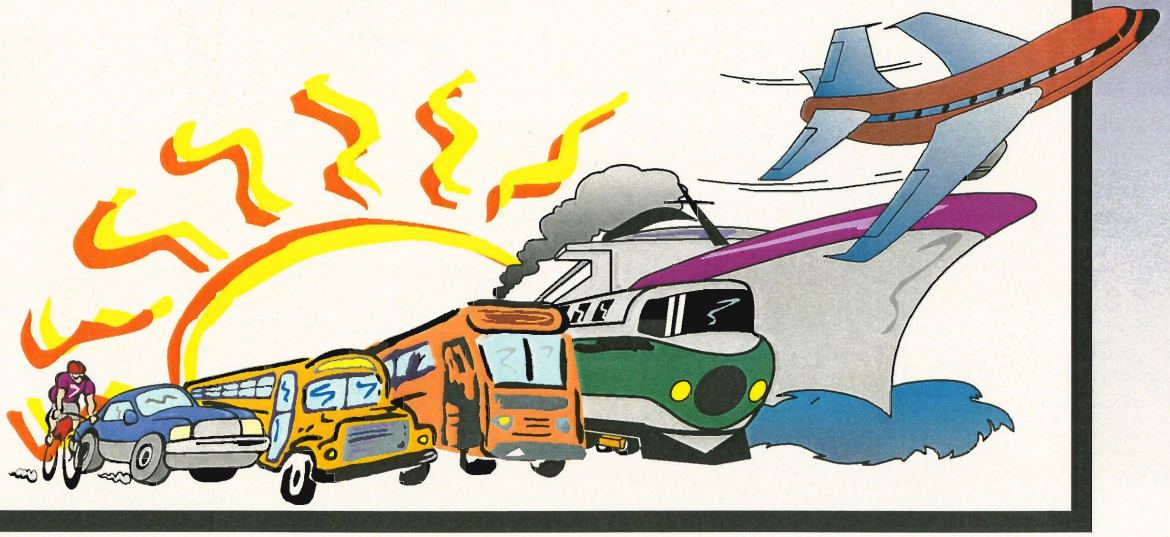
MPO for the Miami Urbanized Area

2020

TRANSPORTATION PLAN LONG RANGE ELEMENT

ADOPTION DOCUMENT



METROPOLITAN PLANNING ORGANIZATION
MPO
MIAMI-DADE

December 1998

MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2020

Summary Highlights

- In Miami-Dade County, by the year 2020, population is expected to increase by 45%, and person-trips by 30%, when compared with current levels.

- The twenty-year transportation "Needs Plan" identifies more than one hundred major capacity improvement projects. These include highway programs which will cost $4.6 billion, transit capital projects which will cost $5.4 billion, and transit operations and maintenance expenditures amounting to $5.8 billion. The program identified in the adopted Needs Plan totals $15.8 billion.

- An alternative "Minimum Revenue Plan" has also been developed, based on a conservative outlook for funding sources for transportation projects. The Minimum Revenue Plan contains no projects which would initiate new rail transit corridors, and postpones important highway improvements, some indefinitely. This cost of this Plan is less than half the cost of the Needs Plan, totaling $7.2 billion.

- Should revenues be available only at the level identified in the Minimum Revenue Plan, a substantial funding shortfall for capital programs will exist. This shortfall is in excess of $5.2 billion for transit projects, and in excess of $2.1 billion for highway improvements.

- Improvement to the public transportation and highway systems is the primary emphasis of the projects listed in the Plan. Identified transit needs call for the provision of fixed guideway or exclusive right-of-way priority services along 6 major travel corridors and 4 corridor extensions. Also, High Occupancy Vehicle (HOV) lanes are proposed along major expressways. Incorporation of the latest electronics technology or Intelligent Corridor Systems (ICS) is also proposed for several major projects as a means of easing congested traffic conditions.

- The program of the new Miami-Dade Expressway Authority is incorporated into both the Needs Plan and Minimum Revenue Plan. As a result, it includes several proposals to widen existing expressways that carry heavy traffic between urban suburbs and central business districts.

- A commitment to non-motorized modes of transportation is maintained. In both plans, bicycling and pedestrian-oriented improvements and projects that enhance the aesthetics of the urban landscape are considered. This has been accomplished through the reservation of one and one-half percent of all eligible surface transportation capital funds for these types of projects.

- In addition to proposed transportation infrastructure and capital needs, a variety of short-term strategies are identified to deal with urban travel congestion. These range from highway traffic design solutions, to employer-based measures to promote use of car pooling and public transportation. Also, the Plans are supported by a program of policy studies that will recommend courses of action to deal with funding, private sector involvement, and project-related community issues that need to be resolved to allow the proposed Transportation Plan to be successfully implemented.

REVISED

MPO RESOLUTION # 40-98

RESOLUTION ADOPTING THE NEEDS PLAN AS THE MIAMI-DADE TRANSPORTATION PLAN UPDATE TO THE YEAR 2020, SUPPORTING THE FORMAL PURSUIT OF A LOCAL AND DEDICATED FUNDING SOURCE(S) FOR TRANSPORTATION TO MEET THE REVENUE NEEDS OF THE PLAN, AND ADOPTING A MINIMUM REVENUE PLAN SHOULD A DEDICATED LOCAL FUNDING SOURCE FOR TRANSPORTATION NOT MATERIALIZE PRIOR TO THE ADOPTION OF THE FY 2000-2004 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization for the Miami Urbanized Area requires that the Metropolitan Planning Organization Governing Board provide a structure to evaluate the adequacy of the transportation planning and programming process, and take action to ensure that legal and procedural requirements are met, as more fully described in the Prospectus for Transportation Improvements for the Miami Urbanized area, and

WHEREAS, the Metropolitan Planning Organization (MPO) 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, 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 Citizens Transportation Advisory Committee (CTAC) and the Transportation Aesthetics Review Committee (TARC) have reviewed the Year 2020 Miami-Dade Transportation Plan, and

WHEREAS, the TPC has reviewed the Year 2020 Miami-Dade Transportation Plan and has determined the attached Needs Plan to be the accurate reflection of transportation needs 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 both the Needs Plan and the Minimum Revenue Plan conform to the standards of the Clean Air Act of 1990.

SECTION 2. That the Needs Plan as attached and made a part hereof is adopted as the Miami-Dade Transportation Plan Update to the Year 2020 along with a recommendation to pursue, as soon as practical, a local and dedicated funding source for transportation to meet the revenue needs of the Plan so that this plan can be formally recognized by federal and state transportation authorities.

SECTION 3. That the MPO Governing Board adopts the Minimum Revenue Plan as attached, and made a part hereof, in the event that a local dedicated funding source for transportation does not materialize prior to the adoption of the FY 2000-2004 Transportation Improvement Program.

The foregoing resolution was offered by Board Member Katy Sorenson, who moved its adoption. The motion was seconded by Board Member Barbara M. Carey, and upon being put to vote, the vote was as follows:

Board Member Miriam Alonso	-	aye
Board Member Bruno A. Barreiro	-	aye
Board Member George J. Berlin	-	aye
Board Member Barbara M. Carey	-	aye
Board Member Miguel Diaz de la Portilla	-	aye
Board Member Betty T. Ferguson	-	aye

Board Member Richard N. Krinzman	-	absent
Board Member Natacha Seijas Millan	-	aye
Board Member Jimmy L. Morales	-	aye
Board Member Dennis C. Moss	-	aye
Board Member Pedro Reboredo	-	aye
Board Member Dorrin Rolle	-	aye
Board Member Katy Sorenson	-	aye
Board Member Javier D. Souto	-	absent
Board Member Raul Valdes-Fauli	-	absent
Chairperson Gwen Margolis	-	aye

The Chairperson thereupon declared the resolution duly passed and approved this 15th day of December 1998.

METROPOLITAN PLANNING ORGANIZATION
FOR THE MIAMI URBANIZED AREA

By _____
Jose-Luis Mesa
MPO Secretariat

Metro-Dade Transportation Plan Update (to the Year 2020)

December, 1998

Adopted
2020 Transportation Plan

by Area of Analysis

Preparation of this document has been financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Florida Department of Transportation.

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MPO MIAMI-DADE
Metropolitan Planning Organization

Mayor Alexander Penelas

GOVERNING BOARD

Gwen Margolis, Chairperson

Dr. Miriam A. Alonso
Bruno A. Barreiro
George J. Berlin
Dr. Barbara M. Carey
Miguel Díaz de la Portilla
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Natacha Seijas Millan
Jimmy Morales
Dennis C. Moss
Pedro Reboredo
Dorrin D. Rolle
Katy Sorenson
Javier D. Souto
Raúl Valdés-Fauli
*School Board**

Non-Voting Membership:
Florida Department of Transportation
José Abreu Gary Donn

Merrett R. Stierheim, County Manager

José-Luís Mesa, MPO Director

* Miami-Dade County School Board representative to be appointed.

Table of Contents

Miami-Dade Transportation Plan to the Year 2020

Introduction

The Metro-Dade Transportation Plan Update to the Year 2020 has been developed to guide transportation investments in the metropolitan area during the next twenty years. The Plan is intended to be comprehensive, including connections to major activity centers, between and among roadways, transit facilities and other means of transportation.

Plan Process

The Year 2020 Transportation Plan can be considered a refinement and update of the last major update of the Plan (The Year 2015 Plan), which was adopted in December, 1995. The current update effort was started in January, 1998. The resulting study has consisted of a reassessment of the future capital and operational needs for the County's transit systems and roadway network. (A more comprehensive description of the 2020 Plan Process is given in Appendix IV.)

Federal Legislation. Federal transportation legislation has served as direction throughout the Plan development process, resulting in a comprehensive, multimodal transportation plan for Dade County. In particular, the intent, provisions, and considerations articulated in the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 were recently modified by the new federal legislation, the Transportation Equity Act for the 21st Century (TEA-21), which was approved in June, 1998. As TEA-21 is built upon the principles founded in ISTEA, this Plan meets the requirements of both Acts.

The Analytic Process. The development of the plans took many months of technical work and public involvement activities. The plans was developed through the use of a detailed technical process which employed a flexible and comprehensive financial planning model, as well as a sophisticated travel forecasting model. The financial planning model compares, on an annual basis, funds required to plan, design, and construct transportation projects with funds available for that purpose. In years for which there are insufficient funds, the model either determines the annual shortfall, or assumes the "issuance" of long term debt to fill the funding gap. In the case of debt financing, the financial analysis determines the level of additional funding necessary to either provide adequate coverage on debt service, or other more preferable alternatives. The financial model was employed to help prepare a Financial Resources document. This report provides information on the funds that are anticipated to be available to fund projects in the Needs Plan through the Year 2020.

The travel demand forecasting model considers a number of variables. These include:

- The current system of roadway and transit facilities
- Current population and employment
- Existing traffic and transit ridership
- Future land use, population and employment
- Future traffic and transit ridership

Public Involvement. Public informational meetings were held during 1998 and input from residents throughout Miami-Dade County was recorded and addressed. In the months following, draft copies of the Plan were developed and available for comment prior to presentation to the Governing Board of the MPO. (Appendix IV contains a detailed description of the Public Involvement Program employed in the development of the 2020 Plan.)

Steering Committee. Over a period of nearly a year, the results of such technical and financial considerations were evaluated by a Steering Committee made up of professionals representing state, regional and local agencies. This multi disciplinary perspective facilitated the development of the Plan using a multimodal approach and looked beyond strictly transportation considerations, as TEA-21 intended. The views of residents of Miami-Dade County were also represented on the Steering Committee, from members of the Citizens Transportation Advisory Committee, and from the public involvement program that was conducted.

Emphasis Areas. Before making their recommendation, the Steering Committee considered the 7 areas that are emphasized for transportation planning in TEA-21 to ensure that the planning efforts encompassed these areas:

- Support for the economic vitality of the metropolitan area
- Increased safety and security
- Increased accessibility and mobility options for people and freight
- Protection of the environment, conserve energy, and improve the quality of life
- Enhanced integration and connectivity of the transportation system
- Promotion of efficiency in the transportation system
- Emphasis on preservation of the existing transportation system

Additionally, the Steering Committee considered other pertinent efforts, either completed or ongoing in the County, and particular consideration of the airport and seaport as major activity centers, and other major studies for transportation corridor analysis work. These included:

- The East-West Multimodal Corridor
- Miami Intermodal Center (MIC)
- The High Speed Rail, as a planned component of the MIC
- The Major Investment Study for the North Corridor rail options

Also, in keeping with the intent of the current federal legislation, quality of life considerations and relationships between land use and transportation were taken into account during the decision-making process.

Alternative Recommended Plans. As a result of the planning process and work of the Steering Committee described above, the Transportation Planning Council recommended two alternative long range plans for the Board's consideration: 1) a draft Needs Plan, and 2) a Minimum Revenue Plan; both are detailed in this document. The draft Needs Plan depicts all of the transportation facility improvements that will be *needed* through the year 2020 to meet all of the mobility requirements of the Miami Dade metropolitan area, for the next 20 years. As one of its major tenets, it assumes for formulation and implementation of a dedicated funding source for

transportation in South Florida. The Minimum Revenue Plan is constrained by a conservative outlook on funding sources for transportation projects for the next 20 years. Its major assumption is that ***no*** dedicated funding source would be implemented. In summary, the costs of the alternative Year 2020 Transportation Plans are as follows:

Element	Needs Plan *	Minimum Revenue Plan*	Funding Shortfall
Transit Capital Program	$ 5,357.1	$ 151.0	$ 5,206.1
Transit Operations/Maintenance	5,837.6	4,596.0	1,241.5
Highway Program	4,598.1	2,476.0	2,122.1
TOTAL COST	$15,792.8	$ 7,223.0	$ 8,569.7

* Excludes funding of Priority I projects already in the 1999-2003 TIP. All costs are in millions of 1998 dollars.

Miami-Dade Expressway Authority

In 1994, the Florida Legislature amended Florida Statutes to create the Miami-Dade Expressway Authority (MDEA). The legislation gave the authority to the Miami-Dade Board of County Commissioners to complete the formation of the MDEA, completed in December, 1994. MDEA is governed by a 13-member board consisting of Miami-Dade business and civic leaders. Five of the members are appointed by Florida's Governor, and the Miami-Dade County Commission appoints seven members. The Florida Department of Transportation District VI Secretary is the ex-officio thirteenth member.

The intent of the MDEA was to create an additional funding source to address transportation needs in Miami-Dade County. MDEA has the right to acquire, hold, construct, improve, maintain, own, and lease the expressway system located in Miami-Dade County. It also has the right to fix and collect tolls and other charges. MDEA can also finance the planning, design, and construction of additional transportation facilities, and can improve existing facilities using surplus toll revenues. In December of 1996, the Florida Department of Transportation transferred the following assets to MDEA:

- State Road 112 from the Miami International Airport to I-95
- State Road 836 from Florida's Turnpike to I-95
- State Road 874 from Florida's Turnpike to State Road 826
- State Road 878 from State Road 874 to US 1
- State Road 924 (Gratigny Parkway) from State Road 826 to west of NW 27th Avenue

The goal of the MDEA is to "create an integrated transportation system that provides a seamless and balanced movement of traffic." In order to achieve this, the Authority has created a transportation plan with a 20-year horizon. The projects chosen by the Authority for inclusion in their long range plan must contribute to the connectivity of the MDEA system, and must produce a positive impact on traffic congestion. Accordingly, the projects anticipated in the MDEA's program form an important part of the Miami-Dade Metropolitan Planning Organization's Year 2020 Transportation Plan.

Plan Goal and Objectives

Goal

Provide for a safe, efficient, economical, attractive and integrated multimodal transportation system that offers convenient, accessible and affordable mobility to all people and for all goods, conserves energy, and protects both the natural and social environment.

Objectives

A. Multimodal Transportation System Development Objectives

- Plan for the provision of transportation services and facilities to serve the needs of the population and contribute to the sustainability of the metropolitan area, in accord with federal and state transportation planning process requirements.
- Develop an integrated multimodal transportation system that emphasizes the movement of people by facilitating the transfer between modes, and the connectivity of the transportation network within and outside the metropolitan area.
- Apply aesthetics principles to planning of transportation projects, utilizing a multi disciplinary collaborative team approach which humanizes these projects through the design process, and helps instill a sense of place and community pride.
- Preserve rights-of-way in corridors anticipated to be heavily traveled in the future.

B. Travel and Mobility Objectives

- Preserve existing highway and transit facilities by improving efficiency and safety.
- Achieve the operating level-of-service standards adopted in the Comprehensive Development Master Plan and in the Florida Intrastate Highway System Plan.
- Plan for maximum utilization of existing transportation capacity, relieve congestion, and prevent congestion from occurring where it does not yet occur.

C. Social Objectives

- Plan and develop a transportation system that preserves the social integrity of all communities.

D. Environmental Objectives

- Plan for a transportation system that gives due consideration to air quality and environmentally sensitive areas, conserves energy and natural resources, and is consistent

with applicable federal, state and local energy conservation program goals and objectives.

- Plan for transportation projects that enhance the quality of the environment.
- Consider both the short and long-range interactive effects of the transportation system and land use development policies and practices.

E. Economic Objectives

- Define a sound funding base utilizing public and private sources that will assure operation and maintenance of existing facilities and services, and timely implementation of new sustainable services and projects designed for low maintenance.
- Provide for and enhance the movement of freight and visitors, and facilitate surface access to the airport and seaport.

Geographic Areas of Analysis

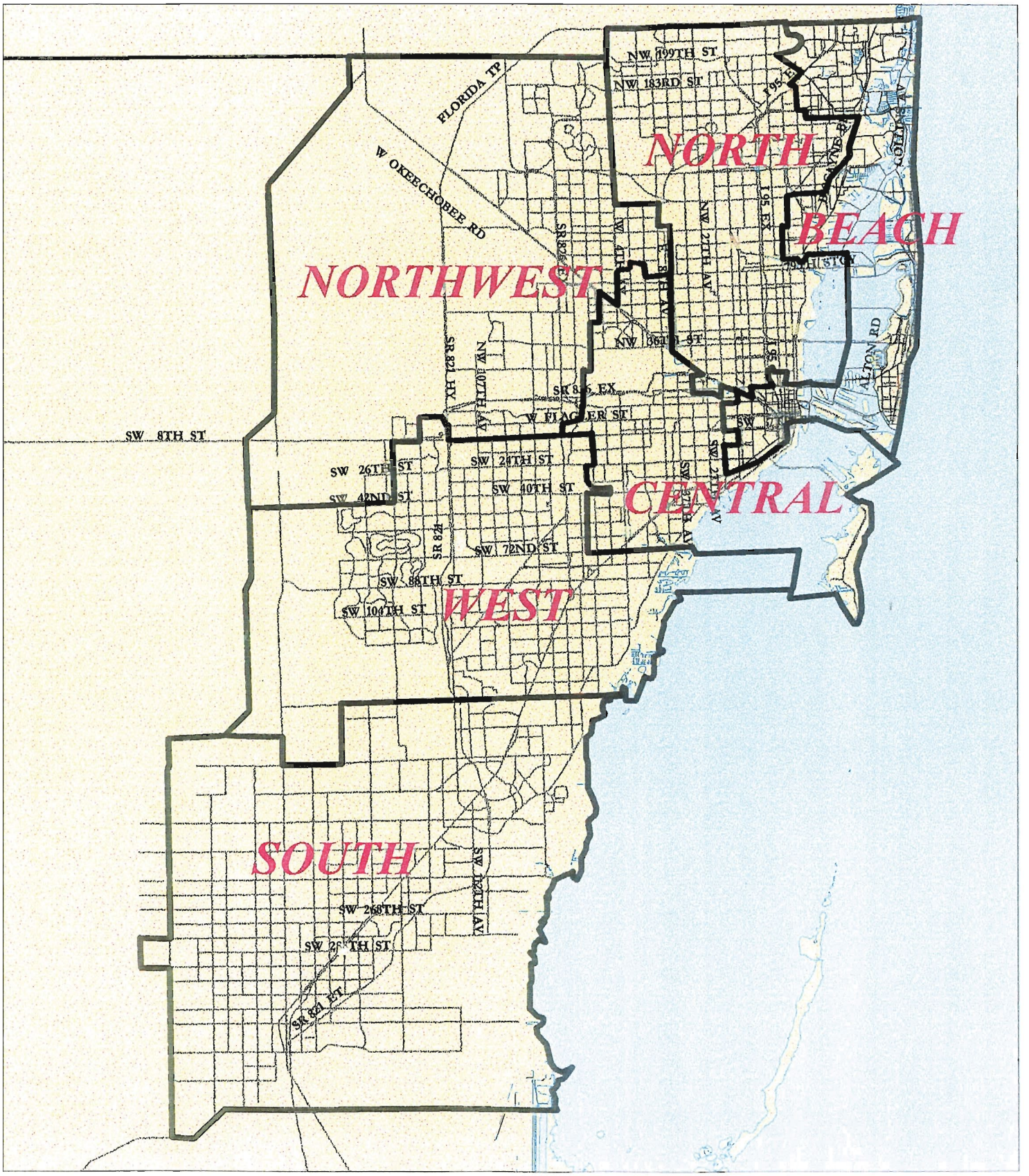
The County was subdivided into six Areas of Analysis for the preparation of the Transportation Plan Update. Socio-economic data for these areas was collected and projected to future years in order to obtain future travel characteristics using computer-based techniques. For the community meetings held in July of 1998, population, employment and travel characteristics data was aggregated into these Areas of Analysis and presented to citizens so they could easily focus on the projected socio-economic growth and travel demand in their area.

For presentation purposes in this document, capital improvements planned for the transportation system within each Priority category have been grouped into the following Areas of Analysis:

- **North.** (The North Area contains communities such as Opa-Locka, Carol City, North Miami and Biscayne Gardens.)
- **Northwest.** (The Northwest Area contains the communities of Miami Lakes, Hialeah Gardens, Pennsuco, Medley, and Palm Springs North.)
- **Beach/Central Business District.** (The Beach/Central Business District Area encompasses downtown Miami, and contains Miami Beach, and communities such as North Bay Village, Surfside, Indian Creek, Bay Harbor Islands, Bal Harbour, Miami Shores, North Miami, North Miami Beach, Sunny Isles, Golden Shores, Golden Beach, and Aventura.)
- **West.** (The West Area includes Sweetwater and Kendall.)
- **Central.** (The Central Area contains Miami Springs, Miami, West Miami, Coral Gables, South Miami, and Key Biscayne.)
- **South.** (The South area includes the communities of Cutler Ridge, Naranja, Princeton, Goulds, Homestead, and Florida City.)

A map describing these areas is shown on the following page.

Year 2020 Transportation Plan
Six Areas of Analysis



The Adopted Plan

The plan adopted by the Miami-Dade MPO is referred to as the Needs Plan in this report. The Needs Plan was developed to depict all the capital and operational transportation improvements that would be needed in Miami-Dade County through the year 2020. This plan consists of projects *in addition to* those in the Approved 1999 Transportation Improvement Program (TIP). The map on the following page depicts the Needs Plan projects. The lists on the pages following the map describe all projects in the Needs Plan; the lists are organized priority category (see below) and area of analysis.

The characteristics of the Needs Plan are as follows:

- ***All major highway projects identified as required are included in the plan.***
- ***The program approved by the Miami-Dade Expressway Authority has been assumed for the plan. Thus, all projects identified by the MDEA are assumed to be funded by the MDEA to the year 2020.***
- ***All eight identified transit corridor projects (including the North Corridor, and the East-West Corridor) have been included in the Plan. Federal participation is assumed for these projects at the planned levels for the North (70%), the East-West (38%), and an estimated 50% for all others.***
- ***A new, dedicated source of transportation funding for both highway and transit projects would be needed. While no specific funding source is recommended, the magnitude of required funds from such a source would have to be substantial.***

Definition of Priority Categories*

Priority 1. Priority projects to be constructed and opened to service by the Year 2005. Includes those projects needed to respond to the most pressing and current urban travel problems. Funds for most of these improvements are already programmed in the MPO's TIP.

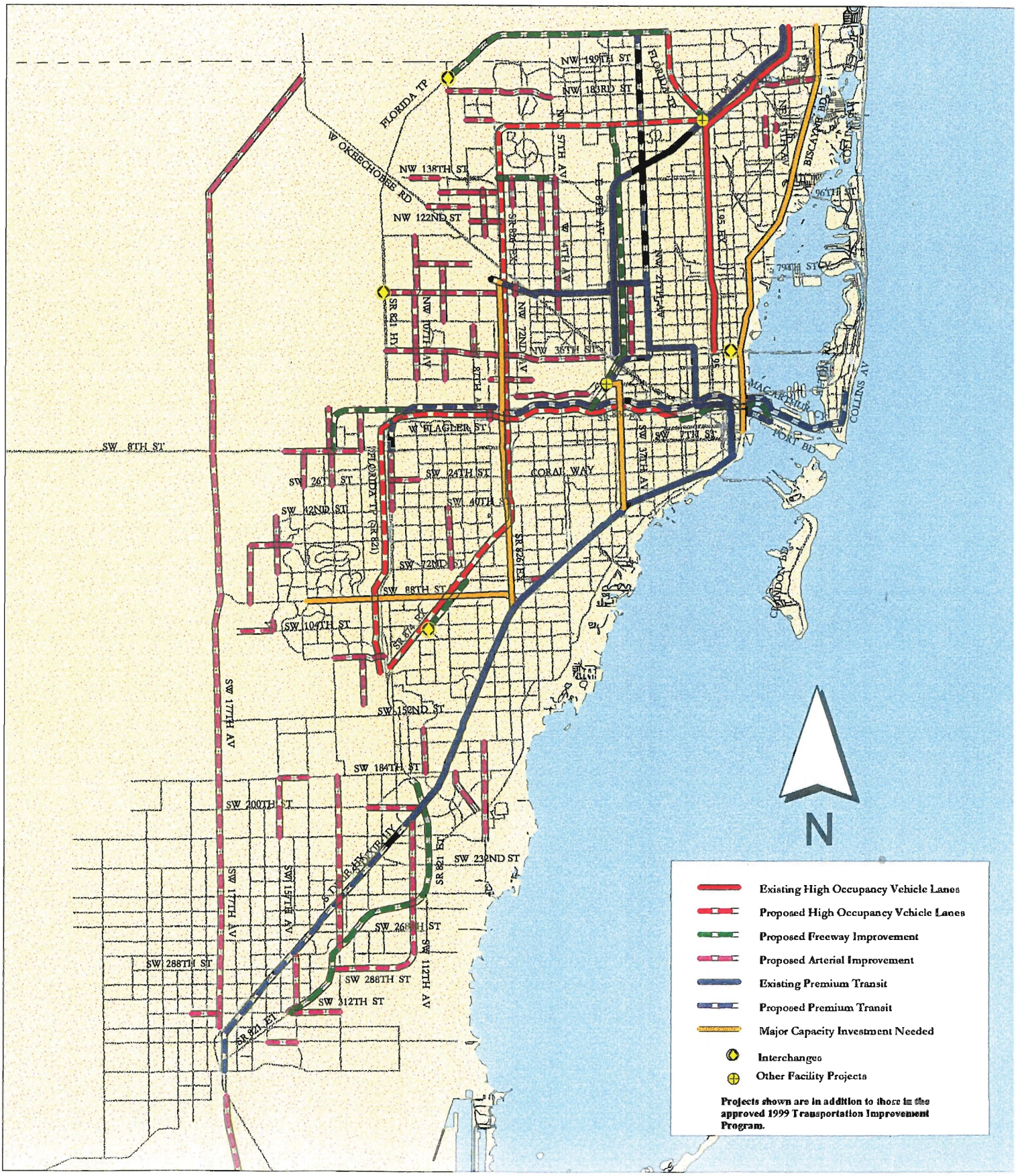
Priority 2. Improvements where project development efforts should commence before 2005, with construction of the project to take place between 2005 and 2010.

