# Transportation Improvement Program

# 2003

## Air Quality Conformity Determination Report (CDR)

Metropolitan Planning Organization for the Miami Urbanized Area

# Conformity Determination Report

To demonstrate conformance of the Transportation Improvement Program for Fiscal Years 2003 to 2007 with the provisions of the Clean Air Act of 1990 and the State Implementation Plan and consistency with the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update.

**Draft of**
**March 29, 2002**

On May 23, 2002 the Miami-Dade Metropolitan Planning Organization (MPO) Governing Board will be presented for their approval the Fiscal Year 2003 through 2007 Transportation Improvement Program (TIP) and its air quality Conformity Determination Report (CDR). This FY 2003-2007 TIP is a subset of the 2025 Long Range Transportation Plan (LRTP) Update.

On December 6, 2001 the MPO had approved both the 2025 LRTP and its air quality CDR and the MPO demonstrated that the FY 2002-2006 TIP was a subset of the 2025 Long Range Transportation Plan Update consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan (SIP), the transportation conformity regulation, and the SIP Conformity Criteria and Procedures Revision, as approved by the United States Environmental Protection Agency (USEPA)

( 51.394)

| **Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area** | | |
|---|---|---|
| **ITEM NO.** | **The Conformity Determination Report Includes The Following Information** | TIP Conformity Determination Report Page Number |
| 1 | A statement that the three-year TIP is a subset of the conforming transportation plan and that the conformity determination made for the plan also applies to the TIP. | Page 2<br>App. C |
| 2 | A copy of the MPO's formal action adopting the new TIP and Conformity Determination Report. | App. G |
| 3 | A copy of the MPO's and FHWA/FTA's findings of conformity on the current transportation plan is included. | App. B |
| 4 | A copy of the cross reference index from the transportation plan Conformity Determination Report is included. | App. D |
| 5 | An index showing where the required information can be located in the TIP is included. | i |
| 6 | A copy of the conforming transportation plan's emissions reduction summary table is included. | Page 6 |
| 7 | Public involvement process documented. The CAC reviewed TIP Conformity Determination. | Page 7<br>App. E&H |
| 8 | Interagency consultation and TAC review documented. | App. F |
| 9 | Comments of other agencies/public addressed by the MPO. | App. H |

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# Conformity Determination Report

Transportation Improvement Program for Fiscal Years 2003 through 2007

## *Introduction*

As shown on Miami-Dade Metropolitan Planning Organization (MPO) Governing Board agenda for the December 6, 2001 meeting (Appendix I), the MPO Board approved the Air Quality Conformity Determination (CDR) first and subsequently approved the 2025 Long Range Transportation Plan (LRTP) Update. On January 31, 2002 the MPO Board approved a revised air quality CDR for 2025 LRTP --following a transit project modification approved by the MPO Board at its December 6, 2001-- and reaffirming the Miami-Dade LRTP as adopted on December 6, 2001.

The air quality CDR for 2025 Long Range Transportation Plan Update was approved by the MPO Board as conforming to the intent of the State Implementation Plan (SIP), and satisfying the requirements of the Clean Air Act Amendments (CAAA) of 1990. The 2025 transportation plan update was approved as the long range transportation plan for the Miami Urbanized Area.

The MPO demonstrated that the approved Miami-Dade Transportation Plan to the Year 2025 supports the SIP's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards (NAAQS) and achieving expeditious attainment of such standards; and will not

i. cause or contribute to any new violation of any standard in the area;
ii. increase the frequency or severity of any existing violation or any standard in any area; or
iii. delay timely implementation of any standard or and require interim emission reductions or other milestones in any area.

This determination is based on the most recent estimates of emissions, based on the most recent population, employment, travel and congestion estimates available, as determined by the MPO.

The Finding of Conformity for the Miami-Dade Transportation Plan Update to the Year 2025 as approved appears in **Appendix A**.

# Conformity of the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update

As illustrated in **Table 1,** emissions of volatile organic compounds (VOCs) and oxides of nitrogen ($NO_x$) for 1990, based on the 1990 Emissions Inventory, are 156.60 and 117.70, respectively. This Emissions Inventory was submitted to USEPA on November 8, 1993 and is included in the approved *Maintenance Plan* for Miami-Dade County.

**Table 1: 1990 Vehicle Emissions Inventory**

| | |
|---|---|
| VOC | 156.60 |
| NOx | 117.70 |

Using the methodology for conformity determination during the ***maintenance period***, described in Florida Department of Transportation (FDOT), Topic No. 525-010-014-g. *District Review of Conformity Determinations by Metropolitan Planning Organizations in Non-attainment and Maintenance Areas*, issued on July 9, 1998, it has been successfully demonstrated that Miami-Dade Transportation Plan Update to the Year 2025 is consistent with Section 176 (c) of the Clean Air Act, the State Implementation Plan, the Transportation Efficiency Act for the 21st Century (TEA 21), the transportation conformity regulation, and the SIP Conformity criteria and procedures revision, as approved by the United States Environmental Protection Agency (USEPA) (*§51.394*). In a letter from the United States Environmental Protection Agency (USEPA) to the Florida Division of the Federal Highway Administration, USEPA recommends a finding of conformity for the Miami-Dade Transportation Plan Update to the Year 2025 adopted on December 6, 2001. A copy of this letter is included in **Appendix B.** Appendix B also includes a letter from the Federal Highway Administration (FHWA) dated March 14, 2002 in which it is stated that "the FHWA/Federal Transit Administration in cooperation with the USEPA issued a conformity determination on the Cost Feasible Element of the Miami-Dade Transportation Plan Update to the Year 2025, consistent with the air quality State Implementation Plan (SIP) pursuant to Section 176 (c) of the 1990 Clean Air Act Amendments and 40 CFR Parts 51 an 93."

