Protection Agency's website: <http://www.epa.gov>

For this document in accessible format, please call (305) 375-4507



METROPOLITAN PLANNING ORGANIZATION
Stephen F. Clark Center
111 NW First Street, Suite 910
Miami, FL 33128
Phone: (305) 375-4507 • Fax: (305) 375-4950
Website: www.miamidade.gov/mpo



PLACE
US POSTAGE
HERE



APPENDIX M
YEAR 2030 LRTP PUBLIC INVOLVEMENT BROCHURES



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED.



Summer 2004

Planning Our Transportation Future



UPDATING THE PLAN

The draft **Miami-Dade Transportation Plan to the Year 2030** (the Plan) is being developed to guide federal, state, and local transportation expenditures between now and 2030. This comprehensive plan will consist of highway, transit, bicycle, and pedestrian improvements.

The Plan development process involves months of technical work and public involvement activities. At present, the Plan is being developed through the use of a detailed travel demand forecasting model and other analytical tools, the results of which are evaluated by the Miami-Dade MPO's Transportation Planning Council.

The travel demand forecasting model considers:

- current system of roadway and transit facilities;
- current population and employment;
- current traffic and transit ridership;
- future land use, population, and employment; and
- future traffic and transit ridership.

The Transportation Planning Council, before making its recommendation, considers:

- the results of the travel demand forecasts;
- historic preservation and right-of-way constraints;
- air quality, environmentally sensitive areas, and natural resources;
- future, anticipated financial capability; and
- the concerns and desires of the community.

Currently, a list of projects, or Needs Plan, is being developed to identify all transportation facility improvements that will be "needed"



through the Year 2030 to meet the area's projected transportation requirements, regardless of project cost. The Needs Plan will include projects from all modes of transportation and will be developed through input from citizens, local governments, Florida Department of Transportation, and local and regional transportation agencies. A Financial Resources analysis is also being conducted to project the anticipated funding available to design and construct the projects.

Finally, a Cost Feasible Plan will be developed that depicts those major capital improvement projects the County can reasonably expect to afford. The Cost Feasible Plan will represent the highest priority projects from the Needs Plan that are within the financial capabilities of Miami-Dade County. In the next few months, draft copies of the Cost Feasible Plan will be developed.



Plan de Transporte para Miami-Dade hasta el año 2030



¡PARTICIPE!

Verano del 2004

Estamos planificando el futuro del transporte



ACTUALIZACIÓN DEL PLAN

Se está preparando el **Plan de Transporte para Miami-Dade hasta el año 2030**, que impondrá directrices para los gastos que se efectúen en el área de transporte en Miami-Dade hasta el año 2030. Este plan maestro comprenderá obras que mejorarán las autopistas, el transporte público, así como la infraestructura para ciclistas y peatones.

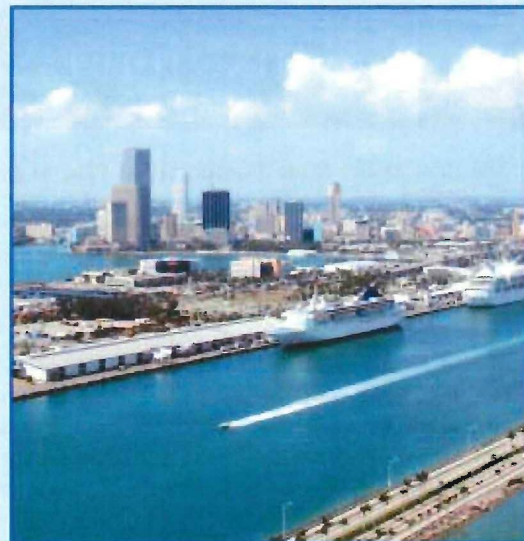
El proceso para elaborar el plan lleva meses de trabajo técnico y de actividades de participación ciudadana. Para llevar a cabo el plan, se está utilizando un modelo detallado para pronosticar la demanda de viajes, así como otros recursos de análisis. El Concejo de Planificación del Transporte, conformado por representantes estatales, representantes de agencias tanto regionales como locales y ciudadanos, evalúa los resultados del proceso de análisis antes mencionado.

El modelo para pronosticar la demanda de viajes considera:

- El sistema actual de vías públicas y equipos de transporte público;
- La población y los empleos actuales;
- El tránsito y los usuarios del transporte público actuales;
- El uso de los terrenos, la población y los empleos futuros; y
- El tránsito y los usuarios del transporte público en el futuro.

Para llegar a una recomendación, el Concejo de Planificación del Transporte considera:

- Los resultados de los pronósticos de demanda de viajes;
- Las restricciones a la luz de la conservación histórica y las franjas públicas;
- Los recursos naturales, la calidad del aire y las zonas ecológicas protegidas;
- La capacidad financiera prevista para el futuro; y
- Las sugerencias y los deseos de la comunidad.



Para satisfacer las necesidades de transporte en la zona, independientemente del costo de los proyectos, se está preparando una lista de proyectos, o "plan de necesidades", con el objeto de identificar todas las obras en el área de transporte que deberán realizarse hasta el año 2030. El plan de necesidades, que incluirá proyectos para todos los medios de transporte, se confeccionará teniendo en cuenta la opinión de los ciudadanos, los gobiernos locales, las agencias de transporte y el Departamento de Transporte de la Florida. También, se está llevando a cabo un análisis de recursos financieros para proyectar la financiación disponible para el diseño y la construcción de los proyectos.

Por último, se preparará un plan de costos viables, el que describe los proyectos de obras de capital más importantes que se prevé que el Condado podrá costear. El plan de costos viables representará los proyectos prioritarios del plan de necesidades que estén dentro de la capacidad financiera del Condado de Miami-Dade. En los próximos meses, se confeccionará un borrador de ese plan.



Plan Transpòtasyon Miami-Dade Jiska Lane 2030

PATISIPE.



Ete 2004

Planifikasyon Avni Transpòtasyon Nou



METE PLAN AN AJOU

Chema Plan Transpòtasyon Miami-Dade pou Ane 2030 ap devlope pou gide depans transpòtasyon lokal, eta, federal de kounyeyan a 2030. Plan byen detaye sa a va gen yen ladan li amelyorasyon pou otowout, transpò piblik, wout bisiklèt ak pyeton.

Pwosis devlopman Plan an genyen ladan li de mwa travay teknik ak aktivite patisipasyon piblik. Kounyeyan, devlopman Plan an ap fèt apati de divès demann depasman byen detaye baze sou de modèl previzyon ak lòt zouti pou analize travay lan. Rezilta sa yo evalye pa Konsèy Planifikasyon Transpòtasyon an ki gen manm ki fè pati reprezantan eta, rejyonal ak ajans lokal epi senp sitwayen.

Modèl previzyon demann depasman an pran an konsiderasyon:

- lokal transpò piblik yo ak sistèm wout aktyèl yo;
- anplwa ak popilasyon aktyèl la;
- kantite aktyèl vwayajè transpò piblik epi sikilasyon aktyèl lan;
- sèvis teren, popilasyon, ak anplwa nan lavni; epi
- kantite vwayajè transpò piblik nan lavni epi sikilasyon nan lavni.

Konsèy Planifikasyon Transpòtasyon an, anvan li bay rekòmandasyon liyo, pran an konsiderasyon:

- rezilta previzyon demann depasman yo;
- prezèvasyon istorik ak kontrent dwa pasaj yo;
- kalite lèzè, zòn anviwonman sansib yo, ak resous natirèl yo;
- kapasite finansye antisipe pou lavni; epi
- dezi ak tèt chaje kominote an.



Aktyèlman, yon lis pwojè, oswa Bezwen Plan yo, ap devlope pou idantifye tout fòm amelyorasyon lokal transpòtasyon ke yo pral "bezwen" pandan ane 2030 lan pou ranpli ekzijans transpòtasyon pwojete pou zòn fè lan, san sè regadan sou pri pwojè an. "Bezwen" Plan yo va enkli pwojè tout fòm transpòtasyon epi va devlope de patisipasyon sitwayen yo, gouvènman lokal yo, Depatman Transpòtasyon Florid, ak ajans transpòtasyon yo. Yon analiz Resous Finansye ap mennen tou pou pwojete fon lajan disponib pou desinen ak konstwi pwojè yo.

