Miami • Miami Beach Transportation Corridor Study

Bay Link

September, 2004

New Starts Criteria Report

Miami-Dade Metropolitan Planning Organization

and

U.S. Department of Transportation Federal Transit Administration

Office of County Manager
111 NW 1st Street • Suite 2910
Miami, Florida 33128-1994
T 305-375-5311

miamidade.gov

August 19, 2004

Mr. Hiram Walker
Regional Administrator
Federal Transit Administration
Region IV
61 Forsyth Street SW
Suite 17T50
Atlanta, Georgia 30303-8917

RE: **Miami-Miami Beach Transportation Corridor (Bay Link) Study**
Request to Enter Preliminary Engineering
Miami-Dade County, Florida

Dear Mr. Walker:

On behalf of Miami-Dade County, I am submitting a Section 5309 New Starts package as part of Miami-Dade County's request for Federal Transit Administration's (FTA's) approval to initiate Preliminary Engineering and prepare a Final Environmental Impact Statement for the Bay Link Street Car Project. The Miami-Dade Metropolitan Planning Organization (MPO) has been the lead agency during the project planning phases. Upon FTA approval, Miami-Dade Transit (MDT) will assume project management responsibilities for the Bay Link Street Car Project.

All pertinent information for the Bay Link Street Car Project is presented herein according to the FTA's New Starts reporting templates which includes: project description; technical certification; travel time savings; socio-economic data; environmental benefits; operating efficiencies; cost-effectiveness; land use evaluation; and, financial commitments, as well as, appendices of supporting documentation.

Thank you for your consideration of this request. If you need additional information, please do not hesitate to call me at 305.375.1451.

Sincerely,

Carlos F. Bonzon, Ph. D., P.E.
Surface Transportation Manager
Miami-Dade County

cc: Sean Libberton, FTA
Elizabeth Martin, FTA Region IV
Roosevelt Bradley, MDT
Jose-Luis Mesa, MPO

New Starts Criteria Report
for
Miami-Miami Beach (Bay Link)
Transportation Corridor

Miami-Dade County, Florida

Prepared by:

Miami-Dade Metropolitan Planning Organization

111 NW First Street
Suite 910
Miami, Florida 33128

September 2004

MAKING THE CASE

GENERAL

MOBILITY IMPROVEMENTS

ENVIRONMENTAL BENEFITS

OPERATING EFFICIENCIES

COST EFFECTIVENESS

TRANSIT SUPPORTIVE EXISTING LAND USE AND FUTURE PATTERNS

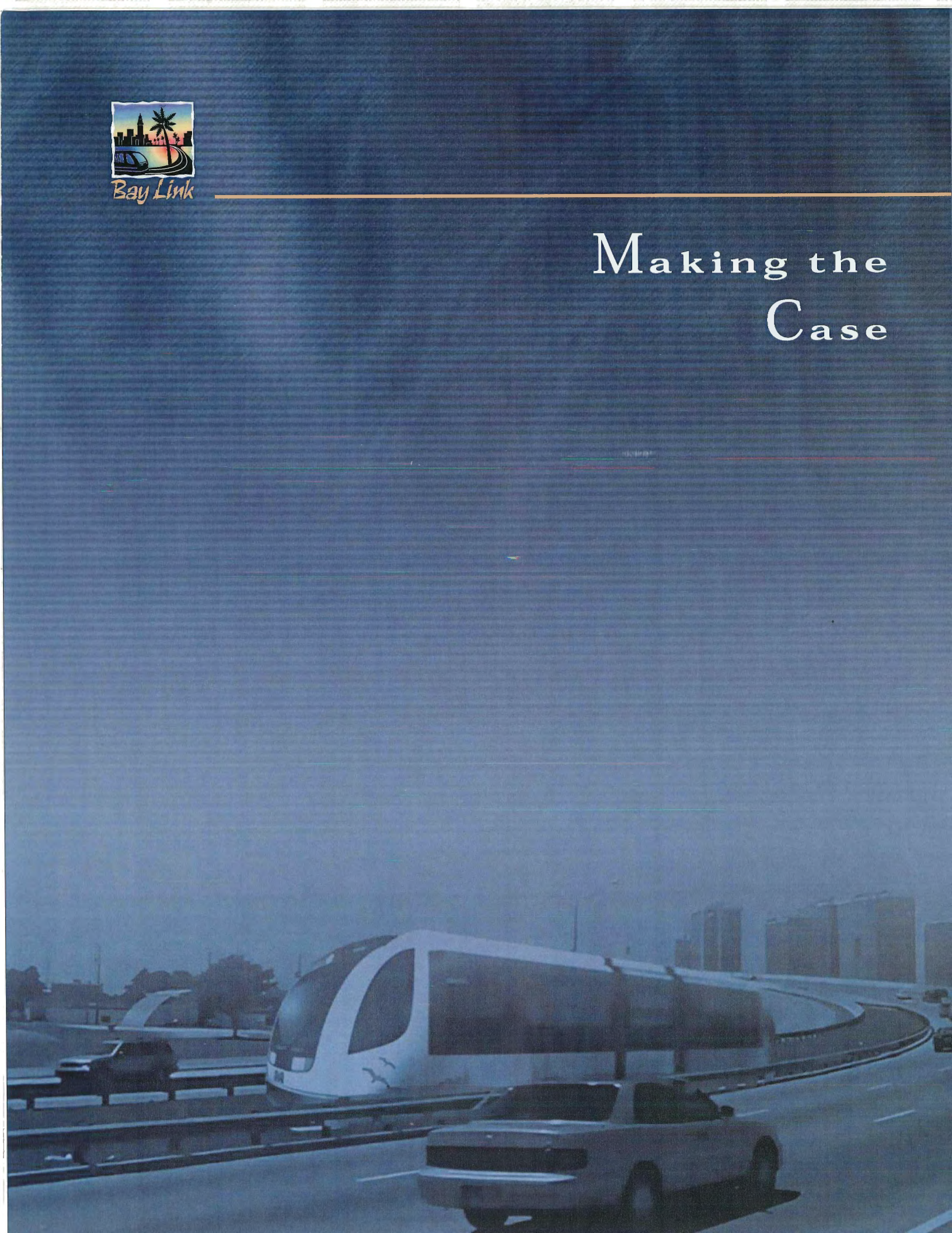
Supporting Material:

Figures:

LOCAL FINANCIAL COMMITMENT

Bay Link

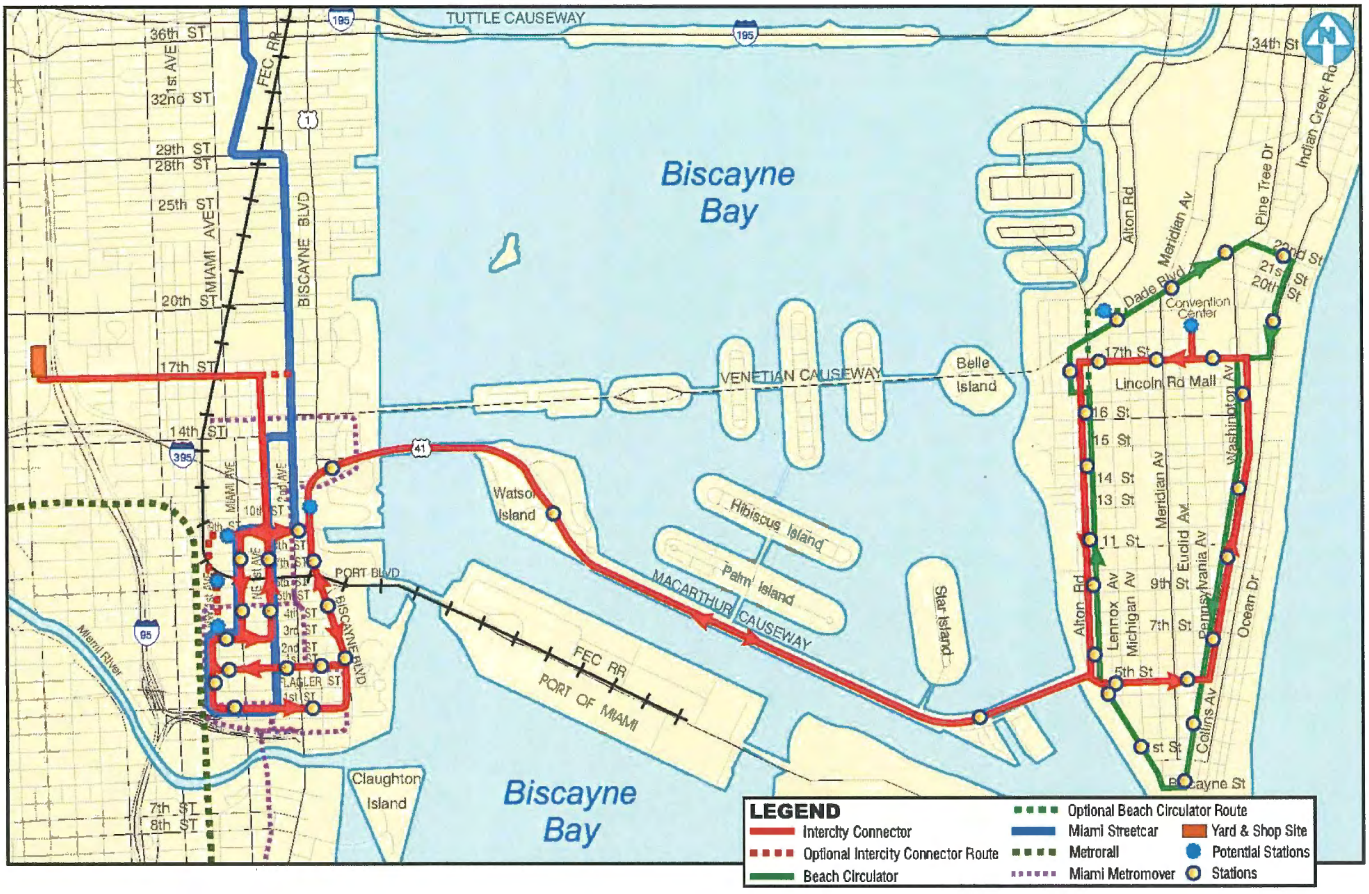
Making the Case



MIAMI – MIAMI BEACH TRANSPORTAION CORRIDOR (BAY LINK)

INTRODUCTION

The proposed Bay Link project is an 18 .0 route mile Street Car system connecting the cities of Miami and Miami Beach. The line will be constructed in inclusive right-of-way across Watson Island, the Mac Arthur Causeway and Terminal Island providing a high capacity and reliable transit alternative to the automobile between the cities comprising Miami-Dade's economic engine. The alignment and 42 stations will provide the enhanced mobility and access to address the growing transportation needs, the development and redevelopment goals and land use plans of the local corridor constituents.



LOCAL PROJECT OBJECTIONS AND EXPECTATIONS

In a very real sense, the Bay Link Project is intended to maximize the return on investments made in the region to date and scheduled in the future. The comprehensive land use plans and guidelines are predicted on the transit investment;

- Maximizing the effectiveness of the $5 billion transit investment (MDT's Metromover, Metromover, Metrorail, bus system) to date with this critical regional intercity connector.

- Providing the current and future mobility to reap the maximum benefit from the public and private investment in the regions economic core; $10 billion in the Convention Center, Performing Arts Center, Arena, Watson Island, Miami-Dade Community College expansion, the Federal Courthouse Complex and city and county offices and in excess of $40 billion in private investments in commercial offices and high-rise residential.
- Supporting the mobility and circulation needs to facilitate the successful transition to a pedestrian environment in the cities urban cores.
- By providing the necessary circulation capacity in the urban core of the two cities to accommodate existing and future needs through 2025.

Due to the natural constraints of the Miami River, Biscayne Bay and other elements of the natural environment to east-west movements, the area has relatively little land to dedicate to new highways, very few alternatives for alleviating the stresses caused by the current development patterns, traffic congestion, and an ever increasing population. In an effort to address the growing problems associated with these issues, Miami-Dade County has developed an overall planning strategy focusing on an "Infill and Redevelopment" program with the use of rail-transit and the development of transit "urban centers" as an integral part of the plan. The plan is formulated on the recognition of the interrelationships of land use, urban form and air quality. The overreaching goals of Miami-Dade County's rail-transit program is to:

- Improve the basic mobility provided by the public transportation system;
- Reduce traffic congestion (provide an effective alternative to the automobile);
- Form regional/strategic intermodal connections;
- Help to accommodate and sustain economic growth in the Urban Core and throughout the county; and,
- Use transit as a tool in conjunction with changes in zoning and financial incentives to increase population and employment densities in specific areas of existing and proposed rail-transit stations.

Recognizing the transportation needs and relatively few alternatives, in 2002 the citizens of Miami-Dade County voted to increase the local sales tax to finance the People's Transportation Plan (PTP). The PTP includes the accelerated planning, design, and construction of the Bay Link project, and a number of other rail guideway projects that have completed the AA/EIS process and are currently ready for the PE/FEIS phase of project development subject to the FTA's review and approval.

The population and employee data for the study corridor reflects the corridors current size and density as well as the synergy between the two cities with Miami containing the lion's share of the corridor's employment and the majority of the corridors population residing in Miami Beach. Current corridor densities are extremely high for an urbanized area in the United States with substantial growth projected over the next 20 years.

By 2025 over 67,000 people and 132,000 jobs will be within an easy walk of the 42 stations; which equates to a population density of over 16,500 persons per square mile and an employment density of over 33,000 jobs per square mile. A population of over 51,000 persons in Miami Beach equates to 58 percent of the corridor's projected population; while a total of 101,276 employees in the City of Miami equates to 77 percent of the corridor's projected employment.

Population and Employment Data -- Station Areas			
Data	**Base Yr. 2000**	**Forecast Yr. 2025**	**Growth (%)**
Total, All Station Areas			
Housing Units	30,808	37,019	20%
Population	56,386	67,114	19%
Employment	112,020	132,306	18%
Land Area (sq. mi.)	4.00	4.00	
Housing Unit Density (units per sq. mi.)	7,702	9,255	20%
Population Density (persons per sq. mi.)	14,097	16,779	19%
Employment Density (jobs per sq. mi.)	28,005	33,077	18%
Downtown Station Area Cluster			
Housing Units	5,594	7,022	26%
Population	13,993	15,544	11%
Employment	86,171	101,276	18%
Land Area (sq. mi.)	1.74	1.74	
Housing Unit Density (units per sq. mi.)	3,215	4,036	26%
Population Density (persons per sq. mi.)	8,042	8,933	11%
Employment Density (jobs per sq. mi.)	49,524	58,205	18%
Miami Beach Station Area Cluster			
Housing Units	25,214	29,997	19%
Population	42,393	51,570	22%
Employment	25,849	31,030	20%
Land Area (sq. mi.)	2.26	2.26	
Housing Unit Density (units per sq. mi.)	11,157	13,273	19%
Population Density (persons per sq. mi.)	18,758	22,819	22%
Employment Density (jobs per sq. mi.)	11,438	13,730	20%

Data Source: Miami Dade County MPO (2000)

Land Area determined by GIS Calculation - CBD = 1.24 square mile

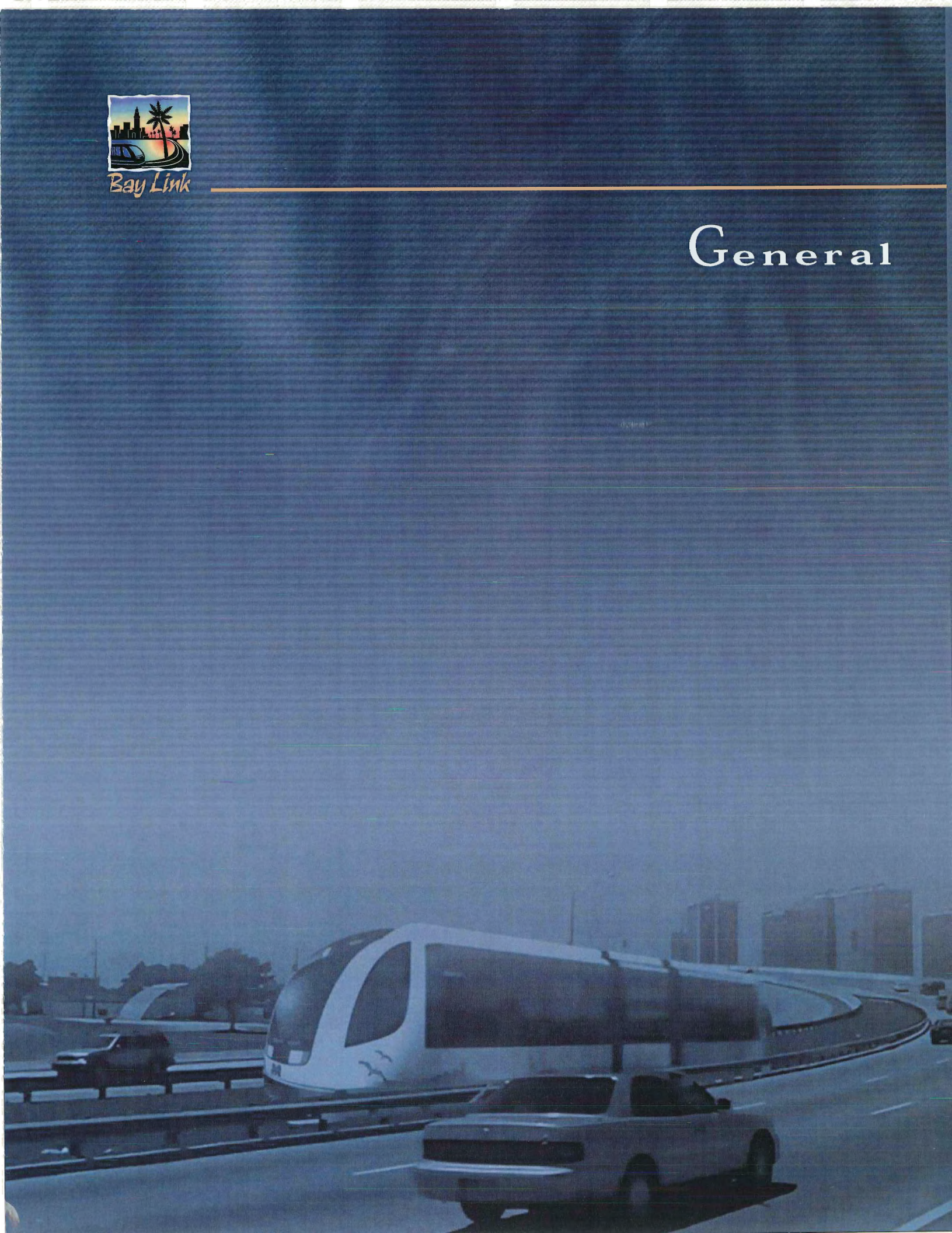
USER BENEFITS

Based on the modeling efforts for the Project Bay Link it is expected to carry approximately 20,000 riders a day (over 6,100,000 annually) and result in a travel time savings of almost 6.7 minutes per passenger mile. Bay Link is projected to attract approximately 1,8600,00 more linked trips per year with both Metrorail and Metromover ridership increasing; 1.1 million and 1.5 million for Metrorail and the Metromover respectively. Total annual system O&M costs realizes savings with a decrease of $708,360. The incremental cost per hour in transportation user benefits in 2025 is $13.00.

The Bay Link project is supportive of state, regional and local objectives and goals and is effective in accordance with the project New Starts measures. The project will be further refined during the PE/FEIS phase.

Bay Link

General



Template 1: Project Description

PROJECT DESCRIPTION		
PROJECT NAME:	Miami-Miami Beach Transportation Corridor (Bay Link)	
Participating Agencies		
Lead Agency	Name	Miami-Dade County Metropolitan Planning Organization
	Contact Person	Jose L. Mesa
	Address	111 NW First Street, Suite 910, Miami FL 33128
	Telephone Number	(305) 375-4507
	Fax Number	(305) 375-4950
	Email	JLM1@miamidade.gov
Metropolitan Planning Organization	Name	Miami-Dade County Metropolitan Planning Organization
	Contact Person	Jose L. Mesa
	Address	111 NW First Street, Suite 910, Miami FL 33128
	Telephone Number	(305) 375-4507
	Fax Number	(305) 375-4950
	Email	JLM1@miamidade.gov
Transit Agency	Name	Miami-Dade Transit
	Contact Person	George Navarrete
	Address	111 NW First Street, 15th Floor, Miami FL 33128
	Telephone Number	(305) 375-7748
	Fax Number	(305) 372-4505
	Email	gln@miamidade.gov
State Department of Transportation	Name	Florida Department of Transportation
	Contact Person	Gary Donn
	Address	602 South Miami Avenue, Miami FL 33130
	Telephone Number	(305) 377-5900
	Fax Number	(305) 377-5967
	Email	Gary.Donn@dot.state.fl.us
Other Relevant Agencies	Name	
	Contact Person	
	Address	
	Telephone Number	
	Fax Number	
	Email	

PROJECT DESCRIPTION TEMPLATE (Page 2)		
Project Definition	Length (route miles)	18
	Mode/Root Technology	Light Rail Transit (Street Car)
	Number of Stations	42
	List each station separately, including the number of park and ride spaces at each	None; Built-Out Urban Environment with over 20,000 parking spaces
	List each station with major transfer facilities to other modes	Stations with major transfer facilities at other modes: • Government Center station provides a convenient transfer to Metrorail, Metromover and downtown Bus Transfer Facility. • Bay Link and the Miami Street Car project will share 7 station platforms in downtown Miami providing a convenient transfer between the modes. • Park West, NE 1st Street / NE 3rd Avenue and the Museum Park / Performing Arts stations provide convenient transfer to Metromover. • Museum Park / Performing Arts Center station provides access to the Metromover. • Watson Island Station provides a convenient transfer to the Watson Island Shuttle. • The Terminal Island station provides an essential transfer to the Terminal Island Ferry. • The Washington Avenue / Lincoln Road station provides a connection to the proposed Miami Beach Intermodal Facility and will provide access to Miami-Dade Transit's Metrobus and Miami Beach's Electrowave services.
	Number of vehicles/rolling stock	21 Light Rail Vehicles (Street Cars)
Type of Alignment by Segment ***(Number of miles)***	Above grade	2.1
	Below grade	0.0
	At grade	15.9
	Exclusive	3.6
	Mixed Traffic	14.4
Current Status of Existing Right of Way	Ownership – who owns the right of way?	The vast majority of the right-of-way is in the public (City of Miami, City of Miami Beach and the Florida Department of Transportation) domain. Approximately 9.4 acres of private right-of-way will be required; six small sections from six different owners total approximately 11,100 square feet (0.25 acres) and the Yard and Shop site comprised of approximately 400,500 square feet (9.2 acres) held by 2 private owners.
	Current Use: active railroad freight or passenger service?	No right-of-way from any active railroad is required for the project.

PROJECT DESCRIPTION TEMPLATE (Page 3)			
Project Planning Dates	**Base Year**	**Opening Year**	**Forecast Year**
	2004	2023	2025
Capital Cost Estimate	2004 Constant dollars	$482.7 Million	
	Year of Expenditure	$788.7 Million	
Levels of Service	Headways		
	Weekday Peak	5 Minutes	
	Weekday Off-peak	10 Minutes	
	Weekday Evening	10 Minutes	
	Weekend	10 Minutes	
	Hours of Service		
	Weekday	20.5	
	Weekend	20.5 Saturday; 16 Sunday	
Travel Demand Estimates	**Project Boardings**	**Opening Year**	**Forecast Year**
	Average Weekday	N/A	20,075
	Work Trips	N/A	8,879
	Peak Hour	N/A	2,927
	Annual	N/A	6,142,950
	Guideway Boardings[1]	**Opening Year**	**Forecast Year**
	Average Weekday	N/A	N/A
	Work Trips	N/A	N/A
	Peak Hour	N/A	N/A
	Annual	N/A	N/A
	Transit System Linked Trips[2]	**Opening Year**	**Forecast Year**
	Average Weekday	N/A	302,531
	Annual	N/A	92,574,547
	Annual New Riders	N/A	1,898,271
Linked Trips if Proposed System Operated with Current Land Use Patterns and Population/Employment[3]		**Build Alternative**	
		N/A	
Fare Policy Assumptions Used in Travel Forecasts[4]		N/A	
Regional HBW User Benefits Attributable to the Lowest Income Strata [5]		**N/A**	

[1] Forecast boardings on the rail or other guideway system, if the New Starts project is an extension to such a system.
[2] Linked Trips refer to trips that begin at the trip origin and end at the FINAL destination. One linked trip could be composed of several unlinked trips. For example, driving to a park and ride, riding a commuter train, and taking a bus to the final destination is all one linked trip which is made up of three unlinked trips and two transit system boardings.
[3] Project sponsor shall generate this estimate by running their regional travel demand model using the proposed project transit network, the existing highway network, and existing population and emplyment estimates. If the proposed project is within 5 years of the planned opening year, opening year estimates can substitute for this measure.
[4] Please summarize fare policy assumptions used for all regional transit services modeled in the forecast year. Attach this summary to Template 1.
[5] For informational purposes, please report the percentage and total number of regional home-based-work user benefits attributable to the lowest socio-economic strata (as defined by income or auto availability) used in local travel forecasts, for the forecast year.

PROJECT DESCRIPTION TEMPLATE (Page 4)			
Project Milestones/ Schedule	*Key Milestones in Project Planning and Development*		
	Planning Milestones		*Date*
	Planning Studies Initiated		AA/DEIS August 2001
	Planning Studies Completed		AA/DEIS October 2002
	LPA selected		September 2003
	LPA included in the financially constrained long range plan		Project included in the minimum revenue plan in the 2025 Miami-Dade Long Range Transportation Plan.
	Proposed Implementation Schedule		*Anticipated Dates*
	Included in Financially Constrained TIP		No, TIP being updated and draft includes project; adoption expected in May 2005
	Initiation of DEIS		August 2001
	Completion of DEIS		October 2002
	Initiation of FEIS		Scheduled for May 2005
	Completion of FEIS		Scheduled for December 2006
	Anticipated date of FFGA		Scheduled for November 2018
	Start-up		August 2023
	Public Referenda (if necessary)		Passed – November 2002
Project Management			
Project Manager	Name		Wilson Fernandez, Miami-Dade MPO
	Address		111 NW First Street, Suite 910, Miami FL 33128
	Phone		(305) 375-1886
	Fax		(305) 375-4950
	Email		wilson@miamidade.gov
Transit Agency CEO	Name		Roosevelt Bradley, Miami-Dade Transit
	Address		111 NW First Street, Suite 910, Miami Fl 33128
	Phone		(305) 375-2597
	Fax		(305) 372-4605
	Email		rbradley@miamidade.gov
Key Staff: Overall New Starts Criteria	Name		Lyn Harris, Miami-Dade Transit
	Address		111 NW First Street, Suite 910, Miami FL 33128
	Phone		(305) 375-5483
	Fax		(305) 372-6093
	Email		lharris@miamidade.gov
Key Staff: Ridership Forecasts	Name		Wilson Fernandez, Miami-Dade MPO
	Address		111 NW First Street, Suite 910, Miami FL 33128
	Phone		(305) 375-1886
	Fax		(305) 375-4950
	Email		wilson@miamidade.gov

PROJECT DESCRIPTION TEMPLATE (Page 5)		
Project Management (continued)		
Key Staff: Cost Estimates	Name	George Navarrete, Miami-Dade Transit
	Address	111 NW First Street, 15th Floor, Miami FL 33128
	Phone	(305) 375-7748
	Fax	(305) 372-4505
	Email	gln@miamidade.gov
Key Staff: Environmental Documentation	Name	Wilson Fernandez, Miami-Dade MPO
	Address	111 NW First Street, Suite 910, Miami FL 33128
	Phone	(305) 375-1886
	Fax	(305) 375-4950
	Email	wilson@miamidade.gov
Key Staff: Land Use Assessment	Name	Wilson Fernandez, Miami-Dade MPO
	Address	111 NW First Street, Suite 910, Miami FL 33128
	Phone	(305) 375-1886
	Fax	(305) 375-4950
	Email	wilson@miamidade.gov
Key Staff: Financial Assessment	Name	Myra Bustamante, Miami-Dade Transit
	Address	111 NW First Street, Suite 910, Miami Fl 33128
	Phone	(305) 375-5294
	Fax	(305) 372-6150
	Email	mbustamante@miamidade.gov
Key Staff: Project Maps	Name	Wilson Fernandez, Miami-Dade MPO
	Address	111 NW First Street, Suite 910, Miami FL 33128
	Phone	(305) 375-1886
	Fax	(305) 375-4950
	Email	wilson@miamidade.gov
Contractors		
Current Prime Contractor	Name	Parsons Brinckerhoff Quade & Douglas
	Address	7300 Corporate Center Drive, Ste., 600 Miami, FL 33126
	Phone	(305) 261-4785
	Fax	(305) 261-5735
	Email	N/A
Prime Contractor: Project Manager	Name	Phillip Smelley / Parsons Brinckerhoff Quade & Douglas
	Address	7300 Corporate Drive, Suite 600 Miami, FL 33126
	Phone	(404) 434-8728 / (305) 261-4785
	Fax	(305) 261-5735
	Email	smelley@pbworld.com

Template 2: Certification of Technical Assumptions

LEAD AGENCY CERTIFICATION
OF TECHNICAL ASSUMPTIONS IN THE DEVELOPMENT OF
THE NEW STARTS CRITERIA SUBMISSION

The *Miami-Dade Metropolitan Planning Organization*, acting in the capacity as lead agency for *Miami-Miami Beach (Bay Link) Transportation Corridor*, the proposed New Starts project, understands that the Section 5309 New Starts criteria are used to evaluate the worthiness of proposed projects across the nation and that it is important that project sponsors address the criteria in a consistent manner.

As the Surface Transportation Manager for *Miami-Dade County*, I hereby certify that the *Miami-Dade Metropolitan Planning Organization* has followed FTA's Reporting Instructions on Section 5309 New Starts Criteria in the preparation of this submission, including:

- The horizon year used for travel forecasting purposes should be 20 years in the future.
- Model assumptions regarding socio-economic variables and land use, modeling parameters, and inputs are the same for all alternatives except for changes in the transportation network or other data that are directly attributable to each alternative.
- Assumptions about policies affecting monetary costs (fares, highway tolls, and parking costs) and transit service (productivity and loading standards, etc.) need to be the same among all alternatives.
- Assumptions about travel times and operating speeds of transit services must be consistent among the alternatives.
- Access, egress, walking, waiting, and transfer times must be estimated consistently for all alternatives.
- Transit vehicle operating speeds in mixed traffic must reflect anticipated congestion and traffic flow characteristics.
- Transit sub-mode bias constants cannot be used without submitting technical justification to FTA in advance.
- Factors to convert daily ridership to annual ridership must be consistent among all alternatives and must be reasonable and reflective of the operator's recent experience. Any annualization factor over 300 requires a written justification and will be scrutinized by FTA.
- The highway network and zone system must be the same among all alternatives except for changes that result from the alternatives themselves.
- Highway volume-time functions used to determine highway link speeds and assignments based on traffic volumes need to be the same among all alternatives.

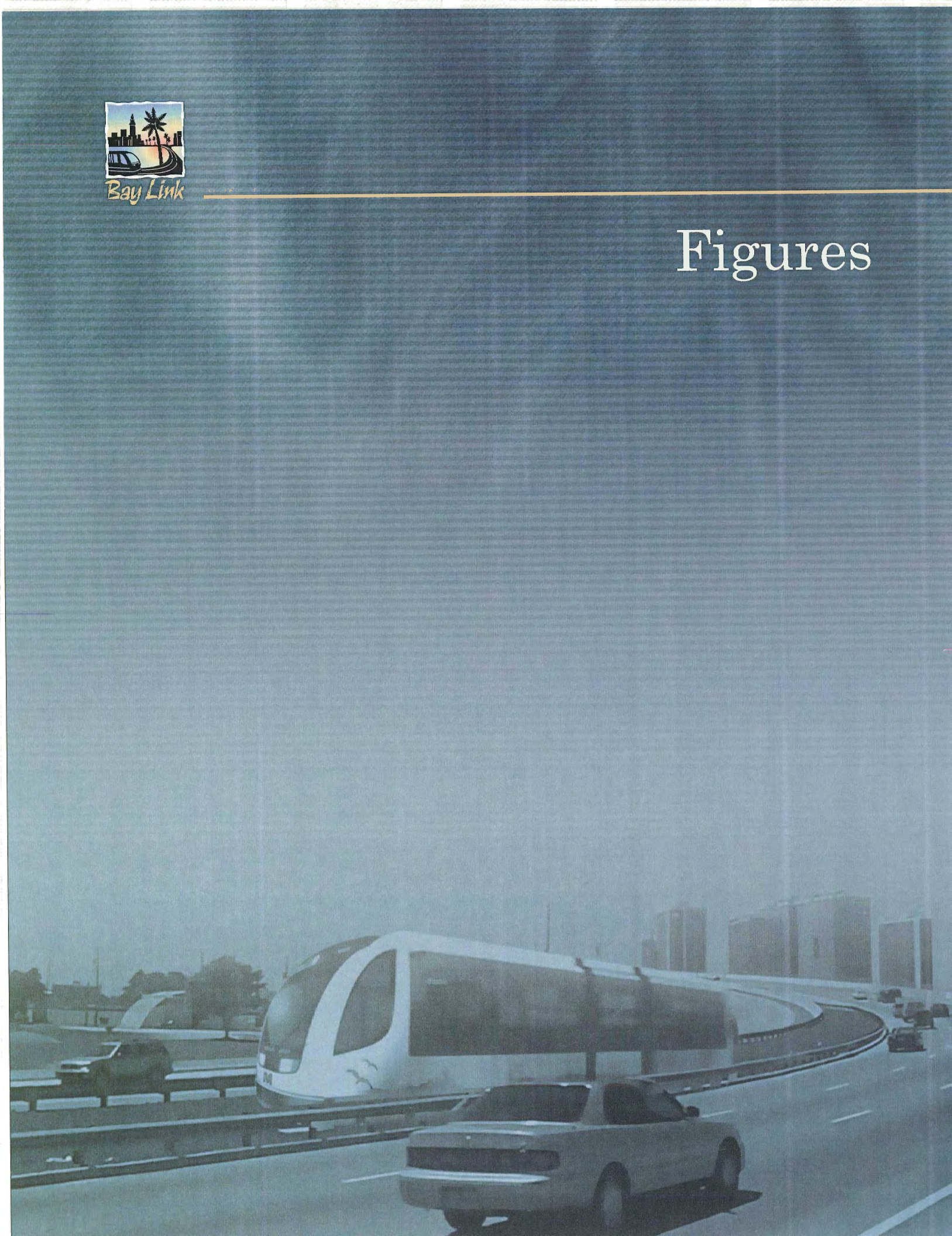
Any methods and assumptions that differ from those described in this section have been discussed with and concurred in by FTA.

