

**I-95 Dupont Plaza Ramps Alternatives Land And
Development Assessment Study**

**Final Assessment Report To The
Miami-Dade Metropolitan Planning Organization**



**Submitted By
The Miami Downtown Development Authority
March 20, 2000**

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Development Assessment Study

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Miami-Dade Metropolitan Planning Organization

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EXECUTIVE SUMMARY

In 1995, The Miami-Dade Metropolitan Planning Organization (MPO) issued a work order to the Miami Downtown Development Authority under the MPO's Urbanized Planning Work Program (UPWP) to provide an I-95 Dupont Plaza Ramps Land and Development Assessment study.

This assessment was conducted in coordinating a series of meetings over a period of two years between the Florida Department of Transportation (FDOT), their transportation consulting team led by David Plummer, and Associates, Inc. and with the participation of private business and property owners adjacent to the I-95 Dupont Plaza Ramp Project. The assessment is made by DDA acting as liaison between government agencies and the private sector and its role to advocate for Downtown Miami.

FDOT has undertaken a preliminary design and engineering study for the rebuilding of the I-95 Dupont Plaza ramps, eliminating the elevated sections in downtown and replacing these ramps with an at-grade boulevard running east-west between the I-95 Expressway main line and Biscayne Boulevard in the Dupont Plaza area of downtown Miami. During the course of this study, the proposed I-95 Dupont Plaza Ramp project was eliminated from the FDOT Long-Range Plan and the consultant study for the project was discontinued. However, the study did produce design options that have certain aspects that are still being considered in on-going studies by the DDA, other public agencies and private developers. Also during the course of the study, over forty (40) separate meetings were held to assess the project and certain assessments were made. The following is summary of these assessments:

1. It was expressed by some affected property owners that the alternatives that replace the elevated ramps with an at-grade boulevard has potential substantial negative impacts with regard to access and egress to existing facilities. These impacts include:
 - reduced direct access and egress to and between existing garage facilities for the First Union Financial Center and Nations Bank Buildings;
 - traffic back-ups caused by the opening of the Brickell and Miami Avenue Bridges over the Miami River;
 - alterations of driveways and the pedestrian connector for the Knight Center reducing operational efficiency;
 - easements required from the properties in Dupont Plaza for roadway widening;
 - easements required from the properties along the Miami River; and
 - traffic congestion caused by ramp reconstruction.

2. The alternatives examined critical roadway issues in the Dupont Plaza, which led to the development of a preliminary proposal, which considers two-way traffic conversions, relocation of the Metro-mover guideway, and an additional Metro-mover station in Dupont Plaza. This was developed into the Dupont Plaza Transportation Improvement Proposal approved by the Miami-Dade County Metropolitan Planning Organization for submission by the DDA to the State of Florida for fast track funding.
3. The alternatives had potentially positive access and urban design impacts in that the elevated roadway ramps replaced with an at-grade boulevard could improve visual connections from portions of the Miami River by vehicles and pedestrians.

In summary, the alternatives to replace the elevated portions of the I-95 Dupont Plaza Ramps with an at-grade boulevard has potential increased access and visibility to some properties in downtown Miami along the Miami River, however there are potential substantial negative access and egress impacts to major existing parking garages and driveways, and this problem could be exasperated by bridge openings over the Miami River. The study did however lead to new proposals and considerations for transportation improvements in the Dupont Plaza, which has been incorporated in DDA's Fast-Track Application to the State of Florida.

Introduction

The Miami Downtown Development Authority (DDA) is a quasi-governmental agency. It's Board of Directors set the policy of the DDA in providing promotion, planning and revitalization projects for downtown Miami. The Miami-Dade Metropolitan Planning Organization (MPO) provided funding to the DDA under the MPO Unified Planning Work Program (UPWP) in order to study the proposal alternatives for the I-95 Dupont Plaza Ramps.

The objectives of this study are to:

- Assess the positive and negative impacts on development, business and adjacent properties concurrent with the I-95 Dupont Plaza Ramps Preliminary Design and Engineering (PD&E) work to be performed by the Florida Department of Transportation;
- Identify potential project development cost savings through dedication of easements and cooperation of private interest; and
- Examine mobility issues related to proposed projects in the area.

The tasks to be performed by the DDA for this study are as follows:

- Task 1: DDA shall assess the potential for private land/easement dedications, land swaps, air rights development and cost participation for the I-95 Dupont Plaza Ramps PD&E project.
- Task 2: DDA shall assist FDOT in the coordination of meetings and the exchange of information with private business and property owners adjacent to the project. The purpose of these meetings is to determine the potential impacts on private property that may affect project design and costs.
- Task 3: DDA shall form and coordinate a committee representing public and private interests to assist in strategizing and negotiating preliminary easement dedications, land swaps and other related issues with private property owners on a case-by-case basis.

Background

The Miami Downtown Development Authority (DDA) coordinated meetings with participating public agencies and affected private property owners for development and adoption of the I-95 Ramp "Bifurcated Scheme."

The following is a chronology of the I-95 Dupont Plaza Ramps alternatives:

- 1986 "Bifurated Ramps" roadway improvement scheme for Dupont Plaza is adopted by the City of Miami, Dade County and the State of Florida.
- 1993 DDA sponsored a planning study by the University of Miami School of Architecture for residential neighborhood development in the Central Brickell area of Downtown Miami. One of the concepts presented in the plan was to remove the elevated I-95 Expressway and Biscayne Boulevard. The purpose of the ramp removal was to improve physical & visual connections between the Central Business District and the area along the Miami River.
- 1993-94 DDA conducted a feasibility study for the replacement of the ramps with an at-grade boulevard. The study was prepared by transportation consultants Carr-Smith Associates, Inc. with funding provided to the DDA by the Dade County Metropolitan Planning Organization. The study determined that the project was physically feasible and estimated to cost of \$35 million (excluding land or easement cost); recommending further preliminary design and engineering studies.
- 1995-97 The Florida Department of Transportation (FDOT) conducted a Preliminary Design and Engineering study of the I-95 Ramp Alternatives. The study was prepared by transportation consultants David Plummer & Associates, Inc. The study was halted by FDOT in 1997. The I-95 ramp project was removed by the MPO from the Metropolitan Dade County Long-Range Transportation Plan.
- 1993-97 DDA was contracted by the MPO to assist in coordinating meetings and assessing the impacts of the I-95 ramp alternatives on surrounding properties and development.

Miami Downtown Development Authority

Mission Statement

The Downtown Development Authority (DDA) of the City of Miami is empowered to engage in development, redevelopment and physical improvement activities for the benefit of the Downtown environment and the maintenance of its economic stability. The DDA shall encourage, promote, initiate and assist the implementation of public and private projects within its designated district; public and private commitments and investments that will ensure the continuing growth and development of Downtown Miami.

The Staff of the Downtown Development Authority, with assistance and direction from its Board of Directors, shall undertake the following activities in response to its public mandate:

1. Monitor downtown development and redevelopment activities and assist the public and private sectors in the implementation of proposed development projects and potential investment.
2. Monitor downtown environmental conditions and initiate improvements as necessary to mitigate any problems that impact on the health, safety and welfare of the Downtown Community.
3. Encourage, initiate and provide technical assistance in the maintenance, improvement and development of all infrastructure serving Downtown, including, but not limited to, the Downtown Transportation Network (vehicular access, circulation and mass transit).
4. Promote and assist in the development of public/institutional facilities, amenities and programs within Downtown to serve the local business and residential community; attractions that will benefit the Greater Miami area and encourage public participation from the entire South Florida community.
5. Promote the recruitment and development of new business and encourage the improvement of the business environment within the Downtown area.
6. Promote the continuing development of Downtown Miami as the business center of South Florida and the State of Florida as a whole.
7. Promote and support any actions, planning efforts, physical improvements, development or redevelopment activities that will ensure continued growth, increase the tax base and improve the overall economic/business climate of Downtown Miami.

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at 8:30 am

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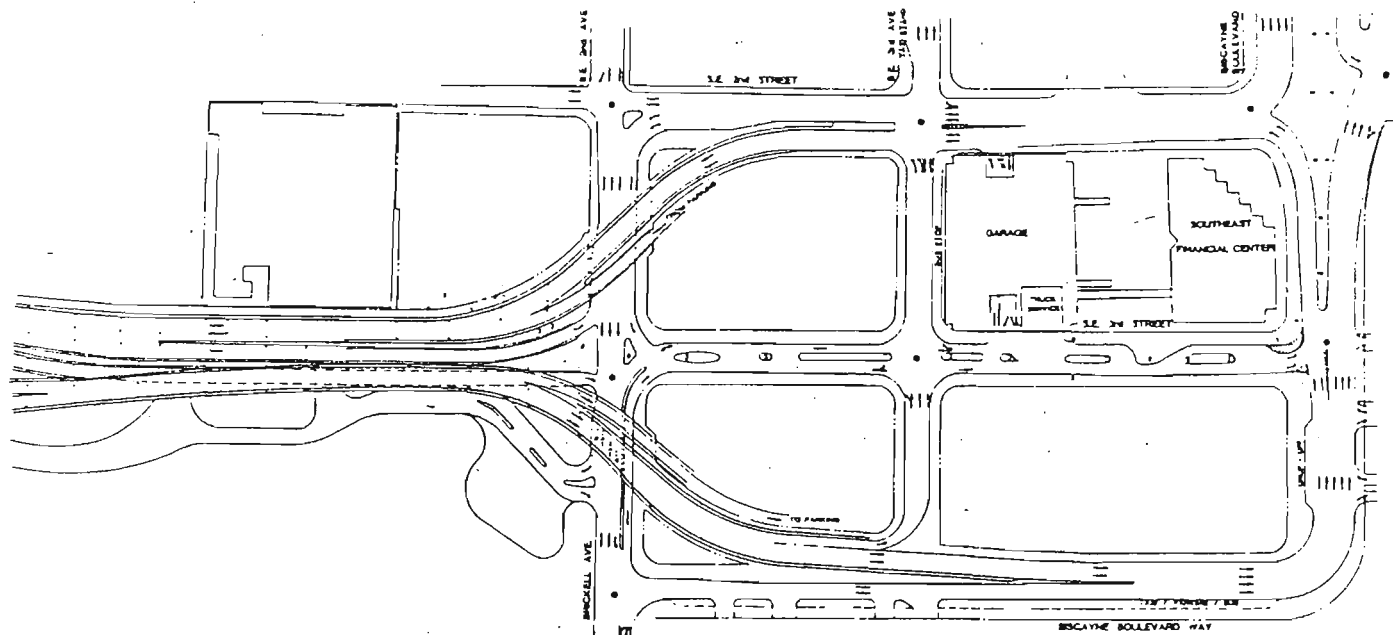
Sandra Hernandez
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Gabriella Arango
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For more information on
Downtown Developments
please contact
Patricia Allen (305) 579-6675

*On the following page is the
Dupont Plaza roadway scheme adopted
in 1986 known as the “Bifurcated Ramps”.*



SOURCE FOR HORIZONTAL GEOMETRICS -
FLORIDA DEPARTMENT OF TRANSPORTATION
DRAWINGS DATED 8-82



DAVID PLUMMER & ASSOCIATES, INC.