Finalman, yon Plan Frè Reyalizab va devlope pou montre pwojè amelyorasyon pi enpòtan yo ke yo va atann aske Konte an kapab peye. Plan frè Reyalizab la va prezante pwojè priyorite yo ki nan Bezwen Plan yo ki tonbe nan kapasite finansye Konte Miami-Dade. Nan pwochen mwa a veni yo, yon kopi chema Plan Frè Reyalizab la pral devlope.



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED. Summer 2004



Planning Our Transportation Future



BEACH/CBD TRANSPORTATION PLANNING AREA



Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 32% in the Beach/CBD Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The Beach/CBD Transportation Planning Area includes the barrier islands along Biscayne Bay, parts of northeast Miami-Dade County, and the

Miami Central Business District (CBD). Communities that are a part of this area include downtown Miami and the cities of Miami Beach, North Bay Village and Aventura and the towns of Golden Beach, Surfside, Bal Harbour, Indian Creek Village, and Bay Harbor Islands. The Beach/CBD Transportation Planning Area also includes sections of the cities of Miami, North Miami, and North Miami Beach; sections of the Villages of Biscayne Park and Miami Shores; and the neighborhoods of Little Havana and the Roads areas of the City of Miami. The Beach/CBD Planning Area is unique as it is traversed by seven causeways linking the mainland to the Beach Area.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, Miami-Dade Transportation Plan to the Year 2030, at 111 N.W. First Street, Suite 910, Miami, Florida 33128. Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mipo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED. Summer 2004



Planning Our Transportation Future



CENTRAL TRANSPORTATION PLANNING AREA



Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 28% in the Central Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The Central Transportation Planning Area in Miami-Dade County includes the area east of SW 76th Avenue, south of SW 30th Street to generally west of NW 37th Avenue, and north of SW 136th Street. This area includes the cities of South Miami and Miami Springs, and the villages of Key Biscayne, Pinecrest, and Virginia Gardens as well as sections of the cities of Hialeah, Coral Gables, and Miami. The Central Area is traversed by several of Miami-Dade's most important transportation corridors, including the SR-826/Palmetto Expressway, the SR-836/East-West Expressway, US-1/South Dixie Highway, Okeechobee Road, SW 8th Street/Tamiami Trail, Flagler Street, and Le Jeune Road.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, *Miami-Dade Transportation Plan to the Year 2030*, at 111 N.W. First Street, Suite 910, Miami, Florida 33128. Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mpo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED. Summer 2004



Planning Our Transportation Future



NORTH TRANSPORTATION PLANNING AREA



Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 32% in the North Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The North Transportation Planning Area includes the portion of Miami-Dade County south of the Broward/Miami-Dade County Line, east of NW 52nd Avenue and

NW 37th Avenue (connected by Gratigny Parkway), north of NW North River Drive/MacArthur Causeway, and west of Biscayne Bay. This area includes major sections of the cities of Miami Gardens, Opa-Locka, Miami, North Miami, North Miami Beach, Miami Shores, the Town of El Portal, and major neighborhoods including Carol City, Norland, and Biscayne Gardens. The North Area is traversed by several important corridors including I-95, Florida's Turnpike, SR-826/Palmetto Expressway, SR-9/27th Avenue, US-1 Biscayne Boulevard, SR-934/79th Street, SR-112/Airport Expressway, I-195/Julia Tuttle Causeway, Venetian Causeway, and I-395/US 41 MacArthur Causeway.

GOALS

The goals of the Miami Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, Miami-Dade Transportation Plan to the Year 2030, at 111 N.W. First Street, Suite 910, Miami, Florida 33128. Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mipo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED. Summer 2004



NW Northwest

Planning Our Transportation Future



NORTHWEST TRANSPORTATION PLANNING AREA



Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 45% in the Northwest Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The Northwest Transportation Planning Area includes the northwestern part of Miami-Dade County west of NW 52nd Avenue and north of SW 8th Street/Tamiami Trail and Dolphin Expressway/SR 836. This area includes the cities of Doral, Hialeah, Hialeah Gardens, Sweetwater, and Miami Lakes, the Town of Medley, the Lake District, and the Doral and Airport West commercial and industrial areas. The Northwest Area is traversed by several important transportation corridors including the SR 826/Palmetto Expressway, I-75, Okeechobee Road, SW 8th Street/Tamiami Trail, and Krome Avenue.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equity, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, Miami-Dade Transportation Plan to the Year 2030, at 111 N.W. First Street, Suite 910, Miami, Florida 33128. Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mipo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED. Summer 2004



Planning Our Transportation Future



SOUTH TRANSPORTATION PLANNING AREA



Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 67% in the South Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The South Transportation Planning Area in Miami-Dade County includes the county south of Kendall Drive/SW 88th Street south to the Monroe/Miami-Dade County. This area includes the cities of Homestead and Florida City, the villages of Palmetto Bay and Pinecrest, and various neighborhoods including Rockdale, Perrine, Cutler, Peters, Bel Aire, Cutler Ridge, Franjo, Goulds, Naranja, Princeton, and South Allapattah. The South Area is traversed by several important corridors, including the SR-821/Homestead Extension of Florida's Turnpike, South Dixie Highway (US-1), Killian Parkway, Old Cutler Road, and Krome Avenue.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, Miami-Dade Transportation Plan to the Year 2030, at 111 N.W. First Street, Suite 910, Miami, Florida 33128. Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mipo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED. Summer 2004



Planning Our Transportation Future



WEST TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 37% in the West Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The West Transportation Planning Area includes the west central section of Miami-Dade County north of Kendall Drive/SW 88th

Street, south of Tamiami Trail/SW 8th Street, east of Krome Avenue, and west of SW 76th Avenue. This area includes all or portions of the Cities of Coral Gables, South Miami, West Miami, and several neighborhoods including Westwood Lakes, Kendall Lakes, Sweetwater, Fontainebleau, and Country Walk. The West Area is traversed by several important corridors including the SR-826/Palmetto Expressway, SR-874/Don Shula Expressway, SR-821/Homestead Extension of Florida's Turnpike, South Dixie Highway, and Krome Avenue.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
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APPENDIX N
YEAR 2030 LRTP ADOPTION PUBLIC HEARING
ADVERTISEMENTS



PUBLIC HEARING

The Governing Board of the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area will hold a public hearing on Thursday, November 18, 2004, at 2:00 p.m. in the County Commission Chambers, Stephen P. Clark Center, 111 NW First Street, Miami, Florida for the purpose of approving:

1. AIR QUALITY CONFORMITY DETERMINATION 2030 LONG RANGE TRANSPORTATION PLAN (LRTP)

The Air Quality Conformity Determination Report for the Miami-Dade Transportation Plan to the Year 2030 in compliance with the 1990 Clean Air Act Amendment requirements.

2. 2030 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE

The Miami-Dade Long Range Transportation Plan Update to the Year 2030 has been developed to guide transportation investments in Miami-Dade County through the next twenty-five years with the purpose of achieving the best possible mobility connections in the transportation system of Miami-Dade. The Proposed 2030 Plan is comprehensive in nature and include improvements to roadways, transit facilities, bicycle, pedestrian facilities, and greenways and trails. The proposed Plan contains projects totaling over \$19 billion over the next twenty-five years.

3. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

a. SR 836/I-395

This amendment will add \$54,900.00 to the current year funding of the TIP in order to advance acquisition and support right-of-way phases for the subject project.

b. Road Impact Fee District #6

The proposed amendment will include funding for traffic studies for SW 264th Street from US-1 to SW 249th Avenue and SW 211th Street from US-1 to the Florida Turnpike. These studies will be funded through the "Continuing Programs" of Resurfacing, T.O.P.I.C.S. and Traffic Control Devices under Road Impact Fee, District 6 which includes Homestead, Florida City and Unincorporated Miami-Dade County. The proposed cost for each study is \$50,000.

Copies of the LRTP and TIP are available for public inspection from the MPO Secretariat, Stephen P. Clark Center, 111 N.W. First Street, Suite 910, Miami, Florida 33128, phone: (305) 375-4507, e-mail: mpo@miamidade.gov, website: www.miamidade.gov/mpo. It is the policy of Miami-Dade County to comply with all requirements of the American with Disability Act. For sign language interpretation, please call five days in advance.