A transit project modification (advancement of the Miami Beach light rail project from Priority 3 funded to Priority 2 funded) approved by the MPO Board at the adoption hearing on December 6, 2001 trigger a revision of the air quality CDR which was approved by the MPO Governing Board at its January 31, 2002 meeting. At said meeting the MPO Board also reaffirmed the Miami-Dade LRTP as adopted on December 6, 2001.

Appendix B includes copies of joint letters from the Federal Highway Administration and the Federal Transit Administration approving the transportation conformity determination of the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update and the Fiscal Year 2002-2006 TIP, its subset. The joint letter constitutes the finding of conformity for the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update.

## Consistency with the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update

The Transportation Improvement Program (TIP) for Fiscal Years 2003 through 2007 is a subset of the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update. Regional emission analysis has been performed to demonstrate that projects modifying their opening to traffic status due to new construction schedules in the TIP will not negatively impact air quality in Miami-Dade County. The TIP conforms to the

provisions of the CAA Amendments of 1990 and supports the SIP's purpose of eliminating or reducing the severity and number of violations of the NAAQS. Included in **Appendix C.**

## Conformity of the TIP

All of the transportation projects in the Transportation Improvement Program for Fiscal Years 2003 through 2007 (TIP) that add capacity to the local road network are included in the networks that comprise the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update. This means that the TIP is a subset of the adopted conforming long range transportation plan.

New construction schedules contained in FY 2003-2007 TIP indicate that projects in **Table 2** are expected to be opening to traffic by December 31, 2005; while the projects in **Table 3** are being delayed for opening past December 31, 2005 but before December 31, 2010 (not by December 31, 2005 as previously stated in the original Year 2025 LRTP air quality CDR).

Neither of the projects contained in Tables 2 and 3 are project priority modifications of the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update. They do not require any plan amendment because all of the projects discussed remain as Priority I projects.

**Table 2: Fiscal Years 2003 to 2007 Transportation Improvement Program (TIP): Funded Priority I Projects anticipated to be open to traffic before December 31, 2005.**

| FIN# | FACILITY | LOCATION | DESCRIPTION | PHASE | COMMENTS |
|---|---|---|---|---|---|
| 671379 | NE 12 AVE | NE 151 ST TO NW 167 ST | WIDEN TO 3 LANES; TOPICS IMPROVEMENTS | CONSTRUCTION | Originally in FY 2002 TIP pp 220 - Proposed in Draft FY 2003 TIP pp 206 |
| 671306 | NE 15 AVE | NE 163 ST TO NE 170 ST | WIDEN TO 4 LANES | CONSTRUCTION | Originally in FY 2002 TIP pp 220 - Proposed in Draft FY 2003 TIP pp 206 |
| 671306 | NE 15 AVE | NE 159 ST TO NE 163 ST | WIDEN TO 3 LANES | CONSTRUCTION | Originally in FY 2002 TIP pp 220 - Proposed in Draft FY 2003 TIP pp 206 |
| 371615 | SW 320 ST (MOWRY DR) | SW 187 AVE TO US 1 | WIDEN TO 3 LANES | CONSTRUCTION | Originally in FY 2002 TIP pp 228 - Proposed in Draft FY 2003 TIP pp 214 |

**Table 3: Fiscal Years 2003 to 2007 Transportation Improvement Program (TIP): Funded Priority I Projects anticipated to be open to traffic after December 31, 2005 – and prior to December 31, 2010 (but not before December 31, 2005 as stated in 2025 LRTP air quality CDR).**

| FIN# | FACILITY | LOCATION | DESCRIPTION | PHASE | COMMENT |
|---|---|---|---|---|---|
| 836-005 | SR 836 EXTENSION | NW 137 AVE TO NW 107 AVE | CONSTRUCT 6-LANE EXPWY OF SR 836; NEW BRIDGE AND WIDEN EXISTING | CONSTRUCTION | Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR |
| N/A | NW 74 ST | HEFT TO NW 84 AVE | NEW 2 LANES | CONSTRUCTION | Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR |
| 671128 | NW 97 AVE | BRIDGE OVER SR 836 | CONSTRUCT 4 LANE BRIDGE AND APPROACHES | CONSTRUCTION | Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR |
| N/A | NW 97 AVE | NW 25 ST TO NW 41 ST | 2 LANES TO 4 LANES | CONSTRUCTION | Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR |

## Methodology

The methodology utilized for this task has been approved by the Florida Department of Transportation and the Federal Highway Administration. This methodology discussed at length in the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update and in the original air quality Conformity Determination Report (CDR) for the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update .[2] Copies of this report are available upon request.[3]

## Findings

**Table 4** summarizes the projected reduction in VOCs and $NO_x$ and demonstrates that implementation of the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update will contribute to annual emissions reductions when compared to the 1990 Emissions Inventory, and that the same is true for each analysis year and the horizon year.