Carlos F. Bonzon, Ph.D., P.E.
Surface Transportation Manager
Miami-Dade County

8/19/04
Date

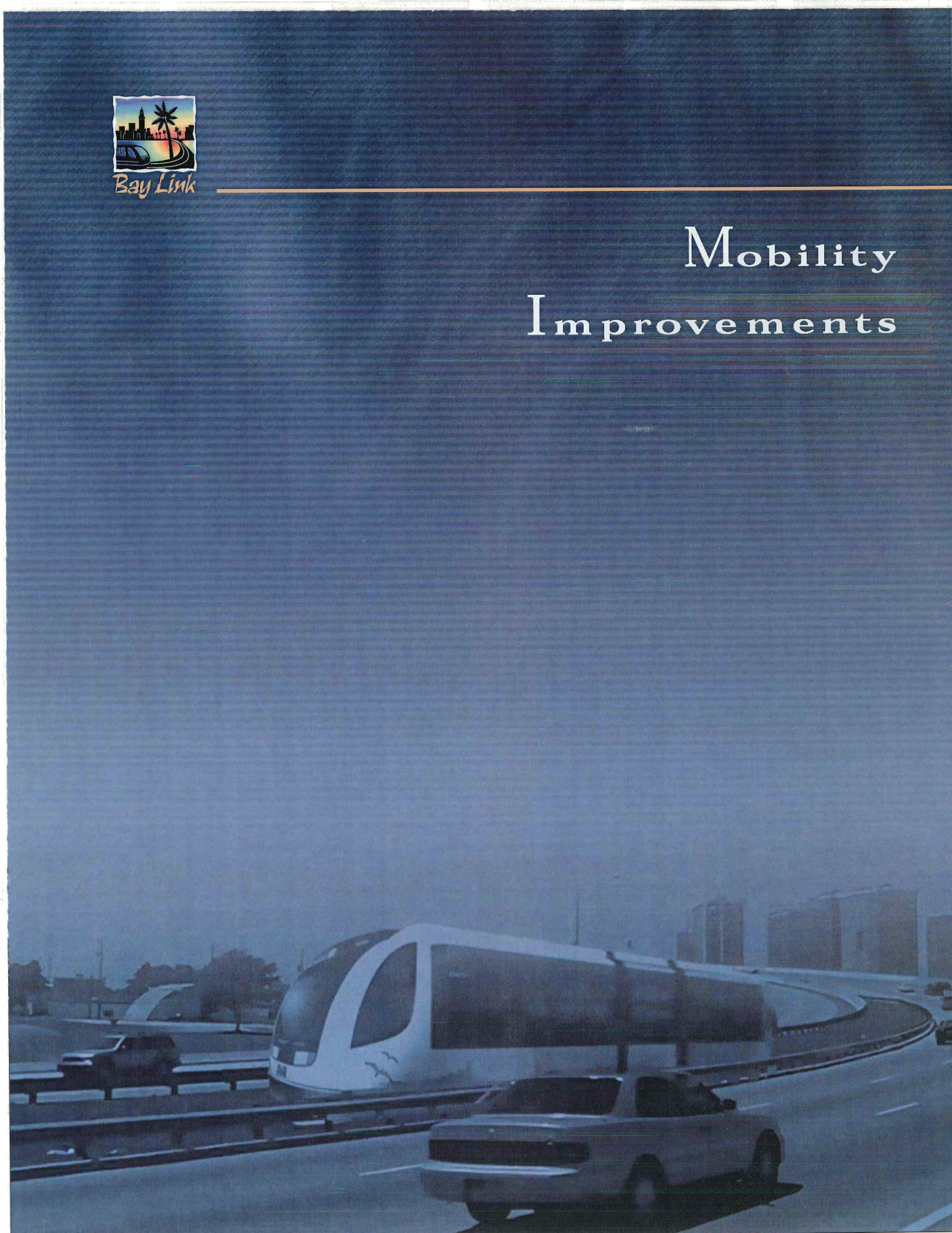
Bay Link

Figures



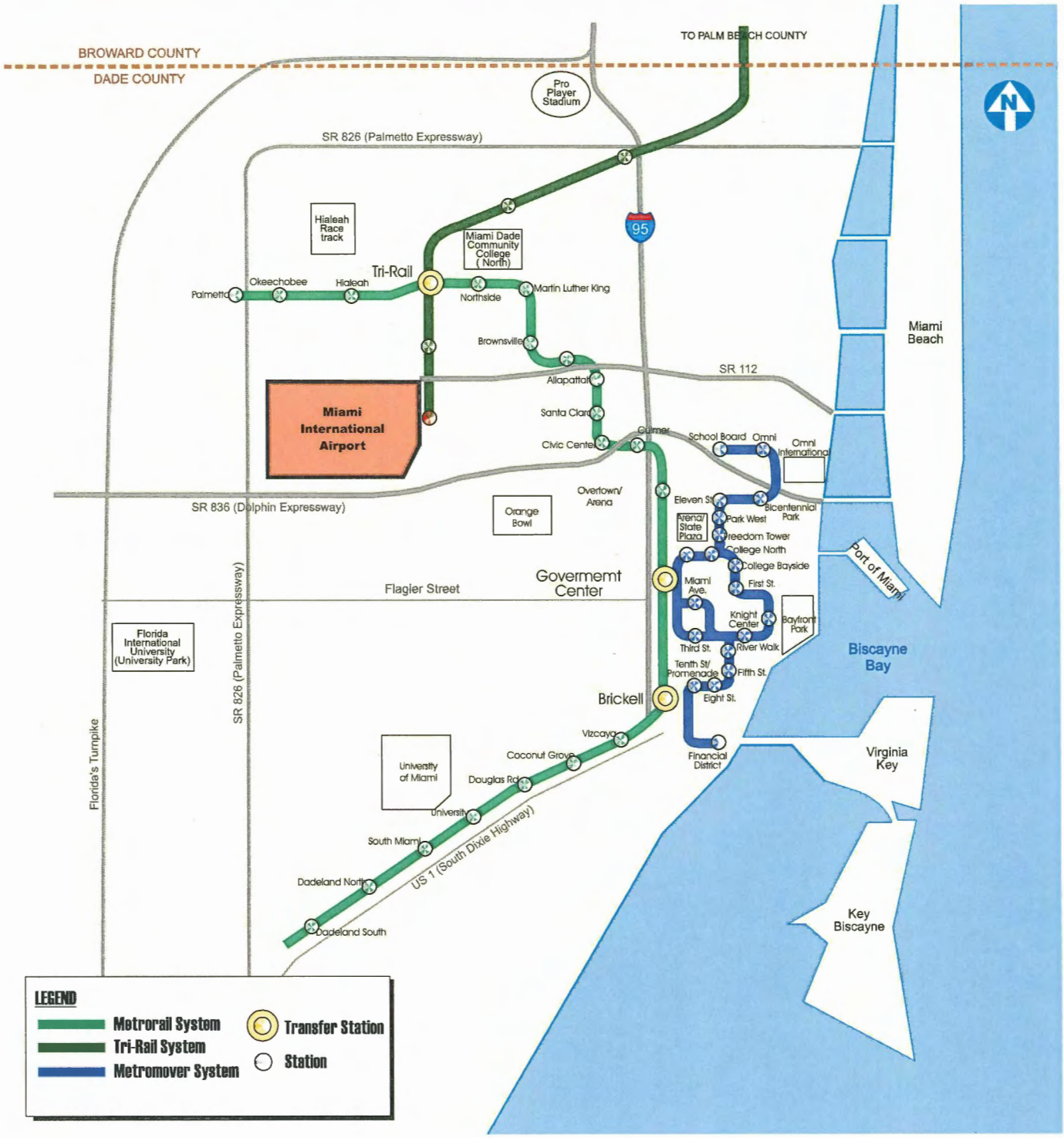
Bay Link

Mobility Improvements

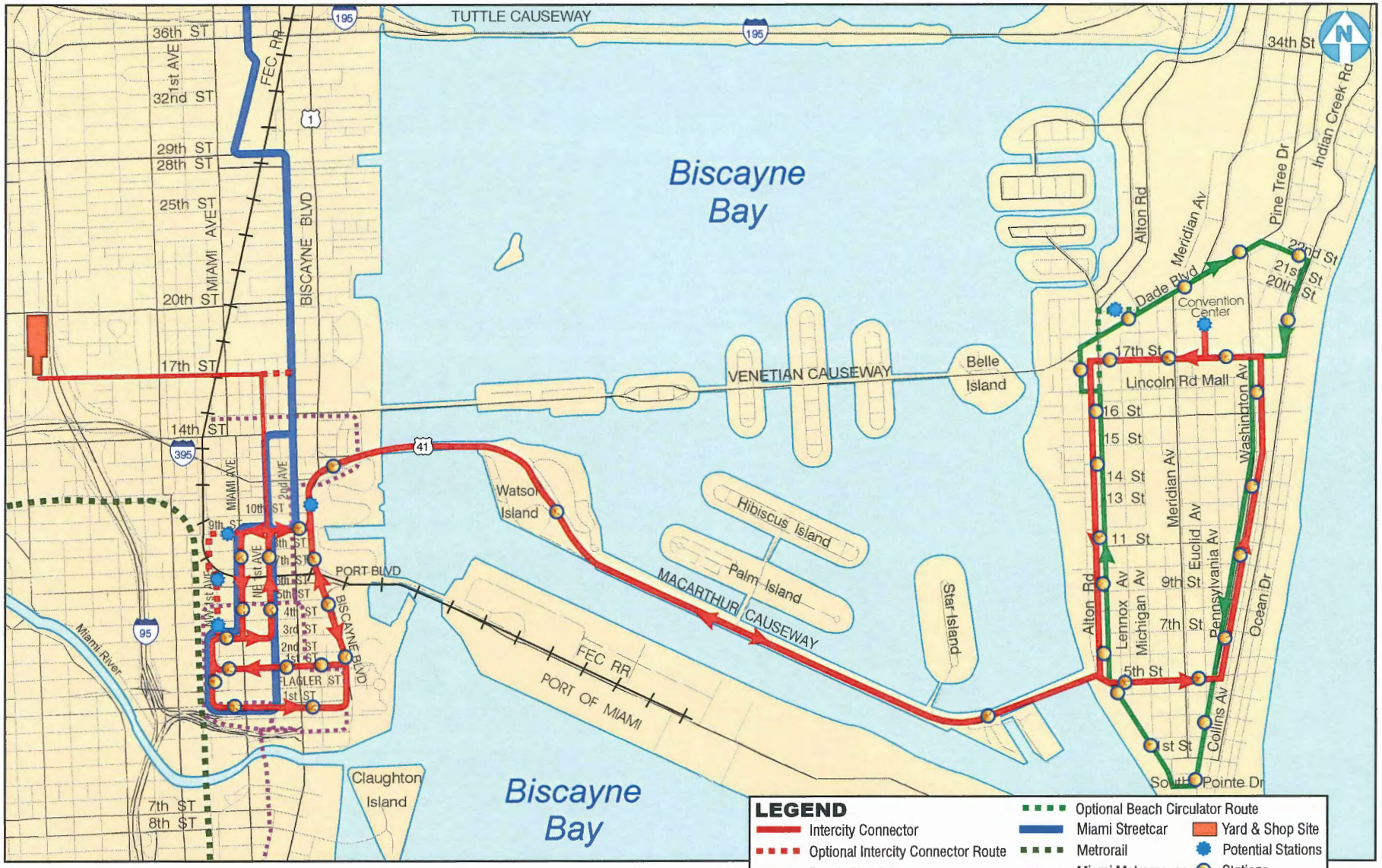


BAY LINK PHASE 2

BAY LINK PHASE 2



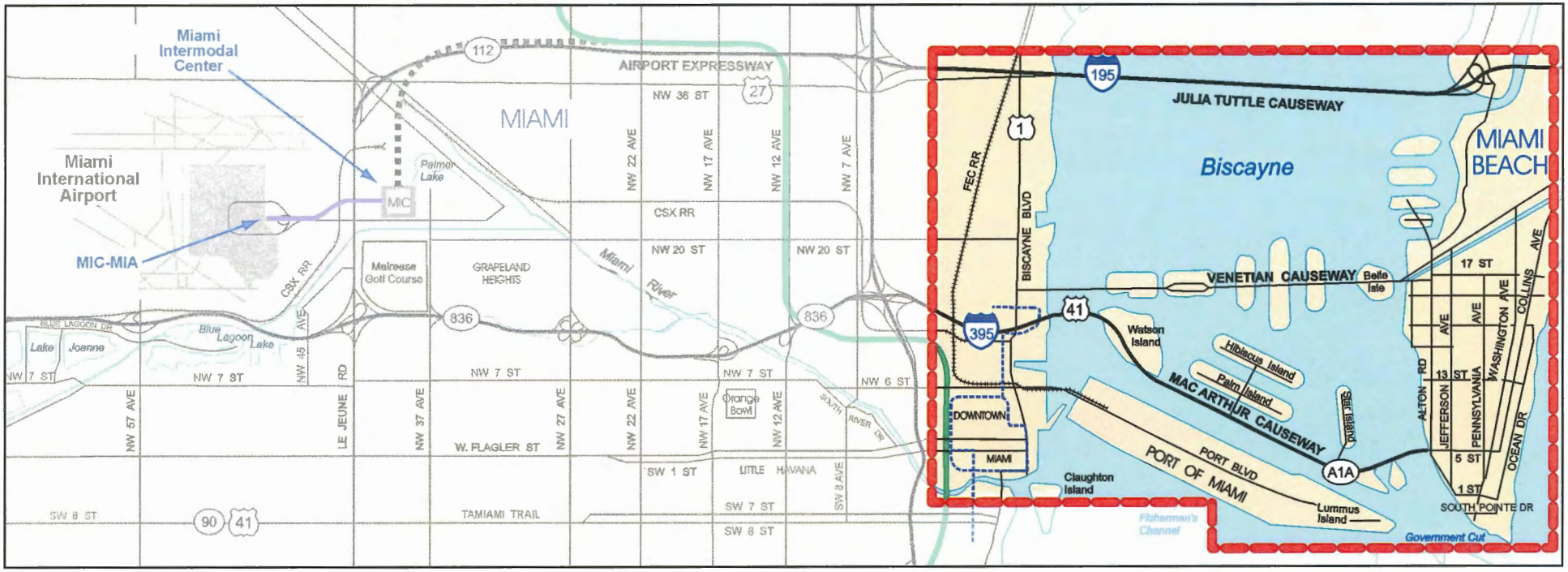
BAY LINK PHASE 2



Miami-Dade Metropolitan Planning Organization

Refined Locally Preferred Alternative

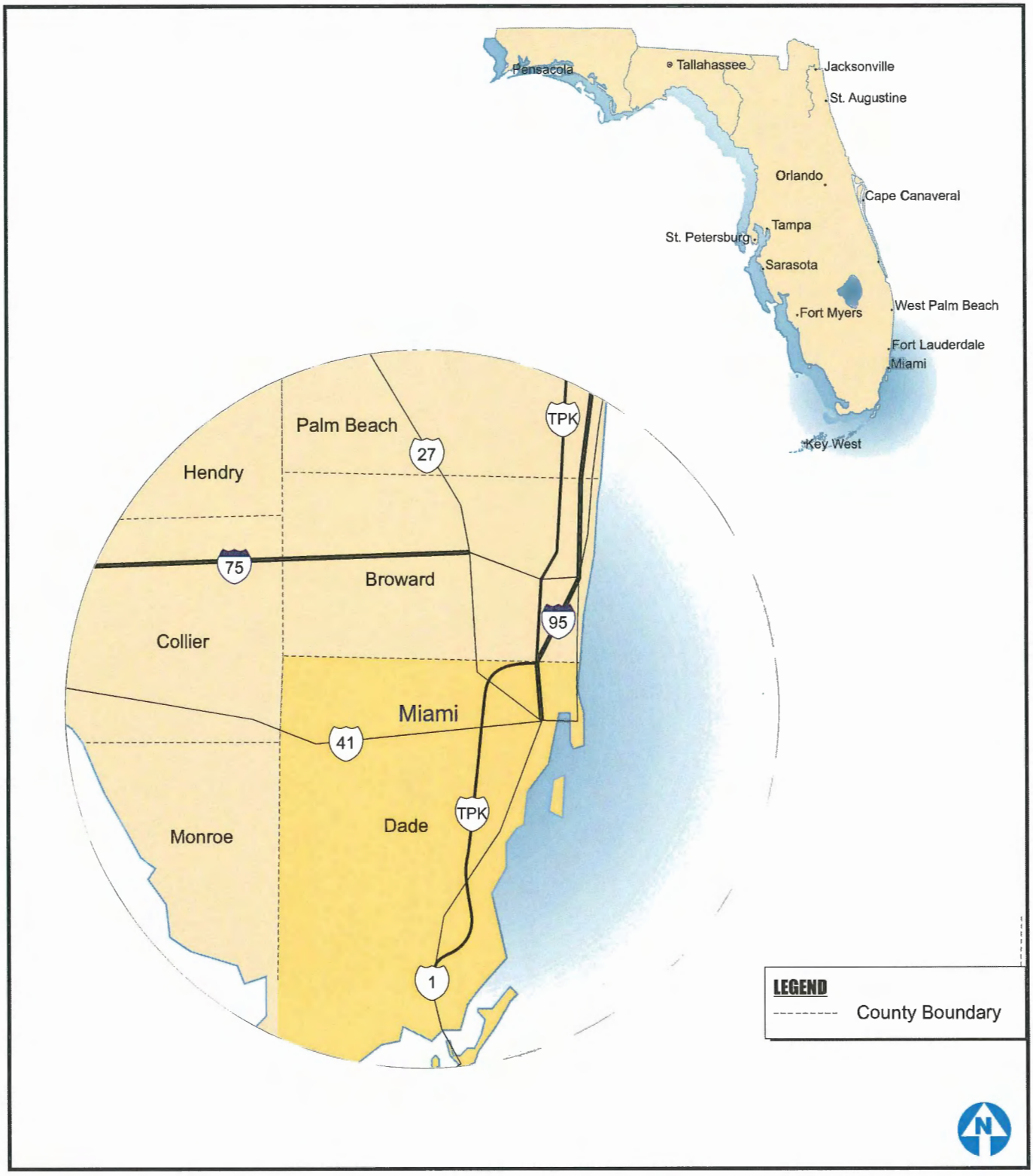
BAY LINK PHASE 2



LEGEND

- Project Study Area
- Baylink Alternatives
- Earlington Heights Extension
- Metrorail
- Tri-Rail
- Miami Metromover

BAY LINK PHASE 2



SUMIT Software Reports

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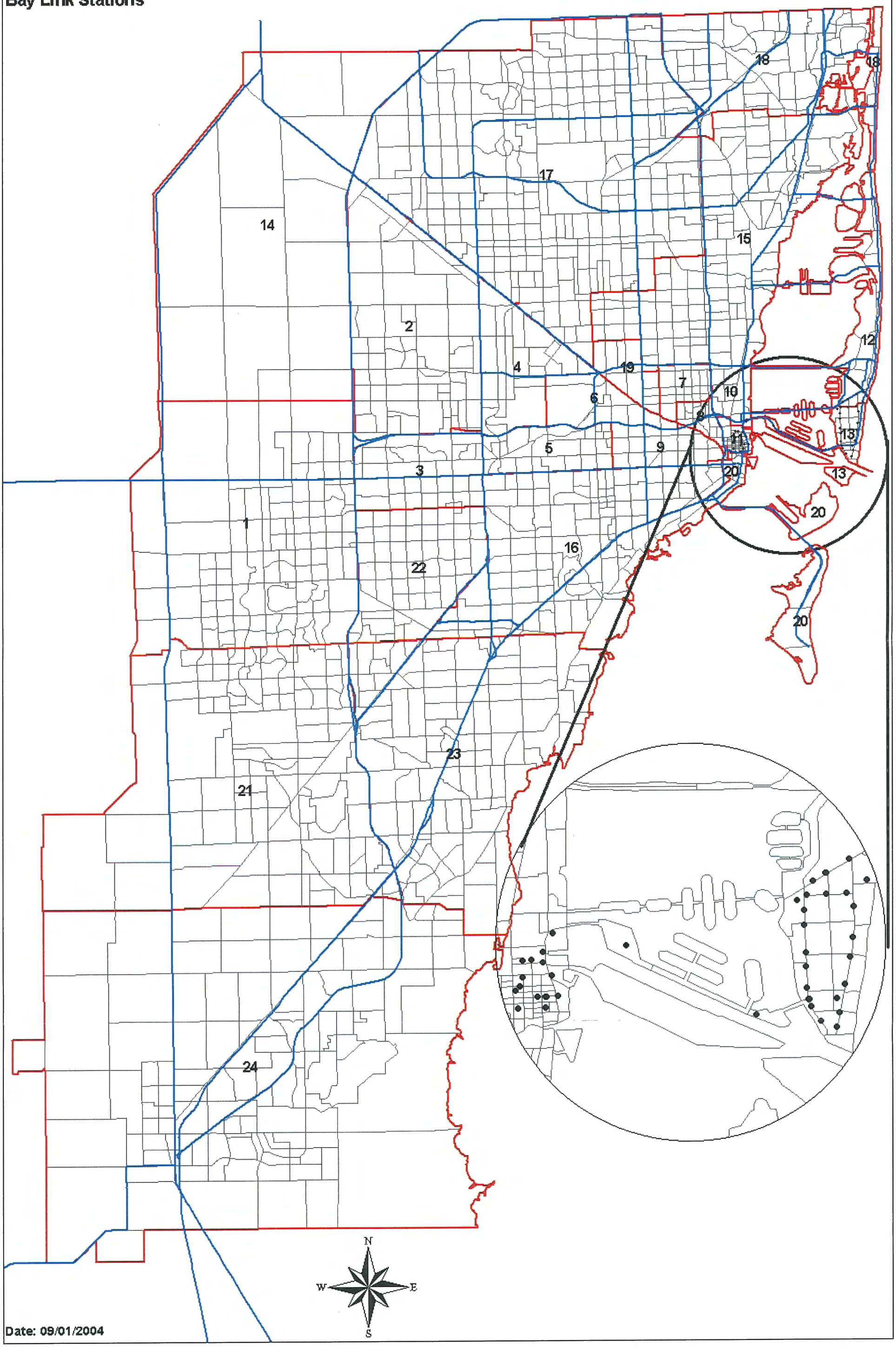
Baylink Light Rail Transit
Miami-Dade County, Florida
Bay Link Stations



Date: 09/01/2004

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     t 4 = t130뗿□□
     t 5 = t140뗿□□
     t 6 = t5-t4
     t 7 = t150뗿瓹□
     t 8 = t160뗿뒦□
     t 9 = t170뗿□□
     t10 = t180뗿□□
     t11 = t130
     t12 = t230
     t13 = t330
     t21 = t140
     t22 = t240
     t23 = t340
     t31 = t110
     t32 = t210
     t33 = t310
     t41 = t120
     t42 = t220
     t43 = t320
     t51 = t11/t31
     t52 = t12/t32
     t53 = t13/t33
     t61 = t21/t41
     t62 = t22/t42
     t63 = t23/t43
   &pages
     pagew    =  132
     pageh    =   50
     tpages   =    1   2   3   4   5   6   7   8   9  10
                  11  12  13  14
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  &trpt
     # table  pl dpl   scale      maskub      masklb pct notots
    -- ----- --- --- ------- ---------- ---------- --- ------
     1     1   7   0   1.000 -999999.00  999999.00   0      F
     2     3   7   0   1.000 -999999.00  999999.00   0      F
     3     4   7   0   1.000 -999999.00  999999.00   0      F
     4     6   7   0   1.000 -999999.00  999999.00   0      F
     5     7   7   0   0.017 -999999.00  999999.00   0      F
     6     8   7   0   0.017 -999999.00  999999.00   0      F
     7     9   7   0   0.017 -999999.00  999999.00   0      F
     8    10   7   0   0.017 -999999.00  999999.00   0      F
     9    51   7   1 100.000 -999999.00  999999.00   0      F
    10    52   7   1 100.000 -999999.00  999999.00   0      F
    11    53   7   1 100.000 -999999.00  999999.00   0      F
    12    61   7   1 100.000 -999999.00  999999.00   0      F
    13    62   7   1 100.000 -999999.00  999999.00   0      F
    14    63   7   1 100.000 -999999.00  999999.00   0      F


wrtfinal 6601 (i) pagination summary:
              page height report width
              ---- ------ ------ -----
               t 1     37      1   194*
               t 2     37      2   194*
               t 3     37      3   194*
               t 4     37      4   194*
               t 5     38      5   194*
               t 6     38      6   194*
               t 7     38      7   194*
               t 8     38      8   194*
               t 9     38      9   194*
               t10     38     10   194*
               t11     38     11   194*
               t12     38     12   194*
               t13     38     13   194*
               t14     38     14   194*

08/27/04  11:16:41  program ended
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Report S-1
Person-Trips in the Baseline Alternative
All Transit-Access Markets
All Trip Purposes

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	122397	85329	54294	15070	13537	17041	2497	6372	5544	3858	15973	2322	4063	4462	8471	64809	28278	2180	2770	8941	57157	56656	38368	2949	623338
2 Doral	7767	71547	16394	17487	8448	9016	1469	2579	2448	1450	4098	1492	1261	2261	6844	18152	36807	3783	2119	1721	2864	7529	6651	540	234727
3 F.I.U.	14131	76982	47151	20683	18381	16797	2398	5534	5915	3037	13109	2415	2837	1804	8247	45520	26201	2727	2660	4886	3440	20276	10583	448	356162
4 Airpt W.	1447	20636	4474	13961	5012	10444	1875	2891	2280	1807	4497	1469	1445	537	7780	10816	24314	2155	2658	1418	718	2127	2472	154	127387
5 Bl. Lagoon	2074	22541	9668	11416	17087	20759	3440	7151	9218	4114	15138	2358	4726	422	9710	43008	17119	2249	3973	4594	831	3883	3716	153	219348
6 MIC MIA	1072	8556	2919	5639	6345	16287	2713	4690	4356	3002	7456	1839	2577	218	8953	16622	13309	2113	3448	2293	542	1487	1806	126	118368
7 Allapattah	313	3313	1012	2457	2559	6592	4227	7264	4297	6040	14836	2981	4718	100	12491	9551	8290	2894	2511	3500	142	486	562	30	101166
8 Civic Ctr	439	2653	1054	1538	2292	3978	3005	7891	3683	4013	11320	2116	3281	73	7205	8824	5005	2139	1533	3499	227	578	760	52	77158
9 Lt. Havana	726	6926	2591	4153	7175	12765	5190	11512	12179	8821	37307	4180	8909	194	14391	34419	11264	3532	3776	12479	361	1186	1590	60	205686
10 Cul Over	293	2400	745	1508	1650	3938	2899	5887	2973	8248	17496	4297	6433	77	11912	6461	6032	3097	1623	4093	143	395	501	32	93133
11 CBD	714	3290	1360	1717	2641	3998	2667	7133	5260	6851	33089	3922	6137	108	9838	15978	6670	3773	1459	11445	451	915	1579	120	131115
12 N. Beach	315	3840	966	2188	1949	4961	2876	5359	2801	8053	17303	73281	50555	142	37102	7911	12254	12883	1917	4586	128	483	573	50	252476
13 S. Beach	324	2429	818	1241	1711	3216	1888	4743	2530	6282	16287	25632	42802	78	7901	6686	4689	2874	1053	3964	124	434	559	43	138308
14 NW Tpke	563	5340	563	1084	328	647	106	213	147	158	360	136	122	672	907	975	7735	514	156	173	203	311	289	38	21740
15 NE Dade	1322	18849	4031	12470	9070	29053	15198	26181	14061	29390	58406	33101	22323	751	212890	33166	120402	115331	11726	15644	577	1993	2331	139	788405
16 SE Dade	9577	43677	23796	21226	34344	39828	10660	24029	31579	14214	72564	9586	13788	1104	31222	282310	43491	9381	9562	41575	8179	24792	40920	1570	842974
17 NW Dade	6077	157830	19179	68298	22979	65559	14973	25437	15999	19544	53384	20657	15995	10163	180553	62685	901301	197200	20226	17826	2439	9055	9742	480	1917581
18 North Dade	549	13861	1850	4832	3313	9154	4252	9431	4270	7990	20671	17823	8093	556	145575	13990	160720	370517	3138	8520	290	792	885	64	811136
19 N.C. Dade	345	4221	1116	3470	2764	7821	2579	4175	3191	3106	7139	1825	2386	128	9738	8392	10962	1917	3065	1764	161	507	599	25	81396
20 Brickell	443	2309	861	1161	1685	2688	1694	4599	3901	3835	22242	2390	3131	64	6037	17767	4458	2412	923	26156	343	777	1359	85	111320
21 SW Dade	60600	28690	15586	8879	7553	10349	1382	3636	3498	1694	8200	1021	1845	1978	4144	58563	14551	1400	1682	6843	140272	33189	114983	21752	552290
22 S.C. Dade	21186	40100	31506	10680	9585	9384	1393	3333	3504	1846	8753	1579	2085	1160	4840	65560	16545	1395	1569	5650	12756	41597	31633	1376	329015
23 S. Miami	21678	37374	20610	14816	13016	15446	2322	6469	6664	3338	18760	2231	3612	1427	7956	139751	25083	2225	2666	13644	77914	41117	232317	17370	727806
24 South Dade	29981	21111	11655	7432	6258	7869	992	2275	2985	1683	9296	988	1963	1773	3433	57536	11139	839	1109	6946	118245	20755	132739	350491	809493
Total	304333	683804	274199	253406	199682	327590	92695	188784	153283	152374	487684	219641	215087	30252	758140	1029452	1516619	749530	87322	212160	428507	271320	637517	398147	9671528

Source: Mode-choice application - Baylink

Report S-2
Change in Person-Trips: Build minus Baseline
All Transit-Access Markets
All Trip Purposes

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Report S-3
Transit Person-Trips in the Baseline Alternative
All Transit-Access Markets
All Trip Purposes

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	743	1536	1268	172	222	369	97	341	130	137	1128	69	107	1	219	1227	319	14	70	368	428	563	388	7	9923
2 Doral	84	1403	931	265	258	508	67	167	87	66	461	54	55	0	203	561	471	26	66	108	39	123	158	4	6165
3 F.I.U.	218	2732	2245	400	748	668	133	410	285	186	1371	126	153	1	358	1273	604	50	107	314	46	395	207	4	13034
4 Airpt W.	8	422	185	183	69	197	58	131	48	67	331	46	49	0	171	226	311	19	60	70	4	21	35	0	2711
5 Bl. Lagoon	24	681	664	214	367	577	105	316	393	175	1338	87	179	0	258	1035	295	28	93	245	6	63	59	0	7202
6 MIC MIA	7	204	102	58	110	173	60	132	93	81	458	48	63	0	171	377	196	17	72	98	4	16	31	0	2571
7 Allapattah	7	191	68	87	90	316	120	412	179	318	1369	156	221	0	573	443	379	73	116	248	4	16	27	0	5413
8 Civic Ctr	10	158	79	56	106	269	148	177	196	297	1502	127	269	0	422	532	257	61	96	384	6	21	36	1	5210
9 Lt. Havana	23	462	282	172	459	697	331	900	572	616	4557	264	528	0	876	1952	597	134	214	1123	15	54	86	0	14914
10 Cul Over	11	230	84	100	113	362	247	541	227	648	3000	404	669	0	1022	577	450	152	139	526	5	23	39	0	9569
11 CBD	15	151	126	51	138	226	169	497	328	624	1776	265	587	0	581	817	230	80	73	802	8	27	52	2	7625
12 N. Beach	5	205	63	81	90	291	178	398	145	692	2110	4589	4651	0	2349	391	603	582	114	346	1	14	21	0	17919
13 S. Beach	10	187	86	74	127	240	161	540	205	868	3038	2807	4035	0	757	502	315	166	82	467	3	20	34	0	14724
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	29	1063	301	483	397	1618	1007	2253	788	2384	7060	2131	1578	1	9180	1849	4870	3063	631	1268	14	77	118	1	42164
16 SE Dade	160	1401	1025	507	869	1358	477	1523	1050	685	7002	432	607	0	1129	8435	1192	175	337	2554	141	547	913	15	32534
17 NW Dade	25	2406	532	1121	336	1517	543	1270	424	684	3668	643	503	0	4034	1435	12319	1657	523	805	14	92	145	1	34697
18 North Dade	2	205	38	64	53	155	103	289	86	250	990	726	292	0	3259	248	1609	3401	67	230	1	7	10	0	12085
19 N.C. Dade	5	181	59	84	71	267	92	224	114	132	534	76	82	0	323	304	358	36	60	108	3	12	19	0	3144
20 Brickell	10	133	69	46	81	142	110	403	217	310	3018	151	250	0	326	1040	207	61	50	747	9	26	57	1	7464
21 SW Dade	361	578	316	115	109	222	64	245	100	69	670	24	43	0	114	1283	186	8	48	309	1047	281	1561	195	7948
22 S.C. Dade	224	906	1016	168	192	290	62	209	97	91	777	62	81	0	157	1576	264	15	49	288	124	502	383	8	7541
23 S. Miami	187	886	572	271	265	460	126	510	232	183	1959	89	141	0	293	3337	468	22	98	767	1048	492	3568	293	16267
24 South Dade	221	462	305	139	128	209	43	139	92	64	600	29	57	0	93	1889	159	5	33	263	1654	318	3300	5069	15271
Total	2389	16783	10416	4911	5398	11131	4501	12027	6088	9627	48717	13405	15200	3	26868	31309	26659	9845	3198	12438	4624	3710	11247	5601	296095

Source: Mode-choice application - Baylink

Report S-4
Change in Transit Person-Trips: Build minus Baseline
All Transit-Access Markets
All Trip Purposes

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	3	0	-1	-2	0	0	0	0	-3	17	1	18	0	0	7	2	-1	0	0	0	2	-1	0	42
2 Doral	0	0	0	0	0	0	0	0	1	-1	14	-1	3	0	0	0	0	0	0	0	0	0	0	0	16
3 F.I.U.	0	3	1	1	-14	5	0	0	-2	-3	8	1	12	0	0	-1	1	-1	-1	0	0	-1	2	0	11
4 Airpt W.	0	1	0	0	-1	0	0	0	-1	-1	5	-1	0	0	1	0	1	-1	0	0	0	0	0	0	3
5 Bl. Lagoon	0	-6	-14	-2	-17	-2	-1	-2	-5	-3	-4	4	25	0	-1	-7	-1	-1	0	-2	1	0	2	0	-36
6 MIC MIA	0	3	-2	0	0	0	0	0	0	-2	20	1	18	0	-1	3	0	-1	0	0	0	0	0	0	39
7 Allapattah	0	1	0	0	0	2	-1	1	7	-1	35	0	54	0	-5	3	1	0	0	2	0	0	0	0	99
8 Civic Ctr	0	4	1	1	0	6	5	1	3	-3	62	-1	50	0	1	9	8	-1	3	3	0	0	0	0	152
9 Lt. Havana	3	37	10	12	1	60	42	106	-2	0	50	29	203	0	46	149	67	5	22	24	2	7	14	1	888
10 Cul Over	0	1	-1	1	2	1	0	0	13	0	66	0	55	0	-4	6	1	-1	0	4	0	0	0	0	144
11 CBD	3	27	15	6	2	35	22	54	1	4	545	-1	98	0	23	87	47	1	14	0	3	6	17	0	1009
12 N. Beach	0	11	3	4	6	12	5	21	13	-12	114	58	477	0	49	33	24	7	4	19	0	2	3	0	853
13 S. Beach	1	54	15	14	24	34	21	96	43	17	366	120	343	0	58	158	96	5	12	94	0	10	14	0	1595
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	2	12	9	7	6	43	-3	51	-6	-14	-22	-18	106	-1	-4	79	43	-32	2	46	1	5	9	0	321
16 SE Dade	0	-33	-26	1	6	1	12	31	4	-2	76	37	204	0	8	20	14	-8	6	-1	0	-1	5	0	354
17 NW Dade	0	2	-1	-5	-4	4	1	0	1	-6	60	5	44	0	-1	1	2	-9	0	-1	0	0	0	0	93
18 North Dade	-1	1	-1	0	-2	-1	-1	-6	-2	-7	-10	-30	-22	0	-20	-18	9	-3	1	-5	-1	-1	0	0	-120
19 N.C. Dade	-1	1	0	0	0	0	0	-1	0	-1	0	-2	17	0	-1	0	1	0	-1	1	0	0	0	0	13
20 Brickell	1	17	6	5	4	19	13	12	-2	9	239	14	73	0	16	40	26	2	7	22	1	2	5	0	531
21 SW Dade	0	2	-1	-1	1	1	0	0	1	-1	9	2	14	0	0	7	1	0	0	0	0	1	1	0	37
22 S.C. Dade	0	0	-2	-1	0	1	0	0	0	-1	12	5	32	0	0	5	0	-1	0	0	0	0	0	0	50
23 S. Miami	0	2	-1	-2	2	1	1	0	2	-2	27	7	50	0	-2	8	0	-1	0	0	-1	0	-1	0	90
24 South Dade	0	1	0	0	1	1	0	0	0	-1	9	0	14	0	-1	7	1	1	0	0	-1	0	0	0	32
Total	8	144	11	40	15	223	116	364	69	-34	1698	230	1888	-1	162	596	344	-40	69	206	5	32	70	1	6216

Source: Mode-choice application - Baylink

Report S-5
User Benefits (hours) for the Build Alternative
Total
All Transit-Access Markets
All Trip Purposes

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	3	-1	-1	-1	1	0	0	0	-4	18	0	18	0	0	6	1	0	0	0	0	2	0	0	42
2 Doral	0	0	0	0	0	0	0	0	0	-1	15	-1	3	0	0	1	0	0	0	0	0	0	0	0	18
3 F.I.U.	0	3	1	0	-14	4	0	0	-2	-3	9	1	13	0	0	-1	1	-1	0	0	0	0	1	0	11
4 Airpt W.	0	0	0	-1	-1	0	0	-1	0	-1	7	-1	1	0	0	-1	1	-1	0	0	0	0	0	0	3
5 Bl. Lagoon	0	-7	-14	-2	-16	-2	-1	-3	-5	-3	-3	3	25	0	-1	-6	-1	-1	0	-1	0	0	0	0	-37
6 MIC MIA	0	3	-2	0	0	0	0	0	0	-2	20	0	10	0	-1	2	0	0	0	0	0	0	0	0	32
7 Allapattah	0	1	0	0	0	1	0	0	7	-2	48	-1	59	0	-5	2	1	-1	0	1	0	0	0	0	113
8 Civic Ctr	0	6	1	2	1	9	6	3	3	-4	87	1	68	0	4	12	10	0	4	4	0	1	1	0	219
9 Lt. Havana	3	57	16	19	3	77	61	158	-3	0	64	38	245	0	65	209	96	8	31	42	3	9	18	0	1217
10 Cul Over	-1	2	-1	1	3	2	0	1	19	0	103	1	76	0	-4	7	1	-1	0	5	0	0	0	0	214
11 CBD	3	27	15	7	3	37	21	57	2	4	631	0	125	0	22	85	46	0	13	2	3	6	16	1	1128
12 N. Beach	0	14	4	5	6	15	7	27	15	-17	149	60	676	0	58	42	29	10	5	24	0	3	4	0	1136
13 S. Beach	2	82	23	21	34	47	30	153	61	26	599	171	458	0	81	238	135	5	17	148	1	12	22	0	2364
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	2	12	10	8	8	53	-6	50	-7	-17	-32	-24	140	0	-4	77	53	-39	1	60	1	5	7	1	361
16 SE Dade	0	-30	-25	1	6	3	14	39	3	-3	91	39	221	0	9	25	17	-9	6	0	0	0	3	0	413
17 NW Dade	0	2	-1	-5	-4	4	0	0	0	-8	67	6	47	0	-1	1	2	-10	0	-1	0	0	0	0	100
18 North Dade	0	1	-1	0	-1	-1	-1	-8	-2	-9	-12	-35	-28	0	-22	-20	10	-3	0	-6	0	0	0	0	-141
19 N.C. Dade	0	1	0	0	-1	0	0	0	1	-2	-1	-2	16	0	-1	1	0	0	-1	1	0	0	0	0	11
20 Brickell	1	22	8	7	4	23	16	23	-3	13	333	17	94	0	20	52	33	2	8	30	1	2	6	0	717
21 SW Dade	0	2	-1	-1	1	0	0	0	1	-1	11	1	15	0	0	7	0	-1	0	0	0	1	0	0	36
22 S.C. Dade	0	0	-1	0	-1	1	0	0	1	-1	13	5	35	0	0	4	1	-1	0	0	0	0	0	0	57
23 S. Miami	0	2	-1	-2	2	1	0	0	1	-3	32	7	56	0	-1	9	0	-1	0	0	-1	1	-1	0	104
24 South Dade	0	1	-1	-1	2	0	0	0	0	-2	11	0	16	0	0	8	0	0	0	0	-1	0	0	0	35
Total	10	204	29	59	36	275	149	501	91	-41	2262	288	2389	0	220	760	436	-43	85	311	8	43	79	2	8152

Source: Mode-choice application - Baylink

Report S-6
User Benefits (hours) for the Build Alternative
Caused by Changes in the Price of Auto Travel
All Transit-Access Markets
All Trip Purposes

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Report S-7
User Benefits (hours) for the Build Alternative
Caused by Changes in the Price of Transit Travel
All Transit-Access Markets
All Trip Purposes

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	3	-1	-1	-1	1	0	0	0	-4	18	0	18	0	0	6	1	0	0	0	0	2	0	0	42
2 Doral	0	0	0	0	0	0	0	0	0	-1	15	-1	3	0	0	1	0	0	0	0	0	0	0	0	18
3 F.I.U.	0	3	1	0	-14	4	0	0	-2	-3	9	1	13	0	0	-1	1	-1	0	0	0	0	1	0	11
4 Airpt W.	0	0	0	-1	-1	0	0	-1	0	-1	7	-1	1	0	0	-1	1	-1	0	0	0	0	0	0	3
5 Bl. Lagoon	0	-7	-14	-2	-16	-2	-1	-3	-5	-3	-3	3	25	0	-1	-6	-1	-1	0	-1	0	0	0	0	-37
6 MIC MIA	0	3	-2	0	0	0	0	0	0	-2	20	0	10	0	-1	2	0	0	0	0	0	0	0	0	32
7 Allapattah	0	1	0	0	0	1	0	0	7	-2	48	-1	59	0	-5	2	1	-1	0	1	0	0	0	0	113
8 Civic Ctr	0	6	1	2	1	9	6	3	3	-4	87	1	68	0	4	12	10	0	4	4	0	1	1	0	219
9 Lt. Havana	3	57	16	19	3	77	61	158	-3	0	64	38	245	0	65	209	96	8	31	42	3	9	18	0	1217
10 Cul Over	-1	2	-1	1	3	2	0	1	19	0	103	1	76	0	-4	7	1	-1	0	5	0	0	0	0	214
11 CBD	3	27	15	7	3	37	21	57	2	4	631	0	125	0	22	85	46	0	13	2	3	6	16	1	1128
12 N. Beach	0	14	4	5	6	15	7	27	15	-17	149	60	676	0	58	42	29	10	5	24	0	3	4	0	1136
13 S. Beach	2	82	23	21	34	47	30	153	61	26	599	171	458	0	81	238	135	5	17	148	1	12	22	0	2364
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	2	12	10	8	8	53	-6	50	-7	-17	-32	-24	140	0	-4	77	53	-39	1	60	1	5	7	1	361
16 SE Dade	0	-30	-25	1	6	3	14	39	3	-3	91	39	221	0	9	25	17	-9	6	0	0	0	3	0	413
17 NW Dade	0	2	-1	-5	-4	4	0	0	0	-8	67	6	47	0	-1	1	2	-10	0	-1	0	0	0	0	100
18 North Dade	0	1	-1	0	-1	-1	-1	-8	-2	-9	-12	-35	-28	0	-22	-20	10	-3	0	-6	0	0	0	0	-141
19 N.C. Dade	0	1	0	0	-1	0	0	0	1	-2	-1	-2	16	0	-1	1	0	0	-1	1	0	0	0	0	11
20 Brickell	1	22	8	7	4	23	16	23	-3	13	333	17	94	0	20	52	33	2	8	30	1	2	6	0	717
21 SW Dade	0	2	-1	-1	1	0	0	0	1	-1	11	1	15	0	0	7	0	-1	0	0	0	1	0	0	36
22 S.C. Dade	0	0	-1	0	-1	1	0	0	1	-1	13	5	35	0	0	4	1	-1	0	0	0	0	0	0	57
23 S. Miami	0	2	-1	-2	2	1	0	0	1	-3	32	7	56	0	-1	9	0	-1	0	0	-1	1	-1	0	104
24 South Dade	0	1	-1	-1	2	0	0	0	0	-2	11	0	16	0	0	8	0	0	0	0	-1	0	0	0	35
Total	10	204	29	59	36	275	149	501	91	-41	2262	288	2389	0	220	760	436	-43	85	311	8	43	79	2	8152

Source: Mode-choice application - Baylink

Report S-8
User Benefits (hours) for the Build Alternative
Caused by Trip Asymmetry
All Transit-Access Markets
All Trip Purposes

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Report S-9
Transit Share (percent) for the Baseline Alternative
All Socio-Economic Markets
All Transit-Access Markets
Home-Based Work

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	1.7	2.6	4.1	1.5	2.0	2.6	5.2	6.8	3.3	4.9	10.3	4.4	4.5	0.0	3.5	2.8	1.6	1.7	3.1	7.6	2.0	2.1	2.1	0.6	3.0
2 Doral	2.3	4.7	7.5	4.6	4.1	5.8	7.4	9.5	5.0	7.6	14.5	6.0	6.2	0.0	5.6	4.7	3.5	2.4	5.7	10.3	2.4	2.9	3.7	0.0	5.1
3 F.I.U.	2.9	5.0	8.2	3.1	6.1	4.3	7.3	9.4	7.5	8.3	14.7	6.4	7.6	0.1	5.4	4.0	3.0	2.6	5.0	9.2	2.3	3.1	2.5	1.5	5.4
4 Airpt W.	2.3	4.1	5.9	3.5	2.6	3.6	6.0	7.6	4.7	7.2	11.7	5.5	6.0	0.0	4.5	4.2	2.8	2.4	5.0	8.3	2.3	2.5	4.2	0.0	4.6
5 Bl. Lagoon	2.6	4.4	11.8	3.2	5.4	3.6	5.3	7.1	8.9	7.7	15.8	5.1	7.4	0.0	4.3	4.5	2.8	2.3	3.6	8.8	2.2	3.2	3.2	0.0	5.6
6 MIC MIA	2.0	4.7	8.0	3.1	3.4	3.1	3.5	4.5	4.2	4.0	8.5	3.9	3.7	0.0	3.7	4.2	3.6	2.3	4.0	6.2	4.8	3.7	5.1	0.0	4.4
7 Allapattah	5.3	8.8	11.5	7.5	6.7	7.7	7.4	11.4	8.9	10.9	16.7	9.3	10.3	0.0	8.8	8.3	7.9	4.9	9.2	11.9	8.8	7.0	10.6	0.0	9.8
8 Civic Ctr	18.2	21.9	28.4	18.9	20.9	19.9	22.3	16.6	23.4	26.3	32.8	21.6	25.0	0.0	22.7	23.3	21.3	14.3	23.9	30.3	27.3	20.5	30.0	0.0	23.9
9 Lt. Havana	6.9	9.8	17.8	7.7	12.1	8.8	12.3	14.1	11.3	14.2	23.4	10.3	14.3	0.0	10.9	11.1	8.7	6.6	10.0	16.9	10.3	8.6	11.9	0.0	13.0
10 Cul Over	14.6	18.4	24.5	16.8	17.0	17.4	20.4	21.3	19.2	20.1	31.7	20.2	25.3	0.0	20.1	20.3	16.7	12.7	19.0	26.0	16.7	18.7	25.3	0.0	21.6
11 CBD	42.9	33.6	42.3	28.3	33.3	32.7	41.3	38.8	36.5	41.5	36.7	35.0	40.2	0.0	37.1	36.2	33.7	23.3	36.4	42.0	50.0	36.4	37.5	0.0	36.4
12 N. Beach	4.6	8.4	11.3	7.2	8.0	9.3	12.2	12.7	10.0	15.7	19.0	13.7	19.0	0.0	12.4	8.6	9.0	8.8	10.6	12.5	11.1	7.0	10.6	0.0	12.7
13 S. Beach	9.7	14.1	21.2	12.5	16.4	15.2	20.2	22.1	19.6	28.4	33.0	26.4	22.4	0.0	20.3	16.3	13.8	13.5	16.8	23.5	16.7	13.6	19.1	0.0	22.2
14 NW Tpke	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 NE Dade	5.6	7.8	11.6	7.0	7.6	8.0	11.2	12.7	9.8	14.1	18.5	11.3	13.4	0.3	9.6	9.4	7.3	6.4	9.4	13.0	9.9	7.7	11.9	0.0	9.8
16 SE Dade	3.7	4.8	7.6	4.1	4.7	4.8	7.6	9.8	6.7	8.1	15.7	6.5	7.7	0.0	6.0	6.2	4.7	3.4	5.8	11.2	5.4	4.9	5.7	4.2	7.1
17 NW Dade	0.9	2.1	3.6	2.7	2.0	2.7	5.0	6.6	3.9	5.1	9.9	4.2	4.7	0.0	3.7	3.2	2.9	1.9	3.8	7.1	1.4	1.6	2.7	0.0	3.3
18 North Dade	1.1	1.9	3.0	2.3	2.5	2.6	3.7	4.4	3.3	4.7	7.0	5.3	5.5	0.0	4.0	2.8	2.2	2.6	3.1	5.0	0.0	2.2	3.7	0.0	3.2
19 N.C. Dade	4.1	6.8	8.7	5.4	4.8	5.7	7.1	8.8	7.1	8.0	12.5	7.0	7.4	0.0	6.5	6.5	6.0	3.6	5.6	9.8	5.9	5.0	7.3	0.0	7.1
20 Brickell	7.9	10.3	13.6	8.1	8.8	8.3	12.0	15.2	11.2	13.0	21.6	10.1	13.3	0.0	9.7	11.3	9.4	5.5	9.7	9.7	12.5	8.4	12.7	0.0	12.7
21 SW Dade	1.7	2.5	3.3	1.6	1.9	2.9	6.5	9.0	4.2	7.0	14.6	5.1	6.0	0.0	4.4	3.4	2.0	2.0	3.8	10.4	2.1	1.8	2.6	1.2	3.0
22 S.C. Dade	2.4	3.1	4.8	2.1	2.7	3.6	6.2	8.3	4.2	6.9	13.0	5.1	5.8	0.0	4.5	3.9	2.4	2.0	4.1	8.8	2.7	2.6	2.8	1.8	4.0
23 S. Miami	1.7	2.7	3.6	2.2	2.6	3.7	7.4	10.1	5.1	8.1	15.9	6.2	7.0	0.0	5.3	4.0	2.8	2.8	4.7	10.4	2.9	2.2	3.1	2.7	4.1
24 South Dade	1.2	2.9	3.2	2.4	2.8	4.4	9.0	11.5	6.1	8.9	16.6	6.7	7.1	0.0	6.1	4.8	3.3	3.0	5.4	12.9	2.6	2.1	3.9	2.8	3.3
Total	1.8	3.5	5.6	3.3	4.2	4.6	8.0	9.9	6.9	10.1	15.9	10.2	11.7	0.0	6.5	5.1	3.6	3.4	5.8	11.0	2.5	2.6	3.5	2.7	5.4

Source: Mode-choice application - Baylink

Report S-10
Transit Share (percent) for the Baseline Alternative
All Socio-Economic Markets
All Transit-Access Markets
Home-Based Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0.5	1.4	1.9	0.8	1.3	1.8	2.3	2.8	1.6	2.1	3.8	1.7	1.8	0.0	1.4	1.2	0.6	0.3	1.5	1.8	0.5	0.7	0.6	0.3	1.1
2 Doral	0.2	1.4	2.8	0.8	1.4	2.2	2.3	2.7	1.7	1.8	3.8	1.7	1.6	0.0	1.6	1.2	0.7	0.0	1.4	1.7	0.0	0.7	0.9	0.0	1.4
3 F.I.U.	0.9	2.4	3.4	1.2	2.7	2.8	3.1	3.7	3.0	3.1	5.5	2.1	2.8	0.0	2.2	1.7	1.2	0.5	2.3	2.8	0.3	1.4	1.0	0.0	2.4
4 Airpt W.	0.0	1.7	2.7	0.8	1.0	1.4	2.4	3.0	1.5	2.7	4.3	1.7	2.6	0.0	1.5	1.5	0.7	0.3	1.6	2.6	0.0	0.8	0.7	0.0	1.5
5 Bl. Lagoon	1.3	2.8	6.1	1.8	1.7	2.5	2.5	3.3	3.5	3.3	5.8	2.6	2.9	0.0	2.1	2.0	1.6	0.6	2.0	3.4	0.0	1.9	1.3	0.0	2.8
6 MIC MIA	2.1	2.4	3.8	1.2	1.6	1.4	1.8	2.3	1.9	2.1	3.5	1.9	1.9	0.0	1.8	2.0	1.8	0.5	1.6	3.0	0.0	1.5	2.6	0.0	2.0
7 Allapattah	2.1	5.4	6.6	2.9	3.1	4.4	2.4	5.0	3.7	4.4	7.0	3.9	3.9	0.0	3.9	4.1	4.1	1.8	4.0	5.6	0.0	3.4	3.9	0.0	4.6
8 Civic Ctr	8.3	13.0	17.9	7.2	9.1	11.7	11.2	6.2	10.2	11.8	14.5	9.9	10.4	0.0	10.8	11.7	10.6	5.7	11.7	15.0	0.0	11.8	10.0	0.0	11.8
9 Lt. Havana	2.9	5.7	9.6	3.0	5.1	4.8	5.6	5.9	3.9	5.4	9.1	4.1	4.4	0.0	4.7	4.7	4.1	2.2	4.7	6.6	5.3	4.5	3.9	0.0	5.9
10 Cul Over	4.5	11.2	15.2	6.3	7.1	9.9	9.8	9.2	7.9	8.1	14.9	7.7	9.4	0.0	8.4	10.5	8.1	3.8	8.8	11.9	0.0	9.1	11.1	0.0	10.4
11 CBD	0.0	14.3	22.6	9.5	11.6	13.1	13.5	13.8	11.1	12.7	7.0	11.8	11.2	0.0	13.8	11.1	13.1	5.3	13.1	9.1	0.0	15.4	15.4	0.0	10.0
12 N. Beach	2.9	3.9	5.8	2.3	3.8	5.0	5.1	5.3	4.1	7.2	9.2	5.6	8.6	0.0	5.0	4.0	3.4	3.2	4.8	5.3	0.0	2.9	3.4	0.0	6.4
13 S. Beach	3.4	6.3	10.7	4.1	5.9	6.0	7.2	8.5	6.7	12.1	15.4	9.7	9.6	0.0	7.5	6.1	4.9	3.3	6.1	8.3	0.0	5.0	4.2	0.0	9.9
14 NW Tpke	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 NE Dade	2.7	6.1	8.3	3.6	4.1	5.7	6.5	8.0	5.3	7.2	9.9	5.1	5.9	0.0	3.7	5.2	3.8	1.8	5.1	6.2	2.9	4.7	4.6	0.0	4.8
16 SE Dade	1.4	2.6	3.6	1.9	2.0	2.8	3.5	4.3	2.7	3.4	6.3	2.8	3.1	0.0	2.5	2.5	1.9	0.9	2.7	3.9	1.4	2.0	1.7	0.0	3.0
17 NW Dade	0.3	1.2	2.6	1.4	1.3	2.2	3.1	3.8	2.2	2.7	4.6	2.1	2.4	0.0	1.8	1.8	1.1	0.5	2.1	2.6	0.4	1.2	0.9	0.0	1.4
18 North Dade	0.0	0.8	1.2	0.5	0.8	0.9	1.5	1.6	1.1	1.9	2.6	3.9	2.5	0.0	1.8	0.8	0.6	0.6	1.1	1.1	0.0	0.7	0.7	0.0	1.0
19 N.C. Dade	1.9	3.8	5.4	2.0	2.3	3.0	3.0	4.4	3.1	3.4	5.4	2.7	2.6	0.0	2.7	3.1	3.0	1.3	1.5	4.3	0.0	2.7	2.5	0.0	3.2
20 Brickell	0.0	6.7	9.6	3.8	5.9	6.2	7.9	9.3	6.2	9.6	11.4	7.0	9.0	0.0	5.8	6.4	4.6	1.7	6.5	2.2	0.0	5.1	4.5	0.0	6.2
21 SW Dade	0.3	1.4	1.2	0.9	0.9	1.3	2.1	2.7	1.4	2.1	3.7	1.6	1.7	0.0	1.2	1.2	0.5	0.3	1.2	1.8	0.5	0.5	1.0	0.6	0.8
22 S.C. Dade	0.9	1.9	2.9	1.4	1.7	2.5	2.6	3.3	1.9	2.8	4.7	2.2	2.3	0.0	1.8	1.9	0.9	0.6	2.0	2.4	0.7	1.2	1.0	1.2	1.8
23 S. Miami	0.6	2.2	2.5	1.6	1.7	2.3	3.2	4.2	2.3	3.4	5.5	2.6	2.7	0.0	2.2	1.8	1.1	0.6	2.2	2.8	1.1	1.0	1.4	1.5	1.6
24 South Dade	0.4	1.6	2.2	1.5	1.4	2.0	2.9	3.7	2.1	2.9	4.7	2.3	2.5	0.0	1.9	2.0	0.9	0.4	2.0	2.6	0.9	1.0	1.7	1.2	1.4
Total	0.5	1.9	2.9	1.5	2.1	3.0	4.4	5.2	3.3	5.5	7.5	5.4	6.6	0.0	2.9	2.3	1.3	0.8	3.1	3.8	0.7	1.0	1.3	1.2	2.4