FOR IMMEDIATE RELEASE
July 7, 2004

Media Contact:
Elizabeth Rockwell
305.375.1881

**CITIZENS CAN PARTICIPATE IN THE FUTURE OF MIAMI-DADE COUNTY'S
TRANSPORTATION SYSTEM BY ATTENDING A
LONG RANGE TRANSPORTATION PLAN WORKSHOP**

(Miami-Dade County, FL) - Do you want to see more transit in your area? Would you like upgrades to your roadways? Perhaps you would like to see a bike or pedestrian trail in your neighborhood! The Miami-Dade Metropolitan Planning Organization (MPO), the agency responsible for the transportation planning process in Miami-Dade County, is updating its Long Range Transportation Plan (LRTP) and is looking for your suggestions, ideas, and comments.

The LRTP is being developed to guide federal, state, and local transportation expenditures between now and 2030. This comprehensive plan will consist of highway, transit, bicycle, pedestrian, and other type of improvements for alleviating traffic congestion.

The Plan identifies the transportation system needs and how to get there safely and efficiently. The needs of existing and future businesses and citizens are considered and a list of projects is created. Solutions will include new, creative, and innovative approaches to current transportation challenges.

Miami-Dade County has been divided into six Transportation Planning Areas (TPA) of analysis for purposes of presentation during the public meetings for the Miami-Dade Transportation Plan to the Year 2030. The six TPAs are: Beach/Central Business District (CBD); Central; Northwest; North; South; and West.

To assist the MPO in gathering citizen input, the Citizens Transportation Advisory Committee (CTAC) will be hosting the following seven public involvement workshops in the six TPAs from 6 PM to 8 PM:

- July 20, 2004 -North Dade Regional Library, 2455 NW 183 Street, Miami, FL 33056
- July 20, 2004 -Miami Lakes Library, 6699 Windmill Gate Road, Miami Lakes, FL 33014
- July 21, 2004 -Miami Beach City Hall, 1700 Convention Center Drive, Miami Beach, FL 33139
- July 21, 2004 -West Kendall Regional Library, 10201 Hammocks Blvd., Miami, FL 33196
- July 22, 2004 -South Miami City Hall, 6130 Sunset Drive, South Miami, FL 33143
- July 22, 2004 -Homestead City Hall, 790 North Homestead Blvd., Homestead, FL 33030
- July 26, 2004 -Joseph Caleb Center, 5400 NW 22nd Avenue, Miami, Florida 33142

All interested parties are invited to attend. For further information, please contact the MPO Secretariat at (305) 375-4507, e-mail: mipo@miamidade.gov, or visit the website at www.miamidade.gov/mipo.

###



FATIGE AK TOUT TRAKA SIKILAYON MALOUK?

ÈDE RETIRE MALOUK LA LADAN LA

Vini an Pèsòn Oswa konekta sou Televizyon Miami-Dade
Reyini Ansanm Ak Vwazen Nou Yo Pa telefòn, Faks, oswa Imel
Pou Yon Reyinyon Patispasyon An Dirèk Sou
Pwogram Amelyorasyon Transpòtasyon (TIP)
ak Plan Transpòtasyon A Lon Tèm (LRTP)

Nou bezwen pawòl pa nou nan koze an!

Mèkredi, 24 Mas 2004

6:00 p.m. a 8:00 p.m.

Sal Konferans Komisyon (BCC Chambers)

Stephen P. Clark Center

111 N.W. 1 Street



- RELE (305) 375-1843
- E-MAIL mpo@miamidade.gov
- FAKS (305) 375-4950

PATWONE PA KOMITE KONSÉY SITWAYEN POU TRANSPÒTASYON (CTAC),
KOMITE KONSÉY BISIKLET AK MOJIN APYE (BPAC) AK KOMITE REVIZYON ESTETIK TRANSPÒTASYON (TARC),
YON KOPI TIP A DISPONIB POU NOU WÈ OSWA TELECHAJE SOU WWW.MIAMIDADE.GOV/MPD

download the bid package (s) free of charge, from our Website (www.miami-dade.gov/dpm/) under "Solicitations Online". Bid/proposals must be submitted in a sealed envelope or container and will be opened promptly at the submittal deadline. Bids/proposals received after the first bid/proposal envelope or container has been opened will not be opened or considered. The responsibility for submitting a bid proposal to Miami-Dade County on or before the stated time and date, is solely and strictly the responsibility of the bidder. Miami-Dade County is not responsible for delays caused by any mail, package or courier service, including the U.S mail, or caused by any other Bid proposals from prospective vendors must be received in the Clerk of the Board Office located at 111NW 1st Street, 17th Floor, Suite 202, Miami, FL 33128, by no later than 2:00PM on the bid opening date in order to be considered. This bid solicitation is subject to the "Cone of Silence" in accordance with County Ordinance No.98-106.

**The following bid (s) will open at 2:00 PM on
Wednesday April 07, 2004.**

1767-WS **AIR COMPRESSORS, TRAILER** Cost \$10.00
MOUNTED (250 SCFM MODEL)

6740-2/07-0TR **RECORD STORAGE CONTAINERS** Cost \$10.00
WITH DETACHABLE LIDS
The contract includes Bid Preference Provisions for Certified Black Business Enterprises (BBE'S).

7587-0/09 **BLOWERS (Industrial type),** Cost \$10.00
EXHAUST FANS, AIR CURTAINS & ACCESSORIES

7590-3/08.ORT **LANDSCAPING & LAWN** Cost \$10.00
MAINTENANCE SERVICE
For Human Services Departement.

This contract requires Insurance.
A pre-bid conference will be held on Tuesday March 23, 2004 at 10:00 AM at the Opalocka Center located at 16405 NW 25th Avenue, Miami, FL. Attendance is mandatory. For specific sites, dates & start locations please see paragraph 2-8 on the Special Conditions of the Bid Package.

Haiti en Marche Vol XV No. 7
Jeudi 17 Mars 2004



FATIGE AK TOUT TRAKA SIKILAYON MALOUK?

EDE RETIRE MALOUK LA LADAN LI

**Vini an Pèsòn Oswa konekte sou Televizyon Miami-Dade
Reyini Ansanm Ak Vwazen Nou Yo Pa telefòn, Faks, oswa Imel
Pou Yon Reyinyon Patisipasyon An Dirèk Sou
Pwogram Ameyorasyon Transpòtasyon (TIP)
ak Plan Transpòtasyon A Lon Tèm (LRTP)**

Nou bezwen pawòl pa nou nan koze an!

Mèkredi, 24 Mas 2004

6:00 p.m. a 8:00 p.m.

Sal Konferans Komisyon (BCC Chambers)

Stephen P. Clark Center

111 N.W. 1 Street



- RELE (305) 375-1843
- E-MAIL mpo@miamidade.gov
- FAKS (305) 375-4950

PATWONE PA KOMITE KONSÉY SITWAYEN POU TRANSPÒTASYON (CTAC),
KOMITE KONSÉY BISIKLÈT AK MOUN APYE (BPAC) AK KOMITE REVIZYON ESTETIK TRANSPÒTASYON (TARC)
YON KOPI TIP A DISPONIB POU NOU WÈ OSWA TELECHAJE SOU WWW.MIAMIDADE.GOV/MPO

cord

and ended up forcing me to spend money on weapons that don't fill a vital need in these times of tight budgets and new requirements."

He was particularly critical of members of Congress who engage in pork barrel politics by pressuring the Defense Department to move forward on the development of the M-1 tank and the F-14 and F-16 fighters and other weapons that "we have enough of."

Although military spending represents only 20 percent of the federal budget, it eats up approximately half of all federal discretionary spending.

With so much being spent on the military, growing federal deficits fueled by tax cuts that primarily benefits the wealthy, Bush is particularly vulnerable on domestic issues. A recent USA Today/CNN poll shows Kerry leading Bush 52 percent to 44 percent, largely because the public believes Kerry will do a better job of handling such issues as the economy, health care, education and Social Security. Bush's overall rating in the USA Today poll was 49 percent, matching his lowest rating in late January.

Republicans plan to spend \$133 million over the next few months to "redefine" Senator Kerry. If this is typical of the way they plan to do that, they are not trying to "redefine" Kerry, they are trying to mis-define him.