1000 BISCAYNE AVENUE, SUITE 1000
MIAMI, FLORIDA 33132
TEL. (305) 371-1111
FAX (305) 371-1112

DATE	10/1/82
BY	DP
CHECKED	DP
APPROVED	DP
SCALE	AS SHOWN
SHEET NO.	1
TOTAL SHEETS	1

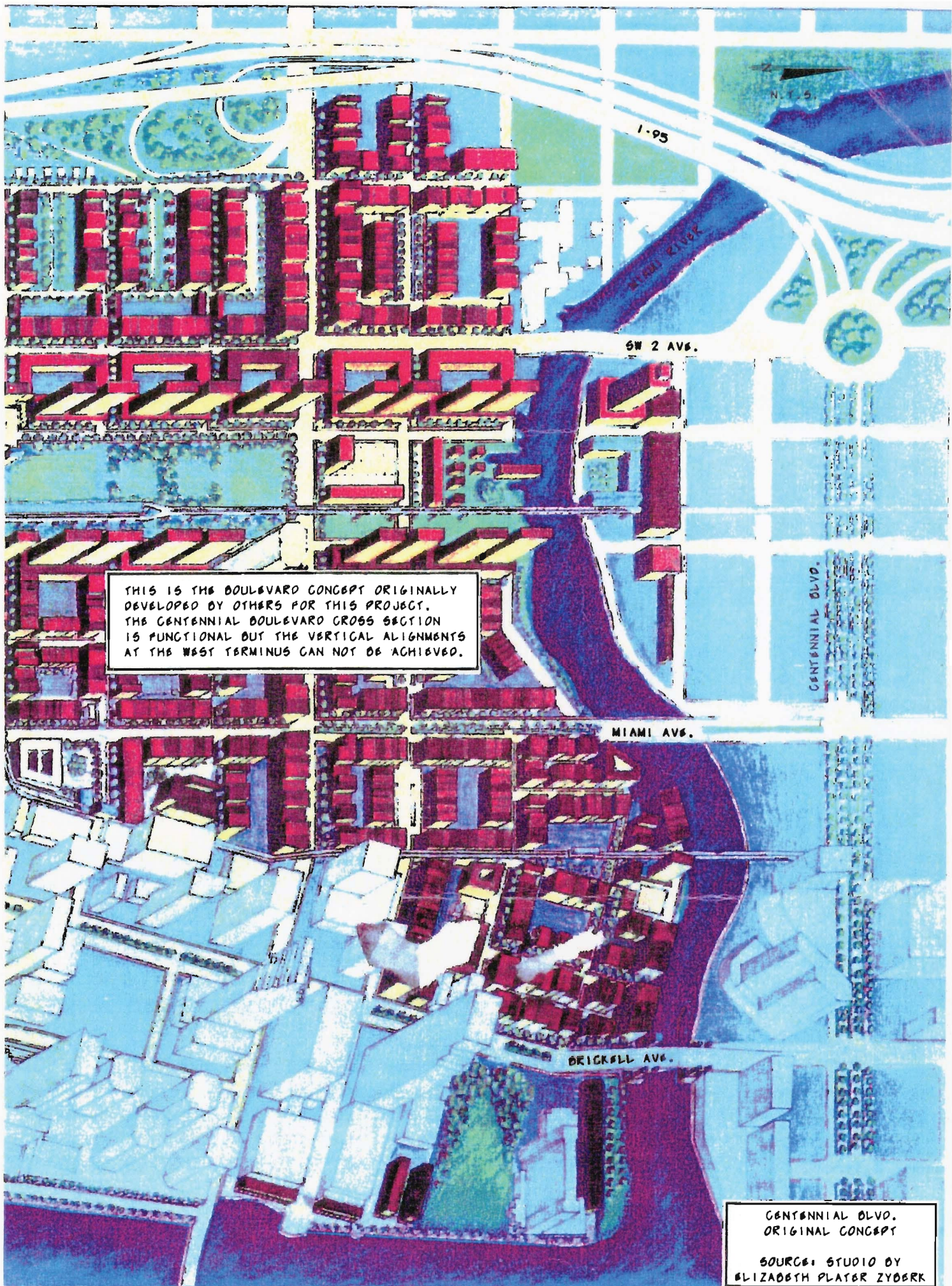
APPROVED BRIDGECATED PLAN

DUNPONT PLAZA STUDIES
DOWNTOWN DEVELOPMENT AUTHORITY

DATE	10/1/82
BY	DP
CHECKED	DP
APPROVED	DP
SCALE	AS SHOWN
SHEET NO.	1
TOTAL SHEETS	1

*On the following page is an alternative
Dupont Plaza roadway scheme developed
by the DDA in 1987 as an alternative to the
adopted “Bifurcated Ramps”.*

On the following page is the
concept plan prepared by the
University of Miami in 1993
showing the elimination of
the elevated I-95 expressway
ramps coming into downtown.

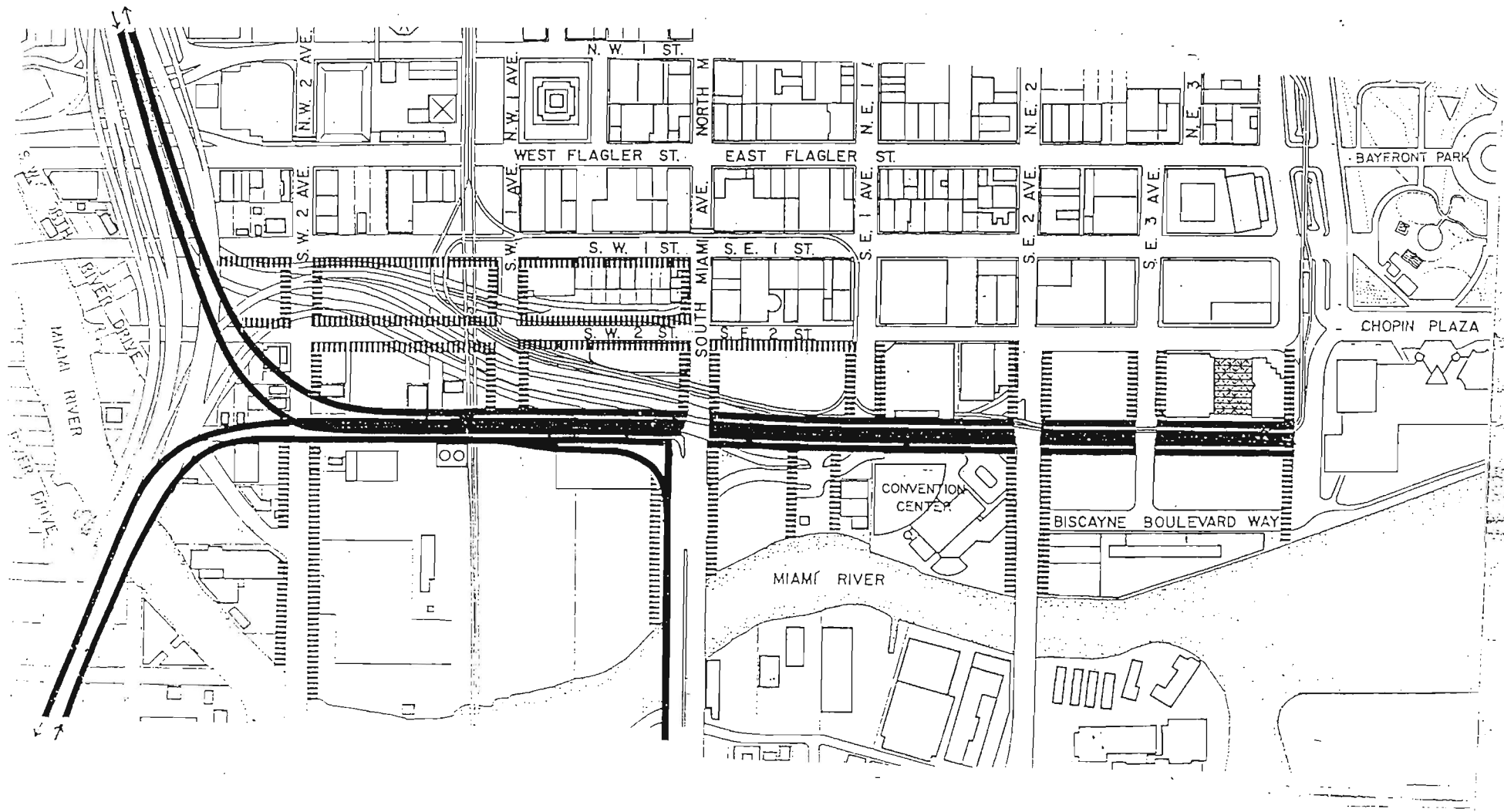


THIS IS THE BOULEVARD CONCEPT ORIGINALLY DEVELOPED BY OTHERS FOR THIS PROJECT. THE CENTENNIAL BOULEVARD CROSS SECTION IS FUNCTIONAL BUT THE VERTICAL ALIGNMENTS AT THE WEST TERMINUS CAN NOT BE ACHIEVED.