Priority 3. Improvements to be completed between the Years 2010 and 2015. Project development activities would need to commence before the Year 2010.

Priority 4. Improvements to be made in the latter part of the Plan horizon and completed by the Year 2020.

* *Dates mentioned are for illustration purposes. Actual dates of construction are subject to availability of adequate funding and other relevant considerations and may be advanced or postponed due to these considerations. The construction sequence of projects will nevertheless follow the indicated priority scheme.*

Year 2020 Transportation Plan
Needs Plan



YEAR 2020 TRANSPORTATION PLAN
NEEDS PLAN
Priority 1 Projects

(Projects shown are in addition to those listed in the approved 1999 TIP.)

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Adv. Traffic Mgmt Sys/Sig Upgrade	FY04-05		ATMS
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Beach/CBD	I-195 - ICS	Alton Rd	I-95	Intelligent Corridor System
Beach/CBD	I-95 - ICS			Intelligent Corridor System
Beach/CBD	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Beach/CBD	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Central	I-95 - ICS			Intelligent Corridor System
Central	Interconnector	SR 836	MIC	New 6 Lanes
Central	MIC			Intermodal Terminal
Central	NW 57 Ave	Okeechobee Rd	NW 138 St	4 to 6 lanes
Central	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric and Toll Plaza Improv.
Central	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Central	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
North	Central Parkway/NW 37th Ave	SR 826	SR 112	New 5 Lane HOV
North	I-195 - ICS	Alton Rd	I-95	Intelligent Corridor System
North	I-95 - ICS			Intelligent Corridor System
North	NE 12 Ave	NE 151 St	NE 167 St	Widen to 3 lanes/TOPICS Improv.
North	NE 15 Ave	NE 159 St	NE 163 St	2 to 3 Lanes
North	North Corridor	MLK Jr Plaza Sta	Broward Co Line	Premium Transit/North/LRTP
North	NW 57 Ave	Okeechobee Rd	NW 138 St	4 to 6 lanes
North	SR 112 - ICS	Entire Corridor		Intelligent Corridor System
North	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
North	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Northwest	Gratigny Parkway	SR 826	NW 57th Ave	Widen from 4 to 6 lanes
Northwest	I-75 - ICS			Intelligent Corridor System
Northwest	NW 122 St	Okeechobee Rd	NW 87 Ave	2 to 5 Lanes
Northwest	NW 138 St	NW 107 Ave	NW 97 Ave	2 to 5 Lanes
Northwest	NW 57 Ave	Okeechobee Rd	NW 138 St	4 to 6 lanes
Northwest	NW 62 Ave	NW 105 St	NW 138 St	Widen to 3 Lanes
Northwest	NW 72 Ave	NW 122 St	NW 138 St	2 to 3 Lanes
Northwest	NW 74th St Parkway Extention	SR 826	HEFT	New 4 Lane Expressway w/Service Roads
Northwest	NW 97 Ave	NW 25 St	NW 41 St	2 to 4 Lanes
Northwest	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
Northwest	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric and Toll Plaza Improv.
Northwest	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Northwest	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Northwest	SR 836 Extension	H.E.F.T	NW 137th Ave	New 6 Lane
Northwest	SW 137 Ave	NW 12 St	SW 8 St	2 to 6 lanes
Northwest	SW 137 Ave	SW 8 St	SW 26 St	4 to 6 lanes
Northwest	SW 8 St	SW 127 Ave	SW 152 Ave	4 to 6 lanes
Northwest	W 24 Ave	W 52 St	W 76 St	2 to 5 Lanes
Northwest	W 60 St	W 28 Ave	SR 826	Widen to 4 Lanes
Northwest	W 76 St	W 36 Ave	W 20 Ave	2 to 5 Lanes
South	South Dixie Busway	SW 112 Ave	SW 344 St	Premium Transit/South
South	SW 312 St	SW 152 Ave	SW 137 Ave	2 to 4 Lanes
South	SW 328 St	SW 162 Ave	SW 152 Ave	Widen to 4 Lanes
South	US 1 South	Card Sound Rd	Monroe Co. Line	2 to 4 lanes
West	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
West	SR 874	SR 878	Killian Parkway	Killian SB Interchange and Approach Improvements
West	SR 874 - ICS	Entire Corridor		Intelligent Corridor System
West	SW 117 Ave	SW 40 St	SW 8 St	2 to 4 Lanes
West	SW 137 Ave	SW 8 St	SW 26 St	4 to 6 lanes
West	SW 24 St	SW 117 Ave	SW 107 Ave	4 to 6 Lanes
West	SW 8 St	SW 127 Ave	SW 152 Ave	4 to 6 lanes
West	SW 80 St	SW 72 Ave	US-1	2 to 5 Lanes
West	SW 97 Ave	SW 72 St	SW 40 St	2 to 4 Lanes

YEAR 2020 TRANSPORTATION PLAN
NEEDS PLAN
Priority II Projects

Area(s)	Project or Facility	Limits		Project Description
		From	To	
Countywide	Adv. Traffic Mgmt Sys/Sig Upgrade	FY06-09		ATMS
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Countywide	Buses	New & Replacement		Buses
Beach/CBD	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
Beach/CBD	MDTA Transit Center			Multimodal Terminal
Beach/CBD	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric and Toll Plaza Improv.
Beach/CBD	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Central	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
Central	Interconnector	MIC	SR 112	New 6 Lanes
Central	Interconnector	SR 836	MIC	New 6 Lanes
Central	MIC			Intermodal Terminal
Central	North Corridor	Earlington Hts Sta.	MIC	Premium Transit/North/TIP
Central	Perimeter Rd	NW 20 St	NW 72 Ave	2 to 4 lanes
Central	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric and Toll Plaza Improv.
Central	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
North	Central Parkway	NW 28 St/Nw 27 Av	NW 103rd St	New expressway
North	Golden Glades Multimodal Termina	Multimodal Terminal		Multimodal Terminal
North	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
North	North Corridor	Earlington Hts Sta.	MIC	Premium Transit/North/TIP
North	NW 37 Ave	NW North River Dr	NW 79 St	2 to 5 Lanes
North	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric and Toll Plaza Improv.
North	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Northwest	H.E.F.T	NW 74 Street		Construct interchange
Northwest	H.E.F.T.	I-75 Interchange		Interchange Improvements
Northwest	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
Northwest	NW 107 Ave	NW 106 St	NW 41 St	New 4 lane
Northwest	NW 37 Ave	NW North River Dr	NW 79 St	2 to 5 Lanes
Northwest	NW 72 Ave	NW 74 St	Okeechobee Rd	4 lanes & Bridge
Northwest	NW 82 Ave	NW 7 St	NW 12 St	New 4 lane
Northwest	NW 87 Ave	NW 36 St	NW 58 St	4 to 6 lanes
Northwest	NW 90 St	NW 107 Ave	NW 87 Ave	New 2 lane
Northwest	NW 97 Ave	NW 58 St	NW 90 St	New 4 lane
Northwest	NW/SW 127 Ave	SW 8 St	NW 12 St	2 to 4 Lanes
Northwest	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange improv.
Northwest	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric and Toll Plaza Improv.
Northwest	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
South	Allapattah Rd Ext	H.E.F.T./Allapattah	H.E.F.T./Biscayne	New 6 Lanes/Widen to 6 Lanes
South	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
South	SW 137 Ave	US-1	H.E.F.T.	2 to 4 lanes
South	SW 312 St (Phase 2)	SW 187 Ave	SW 177 Ave	Widen to 5 Lanes
West	H.E.F.T	SR 836	SR 874	HOV/HOT Lanes
West	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
West	Kendall Corridor - Transit	Dadeland North	SW 147 Ave	Premium Transit/Kendall
West	NW/SW 127 Ave	SW 8 St	NW 12 St	2 to 4 Lanes
West	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange improv.
West	SR 874	H.E.F.T.	SR 826	Widening and HOV

YEAR 2020 TRANSPORTATION PLAN
NEEDS PLAN
Priority III Projects

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Countywide	Buses	New & Replacement		Buses
Beach/CBD	I-395/I-95/SR 836	NW 17 Ave	I-95	Interchange Improvements
Beach/CBD	NE 183 St	NE 6 Ave	US-1	4 to 6 lanes
Beach/CBD	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Beach/CBD	SR 836 - Transit	Downtown	Miami Beach	Premium Transit/East-West
Central	MIC			Intermodal Terminal
Central	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
North	H.E.F.T.	I-75	FL Turnpike	4 to 6 lanes
North	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
North	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Northwest	H.E.F.T.	I-75	FL Turnpike	4 to 6 lanes
Northwest	Krome Ave	SW 8 St	US-1	Reconstruct 2 lane w/ access rights protection
Northwest	Krome Ave	SW 8 St	Okeechobee Rd	Reconstruct 2 lane w/ access rights protection
Northwest	NW 107 Ave	NW 41 St	NW 25 St	4 to 6 lanes
Northwest	NW 186 St	I-75	NW 57 Ave	4 to 6 lanes
Northwest	NW 25th St Viaduct	NW 68 Ave	NW 82 Ave	4 to 6 lanes
Northwest	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
Northwest	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Northwest	SW 147 Ave	SW 8 St	SW 26 St	New 2 lane
South	H.E.F.T.	Quail Roost Dr	Campbell Dr	4 to 6 lanes
South	Krome Ave	SW 8 St	US-1	Reconstruct 2 lane w/ access rights protection
South	SW 137 Ave	SW 184 St	US-1	New 2 lane
South	SW 157 Ave	SW 184 St	SW 216 St	New 2 lane
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 42 St	SW 56 St	New 2 lane
West	SW 157 Ave	SW 56 St	SW 72 St	New 4 lane
West	SW 157 Ave	SW 95 St	SW 104 St	2 to 4 lanes
West	SW 167 Ave	SW 56 St	SW 88 St	New 2 lane

YEAR 2020 TRANSPORTATION PLAN
NEEDS PLAN
Priority IV Projects

Area(s)	Project or Facility	Limits From	Limits To	Project Description
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Countywide	Buses	New & Replacement		Buses
Beach/CBD	I-395	I-95	MacArthur	Reconstruction
Beach/CBD	I-395 - ICS			Intelligent Corridor System
Beach/CBD	I-95			Multimodal Master Plan Improvements (TBD)
Beach/CBD	Port Tunnel	Watson Island	Dodge Island	Port Tunnel
Beach/CBD	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Beach/CBD	US-1/Biscayne Hwy - Transit	Downtown	Broward C.L.	Premium Transit/Northeast
Central	MIC			Intermodal Terminal
Central	NW 36/41 St	NW 42 Ave	H.E.F.T.	Express Street (ITS, grade separations, etc.)
Central	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Central	SW 42/37 Ave - Transit	MIC	Douglas Sta	Premium Transit/SW 42/37
North	I-195	Miami Ave		Interchange
North	I-95			Multimodal Master Plan Improvements (TBD)
North	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
North	SR 826 - ICS			Intelligent Corridor System
North	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
North	US-1/Biscayne Hwy - Transit	Downtown	Broward C.L.	Premium Transit/Northeast
Northwest	NW 170 St	NW 77 Ave	NW 87 Ave	2 to 4 lanes
Northwest	NW 36/41 St	NW 42 Ave	H.E.F.T.	Express Street (ITS, grade separations, etc.)
Northwest	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
Northwest	SR 826 - ICS			Intelligent Corridor System
Northwest	SR 826 - Transit	Dadeland	NW 74 St	Premium Transit/SR 826
Northwest	SR 836 - Transit	Palmetto	FIU	Premium Transit/East-West
South	Franjo Rd	SW 184 St	Old Cutler Rd	2 to 4 lanes
South	SR 826 - ICS			Intelligent Corridor System
South	SR 826 - Transit	Dadeland	NW 74 St	Premium Transit/SR 826
South	SW 107 Ave	Quail Roost Dr/SW 186 St	SW 160 St	2 to 4 Lanes
South	SW 112 Ave	US-1	H.E.F.T	4 to 6 lanes
South	SW 152 Ave	US-1	SW 312 St	2 to 4 lanes
South	SW 200 St	US-1	Quail Roost Dr	2 to 4 lanes
South	SW 87 Ave	SW 168 St	SW 216 St	2 to 4 lanes
West	SR 826 - Transit	Dadeland	NW 74 St	Premium Transit/SR 826
West	SW 120 St	SW 137 Ave	SW 117 Ave	4 to 6 lanes

Transportation Demand Strategies

In addition to the transportation capital and operational improvements proposed in the Year 2020 Plan, other strategies that increase the efficiency of the existing system and do not require major capital expenditures can be considered a component of this Transportation Plan.

Examples strategies initiated by the public sector include:

- Consideration of contra-flow traffic designs in planning urban roads
- Implementation of parking policies that control capacity and locations of parking facilities and provide preferential parking for high-occupancy vehicles
- Use of available technology to improve traffic flow by deploying Intelligent Transportation System features such as electronic toll collection, variable message signs and multimedia information systems
- Improving traffic signal timing through commuter corridors
- Establishment of exclusive rights-of-way for high occupancy and public transportation vehicles
- Provision of bicycle and pedestrian facilities
- Guaranteed Ride Home Programs for vanpool and carpool commuters

From the private sector, strategies include:

- Employer-instituted compressed work weeks or staggered or flexible working hours to ease traffic congestion during peak hours
- Employer-subsidized transit passes to encourage use of public transportation
- Employer-encouraged vanpooling and carpooling, including preferential parking spaces for participants
- Employer-encouraged tele-commuting and other trip reduction programs

These are some examples of the many strategies that are being considered. Efforts of this nature are a part of the overall metropolitan transportation planning program conducted by the MPO on an on-going basis. Projects will be implemented through the annual update of the Miami-Dade County Transportation Improvement Program.

Alternatives for Intermodal Improvements

Miami-Dade County recognized that intermodal facilities can provide substantial benefits for the communities that they serve. Among these benefits are:

- Improve the image of transit in the region
- Improve the quality of transit service
- Improve accessibility of the intermodal facility
- Promote economic development for the region

However, Miami-Dade County recognized that proper planning is necessary to implement advanced intermodal facilities that can smooth transfers from one mode to another. As a result, the Metropolitan Planning Organization (MPO) sponsored a study to create a procedure for siting and implementing intermodal facilities. The "Alternatives for Intermodal Improvements in Miami-Dade County" (June, 1998) had four objectives:

- Document the perception and acceptance of transfers by users
- Provide public agencies with a "cookbook" guide to integrating intermodal facilities into their communities
- Select, prioritize, and consider 25 locations for intermodal facilities in Miami-Dade County
- Develop cost estimates needed to identify potential grant and/or dedicated funding sources

While the study was sponsored by the MPO, all major local and state agencies responsible for providing transportation services in Miami-Dade participated in the study. A survey was administered by the Center for Urban Transportation Research of the University of South Florida to determine existing transit patrons' attitudes toward transfers. Generally, most patrons were not overly concerned with transfers, but preferred not to make too many transfers on each transit trip. The study realized the following conclusions:

Routes of Metrobus and Metrorail should be designed and interconnected to minimize transfer requirements:

- Metrorail stations differ greatly in mode of access and transfer characteristics
- Transfer facilities should not be standardized, but should be designed based on the requirements and demands for each specific station
- While facilities should not be standardized, they still should contain some elements of design continuity to link intermodal facilities

The intermodal improvements study recommended a "cookbook-type" guide to develop a network of intermodal facilities in a given community. The following methodology elements represent the generalized procedure to site and implement intermodal facilities:

- Establish close coordination between state and local agencies
- Define and develop an evaluation program to rate intermodal facility sites

- Identify and collect the necessary data for evaluation
- Identify potential transfer locations
- Analyze the data collected to determine characteristics of each site and prioritize the site
- Develop an action plan to implement the recommended intermodal station sites

In Miami-Dade County, 80 sites were initially evaluated as potential intermodal sites. These sites were first evaluated for "fatal flaws", or conditions such as environmental problems or other considerations that would eliminate them from being considered as a potential site. This analysis reduced the eligible sites to 49 locations. Additional evaluation reduced the number of sites to the 25 sites that were preferred for potential intermodal facilities. The 25 sites were then evaluated and ranked based on the previously developed evaluation criteria. The top ten ranked sites were:

1. Miami-Dade Community College - North Campus
2. Miami-Dade Community College - South Campus
3. NW 7th Avenue north of 183rd Street
4. Miami Lakes Technical Education Center
5. Cutler Ridge Mall
6. Collins Avenue at NE 44th Street
7. Coconut Grove (McFarlane Road)
8. Miami Beach – Collins Avenue and 72nd Street
9. Miami Beach Convention Center
10. Government Center

Each of the potential sites was examined to determine a preliminary projection of cost to implement the construction of the site. The estimated cost of implementation ranged from $112,000 to $1,060,000 for the 25 priority projects. The top ten priorities ranged from $133,000 for the Miami Beach Collins Avenue and 72nd Street site to $1,060,000 for the Collins Avenue at NE 44th Street site.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promotes intermodal approaches for urban area transportation. ISTEA offers three basic sources of funding through the Federal Transit Administration. These sources include:

- Formula grants that are based on population, travel demand, or other criteria
- Discretionary grants that are often earmarked at the federal level and require significant justification and documentation
- Flexible funding that allows transfers in funds from one mode to the other
- The state may also participate in special grants for intermodal facilities, based on review of need and statewide priorities.

Transportation and Community Livability

Transportation planning in Miami-Dade County seeks to enhance urban livability by reducing traffic intrusion into neighborhoods. This can be accomplished by concentrating transportation investments in multimodal projects along major corridors and highways. The most obvious

examples of planned major investments in fixed route public transit projects are the South Dade U.S. 1 busway extension, and the East-West and North Corridor programs. In addition, major investment studies have been planned or initiated for the Northeast and Kendall-Airport Corridors.

The planning program also supports neighborhood circulators to help reduce congestion and improve mobility in and around major activity centers. The success of the Electric Wave on Miami Beach, in service less than a year, has exceeded expectations. Studies for similar services in Downtown Miami and Hialeah are planned. Other studies are under way in Station Area Design and Development, land use, zoning, parking, and urban design measures to improve mobility in, and access to, transit served areas. The MPO helped to fund a major community charrette for one of those areas.

The Krome Avenue Action Plan proposes zoning changes in conjunction with safety and operational improvements to help preserve the agricultural and rural characteristics of a corridor and community. The Public Works Department has implemented a process which requires careful evaluation and testing of methods which do not sacrifice connectivity (including appropriate traffic calming techniques) prior to considering approval of an urban street closure.

Livability is also concerned with transportation choices. In addition to the transit and other programs mentioned, Miami-Dade County has a well recognized bicycle and pedestrian program. It has planned, and begun to establish, a greenway network of over five hundred miles. Towards meeting the objective of creating better linkages between modes, an intermodal alternatives study developed criteria for selecting potential intermodal sites, prioritized twenty-five of the most promising sites for intermodal connections, proposed improvements, and estimated costs.

In recognition of the fact that transportation projects can, and have in the past, had serious negative impacts on communities, the MPO has recently completed two studies which address this important issue. The report entitled "Historical Impacts of Transportation Projects in the Overtown Area" documents the impacts of multiple major projects on a once vibrant African American community, and has proposed mitigation enhancements. The "Effects of Transportation Plan Development on Minority and Impoverished Communities" looks at demographic characteristics and discusses mobility and transportation issues for sample "target areas" (distressed urban neighborhoods) in Miami-Dade County. It also identifies specific public involvement tools and techniques which can be used to identify issues and goals for impoverished communities. As a proactive measure, the MPO has a Transportation Aesthetics Review Committee as part of its permanent planning process, to review major project proposals for their aesthetic impacts on the community.

Creating livable communities is a goal that must be reached by joining transportation, land use, economic development and other efforts. The transportation programs mentioned above will help expand transportation choices, improve project design, and reduce congestion and traffic intrusion into neighborhoods. They will therefore contribute in a significant way to the creation of the types of livable communities envisioned by residents and urban experts alike.

Other Program Areas

A number of other work efforts "round out" the Transportation Plan and otherwise reinforce the multimodal approach being used in the Miami Urbanized Area.

Studies underway, or recently completed, which will help plan for a fully intermodal transportation system include:

- Countywide Parking Policy Study
- Implementation of Transportation Management Associations (TMAs)
- Aesthetics and Urban Design in Transportation Planning and Project Development
- Private Sector Public Transportation Service Study
- Southeast Florida Regional Travel Characteristics Study
- Vanpool Marketing Program
- Comprehensive Bicycle/Pedestrian Planning Programs
- Freight Movement Study for Dade County
- Welfare-to-Work: Transportation Issues and Opportunities in Miami-Dade County
- Historical Impact of Transportation Projects in the Overtown Community

APPENDICES

Appendix I

Air Quality Conformity Determination Report

APPENDIX I

AIR QUALITY CONFORMITY DETERMINATION REPORT
2020 Miami-Dade County Transportation Plan Update

December 15, 1998

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♦ ***EXPANDED AIR QUALITY DATA CAN BE FOUND IN THE FEDERAL AGENCY REVIEW EDITION OF THIS PLAN DOCUMENT - AVAILABLE BY CONTACTING OUR OFFICE AT: PHONE (303) 375-4507 FAX (305) 375-4950 EMail: rcf@co.miami-dade.fl.us***

Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area

ITEM NO.	Requirement	Appendix 1 Page Number
1	A copy of the MPO's finding of conformity on the transportation plan is included	1
2	An emissions reduction summary table such as Appendix 8 of this procedure is included	1
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.	2
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.	2
5	The report states that the transportation plan is financially constrained.	2
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.	2
7	The MPO has documented that the contents of the transportation plan meet the requirements of 40 CFR 93.106	2
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.	2
9	The date the area was redesignated to attainment by EPA is shown.	3
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.	3
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	3
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.	3
13	The report identifies significant issues raised verbally or in writing at, 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.	4

Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area		
ITEM NO.	**Requirement**	**Appendix 1 Page Number**
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.	4
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.	4
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.	5
17	The long-range plan describes the future transportation system specifically enough to allow a determination of conformity.	5
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.	5
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.	5
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.	6
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.	6
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.	6
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.	6
24	Projects identified through the consultation process that underwent a significant change in design concept and scope from the previous conforming transportation plan	6

Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area

Item NO.	Requirement	Plan Page Number
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.	6
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.	7
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	7
28	The sources of the most recent planning assumptions, derived from the estimates of current and future population, employment, travel, and congestion are documented.	7
29	The assumptions made about transit services and increases in transit fares, and road and bridge tolls over time are indicated.	7
30	All projects for each of the transportation plan's horizon years (including exempt projects) are listed, and the WPI numbers are indicated	7
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.	8
32	Copies of the input files for the MOBILE model and the EMIS output files are included.	8
33	Projects exempt from the regional emissions analysis are highlighted in the project listings, or shown on a separate table.	8
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.	8
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.	8
36	The VMT from projects which are not regionally significant have been estimated in accordance with reasonable professional practice.	9

AIR QUALITY CONFORMITY DETERMINATION REPORT
2020 Miami-Dade County Transportation Plan Update
December 15, 1998

This report documents the ***conformity determination*** for the ***Update*** of the Year 2020 Miami-Dade County Transportation Plan - Long Range Element (LRTP) in fulfillment of the requirements of the 1990 Federal Clean Air Act Amendments. (1) A copy of the MPO's findings of conformity on the transportation plan is included in the plan document as "Appendix I"

DEFINITIONS: *The 2020 Transportation Plan, as presented on December 15, 1998 to the MPO Governing Board for adoption, consisted of two alternatives:*

a) **NEEDS PLAN**: *Included all deemed necessary capacity improvement projects on the highway and transit networks identified as needs for the metropolitan area. Future revenue sources were projected to consist of both existing and newly-proposed funding sources.*

b) **MINIMUM REVENUE PLAN**: *Included some of the needed highway and transit projects for the metropolitan area, however nearly all of the transit projects were unfunded and many of the highway projects were postponed (some indefinitely), due to a conservative funding outlook on transportation projects for the next twenty years.*

2020 LRTP Analysis Years:

1. Base Year: 1990
2. First Analysis Year: 2000
3. Second Analysis Year: 2005
4. Third Analysis Year: 2010
5. Fourth Analysis Year: 2015
6. Fifth Analysis Year: 2020 (last year of the 2020 Long Range Plan Update)

(2) Emissions Reduction Summary Tables are included herein as follows:

* Table 1, titled "Emission Reductions Summary Table - NEEDS PLAN" on page # 10
* Table 2, titled "Emission Reductions Summary Table - MINIMUM REVENUE PLAN" on page #11

To illustrate the conformity determination, a brief synopsis of results are presented for the Emission Budget Test and the Conformity of the Year 2020 Long Range Transportation Plan. Emissions Reduction Summary Graphics are included as follows:

* Graphic 1, titled "Needs Plan - NOx Emission Reductions Summary" on page # 12
* Graphic 2, titled "Needs Plan - VOC Emission Reductions Summary" on opage # 13
* Graphic 3, titled "Minimum Revenue Plan - NOx Emission Reductions Summary", on page # 14
* Graphic 4, titled "Minimum Revenue Plan - VOC Emission Reductions Summary", on page # 15

(3) This ***Conformity Determination*** documents that implementation of the projects listed in the Miami-Dade County 2020 LRTP, as proposed in either one of the alternatives: Needs Plan and Minimum Revenue Plan, 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 horizon years were selected by the MPO through the Consultation Process.