Source: Mode-choice application - Baylink

Report S-11
Transit Share (percent) for the Baseline Alternative
All Socio-Economic Markets
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0.4	1.0	2.0	0.6	1.5	2.6	2.6	3.9	1.8	2.6	7.0	2.1	2.7	0.0	1.6	1.5	0.5	0.3	1.8	3.7	0.4	0.7	0.5	0.1	0.8
2 Doral	1.1	1.9	6.1	1.4	3.3	6.6	4.6	6.6	3.8	4.6	12.4	3.3	4.8	0.0	2.8	3.2	1.2	0.5	3.1	6.9	1.3	1.7	2.4	0.7	2.6
3 F.I.U.	1.8	5.0	6.6	2.7	5.9	8.6	8.3	11.3	7.1	8.6	20.1	6.4	8.7	0.0	5.6	3.7	2.7	1.7	5.8	11.2	1.2	2.3	2.4	0.8	4.6
4 Airpt W.	0.5	1.8	4.3	1.3	1.4	2.0	2.9	4.3	1.9	3.2	8.7	2.3	3.3	0.0	1.8	1.9	1.2	0.5	2.0	4.6	0.5	0.9	1.2	0.0	1.9
5 Bl. Lagoon	0.6	2.2	5.7	1.1	1.4	2.9	2.3	3.3	3.4	3.3	10.1	2.6	3.6	0.0	1.8	1.8	0.9	0.5	1.8	4.4	0.3	0.7	1.0	0.0	2.4
6 MIC MIA	0.5	2.1	3.1	0.8	1.6	0.8	2.3	2.7	2.0	3.0	8.0	2.5	3.0	0.0	1.7	2.1	1.2	0.6	2.1	4.5	0.6	0.9	1.5	0.0	1.9
7 Allapattah	1.1	2.4	3.7	1.0	1.6	3.2	1.5	2.7	2.5	3.4	8.5	2.8	3.5	0.0	2.6	2.5	2.0	0.9	2.7	4.8	1.0	1.2	2.2	0.0	3.0
8 Civic Ctr	1.2	2.6	4.3	1.0	2.0	3.3	2.5	0.6	2.6	3.5	9.3	2.8	4.2	0.0	2.7	2.9	2.1	1.0	3.2	5.7	1.4	1.8	2.8	1.9	3.3
9 Lt. Havana	1.1	2.6	6.3	1.2	3.1	3.0	2.8	3.4	2.2	3.2	9.7	2.3	3.5	0.0	2.2	2.4	1.6	0.9	2.6	4.6	0.9	1.4	1.6	0.0	3.4
10 Cul Over	1.3	2.6	5.0	1.3	2.3	3.4	3.2	3.7	2.9	3.5	13.0	4.2	6.9	0.0	3.7	3.1	1.9	1.5	3.0	6.0	1.6	1.8	3.0	0.0	4.7
11 CBD	1.7	3.2	8.0	1.7	4.1	3.9	4.3	5.3	4.9	7.1	4.3	5.5	8.1	0.0	4.4	4.0	2.2	1.5	3.2	5.8	1.6	2.4	2.8	1.7	4.5
12 N. Beach	0.5	1.1	3.0	0.4	1.5	2.4	2.4	2.5	2.0	4.6	9.0	3.5	6.3	0.0	3.0	1.7	1.1	1.6	2.2	3.4	0.0	0.7	1.1	0.0	3.5
13 S. Beach	0.9	1.3	3.8	0.6	1.8	1.9	2.4	3.3	2.5	5.9	11.0	5.1	4.7	0.0	2.9	1.8	1.0	1.3	1.8	3.9	0.9	0.7	1.4	0.0	4.3
14 NW Tpke	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 NE Dade	0.6	1.8	3.4	0.8	1.5	2.4	3.0	4.1	2.3	4.7	9.5	3.7	4.7	0.0	2.2	2.0	1.4	1.5	2.2	4.1	0.7	0.9	1.6	0.8	2.4
16 SE Dade	1.2	1.9	3.3	1.3	1.7	3.1	3.1	4.5	2.4	3.5	10.1	2.8	3.7	0.0	2.1	2.1	1.2	0.7	2.4	5.3	1.0	1.4	1.5	0.7	2.6
17 NW Dade	0.2	1.0	2.1	0.9	0.9	2.0	2.8	4.0	1.9	2.6	7.2	2.3	2.8	0.0	1.4	1.5	0.8	0.5	1.9	4.0	0.3	0.5	0.8	0.2	1.1
18 North Dade	0.3	0.8	1.5	0.4	0.8	1.1	1.6	1.8	1.1	2.2	4.2	2.7	3.0	0.0	1.5	0.9	0.5	0.6	1.3	2.1	0.4	0.2	0.7	0.0	0.9
19 N.C. Dade	0.5	2.4	3.5	1.1	1.5	2.9	2.8	3.8	2.4	3.4	7.8	2.7	2.8	0.0	2.1	2.3	1.7	0.8	1.0	4.4	0.8	1.1	1.6	0.0	2.5
20 Brickell	1.1	2.2	5.5	1.3	2.5	2.9	3.0	4.5	3.0	4.3	11.4	3.6	4.6	0.0	2.8	3.4	1.7	1.1	2.5	1.2	1.0	1.6	2.0	1.2	4.2
21 SW Dade	0.4	1.1	1.3	0.7	0.9	1.6	2.6	3.8	1.7	2.6	7.7	1.9	2.9	0.0	1.7	1.2	0.4	0.4	1.6	4.0	0.5	0.4	0.9	0.9	0.8
22 S.C. Dade	0.7	1.7	3.1	1.1	1.7	3.7	3.2	4.4	2.0	3.4	8.7	2.7	3.5	0.0	1.9	1.9	0.7	0.5	1.9	4.5	0.5	0.6	0.6	0.3	1.4
23 S. Miami	0.5	1.5	2.1	1.2	1.4	2.4	3.2	4.8	2.2	3.6	9.5	2.8	3.8	0.0	2.1	1.7	0.7	0.7	2.2	4.8	0.9	0.7	1.1	1.4	1.3
24 South Dade	0.1	1.1	1.5	1.2	1.4	1.6	4.5	3.3	1.9	2.7	6.5	2.1	2.5	0.0	1.4	1.6	0.6	0.0	0.0	3.5	0.8	0.4	1.2	0.8	0.9
Total	0.7	1.9	4.2	1.2	2.1	2.9	2.9	3.7	2.8	4.2	8.5	3.6	5.0	0.0	2.1	2.2	1.0	0.8	2.3	4.3	0.7	1.0	1.2	0.9	2.1

Source: Mode-choice application - Baylink

Report S-12
Transit Share (percent) for the Build Alternative

All Socio-Economic Markets
All Transit-Access Markets
Home-Based Work

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	1.7	2.6	4.1	1.5	2.0	2.6	5.2	6.8	3.3	4.9	10.4	4.6	5.8	0.0	3.5	2.9	1.6	1.5	3.1	7.6	2.0	2.1	2.1	0.6	3.0
2 Doral	2.3	4.7	7.5	4.6	4.1	5.8	7.4	9.5	5.5	7.6	14.8	6.0	7.5	0.0	5.6	4.7	3.5	2.1	5.7	10.3	2.4	2.9	3.7	0.0	5.2
3 F.I.U.	2.9	5.1	8.3	3.1	6.0	4.4	7.3	9.3	7.4	8.3	14.8	6.4	8.6	0.1	5.4	4.0	3.0	2.6	5.0	9.2	2.3	3.1	2.6	1.5	5.4
4 Airpt W.	2.3	4.1	5.9	3.5	2.4	3.6	6.0	7.6	4.3	7.2	11.8	5.5	6.4	0.0	4.6	4.2	2.9	2.2	5.0	8.3	2.3	2.5	4.2	0.0	4.6
5 Bl. Lagoon	2.6	4.2	11.5	3.2	5.1	3.5	5.1	7.0	8.7	7.6	15.6	5.5	9.0	0.0	4.3	4.4	2.8	2.2	3.6	8.7	2.8	3.2	3.3	0.0	5.6
6 MIC MIA	2.0	4.7	8.0	3.1	3.4	3.1	3.5	4.5	4.2	4.0	8.8	4.2	7.3	0.0	3.7	4.2	3.6	1.9	4.0	6.2	4.8	3.7	5.1	0.0	4.6
7 Allapattah	5.3	8.9	11.5	7.5	6.7	7.8	7.4	11.5	9.0	10.9	17.0	9.6	13.2	0.0	8.8	8.3	8.0	4.9	9.2	11.9	8.8	7.0	10.6	0.0	10.0
8 Civic Ctr	18.2	22.5	29.7	18.9	20.9	20.2	23.0	16.8	23.4	26.3	33.4	23.3	31.1	0.0	22.8	23.8	21.9	13.9	23.9	30.6	27.3	20.5	30.0	0.0	24.5
9 Lt. Havana	7.4	10.6	17.8	8.2	12.1	9.4	13.1	15.1	11.2	14.3	23.2	11.9	18.7	0.0	11.3	11.6	9.5	6.9	10.8	17.6	11.1	9.4	12.8	0.0	13.6
10 Cul Over	14.6	18.6	23.9	17.0	17.0	17.5	20.4	21.3	19.2	20.1	32.2	20.8	28.0	0.0	20.1	20.3	16.8	12.7	19.0	26.2	16.7	18.7	25.3	0.0	21.8
11 CBD	42.9	33.6	42.3	28.3	33.3	32.7	43.5	39.4	36.5	41.5	39.8	38.0	46.4	0.0	37.5	36.6	33.7	23.3	36.4	40.9	50.0	36.4	37.5	0.0	37.5
12 N. Beach	4.6	8.9	11.8	7.5	8.4	9.6	12.5	13.1	10.8	15.9	20.4	13.8	19.6	0.0	12.6	9.5	9.3	8.8	10.9	13.5	11.1	8.5	12.7	0.0	13.1
13 S. Beach	12.5	18.5	25.9	15.3	19.5	17.1	23.0	27.0	23.8	29.8	37.5	26.4	23.5	0.0	21.9	22.3	18.3	13.8	19.6	29.0	16.7	20.3	27.7	0.0	25.1
14 NW Tpke	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 NE Dade	5.3	7.8	11.5	7.1	7.4	8.1	11.2	12.4	9.8	14.2	18.7	11.4	14.7	0.0	9.6	9.2	7.3	6.3	9.4	12.9	9.9	7.5	11.8	0.0	9.8
16 SE Dade	3.7	4.7	7.4	4.1	4.8	4.9	7.7	9.8	6.7	8.3	15.8	7.4	11.5	0.0	5.9	6.2	4.7	3.2	5.8	11.2	5.4	4.8	5.8	4.2	7.2
17 NW Dade	0.9	2.1	3.6	2.7	2.0	2.7	5.1	6.6	3.9	5.1	10.1	4.3	5.5	0.0	3.7	3.2	2.9	1.9	3.8	7.1	1.4	1.6	2.7	0.0	3.3
18 North Dade	1.1	1.9	3.0	2.3	2.5	2.6	3.7	4.3	3.3	4.7	7.1	5.2	5.5	0.0	4.0	2.6	2.2	2.6	3.1	4.9	0.0	1.8	3.7	0.0	3.2
19 N.C. Dade	2.7	6.9	8.7	5.4	4.8	5.7	7.1	8.7	7.1	8.0	12.9	7.0	9.4	0.0	6.5	6.4	6.0	3.6	5.4	9.8	5.9	5.0	7.3	0.0	7.1
20 Brickell	7.9	11.3	14.5	8.8	9.4	8.9	12.8	15.5	11.0	13.9	21.8	11.9	17.0	0.0	10.2	11.5	10.2	5.9	10.4	10.3	12.5	8.4	13.1	0.0	13.2
21 SW Dade	1.7	2.5	3.3	1.6	1.9	2.9	6.5	9.0	4.3	7.0	14.8	6.0	10.1	0.0	4.4	3.5	2.0	2.0	3.8	10.4	2.1	1.8	2.6	1.2	3.0
22 S.C. Dade	2.4	3.1	4.8	2.1	2.7	3.6	6.2	8.3	4.2	6.9	13.2	5.8	9.2	0.0	4.5	4.0	2.4	1.8	4.1	8.8	2.7	2.6	2.8	1.8	4.1
23 S. Miami	1.7	2.7	3.6	2.2	2.6	3.7	7.5	10.1	5.2	8.1	16.1	7.3	11.4	0.0	5.2	4.0	2.8	2.5	4.7	10.4	2.9	2.2	3.1	2.7	4.2
24 South Dade	1.2	2.9	3.2	2.4	2.8	4.5	9.0	11.5	6.1	8.9	16.8	7.3	11.6	0.0	6.1	4.9	3.3	3.0	5.4	12.9	2.6	2.1	3.9	2.8	3.3
Total	1.8	3.5	5.6	3.3	4.2	4.7	8.1	10.1	7.0	10.2	16.3	10.4	13.4	0.0	6.6	5.2	3.7	3.4	5.9	11.2	2.5	2.6	3.5	2.7	5.5

Source: Mode-choice application - Baylink

Report S-13
Transit Share (percent) for the Build Alternative
All Socio-Economic Markets
All Transit-Access Markets
Home-Based Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0.5	1.4	1.9	0.8	1.3	1.8	2.3	2.8	1.6	2.0	3.9	1.6	1.9	0.0	1.4	1.2	0.6	0.3	1.5	1.8	0.5	0.7	0.6	0.3	1.1
2 Doral	0.2	1.4	2.8	0.8	1.4	2.2	2.3	2.7	1.7	1.8	3.8	1.7	1.6	0.0	1.6	1.2	0.7	0.0	1.4	1.7	0.0	0.7	0.9	0.0	1.4
3 F.I.U.	0.9	2.4	3.4	1.2	2.6	2.8	3.1	3.7	3.0	3.0	5.5	2.3	2.8	0.0	2.2	1.7	1.2	0.5	2.2	2.8	0.3	1.4	1.0	0.0	2.4
4 Airpt W.	0.0	1.7	2.7	0.8	1.0	1.4	2.4	3.0	1.5	2.7	4.3	1.7	2.4	0.0	1.5	1.5	0.7	0.3	1.6	2.6	0.0	0.8	0.7	0.0	1.5
5 Bl. Lagoon	1.3	2.8	6.0	1.8	1.6	2.5	2.5	3.3	3.5	3.2	5.8	2.6	3.2	0.0	2.1	2.0	1.6	0.6	2.0	3.4	0.0	1.9	1.3	0.0	2.8
6 MIC MIA	2.1	2.5	3.6	1.2	1.6	1.4	1.8	2.3	1.9	2.0	3.7	1.9	2.3	0.0	1.8	2.0	1.8	0.5	1.6	3.0	0.0	1.5	2.6	0.0	2.1
7 Allapattah	2.1	5.4	6.6	2.9	3.1	4.4	2.4	5.0	3.9	4.4	7.2	3.8	4.6	0.0	3.9	4.1	4.1	1.8	4.0	5.6	0.0	3.4	3.9	0.0	4.7
8 Civic Ctr	8.3	13.4	17.9	7.6	9.1	12.2	11.8	6.2	10.3	11.6	14.9	9.6	12.1	0.0	10.9	11.9	11.2	5.7	12.4	15.1	0.0	11.8	10.0	0.0	12.1
9 Lt. Havana	3.6	6.1	10.3	3.2	5.2	5.2	6.5	6.9	3.9	5.3	9.3	4.3	6.2	0.0	5.0	5.1	4.6	2.3	5.4	6.6	5.3	5.2	5.0	0.0	6.3
10 Cul Over	4.5	11.2	15.2	6.3	7.5	9.9	9.8	9.2	8.8	8.1	15.2	7.5	10.0	0.0	8.3	10.6	8.1	3.6	8.8	12.1	0.0	9.1	11.1	0.0	10.5
11 CBD	0.0	15.1	24.5	9.5	11.6	13.1	13.8	14.0	11.2	12.8	7.5	11.8	13.6	0.0	13.8	11.1	13.5	5.3	13.8	9.3	0.0	15.4	15.4	0.0	10.4
12 N. Beach	2.9	4.1	5.8	2.5	4.3	5.3	5.3	5.6	4.4	6.9	9.4	5.6	9.8	0.0	5.2	4.1	3.5	3.3	5.1	5.2	0.0	2.9	3.4	0.0	6.8
13 S. Beach	3.4	7.5	12.1	4.5	7.0	7.3	8.2	9.5	8.2	12.1	17.1	10.7	10.7	0.0	8.4	7.6	6.2	3.9	7.0	9.8	0.0	7.5	6.2	0.0	11.0
14 NW Tpke	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 NE Dade	3.3	6.2	8.7	3.7	4.2	5.8	6.4	8.4	5.2	7.1	9.8	5.0	6.2	0.0	3.7	5.6	3.9	1.8	5.1	6.7	2.9	5.2	5.2	0.0	4.8
16 SE Dade	1.4	2.5	3.5	1.9	2.0	2.7	3.6	4.5	2.7	3.3	6.3	2.8	3.6	0.0	2.6	2.5	2.0	0.9	2.8	3.9	1.4	2.0	1.7	0.0	3.1
17 NW Dade	0.3	1.2	2.6	1.4	1.3	2.2	3.1	3.8	2.2	2.6	4.7	2.1	2.5	0.0	1.8	1.8	1.1	0.5	2.1	2.6	0.4	1.2	0.9	0.0	1.4
18 North Dade	0.0	0.8	1.2	0.5	0.7	0.9	1.4	1.6	1.1	1.7	2.5	3.7	2.1	0.0	1.8	0.8	0.6	0.6	1.1	1.1	0.0	0.7	0.7	0.0	1.0
19 N.C. Dade	1.9	3.8	5.4	2.0	2.3	3.0	3.0	4.4	3.1	3.3	5.2	2.6	2.9	0.0	2.7	3.1	3.0	1.3	1.5	4.3	0.0	2.7	2.5	0.0	3.2
20 Brickell	0.0	8.0	10.8	4.6	5.9	7.1	9.0	10.0	6.2	9.5	12.2	7.3	12.4	0.0	6.1	6.7	5.5	1.7	7.7	2.2	0.0	5.1	4.5	0.0	6.6
21 SW Dade	0.3	1.4	1.2	0.9	0.9	1.3	2.1	2.7	1.4	2.0	3.8	1.6	1.9	0.0	1.2	1.2	0.5	0.3	1.2	1.8	0.5	0.5	1.0	0.6	0.8
22 S.C. Dade	0.9	1.9	2.9	1.4	1.7	2.5	2.6	3.3	1.9	2.6	4.8	2.2	2.6	0.0	1.8	1.9	0.9	0.6	2.0	2.4	0.7	1.2	1.0	1.2	1.8
23 S. Miami	0.6	2.2	2.5	1.6	1.7	2.3	3.2	4.2	2.3	3.2	5.6	2.5	3.1	0.0	2.2	1.8	1.1	0.6	2.2	2.8	1.1	1.0	1.4	1.5	1.6
24 South Dade	0.4	1.6	2.2	1.5	1.4	2.0	2.9	3.7	2.1	2.8	4.8	2.2	2.9	0.0	1.9	2.0	0.9	0.6	2.0	2.6	0.9	1.0	1.7	1.2	1.4
Total	0.5	1.9	2.9	1.5	2.1	3.0	4.5	5.4	3.4	5.4	7.7	5.5	7.4	0.0	2.9	2.3	1.3	0.8	3.2	3.8	0.7	1.0	1.3	1.2	2.4

Source: Mode-choice application - Baylink

Report S-14
Transit Share (percent) for the Build Alternative
All Socio-Economic Markets
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0.4	1.0	2.0	0.6	1.4	2.6	2.6	3.9	1.8	2.6	7.3	2.1	2.7	0.0	1.6	1.5	0.5	0.3	1.8	3.7	0.4	0.7	0.5	0.1	0.8
2 Doral	1.1	1.9	6.1	1.4	3.3	6.6	4.6	6.6	3.8	4.5	12.8	3.2	5.0	0.0	2.8	3.2	1.2	0.6	3.1	6.9	1.3	1.7	2.4	0.7	2.6
3 F.I.U.	1.8	5.0	6.6	2.7	5.8	8.7	8.3	11.5	7.1	8.4	20.3	6.1	8.5	0.0	5.6	3.7	2.7	1.7	5.8	11.2	1.2	2.3	2.5	0.8	4.6
4 Airpt W.	0.5	1.8	4.3	1.3	1.4	2.0	2.9	4.3	1.9	3.0	8.9	2.2	3.3	0.0	1.8	1.9	1.2	0.5	2.0	4.6	0.5	0.9	1.2	0.0	1.9
5 Bl. Lagoon	0.6	2.2	5.6	1.1	1.3	2.9	2.3	3.3	3.4	3.3	10.1	2.6	3.9	0.0	1.7	1.8	0.9	0.5	1.8	4.4	0.3	0.7	1.1	0.0	2.4
6 MIC MIA	0.5	2.2	3.1	0.8	1.6	0.8	2.3	2.7	2.0	2.9	8.4	2.5	3.4	0.0	1.7	2.1	1.2	0.6	2.1	4.5	0.6	0.9	1.5	0.0	2.0
7 Allapattah	1.1	2.4	3.7	1.0	1.6	3.2	1.5	2.7	2.6	3.4	8.9	2.6	5.6	0.0	2.6	2.5	2.0	0.9	2.7	4.9	1.0	1.2	2.2	0.0	3.1
8 Civic Ctr	1.2	2.6	4.3	1.0	2.0	3.4	2.5	0.6	2.6	3.5	9.9	2.6	5.0	0.0	2.7	2.9	2.2	1.0	3.3	5.8	1.4	1.8	2.8	1.9	3.4
9 Lt. Havana	1.4	2.8	6.7	1.3	3.1	3.3	3.3	4.1	2.2	3.2	9.7	2.2	5.3	0.0	2.4	2.7	1.9	0.9	2.9	4.7	1.3	1.8	2.4	1.9	3.6
10 Cul Over	1.3	2.6	5.0	1.3	2.3	3.4	3.2	3.7	3.0	3.5	13.5	4.1	7.6	0.0	3.7	3.1	1.9	1.5	3.0	6.1	1.6	1.8	3.0	0.0	4.8
11 CBD	2.1	4.0	9.1	2.1	4.2	4.9	5.2	6.2	4.9	7.2	6.3	5.4	9.3	0.0	4.6	4.6	2.9	1.5	4.2	5.8	2.2	3.0	3.9	1.7	5.3
12 N. Beach	0.5	1.2	3.2	0.4	1.7	2.6	2.5	2.9	2.3	4.5	9.7	3.6	6.4	0.0	3.1	1.9	1.2	1.6	2.2	3.5	0.0	0.7	1.1	0.0	3.7
13 S. Beach	0.4	1.5	4.1	0.4	2.0	2.0	2.5	3.4	2.8	6.0	12.1	5.0	4.6	0.0	2.9	2.0	1.1	1.2	1.8	4.2	0.9	1.1	1.6	0.0	4.4
14 NW Tpke	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 NE Dade	0.9	2.0	3.8	0.9	1.6	2.6	3.0	4.5	2.3	4.7	9.5	3.6	5.0	0.0	2.2	2.5	1.5	1.4	2.3	4.6	0.9	1.4	2.2	0.8	2.5
16 SE Dade	1.2	1.9	3.2	1.4	1.7	3.1	3.3	4.8	2.4	3.4	10.3	2.7	4.6	0.0	2.2	2.2	1.3	0.8	2.5	5.3	1.0	1.4	1.5	0.7	2.6
17 NW Dade	0.2	1.0	2.1	0.9	0.9	2.0	2.8	4.0	1.9	2.6	7.5	2.3	2.9	0.0	1.4	1.5	0.8	0.5	1.9	4.0	0.3	0.5	0.8	0.2	1.2
18 North Dade	0.0	0.8	1.4	0.4	0.7	1.1	1.6	1.8	1.0	2.1	4.0	2.5	2.4	0.0	1.5	0.9	0.5	0.6	1.3	2.1	0.0	0.2	0.7	0.0	0.9
19 N.C. Dade	0.5	2.4	3.5	1.1	1.5	2.9	2.8	3.8	2.4	3.4	7.9	2.5	3.9	0.0	2.1	2.3	1.7	0.8	1.0	4.7	0.8	1.1	1.6	0.0	2.5
20 Brickell	1.4	2.7	6.0	1.4	2.6	3.6	3.6	4.5	3.0	4.4	13.0	3.4	5.4	0.0	3.0	3.6	2.1	1.0	3.2	1.2	1.4	2.0	2.4	1.2	4.6
21 SW Dade	0.4	1.1	1.3	0.7	0.9	1.6	2.6	3.8	1.7	2.6	7.9	1.9	2.9	0.0	1.7	1.2	0.4	0.4	1.6	4.0	0.5	0.4	0.9	0.9	0.8
22 S.C. Dade	0.7	1.7	3.1	1.1	1.7	3.8	3.2	4.4	2.0	3.4	8.9	2.3	3.5	0.0	1.9	1.9	0.7	0.5	1.9	4.5	0.5	0.6	0.6	0.3	1.4
23 S. Miami	0.5	1.5	2.1	1.2	1.4	2.4	3.2	4.8	2.2	3.6	9.8	2.5	4.0	0.0	2.1	1.7	0.7	0.7	2.2	4.8	0.9	0.7	1.1	1.4	1.3
24 South Dade	0.1	1.1	1.5	1.2	1.4	1.6	4.5	3.3	1.9	2.7	6.5	2.1	2.5	0.0	1.4	1.6	0.6	0.0	0.0	3.5	0.8	0.4	1.2	0.8	0.9
Total	0.7	1.9	4.3	1.2	2.1	2.9	3.1	3.9	2.8	4.2	9.3	3.6	5.4	0.0	2.2	2.3	1.0	0.8	2.4	4.4	0.7	1.0	1.2	0.9	2.2

Source: Mode-choice application - Baylink

```
program summit (Version 0.992; 08/15/03; FTA)

 08/27/04  11:11:20  program initiated

 wrtctl 601 (i) settings from the control file
   &fnames
     freport  = blhbo.rpt
     fequiv   = blnk.eqv
     ftable1  = ..\25tsm\ubenhbo.b25
     ftable2  = ubenhbo.b25
     ftabtxt  =
     ftables  =
     ftlfd    = blhbo.tlf
     frcsums  = blhbo.rcs
     frcvals  =
     fstrats  =
     fddub    = blhbo.d2d
     frcub    = blhbo.rcu
     pqfiles =    1   2
   &params
     nzones   = 1521
     ndists   =   24
     ubrun    =    T
     skipii   =    F
     cwidtext =    8
     cwidvect =    8
     cwidtabo =    8
     prteqv   =    F
     softtabi = tranplan
     softtabo = ascii
     softmap  = generic
     maxdp    =   45 9999 9999
                9999   45 9999
                9999 9999   45
   &tables
     t 1 = u410
     t 2 = u420-t1
     t 3 = u430
     t 4 = u440-t3
     t 5 = u450
     t 6 = u460
     t 7 = u470
     t 8 = u480
     t10 = u150
     t11 = u250
     t12 = u350
     t14 = t10/t5
     t21 = u101
     t22 = u102
     t23 = u103
     t24 = u104
     t25 = u105
     t26 = u106
     t27 = u107
     t28 = u108
     t29 = u109
     t31 = u201
     t32 = u202
     t33 = u203
     t34 = u204
     t35 = u205
     t36 = u206
     t37 = u207
     t38 = u208
     t39 = u209
     t41 = u301
     t42 = u302
     t43 = u303
     t44 = u304
     t45 = u305
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```
   t46 = u306
   t47 = u307
   t48 = u308
   t49 = u309
   t61 = u181
   t62 = u182
   t63 = u183
   t64 = u184
   t65 = u185
   t66 = u186
   t67 = u187
   t68 = u188
   t69 = u189
   t71 = u281
   t72 = u282
   t73 = u283
   t74 = u284
   t75 = u285
   t76 = u286
   t77 = u287
   t78 = u288
   t79 = u289
   t81 = u381
   t82 = u382
   t83 = u383
   t84 = u384
   t85 = u385
   t86 = u386
   t87 = u387
   t88 = u388
   t89 = u389
 &analysis
   tlf 1    =   21  vs  61
   tlf 2    =   22  vs  62
   tlf 3    =   23  vs  63
   tlf 4    =   24  vs  64
   tlf 5    =   25  vs  65
   tlf 6    =   26  vs  66
   tlf 7    =   27  vs  67
   tlf 8    =   28  vs  68
   tlf 9    =   29  vs  69
   tlf11    =   31  vs  71
   tlf12    =   32  vs  72
   tlf13    =   33  vs  73
   tlf14    =   34  vs  74
   tlf15    =   35  vs  75
   tlf16    =   36  vs  76
   tlf17    =   37  vs  77
   tlf18    =   38  vs  78
   tlf19    =   39  vs  79
   tlf21    =   41  vs  81
   tlf22    =   42  vs  82
   tlf23    =   43  vs  83
   tlf24    =   44  vs  84
   tlf25    =   45  vs  85
   tlf26    =   46  vs  86
   tlf27    =   47  vs  87
   tlf28    =   48  vs  88
   tlf29    =   49  vs  89
   intvltlf =    5.00
   pagetlfs =    1   1   1   1   1   1   1   1   1   1
                 2   2   2   2   2   2   2   2   2   2
                 3   3   3   3   3   3   3   3   3
   trcsums  =    5
   trcvals  =
   izvals   =
   jzvals   =
   tstratT  =    0
   tstratI  =    0
   bpstrats =
```

```
    places   =    6
    dplaces  =    0
    pafmt    =    F
  &pages
    pagew    =  132
    pageh    =   89
    tpages   =    1   2   3   4   5   6   7   8   9  10
                 11  12
  &trpt
     # table  pl dpl   scale     maskub     masklb pct notots
    -- ----- --- --- ------- ---------- ---------- --- ------
     1     1   7   0   1.000 -999999.00  999999.00   0      F
     2     2   7   0   1.000 -999999.00  999999.00   0      F
     3     3   7   0   1.000 -999999.00  999999.00   0      F
     4     4   7   0   1.000 -999999.00  999999.00   0      F
     5     5   7   0   0.017 -999999.00  999999.00   0      F
     6     6   7   0   0.017 -999999.00  999999.00   0      F
     7     7   7   0   0.017 -999999.00  999999.00   0      F
     8     8   7   0   0.017 -999999.00  999999.00   0      F
     9    10   7   0   0.017 -999999.00  999999.00   0      F
    10    11   7   0   0.017 -999999.00  999999.00   0      F
    11    12   7   0   0.017 -999999.00  999999.00   0      F
    12    14   7   1 100.000 -999999.00  999999.00   0      F

prpqhead 6601 (i) pq header record for file1
  number of zones    : 1521
  number of segments :    3
  Civt for transit   :   -0.0150
  Civt for auto      :   -0.0150
  travel purpose     : HBO
  time period        : OffPk
  name of alternative: Miami                                    □□□□
prpqhead 6601 (i) pq header record for file2
  number of zones    : 1521
  number of segments :    3
  Civt for transit   :   -0.0150
  Civt for auto      :   -0.0150
  travel purpose     : HBO
  time period        : OffPk
  name of alternative: Miami          test of LPA               □□□□
```

Summary of User Benefit Calculations

Table	Contents	Conditions	Markets		Total
1	trips	all	BASE	CW-CW	3000015 trips
2	trips	all	BASE	CW-MD	0 trips
3	trips	all	BASE	CW-NT	5466 trips
4	trips	all	BASE	MD-CW	0 trips
5	trips	all	BASE	MD-MD	18378 trips
6	trips	all	BASE	MD-NT	10 trips
7	trips	all	BASE	NT-CW	4978 trips
8	trips	all	BASE	NT-MD	21 trips
9	trips	all	BASE	NT-NT	1606669 trips
10	trips	all	BASE	TOTAL	4635538 trips
11	trips	all	ALT	CW-CW	3000015 trips
12	trips	all	ALT	CW-MD	0 trips
13	trips	all	ALT	CW-NT	5466 trips
14	trips	all	ALT	MD-CW	0 trips
15	trips	all	ALT	MD-MD	18378 trips
16	trips	all	ALT	MD-NT	10 trips
17	trips	all	ALT	NT-CW	4978 trips
18	trips	all	ALT	NT-MD	21 trips
19	trips	all	ALT	NT-NT	1606669 trips
20	trips	all	ALT	TOTAL	4635538 trips
21	trips	trn	BASE	CW-CW	110308 trips
22	trips	trn	BASE	CW-MD	0 trips
23	trips	trn	BASE	CW-NT	336 trips
24	trips	trn	BASE	MD-CW	0 trips
25	trips	trn	BASE	MD-MD	489 trips
26	trips	trn	BASE	MD-NT	0 trips
27	trips	trn	BASE	NT-CW	0 trips
28	trips	trn	BASE	NT-MD	0 trips
29	trips	trn	BASE	NT-NT	0 trips
30	trips	trn	BASE	TOTAL	111134 trips
31	trips	trn	ALT	CW-CW	112526 trips
32	trips	trn	ALT	CW-MD	0 trips
33	trips	trn	ALT	CW-NT	0 trips
34	trips	trn	ALT	MD-CW	0 trips
35	trips	trn	ALT	MD-MD	491 trips
36	trips	trn	ALT	MD-NT	0 trips
37	trips	trn	ALT	NT-CW	377 trips
38	trips	trn	ALT	NT-MD	0 trips
39	trips	trn	ALT	NT-NT	0 trips
40	trips	trn	ALT	TOTAL	113395 trips
41	userbens	total		CW-CW	187117 minutes
42	userbens	total		CW-MD	0 minutes
43	userbens	total		CW-NT	-25712 minutes
44	userbens	total		MD-CW	0 minutes
45	userbens	total		MD-MD	134 minutes
46	userbens	total		MD-NT	-7 minutes
47	userbens	total		NT-CW	30883 minutes
48	userbens	total		NT-MD	18 minutes
49	userbens	total		NT-NT	0 minutes
50	userbens	total		TOTAL	192434 minutes
51	userbens	auto		CW-CW	0 minutes
52	userbens	auto		CW-MD	0 minutes
53	userbens	auto		CW-NT	0 minutes
54	userbens	auto		MD-CW	0 minutes
55	userbens	auto		MD-MD	0 minutes
56	userbens	auto		MD-NT	0 minutes

57	userbens	auto		NT-CW	0 minutes
58	userbens	auto		NT-MD	0 minutes
59	userbens	auto		NT-NT	0 minutes
60	userbens	auto		TOTAL	0 minutes
61	userbens	transit		CW-CW	187117 minutes
62	userbens	transit		CW-MD	0 minutes
63	userbens	transit		CW-NT	-25712 minutes
64	userbens	transit		MD-CW	0 minutes
65	userbens	transit		MD-MD	134 minutes
66	userbens	transit		MD-NT	-7 minutes
67	userbens	transit		NT-CW	30883 minutes
68	userbens	transit		NT-MD	18 minutes
69	userbens	transit		NT-NT	0 minutes
70	userbens	transit		TOTAL	192434 minutes
71	userbens	trip	asym	CW-CW	0 minutes
72	userbens	trip	asym	CW-MD	0 minutes
73	userbens	trip	asym	CW-NT	0 minutes
74	userbens	trip	asym	MD-CW	0 minutes
75	userbens	trip	asym	MD-MD	0 minutes
76	userbens	trip	asym	MD-NT	0 minutes
77	userbens	trip	asym	NT-CW	0 minutes
78	userbens	trip	asym	NT-MD	0 minutes
79	userbens	trip	asym	NT-NT	0 minutes
80	userbens	trip	asym	TOTAL	0 minutes

person trips total	BASE	recrds	4641714 trips
person trips total	ALT	recrds	4641714 trips
person trips motorized	BASE	recrds	4641714 trips
person trips motorized	ALT	recrds	4641714 trips
transit trips CW	BASE	recrds	110644 trips
transit trips CW	ALT	recrds	112903 trips
transit trips MD	BASE	recrds	489 trips
transit trips MD	ALT	recrds	491 trips
transit trips total	BASE	recrds	111134 trips
transit trips total	ALT	recrds	113395 trips
total expenditure	BASE		-30937882 minutes
total expenditure	ALT		-31137497 minutes
user benefits (d expnd)	BASE - ALT		199615 minutes

trips from data field 1 (1=total; 2=motorized)

Change in UBs from capped price changes (minutes)

Segment:	Total	1	2	3
CW-CW	-7181	-3220	-3788	-173
CW-MD	0	0	0	0
CW-NT	0	0	0	0
MD-CW	0	0	0	0
MD-MD	0	0	0	0
MD-NT	0	0	0	0
NT-CW	0	0	0	0
NT-MD	0	0	0	0
NT-NT	0	0	0	0
Totals	-7181	-3220	-3788	-173

wrtfinal 6601 (i) pagination summary:

page	height	report	width
t 1	37	1	194*
t 2	37	2	194*
t 3	37	3	194*
t 4	37	4	194*
t 5	38	5	194*
t 6	38	6	194*

```
t 7    38      7   194*
t 8    38      8   194*
t 9    37      9   194*
t10    37     10   194*
t11    37     11   194*
t12    37     12   194*

08/27/04  11:13:55  program ended
```

Table 1
Person-Trips in the Baseline Alternative
All Transit-Access Markets
Home-Based-Other Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	82997	47975	38715	6612	6506	8826	929	2087	2747	1732	7598	1076	2691	1832	3038	32614	9826	1312	863	5182	32809	37363	20461	338	356130
2 Doral	403	10698	2319	3098	1395	1919	220	373	407	223	682	115	247	329	688	1882	3558	192	346	343	37	585	235	0	30294
3 F.I.U.	6990	43705	30794	11686	10636	9639	1086	2174	3429	1297	6747	656	1370	613	2865	22964	9452	754	1084	2279	699	11208	3692	19	185838
4 Airpt W.	96	4822	847	4390	1469	4948	883	1122	1000	841	2030	348	735	85	2887	2668	7186	298	1158	465	14	236	146	1	38675
5 Bl. Lagoon	529	10226	4945	5982	8371	12780	1963	3487	5899	2483	9137	717	3217	87	4276	22754	6382	472	2109	2154	63	1555	893	7	110488
6 MIC MIA	47	1285	446	1172	1337	3885	882	1419	1602	1339	3216	363	1430	7	2155	4200	2090	183	812	701	9	132	76	2	28790
7 Allapattah	47	920	349	1153	1140	3714	2219	3239	2514	3813	9557	1238	3447	14	6436	4268	3187	855	1257	1742	10	117	76	3	51315
8 Civic Ctr	12	247	117	237	374	946	508	1040	788	1162	4117	324	1402	3	1298	1509	537	175	282	953	2	34	20	0	16087
9 Lt. Havana	140	2035	1033	1791	3446	7147	2978	5251	7235	5704	24668	1521	6405	25	6750	17176	3710	856	1942	7174	19	308	279	1	107594
10 Cul Over	22	394	145	442	492	1633	1300	2182	1359	4291	9601	1491	4207	5	4602	1893	1465	637	684	1501	1	44	36	0	38427
11 CBD	2	119	53	95	190	464	407	731	729	1673	6500	331	1868	1	807	1371	245	131	160	2006	3	13	13	0	17912
12 N. Beach	35	536	171	527	469	1796	1305	1648	1083	4390	8412	41621	36929	19	18717	1921	3027	4758	685	1495	12	68	58	0	129682
13 S. Beach	29	318	140	245	440	1152	821	1449	1009	3490	8014	12699	28169	6	2332	1630	792	544	344	1199	3	40	48	0	64913
14 NW Tpke	77	2228	134	484	94	292	37	70	54	74	163	53	80	170	307	277	4113	144	46	117	19	49	37	0	9118
15 NE Dade	182	4065	1103	5049	3312	15126	8719	12682	7691	18349	34474	14337	14877	135	114972	11776	51256	53995	5786	6832	35	404	306	6	385469
16 SE Dade	1804	12921	9972	8086	14798	18430	4909	8685	16810	6794	37895	2242	7177	134	9986	122409	10284	1690	3794	20729	804	8362	9636	31	338382
17 NW Dade	1271	63570	7607	36578	9247	36010	7826	10493	8013	9804	27193	6834	8992	5500	93611	21139	521786	105267	9980	8327	268	2607	1787	11	1003722
18 North Dade	79	2007	342	1014	714	3195	1342	2662	1302	2870	8021	6104	3642	80	71322	3219	64363	197555	700	3842	26	141	138	0	374681
19 N.C. Dade	52	1247	391	1656	1193	4167	1382	1899	1843	1897	4231	657	1605	19	4687	3500	4426	458	1328	720	5	113	80	0	37556
20 Brickell	11	150	83	130	238	550	457	892	1153	1285	7932	315	1036	3	984	4012	417	234	168	12730	7	59	67	0	32913
21 SW Dade	35555	8656	7891	2810	2586	4567	483	1116	1476	905	4553	702	1495	634	1813	26555	5362	940	494	4449	85365	17682	67526	7001	290616
22 S.C. Dade	10163	20565	20693	5156	4900	4561	498	1012	1712	690	3901	455	1000	324	1432	36301	4861	512	460	2886	4060	22957	14388	81	163568
23 S. Miami	9444	11320	10290	5264	5034	6647	760	1872	2957	1490	8839	1037	2350	370	2820	73854	7681	1257	719	7792	41711	20533	130078	4604	358723
24 South Dade	14795	10582	6202	4052	3190	5476	747	1509	2180	1388	7777	790	1768	1158	2620	29648	8163	712	747	6028	70059	9031	73814	202210	464646
Total	164781	260591	144783	107710	81571	157871	42661	69094	74992	77983	245257	96026	136140	11552	361406	449541	734168	373931	35948	101646	236040	133641	323891	214315	4635538

Source: Mode-choice application - Baylink

Table 2
Change in Person-Trips: Build minus Baseline
All Transit-Access Markets
Home-Based-Other Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Table 3
Transit Person-Trips in the Baseline Alternative
All Transit-Access Markets
Home-Based-Other Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	383	688	723	53	85	158	21	59	44	37	291	18	49	0	43	400	55	4	13	95	161	274	128	1	3785
2 Doral	1	146	64	25	19	43	5	10	7	4	26	2	4	0	11	22	24	0	5	6	0	4	2	0	430
3 F.I.U.	63	1060	1060	136	282	268	34	81	102	40	371	14	38	0	64	396	116	4	25	63	2	161	36	0	4416
4 Airpt W.	0	83	23	33	14	68	21	34	15	23	87	6	19	0	43	39	53	1	18	12	0	2	1	0	595
5 Bl. Lagoon	7	288	301	106	141	321	50	116	206	82	528	19	92	0	90	449	99	3	43	74	0	29	12	0	3057
6 MIC MIA	1	31	17	14	21	53	16	32	30	28	113	7	27	0	39	84	38	1	13	21	0	2	2	0	590
7 Allapattah	1	50	23	34	35	165	54	161	93	169	673	48	135	0	253	175	131	15	50	97	0	4	3	0	2372
8 Civic Ctr	1	32	21	17	34	111	57	64	80	137	596	32	146	0	140	177	57	10	33	143	0	4	2	0	1894
9 Lt. Havana	4	115	99	54	176	340	167	311	281	307	2237	63	279	0	315	811	151	19	92	475	1	14	11	0	6321
10 Cul Over	1	44	22	28	35	161	128	200	107	349	1432	115	394	0	385	198	119	24	60	179	0	4	4	0	3988
11 CBD	0	17	12	9	22	61	55	101	81	213	454	39	210	0	111	152	32	7	21	182	0	2	2	0	1784
12 N. Beach	1	21	10	12	18	89	67	87	44	318	778	2313	3184	0	945	77	102	154	33	79	0	2	2	0	8337
13 S. Beach	1	20	15	10	26	69	59	123	68	423	1234	1226	2715	0	175	100	39	18	21	100	0	2	2	0	6447
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	5	248	92	183	135	859	565	1020	404	1317	3427	738	875	0	4240	610	1946	975	295	423	1	19	14	0	18392
16 SE Dade	25	342	363	152	295	511	173	377	448	232	2379	63	219	0	251	3006	198	16	102	803	11	171	166	0	10303
17 NW Dade	4	792	199	511	121	798	245	395	177	262	1257	143	217	0	1696	384	5571	566	212	215	1	30	16	0	13811
18 North Dade	0	17	4	5	6	29	20	42	14	54	208	237	90	0	1282	26	376	1164	8	42	0	1	1	0	3627
19 N.C. Dade	1	48	21	33	27	124	41	84	58	64	229	18	42	0	127	107	134	6	20	31	0	3	2	0	1218
20 Brickell	0	10	8	5	14	34	36	83	72	123	902	22	93	0	57	257	19	4	11	276	0	3	3	0	2033
21 SW Dade	120	121	96	24	22	61	10	30	21	19	169	11	25	0	22	317	26	3	6	79	419	86	706	42	2437
22 S.C. Dade	89	394	591	70	83	115	13	33	33	19	183	10	23	0	26	681	43	3	9	70	29	265	145	1	2928
23 S. Miami	59	253	255	83	86	155	24	79	68	50	486	27	64	0	63	1307	83	7	16	222	443	203	1761	70	5863
24 South Dade	58	170	137	59	44	107	22	56	45	40	364	18	45	0	50	592	75	3	15	155	612	87	1249	2500	6502
Total	827	4990	4155	1657	1742	4700	1883	3576	2500	4311	18425	5190	8985	0	10426	10368	9488	3009	1122	3840	1681	1373	4272	2614	111134