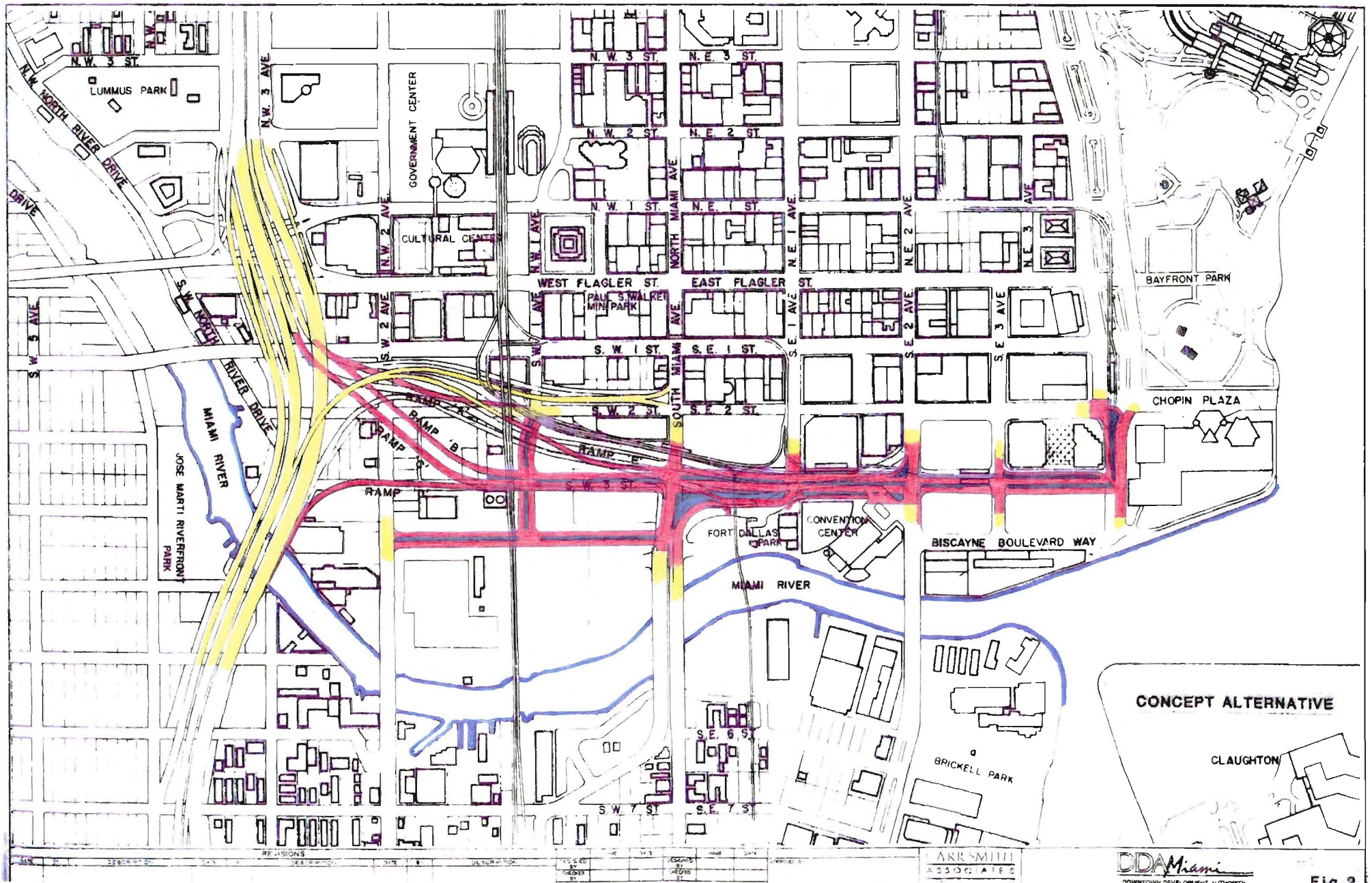
CENTENNIAL BLVD.
ORIGINAL CONCEPT

SOURCE: STUDIO BY
ELIZABETH PLAYER ZYDERK

On the following page is the Further
developed I-95 Dupont Plaza ramps
prepared by the DDA in 1994 showing
the concept of an at-grade boulevard
running east-west from the I-95 expressway
to Biscayne Boulevard in Dupont Plaza.



On the following page is the
I-95 Dupont Plaza ramp alternative
developed for DDA by Carr-Smith Associates, Inc.
as part of the feasibility study funded by the MPO in 1994.



On the following page is a
rendering showing a variation of the
I-95 Dupont Plaza ramps alternative prepared
for DDA by Carr-Smith and Associates, Inc. in 1994.



Handwritten signature and date:
11/10/84

I-95 DUPONT PLAZA RAMPS - PROPOSED

ALTERNATIVE W 2
FIGURE 19

Alternative Alignments

In 1997, the Florida Department of Transportation (FDOT) contract with the consulting firm David Plummer & Associates Inc. to conduct a preliminary engineering and design study for the I-95 Dupont Plaza Ramps, DDA provided downtown development information to the consultants in the preparation of the alternatives study. DDA coordinated the review of the alternatives with affected businesses, property owners, and community organizations.

The following is a list of public agencies, community groups and private business and property owners the DDA coordinated meetings with in order to develop the ramp alternatives and to assess the impact:

Public Agencies

- Florida Department of Transportation
- Miami Dade Metropolitan Planning Organization
- Dade County Public Works
- Metro-Dade Transit Agency
- Dade County Planning
- Miami Planning
- Miami Off Street Parking Authority
- Miami Convention Center

Community Groups

- Downtown Development Authority
- Downtown Miami Partnership
- Brickell Area Association
- Greater Miami Chamber of Commerce
- Light -Up- Miami

Private Sector

- Olympic & York
- First Union
- Nations Bank
- City Bank
- Florida East Coast Properties
- Dupont Plaza Hotel
- Hotel Intercontinental
- Hyatt Hotel
- Hines Interest
- Wynco Realty

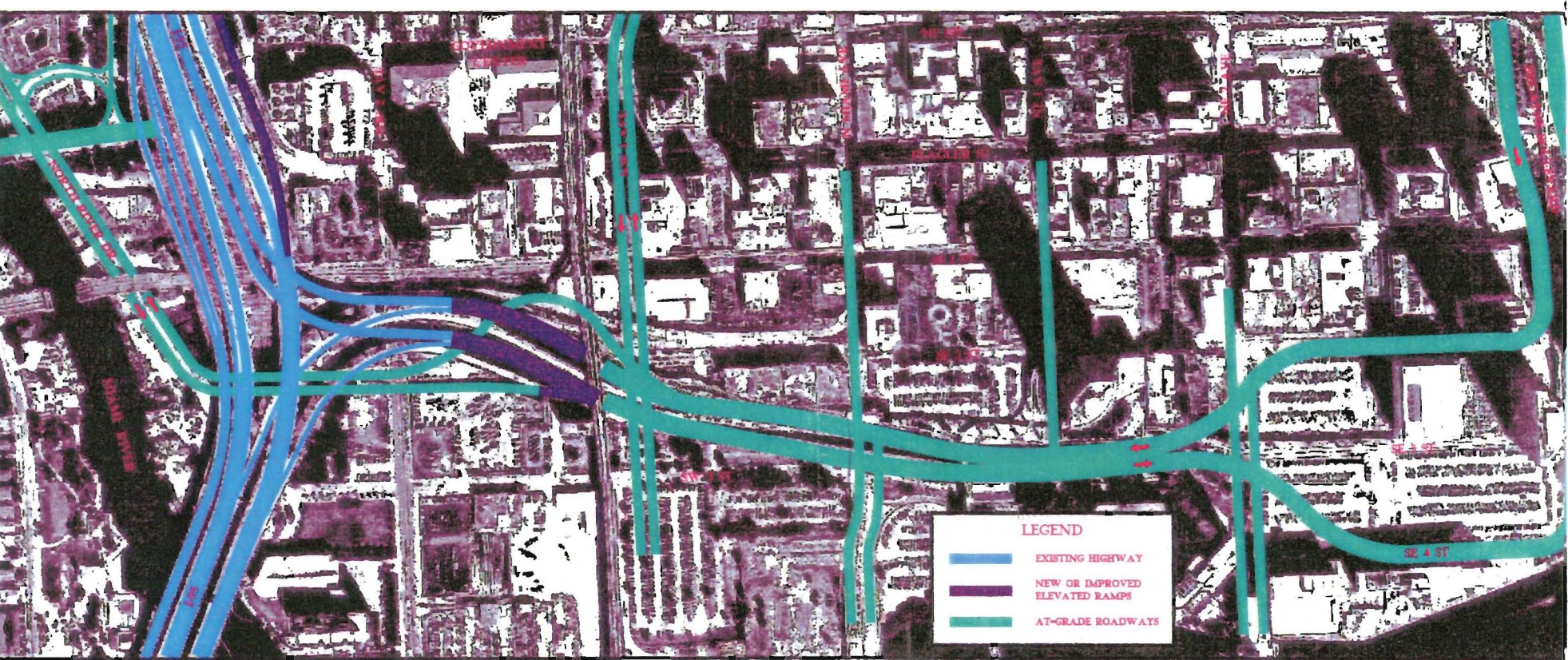
- Kapustin Corporation
- Holiday Inn Hotel
- Cushman & Wakefield Realty
- Shorenstein Corp.

As a result of these meetings four (4) alignments were selected as providing the best traffic circulation while achieving the objective to increase visibility and access to the Miami Riverfront properties.

In addition to the studies by FDOT and their consultants on the ramps, DDA met with the Miami-Dade Performing Arts Task Force and their consultants to review the ramp alternatives and the implications on their master plans. A I-95 Dupont Plaza alternative was developed by Jonathan Barnett for the Performing Arts Task Force.

In 1999, the DDA submitted to the State of Florida a proposal for the year 2000 Fast Track Transportation Initiative. As a result of the I-95 Dupont Plaza ramps alternatives study, the consultant David Plummer & Associates, developed a preliminary concept to improve traffic in the Dupont Plaza area of downtown. This concept was included in DDA's proposal to the State of Florida. The concept considers two-way conversion of streets, relation of the Metromover guideway to line up the streets with the existing I-95 ramps and an additional Metromover station in Dupont Plaza.

On the following four (4) pages
are the I-95 Dupont Plaza ramps alternatives
prepared by David Plummer Associates, Inc.
for the Florida Department of Transportation in 1997.