(4) Furthermore, this report documents that the 2020 LRTP is 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 Amendment (CAAA).

(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 "**Appendix IV**" under "**Financial Considerations"**

(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.

CTAC was presented with Air Quality results at their November 18, 1998 meeting. TPC was presented with results on October 5, 1998 and November 9, 1998. The MPO adopted the transportation plan and conformity determination report at its December 15, 1998 meeting.
The plan documents that emission budgets used in the conformity analysis are those contained in the SIP's approved maintenance plan, and the conformity analysis meets the requirements of 40 CFR 92.118. The Plan is consistent with the new "Transportation Equity Act for the 21st Century" (as amended by the TEA-21 Restoration Act). The original 16 specific planning factors of the Intermodal Surface Transportation Efficiency Act (ISTEA) were reduced to 7 general factors. These "Seven Factors" are incorporated into the Goals and Objectives of the LRTP, and hence the Evaluation criteria, that were used in the project selection process.

(7) The MPO has documented that the contents of the transportation plan meet the requirements of 40 CFR 93.106

(8) The emissions expected from the implementation of the transportation plan are consistent with the motor vehicle emissions budgets for the Miami-Dade 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 2020 Long Range Transportation Plan will be in conflict with the goals and intent of the SIP. The 2020 LRP will conform to the purpose of the SIP by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS). Projects in 2020 LRP 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 exiting violations of any standards, or

delay the timely attainment of any standards or any required interim emission reductions or other milestones in the area.

(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 SE Florida Airshed on November 8, 1993, as an amendment to the SIP. On November 6, 1995 the Florida Department of Environmental Resources (FDEP) held a public hearing to introduce a technical amendment to the SIP for revised emissions budgets for the SE Florida Airshed. These adjusted emissions budgets are the caps used here to demonstrate conformity of the 2020 LRP with the requirements of the CAAA.

(10) The 2020 LRP 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 2020 Long Range Transportation Plan were compared to the emission budgets established by the redesignation request maintenance plan. Implementation of the 2020 LRTP is estimated to result in emissions which fall below the emissions budget set for the analysis years of 2000, 2005, 2010, 2015 and 2020.
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).

(11) The plan identified no Transportation Control Measures TCM-type strategies, programs or projects. No off-model air quality emission benefits have been used as part of this air quality conformity determination report. No off-model emission benefits are claimed as part of this report. CMAQ-funds have funded, portions or allof the following projects in Miami-Dade County:

- Multi-Modal East-West Corridor
- Miami Intermodal Center
- Service Patrols
- Intelligent Transportation Systems (ITS)
- Dade County Traffic Signal System Upgrade
- Miami Intermodal Center
- US-1 Busway
- Northeast Corridor

Even though there are no required Transportation Control Measures (TCMs) in the Florida SIP; voluntary TCM strategies are recommended. 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), Motor Vehicle Control Program (MVCP), Park-and-Ride and HOV Parking Lots, Exclusive Bus and Carpool Lanes, Metro-Dade Traffic Control System, Bikeways, Transportation System Management (TSM), Intelligent Corridor System (ICS), Incident Management, and Transportation Demand Management Activities (TDM).

(12) The FY 1999 TIP (previous Transportation Improvement Program), was approved by the Secretary of FDOT on August 31, 1998 (Copy of 1-page letter from Mr. Thomas Barry, State of Florida Secretaryof Transportation to Mr. Robert Callan, FHWA Acting Administrator is attached - See "Exhibit 1", starting on page # 16)

Federal Conformity findings on the FY 1999 TIP, by FHWA/FTA, were approved on October 1, 1998: 3-page joint letter from Mr. James St. John, FHWA Division Administrator and Ms. Susan Schruth, FTA Regional Administrator, to Mr. Thomas Barry, Florida Secretary of Transportation. Finding of conformity by USEPA ocurred on October 13, 1998: 2-page letter from Ms. Linda Anderson-Carnahan, USEPA Chief Air Planning Branch to Mr. James St. John, Florida Division FHWA Administrator (Copies of such documentation is attached - See "Exhibit 1", starting on page # 16)

13) No significant issues were raised verbally or in writing at, or subsequent to, the TAC meeting by state or local air quality agencies.

(14) Relevant interagency and/or interlocal agreements necessary to implement the conformity process are documented (the MOA is part of Exhibit 1), and the parties to the agreements and the dates executed are cited. (Copy of such documentation is attached under Exhibit 1, starting on Page # 16)

(15) Data collection, analysis, and development of the transportation plan 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. Milestones of the process are included herein as follows:

☞ Miami-Dade December 11/98: Coordinated status of CDRs, emission results, emission budget compliance and timely adoption of Plans in each county.

☞ Miami-Dade October 23/98: Main issue discussed was Miami-Dade's Plan to present 2 financial alternatives.

☎ Teleconference : November 5/98: FHWA, FDOT, FDEP, High Speed Rail, MPO's: Main issue was the definition of standard reporting years for all counties and the inclusion of High Speed Rail, by reference, in every plan update.

☞ Broward, August 28/98 Meeting: Main issue was need to agree on commonality for base year.

☎ Teleconference (at FDOT District 4) July 9 /98: Main coordination item was the definition of base-year for analysis for the three counties. Discussion and agreement was facilitated by FHWA, and FDOT Office of Policy Planning.

☞ Palm Beach County, June 26/98: Main issue discussed was the request from Broward and Palm Beach Counties to be allowed to used a modified EMIS factor based on the "lifestyle model" they had developed.

☞ Palm Beach County, February 11/98: Main issue was the coordination of Memorandum of Agreement (MOA) and the Motor Vehicles Inspection Program (MVIP).

☞ Coordination with staff from both the Broward County MPO and FDOT District IV Office occurred early-on. The scope of work for consultant services was drafted and distributed to these agencies for review and comment. 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 synch accross the county line. Similarly concepts, methods and results were exchanged, as the respective plans were developed.

(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.

(17) The long-range plan describes the future transportation system specifically enough to allow a determination of conformity
Detailed project information is presented in line-item form in the program of projects in the Plan, and includes geographic locations, project limits and work type descriptions. This information served as a guide to network coding the projects in the travel demand model.

(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.
The Public Involvement Plan is fully documented. **Appendix III** of the LRTP document provides a thorough description of what was done during the development of the Plan Update. In the early stages of the project, a Public Involvement Plan was developed, which served as a guide to public involvement activities during the Plan development.

(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.

To ensure regional consultation and coordination, among the 3 MPO's (Palm Beach, Broward, and Miami-Dade), Tri-Rail, FDOT, FHWA, FDEP and local air agencies and transit providers, the Inter-MPO Air Quality Technical Committee was used as a forum. Coordination of plans and programs as required by Section 134 (e) of Title 23 U.S.C.

To ensure local consultation and coordination among local transportation agencies, local air agencies and local transit provider, in effectively addressing air quality issues, the 2020 LRP Steering Committee forum was used.

Preliminary results were verbally reported to the Citizens Transportation Advisory Committee (CTAC) on September 23, 1998; October 28, 1998; and, November 18; 1998. Preliminary results were presented to agencies in the airshed, starting with the August 28, 1998 Inter-MPO Air Quality Technical Committee Meeting at the Borward County MPO.

Information updates on air quality issues and coordination of Air Quality CDR started in the 2020 LRP Steering Committee on December 11, 1997. The first prelimianry results were provided August 20, 1998 after the first set of results were received from the consultant team (Results transmitted August 14, 1998).

(20) No significant changes were made in the conformity analysis after TAC review. The conformity report contains analysis for two plan scenarios: the Needs Plan and the Minimum Revenue Plan. By Resolution # 42-98, of November 9, 1998, the Transportation Planning Council recommended the Year 2020 Transportation Needs Plan as the Cost Feasible Plan provided that a local funding source is enacted otherwise the Minimum Investment Scenario becomes the Cost Feasible Plan for the Miami-Dade Long-Range Transportation Plan Update to the Year 2020 to be adopted by the Metropolitan Planning Organization (MPO) Governing Board.

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

(22) No regional model was used for emissions analysis. Each County within the SE Florida airshed used their own urban model for emission analysis.

(23) No minor arterial projects were determined to be regionally significant. The only significant transportation project determined to be of regional significance and discussed through the consultation process was the High Speed Rail (HSR).

(24) No projects identified through the consultation process have gone a significant change in design concept and scope from the 2015 LRP which is the previous conforming transportation plan.

(25) No particular methodology, such a off-model techniques to determine emission reduction benefits, was used as part of this Plan Update. No emission benefits or emission reductions resulting from implementation of TCMs 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.

(26) 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. The previous plan which was the Long Range Plan Update to the Year 2015 was adopted at the December 7, 1995 Metropolitan Planning Organization (MPO) Governing Board Meeting. This plan had been amended on March 6, 1997 by MPO Resolution #6-97 to delete the widening of State Road 112, from Interstate I-95 to Okeechobee Road. It was also amended on December 3, 1997 to include the following:

a) Adding ramps to and from the south on the Homestead Extension of the Florida's Turnpike (HEFT) at Campbell Drive (SW 312 Street) for a full interchange.

b) Adding ramps to and from the east and west , on the Homestead Extention of the Florida's Turnpike (HEFT), at its intersection with Interstate I-75 for a full interchange.

No other amendments have been made to the Plan. Amendments made to the TIP have all been advertised as public hearings before being adopted by MPO Governing Board.

(27) The EPA-approved emissions model was used, coordinated with FSUTMS and EMIS. The use of MOBILE5 was coordinated with FDOT, FHWA, DEP, and other regional and local parties.
On May 28, 1998, Mr. J.R. Skinner, FHWA Florida Division Administrator transmitted Ms. Ysela Llort, State Transportation Planner a 2-page letter with "Refinements to MOBILE5 resulting from the New Model Year 2004 Oxides of Nitrogen (NOx) Standards fro Heavy-Duty Diesel Vehicles (HDDV)". In addition, a 2-page document of May 1998 titled "EPA Follow-up guidance on MOBILE5 Refinements resulting from the New Model Year 2004 Nox Standards for Heavy-Duty Diesel Vehicles (HDDVs)" was included. Issues of concern were consulted with all participating local, regional, and state agencies by teleconference.

(28) The plan documents on page # 1 that the most recent planning assumptions, derived from the estimates of current and future population, employment, travel, and congestion were used in its development.

(29) The assumptions made about transit services and increases in transit fares, and road and bridge tolls over time are indicated in the Financial Consideratin Section and Operations and Maintenance Section to be found under "Appendix IV" of the LRP report.

(30) All projects included for both plans, the Needs Plan and the Minimum Revenue Plan, have been identified in separate tables for each plan horizon year and are shown as follows:

- "Needs Plan Project List", Exhibit 2 - starting on page # 45 of this Appendix I.
- "Minimum Revenue Plan Project List", Exhibit 2 - starting on page # 52 of this Appendix I.

(31) Compliance with *VMT FACTOR:* The emission calculated by the EMIS program are to be converted by a factor in order to be consistent with the 1990 highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the 1990 HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS:

$$\frac{\text{HPMS VMT:}}{\text{EMIS VMT:}} = \textit{VMT Factor}$$

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

(32) Copies of the input files for the MOBILE model and the EMIS output files are included as follows:

"**Exhibit 4**: **NEEDS PLAN** Years 2000, 2005, 2010, 2015, 2020" contains:
* Input data files (EMISSYN, MOBILEIM, NLEVSTD.D, PROFILE.MAS); and,
* the output file EMIS.OUT
(Starting on page # 60 of this Appendix I report).

"**Exhibit 5**: **MINIMUM REVENUE PLAN** Years 2000, 2005, 2010, 2015, 2020" contains:
* Input data files (EMISSYN, MOBILEIM, NLEVSTD.D, PROFILE.MAS); and,
* the output file EMIS.OUT
(Starting on page # 127 of this Appendix I report).

(33) There are no projects exempt from the regional emissions analysis included as part of this 2020 LRP Update.

(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.

(35) There are no Off-model methodologies used to estimate emissions reductions from projects and programs reflected as part of the transportation plan.

(36) The VMT from projects which are not regionally significant have been estimated in accordance with reasonable professional practice.
The High Speed Rail (HSR), as a regional and statewide significant project, was included in the analysis of this 2020 LRP Update. The main station location for the HSR in Miami-Dade County was the site of the Miami Intermodal Center.

Conformity of the Year 2020 Long Range Plan

Emissions resulting from the implementation of the Year 2020 Long Range Transportation Plan were compared to the emission budgets established by the redesignation request maintenance plan. Implementation of the 2020 LRTP is estimated to result in emissions which fall below the emissions budget set for the analysis years of 2000, 2005, 2010, 2015 and 2020.

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 Metropolitan Planning Organization (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 1: Emission Reductions Summary Table for the Transportation Plan
NEEDS PLAN

Parameter	1990 Base Year	2000 Emissions Budget[3]	2000 Projected Emissions	2005-2020 Emissions Budget[3]	2005 Projected Emissions	2010 Projected Emissions	2015 Projected Emissions	2020 Projected Emissions
Population	1,999,020	2,221,357	2,221,357	2,341,954	2,341,954	2,491,291	2,648,936	3,280,441
VMT[1]	35,184,445	N/A	42,310,144	N/A	46,162,332	50,892,496	55,953,664	61,923,756
VOC In Tons Per Day[1]	156.6	148.77	77.06	148.77	74.74	76.62	85.25	95.21
NOx In Tons Per Day[1]	117.7	111.82	108.64	111.82	103.32	100.98	102.98	109.72

Miami-Dade County 2020 Long Range Transportation Plan: NEEDS PLAN

[1] Source: EMIS.OUT

[2] Source: 1990 Emissions Inventory

[3] Source: Approved maintenance plan

Table 2: Emission Reductions Summary Table for the Transportation Plan
MINIMUM REVENUE PLAN

Parameter	1990 Base Year	2000 Emissions Budget[3]	2000 Projected Emissions	2005 Emissions Budget[3]	2005 Projected Emissions	2010 Projected Emissions	2015 Projected Emissions	2020 Projected Emissions
Population	1,999,020	2,221,357	2,221,357	2,341,954	2,341,954	2,491,291	2,491,291	3,280,441
VMT[1]	35,184,445	N/A	42,310,144	N/A	46,300,604	51,372,444	56,455,552	61,923,756
VOC In Tons Per Day[1]	156.6	148.77	77.06	148.77	75.63	79.14	86.51	100.11
NOx In Tons Per Day[1]	117.7	111.82	108.64	111.82	103.67	101.97	104.51	111.69

Miami-Dade County 2020 Long Range Transportation Plan: MINIMUM REVENUE PLAN

[1] Source: EMIS.OUT

[2] Source: 1990 Emissions Inventory

[3] Source: Approved maintenance plan

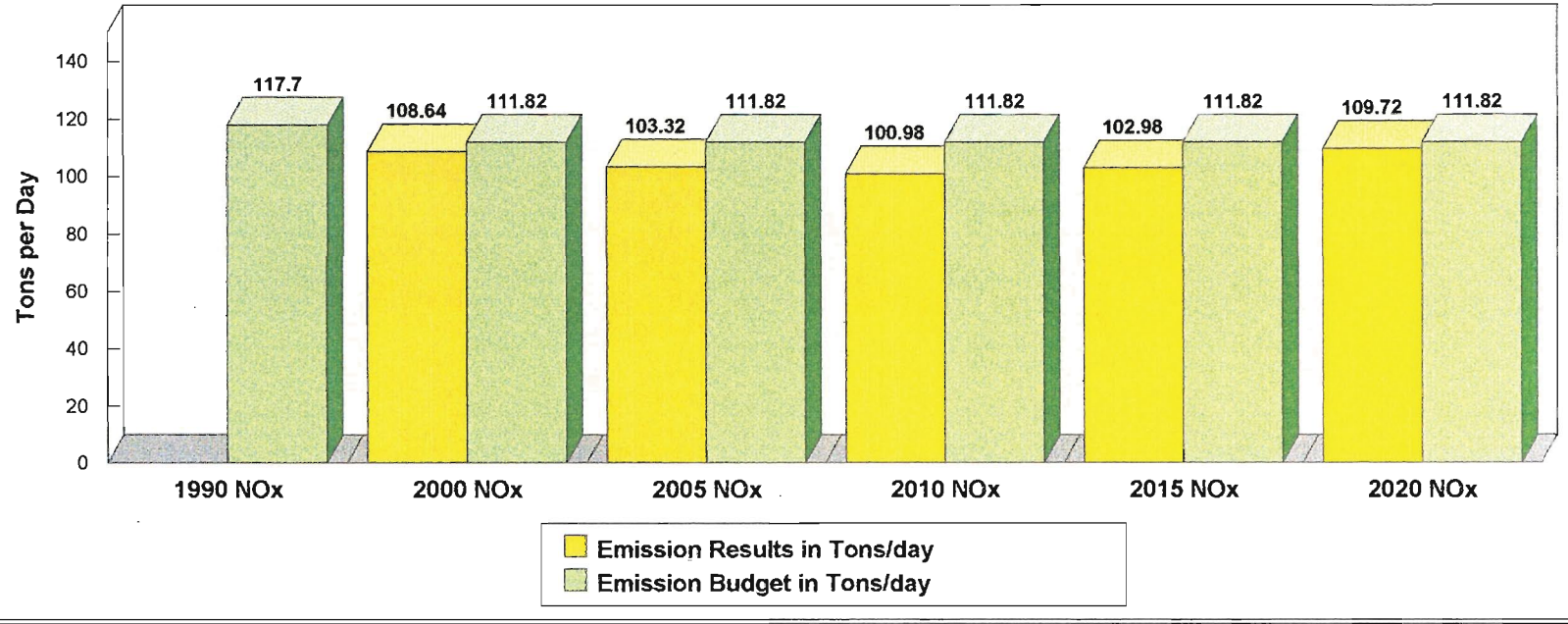
NOx

LONG-RANGE TRANSPORTATION PLAN TO THE YEAR 2020

Graphic 1: NEEDS PLAN - NOx Emission Reductions Summary

MIAMI-DADE COUNTY / SOUTHEAST FLORIDA AIRSHED

Priority	Horizon Year	PRIORITY GROUPINGS	PRIORITY GROUPS INCLUDED IN ANALYSIS					
			1990 NOx	2000 NOx	2005 NOx	2010 NOx	2015 NOx	2020 NOx
1	Year 2000	PRIORITY ONE: All Projects to be open to Public prior to December 31, 1999		x	x	x	x	x
1	Year 2005	PRIORITY ONE: All Projects to be open to public prior to Dec. 31, 2005			x	x	x	x
2	Year 2010	PRIORITY TWO: All Projects to be opened to the public prior to December 31, 2010				x	x	
3	Year 2015	PRIORITY THREE: All Projects to be opened to the public prior to December 31, 2015					x	x
4	Year 2020	PRIORITY FOUR: All Projects to be opened to the public prior to December 31, 2020						x
		EMISSION RESULTS (in tons per day)		108.64	103.32	100.98	102.98	109.72
		EMISSION BUDGETS (in tons per day)	117.70	111.82	111.82	111.82	111.82	111.82

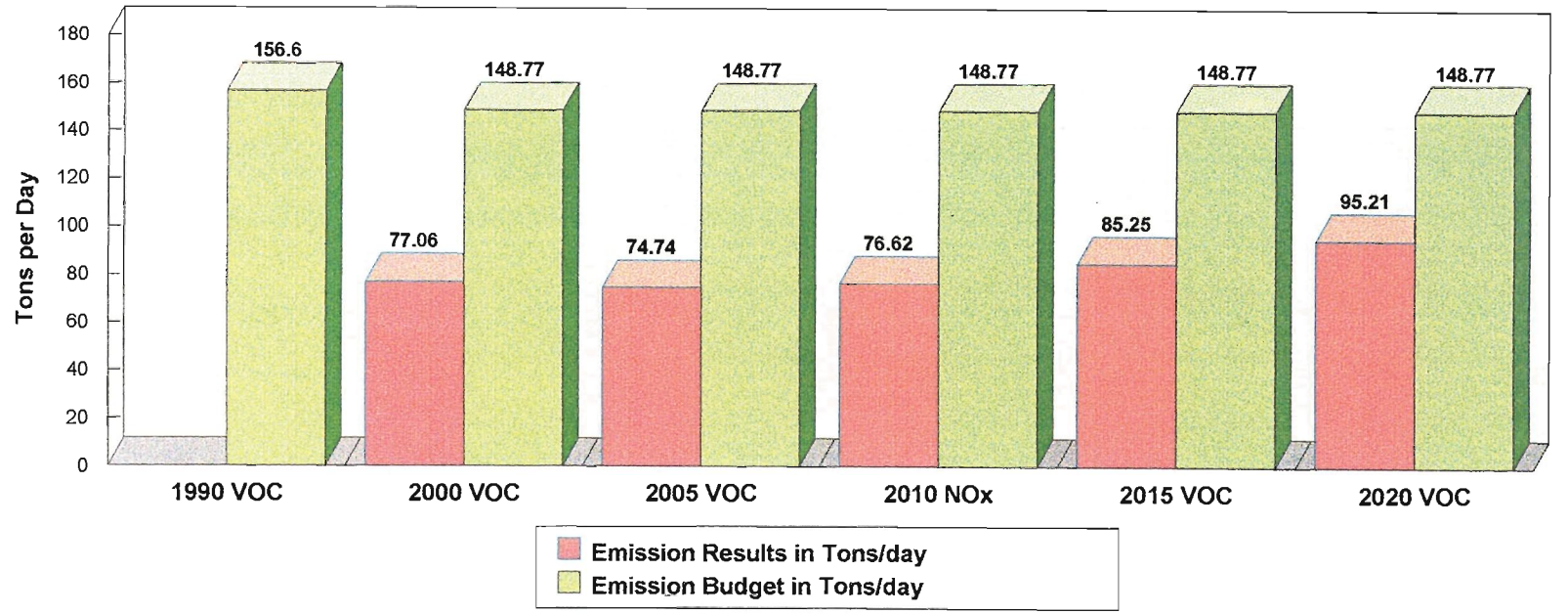


VOC

Graphic 2: NEEDS PLAN - VOC Emission Reductions Summary

MIAMI-DADE COUNTY / SOUTHEAST FLORIDA AIRSHED

Priority	Horizon Year	PRIORITY GROUPINGS	PRIORITY GROUPS INCLUDED IN ANALYSIS					
			1990 VOC	2000 VOC	2005 VOC	2010 NOx	2015 VOC	2020 VOC
1	Year 2000	PRIORITY ONE: All Projects to be open to Public prior to December 31, 1999		x	x	x	x	x
1	Year 2005	PRIORITY ONE: All Projects to be open to public prior to Dec. 31, 2005			x	x	x	x
2	Year 2010	PRIORITY TWO: All Projects to be opened to the public prior to December 31, 2010				x	x	x
3	Year 2015	PRIORITY THREE: All Projects to be opened to the public prior to December 31, 2015					x	x
4	Year 2020	PRIORITY FOUR: All Projects to be opened to the public prior to December 31, 2020						x
		EMISSION RESULTS (in tons per day)		77.06	74.74	76.62	85.25	95.21
		EMISSION BUDGETS (in tons per day)	156.60	148.77	148.77	148.77	148.77	148.77



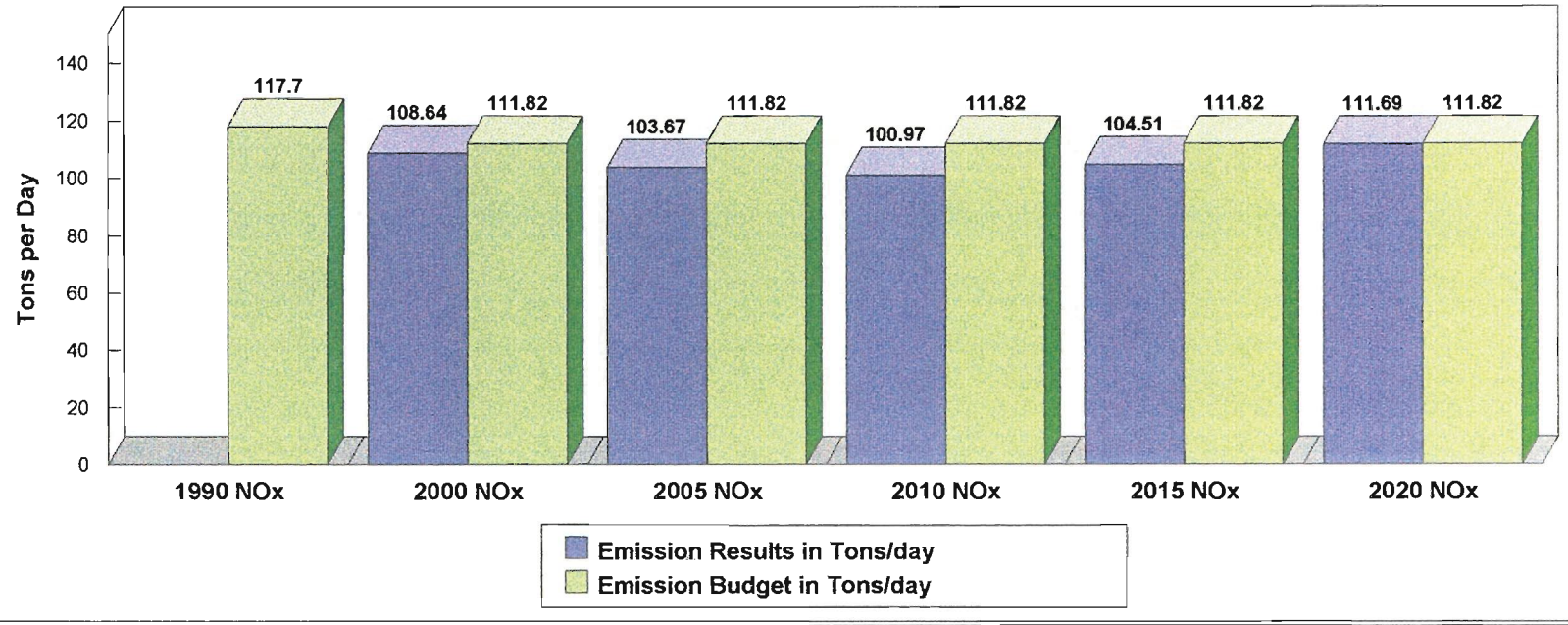
LONG-RANGE TRANSPORTATION PLAN TO THE YEAR 2020