Source: Mode-choice application - Baylink

Table 4
Change in Transit Person-Trips: Build minus Baseline
All Transit-Access Markets
Home-Based-Other Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	-3	3	-1	2	0	0	0	0	0	0	0	0	0	0	0	1
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	-4	1	0	0	0	-2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	-2
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-2	-5	-1	-5	0	0	0	-1	-2	2	0	10	0	0	0	0	0	0	0	0	0	0	0	-4
6 MIC MIA	0	1	0	0	0	0	0	0	0	-1	4	1	7	0	-1	1	0	0	0	0	0	0	0	0	12
7 Allapattah	0	0	0	0	0	0	0	0	4	-2	17	-1	21	0	-3	1	0	0	0	1	0	0	0	0	39
8 Civic Ctr	0	1	0	0	1	4	2	0	1	-2	17	-2	23	0	2	3	3	0	2	1	0	0	0	0	57
9 Lt. Havana	1	9	6	4	2	36	28	52	0	-2	58	2	120	0	22	73	20	1	12	0	0	2	3	0	447
10 Cul Over	0	0	0	0	2	0	0	0	12	0	25	-4	26	0	-2	4	0	0	0	2	0	0	0	0	65
11 CBD	0	0	0	0	0	1	1	1	1	0	31	0	43	0	0	0	1	0	0	5	0	0	0	0	86
12 N. Beach	0	1	0	1	2	6	2	6	4	-15	12	15	432	0	21	2	5	3	2	-1	0	0	0	0	498
13 S. Beach	0	4	2	1	5	15	7	14	15	-1	139	128	310	0	20	25	9	3	4	18	0	0	1	0	720
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	4	4	3	5	23	-4	50	-4	-14	-45	-21	43	0	-1	54	28	-8	0	32	0	2	2	0	153
16 SE Dade	0	-13	-10	0	2	-6	5	10	1	-6	20	-2	39	0	5	10	4	0	2	0	0	0	0	0	62
17 NW Dade	0	0	0	0	0	0	0	0	0	-5	8	1	5	0	0	0	0	-1	0	0	0	0	0	0	9
18 North Dade	0	0	0	0	0	-1	0	0	0	-5	-7	-15	-12	0	-9	-1	2	-4	0	-1	0	0	0	0	-53
19 N.C. Dade	0	0	0	0	0	0	0	0	0	-1	-7	-1	5	0	-1	2	0	0	0	1	0	0	0	0	-3
20 Brickell	0	2	1	1	0	5	5	6	-1	-1	69	1	34	0	4	11	4	0	2	0	0	0	0	0	142
21 SW Dade	0	0	0	0	0	0	0	0	0	-1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	6
22 S.C. Dade	0	0	0	0	0	0	0	0	0	-1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	4
23 S. Miami	0	0	0	0	0	0	0	0	0	-2	7	-1	10	0	0	0	0	0	0	0	0	0	0	0	13
24 South Dade	0	0	0	0	0	0	0	0	0	-1	6	-1	7	0	0	0	0	0	0	0	0	0	0	0	11
Total	1	-2		9		46		32		368		1134		55		74		23		0		6			2261
		8		10		83		139		-65		100		0		184		-7		57		5		0	

Source: Mode-choice application - Baylink

Table 5
User Benefits (hours) for the Build Alternative
Total
All Transit-Access Markets
Home-Based-Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	-3	3	-1	2	0	0	0	0	0	0	0	0	0	0	0	1
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	-5	1	0	0	0	-2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	-3
4 Airpt W.	0	0	0	0	0	0	0	0	0	-1	1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-3	-6	-1	-5	0	0	0	-2	-2	3	0	11	0	0	0	0	0	0	0	0	0	0	0	-5
6 MIC MIA	0	1	0	0	0	0	0	0	0	-1	5	0	3	0	-1	1	0	0	0	0	0	0	0	0	9
7 Allapattah	0	0	0	0	0	0	0	0	6	-2	24	-2	22	0	-3	2	0	0	0	1	0	0	0	0	48
8 Civic Ctr	0	2	1	1	1	7	4	1	1	-3	34	-3	32	0	3	5	4	0	3	1	0	0	0	0	93
9 Lt. Havana	1	14	11	5	3	44	40	80	0	-3	80	2	139	0	28	103	28	1	16	1	0	3	4	0	598
10 Cul Over	0	0	-1	0	3	0	0	0	17	0	41	-6	36	0	-3	4	0	0	0	3	0	0	0	0	95
11 CBD	0	1	1	0	0	1	1	2	2	1	53	0	66	0	0	0	1	0	1	7	0	0	0	0	135
12 N. Beach	0	1	1	1	2	8	3	8	5	-22	17	16	633	0	28	3	6	4	3	-2	0	0	0	0	714
13 S. Beach	0	6	3	2	6	20	10	20	19	-2	217	183	427	0	27	32	12	4	5	24	0	1	1	0	1018
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	5	6	4	6	34	-6	71	-5	-18	-67	-28	51	0	-1	67	41	-9	-1	49	0	3	3	0	204
16 SE Dade	0	-13	-11	0	3	-6	7	14	1	-8	27	-2	44	0	6	14	5	0	3	0	0	0	1	0	85
17 NW Dade	0	0	0	0	0	0	0	0	0	-6	11	2	6	0	-1	0	0	-1	0	0	0	0	0	0	11
18 North Dade	0	0	0	0	0	-1	0	0	0	-6	-9	-19	-16	0	-10	-1	2	-4	0	-2	0	0	0	0	-69
19 N.C. Dade	0	0	0	0	0	0	0	0	1	-1	-9	-1	5	0	-1	2	0	0	0	1	0	0	0	0	-6
20 Brickell	0	2	2	1	0	7	7	10	-1	0	126	2	49	0	5	16	5	0	3	0	0	0	1	0	237
21 SW Dade	0	0	0	0	0	0	0	0	0	-1	3	-1	5	0	0	0	0	0	0	0	0	0	0	0	7
22 S.C. Dade	0	0	0	0	0	0	0	0	0	-1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	5
23 S. Miami	0	0	0	0	0	0	0	0	0	-2	9	-1	12	0	0	0	0	0	0	0	0	0	0	0	17
24 South Dade	0	0	0	0	0	0	0	0	0	-2	8	-1	8	0	0	0	0	0	0	0	0	0	0	0	13
Total	1	16	6	14	13	114	66	206	43	-85	582	139	1543	0	75	247	103	-7	31	83	1	7	9	0	3207

Source: Mode-choice application - Baylink

Table 6
User Benefits (hours) for the Build Alternative
Caused by Changes in the Price of Auto Travel
All Transit-Access Markets
Home-Based-Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Table 7
User Benefits (hours) for the Build Alternative
Caused by Changes in the Price of Transit Travel
All Transit-Access Markets
Home-Based-Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	-3	3	-1	2	0	0	0	0	0	0	0	0	0	0	0	1
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	-5	1	0	0	0	-2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	-3
4 Airpt W.	0	0	0	0	0	0	0	0	0	-1	1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-3	-6	-1	-5	0	0	0	-2	-2	3	0	11	0	0	0	0	0	0	0	0	0	0	0	-5
6 MIC MIA	0	1	0	0	0	0	0	0	0	-1	5	0	3	0	-1	1	0	0	0	0	0	0	0	0	9
7 Allapattah	0	0	0	0	0	0	0	0	6	-2	24	-2	22	0	-3	2	0	0	0	1	0	0	0	0	48
8 Civic Ctr	0	2	1	1	1	7	4	1	1	-3	34	-3	32	0	3	5	4	0	3	1	0	0	0	0	93
9 Lt. Havana	1	14	11	5	3	44	40	80	0	-3	80	2	139	0	28	103	28	1	16	1	0	3	4	0	598
10 Cul Over	0	0	-1	0	3	0	0	0	17	0	41	-6	36	0	-3	4	0	0	0	3	0	0	0	0	95
11 CBD	0	1	1	0	0	1	1	2	2	1	53	0	66	0	0	0	1	0	1	7	0	0	0	0	135
12 N. Beach	0	1	1	1	2	8	3	8	5	-22	17	16	633	0	28	3	6	4	3	-2	0	0	0	0	714
13 S. Beach	0	6	3	2	6	20	10	20	19	-2	217	183	427	0	27	32	12	4	5	24	0	1	1	0	1018
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	5	6	4	6	34	-6	71	-5	-18	-67	-28	51	0	-1	67	41	-9	-1	49	0	3	3	0	204
16 SE Dade	0	-13	-11	0	3	-6	7	14	1	-8	27	-2	44	0	6	14	5	0	3	0	0	0	1	0	85
17 NW Dade	0	0	0	0	0	0	0	0	0	-6	11	2	6	0	-1	0	0	-1	0	0	0	0	0	0	11
18 North Dade	0	0	0	0	0	-1	0	0	0	-6	-9	-19	-16	0	-10	-1	2	-4	0	-2	0	0	0	0	-69
19 N.C. Dade	0	0	0	0	0	0	0	0	1	-1	-9	-1	5	0	-1	2	0	0	0	1	0	0	0	0	-6
20 Brickell	0	2	2	1	0	7	7	10	-1	0	126	2	49	0	5	16	5	0	3	0	0	0	1	0	237
21 SW Dade	0	0	0	0	0	0	0	0	0	-1	3	-1	5	0	0	0	0	0	0	0	0	0	0	0	7
22 S.C. Dade	0	0	0	0	0	0	0	0	0	-1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	5
23 S. Miami	0	0	0	0	0	0	0	0	0	-2	9	-1	12	0	0	0	0	0	0	0	0	0	0	0	17
24 South Dade	0	0	0	0	0	0	0	0	0	-2	8	-1	8	0	0	0	0	0	0	0	0	0	0	0	13
Total	1		6		13		66		43		582		1543		75		103		31		1		9		3207
		16		14		114		206		-85		139		0		247		-7		83		7		0	

Source: Mode-choice application - Baylink

Table 8
User Benefits (hours) for the Build Alternative
Caused by Trip Asymmetry
All Transit-Access Markets
Home-Based-Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Table 10
User Benefits (Hours) Accrued by Soc-Econ Segment 1
All Transit-Access Markets
Home-Based-Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	3	-1	8	-1	8	0	-1	1	0	0	0	0	0	0	0	0	17
8 Civic Ctr	0	1	0	0	1	4	3	0	1	-2	22	-2	22	0	2	2	3	0	2	0	0	0	0	0	61
9 Lt. Havana	0	7	5	3	2	24	21	41	0	-1	35	0	63	0	15	59	15	1	9	0	0	2	2	0	302
10 Cul Over	0	0	0	0	2	0	0	0	11	0	15	-3	21	0	-2	2	0	0	0	1	0	0	0	0	48
11 CBD	0	0	1	0	0	1	1	2	1	0	33	-1	39	0	0	-1	0	0	0	3	0	0	0	0	81
12 N. Beach	0	1	0	0	1	4	1	4	1	-11	2	-7	222	0	11	1	3	2	1	-1	0	0	0	0	235
13 S. Beach	0	3	2	1	3	11	5	10	9	0	86	68	137	0	13	18	7	2	2	12	0	0	1	0	393
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	3	3	3	4	21	-4	40	-3	-6	-34	-16	30	0	3	40	27	-1	-1	28	0	2	2	0	140
16 SE Dade	0	1	0	0	0	3	2	5	0	-1	3	0	8	0	2	6	2	0	1	0	0	0	0	0	32
17 NW Dade	0	0	0	0	0	0	0	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	-1	-2	-5	-4	0	-2	0	0	-1	0	0	0	0	0	0	-16
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	-2	0	1	0	0	1	0	0	0	0	0	0	0	0	-2
20 Brickell	0	1	1	1	0	4	4	7	0	0	105	2	33	0	2	10	3	0	1	0	0	0	0	0	174
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
24 South Dade	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	17	11	9	13	70	34	109	24	-24	274	33	586	0	43	137	59	1	16	45	0	4	5	0	1469

Source: Mode-choice application - Baylink

Table 11
User Benefits (Hours) Accrued by Soc-Econ Segment 2
All Transit-Access Markets
Home-Based-Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	-1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	-1	0	0	0	0	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-1	-2	0	0	0	0	0	0	-1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	-1
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	4
7 Allapattah	0	0	0	0	0	0	0	0	2	-1	10	-1	8	0	-1	1	0	0	0	0	0	0	0	0	18
8 Civic Ctr	0	1	0	0	0	2	1	0	0	-1	10	-1	9	0	1	3	1	0	1	2	0	0	0	0	30
9 Lt. Havana	0	6	6	2	2	18	17	35	0	-2	33	1	51	0	12	41	11	0	7	1	0	1	1	0	243
10 Cul Over	0	0	0	0	1	0	0	0	6	0	22	-2	10	0	-1	1	0	0	0	1	0	0	0	0	37
11 CBD	0	0	0	0	0	0	0	0	1	0	6	0	12	0	0	0	0	0	0	2	0	0	0	0	22
12 N. Beach	0	0	0	0	1	3	1	2	2	-9	12	15	327	0	11	1	2	2	1	0	0	0	0	0	372
13 S. Beach	0	3	2	1	3	9	5	9	9	-2	122	114	304	0	13	14	5	2	2	12	0	0	0	0	627
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	1	2	1	2	12	-2	25	-2	-8	-22	-10	17	0	-2	22	12	-5	0	18	0	1	1	0	62
16 SE Dade	0	-3	-4	0	1	-2	4	7	0	-3	11	0	17	0	3	7	2	0	1	0	0	0	0	0	42
17 NW Dade	0	0	0	0	0	0	0	0	0	-2	4	1	3	0	-1	0	0	0	0	0	0	0	0	0	4
18 North Dade	0	0	0	0	0	0	0	0	0	-3	-6	-12	-7	0	-6	-1	-1	-3	0	-1	0	0	0	0	-42
19 N.C. Dade	0	0	0	0	0	0	0	0	0	-1	-3	0	3	0	0	1	0	0	0	0	0	0	0	0	-1
20 Brickell	0	1	1	0	0	3	3	3	0	-1	9	0	10	0	2	6	2	0	1	0	0	0	0	0	40
21 SW Dade	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23 S. Miami	0	0	0	0	0	0	0	0	0	-1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	5
24 South Dade	0	0	0	0	0	0	0	0	0	-1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	9	5	5	7	44	28	81	18	-37	220	105	779	0	29	96	34	-4	13	34	0	3	3	0	1473

Source: Mode-choice application - Baylink

Table 12
User Benefits (Hours) Accrued by Soc-Econ Segment 3
All Transit-Access Markets
Home-Based-Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	-2	2	-1	1	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	-3	0	0	0	0	-1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	-2
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-1	-4	-1	-5	0	0	0	-2	-1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	-4
6 MIC MIA	0	0	0	0	0	0	0	0	0	-1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	5
7 Allapattah	0	0	0	0	0	0	0	0	1	0	7	0	6	0	-1	0	0	0	0	0	0	0	0	0	13
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2
9 Lt. Havana	0	1	0	0	-1	2	2	4	0	0	11	1	26	0	1	4	1	0	1	0	0	0	0	0	53
10 Cul Over	0	0	0	0	0	0	0	0	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	10
11 CBD	0	0	0	0	0	0	0	0	0	0	13	0	15	0	0	1	0	0	0	2	0	0	0	0	33
12 N. Beach	0	0	0	0	0	1	1	2	1	-2	3	8	84	0	6	0	2	1	0	-1	0	0	0	0	107
13 S. Beach	0	0	0	0	0	0	0	1	0	0	9	1	-14	0	0	0	0	0	0	0	0	0	0	0	-2
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	1	0	0	0	1	0	7	0	-4	-10	-2	4	0	-2	5	2	-3	0	3	0	0	0	0	2
16 SE Dade	0	-11	-8	0	1	-6	1	3	0	-4	13	-2	19	0	1	2	1	0	0	0	0	0	0	0	11
17 NW Dade	0	0	0	0	0	0	0	0	0	-3	7	1	2	0	0	0	0	0	0	0	0	0	0	0	7
18 North Dade	0	0	0	0	0	0	0	0	0	-2	-1	-2	-5	0	-3	0	3	-1	0	0	0	0	0	0	-11
19 N.C. Dade	0	0	0	0	0	0	0	0	0	-1	-4	0	1	0	0	1	0	0	0	0	0	0	0	0	-3
20 Brickell	0	0	0	0	0	1	1	0	0	0	12	0	5	0	1	1	1	0	0	0	0	0	0	0	22
21 SW Dade	0	0	0	0	0	0	0	0	0	-1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	5
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3
23 S. Miami	0	0	0	0	0	0	0	0	0	-1	5	-1	7	0	0	0	0	0	0	0	0	0	0	0	10
24 South Dade	0	0	0	0	0	0	0	0	0	-1	3	-1	4	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	-10	-10	0	-7	0	4	15	1	-24	88	1	178	0	3	14	9	-4	2	4	0	0	1	0	265

Source: Mode-choice application - Baylink

Table 14
Share of User Benefits (Percent) Accrued by Soc-Econ Segment 1
All Transit-Access Markets
Home-Based-Other

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.8	1.8	1.4	6.0	0.0	2.5	0.0	0.0	72.4	0.0	0.0	0.0	0.0	0.0	0.0	11.8
2 Doral	0.0	0.0	0.0	0.0	-1.4	0.0	0.0	0.0	0.0	1.3	1.3	10.9	1.7	0.0	11.7	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	4.9
3 F.I.U.	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	3.3	1.5	36.5	4.7	0.0	-0.1	0.0	0.0	9.8	0.0	2.6	0.0	0.0	0.0	0.0	10.5
4 Airpt W.	0.0	0.0	0.0	0.0	-841.5	0.0	0.0	0.0	0.0	9.1	4.3	0.0	6.8	0.0	2.4	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	15.8
5 Bl. Lagoon	16.8	7.1	7.6	0.0	2.1	0.0	0.0	0.0	0.0	15.0	7.2	-4.1	6.6	0.0	4.9	0.0	0.0	14.1	0.0	1.1	0.0	13.6	0.0	0.0	4.2
6 MIC MIA	4.0	4.2	11.7	0.0	1.0	0.0	0.0	0.0	0.0	6.5	3.2	-3.9	1.3	0.0	8.3	9.8	0.0	23.3	0.0	3.8	0.0	-25.3	0.0	0.0	2.2
7 Allapattah	42.6	0.0	41.7	53.4	60.4	66.2	53.9	0.0	45.4	29.6	31.6	39.3	36.9	0.0	34.9	46.1	39.9	38.2	64.6	39.2	0.0	45.1	0.0	0.0	36.2
8 Civic Ctr	77.0	66.1	66.3	69.6	71.7	67.9	67.5	65.0	68.3	60.9	65.0	69.9	67.5	0.0	68.1	47.3	70.9	86.1	70.9	-14.2	73.7	76.3	71.8	0.0	65.2
9 Lt. Havana	55.4	49.4	43.2	53.9	70.2	54.0	53.3	51.3	127.9	32.6	44.4	5.3	45.1	0.0	54.7	56.5	54.8	60.3	54.3	59.7	59.3	55.5	53.8	0.0	50.5
10 Cul Over	60.9	61.1	44.1	60.2	60.2	54.3	0.0	57.0	64.4	0.0	37.1	53.2	58.0	0.0	57.5	58.6	70.1	51.8	0.0	50.1	0.0	79.0	19.1	0.0	50.4
11 CBD	85.9	54.7	79.3	57.3	82.4	56.7	74.8	111.8	73.6	85.6	62.8	342.5	59.2	0.0	363.6	364.6	54.9	101.8	57.3	47.5	0.0	78.5	55.9	0.0	59.6
12 N. Beach	58.6	48.9	32.6	45.1	40.1	48.6	48.1	51.7	32.9	52.3	9.2	-46.6	35.0	0.0	40.2	40.9	42.2	43.6	47.0	46.0	5.2	42.4	98.0	0.0	32.9
13 S. Beach	112.8	54.9	48.0	52.0	49.4	54.9	52.6	51.1	49.6	-11.3	39.7	37.1	32.1	0.0	49.9	56.7	57.3	48.2	53.0	51.3	66.7	53.7	57.7	0.0	38.6
14 NW Tpke	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 NE Dade	70.2	58.6	55.7	66.0	63.4	61.6	72.5	55.9	47.2	31.0	51.4	58.1	58.8	0.0	-257.0	59.9	66.8	14.7	127.6	57.5	66.4	63.5	60.2	66.3	68.7
16 SE Dade	42.1	-5.3	-2.4	616.1	7.0	-40.8	33.9	32.6	18.1	12.8	11.7	12.8	18.4	0.0	33.2	39.6	36.9	93.5	34.0	0.0	43.1	41.9	39.5	0.0	37.8
17 NW Dade	0.0	187.6	0.0	79.9	18.3	73.6	52.0	0.0	77.7	19.0	2.6	11.2	19.8	0.0	73.0	123.5	16.7	42.5	0.0	6.3	0.0	0.0	0.0	0.0	-3.8
18 North Dade	31.9	76.6	17.7	19.0	24.1	21.5	18.2	23.7	23.3	18.1	19.9	27.0	26.1	0.0	18.0	28.6	-13.0	16.2	19.1	24.2	0.0	18.6	-22.9	0.0	23.8
19 N.C. Dade	-66.2	69.8	25.4	45.6	18.3	0.0	38.2	0.0	31.3	29.2	21.8	25.5	19.1	0.0	25.6	27.5	0.0	32.8	37.1	17.1	0.0	22.6	0.0	0.0	26.6
20 Brickell	49.2	48.7	44.5	58.6	-1130.1	51.4	57.1	67.3	-3.8	-26.1	83.7	78.4	68.0	0.0	45.6	58.7	50.1	82.3	50.0	0.0	50.9	64.4	59.1	0.0	73.7
21 SW Dade	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	3.6	2.4	3.3	3.4	0.0	0.6	0.0	0.0	-24.5	0.0	0.0	0.0	0.0	0.0	0.0	2.9
22 S.C. Dade	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.4	1.0	1.2	1.9	0.0	2.5	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
23 S. Miami	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	11.7	10.2	9.5	13.4	0.0	-33.8	0.0	0.0	59.9	0.0	0.0	0.0	0.0	0.0	0.0	12.5
24 South Dade	0.0	0.0	0.0	0.0	29.9	0.0	0.0	0.0	0.0	19.9	18.3	19.7	17.7	0.0	29.8	0.0	0.0	-7.6	0.0	0.0	0.0	0.0	0.0	0.0	17.5
Total	58.2	106.1	194.2	63.4	94.4	61.8	51.1	53.1	56.4	28.5	47.2	23.8	38.0	0.0	57.3	55.5	57.7	-19.4	51.5	54.1	65.2	60.4	56.7	66.3	45.8

Source: Mode-choice application - Baylink

```
program summit (Version 0.992; 08/15/03; FTA)

08/27/04  11:08:38  program initiated

wrtctl 601 (i) settings from the control file
  &fnames
    freport  = blblhbw.rpt
    fequiv   = blnk.eqv
    ftable1  = ..\25tsm\ubenhbw.b25
    ftable2  = ubenhbw.b25
    ftabtxt  =
    ftables  =
    ftlfd    = blhbw.tlf
    frcsums  = blhbw.rcs
    frcvals  =
    fstrats  =
    fddub    = blhbw.d2d
    frcub    = blhbw.rcu
    pqfiles =    1   2
  &params
    nzones   = 1521
    ndists   =   24
    ubrun    =    T
    skipii   =    F
    cwidtext =    8
    cwidvect =    8
    cwidtabo =    8
    prteqv   =    F
    softtabi = tranplan
    softtabo = ascii
    softmap  = generic
    maxdp    =   45 9999 9999
               9999   45 9999
               9999 9999   45
  &tables
    t 1 = u410
    t 2 = u420-t1
    t 3 = u430
    t 4 = u440-t3
    t 5 = u450
    t 6 = u460
    t 7 = u470
    t 8 = u480
    t10 = u150
    t11 = u250
    t12 = u350
    t14 = t10/t5
    t21 = u101
    t22 = u102
    t23 = u103
    t24 = u104
    t25 = u105
    t26 = u106
    t27 = u107
    t28 = u108
    t29 = u109
    t31 = u201
    t32 = u202
    t33 = u203
    t34 = u204
    t35 = u205
    t36 = u206
    t37 = u207
    t38 = u208
    t39 = u209
    t41 = u301
    t42 = u302
    t43 = u303
    t44 = u304
    t45 = u305
```

```
  t46 = u306
  t47 = u307
  t48 = u308
  t49 = u309
  t61 = u181
  t62 = u182
  t63 = u183
  t64 = u184
  t65 = u185
  t66 = u186
  t67 = u187
  t68 = u188
  t69 = u189
  t71 = u281
  t72 = u282
  t73 = u283
  t74 = u284
  t75 = u285
  t76 = u286
  t77 = u287
  t78 = u288
  t79 = u289
  t81 = u381
  t82 = u382
  t83 = u383
  t84 = u384
  t85 = u385
  t86 = u386
  t87 = u387
  t88 = u388
  t89 = u389
&analysis
  tlf 1    =   21  vs  61
  tlf 2    =   22  vs  62
  tlf 3    =   23  vs  63
  tlf 4    =   24  vs  64
  tlf 5    =   25  vs  65
  tlf 6    =   26  vs  66
  tlf 7    =   27  vs  67
  tlf 8    =   28  vs  68
  tlf 9    =   29  vs  69
  tlf11    =   31  vs  71
  tlf12    =   32  vs  72
  tlf13    =   33  vs  73
  tlf14    =   34  vs  74
  tlf15    =   35  vs  75
  tlf16    =   36  vs  76
  tlf17    =   37  vs  77
  tlf18    =   38  vs  78
  tlf19    =   39  vs  79
  tlf21    =   41  vs  81
  tlf22    =   42  vs  82
  tlf23    =   43  vs  83
  tlf24    =   44  vs  84
  tlf25    =   45  vs  85
  tlf26    =   46  vs  86
  tlf27    =   47  vs  87
  tlf28    =   48  vs  88
  tlf29    =   49  vs  89
  intvltlf =    5.00
  pagetlfs =    1   1   1   1   1   1   1   1   1   1
                2   2   2   2   2   2   2   2   2   2
                3   3   3   3   3   3   3   3   3
  trcsums  =    5
  trcvals  =
  izvals   =
  jzvals   =
  tstratT  =    0
  tstratI  =    0
  bpstrats =
```

```
    places   =    6
    dplaces  =    0
    pafmt    =    F
  &pages
    pagew    =  132
    pageh    =   89
    tpages   =    1   2   3   4   5   6   7   8   9  10
                 11  12
  &trpt
     # table  pl dpl   scale     maskub     masklb pct notots
    -- ----- --- --- ------- ---------- ---------- --- ------
     1     1   7   0   1.000 -999999.00  999999.00   0      F
     2     2   7   0   1.000 -999999.00  999999.00   0      F
     3     3   7   0   1.000 -999999.00  999999.00   0      F
     4     4   7   0   1.000 -999999.00  999999.00   0      F
     5     5   7   0   0.017 -999999.00  999999.00   0      F
     6     6   7   0   0.017 -999999.00  999999.00   0      F
     7     7   7   0   0.017 -999999.00  999999.00   0      F
     8     8   7   0   0.017 -999999.00  999999.00   0      F
     9    10   7   0   0.017 -999999.00  999999.00   0      F
    10    11   7   0   0.017 -999999.00  999999.00   0      F
    11    12   7   0   0.017 -999999.00  999999.00   0      F
    12    14   7   1 100.000 -999999.00  999999.00   0      F

prpqhead 6601 (i) pq header record for file1
  number of zones    : 1521
  number of segments :    3
  Civt for transit   :   -0.0200
  Civt for auto      :   -0.0200
  travel purpose     : HBW
  time period        : Peak
  name of alternative: Miami                                    □□□□
prpqhead 6601 (i) pq header record for file2
  number of zones    : 1521
  number of segments :    3
  Civt for transit   :   -0.0200
  Civt for auto      :   -0.0200
  travel purpose     : HBW
  time period        : Peak
  name of alternative: Miami          test of LPA               □□□□
```

Summary of User Benefit Calculations

Table	Contents	Conditions	Markets		Total
1	trips	all	BASE	CW-CW	1905251 trips
2	trips	all	BASE	CW-MD	0 trips
3	trips	all	BASE	CW-NT	3016 trips
4	trips	all	BASE	MD-CW	0 trips
5	trips	all	BASE	MD-MD	16507 trips
6	trips	all	BASE	MD-NT	38 trips
7	trips	all	BASE	NT-CW	3398 trips
8	trips	all	BASE	NT-MD	44 trips
9	trips	all	BASE	NT-NT	448796 trips
10	trips	all	BASE	TOTAL	2377050 trips
11	trips	all	ALT	CW-CW	1905251 trips
12	trips	all	ALT	CW-MD	0 trips
13	trips	all	ALT	CW-NT	3016 trips
14	trips	all	ALT	MD-CW	0 trips
15	trips	all	ALT	MD-MD	16507 trips
16	trips	all	ALT	MD-NT	38 trips
17	trips	all	ALT	NT-CW	3398 trips
18	trips	all	ALT	NT-MD	44 trips
19	trips	all	ALT	NT-NT	448796 trips
20	trips	all	ALT	TOTAL	2377050 trips

21	trips	trn	BASE	CW-CW	128201	trips
22	trips	trn	BASE	CW-MD	0	trips
23	trips	trn	BASE	CW-NT	142	trips
24	trips	trn	BASE	MD-CW	0	trips
25	trips	trn	BASE	MD-MD	647	trips
26	trips	trn	BASE	MD-NT	1	trips
27	trips	trn	BASE	NT-CW	0	trips
28	trips	trn	BASE	NT-MD	0	trips
29	trips	trn	BASE	NT-NT	0	trips
30	trips	trn	BASE	TOTAL	128991	trips
31	trips	trn	ALT	CW-CW	130294	trips
32	trips	trn	ALT	CW-MD	0	trips
33	trips	trn	ALT	CW-NT	0	trips
34	trips	trn	ALT	MD-CW	0	trips
35	trips	trn	ALT	MD-MD	651	trips
36	trips	trn	ALT	MD-NT	0	trips
37	trips	trn	ALT	NT-CW	194	trips
38	trips	trn	ALT	NT-MD	1	trips
39	trips	trn	ALT	NT-NT	0	trips
40	trips	trn	ALT	TOTAL	131140	trips
41	userbens	total		CW-CW	183312	minutes
42	userbens	total		CW-MD	0	minutes
43	userbens	total		CW-NT	-10798	minutes
44	userbens	total		MD-CW	0	minutes
45	userbens	total		MD-MD	310	minutes
46	userbens	total		MD-NT	-28	minutes
47	userbens	total		NT-CW	15212	minutes
48	userbens	total		NT-MD	27	minutes
49	userbens	total		NT-NT	0	minutes
50	userbens	total		TOTAL	188037	minutes
51	userbens	auto		CW-CW	0	minutes
52	userbens	auto		CW-MD	0	minutes
53	userbens	auto		CW-NT	0	minutes
54	userbens	auto		MD-CW	0	minutes
55	userbens	auto		MD-MD	0	minutes
56	userbens	auto		MD-NT	0	minutes
57	userbens	auto		NT-CW	0	minutes
58	userbens	auto		NT-MD	0	minutes
59	userbens	auto		NT-NT	0	minutes
60	userbens	auto		TOTAL	0	minutes
61	userbens	transit		CW-CW	183312	minutes
62	userbens	transit		CW-MD	0	minutes
63	userbens	transit		CW-NT	-10798	minutes
64	userbens	transit		MD-CW	0	minutes
65	userbens	transit		MD-MD	310	minutes
66	userbens	transit		MD-NT	-28	minutes
67	userbens	transit		NT-CW	15212	minutes
68	userbens	transit		NT-MD	27	minutes
69	userbens	transit		NT-NT	0	minutes
70	userbens	transit		TOTAL	188037	minutes
71	userbens	trip asym		CW-CW	0	minutes
72	userbens	trip asym		CW-MD	0	minutes
73	userbens	trip asym		CW-NT	0	minutes
74	userbens	trip asym		MD-CW	0	minutes
75	userbens	trip asym		MD-MD	0	minutes
76	userbens	trip asym		MD-NT	0	minutes
77	userbens	trip asym		NT-CW	0	minutes
78	userbens	trip asym		NT-MD	0	minutes
79	userbens	trip asym		NT-NT	0	minutes
80	userbens	trip asym		TOTAL	0	minutes

person trips total	BASE recrds	2380127	trips
person trips total	ALT recrds	2380127	trips

```
        person trips motorized  BASE recrds     2380127 trips
        person trips motorized  ALT  recrds     2380127 trips
        transit trips CW        BASE recrds      128343 trips
        transit trips CW        ALT  recrds      130488 trips
        transit trips MD        BASE recrds         647 trips
        transit trips MD        ALT  recrds         652 trips
        transit trips total     BASE recrds      128991 trips
        transit trips total     ALT  recrds      131140 trips

        total expenditure       BASE          102350810 minutes
        total expenditure       ALT           102159973 minutes
        user benefits (d expnd) BASE - ALT       190837 minutes

        trips from data field 1 (1=total; 2=motorized)


Change in UBs from capped price changes (minutes)
Segment:   Total       1       2       3
         ------- ------- ------- -------
  CW-CW    -2800    -857   -1462    -480
  CW-MD        0       0       0       0
  CW-NT        0       0       0       0
  MD-CW        0       0       0       0
  MD-MD        0       0       0       0
  MD-NT        0       0       0       0
  NT-CW        0       0       0       0
  NT-MD        0       0       0       0
  NT-NT        0       0       0       0
  Totals   -2800    -857   -1462    -480

wrtfinal 6601 (i) pagination summary:
              page height report width
              ---- ------ ------ -----
               t 1     37      1   194*
               t 2     37      2   194*
               t 3     37      3   194*
               t 4     37      4   194*
               t 5     38      5   194*
               t 6     38      6   194*
               t 7     38      7   194*
               t 8     38      8   194*
               t 9     37      9   194*
               t10     37     10   194*
               t11     37     11   194*
               t12     37     12   194*

08/27/04  11:11:20  program ended
```

Table 1
Person-Trips in the Baseline Alternative
All Transit-Access Markets
Home-Based-Work Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	15612	30538	10854	7184	5873	7265	1378	3948	2407	1935	7692	1059	1188	2253	4700	25952	15512	543	1689	3404	10173	11433	10880	865	184336
2 Doral	220	4102	643	1113	516	805	149	380	200	198	607	234	146	232	756	1335	2617	376	209	213	82	272	273	5	15683
3 F.I.U.	2399	20165	6524	5655	4571	5009	937	2655	1643	1369	5171	1401	1112	882	4004	13104	11259	1326	1126	2045	956	3521	2792	65	99691
4 Airpt W.	88	2536	321	1145	535	1350	268	642	301	333	1002	434	249	90	1422	1508	3366	449	400	372	43	162	190	2	17208
5 Bl. Lagoon	383	5735	1518	2321	2644	3440	700	2098	1351	896	3584	1015	849	190	2796	8270	5215	927	883	1443	180	695	809	10	47952
6 MIC MIA	49	702	163	354	377	753	199	575	307	301	974	284	219	27	844	1366	1102	258	226	338	21	82	98	1	9620
7 Allapattah	76	1289	260	616	624	1327	606	1627	652	969	3005	910	612	46	2613	2336	2489	978	488	943	34	128	161	1	22790
8 Civic Ctr	22	333	74	143	182	346	148	464	201	262	1002	236	212	9	609	707	544	230	113	386	11	39	50	0	6323
9 Lt. Havana	217	3069	736	1382	1855	3238	1077	3513	1994	1899	8020	1744	1486	114	4520	8373	4587	1589	1001	3277	117	383	522	6	54719
10 Cul Over	48	846	163	376	347	872	397	1160	447	961	2897	1063	664	31	2220	1390	1641	819	316	956	18	75	95	1	17803
11 CBD	7	107	26	53	51	98	46	165	74	123	512	100	97	3	224	246	178	86	33	193	2	11	16	0	2451
12 N. Beach	65	2016	355	921	765	1811	743	2139	832	1861	5315	11470	4826	65	9080	3062	5064	4175	642	1790	9	142	142	0	57290
13 S. Beach	72	1092	259	489	538	985	430	1640	583	1241	4052	4334	3602	35	2419	2144	1855	973	321	1319	12	118	141	0	28654
14 NW Tpke	58	1330	89	218	83	164	29	76	39	42	100	31	12	71	281	260	1341	161	50	17	19	44	46	0	4560
15 NE Dade	342	9074	1332	3850	2913	7522	3017	7948	3175	5809	15115	9181	4080	337	37967	11024	33222	24172	2842	5433	101	636	688	2	189782
16 SE Dade	1711	16005	4796	6367	7840	10760	2749	8655	5741	4185	19991	4421	3624	572	11142	48933	17015	3789	2882	10893	1337	4127	6380	119	204034
17 NW Dade	1747	62780	5946	18387	8181	18856	4330	10661	4857	6605	19538	9453	4760	2510	48859	25128	172767	44202	6256	6804	634	2941	3325	12	489538
18 North Dade	89	8395	778	2353	1567	3943	1763	4765	1779	3319	8788	6594	2774	280	34550	6423	46296	59514	1567	3073	14	224	134	0	198981
19 N.C. Dade	73	1404	241	718	602	1316	411	1078	504	587	1643	613	392	52	2018	1986	2669	669	500	572	34	120	151	1	18354
20 Brickell	76	933	228	409	491	853	407	1439	747	892	4805	839	699	26	1823	3984	1558	747	279	3625	48	167	259	1	25335
21 SW Dade	10904	17375	5972	5316	4284	5220	785	2312	1784	673	3206	215	248	1184	1914	25880	7531	203	1060	2095	20622	9397	24274	4641	157095
22 S.C. Dade	3278	13119	5349	3776	3046	3648	679	1913	1298	924	3978	903	857	633	2579	16783	8272	504	852	2188	2343	6011	6115	222	89270
23 S. Miami	5407	20113	6459	7277	5874	7220	1247	3950	2873	1488	8313	833	916	884	3851	40454	12714	396	1584	4753	13146	9626	35265	3468	198111
24 South Dade	13251	9984	5119	3207	2922	2265	223	706	753	258	1365	150	155	589	671	26310	2485	67	335	804	37675	10715	49152	68311	237470
Total	56193	233042	58204	73630	56682	89066	22718	64509	34542	37130	130675	57517	33779	11114	181862	276959	361297	147152	25653	56935	87629	61070	141958	77733	2377051

Source: Mode-choice application - Baylink

Table 2
Change in Person-Trips: Build minus Baseline
All Transit-Access Markets
Home-Based-Work Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Table 3
Transit Person-Trips in the Baseline Alternative
All Transit-Access Markets

Home-Based-Work Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	259	782	449	111	120	186	71	269	79	95	789	47	53	1	164	735	249	9	53	260	204	237	228	5	5454
2 Doral	5	191	48	51	21	47	11	36	10	15	88	14	9	0	42	63	91	9	12	22	2	8	10	0	804
3 F.I.U.	70	1018	538	173	279	216	68	249	123	114	761	89	84	1	217	529	342	35	56	188	22	108	71	1	5350
4 Airpt W.	2	104	19	40	14	48	16	49	14	24	117	24	15	0	64	63	95	11	20	31	1	4	8	0	782
5 Bl. Lagoon	10	251	179	75	144	123	37	148	120	69	566	52	63	0	121	370	146	21	32	127	4	22	26	0	2707
6 MIC MIA	1	33	13	11	13	23	7	26	13	12	83	11	8	0	31	57	40	6	9	21	1	3	5	0	426
7 Allapattah	4	114	30	46	42	102	45	186	58	106	502	85	63	0	231	195	197	48	45	112	3	9	17	0	2241
8 Civic Ctr	4	73	21	27	38	69	33	77	47	69	329	51	53	0	138	165	116	33	27	117	3	8	15	0	1512
9 Lt. Havana	15	300	131	106	225	286	132	496	225	270	1874	180	213	0	491	928	400	105	100	555	12	33	62	0	7138
10 Cul Over	7	156	40	63	59	152	81	247	86	193	917	215	168	0	447	282	274	104	60	249	3	14	24	0	3842
11 CBD	3	36	11	15	17	32	19	64	27	51	188	35	39	0	83	89	60	20	12	81	1	4	6	0	894
12 N. Beach	3	170	40	66	61	169	91	271	83	292	1010	1566	915	0	1128	263	456	366	68	223	1	10	15	0	7268
13 S. Beach	7	154	55	61	88	150	87	363	114	353	1339	1145	806	0	492	349	256	131	54	310	2	16	27	0	6358
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	19	710	155	271	220	604	339	1008	310	819	2799	1042	545	1	3635	1031	2412	1549	267	708	10	49	82	0	18585
16 SE Dade	64	774	366	264	372	518	210	846	384	340	3145	286	278	0	663	3044	792	130	166	1220	72	201	365	5	14508
17 NW Dade	15	1290	215	493	167	503	218	703	189	339	1933	401	223	0	1788	797	5033	850	236	481	9	46	91	0	16021
18 North Dade	1	160	23	53	39	103	65	211	59	156	619	351	152	0	1370	182	1004	1534	48	154	0	5	5	0	6294
19 N.C. Dade	3	96	21	39	29	75	29	95	36	47	206	43	29	0	131	129	160	24	28	56	2	6	11	0	1295
20 Brickell	6	96	31	33	43	71	49	219	84	116	1037	85	93	0	177	451	147	41	27	351	6	14	33	0	3212
21 SW Dade	188	429	197	86	81	152	51	207	75	47	467	11	15	0	85	890	153	4	40	218	441	172	640	57	4708
22 S.C. Dade	80	406	256	79	81	131	42	158	54	64	518	46	50	0	115	660	197	10	35	192	64	156	173	4	3570
23 S. Miami	93	544	234	161	150	267	92	400	146	120	1321	52	64	0	203	1604	352	11	74	492	386	212	1098	95	8171
24 South Dade	162	286	163	78	82	100	20	81	46	23	226	10	11	0	41	1271	81	2	18	104	963	227	1937	1917	7850
Total	1021	8173	3237	2402	2384	4126	1814	6409	2384	3733	20832	5840	3952	5	11859	14148	13055	5051	1488	6271	2211	1562	4949	2085	128991

Source: Mode-choice application - Baylink

Table 4
Change in Transit Person-Trips: Build minus Baseline
All Transit-Access Markets
Home-Based-Work Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total

1 W. Tike	0	3	-1	-1	-1	1	0	0	0	0	12	2	16	0	0	6	1	0	0	0	0	2	0	0	41
2 Doral	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	0	0	4
3 F.I.U.	0	2	1	0	-7	2	0	0	-2	-1	3	1	12	0	0	-1	0	-1	0	0	0	1	0	0	10
4 Airpt W.	0	0	0	0	0	0	0	-1	0	0	1	0	1	0	0	0	1	-1	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-7	-4	-1	-8	-2	-1	-2	-2	-1	-7	3	13	0	-1	-6	-2	-1	0	-1	0	0	0	0	-29
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	3	1	7	0	0	1	0	0	0	0	0	0	0	0	12
7 Allapattah	0	1	0	0	0	1	0	0	0	0	9	2	19	0	0	0	1	0	0	0	0	0	0	0	33
8 Civic Ctr	0	2	0	0	0	1	1	1	0	0	6	4	13	0	1	3	3	0	0	1	0	0	0	0	38
9 Lt. Havana	1	23	1	7	-1	18	9	35	-2	2	-10	28	65	0	21	46	37	4	8	22	1	3	5	0	324
10 Cul Over	0	1	0	0	0	1	0	0	0	0	15	6	17	0	0	1	1	0	0	1	0	0	0	0	43
11 CBD	0	0	0	0	0	0	0	1	0	0	16	3	6	0	0	1	0	0	0	-2	0	0	0	0	27
12 N. Beach	0	9	2	3	3	4	2	9	6	4	76	21	29	0	13	27	14	3	1	18	0	2	3	0	248
13 S. Beach	2	49	12	14	18	18	13	79	25	17	182	2	39	0	37	129	83	3	8	72	1	8	12	0	822
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	2	-2	2	-2	6	-1	-24	-1	2	23	6	53	0	-2	-22	-3	-20	1	-6	0	-1	-1	0	11
16 SE Dade	0	-15	-10	0	2	4	2	3	1	6	21	41	139	0	-2	3	3	-9	1	-1	0	0	1	0	191
17 NW Dade	0	1	-1	-5	-4	4	0	0	1	0	34	4	37	0	0	1	2	-9	0	-1	0	0	0	0	64
18 North Dade	0	1	-1	0	-1	0	0	-6	-1	0	6	-4	0	0	-6	-15	10	2	0	-3	0	0	0	0	-18
19 N.C. Dade	0	1	0	0	-1	0	0	0	0	0	6	0	8	0	0	-1	0	0	-1	0	0	0	0	0	12
20 Brickell	0	9	2	3	3	5	3	4	-2	8	12	15	26	0	9	9	12	3	2	22	0	0	1	0	146
21 SW Dade	0	2	-1	-1	2	0	0	0	1	0	5	2	10	0	0	7	0	-1	0	0	-1	1	0	0	28
22 S.C. Dade	0	0	-1	-1	0	1	0	0	1	0	7	6	29	0	0	4	1	-1	0	0	0	0	0	0	47
23 S. Miami	0	2	-1	-2	2	1	0	0	1	0	15	9	41	0	-1	9	0	-1	0	0	-1	1	-1	0	75
24 South Dade	0	1	-1	0	2	0	0	0	0	0	2	2	7	0	0	8	0	0	0	0	-1	0	0	0	20
Total	2	86	-4	19	6	67	29	101	26	37	439	153	587	0	70	209	166	-29	22	124	0	17	21	0	2149

Source: Mode-choice application - Baylink

Table 5
User Benefits (hours) for the Build Alternative
Total
All Transit-Access Markets
Home-Based-Work

Production District / Attraction District	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	3	-1	-1	-1	1	0	0	0	0	13	2	16	0	0	6	1	0	0	0	0	2	0	0	40
2 Doral	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	0	0	5
3 F.I.U.	0	2	1	0	-6	1	0	0	-2	-1	3	1	13	0	0	-1	0	-1	0	0	0	1	0	0	11
4 Airpt W.	0	0	0	-1	0	0	0	-1	0	0	2	0	1	0	0	0	1	-1	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-7	-4	-1	-7	-2	-1	-3	-2	-1	-6	3	12	0	0	-6	-1	-1	0	-1	0	0	0	0	-28