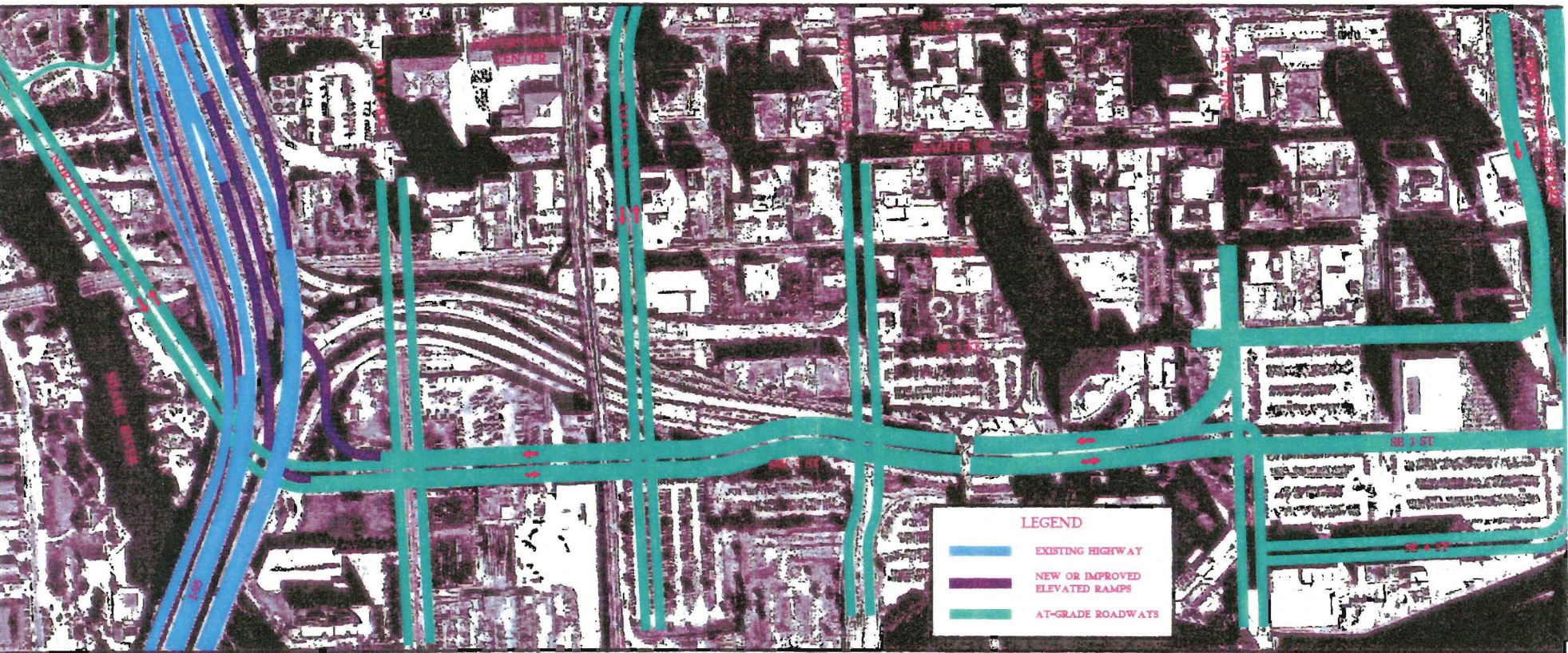
ALTERNATIVE IV-A
I-95 DOWNTOWN DISTRIBUTOR RAMPS STUDY



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FLORIDA DEPARTMENT
OF TRANSPORTATION



ALTERNATIVE VII
I-95 DOWNTOWN DISTRIBUTOR RAMPS STUDY

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FLORIDA DEPARTMENT
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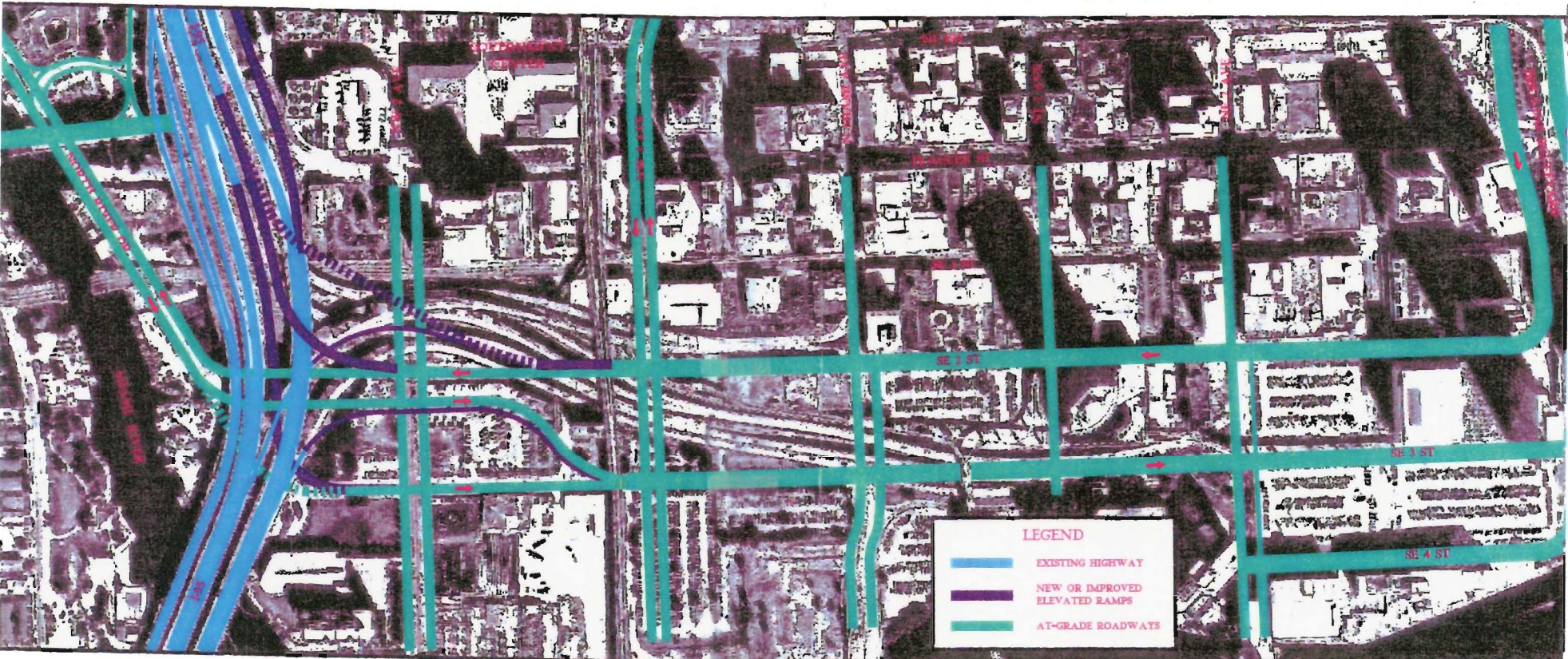
ALTERNATIVE X
I-95 DOWNTOWN DISTRIBUTOR RAMPS STUDY



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ALTERNATIVE XI
I-95 DOWNTOWN DISTRIBUTOR RAMPS STUDY

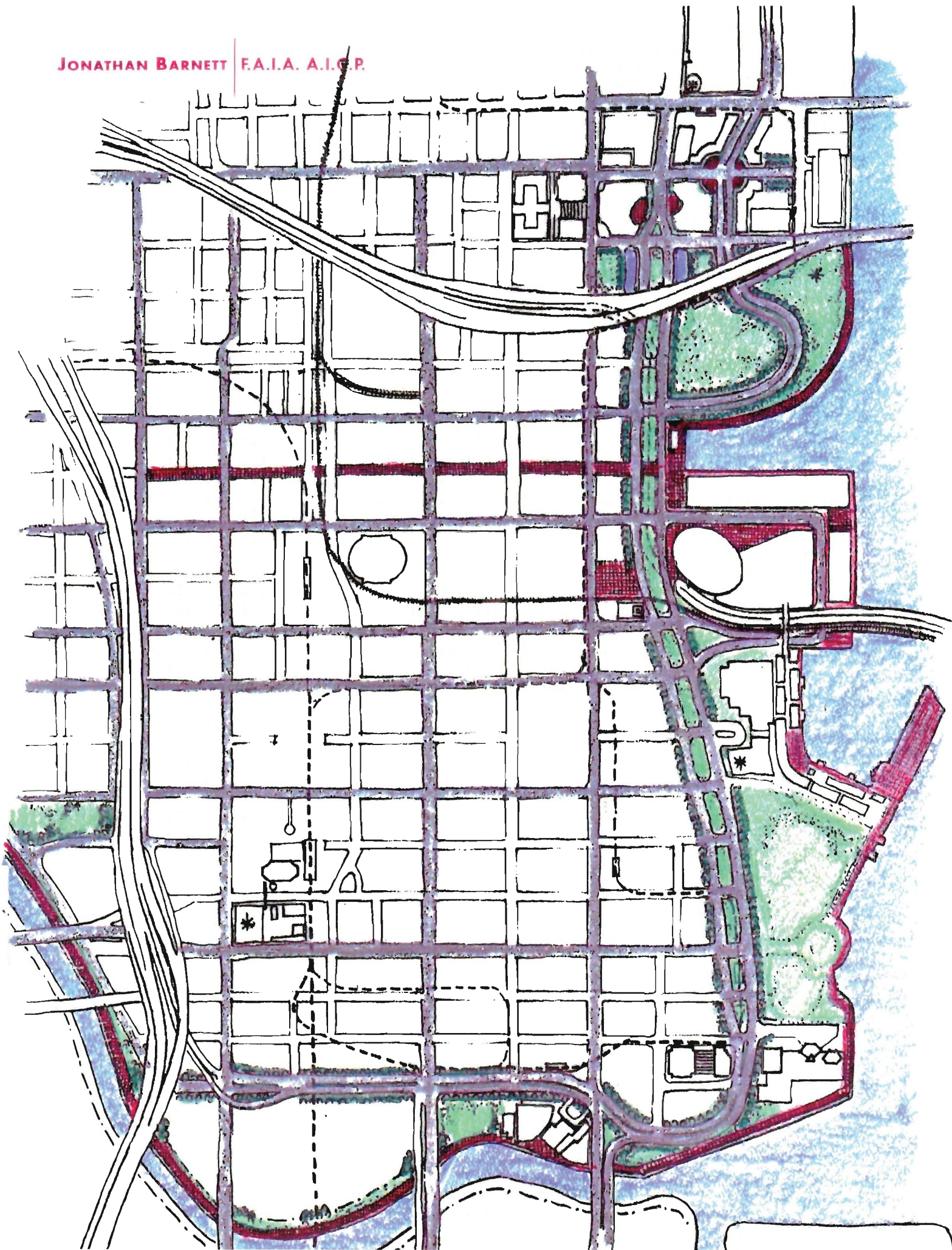
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FLORIDA DEPARTMENT
OF TRANSPORTATION

*On the following page is a variation of the
I-95 Dupont Plaza ramps with an at-grade
boulevard prepared in 1998 by Jonathan Barnett
for the Miami-Dade County Performing Arts Center Trust.*

JONATHAN BARNETT F.A.I.A. A.I.C.P.