NOx

Graphic 3: MINIMUM REVENUE PLAN - NOx Emission Reductions Summary

MIAMI-DADE COUNTY / SOUTHEAST FLORIDA AIRSHED

Priority	Horizon Year	PRIORITY GROUPINGS	PRIORITY GROUPS INCLUDED IN ANALYSIS					
			1990 NOx	2000 NOx	2005 NOx	2010 NOx	2015 NOx	2020 NOx
1	Year 2000	PRIORITY ONE: All Projects to be open to Public prior to December 31, 1999		x	x	x	x	x
1	Year 2005	PRIORITY ONE: All Projects to be open to public prior to Dec. 31, 2005			x	x	x	x
2	Year 2010	PRIORITY TWO: All Projects to be opened to the public prior to December 31, 2010				x	x	
3	Year 2015	PRIORITY THREE: All Projects to be opened to the public prior to December 31, 2015					x	x
4	Year 2020	PRIORITY FOUR: All Projects to be opened to the public prior to December 31, 2020						x
		EMISSION RESULTS (in tons per day)		108.64	103.67	100.97	104.51	111.69
		EMISSION BUDGETS (in tons per day)	117.70	111.82	111.82	111.82	111.82	111.82



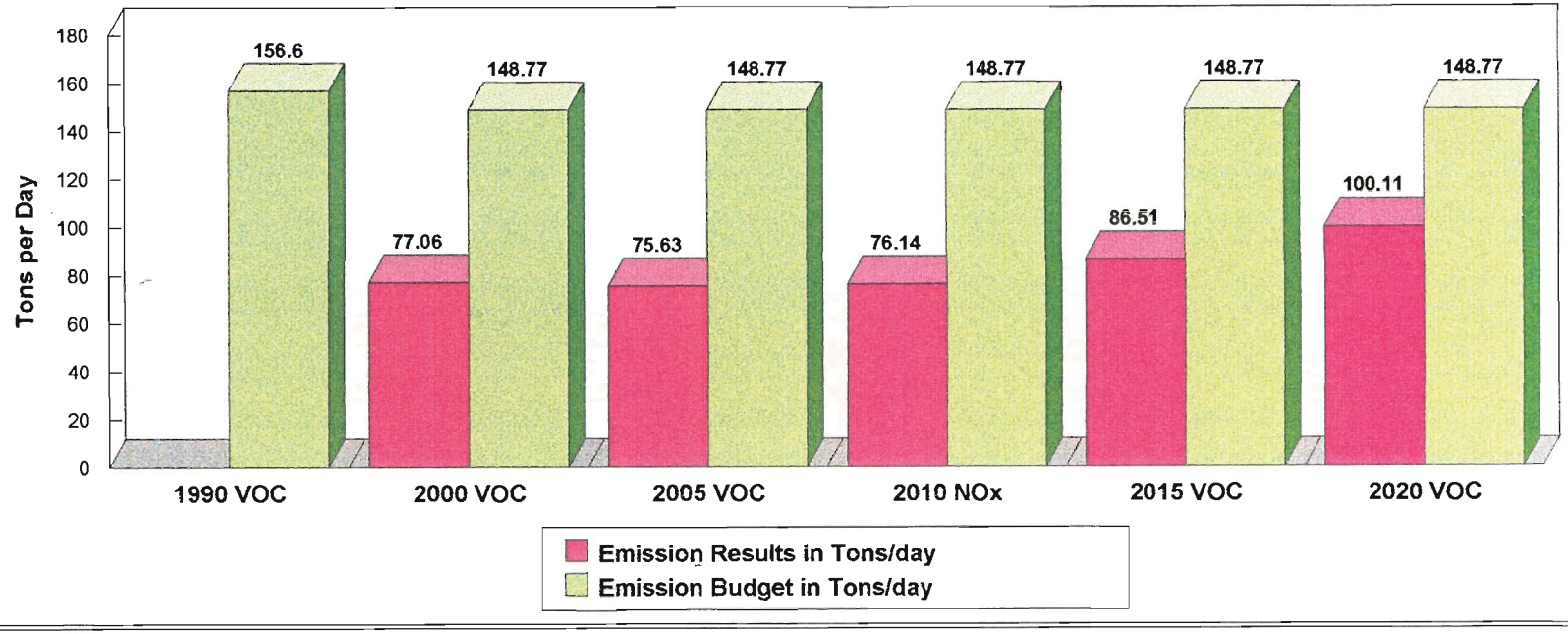
LONG-RANGE TRANSPORTATION PLAN TO THE YEAR 2020

VOC

Graphic 4: MINIMUM REVENUE PLAN - VOC Emission Reductions Summary

MIAMI-DADE COUNTY / SOUTHEAST FLORIDA AIRSHED

Priority	Horizon Year	PRIORITY GROUPINGS	PRIORITY GROUPS INCLUDED IN ANALYSIS					
			1990 VOC	2000 VOC	2005 VOC	2010 NOx	2015 VOC	2020 VOC
1	Year 2000	PRIORITY ONE: All Projects to be open to Public prior to December 31, 1999		x	x	x	x	x
1	Year 2005	PRIORITY ONE: All Projects to be open to public prior to Dec. 31, 2005			x	x	x	x
2	Year 2010	PRIORITY TWO: All Projects to be opened to the public prior to December 31, 2010				x	x	x
3	Year 2015	PRIORITY THREE: All Projects to be opened to the public prior to December 31, 2015					x	x
4	Year 2020	PRIORITY FOUR: All Projects to be opened to the public prior to December 31, 2020						x
		EMISSION RESULTS (in tons per day)		77.06	75.63	76.14	86.51	100.11
		EMISSION BUDGETS (in tons per day)	156.60	148.77	148.77	148.77	148.77	148.77



Appendix II

Adopted 1999 TIP Projects

APPROVED 1999
TRANSPORTATION IMPROVEMENT PROJECTS
(Over $500,000)

1999 TIP Page Number	WPI	FACILITY	LIMITS	IMPROVEMENT
67	6112815	SW 8 St/ SR 90/ US-41	From SR 826/Palmetto Expressway to SW 57 Ave.	P.D.&E. Study; Flexible Pavement Reconstruction
67	6113187	SW 8 St/ SR 90/ US-41	From SW 57 Ave to SW 42 Ave.	P.D.&E. Study
67	6113188	SW 8 St/ SR 90/ US-41	From SW 42 Ave. to SW 27 Ave.	P.D.&E. Study
67	6113212	SR 826 / Palmetto Expressway / Aux. Lane	From North of Sunset Drive SW 72 Ave. to SW 32 St.	Multi-Lane Reconstruction (8 Lanes)
67	6113290	SR 826 / Palmetto Expressway	From South of NW 103 St. to South of NW 122 St.	Multi-Lane Reconstruction (8 Lanes)
68	6113758	SR 826 / Palmetto Expressway	From SW 2 St. to South of NW 25 St. (Including SR 836 interchange)	Multi-Lane Reconstruction (10 Lanes)
69	6113828	SR 826 / Palmetto Expressway	From NW 47 St. to NW 62 St.	Multi-Lane Reconstruction (10 Lanes)
69	6113829	SR 826 / Palmetto Expressway	From NW 62 St. to North of FEC RR	Multi-Lane Reconstruction (10 Lanes)
69	6113830	SR 826 / Palmetto Expressway	From North of FEC RR to South of NW 103 St.	Multi-Lane Reconstruction (10 Lanes)
69	6113864	SR A1A / Collins Ave.	From Lincoln Rd to 26 St.	Preliminary Engineering (6 Lanes)
69	6113881	SR 90 / SW 8 St. / US 41	From SW 127 Ave. to 152 Ave.	Add Lanes and Reconstruct
70	6113948	NW/SW 107 Ave.	From SR 836 to Flagler	Add Lanes and Reconstruct
72	6114016	SR 25 / Okeechobee Rd	From W 19 St. to SR112 / Airport Expressway	Add Lanes and Reconstruct
72	6114017	US 1 / SR 5 / Biscayne Blvd.	From SR 856 / NE 192 St. to NE 209 St.	Multi-Lane Reconstruction (8 Lanes)
72	6114033	US 1 / SR 5	From South of STR S-18, MP-6, to Card Sound Rd, MP 13.78	New Road Construction - 2 Lanes (4 Lanes)
72	6114064	SR 860 / Miami Gardens Dr.	From NW 57 Ave to NW 2 Ave.	Add Lanes and Rehabilitate
73	6114088	SR 907 /Alton Rd.	From 8 St. to Michigan Ave.	Resurfacing
74	6114118	SR 823 / NW 57 Ave.	From SR 25 / Okeechobee Rd to NW 138 St.	Add Lanes and Reconstruct
75	6114162	SR 934 / NW 74 St.	From SR 823 to SR 826 / Palmetto Expressway	Add Lanes and Reconstruct
76	6114274	SR 985 / SW 107 Ave.	From SW 70 St. to SW 80 Ter. (Indian Hammocks Prk)	Bike Path
77	6114282	SR 25 / Okeechobee Rd	From SR 826 to W 19 St.	Add Lanes and Reconstruct
77	6114311	US 1 Busway	From SW 112 Ave. to SW 264 St.	Add Busway
86	6123165	Port of Miami Tunnel	From Port of Miami to SR 836 / I-395	Miscellaneous Strueture
86	6123194	NW 25 St.	From SR 826 / Palmetto Exp. to NW 67 Ave.	Miscellaneous Reconstruction
87	6123249	SW 137 Ave.	From SW 312 St. to SW 336 St.	Add Lanes and Reconstruction (4 Lanes)
87	6123274	Biscayne - Everglades	Greenways Trail	
89	6141828	I-95 / SR 9A	From US 1 / SR 9A to Broward County Line	Corridor Improvement
90	6141902	I-395 / SR 836 / I-95	From NW 17 Ave. to Mac Arthur Causeway Bridge	Corridor Improvement
119		SW 107 Ave.	From Quailroost Dr. to SW 160 St.	PE, R/W, 2 to 4 Lanes
119		SW 67 Ave.	From SW 40 St. to SW 56 St.	Intersection Improvements and Drainage
119	662347	NW 72 Ave.	From NW 74 Ave. to Okeechobee Rd.	R/W 4 Lanes and Bridge
120	662211	SW 127 Ave.	From SW 42 St. to SW 26 St.	Widen to 5 Lanes

APPROVED 1999
TRANSPORTATION IMPROVEMENT PROJECTS
(Over $500,000)

1999 TIP Page Number	WPI	FACILITY	LIMITS	IMPROVEMENT
120	662257	Franjo Road	From SW 184 St. to US 1	PE, Widen to 3 Lanes
120	662311	Miami Lakes Dr.	From SR 826 to NW 57 Ave.	2 to 4 Lanes (Divided)
121	662285	Miami Ave.	From N 103 St. to N. 167 St.	PE, 2 to 5 Lanes
124	6151882	HEFT	From Tamiami to Toll Plaza	Relocation, Reconstruction, and Expansion
131	610023	NW 17 Ave.	From 103 St. to NW 119 St.	Widen to 5 Lanes
131	662320	SW 24 St. / Coral Way	From SW 87 Ave. to SW 77 Ave.	Add 1 Lane EB & WB, Widen Bridge
131	662453	NE 8 St. / Bayshore Dr.	From Biscayne Blvd. to Port Blvd.	New 4 Lanes
131	662453	NE 8 St.	From Biscayne Blvd. to Port Blvd.	New 4 Lanes
132	610131	SW 344 St.	From SW 152 Ave. to SW 132 Ave.	Add 2 lanes and Reconstruct 2 Lanes
132	662283	SW 152 St.	From SW 137 Ave. to Zoo Entrance	2 to 6 Lanes, Divided
132	662283	SW 152 St.	From SW 137 Ave. to Zoo Entrance	Widen to 6 lanes
132	662297	NW 62 St.	From Okeechobee Road to NW 37 Ave.	Reconstruct 4 Lanes
132	662297	NW 62 St.	From Okeechobee Rd to NW 37 Ave.	R/W Reconstruct 4 Lanes
132	662358	NW 95 St.	From NW 27 Ave. to NW 7 Ave.	Reconstruct 4 lanes, Add Turn lane
133		South Dade Greenways Network	Card Sound Road	Bikeways
141		SW 24 St.	From SW 117 Ave. to SW 107 Ave.	4 to 6 Lanes
141	662214	NW 12 St.	From NW 97 Ave. to NW 87 Ave.	Add 2 Lanes and 4 Lanes Railroad Crossing
141	671104	NW 36/41 St.	From NW 87 Ave. to NW 77 Ave.	4 to 6 Lanes
141	671107	SW 24 St.	From SW 107 Ave. to SW 87 Ave.	4 to 6 Lanes
141	671159	NW 12 St.	From NW 111 Ave. to NW 107 Ave.	New 4 Lanes
142	610023	SW 72 Ave.	From SW 40 St. to SW 48 St.	Widen to 3 Lanes
142	610023	SW 72 Ave.	From SW 48 St. to SW 56 St.	Widen to 3 Lanes
143		SW 97 Ave.	From SW 72 St. to SW 40 St.	PE, 2 to 4 Lanes
143	610040	SW 97 Ave.	From SW 40 St. to SW 8 St.	2 to 5 Lanes
143	671128	NW 97 Ave.	Over SR 836	Construct 4 Lane Bridge and Approaches
143	671128	NW 97 Ave.	Bridge over SR 836	Construct 4 Lane Bridge and Approaches
143	671129	SW 117 Ave.	From SW 40 St. to SW 8 St.	2 to 4 Lanes
143	691037	SW 109 Ave.	From Tamiami Canal to W Flagler St.	Widen to 3 Lanes
146	671203	NW 14 St.	From NW 10 Ave. to I-95	Widen to 3 Lanes and Resurface
146	671204	NW 20 St.	From NW 2 Ave. to NE 2 Ave.	Widen Existing 4 Lanes and Resurface, Curbs, Gutters, & Sidewalks
146	671265	SW 40 St.	From US 1 to SW 27 Ave.	Widen to 3 Lanes and Resurface
146	671267	NW 17 Ave.	From NW 103 St. to NW 119 St.	2 to 4 Lanes with Striped Median

APPROVED 1999
TRANSPORTATION IMPROVEMENT PROJECTS
(Over $500,000)

1999 TIP Page Number	WPI	FACILITY	LIMITS	IMPROVEMENT
147	671269	Tamiami Canal Dr. and Tamiami Blvd	From SW 8 St. to Flagler St.	Widen to 3 Lanes and Resurface
149	671306	NE 15 Ave.	From NE 163 St. to NE 170 St.	Widen to 4 Lanes
149	671306	NE 15 Ave.	From NE 1NE 170 St. to Miami Gardens Dr.	TOPICS Improvements
149	671306	NE 15 Ave.	From NE 159 St. to NE 163 St.	Widen to 3 Lanes
149	671308	NW 17 Ave.	From NW 119 St. to Opa Locka Blvd.	Widen to 5 Lanes
149	671379	NE 12 Ave.	NE 151 St. to NE 167 St.	Widen to 3 Lanes
150	662015	NW 42 Ave.	From NW 156 St. to NW 167 St.	Reconstruct 2 Lane Divided Roadway
150	662281	NW 47 Ave.	From SR 826 to NW 183 St.	2 to 5 Lanes
150	671310	NW 87 Ave.	From NW 154 St. to NW 186 St.	2 to 4 Lanes
150	671311	NW 87 Ave.	From NW 138 St. to NW 154 St.	2 to 4 Lanes and Bridge Crossing I-75
150	671311	NW 87 Ave.	From NW 138 St. to NW 154 St.	Bridge Over I-75 and Approaches
154	662274	SW 117 Ave.	From SW 152 St. to SW 104 St.	2 to 4 Lanes
154	662360	SW 127 Ave.	From SW 120 St. to 88 St.	R/W, Widen to 5 Lanes
154	662410	SW 117 Ave.	From SW 152 St. to SW 187 St.	PE, R/W, 2 to 4 Lanes
154	671503	SW 127 Ave.	From SW 88 St. to SW 42 St.	2 to 5 Lanes
154	671503	SW 127 Ave.	From SW 88 St. to SW 42 St.	2 to 4 Lanes with Striped Median
154	671508	SW 104 St.	From Hammocks Blvd. (SW 154 Ave.) to SW 137 Ave.	4 to 6 Lanes
154	671509	SW 137 Ave.	From SW 88 St. to SW 42 St.	4 to 6 Lanes
155		SW 142 Ave.	From SW 104 St. to SW 120 St.	2 to 4 Lanes
155	662257	SW 184 St.	From US 1 to Franjo Rd	Widen to 5 Lanes
155	671510	SW 137 Ave.	From SW 184 St. to 152 St.	2 to 6 Lanes
155	671572	SW 184 St.	From SW 147 Ave. to SW 127 Ave.	2 to 4 Lanes
157	671605	SW 328 St.	From US 1 to SW 162 Ave.	Widen to 4 Lanes
157	671613	SW 137 Ave.	From SW 344 St. to SW 336 St.	2 to 4 Lanes
157	671615	SW 320 St.	From SW 187 Ave. to US 1	Widen to 3 Lanes
157	671617	SW 328 St.	From SW 162 Ave. to SW 152	Widen to 3 Lanes
159		Flagler St.	From Biscayne Blvd to NW 2 Ave.	Convert from One-way to Two-way
162	671909	NW 62 Ave.	From NW 105 St. to NW 138 St.	2 to 5 Lanes
162	671914	W 60 St.	From W 28 Ave. to W 12 Ave.	Widen to 4 Lanes with Palmetto Exp. Crossing
162	671916	NW 62 Ave.	From NW 91 St. to NW 105 St.	2 to 5 Lanes
163	671907	NW 72 Ave.	From Okeechobee Rd to NW 122 St.	Add Turn Lane and Resurface
163	671907	NW 72 Ave.	From NW 122 St. to NW 138 St.	Widen to 5 Lanes

APPROVED 1999
TRANSPORTATION IMPROVEMENT PROJECTS
(Over $500,000)

1999 TIP Page Number	WPI	FACILITY	LIMITS	IMPROVEMENT
163	671915	NW 107 Ave.	From Okeechobee Rd to NW 138 St.	2 to 5 Lanes
163	671915	NW 138 St.	From NW 97 Ave. to NW 107 Ave.	2 to 5 Lanes
171	610156	NW 122 St.	From NW 97 Ave. to NW 87 Ave.	2 to 5 Lanes
171	610156	NW 122 St.	From Okeechobee Rd to NW 87 Ave.	2 to 5 Lanes
171	662189	NW 37 Ave.	From SR 826 to County Line Road	2 to 5 Lanes
190		Tri-County Commuter Rail	Station Improvements	
193		Dade Blvd.	Bike Lane	City of Miami Beach Bicycle Network
197		North Corridor --Fixed Guideway Extention	From Martin Luther King Station to Broward County Line	Elevated Extension of Existing Metrorail System
197		East-West Corridor and Multi-Modal Facility	From Airport to Seaport, From Airport to FIU, From Airport to Miami Beach	Fixed Guideway System
197		Palmetto Extension of Metrorail	Okeechobee Station to Palmetto	Extension of Existing Metrorail
203		Replacement of Buses and Purchases of Articulated Buses		Per Fleet Replacement Plan
218	6123274	South Dade Greenways Network	Various Locations	Bike Path
218	6123279	Metromover - Bayside Promenade		Pedestrian Promenade
219		South Dade Greenways Network	Biscayne - Everglades Trail	Bikeways

Appendix III

Public Participation Activities

Public Involvement Program and Activities

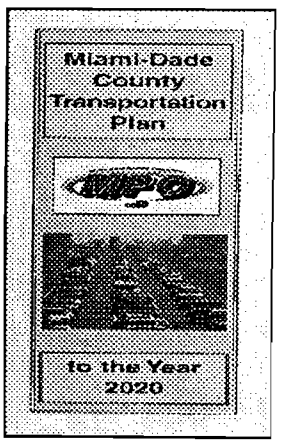
Public Involvement Plan

In order to ensure that a positive, constructive, and cooperative environment would be present for public involvement and interagency coordination in the development of the Miami-Dade Long-Range Transportation to the Year 2020, the Metropolitan Planning Organization (MPO) prepared a detailed ***Public Involvement Plan*** in February 1998. The overall goal of the Public Involvement Plan was to achieve a mutual understanding about the transportation project issues so that consensus building could occur among all concerned citizens and agencies involved in and affected by the Plan. It was the intention of the MPO and Florida Department of Transportation (FDOT), District VI to assure that open, frequent, and effective public participation activities and services were offered during the Plan development and that the input obtained from the public was considered in the development of the Plan. Also, the continuing public awareness program insured that federal, state, regional and local officials, citizens, interested groups and organizations all had the opportunity to receive correct information concerning the purpose and need for the project and the status of current study activities.

The Citizens Transportation Advisory Committee (CTAC) of the MPO was involved from the kick-off of the Plan development. The CTAC was invited to send at least one member to serve on the Long Range Plan Steering Committee (LRPSC), and was an active participant in the development of the draft Plan. Additionally, the CTAC was kept informed of the status of the Plan and issues related to the Plan.

Public Information

In the early phase of the Plan development, the MPO prepared and distributed a public information brochure, in both English and Spanish (see attached example). The objective of this brochure was to provide information regarding the Plan, its purpose and need, the benefits to the public, and the public involvement procedure. It also encouraged active public participation.

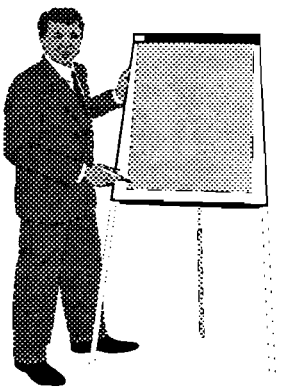


The MPO maintains an Internet website which contains information regarding the currently adopted Long-Range Transportation Plan. Persons who have comments or questions regarding the Plan or on-going activities are encouraged to contact the MPO by E-mail, or calling directly or writing to the MPO at the published numbers and address.

Interaction with the media ensured more exposure of the Plan and its development with the general public. Notices on the development of the Plan and of public informational meetings as well as the public hearing for the adoption of the Plan were published in three local newspapers, in English and Spanish, as appropriate.

Community Workshops

During the summer of 1998, the Metropolitan Planning Organization (MPO) organized and conducted a series of community or public workshops on the proposed Miami-Dade Transportation Plan to the Year 2020 throughout the County. The objective of these workshops was to allow the citizens an opportunity to review and comment on the proposed improvements to the County's transportation system for the next twenty years. The workshops were area specific with respect to the proposed improvements, providing general information regarding the projects for each of the six analysis areas, as well as those on a countywide basis. A public announcement for these workshops was published in the Miami Herald newspaper on July 21, 1998.



In order to provide conveniently accessible and recognizable high public use sites for these workshops, arrangements were made with the Miami-Dade Public Library system to hold the workshops at the regional library branches. The workshops, one per analysis area, were conducted over a three day period during the last week of July 1998. The duration of each workshop was three hours, from 4 PM to 7 PM. The schedule and location of the workshops were as follows:

AREA OF ANALYSIS	DATE	LOCATION
Northwest	Tuesday July 28, 1998	Miami Lakes Branch 6699 Windmill Gate Road
West	Tuesday July 28, 1998	West Dade Regional 9445 Coral Way
Central	Wednesday July 29, 1998	South Miami Branch 6000 Sunset Drive
Beaches-CBD	Wednesday July 29, 1998	Miami Beach Branch 2100 Collins Avenue
North	Thursday July 30, 1998	North Central Branch 9590 N.W. 27th Avenue
Southwest	Thursday July 30, 1998	South Dade Regional 10750 S.W. 211th Street

As part of the workshop preparation process, a series of seven presentation brochures were designed and published, one for each of the six areas of analysis and one as a County overview. Each of the brochures consisted generally of the following elements:

1. A brief description of the analysis area including limits, municipalities, major roadways, major transportation services, and currently on-going or planned transportation projects within the analysis area.

2. Demographic information of the analysis area in tabular and graphic formats including population, dwelling units, automobile ownership, employment, and trips for 1990 and 2020.

3. Color graphics demonstrating the expected growth of the area's population and employment from 1990 to 2020.

4. The Draft Needs Plan for the analysis area in both color graphic and tabular formats (for the entire County in the Countywide brochure).

The presentation materials at the Community Workshops included large sized reproductions of the population and employment growth charts for the analysis areas and Countywide Draft Needs Plan, an audio-visual presentation of the MPO's programs and functions, and other transportation services related handouts, brochures, and documents as prepared by the MPO or other agencies.