6 MIC MIA	0	0	0	0	0	0	0	0	0	0	3	1	5	0	0	1	0	0	0	0	0	0	0	0	10
7 Allapattah	0	1	0	0	0	1	0	0	0	0	14	3	26	0	-1	0	1	0	0	0	0	0	0	0	45
8 Civic Ctr	0	3	0	1	0	2	2	2	0	0	13	7	23	0	2	5	4	0	1	2	0	0	1	0	69
9 Lt. Havana	1	40	2	12	0	29	16	62	-3	3	-17	36	90	0	33	79	61	7	13	39	2	4	9	0	519
10 Cul Over	0	2	-1	1	0	2	0	1	0	0	34	9	29	0	0	1	1	0	0	1	0	0	0	0	80
11 CBD	0	1	0	0	0	1	0	2	0	1	31	5	12	0	1	1	1	0	0	-3	0	0	0	0	53
12 N. Beach	0	11	2	4	3	6	3	13	8	5	105	23	27	0	17	36	18	3	2	24	0	2	4	0	317
13 S. Beach	3	74	19	20	25	26	20	131	39	26	333	-4	38	0	54	201	120	2	12	121	1	11	19	0	1291
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	-3	2	-3	7	-2	-41	0	4	35	8	81	0	-1	-27	-5	-26	1	-7	0	-1	-2	0	20
16 SE Dade	0	-12	-10	0	2	5	3	6	2	7	28	46	160	0	-1	4	6	-10	1	0	0	0	1	0	239
17 NW Dade	0	2	-1	-5	-4	4	0	0	1	-1	38	4	38	0	0	1	2	-9	0	-1	0	0	0	0	70
18 North Dade	0	1	-1	0	-1	0	0	-7	-1	0	7	-6	-2	0	-7	-16	10	2	0	-4	0	0	0	0	-24
19 N.C. Dade	0	1	0	0	-1	0	0	0	0	0	7	0	9	0	0	-1	0	0	-1	0	0	0	0	0	14
20 Brickell	1	13	3	4	4	7	5	10	-2	11	28	18	34	0	12	16	18	4	3	30	0	1	2	0	222
21 SW Dade	0	2	-1	-1	1	0	0	0	1	0	6	2	10	0	0	7	0	-1	0	0	0	1	0	0	28
22 S.C. Dade	0	0	0	0	0	0	0	0	1	0	8	6	30	0	0	4	1	-1	0	0	0	0	0	0	49
23 S. Miami	0	2	-1	-2	2	1	0	0	1	0	18	9	43	0	-1	9	0	-1	0	0	-1	1	-1	0	81
24 South Dade	0	1	-1	-1	2	0	0	0	0	0	3	2	7	0	0	8	0	0	0	0	-1	0	0	0	21
Total	4		3		18		47		41		706		704		108		242		34		1		34		3134
		139		34		93		177		55		176		0		326		-32		203		22		0	

Source: Mode-choice application - Baylink

Table 6
User Benefits (hours) for the Build Alternative
Caused by Changes in the Price of Auto Travel
All Transit-Access Markets
Home-Based-Work

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Table 7
User Benefits (hours) for the Build Alternative
Caused by Changes in the Price of Transit Travel
All Transit-Access Markets
Home-Based-Work

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	3	-1	-1	-1	1	0	0	0	0	13	2	16	0	0	6	1	0	0	0	0	2	0	0	40
2 Doral	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	0	0	5
3 F.I.U.	0	2	1	0	-6	1	0	0	-2	-1	3	1	13	0	0	-1	0	-1	0	0	0	1	0	0	11
4 Airpt W.	0	0	0	-1	0	0	0	-1	0	0	2	0	1	0	0	0	1	-1	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-7	-4	-1	-7	-2	-1	-3	-2	-1	-6	3	12	0	0	-6	-1	-1	0	-1	0	0	0	0	-28
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	3	1	5	0	0	1	0	0	0	0	0	0	0	0	10
7 Allapattah	0	1	0	0	0	1	0	0	0	0	14	3	26	0	-1	0	1	0	0	0	0	0	0	0	45
8 Civic Ctr	0	3	0	1	0	2	2	2	0	0	13	7	23	0	2	5	4	0	1	2	0	0	1	0	69
9 Lt. Havana	1	40	2	12	0	29	16	62	-3	3	-17	36	90	0	33	79	61	7	13	39	2	4	9	0	519
10 Cul Over	0	2	-1	1	0	2	0	1	0	0	34	9	29	0	0	1	1	0	0	1	0	0	0	0	80
11 CBD	0	1	0	0	0	1	0	2	0	1	31	5	12	0	1	1	1	0	0	-3	0	0	0	0	53
12 N. Beach	0	11	2	4	3	6	3	13	8	5	105	23	27	0	17	36	18	3	2	24	0	2	4	0	317
13 S. Beach	3	74	19	20	25	26	20	131	39	26	333	-4	38	0	54	201	120	2	12	121	1	11	19	0	1291
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	-3	2	-3	7	-2	-41	0	4	35	8	81	0	-1	-27	-5	-26	1	-7	0	-1	-2	0	20

16 SE Dade	0	-12	-10	0	2	5	3	6	2	7	28	46	160	0	-1	4	6	-10	1	0	0	0	1	0	239
17 NW Dade	0	2	-1	-5	-4	4	0	0	1	-1	38	4	38	0	0	1	2	-9	0	-1	0	0	0	0	70
18 North Dade	0	1	-1	0	-1	0	0	-7	-1	0	7	-6	-2	0	-7	-16	10	2	0	-4	0	0	0	0	-24
19 N.C. Dade	0	1	0	0	-1	0	0	0	0	0	7	0	9	0	0	-1	0	0	-1	0	0	0	0	0	14
20 Brickell	1	13	3	4	4	7	5	10	-2	11	28	18	34	0	12	16	18	4	3	30	0	1	2	0	222
21 SW Dade	0	2	-1	-1	1	0	0	0	1	0	6	2	10	0	0	7	0	-1	0	0	0	1	0	0	28
22 S.C. Dade	0	0	0	0	0	0	0	0	1	0	8	6	30	0	0	4	1	-1	0	0	0	0	0	0	49
23 S. Miami	0	2	-1	-2	2	1	0	0	1	0	18	9	43	0	-1	9	0	-1	0	0	-1	1	-1	0	81
24 South Dade	0	1	-1	-1	2	0	0	0	0	0	3	2	7	0	0	8	0	0	0	0	-1	0	0	0	21
Total	4		3		18		47		41		706		704		108		242		34		1		34		3134
		139		34		93		177		55		176		0		326		-32		203		22		0	

Source: Mode-choice application - Baylink

Table 8
User Benefits (hours) for the Build Alternative
Caused by Trip Asymmetry
All Transit-Access Markets
Home-Based-Work

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Table 10
User Benefits (Hours) Accrued by Soc-Econ Segment 1
All Transit-Access Markets
Home-Based-Work

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	-1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-1	0	0	-1	0	0	0	0	0	0	0	1	0	0	-1	0	0	0	0	0	0	0	0	-2
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	1	0	0	0	0	3	1	7	0	0	0	0	0	0	0	0	0	0	0	13
8 Civic Ctr	0	2	0	1	0	1	1	1	0	0	7	4	11	0	1	3	3	0	0	1	0	0	0	0	36
9 Lt. Havana	1	22	2	7	1	17	9	32	-2	2	-6	18	37	0	19	45	37	4	8	19	1	3	5	0	282
10 Cul Over	0	1	0	0	0	1	0	0	0	0	16	5	12	0	0	1	1	0	0	0	0	0	0	0	38
11 CBD	0	0	0	0	0	0	0	2	0	1	16	3	6	0	0	1	1	0	0	-3	0	0	0	0	29
12 N. Beach	0	5	1	2	1	3	1	6	4	1	30	9	3	0	7	17	9	1	1	10	0	1	2	0	112
13 S. Beach	2	41	10	12	15	15	10	63	21	10	123	-13	12	0	27	117	74	0	7	60	1	7	10	0	623
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	-2	-2	1	-1	2	-1	-21	0	2	11	4	33	0	1	-12	-3	-10	1	-3	0	-1	-1	0	-3
16 SE Dade	0	1	-1	1	1	2	1	3	0	1	4	11	31	0	0	3	4	-3	1	1	0	0	0	0	62
17 NW Dade	0	0	0	0	-1	1	0	0	0	0	3	1	5	0	0	0	1	-2	0	0	0	0	0	0	7
18 North Dade	0	0	0	0	0	0	0	-2	0	0	1	-1	-3	0	-2	-5	4	1	0	-1	0	0	0	0	-9
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20 Brickell	0	6	1	2	2	4	2	6	0	3	15	7	9	0	5	9	8	2	1	15	0	0	1	0	98
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
23 S. Miami	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	2	0	0	0	0	0	0	0	0	7
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	-1	0	0	0	3

Total	3	9	18	24	23	227	175	59	139	19	1	18	1306
	78	25	47	89	19	49	0	182	-7	99	11	0	

Source: Mode-choice application - Baylink

Table 11
User Benefits (Hours) Accrued by Soc-Econ Segment 2
All Transit-Access Markets
Home-Based-Work

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	1	0	0	0	0	0	0	0	0	4	1	5	0	0	2	0	0	0	0	0	0	0	0	14
2 Doral	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
3 F.I.U.	0	1	0	0	-3	1	0	0	-1	0	2	0	5	0	0	0	0	-1	0	0	0	0	0	0	5
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	-5	-2	0	-2	-1	0	-1	-1	0	-1	1	5	0	0	-2	-1	0	0	0	0	0	0	0	-11
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4
7 Allapattah	0	0	0	0	0	1	0	0	0	0	8	1	13	0	0	0	0	0	0	0	0	0	0	0	23
8 Civic Ctr	0	1	0	0	0	1	1	2	0	0	6	3	11	0	1	2	2	0	0	1	0	0	0	0	32
9 Lt. Havana	0	16	1	4	0	10	6	27	-1	1	-10	14	40	0	12	31	21	2	5	18	1	2	4	0	204
10 Cul Over	0	1	0	0	0	1	0	0	0	0	17	4	14	0	0	0	0	0	0	0	0	0	0	0	37
11 CBD	0	0	0	0	0	0	0	1	0	0	14	2	6	0	0	0	0	0	0	0	0	0	0	0	24
12 N. Beach	0	5	1	1	1	2	1	5	3	2	48	8	17	0	8	14	7	2	1	10	0	1	2	0	139
13 S. Beach	1	30	8	8	9	11	10	65	17	15	195	11	30	0	26	78	43	2	5	58	0	4	8	0	636
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	-1	1	-1	2	-1	-17	0	0	15	2	34	0	-3	-11	-1	-13	0	-5	0	0	-1	0	0
16 SE Dade	0	-4	-4	0	1	2	1	3	1	2	13	20	73	0	-1	2	3	-4	1	2	0	0	0	0	112
17 NW Dade	0	1	0	-1	-1	1	0	0	0	0	14	1	16	0	0	0	0	-3	0	0	0	0	0	0	27
18 North Dade	0	0	0	0	0	0	0	-5	-1	0	1	-4	0	0	-5	-9	4	2	0	-3	0	0	0	0	-20
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	6
20 Brickell	0	7	2	2	2	3	2	3	-1	7	8	10	22	0	6	6	8	2	1	12	0	0	1	0	102
21 SW Dade	0	1	0	0	0	0	0	0	0	0	2	1	4	0	0	3	0	0	0	0	0	0	0	0	12
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	3	3	13	0	0	2	0	0	0	0	0	0	0	0	21
23 S. Miami	0	1	0	-1	1	0	0	0	1	0	6	4	17	0	0	4	0	0	0	0	0	0	0	0	31
24 South Dade	0	0	0	0	1	0	0	0	0	0	1	1	3	0	0	3	0	0	0	0	0	0	0	0	8
Total	1	3	8	21	18	352	335	43	90	13	1	14	1410
	57	13	35	83	26	84	0	126	-14	93	7	0	

Source: Mode-choice application - Baylink

Table 12
User Benefits (Hours) Accrued by Soc-Econ Segment 3
All Transit-Access Markets
Home-Based-Work

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	2	0	0	-1	0	0	0	0	0	8	1	10	0	0	3	1	0	0	0	0	1	0	0	24
2 Doral	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3 F.I.U.	0	1	0	0	-3	0	0	0	-1	0	1	1	6	0	0	-1	0	0	0	1	0	0	0	0	5
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5 Bl. Lagoon	0	-2	-2	0	-4	-1	0	-1	-2	-1	-6	2	6	0	0	-3	-1	0	0	-1	0	0	0	0	-15
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	5
7 Allapattah	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	9
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
9 Lt. Havana	0	2	-1	0	-2	2	1	3	0	0	-2	4	13	0	2	2	3	0	1	2	0	0	1	0	33
10 Cul Over	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	0	0	0	5
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12 N. Beach	0	2	1	0	1	1	0	2	1	2	26	6	7	0	3	5	2	0	0	5	0	0	1	0	66
13 S. Beach	0	2	1	0	1	0	0	3	1	2	14	-2	-3	0	1	5	3	0	0	3	0	0	1	0	32
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	2	-1	1	-1	2	0	-2	0	2	10	3	13	0	0	-3	0	-3	0	1	0	0	0	0	24
16 SE Dade	0	-9	-5	-1	0	1	0	0	0	3	12	14	56	0	0	-1	-1	-3	0	-2	0	0	1	0	66
17 NW Dade	0	1	-1	-3	-2	2	0	0	0	0	22	2	17	0	0	0	1	-4	0	0	0	0	0	0	35
18 North Dade	0	1	0	0	0	0	0	-1	0	1	4	0	1	0	0	-2	2	-1	0	0	0	0	0	0	5
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	5
20 Brickell	0	1	0	0	0	1	0	1	0	1	5	1	3	0	1	1	2	0	0	3	0	0	0	0	22
21 SW Dade	0	1	0	0	1	0	0	0	0	0	4	1	6	0	0	3	0	0	0	0	0	0	0	0	15
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	5	3	16	0	0	2	0	0	0	0	0	0	0	0	26
23 S. Miami	0	1	-1	-1	1	0	0	0	1	0	11	5	24	0	-1	4	0	-1	0	0	0	0	0	0	43
24 South Dade	0	0	0	0	1	0	0	0	0	0	2	1	4	0	0	3	0	0	0	0	0	0	0	0	10
Total	0	4	-9	-4	-8	10	2	4	1	9	127	44	194	0	6	19	13	-11	2	11	-1	3	2	0	418

Source: Mode-choice application - Baylink

Table 14
Share of User Benefits (Percent) Accrued by Soc-Econ Segment 1
All Transit-Access Markets
Home-Based-Work

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	22.5	1.4	15.0	14.6	-9.1	-0.8	1.8	-0.6	-28.6	5.3	1.6	6.0	3.7	33.2	-7.4	12.2	-3.0	10.9	1.9	7.3	44.6	8.3	32.3	22.4	3.9
2 Doral	21.5	-0.1	11.9	7.9	11.7	10.2	2.1	-18.8	6.2	2.9	4.9	16.7	8.6	0.0	10.5	14.2	22.2	12.1	4.5	15.9	3.8	16.4	26.3	37.4	6.4
3 F.I.U.	33.1	15.2	18.3	10.5	10.6	15.6	24.6	-3.9	9.3	7.2	12.5	15.6	12.5	31.0	-19.2	9.3	25.5	17.9	-78.3	-16.2	-742.3	18.9	25.2	27.4	17.5
4 Airpt W.	25.4	-45.0	96.5	35.9	32.5	21.1	28.4	19.2	34.1	26.1	12.1	16.4	24.4	50.1	19.5	26.9	28.2	30.6	24.0	17.2	30.1	-2.6	23.1	33.9	-483.7
5 Bl. Lagoon	16.2	9.9	7.5	6.3	10.3	11.9	15.9	14.5	4.5	3.1	-1.0	9.9	8.1	20.1	-5.9	9.8	-8.6	12.8	-14.0	-0.6	24.3	19.1	37.7	2.5	5.9
6 MIC MIA	19.6	11.3	18.8	-775.3	-17.3	10.9	17.7	11.8	-24.3	0.4	2.8	8.3	6.1	0.0	31.5	10.3	5.9	13.0	22.1	1.1	1.7	24.9	-2.7	0.0	4.9
7 Allapattah	42.9	29.9	23.7	35.6	34.6	35.9	51.1	55.1	30.8	42.3	25.1	27.8	28.2	49.9	66.8	17.5	32.5	6390.3	21.8	32.1	37.8	31.2	45.9	31.9	27.6
8 Civic Ctr	53.8	54.1	41.3	60.6	81.7	57.7	60.5	24.8	62.1	75.3	52.4	55.7	49.2	70.7	58.9	53.5	58.7	67.1	56.3	47.6	49.3	56.7	50.5	0.0	51.8
9 Lt. Havana	64.3	56.0	80.2	60.5	-831.8	59.0	55.7	51.5	59.1	57.2	33.5	49.0	40.7	75.4	56.6	57.6	60.9	64.4	60.0	49.9	56.0	61.2	53.7	45.9	54.3
10 Cul Over	64.0	52.5	52.5	61.2	75.6	59.8	57.6	57.0	224.5	26.6	47.0	53.9	42.2	75.7	114.5	58.9	60.6	32.6	62.6	17.1	51.2	60.9	58.8	62.4	47.1
11 CBD	66.8	71.7	60.7	74.5	-30.0	76.0	79.8	74.8	8.8	91.4	52.8	58.3	51.6	65.8	65.8	66.8	80.3	87.9	82.2	96.0	-761.2	84.9	52.4	0.0	54.2
12 N. Beach	54.0	44.3	40.4	51.3	44.2	48.5	41.5	42.3	44.1	23.9	28.9	37.5	9.7	64.2	40.1	47.4	48.5	41.2	44.7	39.3	54.4	51.0	43.3	0.0	35.4
13 S. Beach	59.8	56.1	52.1	59.8	60.3	56.1	50.2	48.4	54.9	37.7	37.0	346.5	30.2	74.8	50.2	58.3	61.7	14.1	54.3	49.6	61.3	62.9	53.1	0.0	48.3
14 NW Tpke	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 NE Dade	56.7	-747.2	49.8	38.0	50.4	37.1	56.7	52.4	-15.9	40.1	30.2	47.8	41.2	70.5	-125.3	46.0	75.2	38.3	52.4	43.1	66.3	54.7	38.8	114.5	-15.2
16 SE Dade	4.1	-6.1	8.6	253.1	38.9	43.5	53.2	52.6	20.3	21.6	13.6	24.0	19.3	68.2	-34.7	58.9	64.3	30.2	62.2	181.2	18.4	40.1	22.5	24.4	25.9
17 NW Dade	28.8	21.9	9.4	7.1	19.2	18.6	37.0	-73.5	15.1	21.1	6.7	15.2	12.8	54.6	-51.7	43.6	38.3	19.4	23.3	3.3	8.7	15.4	46.6	1.0	10.7
18 North Dade	35.4	19.4	27.0	34.7	33.0	23.0	29.2	27.0	40.5	-114.3	20.4	25.7	121.0	59.5	27.9	32.7	37.4	44.4	12.2	32.5	60.4	42.2	19.0	0.0	38.9
19 N.C. Dade	40.5	24.8	-11.4	26.0	34.1	23.5	18.1	23.2	15.0	34.3	15.7	-442.4	22.5	67.1	52.3	25.8	-17.4	46.7	28.3	27.1	18.2	29.1	43.7	23.4	16.2
20 Brickell	57.4	41.5	36.4	49.7	41.7	49.7	45.6	63.2	21.8	27.5	51.9	37.9	26.7	54.9	40.2	55.8	46.0	51.3	46.9	50.6	59.0	62.5	52.9	0.0	44.2
21 SW Dade	-96.0	9.7	10.3	13.8	11.0	12.2	4.8	2.9	10.3	9.9	2.6	5.7	4.7	6.0	0.3	9.5	-22.5	11.6	6.9	-3.2	3.1	8.2	-20.9	20.2	5.3
22 S.C. Dade	1.2	20.0	5.7	9.4	-8.6	10.9	5.5	5.1	7.6	-1.6	2.5	5.9	4.4	18.7	-2763.5	7.4	0.5	11.0	2.3	-3.6	30.0	11.9	-15.8	1.4	4.5
23 S. Miami	31.5	22.2	11.9	20.0	19.9	18.8	13.6	16.7	15.4	8.2	5.2	8.1	6.5	20.7	6.1	20.7	14.2	16.9	17.8	50.1	21.5	29.2	15.5	20.5	8.7
24 South Dade	69.2	23.1	22.0	35.6	22.9	23.1	11.0	11.3	17.6	16.2	10.6	8.3	12.3	19.5	16.1	23.5	3.2	17.4	16.8	57.6	46.6	27.5	70.4	132.4	14.9
Total	67.2	55.9	288.6	72.5	100.6	50.8	51.3	50.5	55.5	35.7	32.1	27.8	24.8	93.0	54.3	55.7	57.3	21.4	55.4	48.9	106.8	51.4	52.1	21.5	41.7

Source: Mode-choice application - Baylink

```
program summit (Version 0.992; 08/15/03; FTA)

 08/27/04  11:13:55  program initiated

 wrtctl 601 (i) settings from the control file
   &fnames
     freport  = blnhb.rpt
     fequiv   = blnk.eqv
     ftable1  = ..\25tsm\ubennhb.b25
     ftable2  = ubennhb.b25
     ftabtxt  =
     ftables  =
     ftlfd    = blnhb.tlf
     frcsums  = blnhb.rcs
     frcvals  =
     fstrats  =
     fddub    = blnhb.d2d
     frcub    = blnhb.rcu
     pqfiles =    1   2
   &params
     nzones   = 1521
     ndists   =   24
     ubrun    =    T
     skipii   =    F
     cwidtext =    8
     cwidvect =    8
     cwidtabo =    8
     prteqv   =    F
     softtabi = tranplan
     softtabo = ascii
     softmap  = generic
     maxdp    =   45 9999 9999
                9999   45 9999
                9999 9999   45
   &tables
     t 1 = u410
     t 2 = u420-t1
     t 3 = u430
     t 4 = u440-t3
     t 5 = u450
     t 6 = u460
     t 7 = u470
     t 8 = u480
     t10 = u150
     t11 = u250
     t12 = u350
     t14 = t10/t5
     t21 = u101
     t22 = u102
     t23 = u103
     t24 = u104
     t25 = u105
     t26 = u106
     t27 = u107
     t28 = u108
     t29 = u109
     t31 = u201
     t32 = u202
     t33 = u203
     t34 = u204
     t35 = u205
     t36 = u206
     t37 = u207
     t38 = u208
     t39 = u209
     t41 = u301
     t42 = u302
     t43 = u303
     t44 = u304
     t45 = u305
```

```
  t46 = u306
  t47 = u307
  t48 = u308
  t49 = u309
  t61 = u181
  t62 = u182
  t63 = u183
  t64 = u184
  t65 = u185
  t66 = u186
  t67 = u187
  t68 = u188
  t69 = u189
  t71 = u281
  t72 = u282
  t73 = u283
  t74 = u284
  t75 = u285
  t76 = u286
  t77 = u287
  t78 = u288
  t79 = u289
  t81 = u381
  t82 = u382
  t83 = u383
  t84 = u384
  t85 = u385
  t86 = u386
  t87 = u387
  t88 = u388
  t89 = u389
&analysis
  tlf 1    =   21  vs  61
  tlf 2    =   22  vs  62
  tlf 3    =   23  vs  63
  tlf 4    =   24  vs  64
  tlf 5    =   25  vs  65
  tlf 6    =   26  vs  66
  tlf 7    =   27  vs  67
  tlf 8    =   28  vs  68
  tlf 9    =   29  vs  69
  tlf11    =   31  vs  71
  tlf12    =   32  vs  72
  tlf13    =   33  vs  73
  tlf14    =   34  vs  74
  tlf15    =   35  vs  75
  tlf16    =   36  vs  76
  tlf17    =   37  vs  77
  tlf18    =   38  vs  78
  tlf19    =   39  vs  79
  tlf21    =   41  vs  81
  tlf22    =   42  vs  82
  tlf23    =   43  vs  83
  tlf24    =   44  vs  84
  tlf25    =   45  vs  85
  tlf26    =   46  vs  86
  tlf27    =   47  vs  87
  tlf28    =   48  vs  88
  tlf29    =   49  vs  89
  intvltlf =    5.00
  pagetlfs =    1   1   1   1   1   1   1   1   1   1
                2   2   2   2   2   2   2   2   2   2
                3   3   3   3   3   3   3   3   3
  trcsums  =    5
  trcvals  =
  izvals   =
  jzvals   =
  tstratT  =    0
  tstratI  =    0
  bpstrats =
```

```
    places   =    6
    dplaces  =    0
    pafmt    =    F
  &pages
    pagew    =  132
    pageh    =   89
    tpages   =    1   2   3   4   5   6   7   8   9  10
                 11  12
  &trpt
     # table  pl dpl   scale     maskub     masklb pct nototS
    -- ----- --- --- ------- ---------- ---------- --- ------
     1     1   7   0   1.000 -999999.00  999999.00   0      F
     2     2   7   0   1.000 -999999.00  999999.00   0      F
     3     3   7   0   1.000 -999999.00  999999.00   0      F
     4     4   7   0   1.000 -999999.00  999999.00   0      F
     5     5   7   0   0.017 -999999.00  999999.00   0      F
     6     6   7   0   0.017 -999999.00  999999.00   0      F
     7     7   7   0   0.017 -999999.00  999999.00   0      F
     8     8   7   0   0.017 -999999.00  999999.00   0      F
     9    10   7   0   0.017 -999999.00  999999.00   0      F
    10    11   7   0   0.017 -999999.00  999999.00   0      F
    11    12   7   0   0.017 -999999.00  999999.00   0      F
    12    14   7   1 100.000 -999999.00  999999.00   0      F

prpqhead 6601 (i) pq header record for file1
  number of zones    : 1521
  number of segments :    3
  Civt for transit   :   -0.0180
  Civt for auto      :   -0.0180
  travel purpose     : NHB
  time period        : OffPk
  name of alternative: Miami                                    □□□□
prpqhead 6601 (i) pq header record for file2
  number of zones    : 1521
  number of segments :    3
  Civt for transit   :   -0.0180
  Civt for auto      :   -0.0180
  travel purpose     : NHB
  time period        : OffPk
  name of alternative: Miami          test of LPA               □□□□
```

Summary of User Benefit Calculations

Table	Contents	Conditions	Markets		Total
1	trips	all	BASE	CW-CW	1644679 trips
2	trips	all	BASE	CW-MD	0 trips
3	trips	all	BASE	CW-NT	5817 trips
4	trips	all	BASE	MD-CW	0 trips
5	trips	all	BASE	MD-MD	4270 trips
6	trips	all	BASE	MD-NT	1 trips
7	trips	all	BASE	NT-CW	11914 trips
8	trips	all	BASE	NT-MD	1 trips
9	trips	all	BASE	NT-NT	992252 trips
10	trips	all	BASE	TOTAL	2658934 trips
11	trips	all	ALT	CW-CW	1644679 trips
12	trips	all	ALT	CW-MD	0 trips
13	trips	all	ALT	CW-NT	5817 trips
14	trips	all	ALT	MD-CW	0 trips
15	trips	all	ALT	MD-MD	4270 trips
16	trips	all	ALT	MD-NT	1 trips
17	trips	all	ALT	NT-CW	11914 trips
18	trips	all	ALT	NT-MD	1 trips
19	trips	all	ALT	NT-NT	992252 trips
20	trips	all	ALT	TOTAL	2658934 trips
21	trips	trn	BASE	CW-CW	55652 trips
22	trips	trn	BASE	CW-MD	0 trips
23	trips	trn	BASE	CW-NT	234 trips
24	trips	trn	BASE	MD-CW	0 trips
25	trips	trn	BASE	MD-MD	98 trips
26	trips	trn	BASE	MD-NT	0 trips
27	trips	trn	BASE	NT-CW	0 trips
28	trips	trn	BASE	NT-MD	0 trips
29	trips	trn	BASE	NT-NT	0 trips
30	trips	trn	BASE	TOTAL	55984 trips
31	trips	trn	ALT	CW-CW	56951 trips
32	trips	trn	ALT	CW-MD	0 trips
33	trips	trn	ALT	CW-NT	0 trips
34	trips	trn	ALT	MD-CW	0 trips
35	trips	trn	ALT	MD-MD	98 trips
36	trips	trn	ALT	MD-NT	0 trips
37	trips	trn	ALT	NT-CW	728 trips
38	trips	trn	ALT	NT-MD	0 trips
39	trips	trn	ALT	NT-NT	0 trips
40	trips	trn	ALT	TOTAL	57777 trips
41	userbens	total		CW-CW	77081 minutes
42	userbens	total		CW-MD	0 minutes
43	userbens	total		CW-NT	-13649 minutes
44	userbens	total		MD-CW	0 minutes
45	userbens	total		MD-MD	30 minutes
46	userbens	total		MD-NT	-1 minutes
47	userbens	total		NT-CW	45206 minutes
48	userbens	total		NT-MD	1 minutes
49	userbens	total		NT-NT	0 minutes
50	userbens	total		TOTAL	108667 minutes
51	userbens	auto		CW-CW	0 minutes
52	userbens	auto		CW-MD	0 minutes
53	userbens	auto		CW-NT	0 minutes
54	userbens	auto		MD-CW	0 minutes
55	userbens	auto		MD-MD	0 minutes
56	userbens	auto		MD-NT	0 minutes

```
  57    userbens   auto              NT-CW           0 minutes
  58    userbens   auto              NT-MD           0 minutes
  59    userbens   auto              NT-NT           0 minutes
  60    userbens   auto              TOTAL           0 minutes

  61    userbens   transit           CW-CW       77081 minutes
  62    userbens   transit           CW-MD           0 minutes
  63    userbens   transit           CW-NT      -13649 minutes
  64    userbens   transit           MD-CW           0 minutes
  65    userbens   transit           MD-MD          30 minutes
  66    userbens   transit           MD-NT          -1 minutes
  67    userbens   transit           NT-CW       45206 minutes
  68    userbens   transit           NT-MD           1 minutes
  69    userbens   transit           NT-NT           0 minutes
  70    userbens   transit           TOTAL      108667 minutes

  71    userbens   trip  asym        CW-CW           0 minutes
  72    userbens   trip  asym        CW-MD           0 minutes
  73    userbens   trip  asym        CW-NT           0 minutes
  74    userbens   trip  asym        MD-CW           0 minutes
  75    userbens   trip  asym        MD-MD           0 minutes
  76    userbens   trip  asym        MD-NT           0 minutes
  77    userbens   trip  asym        NT-CW           0 minutes
  78    userbens   trip  asym        NT-MD           0 minutes
  79    userbens   trip  asym        NT-NT           0 minutes
  80    userbens   trip  asym        TOTAL           0 minutes


        person trips total      BASE recrds     2662030 trips
        person trips total      ALT  recrds     2662030 trips
        person trips motorized  BASE recrds     2662030 trips
        person trips motorized  ALT  recrds     2662030 trips
        transit trips CW        BASE recrds       55886 trips
        transit trips CW        ALT  recrds       57678 trips
        transit trips MD        BASE recrds          98 trips
        transit trips MD        ALT  recrds          98 trips
        transit trips total     BASE recrds       55984 trips
        transit trips total     ALT  recrds       57777 trips

        total expenditure       BASE           50205591 minutes
        total expenditure       ALT            50093937 minutes
        user benefits (d expnd) BASE - ALT       111653 minutes

        trips from data field 1 (1=total; 2=motorized)


Change in UBs from capped price changes (minutes)
Segment:   Total       1       2       3
         ------- ------- ------- -------
  CW-CW    -2986    -232    -769   -1985
  CW-MD        0       0       0       0
  CW-NT        0       0       0       0
  MD-CW        0       0       0       0
  MD-MD        0       0       0       0
  MD-NT        0       0       0       0
  NT-CW        0       0       0       0
  NT-MD        0       0       0       0
  NT-NT        0       0       0       0
  Totals   -2986    -232    -769   -1985

wrtfinal 6601 (i) pagination summary:
              page height report width
              ---- ------ ------ -----
               t 1    37      1   194*
               t 2    37      2   194*
               t 3    37      3   194*
               t 4    37      4   194*
               t 5    38      5   194*
               t 6    38      6   194*
```

```
t 7    38      7   194*
t 8    38      8   194*
t 9    37      9   194*
t10    37     10   194*
t11    37     11   194*
t12    37     12   194*

08/27/04  11:16:40  program ended
```

Table 1
Person-Trips in the Baseline Alternative
All Transit-Access Markets
Non-Home-Based Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	23788	6816	4725	1274	1158	950	190	337	390	191	683	187	184	377	733	6243	2940	325	218	355	14175	7860	7027	1746	82870
2 Doral	7144	56747	13432	13276	6537	6292	1100	1826	1841	1029	2809	1143	868	1700	5400	14935	30632	3215	1564	1165	2745	6672	6143	535	188750
3 F.I.U.	4742	13112	9833	3342	3174	2149	375	705	843	371	1191	358	355	309	1378	9452	5490	647	450	562	1785	5547	4099	364	70633
4 Airpt W.	1263	13278	3306	8426	3008	4146	724	1127	979	633	1465	687	461	362	3471	6640	13762	1408	1100	581	661	1729	2136	151	71504
5 Bl. Lagoon	1162	6580	3205	3113	6072	4539	777	1566	1968	735	2417	626	660	145	2638	11984	5522	850	981	997	588	1633	2014	136	60908
6 MIC MIA	976	6569	2310	4113	4631	11649	1632	2696	2447	1362	3266	1192	928	184	5954	11056	10117	1672	2410	1254	512	1273	1632	123	79958
7 Allapattah	190	1104	403	688	795	1551	1402	2398	1131	1258	2274	833	659	40	3442	2947	2614	1061	766	815	98	241	325	26	27061
8 Civic Ctr	405	2073	863	1158	1736	2686	2349	6387	2694	2589	6201	1556	1667	61	5298	6608	3924	1734	1138	2160	214	505	690	52	54748
9 Lt. Havana	369	1822	822	980	1874	2380	1135	2748	2950	1218	4619	915	1018	55	3121	8870	2967	1087	833	2028	225	495	789	53	43373
10 Cul Over	223	1160	437	690	811	1433	1202	2545	1167	2996	4998	1743	1562	41	5090	3178	2926	1641	623	1636	124	276	370	31	36903
11 CBD	705	3064	1281	1569	2400	3436	2214	6237	4457	5055	26077	3491	4172	104	8807	14361	6247	3556	1266	9246	446	891	1550	120	110752
12 N. Beach	215	1288	440	740	715	1354	828	1572	886	1802	3576	20190	8800	58	9305	2928	4163	3950	590	1301	107	273	373	50	65504
13 S. Beach	223	1019	419	507	733	1079	637	1654	938	1551	4221	8599	11031	37	3150	2912	2042	1357	388	1446	109	276	370	43	44741
14 NW Tpke	428	1782	340	382	151	191	40	67	54	42	97	52	30	431	319	438	2281	209	60	39	165	218	206	38	8062
15 NE Dade	798	5710	1596	3571	2845	6405	3462	5551	3195	5232	8817	9583	3366	279	59951	10366	35924	37164	3098	3379	441	953	1337	131	213154
16 SE Dade	6062	14751	9028	6773	11706	10638	3002	6689	9028	3235	14678	2923	2987	398	10094	110968	16192	3902	2886	9953	6038	12303	24904	1420	300558
17 NW Dade	3059	31480	5626	13333	5551	10693	2817	4283	3129	3135	6653	4370	2243	2153	38083	16418	206748	47731	3990	2695	1537	3507	4630	457	424322
18 North Dade	381	3459	730	1465	1032	2016	1147	2004	1189	1801	3862	5125	1677	196	39703	4348	50061	113448	871	1605	250	427	613	64	237476
19 N.C. Dade	220	1570	484	1096	969	2338	786	1198	844	622	1265	555	389	57	3033	2906	3867	790	1237	472	122	274	368	24	25486
20 Brickell	356	1226	550	622	956	1285	830	2268	2001	1658	9505	1236	1396	35	3230	9771	2483	1431	476	9801	288	551	1033	84	53072
21 SW Dade	14141	2659	1723	753	683	562	114	208	238	116	441	104	102	160	417	6128	1658	257	128	299	34285	6110	23183	10110	104579
22 S.C. Dade	7745	6416	5464	1748	1639	1175	216	408	494	232	874	221	228	203	829	12476	3412	379	257	576	6353	12629	11130	1073	76177
23 S. Miami	6827	5941	3861	2275	2108	1579	315	647	834	360	1608	361	346	173	1285	25443	4688	572	363	1099	23057	10958	66974	9298	170972
24 South Dade	1935	545	334	173	146	128	22	60	52	37	154	48	40	26	142	1578	491	60	27	114	10511	1009	9773	79970	107372
Total	83356		71213		61430		27316		43749		111750		45169		214873		421150		25720		104836		171669		2658934
		190171		72066		80654		55181		37260		66099		7584		302955		228447		53578		76610		106099	

Source: Mode-choice application - Baylink

Table 2
Change in Person-Trips: Build minus Baseline
All Transit-Access Markets
Non-Home-Based Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Table 3
Transit Person-Trips in the Baseline Alternative
All Transit-Access Markets
Non-Home-Based Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	101	66	96	8	17	25	5	13	7	5	48	4	5	0	12	92	15	1	4	13	63	52	32	1	684
2 Doral	78	1066	819	189	218	418	51	121	70	47	347	38	42	0	150	476	356	17	49	80	37	111	146	4	4932
3 F.I.U.	85	654	647	91	187	184	31	80	60	32	239	23	31	0	77	348	146	11	26	63	22	126	100	3	3266
4 Airpt W.	6	235	143	110	41	81	21	48	19	20	127	16	15	0	64	124	163	7	22	27	3	15	26	0	1335
5 Bl. Lagoon	7	142	184	33	82	133	18	52	67	24	244	16	24	0	47	216	50	4	18	44	2	12	21	0	1442
6 MIC MIA	5	140	72	33	76	97	37	74	50	41	262	30	28	0	101	236	118	10	50	56	3	11	24	0	1552
7 Allapattah	2	27	15	7	13	49	21	65	28	43	194	23	23	0	89	73	51	10	21	39	1	3	7	0	804
8 Civic Ctr	5	53	37	12	34	89	58	36	69	91	577	44	70	0	144	190	84	18	36	124	3	9	19	1	1804
9 Lt. Havana	4	47	52	12	58	71	32	93	66	39	446	21	36	0	70	213	46	10	22	93	2	7	13	0	1451
10 Cul Over	3	30	22	9	19	49	38	94	34	106	651	74	107	0	190	97	57	24	19	98	2	5	11	0	1738
11 CBD	12	98	103	27	99	133	95	332	220	360	1134	191	338	0	387	576	138	53	40	539	7	21	44	2	4951
12 N. Beach	1	14	13	3	11	33	20	40	18	82	322	710	552	0	276	51	45	62	13	44	0	2	4	0	2315
13 S. Beach	2	13	16	3	13	21	15	54	23	92	465	436	514	0	90	53	20	17	7	57	1	2	5	0	1917
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	5	105	54	29	42	155	103	225	74	248	834	351	158	0	1305	208	512	539	69	137	3	9	22	1	5186
16 SE Dade	71	285	296	91	202	329	94	300	218	113	1478	83	110	0	215	2385	202	29	69	531	58	175	382	10	7727
17 NW Dade	6	324	118	117	48	216	80	172	58	83	478	99	63	0	550	254	1715	241	75	109	4	16	38	1	4865
18 North Dade	1	28	11	6	8	23	18	36	13	40	163	138	50	0	607	40	229	703	11	34	1	1	4	0	2166
19 N.C. Dade	1	37	17	12	15	68	22	45	20	21	99	15	11	0	65	68	64	6	12	21	1	3	6	0	630
20 Brickell	4	27	30	8	24	37	25	101	61	71	1079	44	64	0	92	332	41	16	12	120	3	9	21	1	2220
21 SW Dade	53	28	23	5	6	9	3	8	4	3	34	2	3	0	7	76	7	1	2	12	187	23	215	96	807
22 S.C. Dade	55	106	169	19	28	44	7	18	10	8	76	6	8	0	16	235	24	2	5	26	31	81	65	3	1042
23 S. Miami	35	89	83	27	29	38	10	31	18	13	152	10	13	0	27	426	33	4	8	53	219	77	709	128	2230
24 South Dade	1	6	5	2	2	2	1	2	1	1	10	1	1	0	2	26	3	0	0	4	79	4	114	652	919
Total	539		3026		1269		806		1209		9457		2268		4585		4117		592		730		2028		55984
		3618		851		2304		2040		1584		2375		0		6796		1785		2324		773		904	

Source: Mode-choice application - Baylink

Table 4
Change in Transit Person-Trips: Build minus Baseline
All Transit-Access Markets
Non-Home-Based Trips

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2 Doral	0	0	0	0	0	0	0	0	0	-1	11	-1	1	0	0	0	0	0	0	0	0	0	0	0	11
3 F.I.U.	0	1	0	0	-3	2	0	1	0	-1	3	-1	-1	0	0	0	1	0	0	0	0	0	0	0	2
4 Airpt W.	0	0	0	0	-1	0	0	0	0	-1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5 Bl. Lagoon	0	3	-4	-1	-4	0	0	0	-1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	-6
6 MIC MIA	0	3	-2	0	0	0	0	0	0	-1	12	-1	4	0	0	1	0	0	0	0	0	0	0	0	15
7 Allapattah	0	0	0	0	0	0	0	0	1	0	9	-1	14	0	-1	0	0	0	0	0	0	0	0	0	22
8 Civic Ctr	0	1	0	0	0	1	0	0	2	-1	38	-4	13	0	-1	2	1	0	0	1	0	0	0	0	55
9 Lt. Havana	1	4	3	1	1	6	5	19	0	0	1	-1	18	0	4	30	8	0	2	3	1	2	6	0	116
10 Cul Over	0	0	0	0	0	0	0	0	1	0	25	-3	11	0	-2	2	0	0	0	2	0	0	0	0	37
11 CBD	3	26	13	6	3	35	20	53	0	3	498	-5	48	0	22	86	46	1	13	-3	3	7	16	1	895
12 N. Beach	0	2	2	0	2	2	1	6	2	-1	26	21	16	0	15	4	5	3	1	2	0	0	1	0	108
13 S. Beach	-1	2	1	0	2	1	1	2	3	1	46	-8	-7	0	1	5	3	-1	0	4	0	1	2	0	58
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	2	7	7	2	4	13	2	24	-1	-3	0	-4	10	0	-2	48	19	-4	1	19	1	4	8	1	157
16 SE Dade	0	-5	-5	1	2	4	5	18	0	-2	34	-4	26	0	5	7	6	0	2	0	0	0	1	0	97
17 NW Dade	0	0	0	0	0	0	0	0	0	-1	18	0	2	0	0	0	0	0	0	0	0	0	0	0	18
18 North Dade	0	0	0	0	-1	-1	0	-1	-1	-3	-9	-10	-10	0	-6	-3	-2	-1	0	-1	0	0	0	0	-51
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	1	-1	3	0	0	0	0	0	0	0	0	0	0	0	4
20 Brickell	1	7	3	2	0	8	4	3	0	2	158	-3	12	0	4	21	10	-1	3	0	1	1	4	0	240
21 SW Dade	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
23 S. Miami	0	0	0	0	0	0	0	0	0	0	5	-1	1	0	0	0	0	0	0	0	0	0	0	0	5
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	51	19	12	5	71	37	125	7	-11	890	-27	163	0	39	204	96	-4	21	25	7	16	39	2	1793

Source: Mode-choice application - Baylink

Table 5
User Benefits (hours) for the Build Alternative
Total
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2 Doral	0	0	0	0	0	0	0	0	0	-1	13	-1	1	0	0	0	0	0	0	0	0	0	0	0	13
3 F.I.U.	0	1	0	0	-3	2	0	0	0	-1	4	-1	-1	0	0	0	1	0	0	0	0	0	0	0	3
4 Airpt W.	0	0	0	0	-1	0	0	0	0	-1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5 Bl. Lagoon	0	3	-3	-1	-4	0	0	0	-1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	-5
6 MIC MIA	0	3	-2	0	0	0	0	0	0	-1	12	-1	1	0	0	1	0	0	0	0	0	0	0	0	13
7 Allapattah	0	0	0	0	0	0	0	0	1	0	10	-1	12	0	-1	0	0	0	0	0	0	0	0	0	20
8 Civic Ctr	0	1	0	0	0	1	0	0	2	-1	41	-4	12	0	-1	2	1	0	0	1	0	0	0	0	57
9 Lt. Havana	1	3	3	1	1	5	4	16	0	0	1	-1	15	0	3	26	7	0	2	3	1	2	5	0	101
10 Cul Over	0	0	0	0	0	0	0	0	1	0	29	-3	11	0	-1	2	0	0	0	1	0	0	0	0	39
11 CBD	3	26	14	6	2	35	20	53	0	3	547	-5	47	0	21	84	44	1	12	-2	3	6	16	1	939
12 N. Beach	0	2	2	0	1	2	1	5	2	-1	27	21	16	0	13	4	4	2	1	2	0	0	1	0	105
13 S. Beach	-1	2	1	0	2	1	1	2	3	1	48	-8	-8	0	1	5	2	-1	0	3	0	1	1	0	56
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	2	7	7	2	4	13	1	20	-1	-3	0	-4	9	0	-2	38	17	-4	1	19	1	4	7	0	137
16 SE Dade	0	-4	-4	1	2	3	5	18	0	-2	36	-5	18	0	4	7	6	0	2	0	0	0	1	0	89
17 NW Dade	0	0	0	0	0	0	0	0	0	-1	18	0	2	0	0	0	0	0	0	0	0	0	0	0	19
18 North Dade	0	0	0	0	0	-1	0	-1	-1	-3	-9	-10	-10	0	-5	-3	-2	-1	0	-1	0	0	0	0	-49
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	1	-1	2	0	0	0	0	0	0	0	0	0	0	0	3
20 Brickell	1	6	3	2	0	8	4	3	0	2	179	-3	11	0	3	20	10	-1	3	0	1	1	4	0	258
21 SW Dade	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	3
23 S. Miami	0	0	0	0	0	0	0	0	0	0	5	-1	1	0	0	0	0	0	0	0	0	0	0	0	5
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	49	20	11	5	68	36	118	7	-11	975	-27	142	0	36	187	91	-4	20	25	7	14	36	2	1811