[2] The methodology utilized for the demonstration of conformity is outlined in Florida Department of Transportation TOPIC No. 525-010-014-g, *District Review of Conformity Determination*. This methodology is discussed in the Conformity Determination Report adopted with the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update on December 6, 2001 and revised air quality CDR approved by the MPO Governing Board on January 31, 2002.

[3] Contact the Miami-Dade MPO at Stephen P. Clark Center,111 N.W. 1st Street, Miami, FL 33128, telephone 305-375-4507, facsimile 305-375-4950 and e-mail Mike Moore at this address mmoore@co.miami-dade.fl.us..

Table 4: Miami-Dade MPO Year 2025 Long Range Transportation Plan Update Demonstration of Conformity

| Parameter | 1999 | 2005 | 2010 | 2015 | 2020 | 2025 |
|---|---|---|---|---|---|---|
| Population | 2,130,700 | 2,316,900 | 2,471,900 | 2,626,800 | 2,798,600 | 2,969,200 |
| VMT | 40,741,600 | 44,236,488 | 47,337,720 | 50,552,680 | 55,330,448 | 60,125,800 |
| NOx Emissions (tons/day) | 106.67 | 88.64 | 74.39 | 66.22 | 66.67 | 71.45 |
| NOx Budget (tons/day) | 111.82 | 111.82 | 111.82 | 111.82 | 111.82 | 111.82 |
| VOC Emissions (tons/day) | 86.62 | 85.15 | 85.56 | 90.29 | 100.08 | 113.57 |
| VOC Budget (tons/day) | 148.77 | 148.77 | 148.77 | 148.77 | 148.77 | 148.77 |

The emissions budgets for 1999, 2005, 2010, 2015, 2020 and 2025 models are identified in **Table 4** for comparison with projected emissions for 1999, 2005, 2010, 2015, 2020 and 2025. **Table 5** shows the Annual TIP/LRTP to 1990 Emission Inventory comparison.

**Table 5: Annual TIP/LRTP Compared with 1990 Emission Inventory**

| Precursor | 1999 Network | 2005 Network | 2010 Network | 2015 Network | 2020 Network | 2025 Network |
|---|---|---|---|---|---|---|
| NOx Emissions (tons/day) | -5.15 | -23.18 | -37.43 | -45.60 | -45.15 | -40.37 |
| VOC Emissions (tons/day) | -62.15 | -63.62 | -63.21 | -58.48 | -48.69 | -35.20 |

As illustrated on **Table 4 and 5** emissions expected from the implementation of this lan are consistent with the motor vehicle emissions budget established in the Air Quality Maintenance Plan for Miami-Dade County; emissions for each analysis year is less than the 1990 Emissions Inventory by a non-zero amount.

Emissions of VOCs are shown to be well below the emissions budget in all scenarios, including the 2005 Network in which emissions are 63.62 tons per day lower than the corresponding emissions budget. Emissions of $NO_x$ are 23.18 tons per day below the level allowed by the 2005 Emissions Budget.[4] Emissions generated by the network created for the Interim Year 2015 also generates emissions well below the emissions budget to which it must be compared. Like the 2025 Cost Feasible Network, emissions for 2015 must be compared to those of the last year of the Emissions Budget, 2005.

***"Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (c) of this section, may be determined by interpolating between the years for which the regional emissions analysis is performed."***

The Finding of Conformity for Miami-Dade MPO Year 2025 Long Range Transportation Plan Update is shown in **Appendix A**.

The Cross Reference Index for the Conformity Determination Report for the long range transportation plan update is included in **Appendix D** of this document.

## *Conformity of the TIP*

The Transportation Improvement Program (TIP) for Fiscal Years 2003 to 2007 is a subset of the Miami-Dade MPO Year 2025 Long Range Transportation Plan Update is consistent with Section 176(c) of the Clean Air Act, supports the purpose of the State Implementation Plan (SIP) and was executed as outlined in the Memorandum of Agreement for Transportation Conformity and in FDOT Topic No. 525-010-014-g, *District Review of Conformity Determinations*, issued on July 9, 1998.

[4] A new regional emissions analysis was performed to include TIP projects that were include in the 2005, 2010, 2015, and 2020 *Interim Year Network* and 2025 *Minimum Revenue Network*. See the section that follows entitled *Regional Emissions Analysis for the Year 2005 Interim Minimum Revenue Network*.

## Public Involvement & Intergovernmental Coordination

The draft FY 2003-2007 TIP and Conformity Determination Report (CDR) were presented to the Citizens Advisory Committee (CAC), Technical Coordinating Committee (TCC) and Miami-Dade Metropolitan Planning Organization (MPO) for review and comment.