Conclusion

The Miami Downtown Development Authority (DDA) has reviewed the I-95 Expressway Dupont Plaza Ramp alternatives developed by the Florida Department of Transportation. An assessment was made on the impact the alterations would have on land and development based on a series of meetings, workshops and technical discussion groups. Affected property and building owners in vicinity of the project have expressed that the alternatives that replace the elevated ramps with an at-grade boulevard may have substantial negative impacts, particularly regarding access and egress to the First Union Financial Center and Nations Bank Building parking garages.

Their conclusions of potential impacts may be summarized as follows:

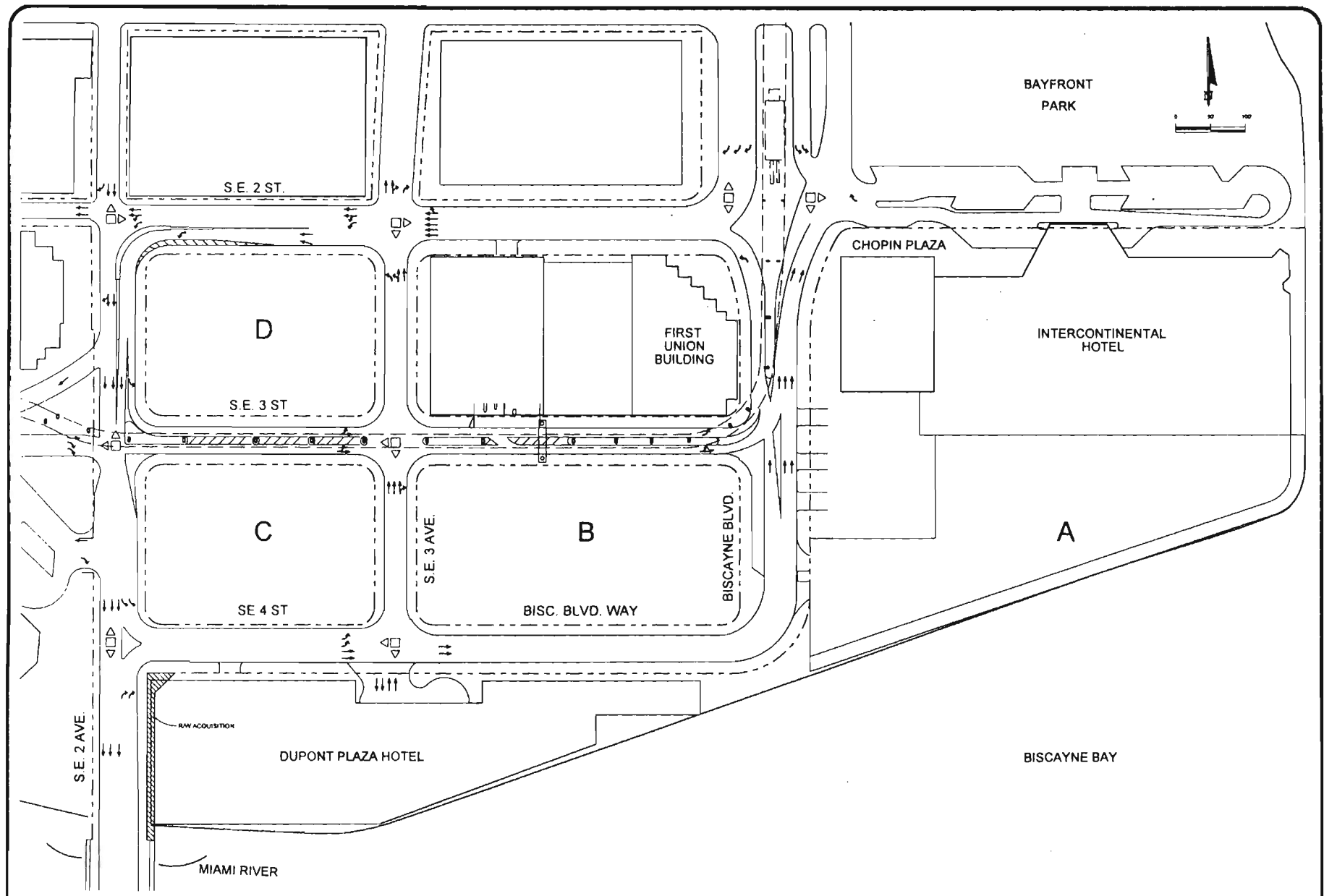
- Reduced direct access and egress to and between existing garage facilities for the First Union Financial Center and Nations Bank Buildings;
- Traffic back-ups caused by the opening of the Brickell and Miami Avenue Bridges over the Miami River;
- Alteration of driveways and the pedestrian connector for the Knight Center reducing operational efficiency;
- Easements required from the properties in Dupont Plaza for roadway widening;
- Easements required from the properties along the Miami River; and
- Traffic congestion caused by ramp reconstruction.

During the course of this study, the Miami Dade Metropolitan Planning Organization decided to delete this project from the long-range Transportation Improvement Plan. The Florida Department of Transportation subsequently issued a stop work on the project to their engineering consultants.

In this past year, DDA has worked with property owners in the Dupont Plaza area to develop roadway improvement concepts which are, in part, an outcome of the I-95 Dupont Plaza Ramps Alternatives Study. The transportation consulting firm David Plummer & Associates, Inc. has developed a roadway improvement concept that considers conversion of one-way streets to two-way, relocation of the Metromover guideway to allow S.E. 3rd Street to line up with the I-95 Dupont Plaza Ramps, and an additional Metromover station in Dupont Plaza.

The concept was supported by resolutions of the Miami Downtown Development Authority, City of Miami, Miami-Dade County and the Miami-Dade Metropolitan Planning Organization.

*On the following seven (7) pages are the
Dupont Plaza area Transportation Improvement Concept
drawings and renderings prepared in 1998 by
David Plummer and Associates, Inc. for the DDA's
application to the State of Florida for year 2000 Fast-Track Funding.*



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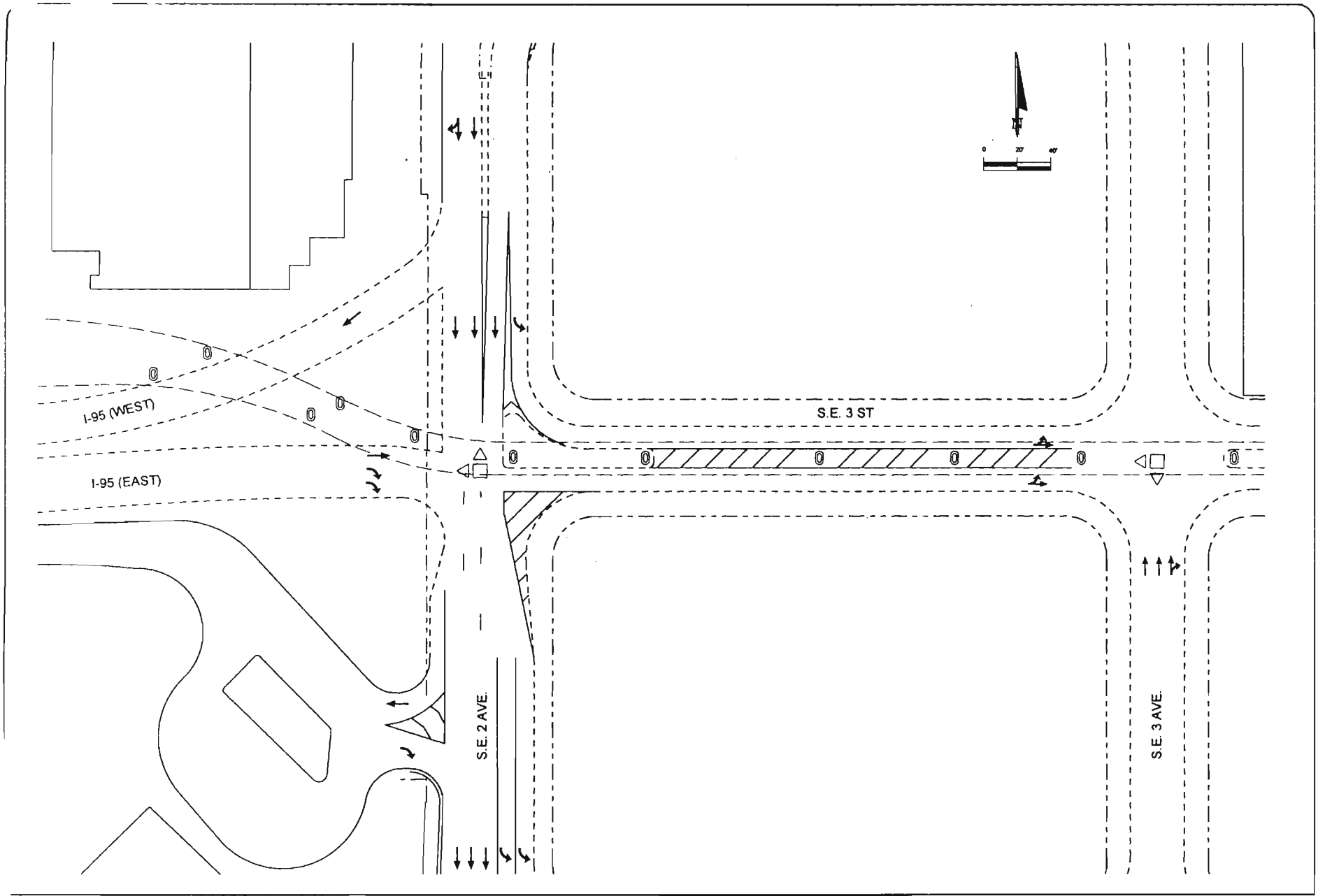
PROJECT:

DOWNTOWN GATEWAY

TITLE:

EXISTING STREET OPERATIONS

DATE	PROJECT NO.
10/99	99101
DRAWN	SHEET NO.
DESIGNED	3
APPROVED	



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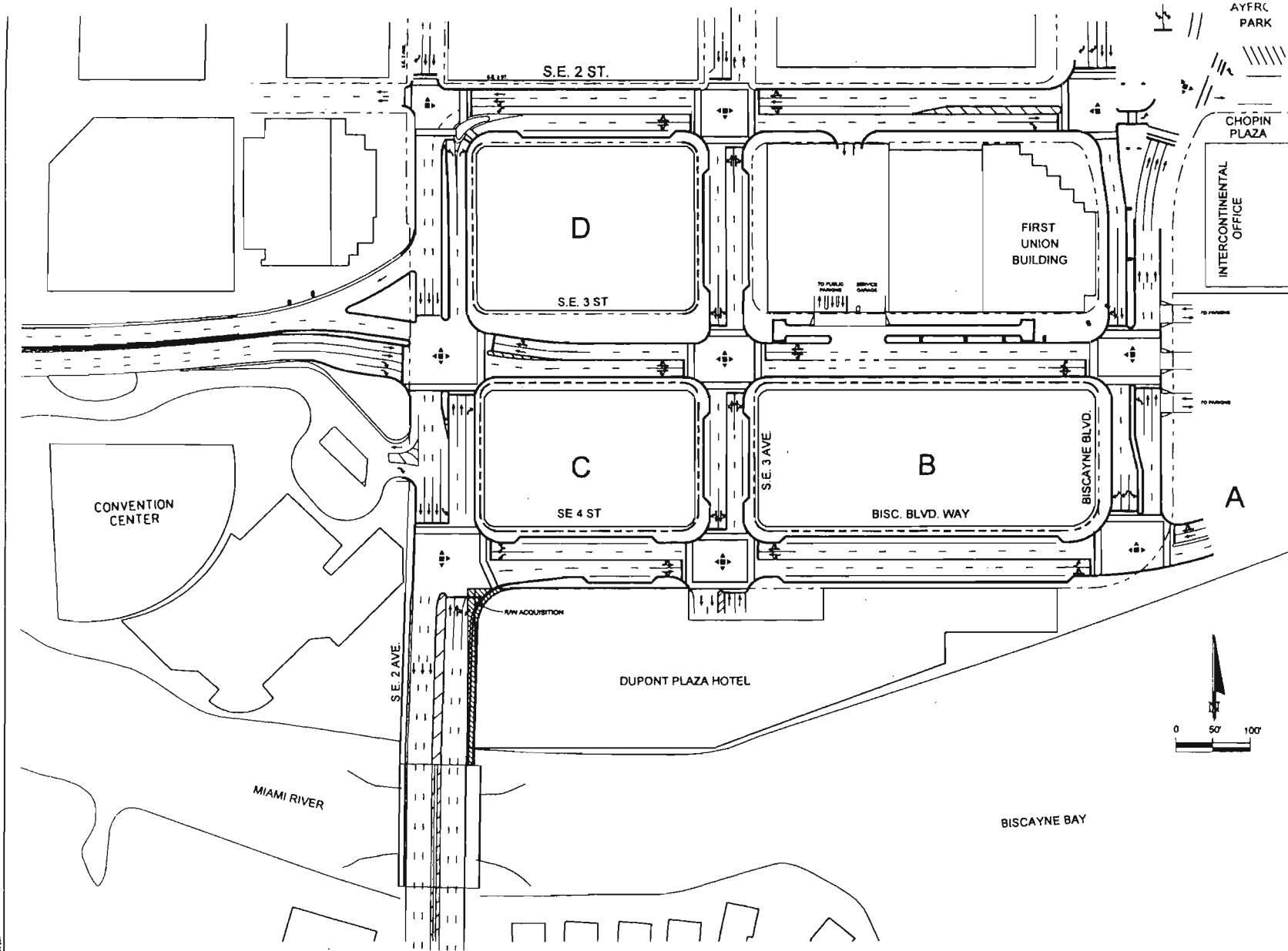
PROJECT:

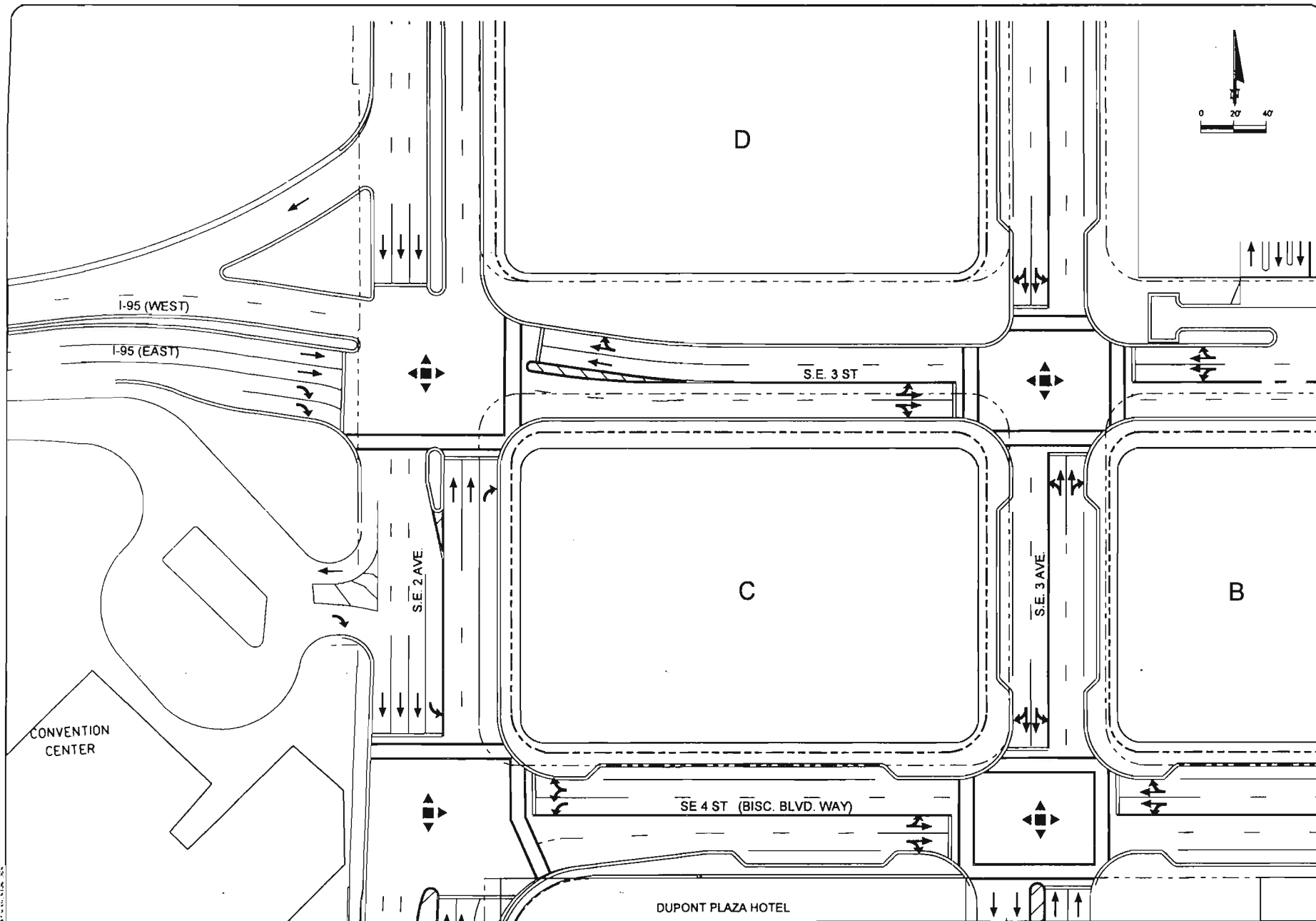
DOWNTOWN GATEWAY

TITLE:

EXISTING STREET OPERATIONS

DATE	10/99	PROJECT NO.	89101
BY		DRAWN BY	
CHECKED BY		DATE	4



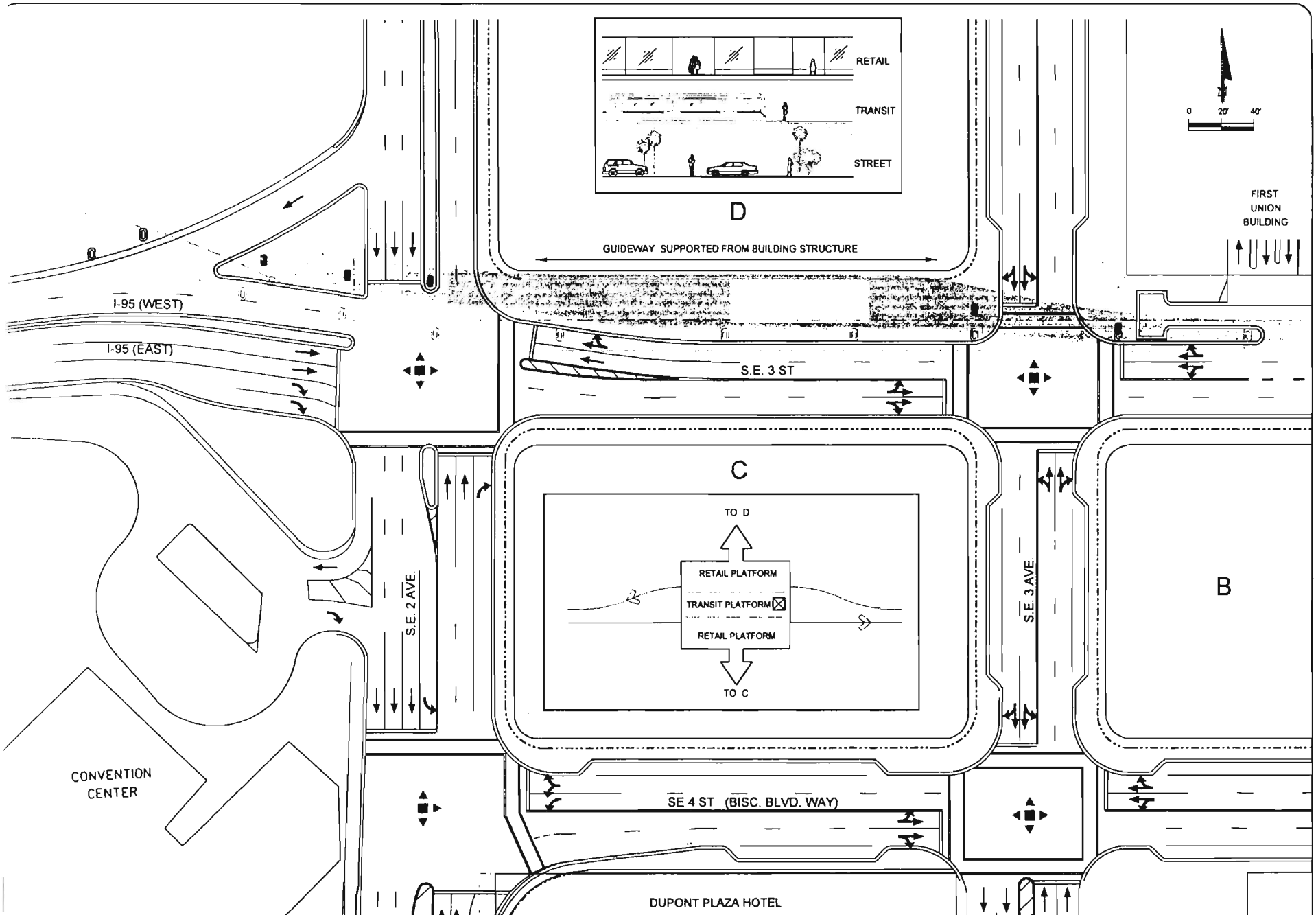


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PROJECT: DOWNTOWN GATEWAY

TITLE: PRELIMINARY INTERSECTION GEOMETRICS
 TWO WAY STREETS
 METROMOVER GUIDEWAY ADJUSTMENTS - OPTION 2

DATE	10/99	PROJECT NO.	99101
DRAWN			
CHECKED			
APPROVED			
			8



VIEW FROM I-95 LOOKING EASTBOUND DOWN SE 3RD STREET



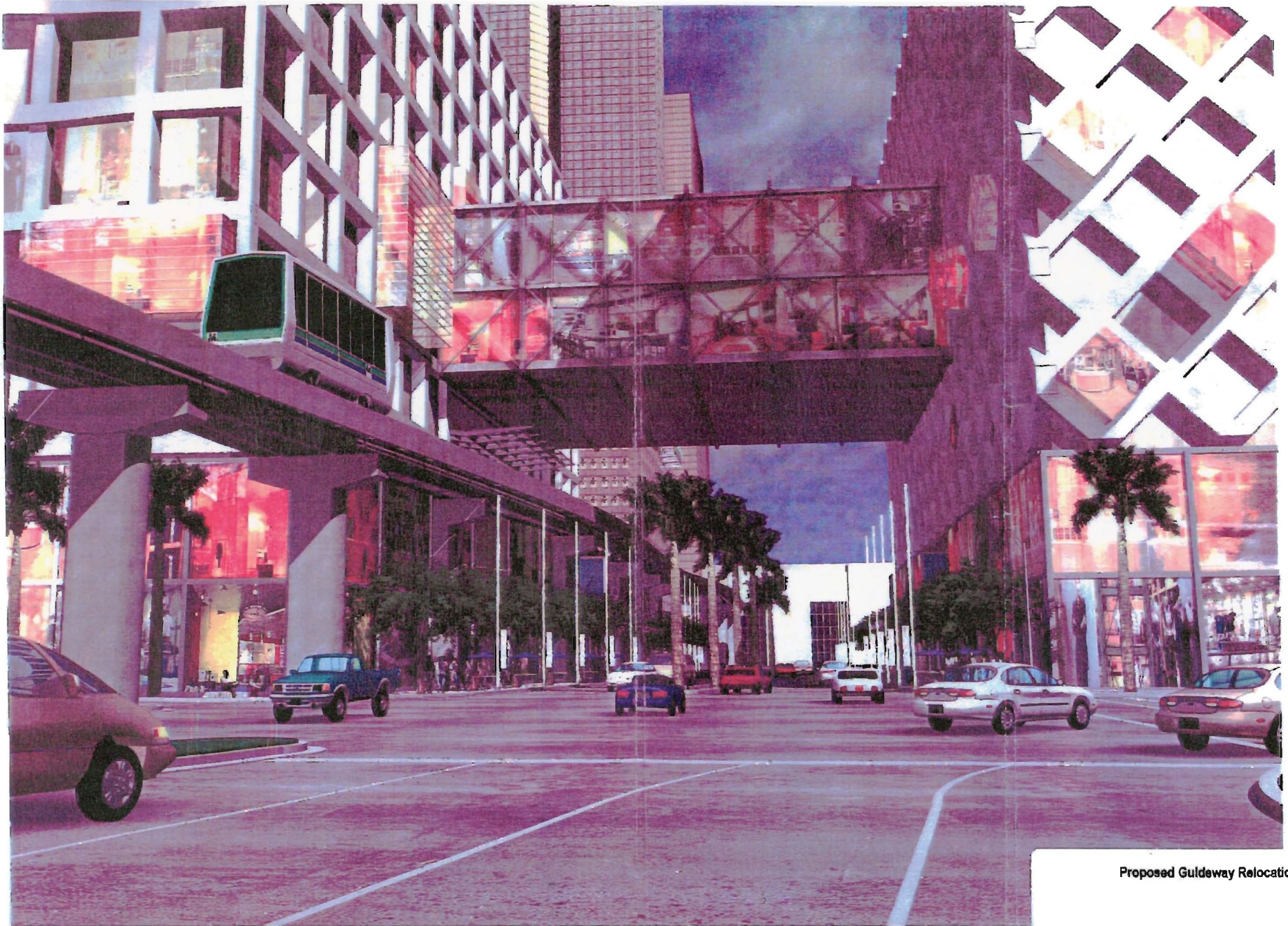
EXISTING

- METROMOVER IS POSITIONED IN THE MIDDLE OF SE 3RD STREET



PROPOSED

- METROMOVER RE-ALIGNMENT



Proposed Guideway Relocation

*On the following twelve (12) pages are the
DDA, City of Miami and Miami Dade County
Metropolitan Planning Organization in support
of the Dupont Plaza Transportation Improvement
proposal to the State of Florida for year 2000 Fast-Track Funding.*

RESOLUTION NO. 01/00

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DOWNTOWN DEVELOPMENT AUTHORITY ("DDA") OF THE CITY OF MIAMI, FLORIDA, AUTHORIZING THE EXECUTIVE DIRECTOR TO PREPARE AND SUBMIT AN APPLICATION TO THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ("FDOT") FOR A TWENTY-FIVE MILLION DOLLAR GRANT FOR TRANSPORTATION AND ROADWAY IMPROVEMENTS FOR THE FLAGLER STREET CORRIDOR AND THE DUPONT PLAZA AREA OF DOWNTOWN MIAMI.

WHEREAS, the DDA wishes to sustain economic growth and revitalization in the Central Business District of Downtown Miami by continuing the program for transportation and roadway improvements including the conversion of the one way streets in commercial areas to a two way system, realignment of the Metromover to provide relief to the traffic congestion that occurs when the Brickell Avenue Bridge over the Miami River opens, provide more efficient motor vehicle connections to Interstate -95 via the downtown I-95 distributor ramps and increase the Metromover ridership; and

WHEREAS, the DDA is preparing an application for approval for Fast Track Economic Growth for Funding for this project to the State of Florida Department of Transportation; and

WHEREAS, the DDA believes this project to be essential for the continued economic growth, the competitive attraction of Downtown Miami, and to provide more efficient and safer vehicle and pedestrian access; and

WHEREAS, Miami-Dade County is the Gateway of the Americas; and

WHEREAS, in the next (ten) 10 years, there will be a continued booming economic development trend as a result of Miami-Dade County's position in the Americas; and

WHEREAS, Miami-Dade County's diverse community and close ties to Latin America nurtures the precise environment for continued growth in trade, tourism, and commerce; and

WHEREAS, this continued growth has impacted our transportation system; and

WHEREAS, it is recognized that there is a need to increase capacity of our roadway system with particular emphasis in the Downtown Miami Central Business District; and

WHEREAS, we encourage projects that have not been identified for funding or sufficient funding and that will provide relief to the traffic congestion while promoting development and revitalization of the downtown area.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE DOWNTOWN DEVELOPMENT AUTHORITY OF THE CITY OF MIAMI, FLORIDA.

Section 1. The DDA Board of Directors authorizes the Executive Director to prepare and submit an application to the State of Florida Department of Transportation for a twenty-five million dollar (\$25,000,000) grant for transportation and roadway improvements for the Flagler Street Corridor and Dupont Plaza area of Downtown Miami.

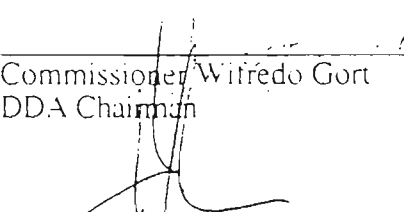
Section 2. The application shall be prepared by One Miami and their consultants for DDA review and approval.

Section 3. The economic development component of the proposal shall be emphasized in the application.


Section 4. The roadway plans shall address the concerns of the affected property owners to the extent as may be feasible.

Section 5. The application shall have a private sector (local component) match of funds. The match shall be equivalent to the amount the developer would contribute as an off-site improvement, that would be subject to impact fee credits.

PASSED AND ADOPTED this 15th day of October, 1999.