Source: Mode-choice application - Baylink

Table 6
User Benefits (hours) for the Build Alternative
Caused by Changes in the Price of Auto Travel
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Table 7
User Benefits (hours) for the Build Alternative
Caused by Changes in the Price of Transit Travel
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2 Doral	0	0	0	0	0	0	0	0	0	-1	13	-1	1	0	0	0	0	0	0	0	0	0	0	0	13
3 F.I.U.	0	1	0	0	-3	2	0	0	0	-1	4	-1	-1	0	0	0	1	0	0	0	0	0	0	0	3
4 Airpt W.	0	0	0	0	-1	0	0	0	0	-1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5 Bl. Lagoon	0	3	-3	-1	-4	0	0	0	-1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	-5
6 MIC MIA	0	3	-2	0	0	0	0	0	0	-1	12	-1	1	0	0	1	0	0	0	0	0	0	0	0	13
7 Allapattah	0	0	0	0	0	0	0	0	1	0	10	-1	12	0	-1	0	0	0	0	0	0	0	0	0	20
8 Civic Ctr	0	1	0	0	0	1	0	0	2	-1	41	-4	12	0	-1	2	1	0	0	1	0	0	0	0	57
9 Lt. Havana	1	3	3	1	1	5	4	16	0	0	1	-1	15	0	3	26	7	0	2	3	1	2	5	0	101
10 Cul Over	0	0	0	0	0	0	0	0	1	0	29	-3	11	0	-1	2	0	0	0	1	0	0	0	0	39
11 CBD	3	26	14	6	2	35	20	53	0	3	547	-5	47	0	21	84	44	1	12	-2	3	6	16	1	939
12 N. Beach	0	2	2	0	1	2	1	5	2	-1	27	21	16	0	13	4	4	2	1	2	0	0	1	0	105
13 S. Beach	-1	2	1	0	2	1	1	2	3	1	48	-8	-8	0	1	5	2	-1	0	3	0	1	1	0	56
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	2	7	7	2	4	13	1	20	-1	-3	0	-4	9	0	-2	38	17	-4	1	19	1	4	7	0	137
16 SE Dade	0	-4	-4	1	2	3	5	18	0	-2	36	-5	18	0	4	7	6	0	2	0	0	0	1	0	89
17 NW Dade	0	0	0	0	0	0	0	0	0	-1	18	0	2	0	0	0	0	0	0	0	0	0	0	0	19
18 North Dade	0	0	0	0	0	-1	0	-1	-1	-3	-9	-10	-10	0	-5	-3	-2	-1	0	-1	0	0	0	0	-49
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	1	-1	2	0	0	0	0	0	0	0	0	0	0	0	3
20 Brickell	1	6	3	2	0	8	4	3	0	2	179	-3	11	0	3	20	10	-1	3	0	1	1	4	0	258
21 SW Dade	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	3
23 S. Miami	0	0	0	0	0	0	0	0	0	0	5	-1	1	0	0	0	0	0	0	0	0	0	0	0	5
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	49	20	11	5	68	36	118	7	-11	975	-27	142	0	36	187	91	-4	20	25	7	14	36	2	1811

Source: Mode-choice application - Baylink

Table 8
User Benefits (hours) for the Build Alternative
Caused by Trip Asymmetry
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Lt. Havana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Cul Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 CBD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 N. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 S. Beach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 SE Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Mode-choice application - Baylink

Table 10
User Benefits (Hours) Accrued by Soc-Econ Segment 1
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Allapattah	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8 Civic Ctr	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	8
9 Lt. Havana	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	3	1	0	0	0	0	0	1	0	12
10 Cul Over	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	5
11 CBD	0	0	1	0	0	1	0	2	0	0	27	0	4	0	0	1	1	0	0	0	0	0	0	0	37
12 N. Beach	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-3
13 S. Beach	0	0	0	0	0	0	0	0	0	0	8	-4	-4	0	0	1	0	0	0	1	0	0	0	0	4
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	0	1	1	0	0	2	0	3	0	0	1	0	1	0	0	5	3	0	0	2	0	0	1	0	21
16 SE Dade	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17 NW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 North Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 Brickell	0	0	0	0	0	0	0	1	0	0	30	0	2	0	0	1	1	0	0	0	0	0	0	0	36
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	1	1	4	2	8	1	0	74	-6	8	0	0	13	6	-1	1	4	0	1	2	0	125

Source: Mode-choice application - Baylink

Table 11
User Benefits (Hours) Accrued by Soc-Econ Segment 2
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Doral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 F.I.U.	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
4 Airpt W.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Bl. Lagoon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 MIC MIA	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7 Allapattah	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3
8 Civic Ctr	0	1	0	0	0	0	0	0	0	0	11	-1	3	0	0	1	1	0	0	1	0	0	0	0	19
9 Lt. Havana	0	1	1	0	0	2	2	7	0	0	0	0	4	0	2	9	3	0	1	0	0	1	2	0	35
10 Cul Over	0	0	0	0	0	0	0	0	0	0	16	-1	4	0	-1	1	0	0	0	1	0	0	0	0	20
11 CBD	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	8
12 N. Beach	0	0	0	0	0	0	0	0	0	-1	-2	3	1	0	1	-1	0	0	0	-1	0	0	0	0	1
13 S. Beach	0	1	1	0	1	0	0	1	1	1	27	-3	-3	0	1	2	1	-1	0	2	0	0	1	0	34
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	1	2	2	1	1	3	0	6	0	-1	0	-1	3	0	0	11	5	-1	0	5	0	1	2	0	41
16 SE Dade	0	0	0	0	0	1	1	3	0	0	8	-1	2	0	1	2	1	0	0	0	0	0	0	0	17
17 NW Dade	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2
18 North Dade	0	0	0	0	0	0	0	0	0	-1	-2	-3	-3	0	-1	-1	-1	0	0	0	0	0	0	0	-13
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20 Brickell	0	1	1	0	0	2	1	1	0	0	38	-1	3	0	0	4	2	0	1	0	0	0	1	0	54
21 SW Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23 S. Miami	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	1	2	9	4	17	2	-2	107	-9	20	0	1	29	13	-2	2	7	1	2	5	0	222

Source: Mode-choice application - Baylink

Table 12
User Benefits (Hours) Accrued by Soc-Econ Segment 3
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2 Doral	0	0	0	0	0	0	0	0	0	-1	13	-1	1	0	0	0	0	0	0	0	0	0	0	0	12
3 F.I.U.	0	1	0	0	-2	2	0	0	0	-1	3	0	-1	0	0	0	1	0	0	0	0	0	0	0	4
4 Airpt W.	0	0	0	0	-1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5 Bl. Lagoon	0	3	-3	-1	-4	0	0	0	-1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-4
6 MIC MIA	0	2	-2	0	0	0	0	0	0	-1	12	-1	1	0	0	0	0	0	0	0	0	0	0	0	12
7 Allapattah	0	0	0	0	0	0	0	0	0	0	7	-1	8	0	-1	0	0	0	0	0	0	0	0	0	14
8 Civic Ctr	0	0	0	0	0	0	0	0	1	-1	25	-3	8	0	-1	0	0	0	0	0	0	0	0	0	30
9 Lt. Havana	1	2	1	0	0	2	2	7	0	0	1	-1	10	0	1	14	3	0	1	2	1	1	3	0	54
10 Cul Over	0	0	0	0	0	0	0	0	0	0	9	-1	5	0	-1	1	0	0	0	1	0	0	0	0	14
11 CBD	3	25	13	6	2	34	19	51	0	3	516	-4	41	0	22	83	43	1	12	-3	3	6	16	1	894
12 N. Beach	0	2	2	0	1	2	1	5	2	0	31	18	16	0	12	5	4	2	1	3	0	0	1	0	107
13 S. Beach	0	1	0	0	1	0	0	1	1	0	14	-1	-1	0	0	2	1	0	0	1	0	0	0	0	18
14 NW Tpke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 NE Dade	1	4	4	1	2	8	1	12	-1	-2	-1	-3	5	0	-2	21	9	-3	0	11	1	2	4	0	75
16 SE Dade	0	-4	-4	1	1	3	4	15	0	-2	27	-3	15	0	4	5	5	0	2	0	0	0	1	0	69
17 NW Dade	0	0	0	0	0	0	0	0	0	-1	16	0	2	0	0	0	0	0	0	0	0	0	0	0	16
18 North Dade	0	0	0	0	0	-1	0	-1	0	-2	-6	-7	-7	0	-4	-2	-1	-1	0	-1	0	0	0	0	-35
19 N.C. Dade	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20 Brickell	0	5	2	1	0	6	3	1	0	1	111	-2	7	0	3	15	7	-1	2	0	1	1	3	0	168
21 SW Dade	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22 S.C. Dade	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23 S. Miami	0	0	0	0	0	0	0	0	0	0	5	-1	1	0	0	0	0	0	0	0	0	0	0	0	4
24 South Dade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	13	9	2	56	30	92	4	-9	794	-12	114	0	34	145	72	-1	18	14	5	11	28	1	1464

Source: Mode-choice application - Baylink

Table 14
Share of User Benefits (Percent) Accrued by Soc-Econ Segment 1
All Transit-Access Markets
Non-Home-Based

Production District	Attraction District 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1 W. Tike	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	-0.7	0.0	0.3	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.2
2 Doral	0.0	0.0	0.0	0.0	-1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 F.I.U.	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.5	0.1	-0.2	0.0	0.1	0.0	0.0	0.6	0.0	0.1	0.0	0.0	0.0	0.0	0.4
4 Airpt W.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.2	-1.6	0.0	-1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2
5 Bl. Lagoon	0.0	0.1	0.5	0.0	0.3	0.0	0.0	0.0	0.0	0.6	2.1	0.6	0.4	0.0	0.4	0.0	0.0	1.5	0.0	0.1	0.0	0.0	0.0	0.0	0.2
6 MIC MIA	-0.1	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.3	0.7	0.0	1.2	0.9	0.0	2.8	0.0	0.6	0.0	1.0	0.0	0.0	0.3
7 Allapattah	16.9	5.0	13.5	5.0	32.8	5.0	5.0	0.0	14.1	7.2	8.8	9.4	12.2	0.0	7.4	11.1	4.1	9.2	5.0	5.1	0.0	3.9	0.0	0.0	11.1
8 Civic Ctr	-19.5	33.4	48.5	38.2	20.1	42.0	42.1	37.0	10.1	2.7	10.1	5.2	7.9	0.0	-0.6	34.3	37.4	9.1	42.7	29.8	37.0	42.0	37.0	37.0	14.1
9 Lt. Havana	11.1	14.2	12.9	13.3	24.3	14.6	14.6	14.6	-4.6	7.7	-1.1	11.1	7.1	0.0	15.5	13.0	14.4	15.5	14.3	7.3	10.4	11.8	10.5	11.0	12.3
10 Cul Over	15.5	17.3	8.8	15.6	17.9	4.0	0.0	8.4	20.4	0.0	12.5	16.7	17.8	0.0	15.9	13.4	27.7	16.7	11.0	12.2	3.7	14.7	4.0	0.0	13.8
11 CBD	1.2	1.4	6.4	2.2	0.9	1.5	1.8	3.8	6.8	5.9	5.0	7.4	8.3	0.0	-2.0	0.9	1.5	-46.8	1.2	-19.1	0.7	2.8	0.9	0.9	3.9
12 N. Beach	26.0	-2.1	-2.1	-2.4	-0.5	1.8	0.3	-0.3	-2.9	35.5	-5.1	0.5	-3.1	0.0	1.1	-8.8	1.1	1.9	1.4	-21.8	-15.6	-5.4	-7.8	-0.8	-2.6
13 S. Beach	19.8	17.7	14.0	14.2	15.6	23.9	16.5	17.6	16.5	21.7	16.1	47.0	52.4	0.0	29.2	16.9	19.2	12.9	12.7	16.3	16.5	17.9	16.4	21.2	7.1
14 NW Tpke	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 NE Dade	13.9	10.9	12.8	13.7	12.7	12.0	13.0	12.8	4.2	3.3	-834.1	10.3	15.9	0.0	-10.8	14.0	15.2	-0.7	13.4	13.4	13.8	13.1	13.5	12.8	15.1
16 SE Dade	4.2	-2.4	-1.5	3.3	0.8	4.1	2.4	2.4	1.3	2.0	2.4	2.6	1.6	0.0	2.3	4.7	2.8	2.8	2.3	0.0	4.5	4.5	4.5	4.5	2.9
17 NW Dade	2.4	-320.5	2.9	8.6	4.4	8.8	7.9	0.0	7.7	2.3	2.2	29.2	-0.9	0.0	10.0	5.7	8.8	51.3	16.2	-15.6	0.0	10.9	10.5	0.0	1.2
18 North Dade	3.4	7.1	2.2	0.6	2.0	1.7	1.7	1.5	2.7	2.2	2.3	1.9	2.2	0.0	1.6	2.0	3.4	1.5	1.6	2.5	2.2	2.3	0.8	2.9	2.1
19 N.C. Dade	1.0	3.0	0.8	3.0	2.1	0.0	3.0	0.0	1.1	1.1	1.8	2.1	1.9	0.0	1.3	0.9	0.0	4.3	3.0	0.8	0.0	3.8	0.0	0.0	1.7
20 Brickell	6.6	6.4	10.7	8.9	9.1	5.4	6.3	22.5	34.2	6.8	16.9	2.4	15.6	0.0	-7.2	6.4	5.3	15.1	5.2	0.0	5.5	6.6	5.9	3.7	14.1
21 SW Dade	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.3	0.4	0.0	2.8	0.0	0.0	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.3
22 S.C. Dade	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.0	-0.3	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
23 S. Miami	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	1.2	1.4	1.8	0.0	-1.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	1.4
24 South Dade	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	1.6	1.5	1.1	1.9	0.0	5.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Total	4.7	5.6	13.8	6.8	24.1	5.7	5.0	7.1	12.7	0.6	7.6	21.4	5.5	0.0	0.4	6.7	6.5	17.3	3.9	14.7	6.0	7.8	6.2	7.2	6.9

Source: Mode-choice application - Baylink

tlf1<=V	t21:61	tlf2<=V	t22:62	tlf3<=V	t23:63	tlf4<=V	t24:64	tlf5<=V	t25:65	tlf6<=V	t26:66	tlf7<=V	t27:67	tlf8<=V	t28:68	tlf9<=V	t29:69
-50.0	0			0.0	329			-15.0	0			0.0	426	0.0	0	0.0	12597
-45.0	62							-10.0	1								
-40.0	42							-5.0	4								
-35.0	108							-.0	4								
-30.0	165							0.0	386								
-25.0	273							5.0	1								
-20.0	479							10.0	2								
-15.0	663							15.0	1								
-10.0	782							20.0	0								
-5.0	2102							25.0	2								
-.0	5546							30.0	1								
0.0	63575							35.0	0								
5.0	4507							40.0	0								
10.0	3125																
15.0	2537																
20.0	1548																
25.0	1831																
30.0	1143																
35.0	1241																
40.0	653																
45.0	1671																
50.0	0																

tlf11<=V	t31:71	tlf12<=V	t32:72	tlf13<=V	t33:73	tlf14<=V	t34:74	tlf15<=V	t35:75	tlf16<=V	t36:76	tlf17<=V	t37:77	tlf18<=V	t38:78	tlf19<=V	t39:79
-50.0	0			0.0	1172			-35.0	0	0.0	0	0.0	1085	0.0	1	0.0	200019
-45.0	492							-30.0	0								
-40.0	378							-25.0	1								
-35.0	385							-20.0	0								
-30.0	733							-15.0	0								
-25.0	920							-10.0	9								
-20.0	1421							-5.0	30								
-15.0	1643							-.0	23								
-10.0	3467							0.0	3165								
-5.0	7370							5.0	5								
-.0	15753							10.0	26								
0.0	356253							15.0	11								
5.0	12575							20.0	1								
10.0	11788							25.0	18								
15.0	9834							30.0	8								
20.0	7270							35.0	1								
25.0	5235							40.0	0								
30.0	5674																
35.0	3476																
40.0	2796																
45.0	6169																
50.0	0																

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-25.0	1267							-10.0	50								
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5.0	61746							20.0	6								
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15.0	17167							30.0	28								
20.0	11212							35.0	3								
25.0	10833							40.0	0								
30.0	5644																
35.0	3416																
40.0	2581																
45.0	2404																
50.0	0																

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-40.0	1							-25.0	0								
-35.0	7							-20.0	0								
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-.0	13081							10.0	0								
0.0	3865							15.0	1								
5.0	21378							20.0	0								
10.0	1684							25.0	0								
15.0	1232							30.0	1								
20.0	1026							35.0	0								
25.0	919							40.0	0								
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45.0	266																
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5.0	151801							20.0	1								
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15.0	5862							30.0	2								
20.0	4516							35.0	3								
25.0	3052							40.0	2								
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-35.0	19							-15.0	0								
-30.0	92							-10.0	0								
-25.0	169							-5.0	0								
-20.0	360							-.0	0								
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-5.0	1242							10.0	0								
-.0	3944							15.0	0								
0.0	41987							20.0	0								
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15.0	808																
20.0	584																
25.0	501																
30.0	367																
35.0	501																
40.0	412																
45.0	904																
50.0	0																

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5.0	14138							20.0	0								
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15.0	2841							30.0	0								
20.0	1727																
25.0	1525																
30.0	1132																
35.0	1479																
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-.0	49081							10.0	23								
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5.0	40447							20.0	15								
10.0	17804							25.0	5								
15.0	10616							30.0	0								
20.0	6945							35.0	0								
25.0	9929																
30.0	8542																
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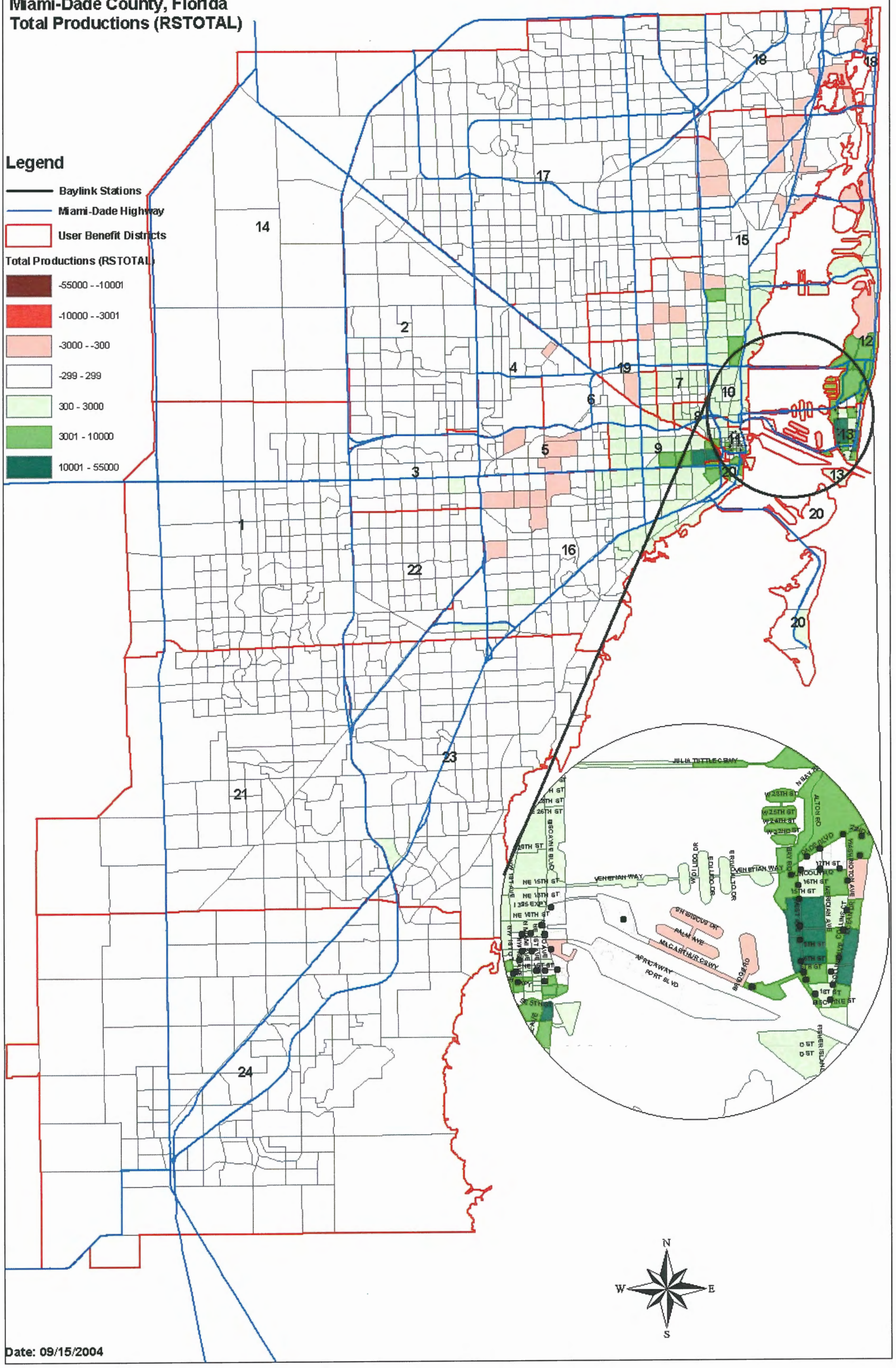
50.0	0																

SUMIT Software Maps

Baylink Light Rail Transit
Miami-Dade County, Florida
Total Productions (RSTOTAL)



Date: 09/15/2004

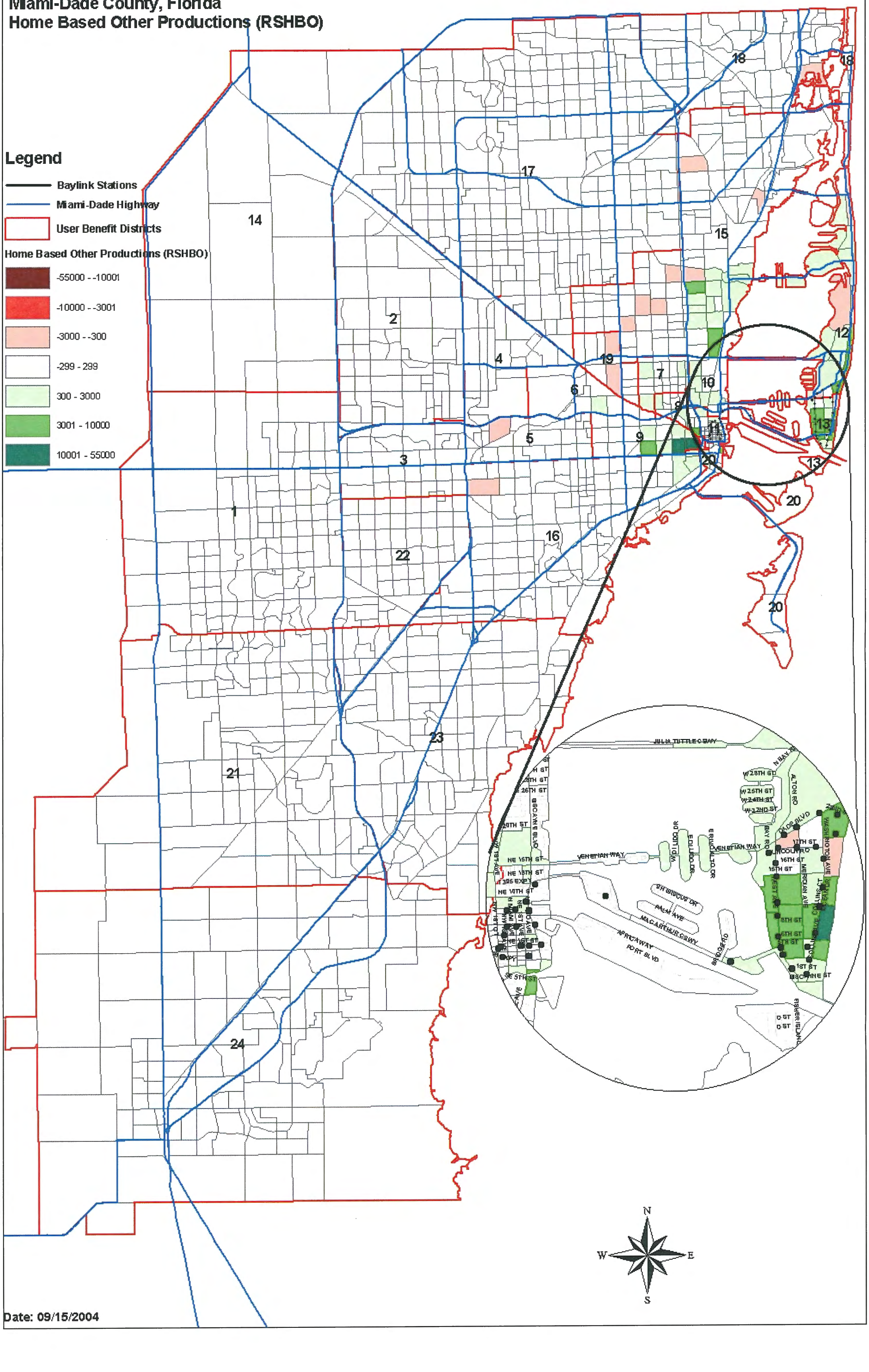
Baylink Light Rail Transit
Miami-Dade County, Florida
Home Based Other Productions (RSHBO)

Legend

- Baylink Stations
- Miami-Dade Highway
- User Benefit Districts

Home Based Other Productions (RSHBO)

- -55000 - -10001
- -10000 - -3001
- -3000 - -300
- -299 - 299
- 300 - 3000
- 3001 - 10000
- 10001 - 55000



Date: 09/15/2004

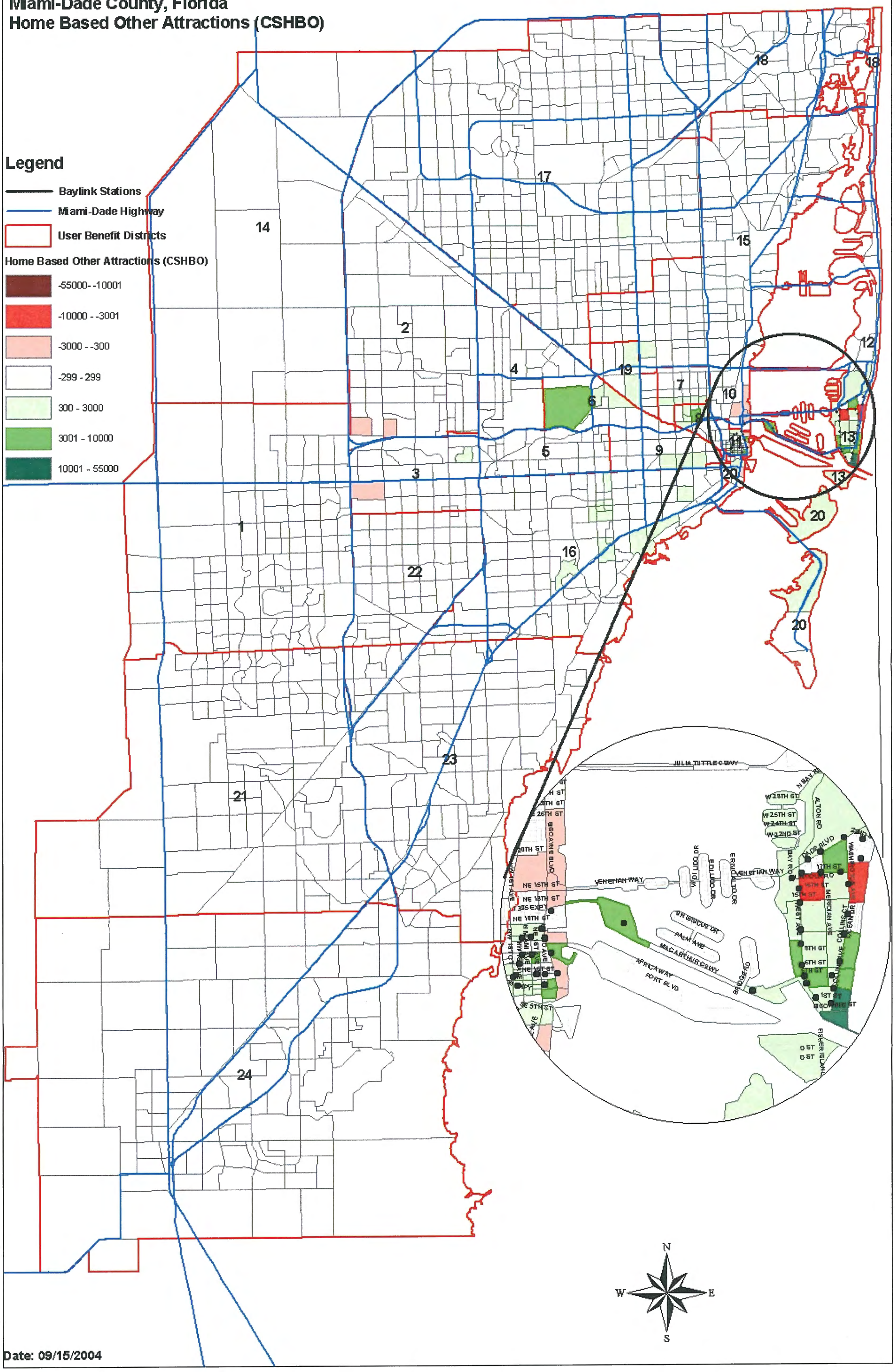
Baylink Light Rail Transit
Miami-Dade County, Florida
Home Based Other Attractions (CSHBO)

Legend

- Baylink Stations
- Miami-Dade Highway
- User Benefit Districts

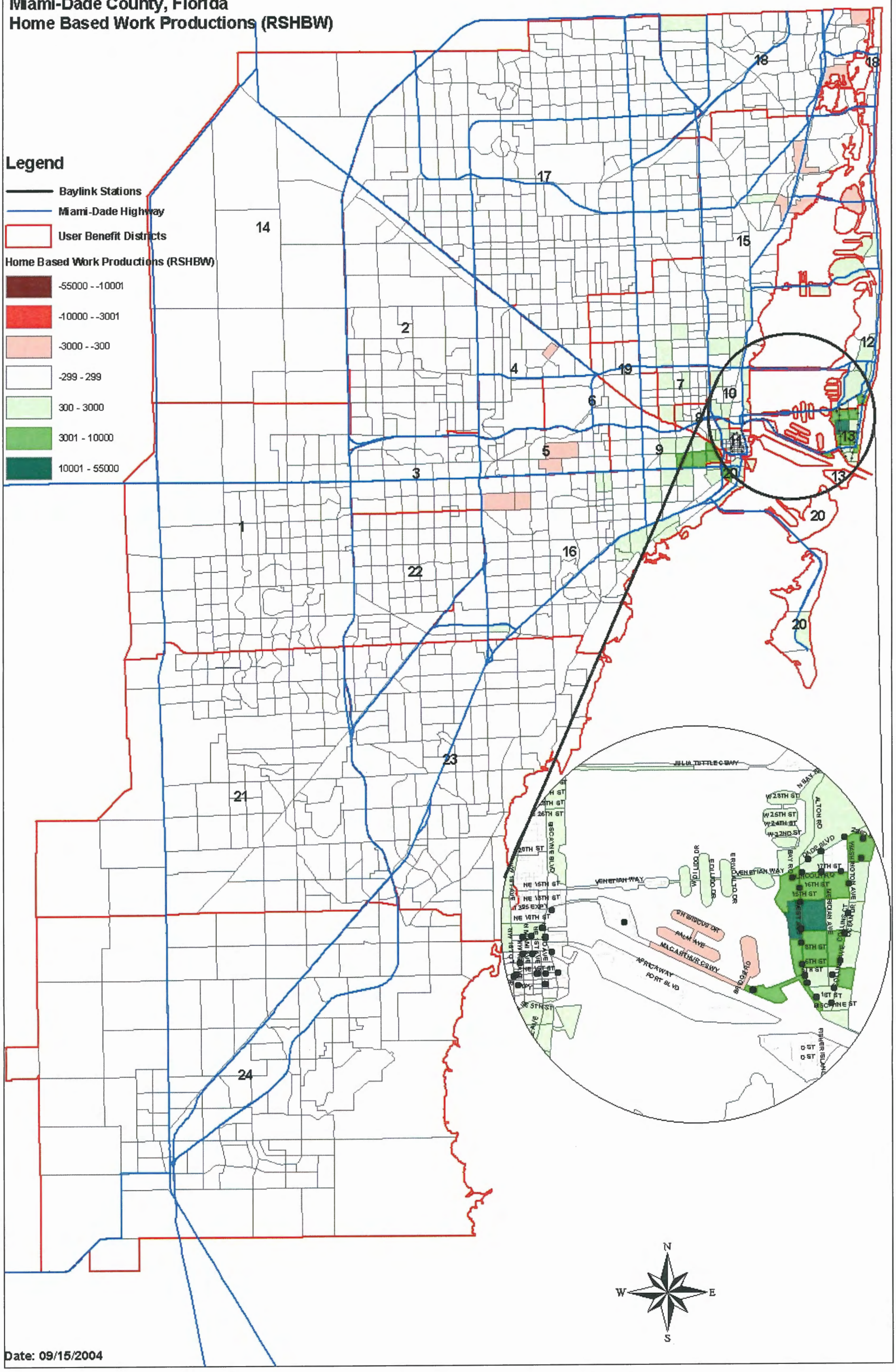
Home Based Other Attractions (CSHBO)

- -55000- -10001
- -10000 - -3001
- -3000 - -300
- -299 - 299
- 300 - 3000
- 3001 - 10000
- 10001 - 55000



Date: 09/15/2004

Baylink Light Rail Transit
Miami-Dade County, Florida
Home Based Work Productions (RSHBW)



Date: 09/15/2004

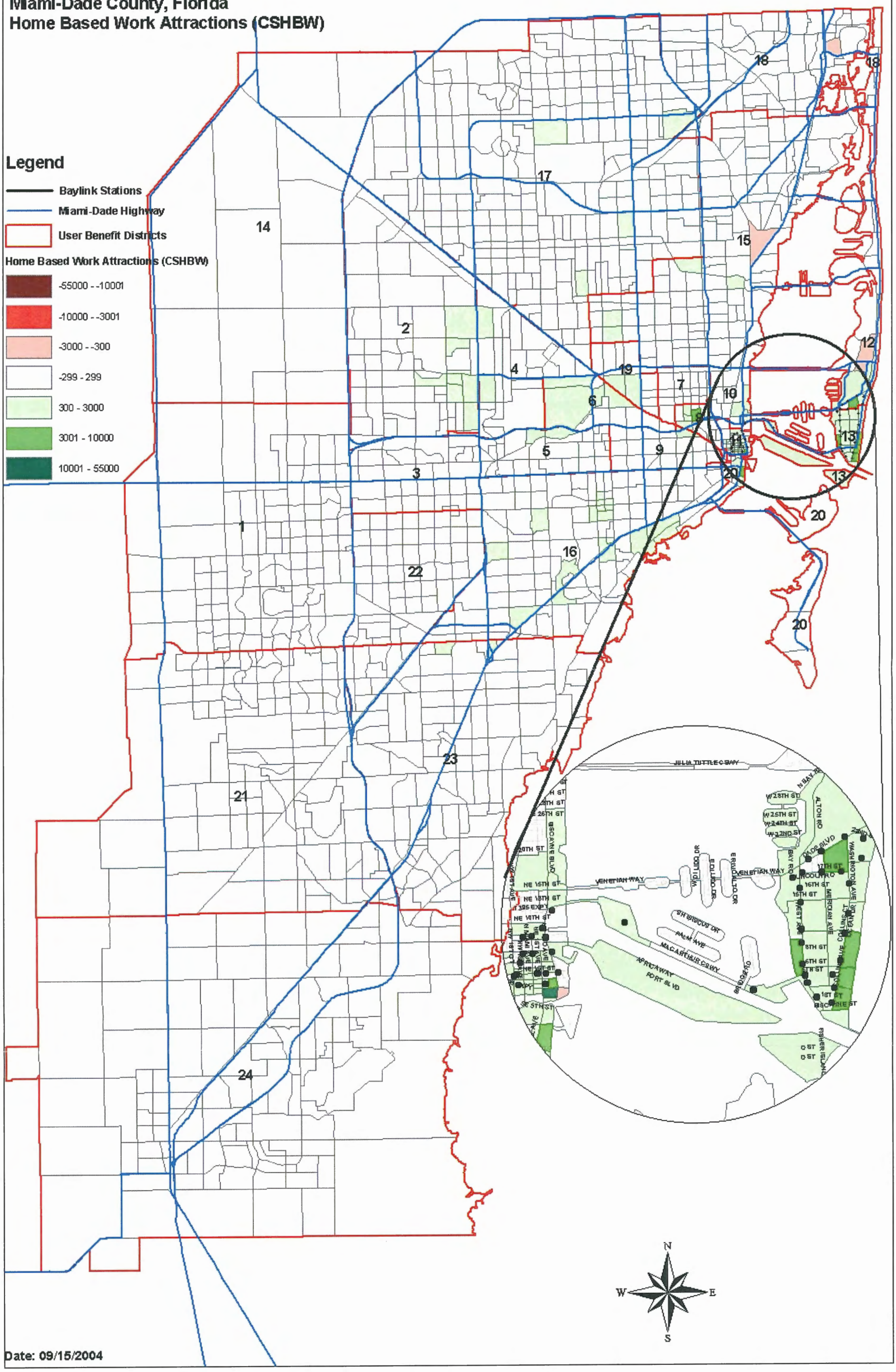
Baylink Light Rail Transit
Miami-Dade County, Florida
Home Based Work Attractions (CSHBW)

Legend

- Baylink Stations
- Miami-Dade Highway
- User Benefit Districts

Home Based Work Attractions (CSHBW)

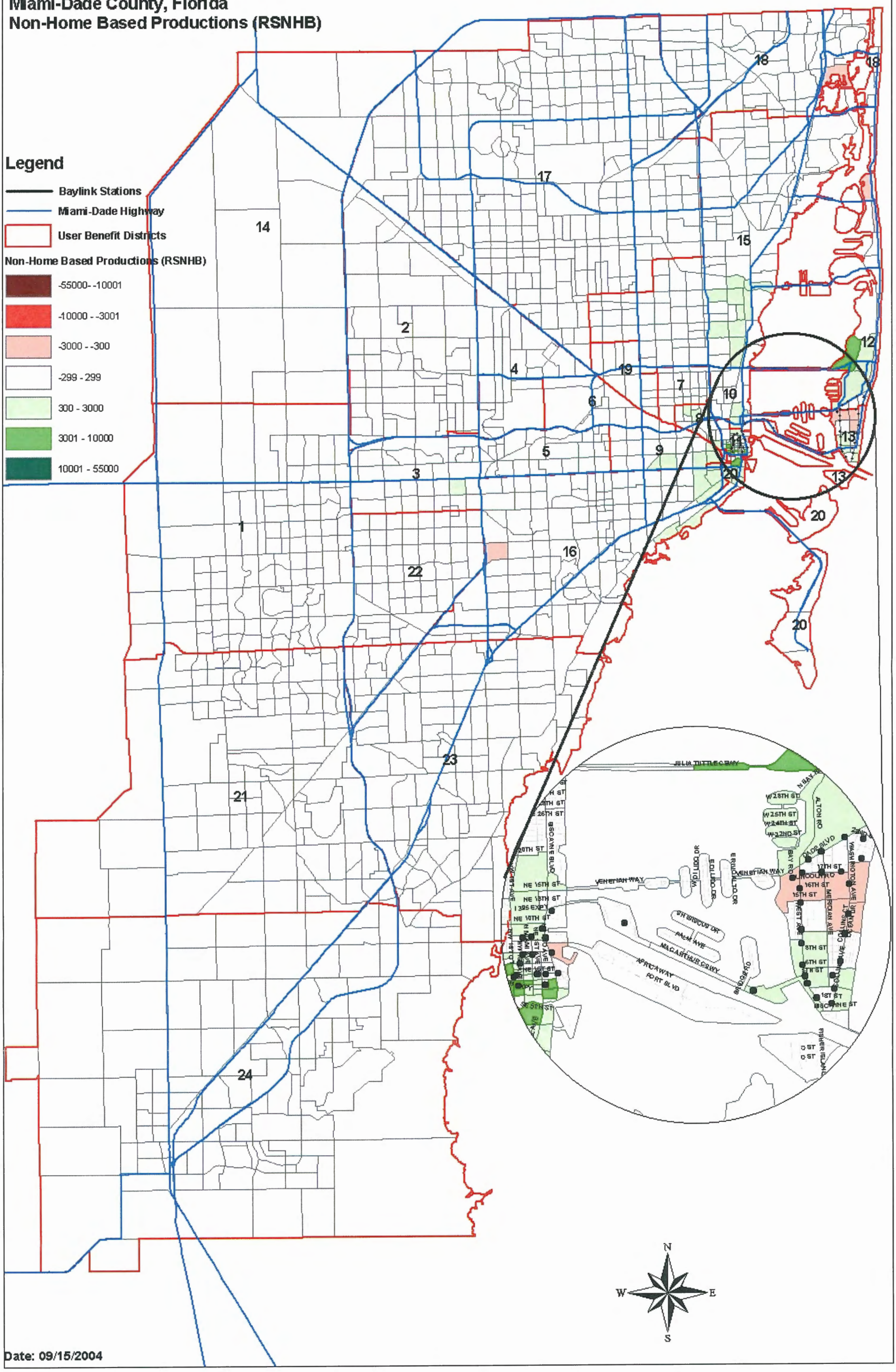
- -55000 - -10001
- -10000 - -3001
- -3000 - -300
- -299 - 299
- 300 - 3000
- 3001 - 10000
- 10001 - 55000



N
W E
S

Date: 09/15/2004

Baylink Light Rail Transit
Miami-Dade County, Florida
Non-Home Based Productions (RSNHB)



Date: 09/15/2004

Baylink Light Rail Transit
Miami-Dade County, Florida
Non-Home Based Attractions (CSNHB)

Legend

- Baylink Stations
- Miami-Dade Highway
- User Benefit Districts

Non-Home Based Attractions (CSNHB)

- -55000 - -10001
- -10000 - -3001
- -3000 - -300
- -299 - 299
- 300 - 3000
- 3001 - 10000
- 10001 - 55000

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

JULIA TUTTLE CSWY
VENETIAN WAY
MACARTHUR CSWY
PALM AVE
AFRICA WAY
FORT BLVD
BISCAYNE BLVD
ALTON RD
WASHINGTON AVE
COLLINS AVE
OCEAN DR
FISHER ISLAND

N
W
E
S

Date: 09/15/2004

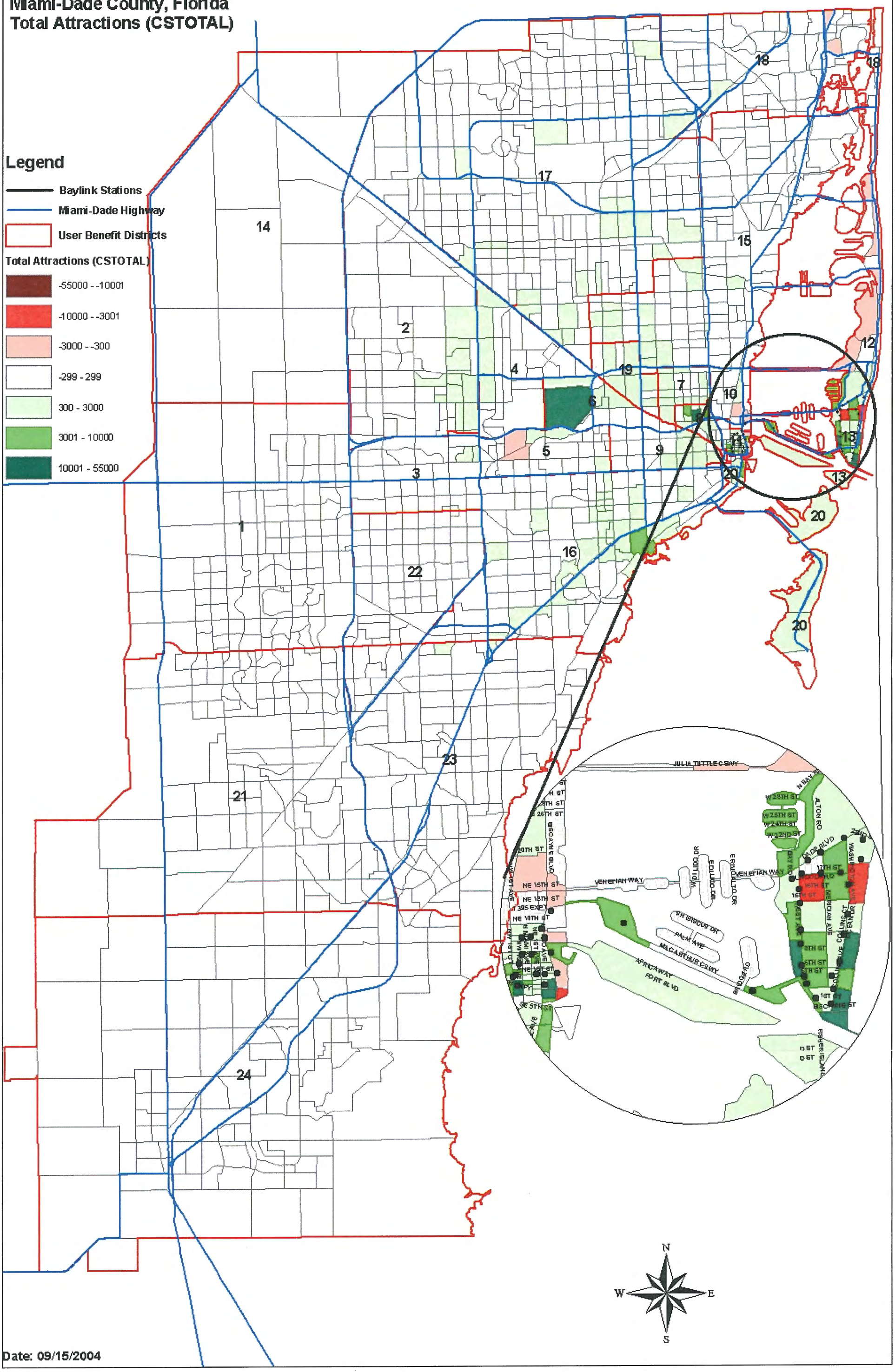
Baylink Light Rail Transit
Miami-Dade County, Florida
Total Attractions (CSTOTAL)