The workshop presentation materials were set up on tables located at or near the main library entrances and/or lobbies in order to maximize visibility and public interest and participation. Properly identified and informed MPO personnel were accompanied by representatives of other County and state agencies involved in the development of the 2020 Transportation Plan. These included personnel from the Florida Department of Transportation and the MDTA.

The workshops were executed in an informal presentation manner, normally involving a one-on-one discussion format with the public. The workshop personnel would help each person understand the planning process, especially the public involvement part, and answer any questions. Forms were available for citizens to register their comments on the draft Plan, and citizens were encouraged to take the materials and forms home and mail, fax or e-mail their comments to the MPO. Each participant/visitor was asked to sign an attendance sheet in order to maintain a record and/or to provide them with additional information regarding the progress of the Plan.

The large graphical presentation boards were maintained for several days in the more visible public areas of the libraries for review by all interested library patrons and others. In addition, several copies of the corresponding draft Plan brochures were placed in the library reading and newspaper/magazine areas for public use.

Miami-Dade County MPO

Project Schedule for the
PUBLIC INVOLVEMENT PLAN ACTIVITIES
associated with the Year 2020 Transportation Plan

Date:

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
		COMMITTEES						
1	4/13/98 5/27/98 7/22/98 9/23/98 10/28/98 11/18/98	CTAC (33 members)			X		X	
2	various dates	BPAC (22 members)			X		X	
3	"	TARC (9 members)			X		X	
4	"	TPTAC (13 members)			X		X	
5	11/17/97 5/11/98 7/13/98 9/4/98 10/5/98 11/9/98	TPC (18 members)			X		X	
6	various dates, 12/15/98	MPO (19 members)			X		X	
		CITIES						
1	5/11/98 and various subsequent dates	City of North Bay Village			X			
2	"	Town of Medley			X			
3	"	City of Sweetwater			X			
4	"	Indian Creek Village			X			
5	"	City of South Miami			X			
6	"	City of Miami Springs			X			

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
7	"	City of Miami			X			
8	"	City of North Miami			X			
9	"	Village of El Portal			X			
10	"	City of Homestead			X			
11	"	Village of Biscayne Park			X			
12	"	City of Key Biscayne			X			
13	"	City of Miami Beach			X			
14	"	Village of Virginia Gardens			X			
15	"	City of Hialeah Gardens			X			
16	"	City of Miami Shores			X			
17	"	City of Opa-Locka			X			
18	"	City of Hialeah			X			
19	"	City of North Miami Beach			X			
20	"	Town of Golden Beach			X			
21	"	Town of Surfside			X			
22	"	City of West Miami			X			
23	"	Bal Harbour Village			X			
24	"	Town of Bay Harbor			X			
25	"	City of Coral Gables			X			
26	"	City of Florida City			X			
27	"	City of Aventura			X			
28	"	Village of Bal Habour			X			
29	"	Village of Pinecrest			X			
		REGIONAL/LOCAL AGENCIES						
1	Various Dates	County Agencies		Review by County Agencies conducted in TPTAC forum				

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
		STATE AGENCIES						
1	Various Dates	FDOT		Review by FDOT offices conducted in TPTAC forum				
		FEDERAL ENTITIES						
1	Various Dates	Federal Highway Administration, Rob Griffith, Larry Anderson			X		X	
2	Various Dates	Federal Transit Administration			X		X	
3	Various Dates	Miccosukee Indian Tribe			X			
		MPOs						
1	Various Dates	Broward			X			X
		COMMUNITY, BUSINESS, AND EDUCATIONAL ORGANIZATIONS						
1	Various Dates	Greater Miami Chamber of Comm.			X			
2	"	Miami-Dade County League of Cities			X			
3	"	Florida Transportation Builders Association			X			
4	"	Kendall Fed. of Homeowners			X			
5	"	Redland Citizens Assoc.			X			
6	"	Health Council of South Florida			X			
7	"	Transport Workers Union			X			
8	"	St. Thomas University			X			
9	"	Miami River Coordinating Committee			X			
10	"	Florida Concrete and Products Association			X			
11	"	NMB Chamber of Commerce			X			

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
12	"	West Miami-Dade Federation of Homeowners			X			
13	"	MDTA Paratransit Operations			X			
14	"	MDTA Transit Mobility Planning			X			
15	"	Miami-Dade County Board of Education			X			
16	"	CHARLEE of Miami-Dade County, Inc.			X			
17	"	Association for Retarded Citizens			X			
18	"	Mount Sinai Medical Center			X			
19	"	Community Council for Jewish Elderly			X			
20	"	Easter Seal Society of Dade			X			
21	"	Action Community Center			X			
22	"	MACtown, Inc.			X			
23	"	North Shore Medical Center			X			
24	"	Federation Gardens			X			
25	"	Sunrise Community, Inc.			X			
26	"	Little Havana Activities and Nutrition Centers of Miami-Dade, Inc.			X			
27	"	Miami-Dade Department of Human Resources			X			
28	"	Southwest Social Services Program			X			
29	"	James E. Scott Community Association, Inc.			X			
30	"	Miami Home and Hospital for the Aged			X			
31	"	Goodwill Industries of South Florida, Inc.			X			
32	"	Lutheran Services for the Elderly, Inc.			X			

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
33	"	North Miami Foundation for Senior Citizens, Inc.			X			
34	"	Villa Maria Nursing Center			X			
35	"	Concept House, Inc.			X			
36	"	The Village South, Inc.			X			
37	"	National Parkinson Foundation			X			
38	"	Hope Center, Inc.			X			
39	"	The Haven Center, Inc.			X			
40	"	Mangowood Estates Citizens Association			X			
41	"	Florida Rock Industries Inc.Retarded Citizens			X			
		GENERAL PUBLIC						
1	7/21/98	**Miami Herald, Newspaper**					**Advertisement**	
		Community Workshops						
1		Northwest	July 28, 1998, Miami Lakes Branch					
2		West	July 28, 1998, West Dade Regional					
3		Central	July 29, 1998, South Miami Branch					
4		Beaches-CBD	July 29, 1998, Miami Beach Branch					
5		North	July 30, 1998, North Central Branch					
6		Southwest	July 30, 1998, South Dade Regional					
		Public Hearing	December 15, 1998, MPO Board Chambers, Miami					

BROCHURE #1

When Will the Community Workshops and Public Hearings Be Held?

- Both the "NEEDS PLAN" and the "COST FEASIBLE PLAN" will be presented at public workshops in June and July, 1998.

- A public hearing will be held in the fall of 1998 at an MPO meeting to obtain comments from the public on the PLAN before it is adopted. The MPO will advertise the time and location of the public hearing in local newspapers.

Metropolitan Planning Organization

Alex Penelas, Mayor

Governing Board

Gwen Margolis, Chairperson

Dr. Miriam A. Alonso
George J. Berlin
Dorrin D. Rolle
Dr. Barbara M. Carey
Miguel Diaz de la Portilla
Renier Diaz de la Portilla
Betty T. Ferguson
Richard N. Kinnzman
Natacha Seijas Millan
Jimmy Morales
Dennis C. Moss
Pedro Reboredo
Katy Sorenson
Javier D. Souto
Raul Valdes-Fauli

NON-VOTING MEMBERSHIP

Florida Department of Transportation

FOR MORE INFORMATION, CONTACT

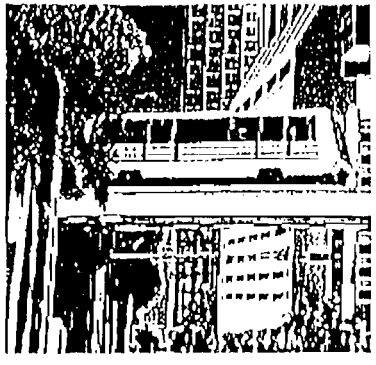
MPO Secretariat
Stephen P. Clark Center
111 N.W. First Street
Suite 910
Miami, Florida 33128
(305) 375-4507
Fax: (305) 375-4950
E-Mail: mpo@metro-dade.com

Miami-Dade County Transportation Plan

to the Year 2020

WHAT IS THE 2020 LONG-RANGE TRANSPORTATION PLAN AND WHO DEVELOPS IT?

- It is a guide for state, regional, and, local transportation agencies to use in implementing roadway, transit, bicycle, and pedestrian projects
- The PLAN is updated every three years by the Miami-Dade County Metropolitan Planning Organization and the Florida Department of Transportation (FDOT)
- Your comments and participation are important to the PLAN.

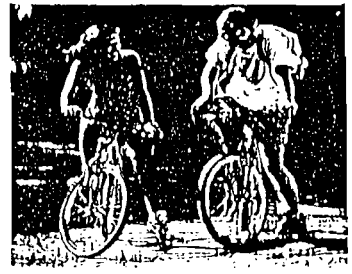


WHY DO WE NEED THE LONG-RANGE TRANSPORTATION PLAN?

- It is required by federal and state law.
- It identifies the transportation projects that will be needed in the year 2020 that we can afford.
- The PLAN is part of a continuous process that guides FDOT, Miami-Dade County, and our cities in planning, designing, and constructing transportation improvements

HOW WILL THE PLAN BENEFIT THE PUBLIC?

- The PLAN will identify street and highway projects and bus, rail, bicycle, pedestrian, and high technology or "smart" transportation features that will help residents and visitors travel around the Miami Dade County area.
- The PLAN will clearly describe the projects that are needed and the ones that we can afford with our expected levels of funding.
- The "NEEDS PLAN" will recommend an array of transportation projects that will help satisfy our community's increasing travel demands.
- The "COST FEASIBLE PLAN" will show which of the needed projects we can afford to build within the twenty-year planning period.
- The planning process will consider the opinions of the public and local decision-makers to determine where and when these projects will be undertaken.



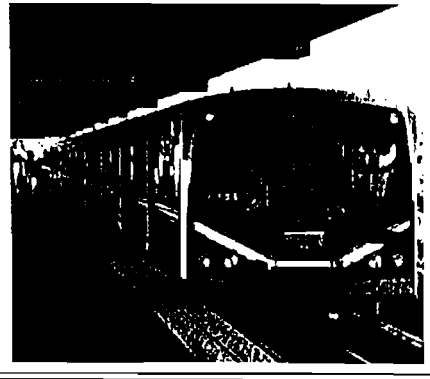
HOW CAN I LEARN MORE ABOUT THE PLAN OR EXPRESS MY OPINION ABOUT IT?

- You can learn about the PLAN by contacting the Citizens' Transportation Advisory Committee (CTAC) throughout the year or attending the community workshops scheduled for June July, 1998. All of these meetings are advertised and open to the public.
- Meeting schedules will also be published in area newspapers.
- The PLAN will be available for you to read at the MPO office and in selected libraries and colleges and university campuses around the County. Call the MPO office at (305) 375-4507 for the locations.
- The MPO has a website which contains information about the PLAN. You can send your comments to the website at mpo@metro dade com.

¿CUÁNDO SE CELEBRARÁN LOS SEMINARIOS COMUNITARIOS Y LAS AUDIENCIAS PÚBLICAS?

- En junio y julio de 1998 se celebrarán los seminarios y audiencias públicas donde serán presentados el "**PLAN DE NECESIDADES**" y el "**PLAN VIABLE**".

- En el otoño de 1998, el **MPO** celebrará una audiencia pública para recibir comentarios del propuesto Plan de Transporte antes de su adopción. La hora y lugar de dicha audiencia se publicará en los periódicos locales.



ORGANIZACIÓN METROPOLITANA DE PLANIFICACIÓN

PARA MÁS INFORMACIÓN, COMUNÍQUESE CON EL SECRETARIADO DEL MPO

Stephen P. Clark Center
111 N.W. First Street
Suite 910
Miami, Florida 33128
(305) 375-4507
Fax: (305) 375-4950
Correo electrónico: mpo@metro-dade.com

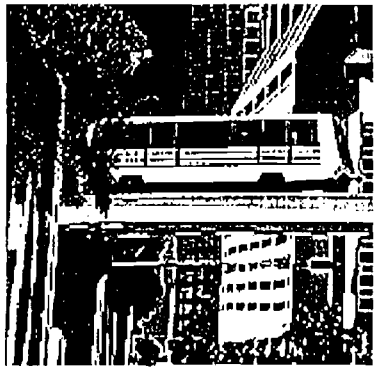
PLAN DE TRANSPORTE DEL CONDADO MIAMI-DADE

ORGANIZACIÓN METROPOLITANA DE PLANIFICACIÓN
MPO
MIAMI-DADE

AÑO 2020

¿QUÉ ES EL PLAN DE TRANSPORTE DE LARGO ALCANCE 2020 Y QUIÉN LO PREPARA?

- Es una guía para las agencias de transporte local, regional y estatal en el proceso de implementación de proyectos de carreteras, tránsito, bicicletas y peatones.
- Este **PLAN** es actualizado cada 3 años por la Oficina Metropolitana de Planificación y el Departamento de Transporte de la Florida.
- Sus comentarios y participación son importantes para el **PLAN**.

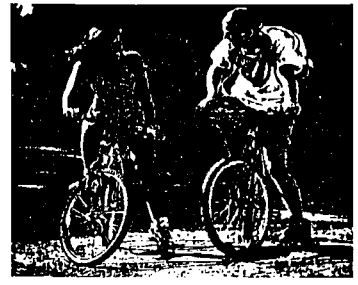


¿POR QUÉ NECESITAMOS EL PLAN DE TRANSPORTE DE LARGO ALCANCE?

- Lo requieren las leyes federales y estatales.
- Señala los proyectos de transporte que serán necesarios para el año 2020 y que son costeables.
- El **PLAN** forma parte de un proceso continuo para guiar al **FDOT**, al Condado y a sus Municipalidades en la planificación, diseño y construcción de mejoras al transporte.

¿CÓMO BENEFICIARÁ EL PLAN AL PÚBLICO?

- El **PLAN** determinará proyectos de calles y carreteras y proyectos para autobuses, trenes, bicicletas, peatones, y funciones de tecnología avanzada o de transporte "inteligente", que ayudarán a residentes y visitantes a desplazarse por el Condado Miami-Dade.
- El **PLAN** describirá con claridad los proyectos que se necesitan y aquellos que podemos costear con los niveles de ingresos proyectados.
- El "**PLAN DE NECESIDADES**" recomendará una variedad de proyectos de transporte que respondan a las exigencias cada vez mayores del desplazamiento en la comunidad.
- El "**PLAN VIABLE**" indicará cuáles son los proyectos necesarios que son costeables para realizarlos en los próximos veinte años.
- El proceso de planificación considerará las opiniones del público y de las autoridades locales para determinar dónde y cuándo se realizarán estos proyectos.



¿CÓMO PUEDO CONOCER MÁS DETALLES O EXPRESAR MI OPINIÓN SOBRE EL PLAN?

- Usted puede conocer más detalles del **PLAN** asistiendo a las reuniones mensuales del Asesoramiento del Transporte de los Ciudadanos (CTAC) o asistiendo a los seminarios programados en junio y julio de 1998. Todas estas reuniones serán anunciadas y estarán abiertas al público.
- La programación de las reuniones también se publicará en periódicos de la zona.
- Usted podrá leer el **PLAN** en la oficina del MPO y en bibliotecas, colegios y recintos universitarios del Condado. Para más información, llame a la oficina del MPO al (305) 375-4507.
- Además se puede comunicar con el MPO a través del Internet, visitando: WWW/metro-dade.com/mpo o enviar sus comentarios vía: mpo@metro-dade.com.

MIAMI-DADE COUNTY FLORIDA

ANNOUNCEMENT OF PUBLIC WORKSHOP

PUBLIC WORKSHOPS

The Metropolitan Planning Organization (MPO) for the Miami Urbanized Area has scheduled a series of public workshops on the proposed Miami-Dade Transportation Plan to the Year 2020. The plan is a 20-year program of projects listing all proposed improvements to the transportation system.

Regional workshops thoughout the County will allow citizens to review the proposed improvements to the transportation system for the next twenty years. These workshops will be held in the regional branches of the Miami-Dade Public Library as listed below.

MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2020

Area of Analysis	Date/Time	Workshop Location
Northwest	Tues., July 28, 1998 4:00 -7:00 p.m.	Miami Lakes Branch 6699 Windmill Gate Rd.
West	Tues., July 28, 1998 4:00 -7:00 p.m.	West Dade Regional 9445 Coral Way
Central	Wed., July 29, 1998 4:00 -7:00 p.m.	South Miami Branch 6000 Sunset Dr.
Beaches	Wed, July 29, 1998 4:00 -7:00 p.m.	Miami Beach Branch 2100 Collins Ave.
North	Thurs., July 30, 1998 4:00 -7:00 p.m.	North Central Branch 9590 N.W. 27 Ave.
Southwest	Thurs., July 30, 1998 4:00 -7:00 p.m.	South Dade Regional 10750 S.W. 211 St.

It is the policy of Metro-Dade County to comply with all requirements of the Americans with Disabilities Act. For sign language interpretation please call 668-4407 five days in advance.

SAMPLE OF ANALYSIS AREA BROCHURE

MPO for the Miami Urbanized Area

2020 TRANSPORTATION PLAN

NORTHWEST

MPO MIAMI-DADE
Metropolitan Planning Organization

THE NORTHWEST AREA

The Northwest Area of analysis covers the northwestern part of Miami-Dade County that, for these presentation purposes, is mainly west of NW 57th Avenue and north of SW 8th Street/Tamiami Trail. This area includes the City of Hialeah, the towns of Medley and Hialeah Gardens, the City of Sweetwater, the Miami Lakes sector, and the west Doral and west airport commercial and industrial areas. Maps on the following pages focus on the Northwest Area, as described.

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. Significant transportation improvement projects, already identified in the County's five-year Transportation Improvement Program (TIP), include improvements to the Palmetto Expressway (SR-826) and numerous arterial roadways in the west Dade area. One noteworthy project relevant to the Northwest Area is the East-West Multimodal Corridor Study, which is evaluating combinations of rail and highway improvements for the SR-836 corridor. The SR-836 Corridor Study area extends from Florida International University (FIU) on the west to the Miami Beach Convention Center on the east, and includes the proposed Miami Intermodal Center (MIC) which will serve as a Grand Central station at Miami International Airport.

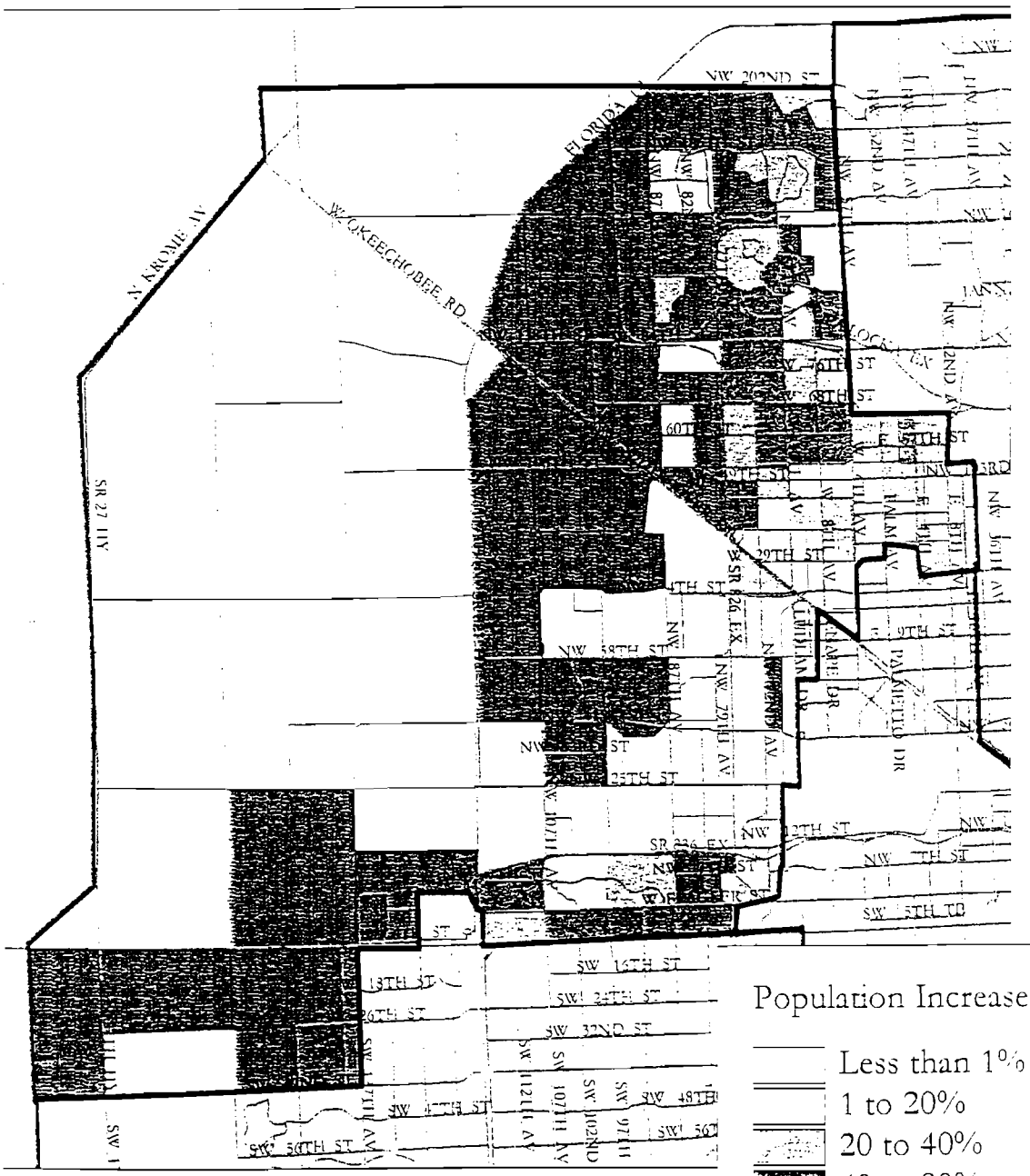
The following pages contain illustrations of population and employment growth for the Northwest Area, and the Northwest Area transportation projects included in the Draft Needs Plan and that are being considered for inclusion in the 2020 Long Range Transportation Plan (2020 LRP). The 2020 Long Range Transportation Plan, currently under development, is a compilation of projects recommended for implementation between now and 2020 to meet the growing transportation needs of the area. This list of projects is in addition to those listed in the County's approved five-year Transportation Improvement Program (TIP). The Draft Needs Plan presented in this document includes those projects that are currently being considered for inclusion in the final Plan. Inclusion in the Plan will be determined based on need for the improvement and funding availability. The Draft Needs Plan list of projects is presented on a map and table in the following pages.