In keeping with the MPO's *Public Involvement Plan*, notice of the March 27, 2002 Public Meeting for the solicitation of public comment on the TIP and CDR, held in the Stephen P. Clark Center, 111 N.W. 1st Street, Miami, was advertised by the following efforts;

- Developed attractive Flyer requesting for input at the Citizen Hosted Televised/Interactive meeting on March 27, 2002 on the TIP

- Mailed 1,000 letters with Flyer attached inviting participation of agencies and entities such as Homeowner Associations and interest groups into the process

***Special Event Presentations***

- Informational Set-up at Coconut Grove Arts Festival, solicited comments on the February 16, 2002
- Informational Set-up at Miami Art Museum function, February 21, 2002
- Informational Set-up at Peace Fest in Overtown, March 16, 2002
- Other events pending

***Information Presentations Of Public Involvement Plan***

- Citizens Transportation Advisory Committee, January and February 2002
- Transportation Planning Council (TPC)
- Transportation Plan Technical Advisory Committee (TPTAC)

***Citizen Hosted Interactive/Televised Public Meeting Held March 27, 2002***

- Worked closely with Miami-Dade Communications Department to produce an Interactive/Televised program on Miami-Dade's Government Access Channel to solicit public input on the TIP before going to the MPO Governing Board for adoption.
- Wrote, voiced and produced a 2-minute news package for *Miami-Dade Now* about the TIP. This report was broadcast twice a day for three weeks prior to the event (March 27, 2002).
- Wrote and produced a commercial spot inviting the public to this Citizen E-meeting.
- Extensive advertisement in the Miami Herald, Miami Times, Community Newspapers (9), Haiti en Marche, Diario de las Americas and Libre

- Developed Poster of meeting for display in Stephen P. Clark Center (Government Center), Main and Regional Libraries and Team Metro 10 District Offices

Sample advertisements are included in **Appendix G.**

Summaries of public comments from Coconut Grove Arts Festival, February 16, 2002, can be found in **Appendix H**.

## Disclosure of Regionally Significant Projects

Annually, the MPO polls the members of the Technical Coordinating Committee (TCC) for the disclosure of privately funded transportation projects that have not been previously disclosed. The TCC is the required to determine if these projects are of regional significance. So determined regionally significant projects are then added to the appropriate network and included in the regional emissions analysis for the determination of conformity. Staff will repeat this request throughout the year.

# Appendix A

Finding of Conformity

# Finding of Conformity

**Miami-Dade MPO Year 2025 Long Range Transportation Plan Update**
**(as approved)**

This regional emissions analysis has demonstrated that the approved Miami-Dade MPO Year 2025 Long Range Transportation Plan Update conforms to the provisions of Section 176(c) of the Clean Air act Amendments of 1990, supports the purpose of the State Implementation Plan (SIP) and was executed as outlined in the Memorandum of Agreement for Transportation Conformity and the in the Florida department of Transportation (FDOT) Topic Number 525-010-014-g. District Review of Conformity Determinations, issued on July 9, 1998.

The Miami-Dade MPO Year 2025 Long Range Transportation Plan Update is fiscally constrained as well as conforming and supports the SIP's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards (NAAQS) and achieving expeditious attainment of such standards; and will not:

(i) cause or contribute to any new violation of any standard in the area;
(ii) increase the frequency or severity of any exiting violations or any standard in any area; or
(iii) delay timely implementation of any standard or any required interim emission reduction or other milestone in any area.

The regional emission analysis had demonstrated that emissions in each analysis year (1999, 2005, 2010, 2015, 2020, and 2025) are less than or equal to the vehicle emissions budget adopted in the Air Quality Maintenance Plan for Miami-Dade County and in the related SIP Revision, for the corresponding year. This emission budget meets the analysis requirement of 40 CFR 93.118.

The Miami-Dade MPO Year 2025 Long Range Transportation Plan Update meets the content requirements of 40 CFR 93.106, and is based on the most recent estimates of emissions based on the most recent populations, employment, travel and congestion as determined by the Miami-Dade Metropolitan Planning Organization. The travel demand model and MOBILE emissions utilized in development of both the plan and this conformity determination are those approved by the FDOT, Federal Highway Administration, Federal Transit Administration and United State Environmental Protection Agency.

# Appendix B

Approval Letters from FHWA/FTA and USEPA

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

**FLORIDA**
www.fhwa.dot.gov/fldiv

March 14, 2002

IN REPLY
REFER TO: HPR-FL

RECEIVED
MAR 20 2002
COUNTY MANAGER'S OFFICE
MPO SECRETARIAT

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

Dear Honorable Margolis:

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

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

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

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

Sincerely,

Arbena David

For: James E. St. John
Division Administrator

Enclosure

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

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

MAR 13 2002

4APT-APB

James E. St. John
Division Administrator
Federal Highway Administration
Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, FL 32301

Dear Mr. St. John:

This is in response to your letter dated January 16, 2002, requesting our review of the Long Range Transportation Plan (LRTP) conformity determinations for Palm Beach and Broward Counties and a subsequent letter regarding the Dade County LRTP. My staff reviewed the conformity determination reports and the LRTP and we offer the following comments.