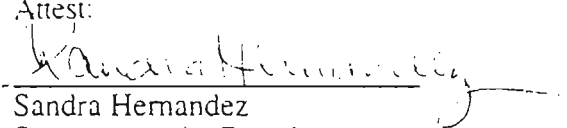


Commissioner Wilfredo Gort
DDA Chairman



Patricia Allen
DDA Executive Director

Attest:



Sandra Hernandez
Secretary to the Board

RESOLUTION NO. 99- 773

A RESOLUTION OF THE MIAMI CITY COMMISSION ENDORSING AND RECOMMENDING THE SUBMISSION OF AN APPLICATION TO THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ("FDOT") FOR A \$25 MILLION GRANT TO COVER COSTS RELATED TO A TWO-WAY STREET CONVERSION FOR FLAGLER STREET, SOUTHEAST 2ND STREET, SOUTHEAST 2ND AVENUE, SOUTHEAST 4TH STREET (BISCAYNE BOULEVARD WAY), BISCAYNE BOULEVARD, SOUTHEAST 3RD STREET, AND SOUTHEAST 3RD AVENUE, MIAMI, FLORIDA, AND THE REALIGNMENT OF ONE BLOCK OF THE METROMOVER MAIN LINE AND CONSTRUCTION OF A METROMOVER TRANSPORTATION STATION TO ACCOMPLISH SAID CONVERSION; AUTHORIZING THE CITY MANAGER TO REPRESENT THE CITY OF MIAMI AS A CO-APPLICANT FOR SAID GRANT, IF DEEMED APPROPRIATE AND NECESSARY; AND FURTHER AUTHORIZING THE CITY MANAGER TO EXECUTE ALL NECESSARY DOCUMENTS, IN A FORM ACCEPTABLE TO THE CITY ATTORNEY, IN FURTHERANCE OF THE FILING OF SAID APPLICATION.

WHEREAS, the City of Miami wishes to promote economic growth in Downtown Miami by continuing the program for the conversion of the one-way streets in the commercial area to a two-way system, which requires the realignment of one block of the Metromover main line to provide relief to the traffic congestion that occurs when the Brickell Avenue Bridge over the Miami River opens, and to provide more efficient motor vehicle connections to the interstate

CITY COMMISSION
MEETING OF

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system and increase the Metromover ridership and revenue, and

WHEREAS, the City views this project to be an important effort to promote economic growth and provide more efficient and safer pedestrian access; and

WHEREAS, Miami-Dade County is recognized as the Gateway of the Americas, as it is a diverse community with close ties to Latin America, which nurtures the precise environment for continued growth in trade, tourism, commerce and economic development; and

WHEREAS, Downtown Miami is the hub for such flourishing economic activities and the its continued growth has impacted and will continue to impact our roadway and transportation systems; and

WHEREAS, it is essential that we initiate projects that will increase the capacity of the roadway system by converting certain one-way streets to two-way streets and realign the Metromover main line to relieve the existing and future gridlock problems in the Downtown area;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF MIAMI, FLORIDA:

Section 1. The recitals and findings contained in the Preamble to this Resolution are hereby adopted by reference thereto and incorporated herein as if fully set forth in this

Section 2. The submission of an application to the State Florida Department of Transportation ("FDOT") for a \$25 million grant to cover costs related to a two-way street conversion for Magle Street, Southeast 2nd Street, Southeast 2nd Avenue, Southeast 4th Street (Biscayne Boulevard Way), Biscayne Boulevard, Southeast 3rd Street, and Southeast 3rd Avenue, Miami, Florida, and realignment of one block of the Metromover main line and construction of a Metromover transportation station is hereby approved and recommended.

Section 3. The City Manager is hereby authorized to represent the City of Miami as a co-applicant for said grant, if deemed appropriate and necessary.

Section 4. The City Manager is hereby authorized^{1/} to execute all documents necessary, in a form acceptable to the City Attorney, in furtherance of the filing of said application.

Section 5. This Resolution shall become effective

The herein authorization is further subject to compliance with all requirements that may be imposed by the City Attorney, including but not limited to those prescribed by applicable City Charter and Code provisions.

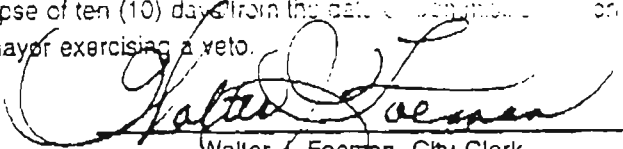
immediately upon its adoption and signature of the Mayor.

PASSED AND ADOPTED this 12th day of October, 1999.

JOE CAROLLO, MAYOR

In accordance with Miami Code Sec. 2-36, since the Mayor did not indicate approval of this legislation by signing it in the designated place provided for, it shall become effective with the elapse of ten (10) days from the date of adoption on regarding same, without the Mayor exercising a veto.

ATTEST:


Walter J. Foeman, City Clerk

WALTER J. FOEMAN, CITY CLERK

APPROVED AS TO FORM AND CORRECTNESS: 

ALEJANDRO VILARELLO
CITY ATTORNEY

W3862:BSS

^{3/} If the Mayor does not sign this Resolution, it shall become effective at the end of ten calendar days from the date it was passed and adopted. If the Mayor vetoes this Resolution, it shall become effective immediately upon override of the veto by the City Commission.

MPO RESOLUTION NO. 35-99

**RESOLUTION APPROVING AN AMENDMENT TO THE FY
2000-2004 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) TO INCLUDE THE DUPONT PLAZA
CONVERSION PROJECT IN THE UNFUNDED SECTION
OF THE TIP**

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 MPO Governing Board has established the Transportation Planning Council (TPC) to advise it on actions needed to meet the requirements of the planning and programming process, and

WHEREAS, the Transportation Planning Council has reviewed the proposed amendments to the 2000-2004 Transportation Improvement Program 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 an amendment to the unfunded section of the FY 2000-2004 Transportation Improvement Program (TIP) to include the Dupont Plaza Conversion Project is hereby approved.

The foregoing resolution was offered by Board Member Arthur E. Teele, Jr., who moved its adoption. The motion was seconded by Board Member Raul Martinez, and upon being put to a vote the vote was as follows:

Board Member Dr. Miriam Alonso	-	aye
Board Member Bruno A. Barreiro	-	aye
Board Member George J. Berlin	-	aye
Board Member Dr. Barbara M. Carey	-	absent
Board Member Miguel Diaz de la Portilla	-	absent
Board Member Betty T. Ferguson	-	absent
Board Member Perla Tabares Hantman	-	absent
Board Member Neisen O. Kasdin	-	absent
Board Member Richard N. Krinzman	-	aye
Board Member Raul Martinez	-	aye
Board Member Natacha Seijas Millan	-	aye
Board Member Jimmy L. Morales	-	aye
Board Member Dennis C. Moss	-	aye
Board Member Pedro Reboredo	-	absent
Board Member Dornin D. Rolle	-	absent
Board Member Katy Sorenson	-	absent

Board Member Javier D. Souto	-	absent
Board Member Arthur E. Teele, Jr.	-	aye
Board Member Raul Valdes-Fauli	-	aye
Board Member Frank Wolland	-	aye
Chairperson Gwen Margolis	-	aye

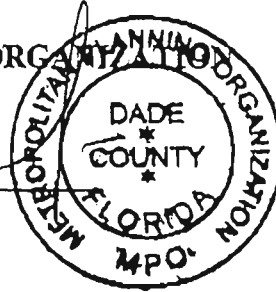
The Chairperson thereupon declared the resolution duly passed and adopted this 9th day of cember, 1999.

METROPOLITAN PLANNING ORGANIZATION

MPO

By

Jose-Luis Mesa
MPO Secretariat



Approved Donna Paul Mayor
Veto _____
Override _____

Agenda Item No _____

RESOLUTION NO. R-1155-99

OFFICIAL FILE COPY
CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
DADE COUNTY, FLORIDA

**RESOLUTION ENDORSING THE SUBMISSION BY THE CITY
OF MIAMI DOWNTOWN DEVELOPMENT AUTHORITY OF
AN APPLICATION TO THE STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION ("FDOT") FOR A
TWENTY-FIVE MILLION DOLLAR GRANT FOR
TRANSPORTATION AND ROADWAY IMPROVEMENTS FOR
THE FLAGLER STREET CORRIDOR AND THE DUPONT
PLAZA AREA OF DOWNTOWN MIAMI**

WHEREAS, the County wishes to sustain economic growth and revitalization in the Central Business District of Downtown Miami by continuing the programs for transportation and roadway improvements including the conversion of the one way streets in commercial areas to a two way system, realignment of the Metromover to provide relief of the traffic congestion that occurs when the Brickell Avenue Bridge over the Miami River opens, provide more efficient motor vehicle connections to Interstate -95 via the downtown I-95 distributor ramps and increase the Metromover ridership; and

WHEREAS, the County believes this project to be an important effort to promote economic growth, a gateway to Downtown Miami, and to provide more efficient and safer pedestrian access; and

WHEREAS, Miami-Dade County is the Gateway of the Americas; and

WHEREAS, in the next (ten) 10 years, there will be a continued booming economic development trend as a result of Miami-Dade County's position in the Americas; and

WHEREAS, Miami-Dade County's diverse community and close ties to Latin America nurtures the precise environment for continued growth in trade, tourism and commerce; and

WHEREAS, Downtown Miami is the hub for these flourishing economic activities; and

WHEREAS, this continued growth has impacted our transportation system; and

WHEREAS, it is recognized that there is a need to increase capacity of our roadway system with particular emphasis in the Downtown development area; and

WHEREAS, we encourage projects that have not been identified for funding or sufficient funding and that will provide relief to the gridlock in the Downtown area; and

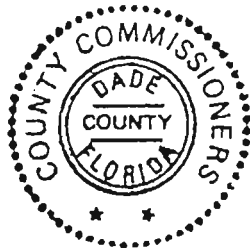
WHEREAS, the realignment of the Metro Mover main line will provide the necessary relief for the Downtown Area.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby endorses the submission by the City of Miami Downtown Development Authority of an application to the State of Florida Department of Transportation ("FDOT") for a twenty-five million dollar (\$25,000,000.00) grant for roadway improvements for the Flagler Street corridor and Dupont Plaza area of Downtown Miami.

The foregoing resolution was sponsored by Commissioner Bruno A. Barreiro and offered by Commissioner Dorrian D. Rolle, who moved its adoption. The motion was seconded by Commissioner Gwen Margolis and upon being put to a vote, the vote was as follows:

Dr. Miriam Alonso	aye	Bruno A. Barreiro	absent
Dr. Barbara M. Carey-Shuler	absent	Miguel Diaz de la Portilla	aye
Betty T. Ferguson	aye	Gwen Margolis	aye
Natacha Seijas Millian	absent	Jimmy L. Morales	aye
Dennis C. Moss	aye	Pedro Reboredo	aye
Dorrian D. Rolle	aye	Katy Sorenson	aye
	Javier D. Souto	aye	

The Chairperson thereupon declared the resolution duly passed and adopted this 19th day of October, 1999. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.



MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: **KAY SULLIVAN**
Deputy Clerk

Approved by County Attorney as _____
to form and legal sufficiency. WXS