The following table and maps depict some demographic information pertaining to the Northwest Area:

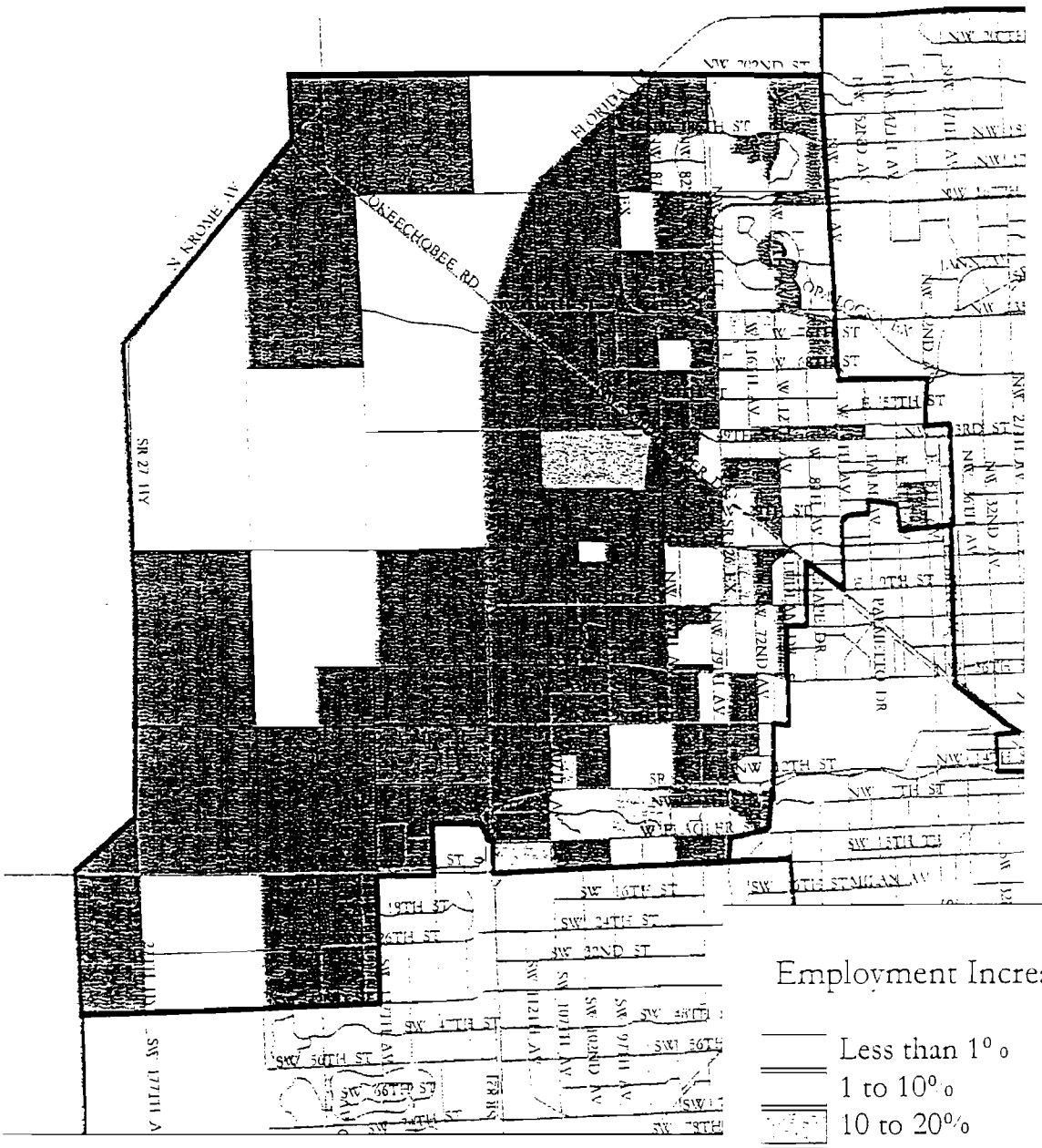
Northwest Area Demographic Information

	1990	2020	Percent Increase
Population	285,248	653,182	128.9%
Dwelling Units	102,033	228,967	124.4%
Personal Autos	176,030	407,920	131.7%
Employment	215,691	313,166	45.2%
Trips	2,592,932	4,849,387	87.0%

Population Growth 1990 to 2020
Northwest Area



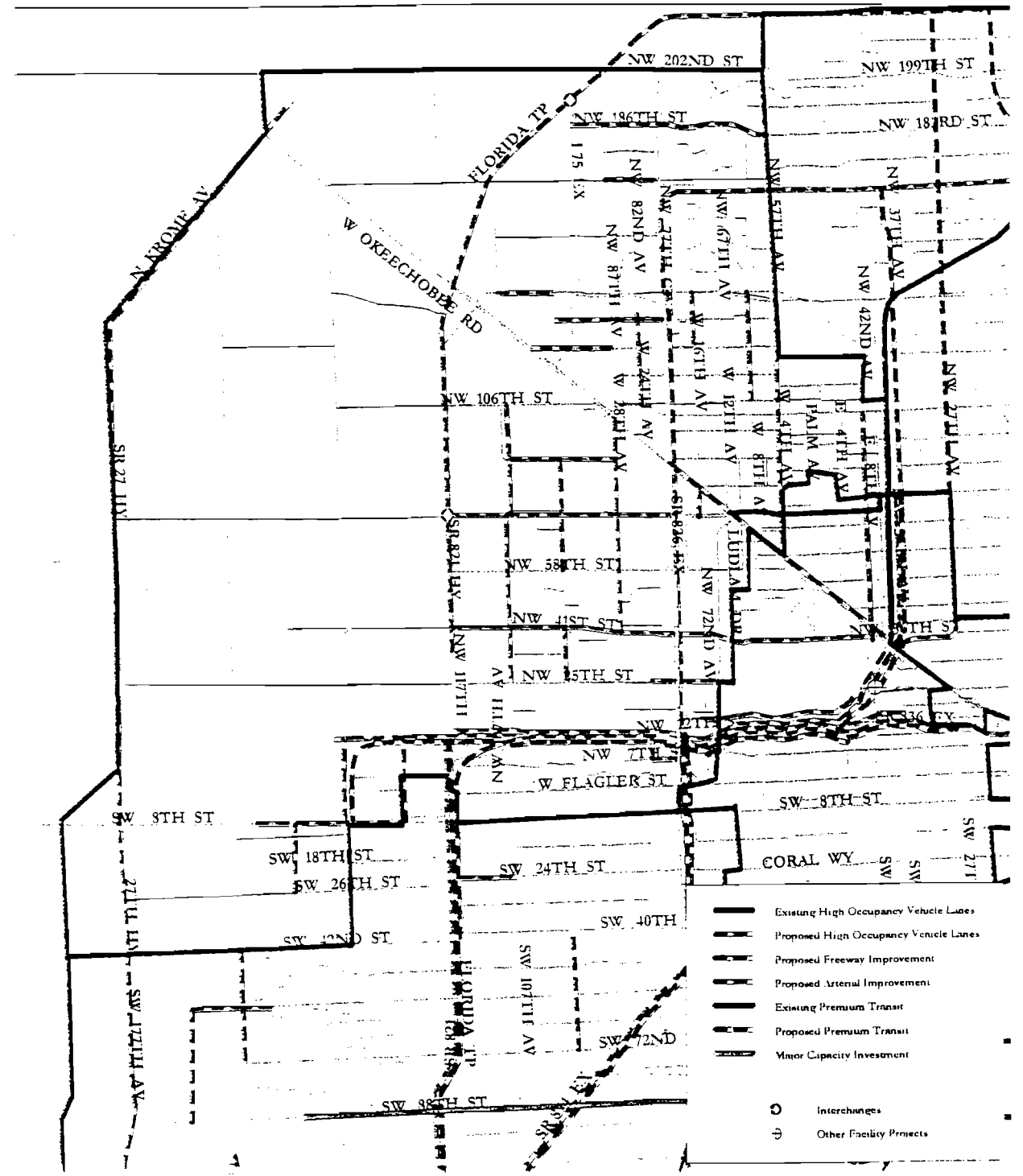
Employment Growth 1990 to 2020
Northwest Area



Employment Increase

- Less than 1%
- 1 to 10%
- 10 to 20%
- 20 to 30%
- Greater than 30%

Miami-Dade Transportation Plan to the Year 2020
Draft Needs Plan
Northwest Area



NORTHWEST AREA
MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2020
DRAFT NEEDS PLAN *

Project Location	From	To	Proposed Improvements
Bicycle/Pedestrian/Greenway Projects			To be determined
Buses			New and Replacement
H.E.F.T.	SR 836	SR 874	6 to 8 lanes
H.E.F.T.	I-75	Florida's Turnpike	4 to 6 lanes
H.E.F.T.	I-75 Interchange		Interchange Improvements
H.E.F.T.	NW 74th Street		Construct Interchange
H.E.F.T.	SR 836	I-75	4 to 6 lanes
I-75			Intelligent Corridor System
Krome Avenue	SW 8th Street	US 1	New 2 lane with access rights protection
Krome Avenue	SW 8th Street	Okeechobee Road	New 2 lane with access rights protection
LeJeune Road	SR 112	NW 103rd Street	5 to 6 lanes
NE 12th Avenue	NE 151st Street	NE 167th Street	Widen to 3 lanes/TOPICS Improvement
NE 15th Avenue	NE 159th Street	NE 163rd Street	Widen 2 to 3 lanes
NW 107th Avenue	NW 106th Street	NW 41st Street	New 4 lane
NW 122nd Street	Okeechobee Road	NW 87th Avenue	2 to 5 lanes
NW 12th Street	NW 127th Avenue	NW 137th Avenue	2 to 4 lanes and new 4 lane
NW 12th Street	NW 110th Avenue	NW 127th Avenue	2 to 4 lanes
NW 12th Street	NW 110th Avenue	NW 107th Avenue	New 4 lane
NW 138th Street	NW 107th Avenue	NW 97th Avenue	2 to 5 lanes
NW 170th Street	NW 77th Avenue	NW 87th Avenue	2 to 4 lanes
NW 183rd Street	I-75	NW 57th Avenue	4 to 6 lanes
NW 25th Street Viaduct	NW 68th Avenue	NW 82nd Avenue	4 to 6 lanes
NW 36th/41st Street	NW 42nd Avenue	H.E.F.T.	Express Street (ITS, grade separations)
NW 57th Avenue	Okeechobee Road	NW 138th Street	4 to 6 lanes
NW 62nd Avenue	NW 105th Street	NW 138th Street	Widen to 3 lanes
NW 72nd Avenue	NW 122nd Street	NW 138th Street	2 to 3 lanes
NW 72nd Avenue	NW 74th Street	Okeechobee Road	4 lanes and bridge
NW 74th Street Parkway Extension	SR 826	H.E.F.T.	New 4 Lane
NW 7th Street	NW 77th Avenue	NW 82nd Avenue	New 4 lane
NW 82nd Avenue	NW 7th Street	NW 12th Street	New 4 lane
NW 87th Avenue	NW 58th Street	Okeechobee Road	New 4 lane
NW 90th Street	NW 107th Avenue	NW 87th Avenue	New 2 lane
NW 97th Avenue	NW 58th Street	NW 90th Street	New 4 lane
NW 97th Avenue	NW 25th Street	NW 41st Street	2 to 4 lanes
NW/SW 107th Avenue	NW 41st Street	NW 25th Street	4 to 6 lanes
Okeechobee Road	SR 112	SR 826	4 to 6 lanes
Perimeter Road	NW 20th Street	NW 72nd Avenue	2 to 4 lanes
SR 826			Intelligent Corridor System
SR 826	SR 874	SR 836	Queue Bypass Lanes
SR 826	Dadeland	NW 74th Street	Premium Transit/SR 826
SR 826	NW 154th Street	Golden Glades Interchange	One HOV lane each direction
SR 826	SR 874	I-75	One HOV lane each direction

NORTHWEST AREA
MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2020
DRAFT NEEDS PLAN *

Project Location	From	To	Proposed Improvements
SR 836	Palmetto	FIU	Premium Transit/West
SR 836			Intelligent Corridor System
SR 836	Extension	NW 137th Avenue	New 6 lane
SR 836	NW 107th Avenue	NW 87th Avenue	Roadway Improvements Project
SR 836	H.E.F.T.	SR 112	Queue Bypass Lanes
SR 836 Corridor	HEFT	Interconnnector	One HOV lane each direction
SR 836	Seaport	Palmetto Expressway	Premium Transit/West
SW 137th Avenue	SW 8th Street	SW 26th Street	4 to 6 lanes
SW 137th Avenue	NW 12th Street	SW 8th Street	2 to 6 lanes
SW 147th Avenue	SW 8th Street	SW 26th Street	New 2 lane
W 127th Avenue	SW 8th Street	NW 12th Street	2 to 4 lanes
W 24th Avenue	W 52nd Street	W 76th Street	2 to 5 lanes
W 76th Street	W 36th Avenue	W 28th Avenue	2 to 5 lanes
W 76th Street	W 28th Avenue	W 20th Avenue	2 to 5 lanes

PLEASE NOTE: The listing above is not considered to be a formal setting of priorities. Based on the Needs Plan (which includes all transportation improvements needed through 2020), a Cost Feasible Plan will be developed. The Cost Feasible Plan will include the highest priority projects that Miami-Dade County can afford. Thus, not every project listed above may be included in the Final Cost Feasible Plan.

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Metropolitan Planning Organization

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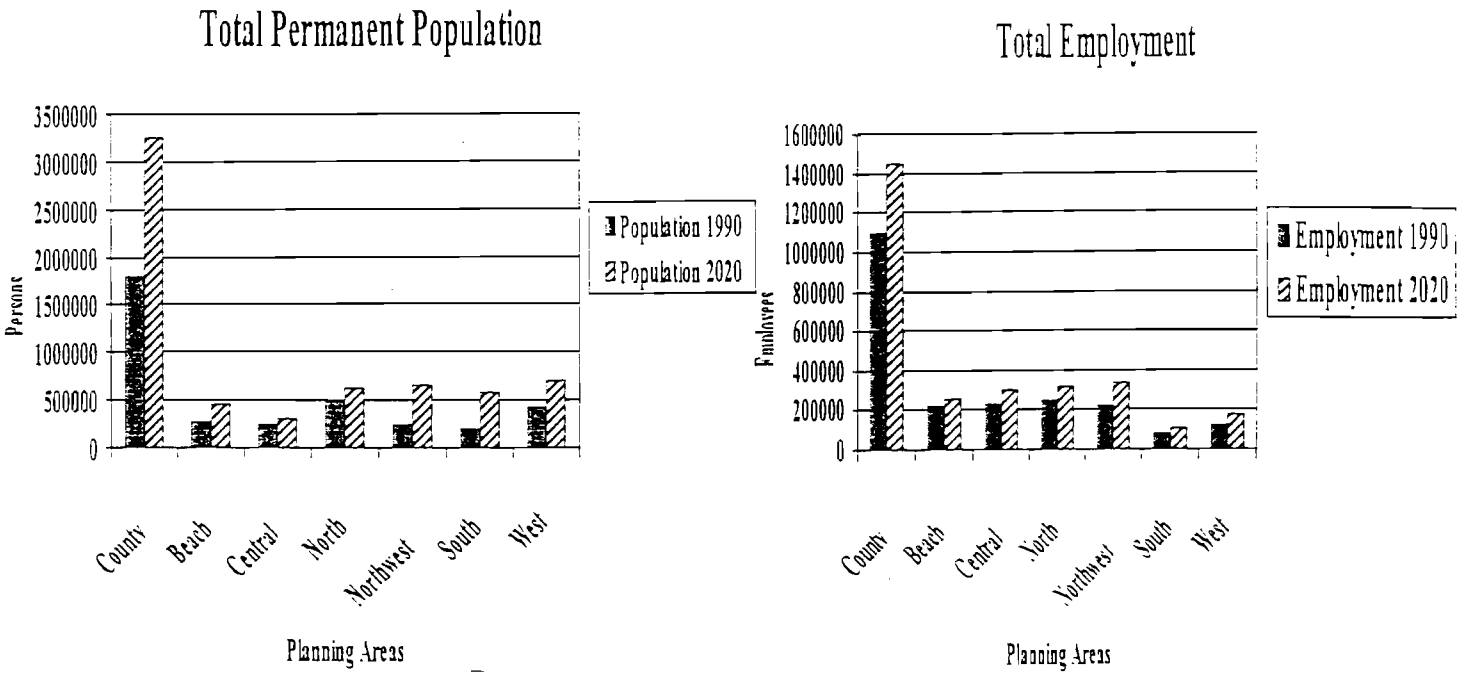
Appendix IV

Plan Background Information

Projected Growth

FIGURE 1



Background Conditions and Forecasts

Figure 1 illustrates the increases in population and employment projected for Miami-Dade County between 1990 and the Plan forecast year of 2020. All future socio-economic trends reflect land-use growth forecasts established for the County's Comprehensive Development Master Plan (CDMP).

During the 1990 to 2020 study period, the population of the County is expected to increase by 70%, while employment is projected to grow by nearly 33%. In addition, the number of autos available for use by residents of Miami-Dade County will increase by nearly 65%. Based on these trends, person trips taken by residents and others in the County is predicted to increase by 58%. These trends and forecasts point to mounting pressure on the transportation system to handle increasing loads of traffic and personal travel.

Development of the 2020 Long Range Transportation Plan

As a minor update project, the 2020 Long Range Transportation Plan was based on the 2015 Plan, which was the product of a significant technical effort of the MPO. Accordingly, since the 2020 Plan employed the 2015 Plan as its foundation, it is useful to review the substantial steps through which the development of the 2015 Plan was formulated. A synopsis of the 2015 Plan process, and a description of the development process for the 2020 Plan Update follows.

Summary of the 2015 Plan Development Process

The 2015 Plan development process formed the basis of the minor update of the 2020 Plan. For the 2015 Plan, the Florida Standard Urban Transportation Modeling Structure (FSUTMS) model for the Miami-Dade County area was first validated to replicate base year (1990) conditions. Year 2015 socio-economic characteristics were used by the model to examine future population and employment as they relate to the present transportation system. When the 2015 traffic volume and transit ridership projections were modeled for the Miami urbanized area, it was found, as expected, that much of the present transportation system exceeded accepted congestion level standards. It was shown that the infrastructure would be overburdened. In the development of the 2015 Plan modeling work, capacity was added to the simulated transportation system, such as roadway widening and additional transit corridors. These improvements formed the basis of the 2015 Needs Plan.

A goal for the future transportation system--and several objectives for reaching the goal--were also drafted. From these objectives, a set of evaluation criteria was developed. These criteria served as a means of evaluating the various projects contained within the Needs Plan to ascertain to what extent they furthered the goal and objectives of the Long Range Plan. The Long Range Plan Steering Committee used the evaluation criteria as a basis to rank the Needs Plan Projects.

Finally, based upon evaluation criteria, the available financial resources, and public input, the Steering Committee ranked subsets of the Needs Plan. These were compared and further evaluated through input from the Steering Committee and the public.

The 2015 Recommended Needs Plan. To begin creating a Needs Plan network, it was decided that the previously adopted 2010 Plan network could be used as a base. Some projects from the 2010 plan were removed, however because of the adoption of an administrative rule. This rule said that no new "general use" highway lanes could be constructed in excess of a six-lane section.

The 2015 Plan Steering Committee developed several networks for simulation. Using the results of these three sets of simulations, the Committee developed an optimum set of projects or programs, whether through highway improvements, transit improvements, or a combination thereof, to improve each corridor. This became the Recommended 2015 Needs Plan. This Plan listed, project by project, the major transportation improvements that would be needed.

Evaluation Criteria. The first step in deriving a Cost Feasible Plan from the Needs Plan involved developing a methodology with which to rank the Needs Plan projects. These projects were ranked by the Steering Committee, their costs considered relative to their order, and the ranking based upon five evaluation criteria. The criteria dealt with the degree to which projects promoted, encouraged, or preserved 1) a multimodal approach to transportation system development, 2) mobility, 3) the community's social integrity, 4) the environmental quality of the community, and 5) the community's economic development. These evaluation criteria were based upon the goal and objectives that had been developed, which were based, in turn on 16 factors of the Intermodal Surface Transportation Efficiency Act.

The results of the deliberate process employed by the 2015 Steering Committee (which are fully described in the *2015 Metro-Dade Transportation Plan Long Range Element*) was a list of ranked projects. This was further defined by the application of data in the financial resources analysis.

Financial Resources Analysis. An analysis of transportation financial resources was performed to determine the level of funding that would be available to implement the 2015 Plan. The projection of Dade County's transportation financial resources for the year 2015 was based on such factors as the estimated growth of population, gasoline/diesel fuel use, vehicle miles traveled, gasoline/diesel fuel efficiency, motor vehicle registrations, and rental car surcharges.

The analysis of revenue forecasts was based on financial resources that will be available for capacity-related improvements. Such capacity-related improvements included highway, transit, rail and other surface transportation modes. Additionally, sufficient funding was reserved for Project Support, operation and maintenance (O&M), and Administration. Also, adequate funding was set aside for safety, preservation, O&M of the existing plus planned transportation system.

Cost Analysis. Costs were extracted from existing reports/work programs where available and translated into 1995 dollars. All costs and all revenues were developed in terms of 1995 dollars. Where costs for a project were not yet developed, these were calculated using unit costs derived from the costs for existing, similar facilities. For the 2015 Plan, specific methodologies were developed to project costs for several categories of transit programs. These included costs for new and replacement buses, and for several major transit corridor programs. Several of the costs employed for the 2015 Plan transit corridors (such as for the Kendall, SR 826, and NE Corridors) were based on the Dade County Transit Corridors Transitional Analysis. Cost data for others, including the East-West, South Dixie, North Corridors, and the MIC, were based on more recent or detailed analyses, including MIS studies which were under way.

O&M costs for transit were projected for the various transit corridors, based on various sources, including the *Major Investment Study/Draft Environmental Impact Statement* for the East-West Multimodal Corridor and the *Administrative Draft Major Investment Study/Environmental Impact Statement (MIS/DEIS)*, for the Miami Intermodal Center.

Highway Capital and O& M Costs. Capital and O&M cost estimates for the proposed highway improvements in the Year 2015 Needs Plan were mainly based upon existing estimates of the

projects. Sources of existing costs included *FDOT's preliminary Cost Estimates for Year 2009 to Year 2020; FDOT's 10-Year "Gaming" Report, Years 1995 through 2003; Year 2010 Needs Cost Estimates; FDOT's Year 2020 FTP Cost Estimate Documentation File; MPO Transportation Improvement Program - Year 1995; Miscellaneous Unit Cost Information from MPO and FDOT; FDOT's Tentative Five Year Transportation Work Program for District 6--Years 1996-2000;* and *FDOT's FIHS 2020 Cost Feasible Plan, November 1994.*

The Cost Feasible Plan. The 2015 Steering Committee recognized the importance of funding of all types of projects, including bicycle/pedestrian/greenway projects. As a result, a specific percentage of the overall revenue projection was set aside for these categories. In every Priority phase in the Cost Feasible Plan, funding was allocated for "Bicycle/Pedestrian/Greenways" projects. In the 2015 Plan, these funds were to finance mainly "stand alone" transportation enhancement activities. Accordingly, a policy initiative was developed, from which the following is excerpted:

> **The 1-1/2 % set-aside for Bicycle/Pedestrian/Greenway Projects... represents a commitment from this urbanized area toward non-motorized uses, such as bicycle, pedestrian and greenway projects... The set-aside could be used to fund bikelanes that would fill in "missing links" in existing bikelane projects. The set-aside would be derived by taking 1-1/2% of all eligible surface transportation capital expenditures, except Interstate, airport and seaport.**

Projects prioritized during the development of the Needs Plan were subtracted from the available financial resources in rank order until the funds were exhausted. This process was repeated to develop several alternatives, termed "scenarios" (the details of which are fully described in *2015 Metro-Dade Transportation Plan Long Range Element*).

2015 Plan Air Quality Implications. The 2015 Long Range Transportation Plan met stringent air quality standards. The Plan's adherence to such air quality standards was mandated by the Clean Air Act Amendments (CAAA); detailed documentation is included in the *Long Range Transportation Plan to the Year 2015 Air Quality Conformity Determination*. During this plan development process, various alternative networks were tested for air quality conformity. Though growth of projected vehicle miles of travel for the County resulted in substantial emissions for ozone precursors, NOx and VOC were shown to be lower than 1990 values for all scenarios.

The Development Process for the 2020 Plan

The Transportation Plan for the year 2020 is an update of the 2015 Plan, which was adopted in December, 1995. As the 2015 effort was a highly sophisticated one which employed validation of a computer model, adoption of goals and objectives for the Miami-Dade County area, application of explicit evaluation criteria by which projects would be judged, the development of several scenarios for transportation network analysis, and the creation of a program of transportation projects based on several levels of priority, it was determined that the repetition

of such a process for the 2020 Plan was unnecessary.

Primary Goals. The current update effort was started in January, 1998. The resulting study has consisted of a refinement of the future capital and operational needs for the County's transit systems and roadway network. A fundamental intention of the process was to retain the basic philosophic framework of the previous 2015 Plan development effort.

In general, the results of the 2015 Plan successfully formed the basis of all consideration of projects and programs in the 2020 analysis. To the degree possible, ranking and priority of projects were retained. But the update process in the 2020 Plan applied all real-world influences that became known since the 2015 Plan was adopted, which may have affected program plans for complex, multi-phased projects (such as the MIC, for example). Consequently, some elements of such programs may have been accelerated, while others were delayed.

The primary goals of the 2020 Plan process were threefold:

1) To examine the assumptions and costs of the existing 2015 listing of projects and priorities

2) To determine, for those programs which became active since adoption of the 2015 Plan, whether individual project schedules were still applicable relative to the overall prioritization of the 2015 project listings

3) To respond to three major, new spheres of influence: a) legislative change, b) project-specific developments, and c) jurisdictional issues. (Each of these is addressed below.)

Legislative Change. The two types of legislative issues that affected the development of the 2020 Plan include new national and state legislation. The new Federal transportation legislation, the Transportation Equity Act for the 21st Century (TEA-21), was approved in June, 1998. While knowledge of the details of its overall impact are not yet fully realized, to the degree possible, it served as direction throughout the Plan development process. (The intent, provisions, and considerations articulated in the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 were modified by TEA 21. As the 2015 Plan is built upon the principles founded in ISTEA, it is believed that the 2020 Plan meets the requirements of both federal Acts.)

Additionally, on the State level, new FDOT funding programs approved by the Florida Legislature have affected several programs (such as all segments of the busway program in South Miami-Dade County). For the most part, the legislation has increased funding sources for particular programs, and as a result, such affected projects were accelerated.

Project Specific Impacts. The detailed planning for a number of significant and complex programs was activated or completed since development of the 2015 Plan. These include the multimodal East-West Corridor, and the Miami Intermodal Center (or MIC). Major policy decisions for such programs (such as deciding on the inclusion of a rapid transit tunnel from the Orange Bowl to the Seaport for the East-West Corridor) modified the program's phasing,

schedule, and/or cost. Such important influences were researched and accounted for in every program or project carried forward from the 2015 Plan.

Jurisdictional Issues. The Miami-Dade Expressway Authority was created by the Florida Legislature in 1994, and several major Miami-Dade County highways were transferred to the Authority in 1996. Additionally, the Authority's program for new roadways, toll facilities, interchanges, and other improvements was approved by its Board in late 1998. The Authority's basic function is to create an additional funding source, through the use of toll revenues, to build and improve transportation facilities in Miami-Dade County. Its stated goal is to "create an integrated transportation system that provides a seamless and balanced movement of traffic." Accordingly, the projects anticipated in the Authority's program form an important part of the Miami-Dade Metropolitan Planning Organization's 2020 Transportation Plan. Consequently, funding for important Plan elements, originally part of the State's financial responsibility, have now been made a part of the Authority's funding program,

Technical Analysis Methods. Although the development of the 2020 Plan was based on the extensive simulation and modeling processes employed in the 2015 planning process, the technical approach to developing the 2020 Plan took many months of technical work. The plan was developed through the use of a sophisticated travel forecasting model, and a flexible and comprehensive financial planning model.

The travel demand forecasting model considered a number of variables. These include the following:

- The current system of roadway and transit facilities
- Current population and employment
- Existing traffic and transit ridership
- Future land use, population and employment
- Future traffic and transit ridership

The financial planning model compared, on an annual basis, funds required to plan, design, and construct transportation projects with funds available for that purpose. In years for which there are insufficient funds, the model either determines the annual shortfall, or assumes the "issuance" of long term debt to fill the funding gap. In the case of debt financing, the financial analysis determines the level of additional funding necessary to either provide adequate coverage on debt service, or other more preferable alternatives.

Public Involvement. Public informational meetings were held during 1998 and input from residents throughout Miami-Dade County was recorded and addressed. In the months following, draft copies of the Plan were developed and available for comment prior to presentation to the Governing Board of the MPO. A wide document distribution process, presentations before the Citizens Transportation Advisory Committee, and a public hearing were all included in the comprehensive program. (A detailed description of the Public Involvement Program is given in another Appendix in this report.)

Approbation Process. To form the 2020 Plan, the Plan's **Steering Committee** met 16 times over a period of nearly a year to consider the results of policy, technical and financial issues. The 2020 Plan Steering Committee is made up of professionals representing state, regional and local agencies. The views of residents of Miami-Dade County were also represented on the Steering Committee, including members of the Citizens Transportation Advisory Committee.