Legend

- Baylink Stations
- Miami-Dade Highway
- User Benefit Districts

Total Attractions (CSTOTAL)

- -55000 - -10001
- -10000 - -3001
- -3000 - -300
- -299 - 299
- 300 - 3000
- 3001 - 10000
- 10001 - 55000



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W E

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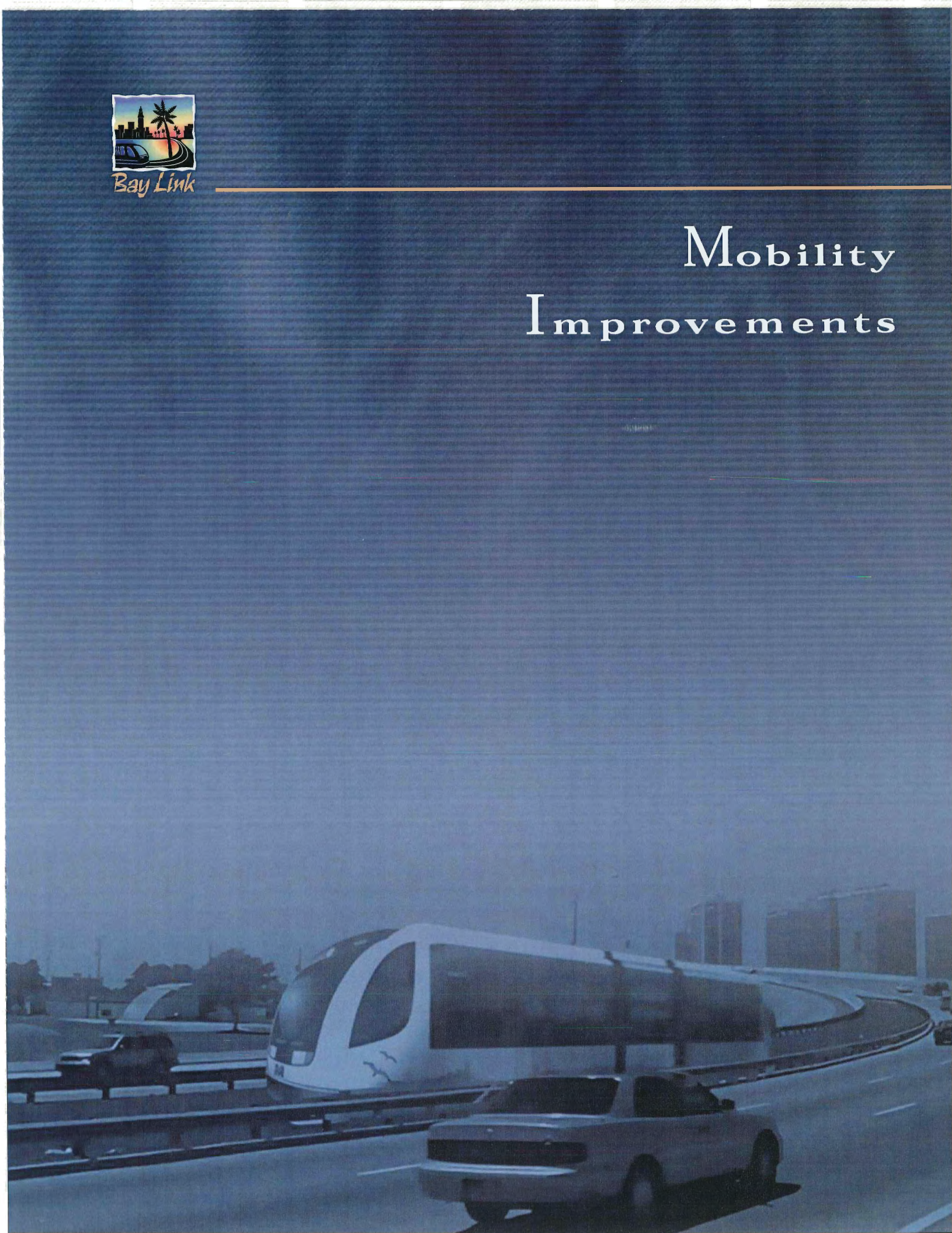
Date: 09/15/2004

Bay Link

Mobility Improvements



REPORTING ITEM		VALUE	TEMPLATE
Number of New Vehicles		21	1, 8
Capital Cost Estimates	**Constant dollars**	$482.7	1,13
	Year of Expenditure	$781.4	1,13
System Annual Operating Cost (Millions) Source: System-wide operating and maintenance cost estimates for New Starts baseline and build alternatives (attach documentation).			
	Baseline Alternative	$ 515.20	7,9
	Build Alternative	$ 514.43	7,9
Weekday Transportation System User Benefit Source: Output from SUMMIT travel demand evaluation software for change in User Expenditures between the New Starts baseline and build alternatives.		8152	3,9
Annualization Factor		306	3,9
Annual Passenger Miles Source: Forecast Project Passenger Miles from Regional Travel Demand Model		22,459,788	3
System Annual Passenger Miles (Millions) Source: Forecast system passenger-miles from regional travel model or other ridership projection model			
	Baseline Alternative	611.0	7
	Build Alternative	620.2	7
Total Annual Ridership in Linked Trips (Millions) (forecast year) Source: Regional travel demand model (attach documentation of factors to annualize daily ridership, if applicable)			
	Baseline Alternative	90.68	10
	Build Alternative	92.57	1,10
Linked Trips if Proposed System Operated with Current Land Use Patterns and Population/Employment Source: Estimate is generated by running regional travel demand model using the proposed transit network, the existing highway network, existing population			
	Build Alternative (daily linked)	0	1

Template 3: Transportation System User Benefits per Passenger Mile

Line	Variable	Value	Source/Calculation
1	Weekday Transportation System User Benefits (User Expenditure Savings in Hours) New Starts baseline vs. build alternative	8,152	Source: Output from SUMMIT travel demand evaluation software for change in User Expenditures between the New Starts baseline and build alternatives.
2	Annualization Factor	306	Source: Value that converts daily estimates to annual estimates.
3	Total Annual User Benefits (in hours)	2,494,512	Calculation: Multiply change in weekday User Expenditures in Hours (Line 1) by annualization factor (Line 2).
4	Total Annual User Benefits (in minutes)	149,670,720	Calculation: Multiply Total Annual User Benefits (Line 3) by 60
5	Annual Passenger Miles (weekday passenger miles on the New Start investment multiplied by the factor used in line 2)	22,459,788	Source: Forecast Project Passenger Miles from Regional Travel Demand Model
6	Total Transportation System User Benefits per Passenger Mile (in minutes)	6.66	Calculation: Divide Total Annual Transportation System User Benefits (Line 4) by Annual Passenger Miles (Line 5)

TEMPLATE 4 - LOW INCOME HOUSEHOLDS WORKSHEET

Census Tract	Number of Total Households	Number of Households w/ Incomes Below Poverty	Fraction of Tract within Station Area Cluster	Number of Households within Station Area Cluster	Number of Households w/ Incomes Below Poverty within Station Area Cluster
Downtown Station Area Cluster					
27.01	4372	945	0.08	346	75
27.02	537	169	0.18	94	30
34	1088	623	0.58	636	364
36.01	902	555	0.66	599	369
36.02	2658	1383	0.29	769	400
37.01	376	186	1.00	376	186
37.02	953	299	0.51	483	152
41.02	1661	78	0.01	20	1
66.02	1928	722	0.13	246	92
67.01	5483	628	0.05	264	30
67.02	1651	221	0.11	179	24
Subtotal	**21,609**	**5,809**		**4,013**	**1,722**
Miami Beach Station Area Cluster					
41.01	4403	882	0.30	1336	268
42.02	3323	975	1.00	3323	975
41.02	1661	78	0.31	512	24
42.01	3408	712	1.00	3408	712
37.02	953	299	0.10	97	30
43	5387	1170	1.00	5387	1170
44.02	3515	1110	1.00	3515	1110
44.01	3710	1012	1.00	3710	1012
45	1374	369	0.52	717	193
Subtotal	**27,734**	**6,607**		**22,005**	**5,494**
Total	**49,343**	**12,416**		**26,018**	**7,216**
	Source: 2000 U.S. Census, Summary File 3	Source: 2000 U.S. Census, Summary File 3	Source: GIS Calculation	Calculation: Number of total HH * Fraction within cluster	Calculation: Number of HH w/ incomes below poverty * Fraction within cluster

Stations Within the Downtown Area Cluster:

Museum Park / Performing Arts Center
Park West
Miami Avenue Station/NE 8th St
Miami Avenue Station/NE 5th St
NE 3rd St/NW 1st Ave
Government Center
SE 1st St/Miami Ave
SE 1st St/NE 3rd Ave
American Airlines Arena
NE 1stSt/NE 3rd Ave
NE 1stSt/NE 1st Ave
NE 1st Ave/NE 5th St
NE 1st Ave/NE 8th St
Bayfront
Bayside
Watson Island

Stations Within Miami Beach Area Cluster:

5th St./Alton Rd.
5th St./Meridion Rd.
Washington Ave./7th St.
Washington Ave./10th St.
Washington Ave./14th St.
Washington Ave./Lincoln Rd.
17th St./ Drexel Ave.
17th St./Meridian Ave.
17th St./Alton Rd.
Alton Rd./16th St.
Alton Rd./Espanola Way
Alton Rd./12th St.
Alton Rd./9th St.
Alton Rd./6th St.
Terminal Island
Alton Rd./4th St.
West Ave.
Dade Blvd./Michigan Ave.
Dade Blvd./Meridian Ave.
Dade Blvd./Washington Ave.
22nd St./Collins Ave.
Collins Ave./18th St.
Washington Ave./3rd St.
South Pointe
Alton Rd./2nd St.
Convention Center (special events)

Template 5 - Employment Worksheet

Traffic Analysis Zone (TAZ)	Total Employment in TAZ	Fraction of TAZ within Station Area Cluster	Number of Total Jobs within Station Area Cluster
Downtown Station Area Cluster			
490	39	64.14%	25
491	623	0.71%	4
494	184	0.20%	0
505	1,985	14.35%	285
506	1,827	41.24%	753
507	1,619	100.00%	1,619
508	44	60.96%	27
509	1,951	100.00%	1,951
510	61	100.00%	61
511	0	100.00%	0
512	276	100.00%	276
513	1,384	98.29%	1,360
514	181	63.98%	116
515	887	100.00%	887
516	412	100.00%	412
517	1,106	100.00%	1,106
518	362	100.00%	362
519	405	100.00%	405
520	166	100.00%	166
521	16,428	13.24%	2,176
522	1,421	100.00%	1,421
523	622	100.00%	622
524	2,027	100.00%	2,027
525	1,466	100.00%	1,466
526	391	100.00%	391
527	27	100.00%	27
528	2,606	100.00%	2,606
529	2,153	100.00%	2,153
530	649	100.00%	649
531	4,021	100.00%	4,021
532	1,525	100.00%	1,525
533	194	100.00%	194
534	327	100.00%	327
535	*599*	100.00%	599

Source:	Source:	Source:	Calculation:
Miami-Dade Co. MPO (1999)	Miami-Dade Co. MPO (1999)	GIS Calculation	Number of Total Jobs* Fraction of TAZ within Station Area Cluster

Stations Within the Downtown Area Cluster:

Museum Park / Performing Arts Center
Park West
Miami Avenue Station/NE 8th St
Miami Avenue Station/NE 5th St
NE 3rd St/NW 1st Ave
Government Center
SE 1st St/Miami Ave
SE 1st St/NE 3rd Ave
American Airlines Arena
NE 1stSt/NE 3rd Ave
NE 1stSt/NE 1st Ave
NE 1st Ave/NE 5th St
NE 1st Ave/NE 8th St
Bayfront
Bayside
Watson Island

Template 5 - Employment Worksheet

Traffic Analysis Zone (TAZ)	Total Employment in TAZ	Fraction of TAZ within Station Area Cluster	Number of Total Jobs within Station Area Cluster
Downtown Station Area Cluster continued			
536	1,096	100.00%	1,096
537	3	100.00%	3
538	469	100.00%	469
539	1,076	100.00%	1,076
540	31	100.00%	31
541	6,461	100.00%	6,461
542	480	100.00%	480
543	421	100.00%	421
544	2,536	100.00%	2,536
545	494	100.00%	494
546	1,391	100.00%	1,391
547	362	100.00%	362
548	3,168	100.00%	3,168
549	4,274	100.00%	4,274
550	625	100.00%	625
551	2,428	100.00%	2,428
552	1,545	100.00%	1,545
553	1,067	100.00%	1,067
554	3,265	100.00%	3,265
555	5,368	100.00%	5,368
556	3,268	100.00%	3,268
557	3,567	100.00%	3,567
558	362	100.00%	362
559	0	100.00%	0
560	108	100.00%	108
561	595	100.00%	595
562	19	100.00%	19
563	572	72.64%	415
564	469	16.35%	77
565	717	29.95%	215
566	81	97.34%	79
567	318	58.05%	185
568	5,142	100.00%	5,142
569	4,337	100.00%	4,337
570	1,055	51.07%	539
571	8,798	6.46%	569
572	2,514	3.27%	82
573	315	9.40%	30
574	545	0.54%	3
633	64	1.31%	1
Subtotal	**117,374**		**86,171**

Source:	Source:	Source:	Calculation:
Miami-Dade Co. MPO (1999)	Miami-Dade Co. MPO (1999)	GIS Calculation	Number of Total Jobs* Fraction of TAZ within Station Area Cluster

Stations Within the Downtown Area Cluster:

Museum Park / Performing Arts Center
Park West
Miami Avenue Station/NE 8th St
Miami Avenue Station/NE 5th St
NE 3rd St/NW 1st Ave
Government Center
SE 1st St/Miami Ave
SE 1st St/NE 3rd Ave
American Airlines Arena
NE 1stSt/NE 3rd Ave
NE 1stSt/NE 1st Ave
NE 1st Ave/NE 5th St
NE 1st Ave/NE 8th St
Bayfront
Bayside
Watson Island

Template 5 - Employment Worksheet

Traffic Analysis Zone (TAZ)	Total Employment in TAZ	Fraction of TAZ within Station Area Cluster	Number of Total Jobs within Station Area Cluster
Miami Beach			
521	16,428	14.07%	2,311
617	1,003	57.90%	581
618	1,470	57.82%	850
619	1,339	100.00%	1,339
620	2,704	100.00%	2,704
621	251	100.00%	251
622	1,213	50.58%	613
623	219	21.48%	47
624	558	100.00%	558
625	1,666	100.00%	1,666
626	1,293	100.00%	1,293
627	2,940	100.00%	2,940
628	1,140	100.00%	1,140
629	573	100.00%	573
630	424	100.00%	424
631	442	100.00%	442
632	2,061	100.00%	2,061
633	64	21.07%	13
634	671	100.00%	671
635	422	100.00%	422
636	238	100.00%	238
637	337	100.00%	337
638	1,865	100.00%	1,865
639	814	100.00%	814
640	179	100.00%	179
641	118	100.00%	118
642	1,281	100.00%	1,281
643	4	93.36%	4
644	664	17.15%	114
Subtotal	**42,381**		**25,849**
Total	**159,755**		**112,021**

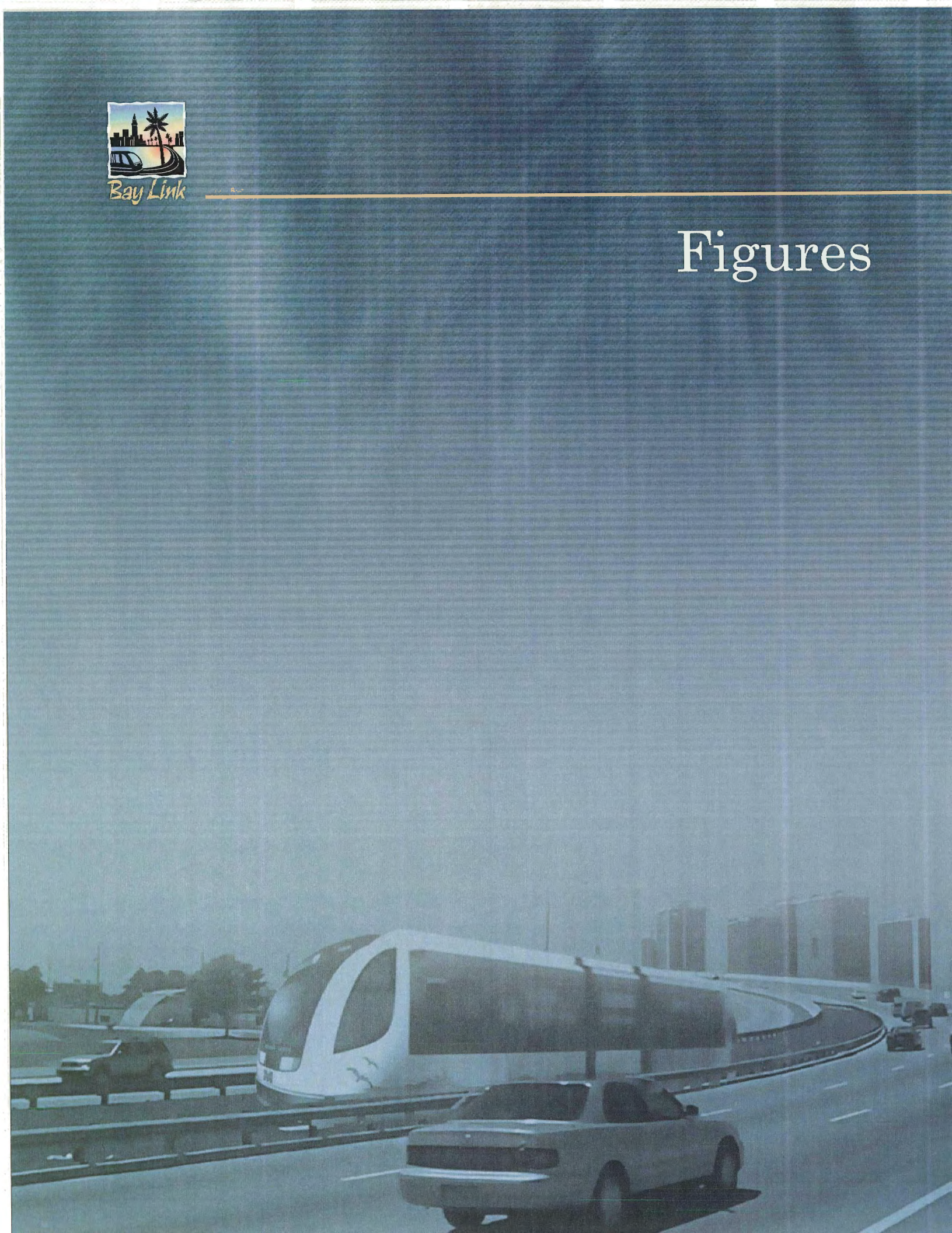
Source:	Source:	Source:	Calculation:
Miami-Dade Co. MPO (1999)	Miami-Dade Co. MPO (1999)	GIS Calculation	Number of Total Jobs* Fraction of TAZ within Station Area Cluster

Stations Within Miami Beach Area Cluster:

5th St./Alton Rd.	Alton Rd./16th St.	Dade Blvd./Michigan Ave.
5th St./Meridion Rd.	Alton Rd./Espanola	Dade Blvd./Meridian Ave.
Washington Ave./7th St.	Alton Rd./12th St.	Dade Blvd./Washington Ave.
Washington Ave./10th St.	Alton Rd./9th St.	22nd St./Collins Ave.
Washington Ave./14th St.	Alton Rd./6th St.	Collins Ave./18th St.
Washington Ave./Lincoln Rd.	Terminal Island	Washington Ave./3rd St.
17th St./ Drexel Ave.	Alton Rd./4th St.	South Pointe
17th St./Meridian Ave.	West Ave.	Alton Rd./2nd St.
17th St./Alton Rd.		Convention Center (special events)

Bay Link

Figures



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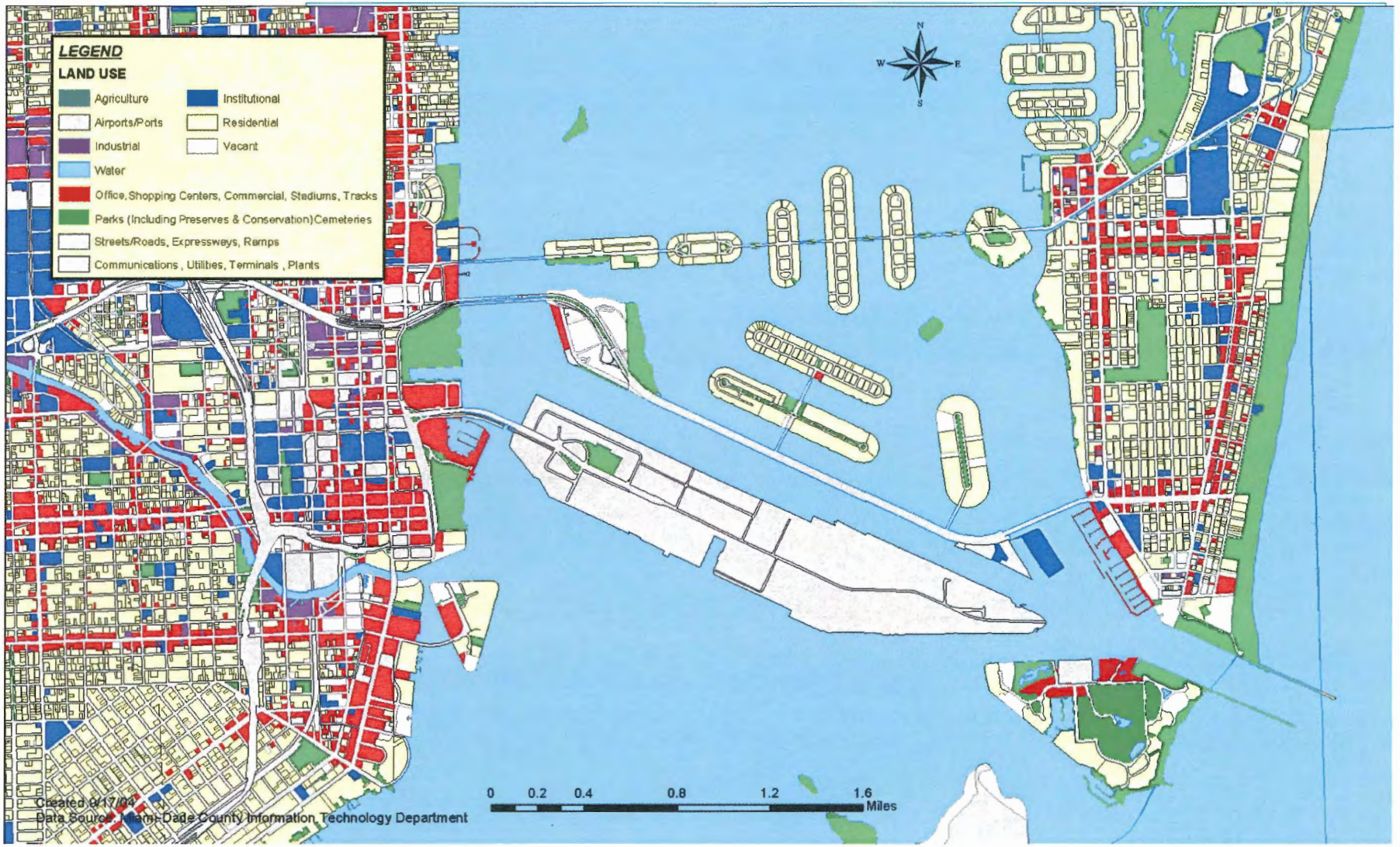

Miami-Dade Metropolitan Planning Organization

Land Use Map of the Miami-Miami Beach Study Area

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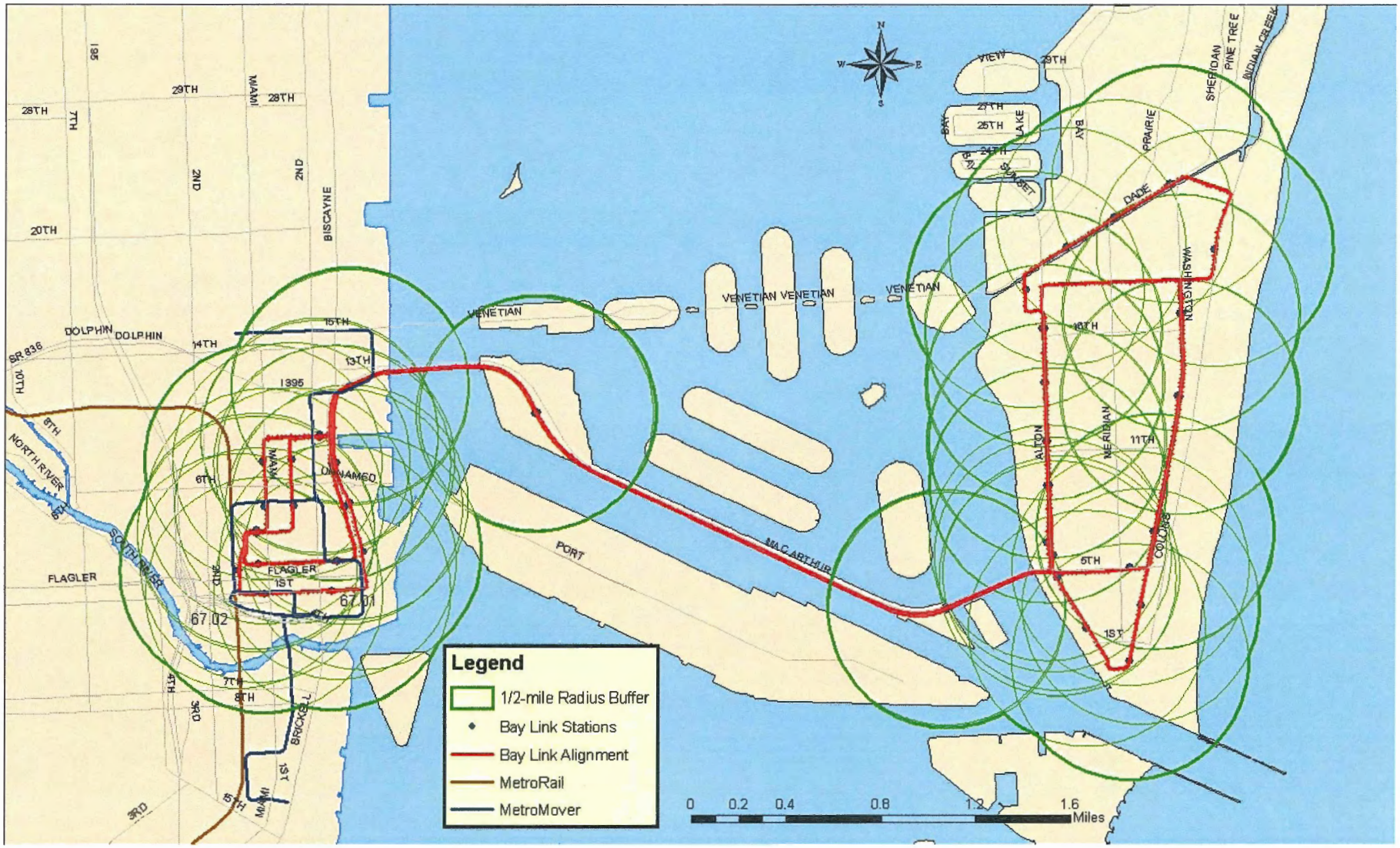

Miami-Dade Metropolitan Planning Organization

Buffer Overlap

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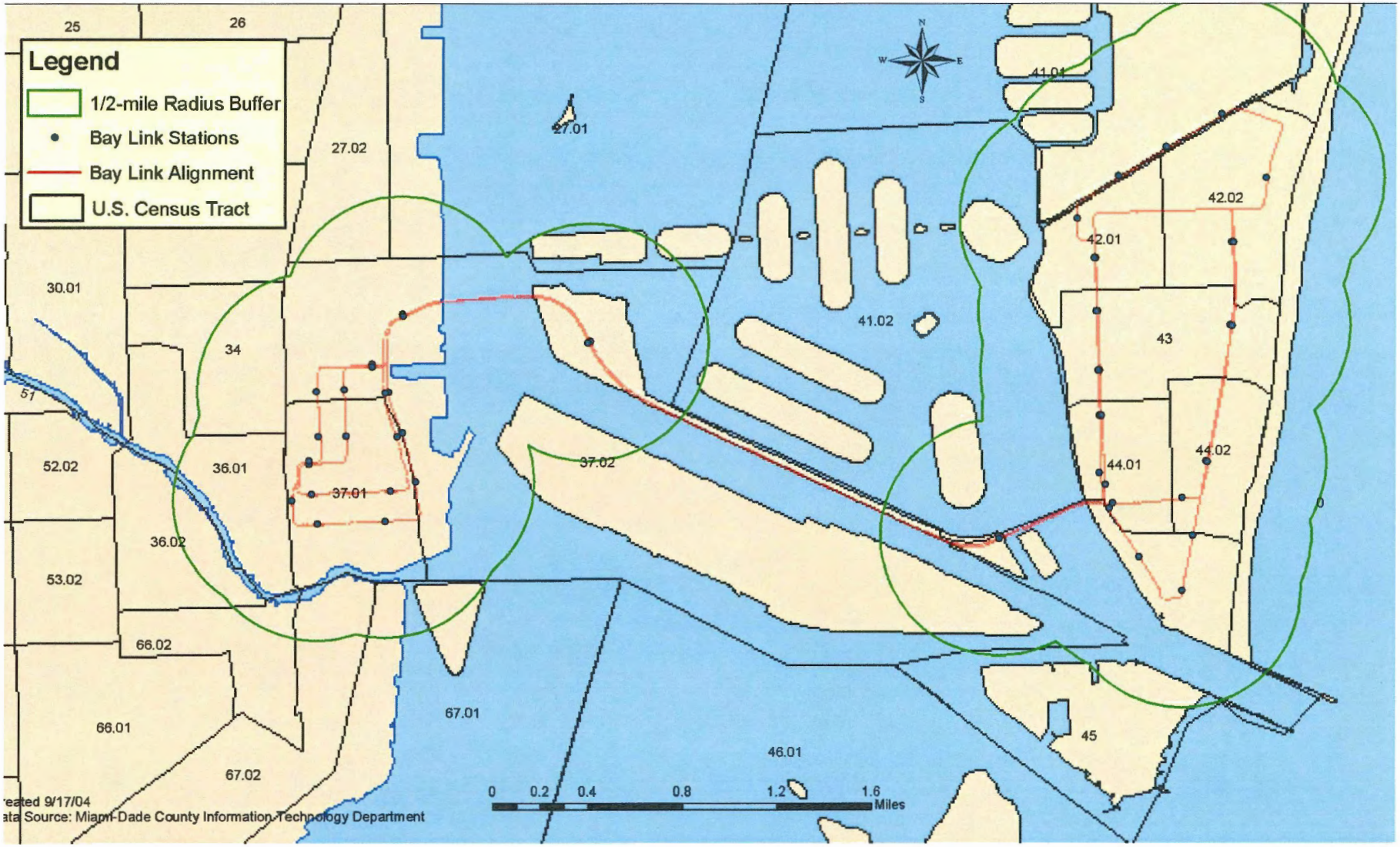

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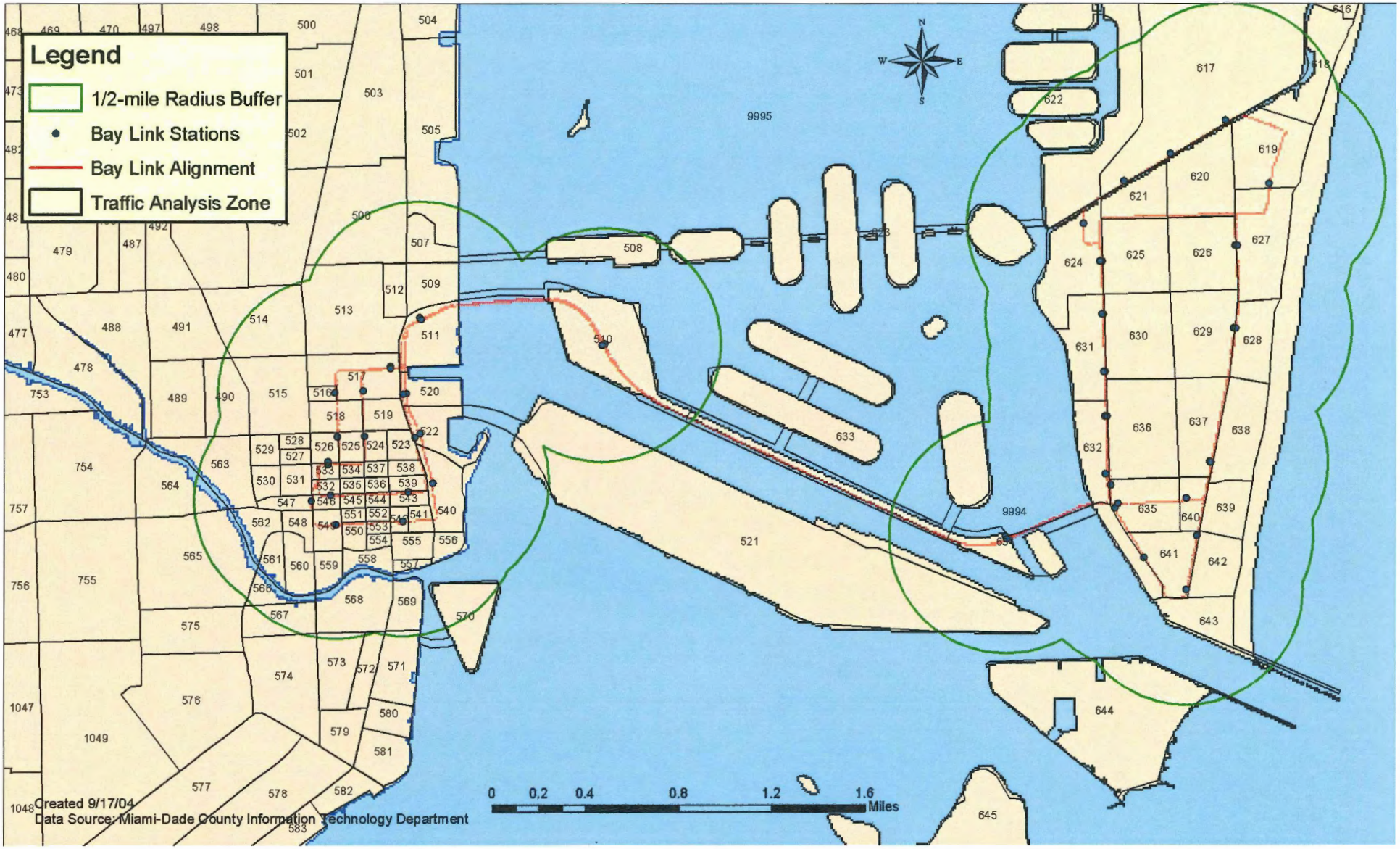
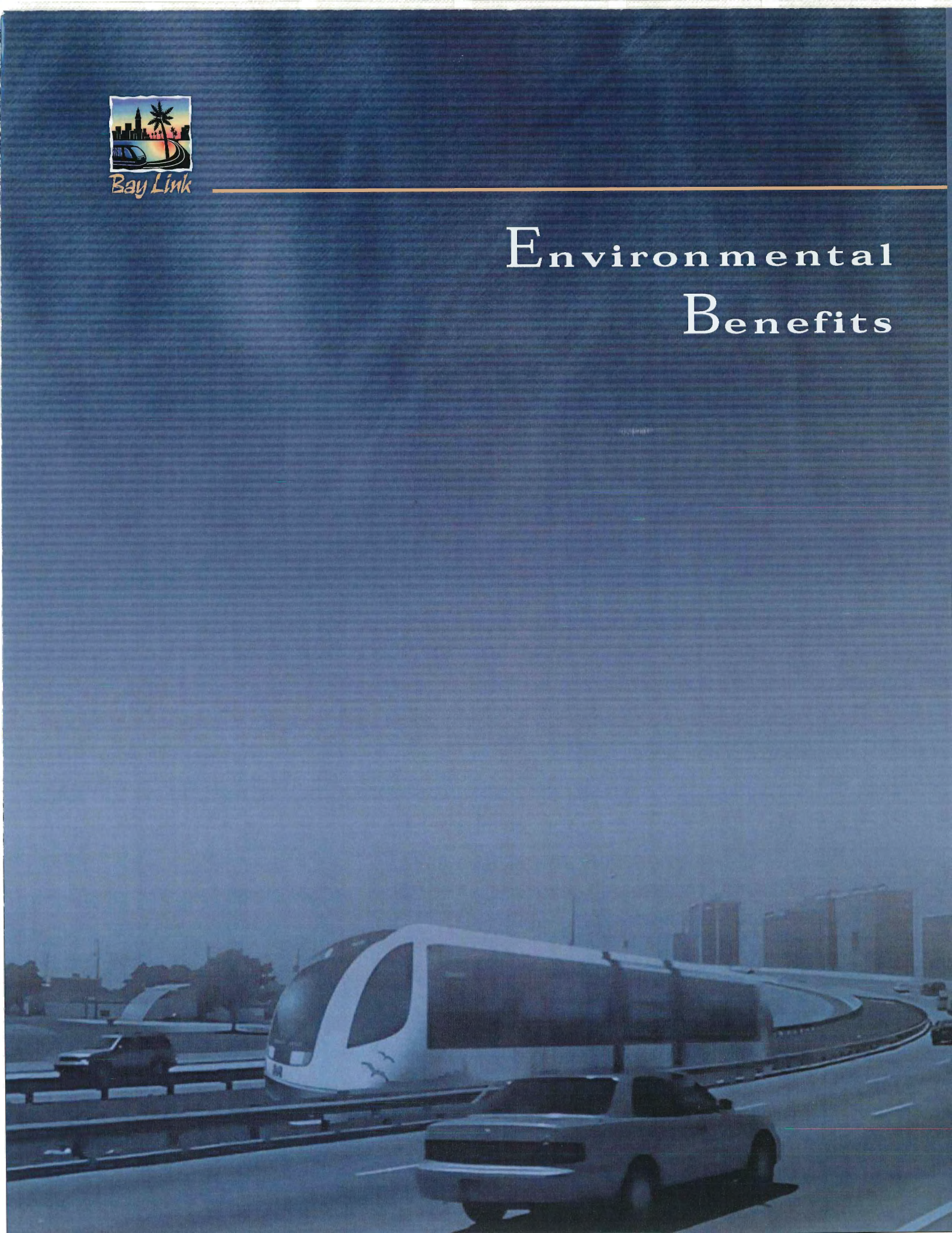


Miami-Dade Metropolitan Planning Organization

½ Mile Station Area TAZs

Bay Link

Environmental Benefits



TEMPLATE 6: ENVIRONMENTAL BENEFITS WORKSHEET

Vehicle Class	Regional VMT/year (millions)		Emission Factor (g/mi)				Annual Emissions (tons)								Change in Emissions (tons per year)				Energy Consumption	Change in BTU/ year (millions)	CO2 Consumption	Change in CO2 Emissions /year
							New Starts Baseline				New Starts Build				Build vs. Baseline							
	New Starts Baseline	New Starts Build	CO	NOx	VOC	PM-10	CO	NOx	VOC	PM-10	CO	NOx	VOC	PM-10	CO	NOx	VOC	PM-10	(BTU/ Veh-mile)	New Starts Build vs. New Starts Baseline	(Tons CO2/ Million BTU)	New Start Build vs. New Starts Baseline
Passenger Veh. (LDV/LDT)	16,205	16,193	16.98	1.19	1.49	2.176	302,704	21,214	26,562	38,792	302,474	21,198	26,542	38,762	-230	-16	-20	-29	6233	-76,689	0.0765	-5,867
Heavy-Duty Vehicle	1,801	1,799	1.64	0.066	0.29	0.28	3,248	131	574	555	3,246	131	574	554	-2.47	-0.10	-0.44	-0.42	22046	-30,139	0.0788	-2,375
Bus/Diesel	43	41	0.024	0.014	0.0005	0.005	1	1	0	0	1	1	0	0	-0.06	-0.03	0.00	-0.01	41655	-88,613	0.0788	-6,983
Bus/CNG							0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00	41655	0	0.0585	0
Bus/LPG							0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00	41655	0	0.0678	0
Bus/M85 or E85							0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00	41655	0	0.0765	0
Bus Electric																			41655	0	0.0665	0
Light or Heavy Rail/Electric	16.5	17.3																	77739	61,564	0.0665	4,094
Commuter Rail/ Diesel	0.2	0.2	7.48	22.43	281	5.08	2	5	62	1	2	5	62	1	0	0	0	0	100000	0	0.0788	0
Commuter Rail/Electric																			100000	0	0.0665	0
Total															-232	-16	-21	-30		-133,878		-11,130

Source:
- Private vehicles from regional travel demand model
- Bus and rail from system operating plans

Source:
- Private vehicles from MOBILE or EMFAC
- Diesel bus from MOBILE HDDV
- Alt. fuel buses from diesel EF's and conversion factors given in text
--Rail calculated emission rates and fuel consumption rates as follows:
CO – 10.4 g/gal x .719 gal/mi = 7.48
Nox – 31.2 g/gal x .719 gal/mi = 22.43
VOC – 281 g/gal x .719 gal/mi = 281
PM-10 – 7.07 g/gal x .719 gal/mi = 5.08
If using a diesel locomotive with higher efficiency, project specific rail emission factors may be calculated (provide documentation).

Calculation:
Annual Emissions = VMT * 1,000,000 * Emission Factor / 909,000 g/ton

Calculation:
Change in Emissions = New Start Emissions - Baseline Emissions

Source:
Transportation Energy Data Book Edition 16
Note:
Transit agencies may provide their own estimates for transit vehicle BTU/mi factors(provide documentation)

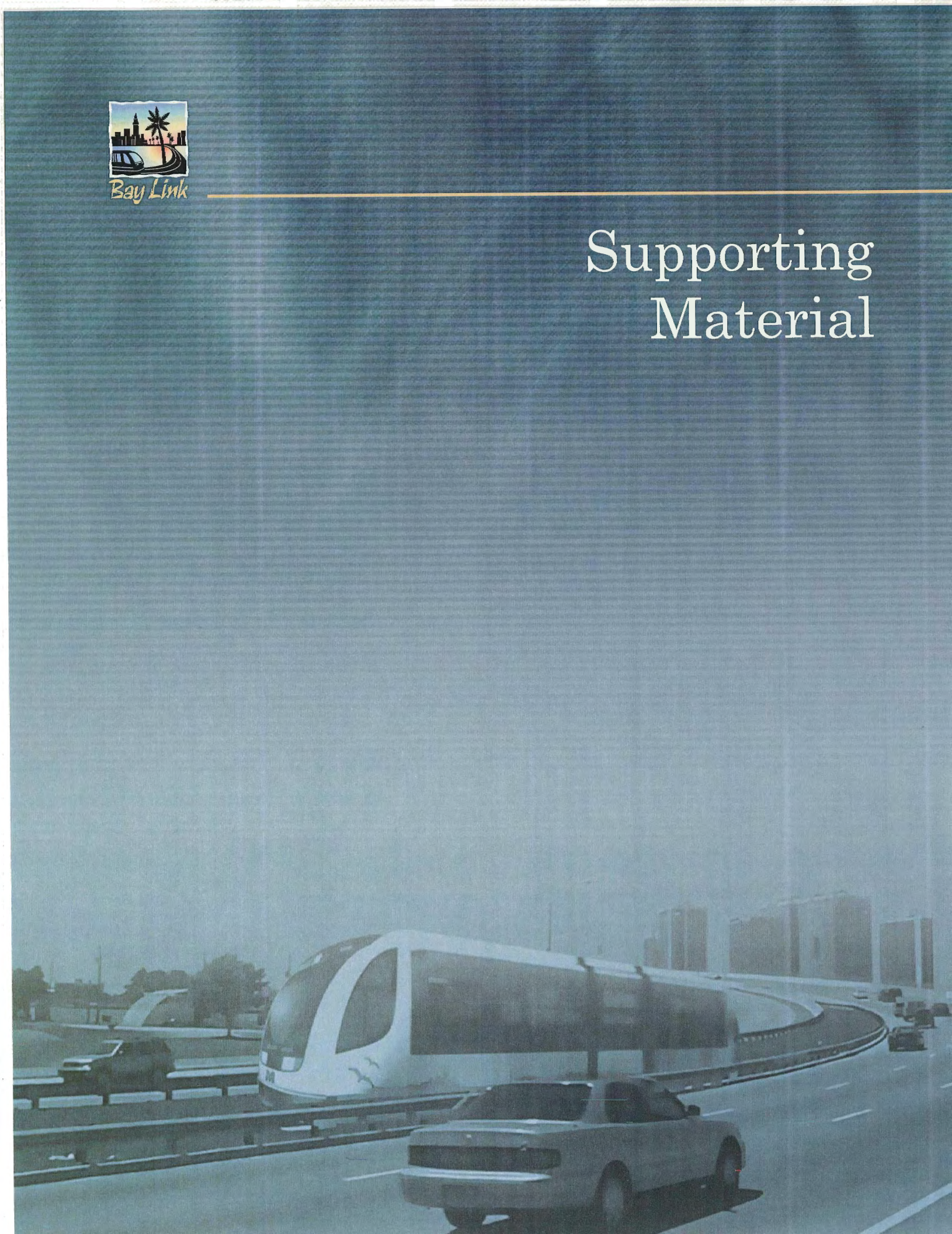
Calculation:
= Change in VMT/year * BTU/veh-mi

Source:
Calculations by Cambridge Systematics, Inc. based on Energy Information Administration (1996) and Delucchi (1996).