General

- The plans reference that they are reaffirming the Transportation Improvement Plan (TIP), but we did not receive a TIP as part of the submission. As such, these comments are based on the LRTP alone. Since we did not compare the TIP to the LRTP we are deferring to your office for determination that determining conformity of the reaffirmed TIP.

- There is very little evidence of any interagency consultation in either plan. Interagency consultation is a requirement of the conformity regulation and is beneficial to the planning process. We request that you encourage both MPOs to better document consultation in the future

Palm Beach County

- We received amended pages relating to the MOBILE5 inputs and the output values for VOC. These amendments correct previous errors.

- We concur with the conformity determination which indicates that Palm Beach County meets conformity LRTP.

Broward County

- We concur with the conformity determination report which indicates that Broward County meets conformity on the LRTP.

Dade County

- We concur with the conformity determination report which indicates that Dade County meets conformity on the LRTP.

Again, since we did not receive the reaffirmed TIPs, we are deferring to your office on whether the TIPs are subsets of the LRTP. If you have any questions, please contact Alan Powell at 404/562-9045.

Sincerely,

Sheleen for

Scott R. Davis,
Chief
Air Quality Modeling and Transportation Section

cc: Richard McElveen, FDEP

To: Sabrina David

From: Alan Powell

# Appendix C

Conformity of TIP

# Conformity of the TIP

The Transportation Improvement Program (TIP) for Fiscal Years 2003 through 2007 is a subset of the Amended Miami-Dade Urban Area Transportation Study 2025 Update is consistent with Section 176 (c) of the Clean Air Act, supports the purpose of the State Implementation Plan and was executed as outlined in the Memorandum of Agreement for Transportation Conformity and in FDOT Topic No. 525-010-014-g. District Review of Conformity Determinations, issued on July 9, 1998.

# Appendix D

Cross Reference Index for LRTP CDR

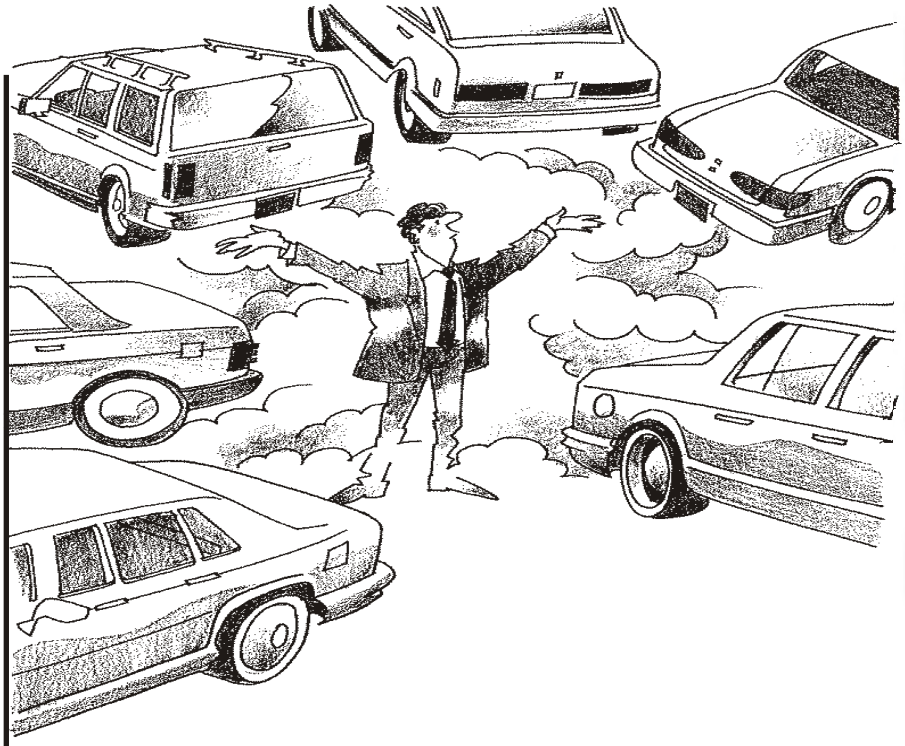
| **Name of MPO:** | **Metropolitan Planning Organization for the Miami Urbanized Area** | |
|---|---|---|
| **ITEM NO.** | **Requirement** | **Page Number** |
| 1 | A copy of the MPO's finding of conformity on the transportation plan is included | i |
| 2 | An emissions reduction summary table such as Appendix 8 of this procedure is included | 19 |
| 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. | 3 |
| 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. | 3 |
| 7 | The MPO has documented that the contents of the transportation plan meet the requirements of 40 CFR 93.106 | 4 |
| 8 | The emissions expected from the implementation of the transportation plan are consistent with the motor vehicle emissions budgets for the MPO shown in the approved maintenance plan; emissions for each horizon year are less than the 1999 base year inventory by any non-zero amount. | 4 |
| 9 | The date the area was redesignated to attainment by EPA is shown. | 4 |
| 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. | 4 |
| 11 | Page numbers in the transportation plan where financially funded Transportation Control Measure (TCM)-type strategies, programs, and projects, including CMAQ projects, as applicable, are identified | 5 |
| 12 | The dates that FHWA/FTA made finding of conformity on the previous TIP and the TIP was approved by the Secretary of FDOT as shown. | 5 |
| 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. | 6 |