Conclusions of the Steering Committee were presented to the **Transportation Planning Technical Advisory Committee** (TPTAC). TPTAC is comprised of the most senior technical authorities within the administration of Miami-Dade County, the Florida Department of Transportation, and other transportation-related departments and governmental units.

TPTAC determinations were recommended to the **Transportation Policy Council** (TPC). The TPC is the most senior cabinet that considers transportation issues in Miami-Dade County, except for the MPO Board itself. It is chaired by the Secretariat of the MPO, and comprised of directors of several Miami-Dade County, FDOT and other State departments, and related transportation organizations. The final Draft 2020 Transportation Plan was officially recommended to the Miami-Dade County MPO Board by the Transportation Planning Council on November 9, 1998.

Emphasis Areas. Before making their recommendation, the Steering Committee considered the 7 areas that are emphasized for transportation planning in TEA-21 to ensure that the planning efforts encompassed these areas:

- Support for the economic vitality of the metropolitan area
- Increased safety and security
- Increased accessibility and mobility options for people and freight
- Protection of the environment, conservation of energy, and improvement to the quality of life
- Enhanced integration and connectivity of the transportation system
- Promotion of efficiency in the transportation system
- Emphasis on preservation of the existing transportation system

Additionally, the Steering Committee considered other pertinent efforts, either completed or ongoing in the County. Particular consideration was given to the airport and seaport as major activity centers, and to other major studies for transportation corridor analysis work. These included:

- The East-West Multimodal Corridor
- Miami Intermodal Center (MIC)
- The High Speed Rail, as a planned component of the MIC
- The Major Investment Study for the North Corridor rail options

Also, in keeping with the intent of the current federal legislation, quality of life considerations and relationships between land use and transportation were taken into account during the decision-making process.

Alternative Recommended Plans. In the process of discussion between the Steering Committee, the TPTAC, and the TPC, as described above, the Transportation Planning Council determined that the development of an alternative plan (for consideration of the MPO Board) was warranted. The two alternative plans were termed the "Needs Plan" and the "Minimum Revenue Plan."

The recommended ***Needs Plan*** depicted all of the transportation facility improvements that will be *needed* through the year 2020 to meet all of the mobility requirements of the Miami-Dade metropolitan area, for the next 20 years. As one of its major tenets, it assumes the formulation and implementation of a dedicated funding source for transportation in South Florida. The ***Minimum Revenue Plan*** is constrained by a conservative outlook on funding sources for transportation projects for the next 20 years. Its major assumption is that ***no*** dedicated funding source would be implemented.

(The adopted Needs Plan is described in the text of this report, and the Minimum Revenue Plan is summarized in Appendix VI.)

Financial Considerations

Objective of the Financial Analysis

The financial analysis supporting this report integrates projections of highway capital and transit operating and capital expenses and revenues from 1998 through 2020. The analysis examines, on a year-by-year basis, the ability of the Miami-Dade County region to fund transportation capacity investments and transit operations within available revenue sources. The examination of financial capacity is undertaken in the context of both pay-as-you-go funding and debt financing, applying County, State, and Federal grants and transit operating assistance programs and current and potential local dedicated revenue sources.

Sources of Information

The point of departure for the Update was the financial analysis developed for the 2015 Plan. Project costs were updated to 1998 dollars and modified to include significant additional work to date by FDOT and Miami-Dade County Planning and Public Works, by the Miami-Dade Transit Agency (as documented in the MDTA Transit Development Program), and by the Miami-Dade Expressway Authority in its Five-Year Work Program. Revisions included adding and deleting projects, updating project priorities, updating project costs, and reviewing consistency with development patterns.

Source of Funding

The sources and uses of funds analysis applies the following existing transportation revenue streams:

- **Florida Department of Transportation.** The analysis included estimates of Miami-Dade County's share of statewide funding for highway, transit, and intermodal/rail (rail transit) programs, based on projections prepared by the FDOT Central Office. Funding levels assumed are summarized below:

	$ Millions by Funding Period			
	FY03 FY05	FY06 FY10	FY11 FY15	FY16 FY20
FIHS	$139.6	$106.3	$170.5	$118.4
Rail	$30.4	$48.4	$51.5	$54.6
Intermodal	$4.9	$8.6	$9.4	$10.2
Other Arterial	$37.2	$63.6	n/a	n/a
Transit	$37.2	$63.6	n/a	n/a
Other Arterial/ Transit Combined	n/a	n/a	$427.4	$393.9

Consistent with current practice, some flexibility to transfer funding within FDOT funding

categories was assumed. The analysis also assumed that additional Federal funding available through "flexible" funding in the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds were included in the FDOT funding projections.

- **Federal transit grants.** The financial analysis included funding levels consistent with the transportation Equity Act for the 21st Century (TEA-21). The highway components of TEA-21 were included in the highway funding projections from FDOT. The transit funds included the following programs:

  - **Section 5307:** These formula grants are based on various demographic, level of service, and ridership variables. TEA-21 calls for significant increases in funding, growing by 49 percent from FY98 to FY03. While TEA-21 limits the application of these grants to capital purposes, preventative maintenance expenses in the MDTA operating budget were considered as "capital" for this purpose.

  - **Section 5309 New Starts:** These discretionary grants based on an assumed percentage of the cost of each Premium transit project. The statutory maximum federal participation is 80 percent. In practice, the actual amount for recent projects has been considerably less. As of the spring of 1998, the average federal match for the five New Starts projects with Full Funding Grant Agreements and the 14 projects in preliminary engineering was 55 percent. Some of these projects had a federal participation below 50 percent. Applying for funding for higher priority, more cost-effective projects, and relying on a relative low percentage of federal funds for any particular project increases the ability of the Miami-Dade region to successfully compete with other urbanized areas for limited Federal discretionary funds.

  - **Section 5309 Bus Related:** These discretionary grants are applied to the purchase of buses. While the statutory limit is 80 percent Federal participation, the financial analysis assumed 70 percent Federal participation and a significant reduction in the MDTA bus spare ratio.

- **Miami-Dade County:** Miami-Dade County funds the operating and maintenance costs of County-owned streets and roads and transit services through general funds supplemented by the Ninth Cent Gasoline Tax. The local gasoline tax supplements County general funds for capital improvements. Growing highway operating and maintenance costs, the implementation of premium transit projects, and growth in supporting bus services (as a result of immediate service needs as well as underlying demographic pressures), result in a growth in demands for transportation funding on an already constrained County budget.

- **County Funds:** County funds derived from the Local Option Gas Tax support construction of County-owned streets and roads

- **Developer funds:** Developer impact fees support construction of specific local streets

and roads.

- **Miami-Dade Expressway Authority (MDX):** Several major expressway expansions and extensions are funded by tolls at existing locations and potential expansion of the toll road network (increases in tolls also support facility improvements and enhanced customer service).

Funding Scenarios and Results

The financial analysis addressed two funding scenarios:

1. The Minimum Revenue Plan.

This scenario included only funds that are currently in place or reasonably expected to be in place by the time the capacity projects are planned to be implemented. No dedicated source of additional local funding is assumed. For MDX projects, only expenditures in the Five-Year Work Program are included. In the case of transit projects, only limited sources of local funding are available to match FDOT funds and, as a result, not all available FDOT funds for transit are applied. There are significant implications of adopting the minimum funding scenario. Many high priority highway projects will be postponed and some projects will fall into the Priority 4/Unfunded category. No premium rail transit projects will be built.

2. The Needs Plan.

This scenario includes additional source of local funding, sized to meet the annual requirements for pay-as-you-go and debt financing approaches. Sufficient local funds are assumed to completely match available FDOT funds, and Federal funding for transit projects (at either programmed percentages, or a 50 % level). All of the MDEA-sponsored projects, including those beyond the MDX five-year work program, are assumed to be funded by MDX toll revenues.

In summary, the cost impacts of the alternative Year 2020 Transportation Plans are as follows:

Element	Needs Plan *	Minimum Revenue Plan*	Funding Shortfall
Transit Capital Program	$ 5,357.1	$ 151.0	$ 5,206.1
Transit Operations/Maintenance	5,837.6	4,596.0	1,241.5
Highway Program	4,598.1	2,476.0	2,122.1
TOTAL COST	$15,792.8	$ 7,223.0	$ 8,569.7

* Excludes funding of Priority I projects already in the 1999-2003 TIP. All costs are in millions of 1998 dollars.

Background Summary on Operations and Maintenance Costs and Revenues: Transit and Highway

Highway-related costs within the twenty-year period must include costs for non-capacity improvements, such as maintenance and safety and other operations-related work. These activities are performed on the existing system to maintain it in good condition. A significant portion of the future travel demand will continue to be served by existing facilities.

Table 1 on the next page summarizes available information on the operations and maintenance costs and revenue totals for the transit system and highway network.

Highway maintenance costs include ordinary/routine maintenance work such as patching, landscape maintenance, traffic signs and signals maintenance, and bridge maintenance. Highway operations and safety costs include exceptional work such as resurfacing, traffic control devices, safety lighting and signals, guardrails and pavement markings. For the most part, it can be said that highway-related operations and maintenance costs can be covered by anticipated revenues for those purposes.

For the transit system, the operations and maintenance costs for the transit system will require increases in existing sources and implementation of new innovative sources. Examples of such sources are being included in the East-West Multimodal Corridor financing strategy. These potential new sources include: toll surcharges, airport-seaport contributions, highway congestion pricing, and private sector participation.

Transportation Plan Operating and Maintenance Summary

(Millions of 1998 Dollars)

Transit Operating & Maintenance Summary	NEEDS PLAN	MINIMUM REVENUE PLAN
COSTS	$ 5,025.0	$ 4,596.0
REVENUES[1]	5,025.0	4,596.0

Highway Operating & Maintenance Summary	NEEDS PLAN		MINIMUM REVENUE PLAN	
	State	Local	State	Local
COSTS				
Existing System	$ 30,600.8[2]	$ 727.7	$30,600.8[2]	$ 727.7
Expansion	3,785.1[2]	16.1	2,867.8[2]	16.1
Total	$ 34,385.9[2]	$ 743.8	$33,468.6[2]	$ 743.8
REVENUES				
Total	*	$ 743.8	*	$ 743.8

[1] Transit revenues include passenger fares, State operating assistance, local funding, and other revenue sources.

[2] Estimates shown are based on average costs. Sources include 1996-97 Transportation Costs Guide, FDOT Office of Policy Planning, February 1998.

* According to the FDOT Office of Policy Planning, sufficient funds have been set aside in the statewide revenue forecast for operating and maintaining the state highway system. Although no metropolitan estimates have been developed, a summary of statewide non-capacity program estimates has been drafted by FDOT and provided to the MPO's.

Required Consideration of Federal Planning Factors 2020 Transportation Plan Impacts

Transportation Equity Act for the 21st Century "TEA 21"

Introduction

On June 9, 1998, the President signed into law the Transportation Equity Act for the 21st Century, commonly referred to as ***TEA-21***. This law re-authorized the federal transportation legislation formerly known as the Intermodal Transportation Efficiency Act of 1991 (ISTEA), which expired on September 30, 1997, and was extended through April, 1998.

TEA-21 preserves and builds upon the major programs and innovative features introduced in ISTEA. Along with the continuation of the major ISTEA programs, TEA-21 introduces some enhanced features for those programs, new initiatives, and significant funding increases for most programs. This summary provides an overview of some of the significant features of TEA-21.

Guaranteed Federal Spending Levels

TEA-21 guarantees that spending levels for highway and transit programs will not fall below a specified minimum. The amount guaranteed for surface transportation spending is estimated to be $198 billion. The full amount of authorized funding under TEA-21 is nearly $218 billion. All states are guaranteed that their share of the apportionment will be at least 90.5 percent of its percentage share of contributions to the Highway Account of the Highway Trust Fund.

Strengthening Safety Programs

TEA-21 contains a number of programs to increase highway safety. These programs include:

Driving under the influence
Highway safety data programs
National Driver Registration
Operation Lifesaver
Additional safety construction
Seat belt and child safety seats
Safety research programs
Safer automobiles
Motor carrier safety
Recreational boater safety

Maintaining/Rebuilding Transportation Infrastructure

TEA-21 contains the largest funding authorization for transportation improvements in US history. Funding is available for both highway and mass transit.

For highways in the US, the programs include the following funding levels for each of the

respective program areas:

- National Highway System ($28.6 billion), Interstate System ($23.8 billion), Surface Transportation ($33.3 billion), Bridge Replacement ($20.4 billion), Federal Lands Highway ($4.1 billion), and Emergency Relief ($100 million/year).

For transit programs, the legislation has allocated the following:

- Urbanized Area Grants ($18 billion), Clean Fuels Grant ($1 billion), New Starts ($8.2 billion), Fixed Guideway Modernization ($6.6 billion), Bus ($3.6 billion), MAGLEV ($950 million), High Speed Rail ($140 million), and Light Density Rail ($105 million).

In addition, TEA-21 contains programs that encourage innovative financing of transportation improvements, value pricing to assist low income drivers, and continuation of the Disadvantaged Business Enterprise program. TEA-21 also provides funding for 1,850 high priority projects as specified by Congress.

Local TEA-21 Assistance

Miami-Dade County projects receiving special funding include:

East-West Multimodal Corridor
South Busway Extension
Ft. Lauderdale-West Palm-Miami Tri-Rail
Northeast Corridor (transit)
Miami-Dade County bus purchase
Miami Beach Bridge in Miami Beach
North 27th Avenue Corridor (rail)
Miami-Palmetto Metrorail
Kendall Corridor (rail)
Beach Electric Shuttle Service
Northeast Dade Bike Path in North Miami Beach

Protecting the Environment

TEA-21 includes a number of programs intended to preserve and enhance our natural and man-made environment. These programs include:

Congestion Mitigation and Air Quality ($8.1 billion)
Bicycle/Pedestrian (funded from National Highway System and Transportation Enhancement funds)
Transportation Enhancement (10 % of STP)
Recreational Trails ($270 million)
Transportation/Community/System Preservation ($120 million)
Ozone/Particulate Matter (funded by Environmental Protection Agency)

Metropolitan and Statewide Transportation Planning was an important component of ISTEA, and remains an important part of TEA-21 as well.

Advancing Research and Technology

TEA-21 authorizes $592 million to fund research, development, and technology transfer activities with respect to all phases of transportation planning and development, as well as motor carrier transportation. The Act encourages adoption of innovative technologies for both highway and transit improvements. In addition, TEA-21 authorizes $1.3 billion for funding of the Intelligent Transportation System (ITS). Other funding sources can also be used to implement ITS.

2020 Transportation Plan Objectives Cross Referenced with TEA-21 Planning Factors

The 2020 Transportation Plan has been intentionally designed to be consistent with the new TEA-21 legislation. This is demonstrated with a comparison between the objectives of the 2020 Plan, and the Planning factors in the TEA-21 legislation, each of which are shown below.

Planning Factors in TEA-21 New Legislation

ISTEA's 16 specific planning factors are replaced with seven more general "areas" that should be considered during the planning process. These areas are:

1. Support the economic vitality of the metropolitan area
2. Increase safety and security
3. Increase accessibility and mobility options for people and freight
4. Protect the environment, conserve energy, and improve the quality of life
5. Enhance integration and connectivity of the transportation system
6. Promote efficiency
7. Emphasize preservation of the existing transportation system

2020 Transportation Plan Objectives

A. Multimodal Transportation System Development Objectives

1. Plan for the provision of transportation services and facilities to serve the needs of the population and contribute to the sustainability of the metropolitan area, in accord with federal and state transportation planning process requirements.

2. Develop an integrated multimodal transportation system that emphasizes the movement of people by facilitating the transfer between modes, and the connectivity of the transportation network within and outside the metropolitan area.

3. Apply aesthetics principles to planning of transportation projects, utilizing a multidisciplinary collaborative team approach which humanizes these projects through the

design process, and helps instill a sense of place and community pride.

4. Preserve rights-of-way in corridors anticipated to be heavily traveled in the future.

B. Travel and Mobility Objectives

5. Preserve existing highway and transit facilities by improving efficiency and safety.

6. Achieve the operating level-of-service standards adopted in the Comprehensive Development Master Plan and in the Florida Intrastate Highway System Plan.

7. Plan for maximum utilization of existing transportation capacity, relieve congestion, and prevent congestion from occurring where it does not yet occur.

C. Social Objectives

8. Plan and develop a transportation system that preserves the social integrity of all communities.

D. Environmental Objectives

9. Plan for a transportation system that gives due consideration to air quality and environmentally sensitive areas, conserves energy and natural resources, and is consistent with applicable federal, state and local energy conservation program goals and objectives.

10. Plan for transportation projects that enhance the quality of the environment.

11. Consider both the short and long-range interactive effects of the transportation system and land use development policies and practices.

E. Economic Objectives

12. Define a sound funding base utilizing public and private sources that will assure operation and maintenance of existing facilities and services, and timely implementation of new sustainable services and projects designed for low maintenance.

13. Provide for and enhance the movement of freight and visitors, and facilitate surface access to the airport and seaport.

The relationship between the 2020 Plan and TEA-21 is shown in Table 2, below:

Table 2
2020 Miami-Dade Transportation Plan
Cross Reference of 2020 Plan Objectives with TEA-21 Planning Factors

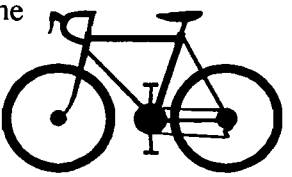
Plan Objectives	TEA-21 Planning Factors						
	1	2	3	4	5	6	7
1	X		X	X		X	
2			X	X	X	X	
3				X			
4	X		X	X		X	X
5	X	X	X	X		X	X
6	X	X	X	X		X	
7	X	X	X	X		X	X
8	X			X			X
9		X		X		X	
10	X	X		X		X	X
11	X		X	X		X	X
12	X	X	X	X		X	X
13	X		X	X	X	X	

RELATIONSHIP OF THE 2020 PLAN TO OTHER STUDIES AND EFFORTS

The Long Range Plan Update to the Year 2020 is not a Plan that is meant to exist in isolation from the region's other transportation planning efforts. On the contrary, the Long Range Plan and its various components must be integrated with other related plans, for any to realize its full potential. The following section highlights other plans, and their relationships to the Long Range Plan.

Bicycle/Pedestrian Program and the Facilities Plan

The Miami-Dade County Bicycle/Pedestrian Program's goal is to address non-motorized transportation for both commuting and recreation. Cycling and walking rank first with Florida residents as the most popular outdoor recreational activities. In the mid-1960's, Miami-Dade County began to establish a bikeway system to assist with mobility, and later hired a full-time Bicycle/Pedestrian Coordinator to implement and oversee an area-wide bicycle/pedestrian program. In addition to initiating/overseeing the development of the Bicycle Facilities Plan, the Program includes the following elements:



- Educate citizens and visitors regarding the safe use of non-motorized transportation. Support is provided to the Miami-Dade County School Board's Traffic Education Program. Planning and engineering professionals are advised regarding the needs of cyclists and pedestrians.

- Encourage the use of non-motorized alternatives for commuting options and links with public transportation through programs such as Bikes-On-Bus, Bikes-On-Trains and bicycle lockers. A map was developed to indicate more suitable roadways for bicycling throughout Miami-Dade County.

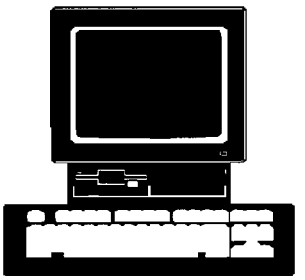
- Support the enforcement of traffic laws. Staff reviews legislation concerning bicycle laws; proposes programs to enhance law department awareness/ adherence; provides information to the general public on applicable traffic laws; as well as takes a role as legal counsel for lawsuits.

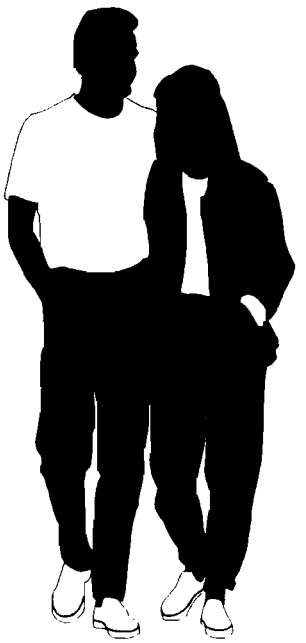
- Provides advice for engineering practices and projects to provide necessary bicycle/pedestrian access to businesses, schools and recreation areas throughout Miami-Dade County. Projects are also coordinated with the Florida Department of Transportation municipalities and private developers.

The Metro-Dade Bicycle Facilities Plan was developed by the Miami-Dade Metropolitan Planning Organization's Bicycle/Pedestrian Program staff, Enhancement Coordinator, and a consulting team. The purpose of the Bicycle Plan is to promote the bicycle mode as a viable mode of

transportation.

The Bicycle Plan and the Long Range Plan are very compatible, in that the Long Range Plan has set aside money for the bikeways recommended in the Bicycle Plan. Further harmony exists between the two Plans because the fact that both help to satisfy the same pieces of legislation. The Intermodal Surface Transportation Efficiency Act (ISTEA) (recently superseded by the Transportation Equity Act for the 21st Century (TEA-21)) and the Clean Air Act Amendment (CAAA) are cited in the Executive Summary of the Bicycle Plan as having "...renewed incentive for planning agencies to emphasize bicycling and walking as significant components of the transportation mix." This same emphasis has been called for within the Miami-Dade Comprehensive Plan for many years. With the adoption of Bicycle Facilities Plan, Miami-Dade is on its way to formally incorporating these objectives into the overall planning process.





The Plans also further the area's Congestion Management System (CMS), as the Federal Regulations mandating the CMS call for it to incorporate the encouragement of bicycling facilities. The Long Range Plan's relationship to the area's CMS is discussed in the following pages.

The Bicycle Plan provides for the inclusion of the bicycle mode in the Plans for the Miami Intermodal Center and the East-West transit corridor. Both of these nationally recognized projects are included in, and partially financed through, the Long Range Plan.

Management Systems

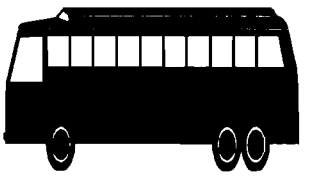
ISTEA required each state, in conjunction with the MPOs, to develop and implement the following management systems and a data monitoring system. These are:

- Congestion,
- Intermodal transportation facilities and systems,
- Public transportation facilities and equipment,
- Highway pavement,
- Bridges,
- Highway safety, and
- Monitoring system for highways.

As TEA-21 was approved by the federal legislature in June 1998, the effect of this legislation on these systems is currently being reviewed. However, it is understood that TEA-21 generally continues and reinforces programs that were included in ISTEA.

currently under development, is the chief intermodal facility included in the Long Range Plan Update. With a proposed location adjacent to the Miami International Airport, the MIC is slated to facilitate intermodal transfers among air, rail, port, bus, and taxi/jitney patrons. An extension of Miami's Metrorail system, specifically the East/West (SR 836) corridor, is planned to provide service to the MIC. A more lengthy discussion of this rail corridor and of the MIC in included in this Appendix.

Public Transportation Management System



The purposes of the Public Transportation Facilities Management System (PTMS) are to organize information to facilitate the identification and implementation of strategies to provide public transit services, facilities, equipment, and rolling stock in a cost-effective manner, and to maintain transit assets in a serviceable condition. The PTMS provides system-wide estimates of the effects of investment decisions on the condition of the transportation system.

The PTMS supports statewide and metropolitan planning and programming by identifying transit capital needs. Development of the PTMS is a collaborative effort between FDOT, the Metro-Dade MPO, and transit operators to define system goals and objectives which best meet community needs. The PTMS includes the identification of condition measures, data collection and system monitoring; identification and evaluation of proposed strategies and projects; and the implementation of strategies and projects.

Integrated Transportation Management System

The Miami-Dade MPO has developed the Miami-Dade County Integrated Transportation Management System (ITMS). The objective of the ITMS was to develop a transportation information/analysis system for Miami-Dade County that functionally integrates the implementation of six of the seven management systems required by ISTEA. The six management systems are the Mobility Management Process/Congestion Management System, the Intermodal Management System, the Pavement Management System, the Public Transportation Management System, the Safety Management System, and the Traffic Monitoring System for Highways.

The ITMS provides an automated centralized platform for sharing and analyzing data, and would be developed using existing data. It would also function as a decision support tool providing the decision makers and officials improved access to transportation information within the Miami-Dade County area.

The computer based system is organized into separate modules for each of the six management systems, but integration of the modules allows access of information from all modules for analysis and evaluation of the information. This seamless assembly of data inputs and outputs is a primary aspect of the ITMS as an integrated information management system.

Intelligent Transportation System

Intelligent Transportation Systems (ITS) involve the application of advanced technologies to improve transportation systems. These technologies typically include information processing, communications, and electronics. These systems have the potential to significantly reduce traffic congestion, enhance mobility, improve safety, decrease delays, and reduce environmental pollution at a fraction of the price of constructing new highway infrastructure. It offers the precision of real-time information for more efficient and safe trip making.

In 1994, the Miami-Dade Metropolitan Planning Organization developed the *Intelligent Transportation System Plan for Dade County* to further the tenets of ISTEA. The Intelligent Transportation System (ITS) Plan has four main objectives, as follows:

- Establish a general policy planning process for ITS.
- Coordinate ITS project planning and integrate it with the area's overall regular transportation planning process.
- Provide a means for education and accountability for ITS investment to the general public.
- Seek and sustain overall support for ITS, particularly by facilitating partnerships with the private sector.

Local ITS activities must be fully coordinated. The MPO has undertaken a leadership role in assuring that the proper level of coordination and accountability is established and maintained in the implementation of the local ITS program. Miami is one of the few truly intermodal cities in Florida and it is important to capitalize on that fact to promote the efficient use of all transportation modes. With Metrorail, MetroMover, Tri-Rail, and a fleet of over 600 buses, the Miami area has considerable alternatives available to the automobile. The ITS program is intended to make the mass transit modes more attractive to all potential users in addition to facilitating area vehicular traffic. ITS is intended as a tool to help maintain existing investments in transportation infrastructure.