Tired of the Traffic Tie-up?

HELP UNDO THE KNOT

Come In Person Or Tune Into Miami-Dade Television (Ch. 34, or check your cable system for channel) Join Your Neighbors By Phone, Fax or E-mail For A Live Interactive Meeting On The Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

WE NEED YOUR INPUT!

Wednesday, March 24, 2004

6:00 p.m. to 8:00 p.m.

**Commission Chambers (Downtown Miami)
Stephen P. Clark Center
111 N.W. 1 Street**



- CALL (305) 375-1843
- E-MAIL mpo@miamidade.gov
- FAX (305) 375-4950

CO-HOSTED BY CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC), BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) & TRANSPORTATION AESTHETICS REVIEW COMMITTEE (TARC). A DRAFT OF THE TIP MAY BE VIEWED AND/OR DOWNLOADED AT www.miamidade.gov/moe

Walgreens

Sale Thursday, March 18 thru Saturday, March 20, 2004

and much more!



Walgreens Coupon
Sale Thurs. 3/18 thru Sat. 3/20/04



Tired of the Traffic Tie-up?

HELP UNDO THE KNOT

Come In Person Or Tune Into Miami-Dade Television
(Ch. 34, or check your cable system for channel)
Join Your Neighbors By Phone, Fax or E-mail
For A Live Interactive Meeting On The
Transportation Improvement Program (TIP) and
the Long Range Transportation Plan (LRTP).

WE NEED YOUR INPUT!

Wednesday, March 24, 2004

6:00 p.m. to 8:00 p.m.

Commission Chambers (Downtown Miami)

Stephen P. Clark Center

111 N.W. 1 Street



- CALL (305) 375-1843
- E-MAIL mpo@miamidade.gov
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CO-HOSTED BY CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC), BICYCLE
PEDESTRIAN ADVISORY COMMITTEE (BPAC) & TRANSPORTATION AESTHETICS
REVIEW COMMITTEE (TARC). A DRAFT OF THE TIP MAY BE VIEWED AND/OR
DOWNLOADED AT www.miamidade.gov/mpo

The Miami Herald
The Herald BROWARD

el Nuevo Herald

PUBLISHED DAILY

MIAMI, FLORIDA

STATE OF FLORIDA
COUNTY OF DADE

Before the undersigned authority personally appeared:

Sonia Correa

who on oath says that she is an


Account Executive

of The Miami Herald, a daily newspaper published at Miami in Dade County, Florida; that the advertisements for **Miami-Dade County** appeared in said newspaper in the issues of:

Beach Neighbors, March 21st, 2004, Pg. 29SO

Affidavit further says that the said Miami Herald is a newspaper published at Miami, in the said Dade County, Florida and that the said newspaper has heretofore been continuously published in said Dade County, Florida, each day and has been entered as second class mail matter at the post office in Miami, in said Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement.



 Norma M Lugg
My Commission DD077077
Expires March 5, 2006

Sworn to and subscribed before me

This 22nd day of March, 2004

The Miami Herald
The Herald BROWARD

el Nuevo Herald

PUBLISHED DAILY

MIAMI, FLORIDA

STATE OF FLORIDA
COUNTY OF DADE

Before the undersigned authority personally appeared:

Sonia Correa

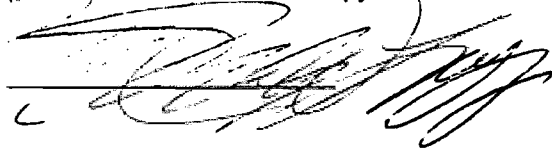
who on oath says that she is an

Account Executive

of The Miami Herald, a daily newspaper published at Miami in Dade County, Florida; that the advertisements for **Miami-Dade County** appeared in said newspaper in the issues of:

El Nuevo Herald, March 21st, 2004, Pg. 22A

Affidavit further says that the said Miami Herald is a newspaper published at Miami, in the said Dade County, Florida and that the said newspaper has heretofore been continuously published in said Dade County, Florida, each day and has been entered as second class mail matter at the post office in Miami, in said Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement.



Norma M Lugg
My Commission DD077077
Expires March 5, 2008

Sworn to and subscribed before me

This 22nd day of March, 2004

The Miami Herald
The Herald BRUNNEN

el Nuevo Herald

PUBLISHED DAILY

MIAMI, FLORIDA

STATE OF FLORIDA
COUNTY OF DADE

Before the undersigned authority personally appeared:

Sonia Correa

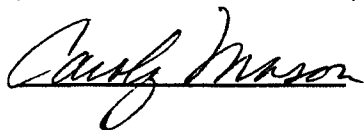
who on oath says that she is an

Account Executive

of The Miami Herald, a daily newspaper published at Miami in Dade County, Florida; that the advertisements for **Miami-Dade County** appeared in said newspaper in the issues of:

Beach Neighbors, March 21st, 2004, Pg. 20MB
North Neighbors, March 21st, 2004, Pg. 18N
North Central Neighbors, March 21st, Pg. 12NC
North West Neighbors, March 21st, Pg. 12NW
East Neighbors, March 21st, 2004, Pg. 10E
West Neighbors, March 21st, 2004, Pg. 17W
South Neighbors, March 21st, 2004, Pg. 29SO

Affidavit further says that the said Miami Herald is a newspaper published at Miami, in the said Dade County, Florida and that the said newspaper has heretofore been continuously published in said Dade County, Florida, each day and has been entered as second class mail matter at the post office in Miami, in said Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement.



Sworn to and subscribed before me

This 31st day of March, 2004



Carolyn Mason
MY COMMISSION # DD148187 EXPIRES
September 6, 2006
BONDED THRU TROY FAIN INSURANCE, INC.



¿Cansado de las congestiones del tránsito?

Contribuya a acabar con los "tranques"

**Acuda en persona o sintonice a Miami-Dade Televisión
(Canal 34 o averigüe el número para el canal en
su sistema de televisión por cable)**

**Únase a sus vecinos por teléfono, fax o correo
electrónico en una reunión interactiva en vivo del
Programa de Obras en el Transporte (TIP, sus siglas en
Inglés) y el Plan de Transporte a Largo Plazo (LRTP)**

¡NECESITAMOS SU PARTICIPACIÓN!

**El miércoles 24 de marzo del 2004
de 6:00 p.m a 8:00 p.m.
en el auditorio de la Junta de Comisionados
del Condado ("downtown" de Miami)
Centro Stephen P. Clark, 111 NW 1ra Calle**



Haga saber su parecer
POR TELÉFONO AL (305) 375-1843
POR CORREO ELECTRÓNICO AL:
mpo@miamidade.gov
POR FAX AL (305) 375-4950

TAMBIÉN AUSPICIAN EL COMITÉ CÍVICO CONSULTIVO DE TRANSPORTE (CTAC, su sigla en inglés), EL COMITÉ CONSULTIVO PARA CICLISTAS Y PEATONES (BPAC, su sigla en inglés) y el COMITÉ DE REVISIÓN ESTÉTICA DEL TRANSPORTE (TARC, su sigla en inglés) PARA VER O BAJAR LA PROPUESTA PARA EL TIP, ACUDA A WWW.MIAMIDADE.GOV/IMPO

APPENDIX O
MPO YEAR 2030 LRTP ADOPTION RESOLUTIONS

MPO RESOLUTION # 39-04

RESOLUTION APPROVING THE AIR QUALITY CONFORMITY DETERMINATION REPORT FOR THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2030

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process, and

WHEREAS, the Transportation Planning Council has been established and charged with the responsibility and duty of fulfilling the aforementioned functions, and

WHEREAS, the TPC has reviewed the air quality conformity determination and finds it consistent with the federal and state requirements, and

WHEREAS, statutory regulations governing the MPO program require that the urban area long range transportation plan be the subject of a major update every three years and comply with the requirements of the Clean Air Act Amendment of 1990, and

WHEREAS, the Federal Clean Air Act Amendment require that "No department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for license or permit, or approve an activity which does not conform to an implementation plan after it has been approved or promulgated under Section 110"; and

WHEREAS, "No Metropolitan Planning Organization designated under Title 23 of the U.S. Code, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under Section 110"; and

WHEREAS, the federal air quality conformity regulation (40 Code of Federal Regulations Part 51. subpart T) requires that the conformity of the currently conforming Transportation Improvement Program (TIP) must be redetermined within six months from the date of adoption of a new or revised long range plan by MPO (40 CFR 51, 400).