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

| **Name of MPO:** | **Metropolitan Planning Organization for the Miami Urbanized Area** | |
|---|---|---|
| **ITEM NO.** | **Requirement** | **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. | 8 |
| 26 | The CDR. documents that all parties to the consultation process were notified by the MPO when revisions or amendments to the transportation plan and TIP added or deleted exempt projects, and the dates of such notification, as applicable. | 8 |
| 27 | The CDR documents that the EPA-approved emissions model was used, coordinated with FSUTMS and EMIS, and the use of other models was coordinated with FDOT, FHWA, DEP, and other parties | 9 |
| 28 | The sources of the most recent planning assumptions, derived from the estimates of current and future population, employment, travel, and congestion are documented. | 9 |
| 29 | The assumptions made about transit services and increases in transit fares, and road and bridge tolls over time are indicated. | 10 |
| 30 | All projects for each of the transportation plan's horizon years (including exempt projects) are listed, and the WPI numbers are indicated | 10 |
| 31 | The report explains (as applicable) how the travel demand model VMT used as the basis for the 1999 base year emissions inventory has been adjusted to HPMS VMT and shows the results of the analysis. | 10 |
| 32 | Copies of the input files for the MOBILE model and the EMIS output files are included. | 10 |
| 33 | Projects exempt from the regional emissions analysis are highlighted in the project listings, or shown on a separate table. | 10 |
| 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. | 10 |
| 35 | Off-model methodologies used to estimate emissions reductions from projects and programs not reflected in the transportation model are fully documented and each project or program is fully described. | 11 |
| 36 | The VMT from projects which are not regionally significant have been estimated in accordance with reasonable professional practice. | 11 |

# Appendix E

Sample Advertisements



# Tired of the Traffic Tie-up!

## HELP UNDO THE KNOT

**Come In Person Or Tune Into Miami-Dade Television**

**(Ch. 34, or check your cable system for channel)**

**Join Your Neighbors By Phone, Fax or E-mail**

**For A Live Interactive Meeting On The**

**Transportation Improvement Program (TIP).**

## WE NEED YOUR INPUT!

**Wednesday, March 27, 2002**

**6:30 to 8:30 p.m.**

**Commission Chambers (Downtown Miami)**

**Stephen P. Clark Center • 111 N.W. 1 Street**

• CALL (305) 375-1843 •
• E-MAIL mpo@miami-dade.gov •
• FAX YOUR IDEAS 305 375-4950 •

HOSTED BY CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC) & METROPOLITAN PLANNING ORGANIZATION
A DRAFT OF THE TIP MAY BE VIEWED AND/ OR DOWNLOADED AT WWW.CO.MIAMI-DADE.FL.US/MPO

# Appendix F

TPC Resolution Approving TIP

**TPC RESOLUTION #**

**RESOLUTION RECOMMENDING APPROVAL OF THE DRAFT FY 2003-2007 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND CERTIFYING COMPLIANCE WITH THE CLEAN AIR ACT AMENDMENT OF 1990**

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

WHEREAS, the MPO 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, Federal and State regulations require that the MPO annually adopt a Transportation Improvement Program (TIP) that implements the Transportation Plan for the Miami Urbanized Area, and complies with the Clean Air Act Amendment of 1990, and

WHEREAS, the TPC has reviewed the Draft FY 2003-2007 TIP and has found that the projects are in accordance with the goals and objectives of the Transportation Plan for the Miami Urbanized area, and

WHEREAS, the TIP has demonstrated to be in compliance with the Clean Air Act Amendment of 1990.

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

SECTION 1. That the Draft FY 2003-2007 Transportation Improvement Program (TIP) is found to be consistent with the priorities, goals and objectives of the adopted Cost Feasible Year 2025 Long Range Transportation Plan (LRTP).

SECTION 2. That the TPC certifies that the attached Transportation Improvement Program complies with the criteria of air quality as set forth in the Clean Air Act Amendment of 1990.

SECTION 3. That the Draft FY 2003-2007 Transportation Improvement Program (TIP) is hereby recommended for approval to the MPO Governing Board.

SECTION 4. That the MPO Secretariat is authorized to submit the Draft FY 2003-2007 Transportation Improvement Program to the appropriate funding agencies for comments.

The foregoing resolution was offered by who moved its adoption. The motion was seconded by ,and upon being put to a vote, the vote was as follows:

Jose-Luis Mesa, Chairman - John Martinez

| | | | |
|---|---|---|---|
| Danny Alvarez | - | Dennis Newjahr | - |
| Subrata Basu | - | Bruce Offord | - |
| James J. Dillard | - | Diane O'Quinn-Williams | - |
| Gary Donn | - | Servando M. Parapar | - |
| Lee R. Feldman | - | John Renfrow | - |
| Angela Gittens | - | Ari Rivera | - |
| Jorge E. Hernandez | - | Charles A. Towsley | - |
| Joseph W. Johnson | - | Clark P. Turner | - |

The Chairperson thereupon declared the resolution duly passed and approved this 13th day of May, 2002.