The focus of the ITS Plan is on immediate and short-term improvement projects which offer the greatest potential benefits. A number of ITS improvements are currently programmed for improvement or under construction. Example projects include Miami-Dade's Advanced Traffic Management System, an Automated Vehicle Locator System for the transit agency, the Southeast Florida Intelligent Corridor System for FDOT, and the Electronic Toll Collection facilities for the Dade County Expressway Authority and the Florida Turnpike.

Resourceful Use of Streets and Highways

Metropolitan Miami-Dade County recognizes that major transportation improvements, regardless of mode, are costly and time-intensive. The construction date for these projects is often far in the future, by necessity. In the meantime, there are many smaller, low cost improvements that could be built quickly, providing effective relief and contributing to immediate public benefits. Quick

and effective results are a key ingredient of the *Resourceful Use of Streets and Highways* (RUSH) program.

The RUSH program will be spearheaded by the MPO, in conjunction with FDOT and the Miami-Dade County Public Works Department. This team will work as a single unit to annually identify candidate projects, establish criteria, investigate potential funding sources, streamline approvals, and expedite construction.

Candidate projects will be scrutinized with the following criteria:

- Maximum individual improvement cost of $500,000
- No right of way acquisition
- Insignificant environmental impacts
- Local acceptance
- Ability to complete design and begin construction within 12 months
- Availability of funding

FDOT District 6 has allocated $500,000 in dedicated revenue funds in FY 1998-1999 to support RUSH efforts.

Significant Transportation Projects

Several programs or projects of significance have evolved since the development of the 2015 Plan was completed. The status of these are outlined below.

East-West Multimodal Corridor. The East-West Corridor begins at Florida International University (FIU) in West Miami-Dade County, and extends generally along State Road 836, crosses through downtown Miami, and then connects with the Port of Miami and the Convention Center in Miami Beach. In July, 1995, the Florida Department of Transportation published a draft Major Investment Study/DEIS relative to the corridor. In March, 1996, the Miami-Dade MPO selected a locally preferred alternative for the minimum operating segment (MOS).

The MOS includes a rapid transit system which connects the Palmetto Station, the Miami Intermodal Center (MIC) at the Miami International Airport, downtown Miami, and the Port of Miami. Highway improvements in the corridor include State Road 836 improvements to lanes, shoulders, and interchanges. The transit MOS also includes a tunnel between the Orange Bowl and the Port. Approval for the project was granted by FHWA/FTA in late 1998. The most up-to-date estimates for the program's schedule and cost estimates were used in the development of the 2020 Plan.

Miami Intermodal Center (MIC). An environmental and conceptual engineering evaluation of the proposed MIC project was completed since the development of the 2015 Plan. This Major Investment Study/Draft Environmental Impact Statement was approved by the Federal Highway Administration in October, 1995, adopted by Miami-Dade County in 1996, and received record of approval in late 1998 from federal agencies. As a result of the technical development work

performed by the Florida Department of Transportation and its consultants, updated schedule, cost estimates, project phasing, and other technical data were available for the 2020 Plan.

The MIC will serve as a central passenger transfer point for a wide variety of transportation modes (in addition to the Tri-County commuter rail system which currently terminates in the MIC vicinity). These will include facilities for future light and heavy rail systems, High Speed Rail, the Airport-Seaport connector, bus, private automobiles, bicyclists, and pedestrians. The MIC will also become an extension of Miami International Airport landside terminal functions. It will accommodate airline ticketing, baggage claim, rental car and limousine services, and provide substantial parking facilities.

North Corridor. The North Corridor extends northward from the existing Metrorail system in the vicinity of Dr. Martin Luther King, Jr. station, to the Miami Dade-Broward county line at NW 215th Street. The corridor parallels NW 27th Avenue for approximately 9.5 miles. A Major Investment Study/Alternatives Analysis has been recently completed.

Its conclusion was that a heavy rail system, consistent with existing Metrorail technology should be constructed along the Corridor. Such a system would satisfy several important goals for the North Corridor area. These include improvement of travel times, high quality transit access to the Miami-Dade Community College, transit access to Pro-Player Stadium, and transit stations that would act as a focus for community development. These improvements would be important in an area that is disproportionately dependent on public transportation, and which encompasses neighborhoods with among the lowest incomes, highest unemployment rates, and lowest automobile ownership levels in Miami-Dade County.

High Speed Rail Program. The Florida Department of Transportation is in the process of planning a high speed rail system that will connect the Miami-Dade area with Orlando and Tampa Bay. The high speed rail network is approximately 320 miles in length with about 15 ½ miles of the system located in Miami-Dade County. Initial system operation between Miami-Dade and Orlando is planned for 2004, and the connection to Tampa is planned for 2006. The capital cost of the system is between $5.7 and $6.7 billion, and the project will be jointly funded by Florida Overland eXpress (a private consortium), bonds against the State Transportation Fund, bonds backed by system revenues, and federal government loans, which were approved as part of TEA 21 legislation.

Kendall-SR 826 Corridor Program. In 1998, a Major Investment Study (MIS) for the Kendall-Airport Corridor was initiated by the MDTA. The study area includes east-west and north-south components. The east-west section is approximately 2 miles wide and centers on Kendall Drive from SW 147th Avenue to US 1. The north-south portion includes the area between the Palmetto Expressway and a railroad right-of-way, from the Dadeland area to the Miami International Airport (MIA). Just south of MIA, the corridor continues east along S. R. 836, and ends at the Miami Intermodal Center. The MIS will study mobility problems and devise alternative solutions. One of the most important results of the MIS will be the development of a decision process to decide on a "locally preferred alternative" which would address mobility improvements consistent with community views and concerns. This is scheduled to be completed in late 1999.

Appendix V

Plan Documentation

Plan Documentation

Technical Reports

1. Data Compilation and Review Report
2. Financial Resources for Transportation Report
3. Adoption Document
4. Expanded Adoption Report
5. Air Quality Conformity Determination Report

Technical Memoranda

1. Public Involvement Plan
2. External Trips and Overall Model Process
3. Needs Plan and Minimum Revenue Plan
4. Interim Report on Cost Feasibility Analysis

Public Involvement Publications

1. Miami-Dade County Transportation Plan
2. 2020 Transportation Plan (set of 7 brochures, by County segment):
    - Countywide
    - North
    - Northwest
    - Beach/CBD
    - West
    - Central
    - South
3. 2020 Miami-Dade Transportation Plan, Long Range Element

Major References

1. 2015 Metro-Dade Transportation Plan Long Range Element
2. Transportation Equity Act for the 21st Century
3. Adjusted 2020 Revenue Forecast Handbook, FDOT
4. Five-Year Work Program, Miami-Dade Expressway Authority
5. Financing the Long Range Transportation Plan, Metro Dade MPO

Appendix VI

Minimum Revenue Plan

The Minimum Revenue Plan

As an alternative to the Needs Plan, the Minimum Revenue Plan was constrained by a conservative outlook on funding sources for transportation projects for the next 20 years. The map on the following page depicts the Minimum Revenue Plan projects. The lists on the pages following the map describes all projects in the Minimum Revenue Plan; the lists are organized priority category (see below) and area of analysis.

The characteristics of the Minimum Revenue Plan are as follows:

- ***No dedicated funding source for any transportation project is assumed. As a result, no federal matching funding sources are assumed available for the mass transit capital program. Accordingly, no new rail corridor projects are included in the Minimum Revenue Plan.***

- ***The Expressway Authority program is assumed to last for only its approved 5-year period. As a result, no Expressway Authority project is assumed to be undertaken unless it can be funded within its currently approved budget.***

- ***With respect to transit funding, only those transit funds from FDOT, and to which local matching funds have traditionally been applied (such as for bus purchases) are assumed in the plan.***

- ***The Minimum Revenue Plan demonstrates that many high-priority highway projects will have to be postponed, or not built.***

Definition of Priority Categories*

Priority 1. Priority projects to be constructed and opened to service by the Year 2005. Includes those projects needed to respond to the most pressing and current urban travel problems. Funds for most of these improvements are already programmed in the MPO's Transportation Improvement Program.

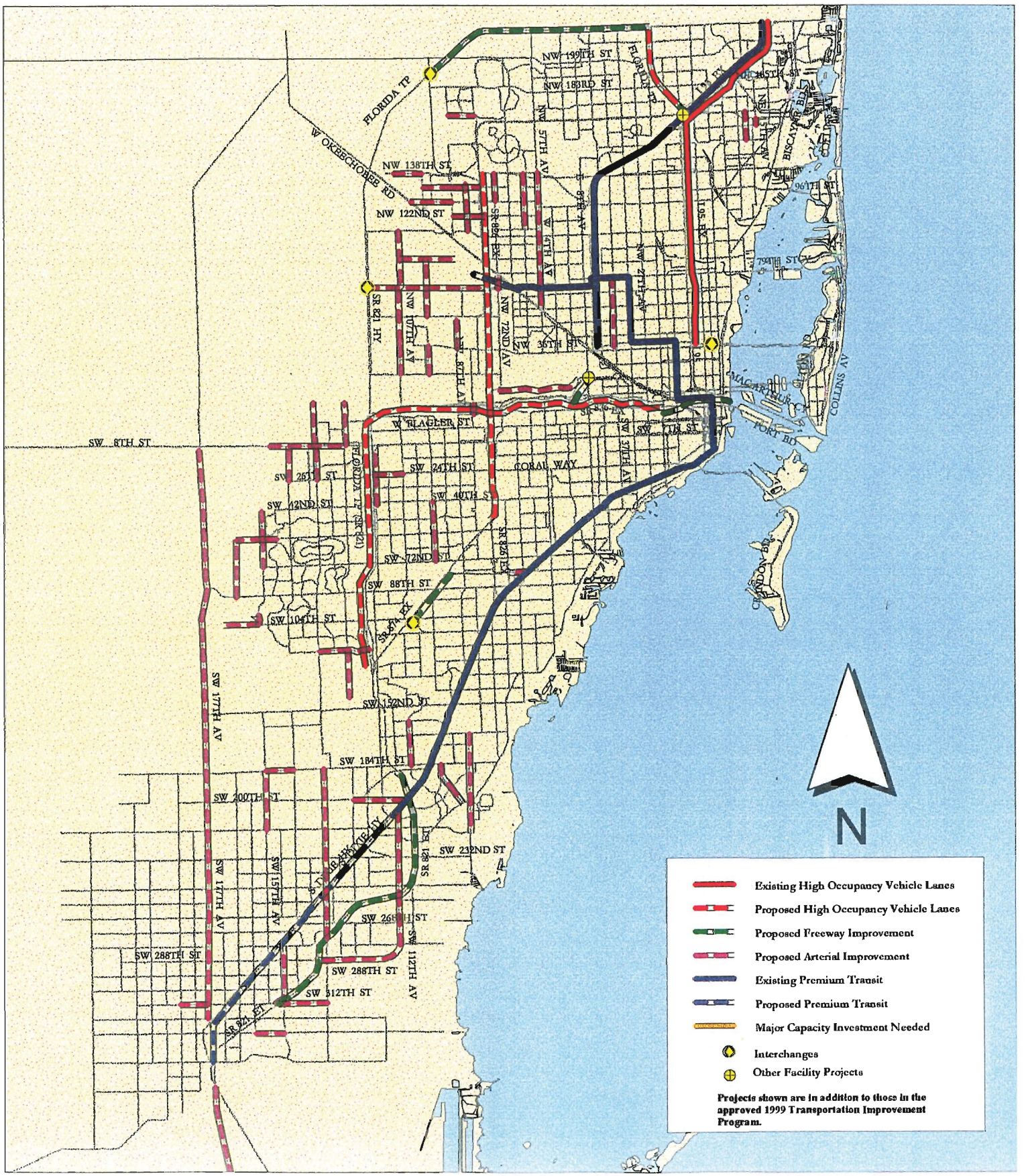
Priority 2. Improvements where project development efforts should commence before 2005, with construction of the project to take place between 2005 and 2010.

Priority 3. Improvements to be completed between the Years 2010 and 2015. Project development activities would need to commence before the Year 2010.

Priority 4. Improvements to be made in the latter part of the Plan horizon and completed by the Year 2020.

* *Dates mentioned are for illustration purposes. Actual dates of construction are subject to availability of adequate funding and other relevant considerations and may be advanced or postponed due to these considerations. The construction sequence of projects will nevertheless follow the indicated priority scheme.*

Year 2020 Transportation Plan
Minimum Revenue Plan



YEAR 2020 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN
PRIORITY I PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Adv Traffic Mgmt Sys/Sig Upgrade	FY04-05		ATMS
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Beach/CBD	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Central	Interconnector	SR 836	MIC	New 6 Lanes
Central	MIC			Intermodal Terminal
Central	Okeechobee Rd	SR 112	SR 826	4 to 6 lanes
Central	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric Impr, Toll Plaza Impr
Central	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Central	SW 80 St	SW 72 Ave	US-1	2 to 5 Lanes
North	Central Pkwy/NW37th Ave	SR 826	SR 112	New 5 Lane HOV
North	NE 12 Ave	NE 151 St	NE 167 St	Widen to 3 lanes/TOPICS Improv.
North	NE 15 Ave	NE 159 St	NE 163 St	2 to 3 Lanes
North	SR 112 - ICS	Entire Corridor		Intelligent Corridor System
North	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Northwest	Gratigny Parkway	SR 826	NW 57th Ave	Widen from 4 to 6 lanes
Northwest	NW 122 St	Okeechobee Rd	NW 87 Ave	2 to 5 Lanes
Northwest	NW 138 St	NW 107 Ave	NW 97 Ave	2 to 5 Lanes
Northwest	NW 62 Ave	NW 105 St	NW 138 St	Widen to 3 Lanes
Northwest	NW 72 Ave	NW 122 St	NW 138 St	2 to 3 Lanes
Northwest	NW 74th St Pkwy Ext	SR 826	HEFT	New 4 Lane Expressway w/Service Roads
Northwest	NW 97 Ave	NW 25 St	NW 41 St	2 to 4 Lanes
Northwest	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
Northwest	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric Impr, Toll Plaza Impr
Northwest	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Northwest	SR 836 Extension	H.E.F.T	NW 137th Ave	New 6 Lane
Northwest	SW 137 Ave	NW 12 St	SW 8 St	2 to 6 lanes
Northwest	W 24 Ave	W 52 St	W 76 St	2 to 5 Lanes
Northwest	W 60 St	W 28 Ave	SR 826	Widen to 4 Lanes
South	South Dixie Busway	SW 112 Ave	SW 344 St	Premium Transit/South
South	SW 312 St	SW 152 Ave	SW 137 Ave	2 to 4 Lanes
South	SW 328 St	SW 162 Ave	SW 152 Ave	Widen to 4 Lanes
South	US 1 South	Card Sound Rd	Monroe Co. Line	2 to 4 lanes
South	SR 874	SR 878	Killian Pkwy	Killian SB Interchange and Approach Impr
South	SR 874 - ICS	Entire Corridor		Intelligent Corridor System
West	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
West	SR 874	SR 878	Killian Pkwy	Killian SB Interchange and Approach Impr
West	SR 874 - ICS	Entire Corridor		Intelligent Corridor System
West	SW 117 Ave	SW 40 St	SW 8 St	2 to 4 Lanes
West	SW 137 Ave	NW 12 St	SW 8 St	2 to 6 lanes
West	SW 24 St	SW 117 Ave	SW 107 Ave	4 to 6 Lanes
West	SW 80 St	SW 72 Ave	US-1	2 to 5 Lanes

YEAR 2020 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN
PRIORITY II PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Adv Traffic Mgmt Sys/Sig Upgrade	FY06-09		ATMS
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Countywide	Buses	New & Replacement		Buses
Beach/CBD	MDTA Transit Center			Multimodal Terminal
Central	I-95 - ICS			Intelligent Corridor System
Central	Interconnector	SR 836	MIC	New 6 Lanes
Central	MIC			Intermodal Terminal
Central	NW 57 Ave	Okeechobee Rd	NW 138 St	4 to 6 lanes
Central	Perimeter Rd	NW 20 St	NW 72 Ave	2 to 4 lanes
North	I-95 - ICS			Intelligent Corridor System
North	NW 37 Ave	NW North River Dr	NW 79 St	2 to 5 Lanes
North	NW 57 Ave	Okeechobee Rd	NW 138 St	4 to 6 lanes
Northwest	H.E.F.T	NW 74 Street		Construct interchange
Northwest	H.E.F.T.	I-75 Interchange		Interchange Improvements
Northwest	NW 107 Ave	NW 106 St	NW 41 St	New 4 lane
Northwest	NW 37 Ave	NW North River Dr	NW 79 St	2 to 5 Lanes
Northwest	NW 57 Ave	Okeechobee Rd	NW 138 St	4 to 6 lanes
Northwest	NW 72 Ave	NW 74 St	Okeechobee Rd	4 lanes & Bridge
Northwest	NW 82 Ave	NW 7 St	NW 12 St	New 4 lane
Northwest	NW 87 Ave	NW 36 St	NW 58 St	4 to 6 lanes
Northwest	NW 90 St	NW 107 Ave	NW 87 Ave	New 2 lane
Northwest	NW 97 Ave	NW 58 St	NW 90 St	New 4 lane
Northwest	NW/SW 127 Ave	SW 8 St	NW 12 St	2 to 4 Lanes
Northwest	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
Northwest	SW 137 Ave	SW 8 St	SW 26 St	4 to 6 lanes
Northwest	SW 8 St	SW 127 Ave	SW 152 Ave	4 to 6 lanes
Northwest	W 76 St	W 36 Ave	W 20 Ave	2 to 5 Lanes
South	Allapattah Rd Ext	H.E.F.T./Allapattah	H.E.F.T./Biscayne	New 6 Lanes/Widen to 6 Lanes
South	H.E.F.T	SR 836	SR 874	HOV/HOT Lanes
South	SW 137 Ave	US-1	H.E.F.T.	2 to 4 lanes
South	SW 312 St (Phase 2)	SW 187 Ave	SW 177 Ave	Widen to 5 Lanes
West	H.E.F.T	SR 836	SR 874	HOV/HOT Lanes
West	NW/SW 127 Ave	SW 8 St	NW 12 St	2 to 4 Lanes
West	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
West	SW 137 Ave	SW 8 St	SW 26 St	4 to 6 lanes
West	SW 8 St	SW 127 Ave	SW 152 Ave	4 to 6 lanes
West	SW 97 Ave	SW 72 St	SW 40 St	2 to 4 Lanes

YEAR 2020 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN
PRIORITY III PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Countywide	Buses	New & Replacement		Buses
Beach/CBD	I-195 - ICS	Alton Rd	I-95	Intelligent Corridor System
Beach/CBD	I-395/I-95/SR 836	NW 17 Ave	I-95	Interchange Improvements
Central	MIC			Intermodal Terminal
North	Golden Glades Multimodal Terminal	Multimodal Terminal		Multimodal Terminal
North	H.E.F.T.	I-75	FL Turnpike	4 to 6 lanes
North	I-195 - ICS	Alton Rd	I-95	Intelligent Corridor System
North	Turnpike	GG Toll Plaza	Broward CL	Add HOV in each direction
North	Turnpike	I-95	GG Toll Plaza	4 to 6 lane
Northwest	H.E.F.T.	I-75	FL Turnpike	4 to 6 lanes
Northwest	I-75 - ICS			Intelligent Corridor System
Northwest	Krome Ave	SW 8 St	US-1	Reconstruct 2 lane w/ access rights protection
Northwest	NW 107 Ave	NW 41 St	NW 25 St	4 to 6 lanes
Northwest	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
Northwest	SW 147 Ave	SW 8 St	SW 26 St	New 2 lane
South	H.E.F.T.	Quail Roost Dr	Campbell Dr	4 to 6 lanes
South	Krome Ave	SW 8 St	US-1	Reconstruct 2 lane w/ access rights protection
South	SW 137 Ave	SW 184 St	US-1	New 2 lane
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
West	Krome Ave	SW 8 St	US-1	Reconstruct 2 lane w/ access rights protection
West	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
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 147 Ave	SW 8 St	SW 26 St	New 2 lane
West	SW 157 Ave	SW 95 St	SW 104 St	2 to 4 lanes
West	SW 157 Ave	SW 42 St	SW 56 St	New 2 lane
West	SW 157 Ave	SW 56 St	SW 72 St	New 4 lane
West	SW 167 Ave	SW 56 St	SW 88 St	New 2 lane
West	SW 56 St	SW 157 Ave	SW 167 Ave	New 2 lane
West	SW 56 St	SW 152 Ave	SW 157 Ave	2 to 4 lanes

YEAR 2020 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN
PRIORITY IV PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Countywide	Buses	New & Replacement		Buses
Beach/CBD	I-395	I-95	MacArthur	Reconstruction
Beach/CBD	I-395 - ICS			Intelligent Corridor System
Central	MIC			Intermodal Terminal
North	I-195	Miami Ave		Interchange
North	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
North	SR 826 - ICS			Intelligent Corridor System
Northwest	NW 170 St	NW 77 Ave	NW 87 Ave	2 to 4 lanes
Northwest	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
Northwest	SR 826 - ICS			Intelligent Corridor System
South	Franjo Rd	SW 184 St	Old Cutler Rd	2 to 4 lanes
South	SR 826 - ICS			Intelligent Corridor System
South	SW 107 Ave	Quail Roost Dr/SW 186 St	SW 160 St	2 to 4 Lanes
South	SW 152 Ave	US-1	SW 312 St	2 to 4 lanes
South	SW 200 St	US-1	Quail Roost Dr	2 to 4 lanes
South	SW 87 Ave	SW 168 St	SW 216 St	2 to 4 lanes
West	SR 826 - ICS			Intelligent Corridor System
West	SW 120 St	SW 137 Ave	SW 117 Ave	4 to 6 lanes

YEAR 2020 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN
PRIORITY IV PROJECTS – UNFUNDED

Area	Project or Facility	Limits		Project Description
		From	To	
Beach/CBD	I-95			Multimodal Master Plan Impr (TBD)
Beach/CBD	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
Beach/CBD	NE 183 St	NE 6 Ave	US-1	4 to 6 lanes
Beach/CBD	Port Tunnel	Watson Island	Dodge Island	Port Tunnel
Beach/CBD	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric Impr, Toll Plaza Impr
Beach/CBD	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Beach/CBD	SR 836 - Transit	Downtown	Miami Beach	Premium Transit/East-West
Beach/CBD	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Beach/CBD	US-1/Biscayne Hwy - Transit	Downtown	Broward C.L.	Premium Transit/Northeast
Central	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
Central	Interconnector	MIC	SR 112	New 6 Lanes
Central	North Corridor	Earlington Hts	MIC	Premium Transit/North/TIP
Central	NW 36/41 St	NW 42 Ave	H.E.F.T.	Express Street (ITS, grade separations, etc.)
Central	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric Impr, Toll Plaza Impr
Central	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Central	SW 42/37 Ave - Transit	MIC	Douglas Sta	Premium Transit/SW 42/37
North	Central Parkway	NW 28 St/Nw 27 Av	NW 103rd St	New expressway
North	I-95			Multimodal Master Plan Impr (TBD)
North	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
North	North Corridor	Earlington Hts	MIC	Premium Transit/North/TIP
North	North Corridor	MLK Jr Plaza Sta	Broward Co Line	Premium Transit/North/LRTP
North	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
North	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric Impr, Toll Plaza Impr
North	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
North	US-1/Biscayne Hwy - Transit	Downtown	Broward C.L.	Premium Transit/Northeast
Northwest	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
Northwest	Krome Ave	SW 8 St	Okeechobee Rd	Reconstruct 2 lane w/ access rights protection
Northwest	NW 183 St	I-75	NW 57 Ave	4 to 6 lanes
Northwest	NW 25th St Viaduct	NW 68 Ave	NW 82 Ave	4 to 6 lanes
Northwest	NW 36/41 St	NW 42 Ave	H.E.F.T.	Express Street (ITS, grade separations, etc.)
Northwest	NW 74th St Pkwy Ext	SR 826	HEFT	New 4 Lane Expressway w/Service Roads
Northwest	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
Northwest	SR 826 - Transit	Dadeland	NW 74 St	Premium Transit/SR 826
Northwest	SR 836 - HOV	H.E.F.T.	17th Ave	Aux Lanes, Geometric Impr, Toll Plaza Impr
Northwest	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Northwest	SR 836 - Transit	Palmetto	FIU	Premium Transit/East-West
Northwest	SR 836 Extension	H.E.F.T	NW 137th Ave	New 6 Lane
South	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
South	SR 826 - Transit	Dadeland	NW 74 St	Premium Transit/SR 826
South	SW 112 Ave	US-1	H.E.F.T	4 to 6 lanes
South	SR 874	H.E.F.T.	SR 826	Widening and HOV
West	ICS - SR 112, 836, 874	Entire Corridor		Intelligent Corridor System
West	Kendall Corridor - Transit	Dadeland Nth	SW 147 Ave	Premium Transit/Kendall
West	SR 826 - Transit	Dadeland	NW 74 St	Premium Transit/SR 826
West	SR 874	H.E.F.T.	SR 826	Widening and HOV

Acknowledgements

TRANSPORTATION PLANNING COUNCIL (TPC)

Voting Members

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Danny Alvarez	Miami-Dade Transit Agency
Linda Bohlinger	Tri-County Commuter Rail Authority
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Gary Donn	Florida Department of Transportation, District VI
Pedro Hernandez	Miami-Dade County Public Works Department
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Bruce Offord	Florida Department of Environmental Protection
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Bruce Coward	Miami-Dade County DERM
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Rene Rodriguez	FDOT, District VI
Irma San Roman	MPO Secretariat
Mark Woerner	Miami-Dade County Department of Planning & Zoning

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The Metropolitan Planning Organization acknowledges the valuable assistance of the Citizens' Transportation Advisory Committee in reviewing the Year 2020 Transportation Plan and related materials, and advising staff on the many complex issues involved in the development and preparation of the plan.