WHEREAS, the projects contained in the 2030 Transportation Plan and its subset, the FY 2005-2009 TIP, do not contradict in a negative manner any specific requirements or commitments contained in the State Implementation Plan (SIP); and

WHEREAS, the Environmental Protection Agency (EPA) Conformity Rule requires that transportation plans contribute to reductions in volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions in future years compared against an emissions budget; and

WHEREAS, the emissions modeling is consistent with the most recent population, employment and travel congestion estimates; and

WHEREAS, the 2025 Transportation Plan and its subset, the FY 2005-2009 TIP, would result in less VOCs and NOx emissions in all future years when compared against 1990 Base Year emissions for the Miami Urbanized area; and

WHEREAS, the emissions associated the 2030 Transportation Plan does not exceed any of the VOCs or NOx emissions budget contained in the State Implementation Plan for the Miami Urbanized Area; and

WHEREAS, the TPC has documented that the contents of the transportation plan meet the requirements of 40 CFR 93.106. and that the emission budgets used in the conformity analysis are those contained in the SIP's approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the Miami-Dade Transportation Plan to the Year 2030 Air Quality Conformity Determination Report and the air quality conformity redetermination for current fiscal year 2005-2009 Transportation Improvement Program is hereby approved.

The foregoing resolution was offered by Board Member Javier D. Souto who moved its adoption. The motion was seconded by Board Member Dorrin D. Rolle, and upon being put to a vote, the vote was as follows:

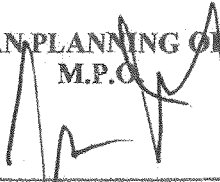
Chairperson

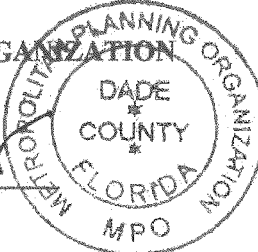
Barbara M. Carey-Shuler, Ed.D-Absent

Board Member Bruno A. Barreiro	-Aye	Board Member Joe A. Martinez	-Absent
Board Member Joe J. Celestin	-Absent	Board Member Raul L. Martinez	-Absent
Board Member Jose "Pepe" Diaz	-Absent	Board Member Dennis C. Moss	-Aye
Board Member Manuel A. Diaz	-Aye	Board Member Dorrin Rolle	-Aye
Board Member Shirley M. Gibson	-Absent	Board Member Natacha Seijas	-Aye
Board Member Carlos A. Gimenez	-Aye	Board Member Darryl K. Sharpton	-Aye
Board Member Perla T. Hantman	-Absent	Board Member Jose Smith	-Aye
Board Member Sally A. Heyman	-Aye	Board Member Katy Sorenson	-Aye
Board Member Barbara J. Jordan	-Aye	Board Member Rebeca Sosa	-Absent
Board Member William H. Kerdyk	-Absent	Board Member Javier D. Souto	-Aye
Board Member M. Ronald Krongold	-Aye		

The Chairperson thereupon declared the resolution duly passed and approved this 18th day of November, 2004.

METROPOLITAN PLANNING ORGANIZATION
M.P.O.

By  _____
Jose-Luis Mesa
MPO Secretariat



MPO RESOLUTION # 40-04

RESOLUTION APPROVING THE MIAMI-DADE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process, and

WHEREAS, the Transportation Planning Council has been established and charged with the responsibility and duty of fulfilling the aforementioned functions, and

WHEREAS, statutory regulations governing the MPO program require that the urban area Long Range Transportation Plan be the subject of a major update every three years, and

WHEREAS, the TPC has reviewed the Transportation Plan made a part hereof and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the Year 2030 Long Range Transportation Plan (LRTP) Update is hereby approved.

SECTION 2. That the SW 137th Avenue Project is removed from the proposed 2030 LRTP and that staff provide the Board with a land-use analysis for this project.

The foregoing resolution was offered by Board Member Natcha Seijas who moved its adoption. The motion was seconded by Board Member Bruno A. Barreiro, and upon being put to a vote, the vote was as follows:

Chairperson

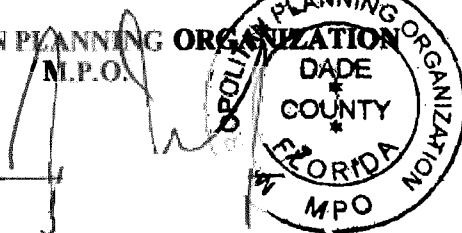
Barbara M. Carey-Shuler, Ed.D-Absent

Board Member Bruno A. Barreiro	-Aye	Board Member Joe A. Martinez	-Absent
Board Member Joe J. Celestin	-Absent	Board Member Raul L. Martinez	-Absent
Board Member Jose "Pepe" Diaz	-Absent	Board Member Dennis C. Moss	-Aye
Board Member Manuel A. Diaz	-Aye	Board Member Dorrin Rolle	-Aye
Board Member Shirley M. Gibson	-Absent	Board Member Natacha Seijas	-Aye
Board Member Carlos A. Gimenez	-Aye	Board Member Darryl K. Sharpton	-Aye
Board Member Perla T. Hantman	-Absent	Board Member Jose Smith	-Aye
Board Member Sally A. Heyman	-Aye	Board Member Katy Sorenson	-Aye
Board Member Barbara J. Jordan	-Aye	Board Member Rebeca Sosa	-Absent
Board Member William H. Kerdyk	-Absent	Board Member Javier D. Souto	-Aye
Board Member M. Ronald Krongold	-Aye		

The Chairperson thereupon declared the resolution duly passed and approved this 18th day of November, 2004.

METROPOLITAN PLANNING ORGANIZATION M.P.O.

By _____



APPENDIX P
MPO SUBCOMMITTEE AGENDAS



Chairperson
Michael Moore

Members
Frank Baron
Chuck Blowers
Jeff Cohen
Bruce Coward
Wilson Fernandez
David Fialkoff
Carl Filer
Mario G. Garcia
David Henderson
Marie Jarman
Amelia Johnson
Henry Johnson
David Korros
Delfin Molins
Kent Rice
Carlos Roa
Manuel A. Rodriguez
Jesus Sanchez
Vivian G. Villaamil
Mark R. Woerner

Non-Voting Members
Ossama Al-Aschkar
Willie Duckworth
Christina Miskis

Alternates
Frank Baumann
Bob Cincotta
Bob Daniels
Mayra Diaz
Karen McGuire
Lilia Medina
José A. Ramos

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mmoore@miamidade.gov
www.miamidade.gov/mpo

MEETING OF WEDNESDAY, October 29, 2003 AT 2 PM

**LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
Conference Room 12-1

PRELIMINARY AGENDA

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES**
 - September 23, 2003
- III. STATUS REPORT ON CURRENT WORK**
 - a. MPO and Consultant Team Work Progress
 - i. Air Quality Brochure
 - ii. Public Involvement
 - iii. Socioeconomic Data
 1. ZDATA1 Population
 2. ZDATA2 Employment Data
 3. Schools
 - b. Modeling Subcommittee
 - i. Status of Base Year Network
 - ii. Lifestyle Trip Generation Model
- IV. DISCUSSION ITEMS**
 - Proposed LRTP Amendment Process
- V. ACTION ITEMS**
 - Goals and Objectives
- VI. INFORMATION ITEMS**
 - a. TransPlex2003 Conference
 - b. Transit Corridor Workshop & MPO meeting
 - c. Gannett Fleming FTP Site
- VII. NEXT MEETING**

TUESDAY, DECEMBER 9, 2003 – CONFERENCE ROOM 18-2



Chairperson
Michael Moore

Members
Frank Baron
Chuck Blowers
Jeff Cohen
Bruce Coward
Wilson Fernandez
David Fialkoff
Carl Filer
Mario G. Garcia
David Henderson
Marie Jarman
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MEETING OF TUESDAY, December 9, 2003 AT 2 PM

**LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
Conference Room 18-2

PRELIMINARY AGENDA

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES**
 - October 29, 2003
- III. STATUS REPORT ON CURRENT WORK**
 - a. MPO and Consultant Team Work Progress
 - i. Air Quality Brochure
 - ii. Public Involvement
 - iii. Revised Socioeconomic Data
 1. ZDATA1 Population
 2. ZDATA2 Employment Data
 - b. Modeling Subcommittee
 - i. Traffic Counts
 - ii. Highway Network
 - iii. Transit Network
 - iv. Preliminary Validation Results
- IV. INFORMATION ITEMS**
 - a. Model Task Force
 - b. December MPO Meeting
 - i. Goals and Objectives
 - ii. Proposed LRTP Amendment Process
- V. NEXT MEETING**

WEDNESDAY, JANUARY 28, 2004



Chairperson
Michael Moore

Members
Frank Baron
Chuck Blowers
Jeff Cohen
Bruce Coward
Wilson Fernandez
David Fialkoff
Carl Filer
Mario G. Garcia
David Henderson
Marie Jarman
Amelia Johnson
Henry Johnson
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MEETING OF WEDNESDAY, January 28, 2004 AT 2 PM

**LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
Conference Room 18-2

PRELIMINARY AGENDA

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES**
 - December 9, 2003
- III. STATUS REPORT ON CURRENT WORK**
 - a. MPO and Consultant Team Work Progress
 - i. Air Quality Brochure
 - ii. Public Involvement
 - iii. Socioeconomic Data
 1. 2000 SE Data Review (Per Frank's request)
 2. 2030 SE Data Status
 - b. Model Validation
 - c. E + C Network Status of Base Year Network
 - i. Highway Network
 - ii. Transit Network
- IV. DISCUSSION ITEMS**
 - Non Motorized Vehicles
- V. ACTION ITEMS**
- VI. INFORMATION ITEMS**
- VII. NEXT MEETING**

TUESDAY, February 17, 2003 – CONFERENCE ROOM 18-4



Chairperson
Carlos Roa

Members

Frank Baron
Chuck Blowers
Winsome Bowen
Jeff Cohen
Bruce Coward
Wilson Fernandez
Carl Filer
Mario G. Garcia
David Henderson
Amelia Johnson
David Korros
Alfred Lurigados
Lilia Medina
Delfin Molins
Kent Rice
Jonathan Roberson
Manuel A. Rodriguez
Vivian G. Villaamil
Mark R. Woerner

Non-Voting Members

Ossama Al-Aschkar
Willie Duckworth
Christina Miskis

Alternates

Bill Austin
Paola Baez
Frank Baumann
Arturo Bolivar
Bob Daniels
Mayra Diaz
Marie Jarman
Karen McGuire
José A. Ramos

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MEETING OF Tuesday September 22, 2004 AT 10:00 AM

**LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
12 Floor Front Conference Room

PRELIMINARY AGENDA

I. APPROVAL OF AGENDA

II. APPROVAL OF MINUTES

- August 16, 2004 Steering Committee No. 14
- August 24, 2004 Steering Committee No. 15

III. DISCUSSION ITEMS

- 2030 LRTP Cost Feasible Plan Priorities
- Regional Plan
- Air Quality Determination
- TPC / MPO Meeting
- Other

IV. NEXT MEETING

No additional meetings are scheduled. The MPO Project Manager will notify you if additional meetings are scheduled.



**Citizens' Transportation
Advisory Committee**
of the Miami-Dade Metropolitan
Planning Organization

Chairperson
Mike Hatcher

First Vice-Chairperson
Norman Wartman

Second Vice-Chairperson
Naomi Wright

Members

Rolando Acosta
Andrew Burgess
Wendy Carr
Kenneth Carsto
Rafael Casals
Joseph M. Corradino
José de Almagro
Carlos Diaz Padron
Willie Duckworth
Daniel Fils-Aime
Joseph Fontana
José Garrido
Hudson Gaulman, Jr.
Mac Glasgow
Frank Hernandez
Peggy Hollander
Ramon Irigoyen
Marlon L. Kelly, Sr.
Mario Martinez-Malo
Kimberly Miller
Martin Nash
Emma Pringle
Ramon Ramos
Paul Schwiep
Lee Swerdlin
Janak Thakkar
Jeffrey Wander
John Westbrook
Andrea Young
Frank Zeinali

Honorary Member
Dorothy Cissel (*late*)

Contact Information

Elizabeth Rockwell
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305.375.4950 (fax)
erock@miamidade.gov
www.miamidade.gov/mpo



MEETING OF WEDNESDAY, OCTOBER 6, 2004
FROM 5:30 – 8:00 PM

CITIZENS' TRANSPORTATION ADVISORY COMMITTEE

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
18th FLOOR – ROOM 2 (18-2)

JOINT SUBCOMMITTEE

Agenda

- I. APPROVAL OF FULL AGENDA**
- II. COMMENTS FROM PUBLIC – 3 Minutes Each**

SPECIAL SUBCOMMITTEE

Subcommittee Chair: Mr. Mike Hatcher

- 1. MIAMI-DADE COUNTY LONG RANGE TRANSPORTATION PLAN
UPDATE TO THE YEAR 2030 – Carlos Roa**
- 2. PTP MATCHING FEDERAL FUNDS UPDATE**
- 3. ADJOURN SUBCOMMITTEE**

TRANSIT SUBCOMMITTEE

Subcommittee Chair: Mr. Lee Swerdlin

- 1. MIAMI BEACH ELECTROWAVE SYSTEM STUDY UPDATE**
- 2. ADJOURN SUBCOMMITTEE**

III. NEW BUSINESS TO BE PLACED ON THE CTAC WORKING LIST

IV. ADJOURNMENT



**Citizens' Transportation
Advisory Committee**
of the Miami-Dade Metropolitan
Planning Organization

Chairperson
Mike Hatcher

First Vice-Chairperson
Norman Wartman

Second Vice-Chairperson
Naomi Wright

Members

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Andrew Burgess
Wendy Carr
Kenneth Carsto
Rafael Casals
Joseph M. Corradino
José de Almagro
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Willie Duckworth
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Joseph Fontana
José Garrido
Hudson Gaulman, Jr.
Mac Glasgow
Frank Hernandez
Peggy Hollander
Ramon Irigoyen
Marlon L. Kelly, Sr.
Mario Martinez-Malo
Kimberly Miller
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Dorothy Cissel (*late*)

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MEETING OF WEDNESDAY, OCTOBER 20, 2004 AT 5:30 – 8:00 PM

**CITIZENS' TRANSPORTATION ADVISORY
COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
COUNTY COMMISSION CHAMBERS

AGENDA

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES - *Meeting of September 22, 2004***
- III. WELCOME NEW MEMBERS**
- IV. PUBLIC COMMENT - *3 Minutes Each Speaker***
- V. DRAFT RESOLUTIONS FROM SUBCOMMITTEE**
 - A. CTAC RESOLUTION 23-04 RECOMMENDING APPROVAL OF THE LONG RANGE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030 AND CERTIFYING COMPLIANCE WITH THE CLEAN AIR ACT AMENDMENT OF 1990**
- VI. ACTION ITEMS**
 - A. DISCUSSION ON RESOLUTION REGARDING STUDYING SCHOOL FLASHERS – *Mike Hatcher***
- VII. INFORMATION ITEMS**
 - A. MIAMI BEACH ELECTROWAVE SYSTEM STUDY UPDATE – *Steve Reich, CUTR***
 - B. EVERGLADES SKYWAY PRESENTATION – *Jonathan Ullman, Sierra Club***
- VIII. CHAIRMAN'S REPORT TO THE COMMITTEE**
- IX. CTAC SECRETARIAT'S REPORT**
- X. MEMBER REPORTS ON OTHER MEETINGS RELATED TO TRANSPORTATION**
- XI. NEW BUSINESS TO BE PLACED ON THE CTAC WORKING LIST**
- XII. ADJOURNMENT**

MPO Committee Meeting Dates:

CTAC Subcommittee	11/03/04
CTAC Full Committee	11/17/04
MPO Governing Board	11/18/04
TPC	11/08/04
TPTAC	No Meeting
BPAC	11/17/04
TARC	11/03/04



Chairperson
Michael Moore

Members
Frank Baron
Chuck Blowers
Jeff Cohen
Bruce Coward
Wilson Fernandez
David Fialkoff
Carl Filer
Mario G. Garcia
David Henderson
Marie Jarman
Amelia Johnson
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www.miamidade.gov/mpo