**TRANSPORTATION PLANNING COUNCIL**
**M.P.O.**

**By _____**
**Irma San Roman**
**MPO Secretariat**

# Appendix G

MPO Resolution Approving TIP

**MPO RESOLUTION # -**

**RESOLUTION RECOMMENDING APPROVAL OF THE FINAL DRAFT FY 2003-2007 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND CERTIFYING COMPLIANCE WITH THE CLEAN AIR ACT AMENDMENT OF 1990**

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

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

WHEREAS, Federal and State regulations require that the MPO annually adopt a Transportation Improvement Program (TIP) that implements the Transportation Plan for the Miami-Dade Urbanized Area, and complies with the Clean Air Act Amendment of 1990, and

WHEREAS, the TPC has reviewed the Draft FY 2003-2007 TIP and has found that the projects are in accordance with the goals and objectives of the Transportation Plan for the Miami-Dade Urbanized Area, and

WHEREAS, the TIP is in compliance with the Clean Air Act Amendment of 1990, and

WHEREAS, the TPC recommended that the Statement of Needs be presented to the TPC within 60 days for their review of funding and planning issues.

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

SECTION 1. That the Draft FY 2003-2007 Transportation Improvement Program (TIP) is found to be consistent with the priorities , goals, and objectives of the adopted Cost Feasible Miami-Dade County Year 2025 Long Range Transportation Plan Update(LRTP), and hereby recommended for approval.

SECTION 2. That the TPC certifies that the Draft FY 2003-2007 TIP complies with the criteria of air quality as set forth in the Clean Air Act Amendment of 1990.

SECTION 3. That the MPO Secretariat is authorized to submit the Draft FY 2003-2007 TIP to the appropriate funding agencies for comments.

The foregoing resolution was offered by _____, who moved its adoption. The motion was seconded by _____, and upon being put to a vote, the vote was as follows:

MEMBER NAMES AND VOTES HERE.

The Chairperson there upon declared the resolution duly passed and approved this 23rd day of May, 2002.

**TRANSPORTATION PLANNING COUNCIL**
**M.P.O.**

**By:**

_____

**XXXXXXXXXX**

## MPO Secretariat

# Appendix H

Comments from Coconut Grove Arts Festival

## Transportation Improvement Program (TIP) 2003-2007

Public Involvement Plan

## Comments from Coconut Grove Arts Festival February 16, 2002

| Comment | Mode |
|---|---|
| Bicycle paths and facilities at major locations | Bicycle/Pedestrian |
| Require everyone to ride bicycles which reduces pollution and makes a healthier society | Bicycle/Pedestrian |
| | |
| Space aged cars (flying cars) | Other |
| New leadership (Mayor) | Other |
| | |
| Seek Cab Drivers Support on transportation programs | Surface |
| Left turns only in metropolitan area and at major intersections | Surface |
| Seek input from Taxi drivers | Surface |
| Fix potholes | Surface |
| Widen major streets | Surface |
| Finish roadway projects faster | Surface |
| Use middle lanes for emergency vehicles and express buses | Surface |
| Apply Express Street/Superarterial concept for US1 | Surface |
| Create Special Police Officers to be placed at major intersections | Surface |
| Travel Days: Require even license plates on certain days and odd on others | Surface |
| US1 Traffic is horrific | Surface |
| Notify public of upcoming new major roadways and improvements | Surface |
| Improve signage of roadways, especially for visitors | Surface |
| Traffic Circles | Surface |
| | |
| Extend Metrorail to Miami International Airport | Transit |
| Involve Angela Gittens in support of Metrorail to MIA | Transit |
| More Transit | Transit |
| Extend Tri-rail | Transit |
| Extend Metrorail to Homestead | Transit |
| More transit won't work because people won't use it | Transit |
| Make Metrorail more comprehensive | Transit |
| Use more smaller buses | Transit |
| 24 Hour Metrorail service | Transit |
| When buses breakdown county should have a prompt replacement procedure | Transit |
| Frequency of transit service; 15 minute service | Transit |
| Transit doesn't take you where you want to go | Transit |
| Expedite a plan to extend Metrorail North | Transit |

# Appendix I

December 6, 2001 MPO Governing Board Meeting Agenda

**Miami-Dade County**
**Metropolitan**
**Planning Organization**

*Alex Penelas, Mayor*
**Miami-Dade County**

**Governing Board**

*Gwen Margolis*
**Chairperson**

*Dr. Miriam Alonso*
*Bruno A. Barreiro*
*Dr. Barbara M. Carey-Shuler*
*Joe J. Celestin*
*Betty T. Ferguson*
*Perla Tabares Hantman*
*City of Miami Beach*
*William H. Kerdyk*
*M. Ronald Krongold*
*Joe A. Martinez*
*Raul Martinez*
*Jimmy L. Morales*
*Dennis C. Moss*
*Dorrin D. Rolle*
*Natacha Seijas*
*Darryl K. Sharpton*
*Katy Sorenson*
*Rebeca Sosa*
*Javier D. Souto*
*Arthur E. Teele, Jr.*

**Non-Voting Members**
Florida Department
of Transportation (FDOT)
District VI

*Jose Abreu, P.E.*
*Gary L. Donn, P.E.*

**County Manager**
*Steve Shiver*
*Bill Johnson*, Assistant County Manager

**MPO Secretariat**
*Jose-Luis Mesa*

**Contact:**

Miami-Dade MPO
111 N.W. First Street
Suite 910
Miami, FL 33128

**Phone:** (305) 375-4507
**Fax:** (305) 375-4950

**E-mail:** mpo@miamidade.gov

**Website:** www.co.miami-dade.fl.us/mpo

**MEETING OF THURSDAY, DECEMBER 6, 2001 AT 2:00 P.M.**
**STEPHEN P. CLARK CENTER**
**111 NW FIRST STREET**
**COUNTY COMMISSION CHAMBER**

***AGENDA***

**I. APPROVAL OF AGENDA**

**II. APPROVAL OF MINUTES**

- MEETING OF NOVEMBER 8, 2001

**III. CITIZEN PRESENTATIONS:**

A. CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC) VACANCY AND ATTENDANCE REPORTS
   1. CTAC Transit Funding Telephone Survey

B. TRANSPORTATION AESTHETICS REVIEW COMMITTEE (TARC) VACANCY LIST

C. BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) VACANCY LIST

**IV. ACTION ITEMS:**

**A. YEAR 2025 LONG RANGE TRANSPORTATION PLAN AIR QUALITYCONFORMITY**
RESOLUTION APPROVING THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2025 AIR QUALITY CONFORMITY DETERMINATION REPORT AND REDETERMINATION OF THE AIR QUALITY CONFORMITY FOR CURRENT FISCAL YEAR 2002-2006 TRANSPORTATION IMPROVEMENT PROGRAM ***(PUBLIC HEARING)***

**B. YEAR 2025 LONG RANGE TRANSPORTATION PLAN**
RESOLUTION APPROVING THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2025 ***(PUBLIC HEARING)***

**C. FY 2001-2006 TRANSPORTATION PROGRAM (TIP) AMENDMENT**

RESOLUTION APPROVING AN AMENDMENT TO THE FY 2002-2006 TIP TO TRANSFER FUNDS FROM THE METROMOVER OMNI-BRICKELL EXTENSION PROJECT TO THE METRORAIL PALMETTO EXTENSION PROJECT ***(PUBLIC HEARING)***

**D. VPSI VANPOOL SERVICE CONTRACT AMENDMENT**

RESOLUTION APPROVING A ONE HUNDRED TWENTY (120) DAYS CONTRACT EXTENSION OF THE BETWEEN THE METROPOLITAN PLANNING ORGANIZATION (MPO) AND VANPOOL SERVICES (VPSI) INC. TO ADMINISTER THE SOUTH FLORIDA VANPOOL PROGRAM

**E. MUNICIPAL GRANT PROGRAM**

RESOLUTION APPROVING AWARD OF TRANSPORTATION PLANNING FUNDS FOR STUDIES THROUGH THE MUNICIPAL GRANT PROGRAM

*** 1. MUNICIPAL GRANT PROGRAM ELIGIBILITY**

**F. MPO PROSPECTUS FOR TRANSPORTATION IMPROVEMENTS AMENDMENT**

RESOLUTION APPROVING AN AMENDMENT TO THE MPO PROSPECTUS FOR TRANSPORTATION IMPROVEMENTS TO INCLUDE THE PUBLIC INVOLVEMENT EFFECTIVENESS PROGRAM

*** G. REQUEST FROM MPO BOARD MEMBER KATY SORENSON**

RESOLUTION DIRECTING MPO STAFF TO SUBMIT A REPORT WITHIN SIXTY (60) CALENDAR DAYS OUTLINING OPTIONS FOR THE ESTABLISHMENTS OF A DEDICATED LOCAL SOURCE OF FUNDS THAT COULD BE USED TO MATCH DISCRETIONARY FEDERAL TRANSPORTATION FUNDS

*** H. REQUEST FROM MPO BOARD MEMBER BARBARA M. CAREY- SHULER**

RESOLUTION URGING THE FLORIDA DEPARTMENT OF

TRANSPORTATION TO REFRAIN FROM DISPLAYING SIGNS
INCONSISTENT WITH THE MIAMI-DADE COUNTY ORDINANCE
PROHIBITING THE USE OF CELLULAR TELEPHONES WHILE DRIVING

**V. INFORMATION ITEM:**

A. FINDINGS OF FEDERAL CERTIFICATION OF THE MIAMI-DADE COUNTY TRANSPORTATION PLANNING PROCESS

**VI. REPORTS:**

A. MEMBERS

B. MANAGER

C. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)
***** 1. Report on Service Patrols

D. MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)
***** 1. Monthly Project Status Report

E. LEGAL COUNSEL
1. Report on previous MPO Board request regarding FDOT Small Business Program

F. SECRETARIAT

**VII. ADJOURNMENT**

*** Add-on item**