MEETING OF WEDNESDAY, October 29, 2003 AT 2 PM

**LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
Conference Room 12-1

PRELIMINARY AGENDA

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES**
 - September 23, 2003
- III. STATUS REPORT ON CURRENT WORK**
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- IV. DISCUSSION ITEMS**
 - Proposed LRTP Amendment Process
- V. ACTION ITEMS**
 - Goals and Objectives
- VI. INFORMATION ITEMS**
 - a. TransPlex2003 Conference
 - b. Transit Corridor Workshop & MPO meeting
 - c. Gannett Fleming FTP Site
- VII. NEXT MEETING**

TUESDAY, DECEMBER 9, 2003 – CONFERENCE ROOM 18-2



**Transportation Planning
Council**
of the Miami-Dade
Metropolitan Planning
Organization

Chairperson
Jose Luis Mesa

Aviation
Angela Gittens

DERM
John Renfrow

MDX
Servando M. Parapar

Public Schools
Vivian Villaamil

Planning & Zoning
Diane O'Quinn-Williams

Public Works
Aristides Rivera

Seaport
Charles A. Towsley

Transit
Roosevelt Bradley

Dade League of Cities
Gary Brown

City of Hialeah
Jorge E. Hernandez

City of Miami
Mary H. Conway

City of Miami Gardens
Jay Marder

City of North Miami
Clarence Patterson

City of Miami Beach
Fred Beckman

SRFTA (Tri-Rail)
Michael Williams

Florida D.E.P.
Bruce Offord

Florida D.O.T.
Gary L. Donn
Javier Rodriguez

Contact information

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mpo@miamidadade.gov

www.co.miami-dade.fl.us/mpo



MEETING OF MONDAY NOVEMBER 8th, 2004 AT 2:00 PM

TRANSPORTATION PLANNING COUNCIL

STEPHEN P. CLARK CENTER
111 NW FIRST STREET

18th FLOOR CONFERENCE ROOM 2

AGENDA

I. APPROVAL OF AGENDA

II. APPROVAL OF MINUTES

- Meeting of October 12, 2004

III. MPO COMMITTEES UPDATE

- A. CITIZEN TRANSPORTATION ADVISORY COMMITTEE (CTAC)
- B. BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)
- C. TRANSPORTATION AESTHETICS REVIEW COMMITTEE (TARC)
- D. FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC)

IV. ACTION ITEMS

A. 2030 LONG RANGE TRANSPORTATION PLAN (LRTP) AIR QUALITY CONFORMITY DETERMINATION

RESOLUTION RECOMMENDING APPROVAL OF THE AIR QUALITY CONFORMITY DETERMINATION REPORT FOR THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2030 (*MPO SECRETARIAT*)

B. 2030 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE RESOLUTION RECOMMENDING APPROVAL OF THE MIAMI-DADE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030 (*MPO SECRETARIAT*)

C. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO FISCAL YEAR 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FOR TRAFFIC STUDIES FOR SW 264TH STREET FROM US-1 TO SW 149TH AVENUE AND SW 211TH STREET FROM US-1 TO THE FLORIDA TURNPIKE (*PUBLIC WORKS DEPARTMENT*)

D. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FUNDING TO STATE ROAD 836/I-395 PROJECT TO ACCOMPLISH THE ADVANCED ACQUISITION AND SUPPORT OF RIGHT-OF-WAY PHASES (*FLORIDA D.O.T*)

E. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE FUNDING FOR IMPROVEMENTS ON STATE ROAD 856/WILLIAM LEHMAN CAUSEWAY (*FLORIDA D.O.T.*)

F. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE ROLL-FORWARD PROJECTS THAT WERE ORIGINALLY SCHEDULED IN THE STATE FISCAL YEAR 2004 TIP FOR AUTHORIZATION AND WERE NOT OBLIGATED BY JUNE 30, 2004 (*FLORIDA D.O.T.*)

- G. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE THE MIAMI INTERMODAL CENTER- EARLINGTON HEIGHTS METRORAIL CONNECTOR (*FLORIDA D.O.T.*)
- H. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE THE KENDALL TOWN CENTER- TRANSIT HUB (*FLORIDA D.O.T.*)
- I. AMENDMENT TO THE FORMAT OF THE MUNICIPAL GRANT PROGRAM INTERLOCAL AGREEMENTS**
RESOLUTION AMENDING THE MUNICIPAL GRANT PROGRAM AWARD GRANT APPLICATION PROCEDURE TO INCLUDE NEW REQUIREMENTS (*MPO SECRETARIAT*)
- J. AMENDMENT TO THE TRANSPORTATION ENHANCEMENTS PROGRAM REQUIREMENTS**
RESOLUTION ENDORSING AN AMENDMENT TO THE TRANSPORTATION ENHANCEMENTS PROGRAM PROCESS TO INCLUDE CRITERIA THAT ENSURE PROJECTS ARE IMPLEMENTED IN A TIMELY MANNER (*MPO SECRETARIAT*)
- K. INTERLOCAL AGREEMENT**
RESOLUTION RECOMMENDING APPROVAL OF AN INTERLOCAL AGREEMENT BETWEEN THE METROPOLITAN PLANNING ORGANIZATION (MPO) AND FLORIDA INTERNATIONAL UNIVERSITY (FIU) METROPOLITAN CENTER TO PREPARE THE ANNUAL AND QUARTERLY MPO NEWSLETTER (*MPO SECRETARIAT*)
- L. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**
RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FROM ROAD IMPACT FEE DISTRICT 6 FOR IMPROVEMENTS ON CARD SOUND ROAD FROM US-1 TO MIAMI- DADE/MONROE COUNTY LINE (*PUBLIC WORKS DEPARTMENT*)
- V. INFORMATION ITEMS**

 - A. REQUEST BY CITT TO EXPAND THE SCOPE OF THE PROPOSED SCHOOL FLASHING SIGNALS STUDY**
 - B. FDOT DRAFT STRATEGIC INTERMODAL SYSTEM (SIS): STATUS REPORT**
 - C. SUNNY ISLES BEACH PEDESTRIAN/BICYCLE GREENWAY BRIDGE FEASIBILITY STUDY**
 - D. CONNECTING TRANSIT CENTERS STUDY**
 - E. RAIL CONVERTIBILITY STUDY RECOMMENDATIONS**
- VI. CORRESPONDENCE**



METROPOLITAN PLANNING ORGANIZATION GOVERNING BOARD

MEETING OF THURSDAY, NOVEMBER 18, 2004 AT 2:00 PM

Chairperson
Barbara Carey-Shuler,
Ed.D.

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
COUNTY COMMISSION CHAMBERS

Voting Members
Bruno A. Barreiro
Joe J. Celestin
Jose "Pepe" Diaz
Manuel A. Diaz
Betty T. Ferguson
Shirley M. Gibson
Perla T. Hantman
Sally A. Heyman
William H. Kerdyk
M. Ronald Krongold
Joe A. Martinez
Raul L. Martinez
Jimmy L. Morales
Dennis C. Moss
Dorrian D. Rolle
Natacha Seijas
Darryl K. Sharpton
Jose Smith
Katy Sorenson
Rebeca Sosa
Javier D. Souto

Non-Voting Members
(FDOT District VI)
John Martinez, P.E.
Gary L. Donn, P.E.

County Mayor
Alex Penelas

County Manager
George M. Burgess

**Assistant County
Manager**
Bill Johnson

**MPO Secretariat
Director**
Jose Luis Mesa, Ph.D.

Contact information
Miami-Dade MPO
111 NW First Street
Suite 910
Miami, Florida 33128
305.375.4507
305.375.4950 (fax)
mpo@miamidade.gov
www.miamidade.gov/mpo

AGENDA

1. APPROVAL OF AGENDA
2. APPROVAL OF MINUTES
 - October 18, 2004
3. MPO COMMITTEES AND SPECIAL REPORTS
 - a. CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)
 - b. TRANSPORTATION AESTHETICS REVIEW COMMITTEE (TARC)
 - c. BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)
 - d. FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC)
 - e. MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)
 1. MDX Status Report
 2. Presentation on State Road 836 Extension to 137th Avenue
4. PUBLIC HEARING ITEMS:
 - a. **2030 LONG RANGE TRANSPORTATION PLAN (LRTP) AIR QUALITY CONFORMITY DETERMINATION**
RESOLUTION APPROVING THE AIR QUALITY CONFORMITY DETERMINATION REPORT FOR THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2030
 - b. **2030 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE**
RESOLUTION APPROVING THE MIAMI-DADE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030
 - c. **FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION APPROVING AN AMENDMENT TO FISCAL YEAR 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FOR TRAFFIC STUDIES FOR SW 264TH STREET FROM US-1 TO SW 149TH AVENUE AND SW 211TH STREET FROM US-1 TO THE FLORIDA TURNPIKE
 - d. **FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION APPROVING AN AMENDMENT TO THE FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FUNDING TO STATE ROAD 836/I-395 PROJECT FOR THE ADVANCED ACQUISITION AND SUPPORT OF RIGHT-OF-WAY PHASES
 - e. **FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION APPROVING AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE FUNDING FOR IMPROVEMENTS ON STATE ROAD 856/WILLIAM LEHMAN CAUSEWAY

5. ACTION ITEM:

a. INTERLOCAL AGREEMENT

RESOLUTION APPROVING AN INTERLOCAL AGREEMENT BETWEEN THE METROPOLITAN PLANNING ORGANIZATION AND FLORIDA INTERNATIONAL UNIVERSITY (FIU) METROPOLITAN CENTER TO PREPARE THE ANNUAL AND QUARTERLY MPO NEWSLETTERS

6. REPORTS:

a. MPO BOARD MEMBERS

1. Request by Board Member Dennis C. Moss: Golden Glades Interchange/Toll Plaza Update

b. COUNTY MANAGER

c. FLORIDA DEPARTMENT OF TRANSPORTATION (DISTRICT VI)

d. MPO SECRETARIAT

APPENDIX Q
AGENCY COMMENTS ON DRAFT
CONFORMITY DETERMINATION REPORT



Florida Department of Transportation

JEB BUSH
GOVERNOR

OFFICE OF PLANNING - DISTRICT SIX
1000 N.W. 111 AVENUE, MIAMI, FLORIDA 33172
PHONE: (305) 470-5479 (SC) 429-5479
FAX: (305) 470-6737 (SC) 429-6737

JOSÉ ABREU
SECRETARY

October 20, 2004

Mr. Carlos Roa
Project Manager
Long Range Transportation Plan
Miami Metropolitan Planning Organization
111 N.W. 1st Street
Miami Florida 33128

Dear Mr. Roa:

Thank you for opportunity to review the Miami-Dade MPO's Long Range Transportation Plan air quality conformity data. The following comments, compiled by Phil Steinmiller and me, are based on the draft Air Quality Conformity Determination Summary report, dated October 1, 2004, provided by the MPO, and prepared by Gannett Fleming.

1. General Comment: There are many instances where references to page numbers, maps, tables and appendices elsewhere in the report are not correct or are missing altogether. Please review the document and correct all such inconsistencies.
2. There is some confusion as to which plan update the report refers to, e.g., on page 8, Item 10, 6th line, the report refers to Year 2025 LRTP, but it seems that it should be 2030.
3. On page 11, Item 23, the report discusses projects being amended in the 2030 plan. How is the plan being amended if it is not yet adopted?. Does this refer to TIP amendments?
4. On page 11, Item 24, the report refers to the 2025 plan, and its subset the 2005-2009 TIP. The TIP subset of the 2025 plan was for years 2002-2006.
5. The HPMS factor is referenced incorrectly four times in the document. These references occur at the bottom of page 5, at the end of Item 27, on page 12, in Item 31, on page 13, and again at the top of page 15. The factor referenced in the document is 0.999079. However, the text indicates that the HPMS VMT (46,216,790) is divided by the EMIS VMT (45,258,452), or

$$\frac{46,216,790}{45,258,452} = 1.0211748$$

Either the text is incorrect, or the factor is calculated incorrectly

Mr. Carlos Roa
October 20, 2004
Page 2

6. The second paragraph under Item 19, on page 10, is incorrect. The MPO representative was not available for the referenced teleconference, and the LRTP and TIP were not discussed. Communication with air agencies occurred after the teleconference via e-mail.

There are a few additional minor comments which we have noted on the document pages, and we will provide these to you, separately, for your consideration.

If you wish to discuss any of the points raised in this letter, please let Phil or me know. Thank you.

Sincerely,

David Korros, AICP
Assistant Planning Manager

Cc: Sabrina David, FHWA
LeeAnn Jacobs, FHWA
Elizabeth Martin, FTA
Lynorae Benjamin, EPA
Brian Pessaro, FDOT
Phil Steinmiller, FDOT

FHWA Comments November 3, 2004

From: Jacobs, LeeAnn [mailto:LeeAnn.Jacobs@fhwa.dot.gov]
Sent: Wednesday, November 03, 2004 1:39 PM
To: Roa, Carlos (MPO)
Cc: jlm1@miamidade.gov; irm@co.miami-dade.fl.us; David, Sabrina;
brian.pessaro@dot.state.fl.us; Powell.Alan@epamail.epa.gov; david.korros@dot.state.fl.us;
janet.seitlin@dot.state.fl.us; Kendall, Cathy
Subject: Miami-Dade CDR and LRTP Summary comments
Importance: High

Carlos, I have reviewed the subject documents and FDOT's comments to them, and have the following additional comments:

CDR:

Page 2, List of Tables, "Emissions" is misspelled.

Page 4, Table 1, the NOX and VOC budgets for 2000 are less than the NOX and VOC totals shown. Item 8 states that the emissions for each horizon year are less than the 1999 base year inventory. The 1999 base year numbers are not included. Which base year is correct, 1999 or 2000? Table 1 should be revised accordingly.

Page 5, second paragraph, "period" is misspelled.

Page 2, Item 2, invalid page numbers shown for location of Emissions Reduction Summary Tables and synopsis of results.

Page 8, Item 10, the year 2015 is listed twice.

Page 8, Item 11, last sentence doesn't make sense.

Page 9, Item 12, please note that EPA does not "approve" or make the conformity determinations for LRTPs or TIPs. FHWA and FTA are the approving agencies for conformity determinations, in consultation with EPA.

Page 9, Item 15, first paragraph, "sync" is misspelled.

Page 10, Item 18 needs a period at the end of the sentence.

Page 10, Item 19, last paragraph, FDOT District 8? If that is central office, it was listed prior. Omit "e" before "local".

Page 13, Item 30, I do not see any WPI numbers indicated in Appendix C as stated.

Page 17, Goal 3, "understanding" should be "understandable".

LRTP Summary Document:

Introduction, second paragraph states that the Plan was developed using the latest planning assumptions. It is expected that these assumptions will be spelled out in the LRTP document.

Page 2, Plan Development Process, states that the draft Plan was based on defined priority needs and projected financial revenues and included technical and public involvement activities. Again, these needs and projections should part of the LRTP document.

Page 5, Public Involvement, states that a Public Involvement Plan and Program was developed related to the LRTP. This Plan should be part of the LRTP documentation.

Page 6, Goals and Objectives, have these been revised from the last Plan?

Page 7, Goal V., bullets dots should be deleted in a few places

Page 7, New Elements, first bullet, needs uniform font style and size.

Page 10, third paragraph, delete "ed" before "as follows:"

What are the estimated costs of the projects listed in Table 3, and how were they determined?

AQ analysis years are listed as 2005, 2010, 2025, and 2030 "2010" should be "2015".

Per the information provided on page 10, the AQ analysis years and the priority funding years do not match. Some distinction as to what projects are to be open during which analysis year needs to be included to ensure that analysis years are not crossed. For instance, Priority III and IV projects are to be funded between 2016 and 2030, but there are two AQ analysis years during that timeframe, 2025 and 2030. Those projects opened by 2025 should be included in the 2025 analysis. Similarly, the projects to be opened between 2025 and 2030 should be included in the 2030 analysis year.

Thank you for the opportunity to comment on the draft summary documents. I look forward to receiving your complete final documents.

Lee Ann Jacobs, AICP
Transportation Planner, FHWA
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

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