Calculation:
= Change in BTU/year * Tons CO2/million BTU

Bay Link

Supporting Material



U.S. Environmental Protection Agency

Green Book

Maintenance Classified 1-Hour Ozone Areas

As of May 17, 2004

Areas Listed Alphabetically	Design Value (ppm)	Average Expected Exceedance	Yr	Previous Classification
Birmingham, AL	0.133	3.0	1989	Marginal
Canton, OH	0.135	1.7	1989	Marginal
Charleston, WV	0.138	2.3	1989	Moderate
Charlotte-Gastonia, NC	0.158	3.4	1989	Moderate
Cherokee Co, SC	0.132	2.4	1989	Marginal
Cincinnati-Hamilton, OH-KY (KY Portion)	0.157	5.4	1989	Moderate
Cleveland-Akron-Lorain, OH	0.157	5.2	1989	Moderate
Columbus, OH	0.131	1.4	1989	Marginal
Dayton-Springfield, OH	0.143	3.1	1989	Moderate
Detroit-Ann Arbor, MI	0.144	3.7	1989	Moderate
Door Co, WI	0.126	1.8	1990	Marginal RT
Edmonson Co, KY	0.140	2.1	1989	Marginal RT
Evansville, IN	0.124	1.1	1989	Marginal
Grand Rapids, MI	0.143	4.4	1989	Moderate
Greenbrier Co, WV	0.125	1.4	1989	Marginal
Greensboro-Winston Salem-High Point, NC	0.151	7.2	1989	Moderate
Hancock & Waldo Cos, ME	0.133	2.8	1989	Marginal
Huntington-Ashland, WV-KY	0.164	5.5	1989	Moderate*
Indianapolis, IN	0.121	1.1	1989	Marginal
Jersey Co, IL	0.128	3.1	1990	Marginal
Kansas City, MO-KS	0.120	1.2	1989	Other
Kewaunee Co, WI	0.147	5.5	1989	Moderate
Knoxville, TN	0.135	1.8	1989	Marginal
Lake Charles, LA	0.131	2.0	1989	Marginal
Lexington-Fayette, KY	0.126	2.0	1989	Marginal
Louisville, KY-IN	0.149	1.9	1989	Moderate
Manitowoc Co, WI	0.167	9.9	1989	Moderate*
Memphis, TN	0.140	2.0	1989	Marginal*
Miami-Fort Lauderdale-W. Palm Beach, FL	0.138	1.7	1989	Moderate
Monterey Bay, CA	0.138	1.8	1989	Moderate
Muskegon, MI	0.181	9.4	1989	Moderate
Nashville, TN	0.138	5.6	1989	Moderate
Norfolk-Virginia Beach-Newport News (Hampton Roa	0.130	2.0	1989	Marginal
Owensboro, KY	0.137	3.7	1989	Marginal
Paducah, KY	0.124	1.1	1989	Marginal
Parkersburg, WV	0.152	6.7	1989	Moderate
Pittsburgh-Beaver Valley, PA	0.149	7.0	1989	Moderate
Pointe Coupee Parish, LA	0.000	0.0		Marginal
Portland-Vancouver AQMA, OR-WA	0.128	2.2	1990	Marginal
Raleigh-Durham, NC	0.141	4.1	1989	Moderate

Reading, PA	0.141	3.4	1989	Moderate
Richmond, VA	0.142	4.4	1989	Moderate
Salt Lake City, UT	0.143	2.0	1989	Moderate
San Diego, CA	0.185	12.3	1989	Serious
Santa Barbara-Santa Maria-Lompoc, CA	0.140	2.1	1989	Serious
Seattle-Tacoma, WA	0.131	3.3	1990	Marginal
Sheboygan, WI	0.176	9.1	1989	Moderate
South Bend-Elkhart, IN	0.121	1.1	1989	Marginal
St Louis, MO-IL	0.156	6.2	1989	Serious
Tampa-St. Petersburg-Clearwater, FL	0.129	1.4	1989	Marginal
Toledo, OH	0.140	2.7	1989	Moderate
Walworth Co, WI	0.129	2.0	1989	Marginal
Youngstown-Warren-Sharon, OH portion	0.134	2.1	1989	Marginal

51 Total Areas

Totals were adjusted to account for multiple maintenance areas in a single county, an
only include complete maintenance areas if all states of a multi-state area is listed
1988-90; RT = Rural Transport; * 5% Classification Change; No. Counties Before '90
operation of law ; Sip Call = EPA called for a new State Implementation Plan
The Ohio portion of the Youngstown-Warren-Sharon OH-PA area is a maintenance area, wh
remains nonattainment. This report lists the OH portion of the area, but does not in
is NOT an official list of ozone maintenance areas. See the Code of Federal Regulati
Federal Register notices for legal lists and boundaries.

U.S. Environmental Protection Agency

Green Book

1-Hour Ozone Maintenance Areas (Previous Cla

As of May 17, 2004

SERIOUS (1999)

- San Diego, CA
- Santa Barbara-Santa Maria-Lompoc, CA
- St Louis, MO-IL

MODERATE (1996)

- Charleston, WV
- Charlotte-Gastonia, NC
- Cincinnati-Hamilton, OH-KY (KY Portion)
- Cleveland-Akron-Lorain, OH
- Dayton-Springfield, OH
- Detroit-Ann Arbor, MI
- Grand Rapids, MI
- Greensboro-Winston Salem-High Point, NC
- Huntington-Ashland, WV-KY
- Kewaunee Co, WI
- Louisville, KY-IN
- Manitowoc Co, WI
- Miami-Fort Lauderdale-W. Palm Beach, FL
- Monterey Bay, CA
- Muskegon, MI
- Nashville, TN
- Parkersburg, WV
- Pittsburgh-Beaver Valley, PA
- Raleigh-Durham, NC
- Reading, PA
- Richmond, VA
- Salt Lake City, UT
- Sheboygan, WI
- Toledo, OH

MARGINAL (1993)

- Birmingham, AL
- Canton, OH
- Cherokee Co, SC
- Columbus, OH
- Door Co, WI
- Edmonson Co, KY
- Evansville, IN
- Greenbrier Co, WV
- Hancock & Waldo Cos, ME
- Indianapolis, IN
- Jersey Co, IL
- Knoxville, TN

Lake Charles, LA
Lexington-Fayette, KY
Memphis, TN
Norfolk-Virginia Beach-Newport News (Hampton Roads),VA
Owensboro, KY
Paducah, KY
Pointe Coupee Parish, LA
Portland-Vancouver AQMA, OR-WA
Seattle-Tacoma, WA
South Bend-Elkhart, IN
Tampa-St. Petersburg-Clearwater, FL
Walworth Co, WI
Youngstown-Warren-Sharon, OH portion

OTHER

Kansas City, MO-KS

These areas are designated attainment . The Kansas City, MO-KS area has a sub-marginal classification. This is NOT an official list of ozone maintenance
areas. See the Code of Federal Regulations (40 CFR Part 81) and pertinent Federal Register notices for legal lists and boundaries.

U.S. Environmental Protection Agency

Green Book

8-Hr Ozone and Designated 1-Hr Ozone Nonattainment and Maintenance Areas

As of May 03, 2004
8-Hour Ozone classified area designations are effective on June 15, 2004. 8-Hour EAC areas have an effective date deferral to September 30, 2005.
1-hr and 8-hr Ozone Categorization/Classification Notes
8-hour areas which are in color have more than one 1-hour ozone nonattainment or maintenance area located within the 8-hour ozone area.
Maintenance areas are designated attainment for the 1-hour ozone standard.
Mouse over the ♦and ◊to see the area name; click on them to see the associated counties.
View Notes

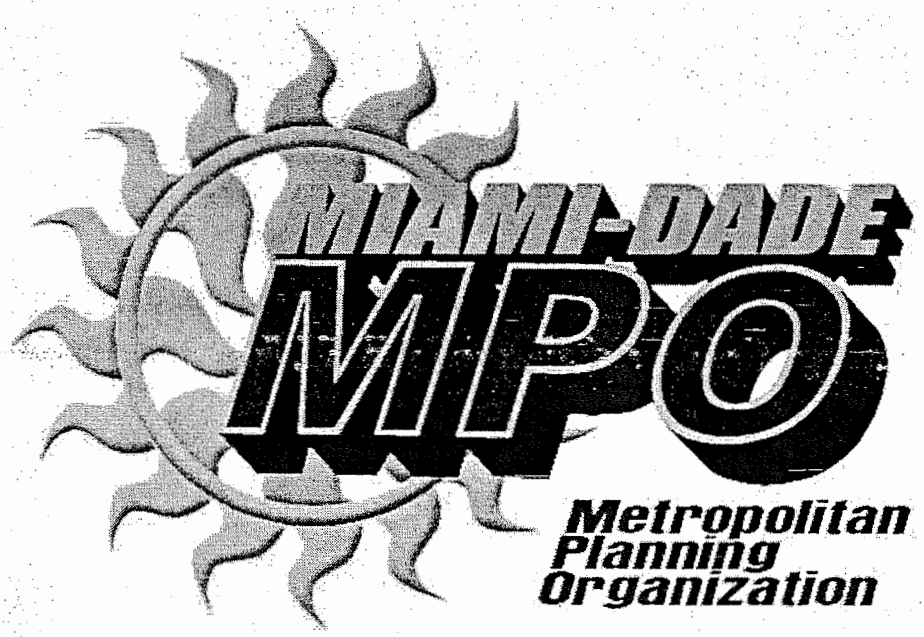
State(s)	Area Name	8-HR OZONE Areas: 2000 Pop.	No. Ctys	Category/ Class	8-Hr Design Value*	1-Hr Design Value*	1-HR OZONE Nonattainment Areas: 2000 Pop.	No. Ctys	Class	Area Name	1-HR OZONE Maintenance Areas: 2000 Pop.	No. Ctys	Class	Area Name
AL	Birmingham	805,340	2	Subpar ♦	0.087	0.113			Attain		805,340	2	Mar ◊	*Birmingham*
AZ	Phoenix-Mesa	3,086,045	2	Subpar ♦	0.087	0.111	3,028,832	1	Ser ◊	*Phoenix, A*				
CA	Amador and Calaveras Cos (Central Mtn),	75,654	2	Subpar ♦	0.091	0.117			Attain					
CA	Chico	203,171	1	Subpar ♦	0.089	0.102	203,171	1	S185A ◊	*Chico, CA*				
CA	Imperial County	142,361	1	Mar ♦	0.087	0.142	142,361	1	S185A ◊	*Imperial C*				
CA	Kern Co (Eastern Kern)	99,251	1	Subpar ♦	0.098	0.118	111,425	1	Ser ◊	*East Kern*				
CA	Los Angeles-San Bernardino Cos(W Mojave)	656,408	2	Mod ♦	0.106	0.138	981,158	3	Sev7 ◊	*Southeast*				
CA	Los Angeles-South Coast Air Basin	14,593,587	4	Sev7 ♦	0.131	0.180	14,593,587	4	Ext ◊	*Los Angele*				
CA	Mariposa and Tuolumne Cos (Southern Mtn)	71,631	2	Subpar ♦	0.091	0.113			Attain					
CA	Monterey Bay			Attain					Attain		710,598	3	Mod ◊	*Monterey B*
CA	Nevada Co. (Western Part)	77,735	1	Subpar ♦	0.098	0.116			Attain					
CA	Riverside Co, (Coachella Valley) [See Footnote	324,750	1	Ser ♦	0.108	0.133			Attain					
CA	Sacramento Metro	1,978,348	6	Ser ♦	0.107	0.143	1,978,348	6	Sev5 ◊	*Sacramento*				
CA	San Diego	2,813,431	1	Subpar ♦	0.093	0.118			Attain		2,813,833	1	Ser ◊	*San Diego,*
CA	San Francisco-Bay Area	6,541,828	9	Mar ♦	0.086	0.123	6,541,828	9	Other ◊	*San Franci*				
CA	San Joaquin Valley	3,191,367	8	Ext ♦	0.115	0.151	3,191,367	8	Sev5 ◊	*San Joaqui*				
CA	Santa Barbara-Santa Maria-Lompoc			Attain					Attain		399,347	1	Ser ◊	*Santa Barb*
CA	Sutter Co (Sutter Buttes)	1	1	Subpar ♦	0.088	0.113	114,136	2	S185A ◊	*Yuba City,*				
CA	Ventura County	753,197	1	Mod ♦	0.095	0.124	753,197	1	Sev5 ◊	*Ventura Co*				
CO	Denver-Boulder-Greeley-Ft Collins-	2,811,580	9	ESub ♦	0.087	0.114			Attain		2,389,470	7	S185A ◊	*Denver-Bou*

	Love.														
CT	Greater Connecticut	1,543,919	5	Mod	0.095	0.139	2,532,154	8	Ser	*Greater Co*					
DC-MD-VA	Washington	4,452,498	15	Mod	0.099	0.140	4,544,944	16	Sev5	*Washington*					
FL	Jacksonville			Attain					Attain		778,879	1	S185A	*Jacksonvil*	
FL	Miami-Fort Lauderdale-W. Palm Beach			Attain					Attain		5,007,564	3	Mod	*Miami-Fort*	
FL	Tampa-St. Petersburg-Clearwater			Attain					Attain		1,920,430	2	Mar	*Tampa-St.*	
GA	Atlanta	4,228,492	20	Mar	0.091	0.125	3,698,679	13	Sev5	*Atlanta, G*					
GA	Macon	153,937	2	Subpar	0.086	0.113			Attain						
GA	Murray County (Chattahoochee Nat. Forest Mtns)	1,000	1	Subpar	0.085	0.103			Attain						
IL-IN	Chicago-Gary-Lake County	8,757,808	10	Mod	0.101	0.134	8,757,808	10	Sev7	*Chicago-Ga*					
IN	Evansville	224,305	2	Subpar	0.085	0.106			Attain		171,922	1	Mar	*Evansville*	
IN	Fort Wayne	331,849	1	Subpar	0.088	0.106			Attain						
IN	Greene County	33,157	1	Subpar	0.088	0.102			Attain						
IN	Indianapolis	1,607,486	9	Subpar	0.096	0.119			Attain		860,454	1	Mar	*Indianapol*	
IN	Jackson County	41,335	1	Subpar	0.085	0.100			Attain						
IN	La Porte County	110,106	1	Mod	0.093	0.135			Attain						
IN	Muncie	118,769	1	Subpar	0.088	0.104			Attain						
IN	South Bend-Elkhart	448,350	2	Subpar	0.093	0.116			Attain		448,350	2	Mar	*South Bend*	
IN	Terre Haute	105,848	1	Subpar	0.087	0.108			Attain						
KY	Edmonson County			Attain					Attain		11,644	1	Mar	*Edmonson C*	
KY	Lexington-Fayette			Attain					Attain		293,573	2	Mar	*Lexington-*	
KY	Owensboro			Attain					Attain		92,389	2	Mar	*Owensboro,*	
KY	Paducah			Attain					Attain		31,404	2	Mar	*Paducah, K*	
KY-IN	Louisville	968,313	5	Subpar	0.092	0.120			Attain		883,349	5	Mod	*Louisville*	
LA	Baton Rouge	636,214	5	Mar	0.086	0.131	636,214	5	Sev5	*Baton Roug*	22,763	1	Mar	*Pointe Cou*	
LA	Beauregard Parish			Attain					Attain		32,986	1	Inc	*Beauregard*	
LA	Grant Parish			Attain					Attain		18,698	1	Inc	*Grant Par,*	
LA	Lafayette			Attain					Attain		190,503	1	S185A	*Lafayette,*	
LA	Lafourche Parish			Attain					Attain		89,974	1	Inc	*LaFourche*	
LA	Lake Charles			Attain					Attain		183,577	1	Mar	*Lake Charl*	
LA	New Orleans			Attain					Attain		1,055,441	4	S185A	*New Orlean*	
LA	St. James Parish			Attain					Attain		21,216	1	Inc	*St James P*	
LA	St. Mary Parish			Attain					Attain		53,500	1	Inc	*St Mary Pa*	
MA	Boston-Lawrence-Worcester (E. Mass)	5,534,130	10	Mod	0.095	0.124	5,883,482	12	Ser	*Boston-Law*					
MA	Springfield (Western Mass)	814,967	4	Mod	0.094	0.132	814,967	4	Ser	*Springfiel*					
MD	Baltimore	2,512,431	6	Mod	0.103	0.143	2,512,431	6	Sev5	*Baltimore,*					
MD	Kent County and Queen Anne's County	59,760	2	Mod	0.095	0.122	59,760	2	Mar	*Kent & Que*					

Conformity Determination Report

To demonstrate conformance of the Transportation Improvement Program for Fiscal Years 2004 to 2008 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
April 21, 2003



On May 22, 2003 the Miami-Dade Metropolitan Planning Organization (MPO) Governing Board will be presented for their approval the Fiscal Year 2004 through 2008 Transportation Improvement Program (TIP) and its air quality Conformity Determination Report (CDR). This FY 2004-2008 TIP is a subset of the conforming 2025 Long Range Transportation Plan (LRTP) Update.

On December 6, 2001 the MPO approved both the 2025 LRTP and its air quality CDR and the MPO demonstrated that the FY 2003-2007 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 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 8
7	Public involvement process documented. The CAC reviewed TIP Conformity Determination.	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 2004 through 2008

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 2004 through 2008 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 2004 through 2008 (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 2004-2008 TIP indicate that projects in **Table 2** are expected to be 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).

The projects contained in Table 2 are not 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 2004 to 2008 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
2501051	SR 25 /Okeechobbee Rd	E of W. 12th Ave W 19th St	Add Lanes & Reconstruct 4 to 6 lanes	Construction	Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR
2501052	SR 25/Okeechobbee Rd	SR 826/Palmet to E of W 12th Ave	Add Lanes & Reconstruct 4 to 6 lanes	Construction	Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR
662472	NE 8 STREET/BAY SHORE DR	Phase II Biscayne Boulevard Port Boulevard	New 4 Lanes & Baywalk	Construction	Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR
671310	NW 87 AVENUE	NW 154 Street NW 186 Street	2 to 4 Lanes	Construction	Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR
671572	SW 184 STREET	SW 137 Avenue to SW 127 Avenue	2 to 4 Lanes	Construction	Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR
671572	SW 184 STREET	SW 147 Avenue to SW 137 Avenue	2 to 4 Lanes	Construction	Priority I Project anticipated to open to traffic by December 31, 2005 in original 2025 LRTP CDR
83615	SR 836	NW 57th Ave SR 826	WB Auxiliary Lane	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]

CALIBRATION OF THE EMIS MODULE

The process used to calibrate the EMIS module for FSUTMS follows several discrete steps. These steps must be completed each time the validated model is updated.

- Summarize HPMS VMT
- Summarize Weekly Factors for Peak Ozone Season
- Calculate Peak Ozone Season VMT
- Summarize Unadjusted EMIS.OUT VMT
- Calculate EMISFAC
- Input Updated EMISFAC to PROFILE.MAS, Re-run EMIS and Compare Model Output VMT to Peak Ozone Season VMT
- Summarize Validation Year Emissions Estimates
- Compare Model Results with Allowable Emissions Budgets from SIP

The following tables summarize the results of the EMIS module calibration for the 1999 Miami-Dade Transportation Planning Model (MTPM).

Table 3: Step 1-Summarize Historical HPMS VMT to Check for Reasonableness

County	1990	1995	1996	1997	1998	1999
Miami-Dade	35,325,747	38,732,737	38,124,058	39,100,926	40,275,960	40,741,718

Table 4: Step 2-Summarize FDOT 1999 Weekly Factor Category Report and Calculate Average Adjustment

Week	Dates	County North	County South	Average
23	05/30/99 - 6/05/99	1.01	0.99	1.00
24	06/06/99 - 6/12/99	1.01	0.99	1.00
25	06/13/99 - 6/19/99	1.02	0.99	1.01
26	06/20/99 - 6/26/99	1.01	1.00	1.01
27	06/27/99 - 7/03/99	1.01	1.00	1.01
28	07/04/99 - 7/10/99	1.01	1.00	1.01
29	07/11/99 - 7/17/99	1.01	1.01	1.01
30	07/18/99 - 7/24/99	1.00	1.01	1.01
31	07/25/99 - 7/31/99	1.00	1.01	1.01

[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..

32	08/01/99 - 8/07/99	1.00	1.01	1.01
33	08/08/99 – 8/14/99	0.99	1.01	1.00
34	08/15/99 – 8/21/99	0.99	1.01	1.00
35	08/22/99 – 8/28/99	1.00	1.02	1.01
Peak Ozone HPMS Factor		**1.00**	**1.00**	**1.00**

Table 5: Step 3-Convert Year 1999 AADT VMT to Peak Ozone Season VMT

County	HPMS VMT	Peak Ozone Factor	Peak Ozone Season VMT
Miami-Dade	40,741,718	1.00	40,741,718

Table 6: Step 4-Summarize Unadjusted 1999 Model Estimated VMT from EMIS.OUT (99a)

County	Validation EMIS.OUT VMT
Miami-Dade	42,630,212

Table 7: Step 5-Calculate EMISFAC

County	Target VMT (A)	Unadjusted Model VMT (B)	EMISFAC (A/B)
Miami-Dade	40,741,718	42,630,212	0.95570

Table 8: Step 6-Compare Adjusted 1999 Model Output VMT to Peak Ozone Season VMT

County	Adjusted Model Output VMT (A)	Target VMT (B)	Ratio (A/B)
Miami-Dade	40,741,644	40,741,718	1.00000

Table 9: Step 7-Prepare Year 1999 Emissions Summary

County	EMISFAC	Adjusted VMT	Adjusted VHT	VOC (tons)	CO (tons)	NOx (tons)
Miami-Dade	0.95570	40,741,644	1,915,769	86.62	728.49	106.67

Table 10: Step 8-Compare with Emissions Budget Summary from FDOT Topic 525-010-014-g

County	1990 HPMS VMT	1990 VOC	1990 NOx	2000 VOC Budget	2000 NOx Budget	2005 VOC Budget	2005 NOx Budget
Miami-Dade	35,184,445	156.60	117.70	148.77	111.82	148.77	111.82

Findings

Table 11 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.

Table 11: Miami-Dade MPO Year 2025 Long Range Transportation Plan Update Demonstration of Conformity

Parameter	1999	2005	2015	2025
Population	2,130,700	2,316,900	2,626,800	2,969,200
VMT	40,741,600	44,268,552	50,540,348	60,234,768
NOx Emissions* (tons/day)	106.67	88.74	66.19	71.61
NOx Budget (tons/day)	111.82	111.82	111.82	111.82
VOC Emissions* (tons/day)	86.62	85.29	90.15	114.52
VOC Budget (tons/day)	148.77	148.77	148.77	148.77

*Results were adjusted based on Fact Sheet 8 (Appendix K)

The emissions budgets for 1999, 2005, 2015 and 2025 models are identified in **Table 11** for comparison with projected emissions for 1999, 2005, 2015 and 2025. **Table 12** shows the Annual TIP/LRTP to 1990 Emission Inventory comparison.

Table 12: Annual TIP/LRTP Compared with 1990 Emission Inventory

Precursor	1999 Network	2005 Network	2015 Network	2025 Network
NOx Emissions (tons/day)	-5.15	-23.08	-45.63	-40.21
VOC Emissions (tons/day)	-62.15	-63.48	-58.62	-34.25

As illustrated on **Table 11 and 12** 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 63.48 tons per day lower than the corresponding emissions budget. Emissions of NO_x are 23.08 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 2004 to 2008 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.*

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, 2015, 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

Federal Highway Administration
Florida Division Office
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301
(850) 942-9650
www.fhwa.dot.gov/fldiv

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

September 27, 2002

Mr. Thomas F. Barry
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

Dear Mr. Barry:

Subject: Fiscal Year (FY) 2003 Statewide Transportation Improvement Program (STIP)

The following is in response to the Department's letters dated July 1, 2002, August 7, 2002, August 13, 2002, and August 30, 2002, which transmitted for our review the FY 02/03 – 06/07 Transportation Improvement Programs (TIPs) for Florida's 25 Metropolitan Planning Organizations (MPOs) and Florida's FY 03 STIP, respectively. Our various metropolitan and statewide planning process findings and actions are summarized below:

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

   Based upon our review of the annual "self-certification" statements jointly developed between each of the MPOs and the Department and our joint certification reviews of Transportation Management Areas during 2002, we hereby determine that the FY 02/03 – 06/07 TIPs developed and adopted by each of Florida's 25 MPOs are based on continuing,

comprehensive planning processes carried on cooperatively by the respective MPOs, local/regional transit service providers and the Department. We also hereby conclude that the content and elements of each of the TIPs generally satisfy the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 (Subpart C) and 49 CFR Part 613 (Subpart C).

Also, for the FY 02/03 – 06/07 TIPs developed and adopted by Florida's six one-hour ozone "maintenance area" MPOs (Miami-Dade, Broward County, Palm Beach County, First Coast, Hillsborough County and Pinellas County), conformity determinations must be issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with the Regional Office of the U.S. Environmental Protection Agency (EPA). As reflected in EPA's recent concurrence letter (see enclosure), we hereby issue the FHWA/FTA conformity determinations on each of these FY 02/03 – 06/07 TIPs, pursuant to the transportation conformity requirements of Section 176(c) of the 1990 Clean Air Act Amendments and 40 CFR Parts 51 and 93

2. **Statewide Transportation Planning Process and the STIP:**

23 U.S.C. 135(f)(4) and 23 CFR 450.220(b) require that the FHWA/FTA approval of the STIP include a finding that the process from which the STIP was developed is consistent with the provisions of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 – 5305. Since 1995, an "annual assessment" of various aspects of the statewide transportation planning process has been a key source of information in supporting this FHWA/FTA statewide planning finding. On September 3 and 4, 2002, a meeting was conducted with various members of your staff to discuss Florida's statewide transportation planning process.

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

In summary, our review of the STIP, TIPs and supporting documentation concludes that the FY 2003 STIP satisfactorily addresses the process and content requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5305, 23 CFR Part 450 (Subparts B and C) and 49 CFR Part 613 (Subparts B and C). Therefore, based on the above, Florida's FY 2003 STIP is hereby approved.

Over the next year, we look forward to continuing our coordination with the Department, the MPOs, the local/regional transit service providers and Florida's other transportation stakeholders in further implementing the various transportation planning and environmental provisions of the Transportation Equity Act for the 21st Century within the contexts of the statewide and metropolitan transportation planning processes.

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

Sincerely

James E. St. John
Division Administrator
Federal Highway Administration

For Jerry Franklin
Regional Administrator
Federal Transit Administration

Enclosure(s)

cc: Ms. Kay T. Prince, EPA Region 4
Mr. Ken Morefield, FDOT, (MS-57)
Ms. Ysela Llort, FDOT (MS-57)
Mr. Marion Hart, FDOT (MS-57)
Mr. James Jobe, FDOT (MS-7)
Mr. Robert Romig, FDOT (MS-28)
Mr. Howard Glassman, MPOAC (MS-28B)

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

SEP 1 9 2002

4APT-APB

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

Dear Ms. David:

Thank you for the letter, dated July 3, 2002, requesting our review of the Fiscal Year (FY) 2002/03-2006/07 Transportation Improvement Program (TIP) conformity determination reports for the six Florida maintenance areas (i.e., Broward, Dade, Duval, Hillsborough, Pinellas and Palm Beach counties). We have completed our review, and recommend a finding of conformity for these TIPs.

During our initial review, we had difficulty making comparisons between the TIPs and the Long Range Transportation Plans. As such, we contacted your office and indicated that we would need an extension of the 30-day review period in order to get additional information from the submitting counties. It was agreed that the best course of action was to extend the review period so that we could ensure that the TIPs met the requirements of the conformity regulation.

Since that time, we have participated in several conference calls with your office, and the other Florida transportation and air quality partners regarding these TIP conformity determinations. During these calls we received clarification and subsequent documentation that helped us complete our review. These calls were very useful and highlighted several opportunities for us to make improvements. As a group we decided to use the interagency consultation workgroups as the forum to develop methods for improvements for the conformity determination report development and review processes. Additionally, we understand from these discussions that the Florida Department of Transportation is taking a proactive step for the next round of TIP updates by arranging an interagency consultation meeting to begin the discussion on what type of documentation is necessary to facilitate Federal review for these upcoming conformity determinations. We are encouraged by this effort and expect to fully participate in this meeting.

Thank you once again for the opportunity to comment on the TIP conformity determinations for the six Florida maintenance counties. We look forward to working with your office, and the other Florida transportation and air quality conformity partners, to explore ways to

improve the conformity report development and review processes. If you have any questions regarding this letter, please contact Mr. Alan Powell or Ms. Lynorae Benjamin of the Environmental Protection Agency Region 4 staff at (404) 562-9045 or (404) 562-9040, respectively.

Sincerely,

R. Scott Davis
Chief
Air Quality Modeling and
Transportation Section

cc: Jerry Franklin, FTA Region 4
Kurt Eichin, FDOT
Howard Rhodes, FDEP

Appendix C

Conformity of TIP

Conformity of the TIP

The Transportation Improvement Program (TIP) for Fiscal Years 2004 through 2008 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

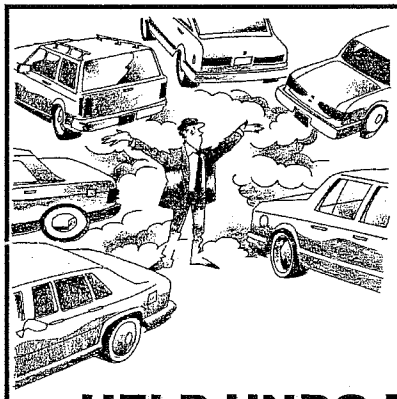
Name of MPO:	Metropolitan Planning Organization for the Miami Urbanized Area	
ITEM NO.	Requirement	Page Number
1	A copy of the MPO's finding of conformity on the transportation plan is included	i
2	An emissions reduction summary table such as Appendix 8 of this procedure is included	19
3	The report demonstrates 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?

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(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 26, 2003
6:00 to 8:00 p.m.
Commission Chambers
(Downtown Miami)
Stephen P. Clark Center
111 N.W. 1 Street

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

Hong Kong ont déjà été annulés en raison des craintes liées à cette épidémie. (AFP)

centrafricaine, le général François Bozizé, s'est autoproclamé dimanche "président de la République" par la voix de son porte-parole, Parfait Mbaye, au lendemain d'un

coup d'Etat éclair déclenché à Bangui en l'absence du président élu Ange-

Aucun combat n'était signalé dimanche à Bangui, où se déroulaient des scènes de pillage. Mais des tirs sporadiques continuaient de retentir, a constaté un journaliste de l'AFP.

(voir Coup / 17)

Haïti en Marche Vol. XVII No. 7
9 Mars 2003 page 16

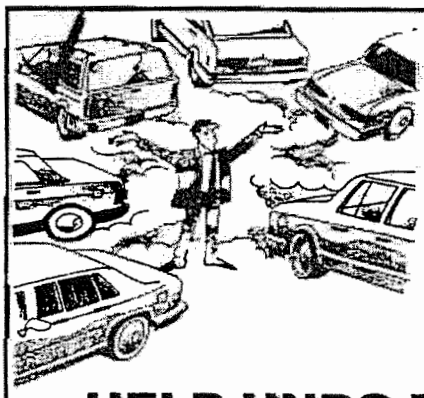
NOTICE TO THE PUBLIC
CITY OF MIAMI, FLORIDA

ALL TAKE NOTICE THAT a meeting of the City of Miami ion scheduled for Thursday, March 27, 2003, will convene at . at the City of Miami City Hall, 3500 Pan American Drive, lorida 33133. Under the parameters of F. S. 286.011(8) e person chairing the City of Miami Commission meeting will : immediately after the meeting is convened the commence- n attorney-client session, closed to the public, for purposes ;ing the pending litigation case of *Access Now, Inc., a Florida Profit Corporation, and Christ Tavantzis vs. City of Miami, a Corporation, Miami Dade County, and the State of Florida nt of Transportation, Case No. 02-21413-CIV-Moreno, in the strict Court Southern, District of Florida*, to which the City is a party. The closed door session will begin at approximately in Commissioner Angel Gonzalez's Conference room, also 3500 Pan American Drive, Miami, Florida, and conclude at ıtely 10:00 a.m. The session will be attended by the mem- e City Commission, Tomas Regalado, Angel Gonzalez, Joe Arthur E. Teele, Jr., and Johnny L. Winton; the City Manager, a; the City Attorney, Alejandro Vilarello; and Assistant City Maria J. Chiaro and Henry J. Hunnefeld. A certified court ill be present to ensure that the session is fully transcribed anscripts will be made public upon the conclusion of the d, ongoing litigation. At the conclusion of the attorney-client ıe regular Commission meeting will be reopened and the airing the Commission meeting will announce the termina- attorney-client session.

ırs of the public are invited to attend the regular portion of ng.

PRISCILLA A. THOMPSON
CITY CLERK

045147 10-001



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INVITATION TO BID
NORTH TERMINAL PROGRAM
AA Project #776A-1, AA Project #776A-2, AA-Project #776A-3
A-B Infill Tenant Relocations

BIDS will be received at Turner-Austin Airport Team Offices located at Miami International Airport, Building 3030, 2nd Floor, ›rida 33122 on **April 8, 2003 at 2:00 p.m.** No bids will be accepted after this deadline.

›e received from Pre-Qualified Contractors only for the project designated above. Pre-Qualified Contractors shall be limited :ontractors that responded to a duly noticed Request for Qualification and have been previously approved by American ıd the Construction Manager.

parties should contact:

Susan Robinson
Phone (305) 869-5876 Fax (305) 869-4732
E-mail at: srobinson@turner-austin.com

stimates:

Design Professionals: Leo A. Daly

'6A-1 Duty Free & MDAD Storage: $672,000.00
'6A-2 Virgin Atlantic / Air France Maintenance / Worldwide / Club America Storage: $826,000.00
'6A-3 In-Transit Waiting Room: $917,000.00

›n of the Work:

...el cerró con una ganan-
...ctava sesión consecutiva
...lectrónica Nasdaq ganó

...ncipal indicador de Wall
...ntos a 8.521,62 unidades,
...nivel de fines de enero.
...del Nasdaq cerró en alza
...1,17 unidades, y el Stan-
más representativo de
del mercado, ganó 20,22
89 unidades.

la Bolsa de valores de
alza de 1,95%, acompa-
...lcista de las bolsas eu-
dense.

cado atribuyeron el op-
res a que éstos apuestan
duración.

...olsa argentina subió
ima ganó 0,56%, y la
ntiago cerró práctica-
nancia de 0.01%, y Co-

...icana no operó por feriado.

Por la mañana los mercados europeos también registraron fuertes alzas: París subió 3,43%, Londres 2,5%, Amsterdam 4,98%, Francfort 4,23%, y Milán 2,94%. El índice Ibex-35 de la bolsa de Madrid cerró en alza de 2,55%, en un mercado activo debido a los vencimientos de contratos a plazo y la esperanza de una guerra de corta duración en Irak, indicaron corredores bursátiles. En Asia, Tokio cerró por feriado, y las demás plazas financieras se comportaron de manera dispar: Hong Kong (-0,17%), Taiwán (-0,27%), Singapur ganó 1,37% y Seúl 1,29%. En Sydney casi no hubo cambios (+0,02%).

En el mercado de cambios, el euro continuó cayendo ante el dólar. "El dólar continúa apreciándose, puesto que el mercado tiene la sensación de que la guerra avanza conforme a las instrucciones", indicó Paul Bednarczyck, economista de la agencia de investigación 4CAST.

Hacia las 22H00 GMT el euro se intercambiaba a 1,0524 dólares contra 1,0523 tres horas antes y 1,0611 dólares el jueves en Nueva York.

...Aviación y Air Europa suscribieron un acuerdo de códigos compartidos para facilitar el transporte de pasajeros a Cuba.

El acuerdo garantiza la coordinación en las operaciones de los vuelos programados por ambas compañías, que aparecerán bajo doble código en las redes de distribución de las agencias de viaje y otras líneas aéreas, informaron hoy medios oficiales.

El convenio entrará en vigor en mayo y permitirá a los usuarios tomar cualquier vuelo de la compañía española en Europa y terminar su viaje en los destinos que trabaja Cubana, tanto en Cuba como en la región del Caribe.

Air Europa mantiene siete vuelos semanales entre La Habana y Madrid, mientras que Cubana realizará cuatro a la semana en el tercer trimestre y dos en el cuatro trimestre del año.

Según estimaciones oficiales, actualmente vuelan a Cuba alrededor de 70 aerolíneas internacionales.

El turismo es la principal fuentes de ingresos para la economía de Cuba, que el pasado año recibió cerca de 1,7 millones de visitantes y que prevé la llegada de 1,9 millones de turistas durante este ejercicio.

...nfrentan caída ...por la guerra

personal al seguro de desempleo debido al descenso de las reservas a causa de la guerra en Irak.

"Constatamos un descenso de las reservas derivado de las amenazas de guerra y ahora esperamos que la tendencia continúe ya que la guerra comenzó", dijo Greg Taylor, vicepresidente de la compañía, en concordato desde diciembre pasado. Por su parte, Air Canada suprimirá 3.600 empleos de aquí a fines de 2003, una decisión motivada, en parte, por el inicio de la guerra en Irak.

American Airlines, primera compañía aérea del mundo, reducirá en un 6% su capacidad de transporte de pasajeros en sus líneas internacionales en abril, para responder a la baja esperada en el tráfico. Avianca, la más antigua aerolínea de Latinoamérica, acogió ha la ley estadounidense de bancarrota para afrontar las dificultades económicas derivadas de los atentados del 11 de septiembre de 2001 contra EEUU.

La empresa presentó voluntariamente en una corte del estado de Nueva York el recurso de protección del capítulo 11 (C-11) de la Ley de Quiebras de Estados Unidos.

La compañía dijo que apeló a esa norma ante la situación de la economía mundial, la caída de la demanda tras los ataques del 11 de septiembre en Estados Unidos, el aumento de los precios del combustible, el inicio de la guerra en Irak y el "dramático" incremento en las primas de los seguros.

El conflicto continuó este viernes perturbando el tráfico, ya que numerosas compañías anularon desde el jueves sus vuelos hacia Israel y los países vecinos de Irak.

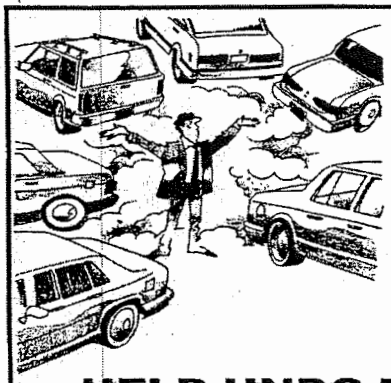
United Airlines, que el año pasado solicitó la mayor cesación de pagos de una aerolínea, dará licencia temporal sin sueldo a 3.448 mecánicos, azafatas y sobrecargos porque la guerra en Irak está reduciendo los vuelos en avión, dijeron sindicatos de la filial de UAL Corp.

La compañía está pidiendo a 468 mecánicos que tomen la licencia para el 25 de marzo y a otros 680 que lo hagan para el 15 de abril, dijo el sindicato International Association of Machinists en un mensaje a sus miembros. United también ha pedido a 2.300 azafatas y sobrecargos que tomen licencias de 30 días sin paga para abril, dijo el sindicato Association of Flight Attendants.

Diario de las Americas
Domingo 23 de Marzo de 2003
Pág. 4-B

CITY OF NORTH MIAMI BEACH
PUBLIC NOTICE
OF
POLICE OFFICERS AND FIREFIGHTERS
RETIREMENT COMMITTEE MEETING

NOTICE IS HEREBY GIVEN THAT ON THURSDAY, MARCH 27, 2003 THE POLICE OFFICERS AND FIREFIGHTERS RETIREMENT COMMITTEE



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City of OPA-LOCKA Florida

Request for Proposal

The City of Opa-Locka requests Proposals and Statements of Qualifications and Experience from professional environmental firms experienced in Phase I and Phase II Assessment work. Services should include, but not be limited to, asbestos, underground storage tanks, soil contamination from previous uses of the property, and infrastructure.

REQUEST FOR PROPOSAL

NUMBER:	04-1403
SOLICITATION NAME:	WATER PLANT SITE 1025 BURLINGTON STREET OPA-LOCKA, FLORIDA 33054
DEADLINE FOR INTEREST:	Interested firms may contact Eugenia Turner, Brownfields Coordinator at (305) 953-2909 or via e-mail: brownfieldscord@aol.com if you have any questions. The Request for Proposal Package can be obtained at the Office of the City Clerk, 777 Sharazad Blvd. Opa-Locka, Florida up to 4:00 p.m. Eastern Daylight Time, April 14, 2003.

Interested firms, individually or in partnership, are requested to indicate their interest in this project by submitting ten (10) originals of their Proposal and Statement of Qualifications and Experience in a sealed package marked on the outside: "Project Proposal – City of Opa-Locka Water Plant Site "addressed to Attn: Eugenia Turner; Brownfields Coordinator, City Clerk Office 777 Sharazad Blvd., Opa-Locka, Florida 33054 not later than 4:00 p.m. on June 16, 2003.

The City of Opa-Locka reserves the right to reject any and all proposals, to waive any and all information or irregularities, and to accept or reject all or any part of the proposals as they may deem to be in the best interest of the citizens of the City of Opa-Locka as they may affect this project.

MUST RAISE CASH • NOTHING HELD BACK!

Men's Clothing *Wholesale Outlet*

Just in Time for Easter!

Entire Suit Inventory
Over 1,000 in Stock!

All Gabs. & Super 100's
Now $139
Comp. Values $300 & up
2, 3 & 4 Buttons - Double Breasted

All Super 110's
Now $159
2 & 3 Buttons

Entire Pants Inventory
Over 600 in Stock!

All Light-Weight 100% Wool
Now $39
Comp. Values $90 & Up
Pleats & Plain Fronts

All Gabardines
Now $49
Comp. Values $125 & up
One & Two Pleats

Every Sport Coat Now $88 Comp. values $195 & up

decide on annexation

:he proposed annexation
ı, the land could bring per-
ıta revenues into the town
are "substantially similar"
slightly less than what the
n currently receives.

ıLEAH

"The City of Hialeah has
its professional residents
ities in southwest Broward
nty. The proposed annex-
n area would provide the
with the opportunity to
elop more attractive hous-
to this professional mar-

The city is completely
t-out except for 50 acres of

A large public park, sur-
ıding some of the existing
s, would be built to serve
annexed area.
"Possible light industrial"
elopment on the Peerless
ifill site.

- At maximum development, the area would contain 15,000 to 20,000 people.

HIALEAH GARDENS

- "This annexation application has been coordinated with the City of Hialeah. Both cities have worked together to determine the best way to divide the existing vacant land."
- Hialeah Gardens will be completely built-out in two years should its annexation application not be approved.
- The area sought by Hialeah Gardens is 1,500 acres in total but it includes land that cannot be developed either because it is environmentally sensitive or because it is outside the county's established development boundaries. Less than half the land — 689 acres — will be available for development.

Key Biscayne may vote again on rec

KEY BISCAYNE, FROM 3

that is too large, too expensive and will consume our last remaining bit of playing fields for open space," Akerlund-Tarajano said.

On Thursday, Village Clerk Conchita Alvarez and representatives of Miami-Dade County's Elections Department verified that 460 of the signatures — the 10 percent required by the village charter — were from registered voters on the island.

The petition was certified Friday.

Now, the remaining decisions are left up to the council.

At its April 8 meeting, the council will have two choices when it comes to determining the future of the center.

One option would be to repeal the ordinance passed by the former council. If this happens, the "process comes to immediate termination," Village Attorney Steve Helfman said.

The alternative, which some council members have already said they will support, is referendum.

In this case, the village could hold an election no sooner than 30 days and no later than 60 days after the April 8 meeting, which means the election could happen

Financial losses ha become a recent concern some residents after th heard estimates from t senior vice president fr James A. Cummings Inc., t company hired to oversee c struction of the project.

At a recent meeting, Mi Lanciault told residents tha the project was terminated, t village may owe up to $5 m lion in cancellation fees a the cost of unused materials

But that isn't the ca according to attorney He man.

If the referendum is su cessful, Helfman said, the o costs the village would have pay would be for "whatev they have in the ground or the pipeline," such as build

'Losing the SWAT Team, that was sad. But I remember I had 10 people out at once during that period of time and I needed those guys in there to take calls.'

– AL ROLLE,
Homestead police chief

time, where he said they were needed more.

The cuts came at a time when the city was still battling to overcome its budget crisis, but both Rolle and Homestead's Mayor Roscoe Warren said the cuts had nothing to with attempts to recover some of the $6 million of city debt.

"It was a shift in priorities. We had an increased need for special operations," said Warren.

One such program aimed at controlling criminal activity on Washington and Krome avenues yielded 109 arrests, City Manager Curt Ivy said at the

PLEASE SEE POLICE, 42

NEIGHBORS IN UNIFORM

Lt. Col. **Wade Yoffee** will retire from the U.S. Marine Corps on May 1. He is the son of Mrs. Bernard Yoffee of Kendall and the late Dr. Bernard Yoffee, who retired from the U.S. Air Force. Yoffee is married to the former Robin Fredrickson, the daughter of Mr. and Mrs. Robert Fredrickson of Pinecrest. They plan to continue living in Hawaii, where he will work as a civilian employee and his wife will teach autistic children.

Seaman E3 **Justin J. Bosch** graduated from the U.S. Coast Guard Training Center, Cape May, N.J., on Feb. 7. He was a member of the U.S. Coast Guard Recruit Drill Team and will be stationed at Coast Guard Station Fort Lauderdale. He is the son of Judy and Michael Rescigno of Miami-Dade and a 2002 graduate of Southwest High.

Army Pvt. **Marques L. Hunt** has graduated from basic combat training at Fort Jackson, Columbia, S.C. Hunt is the son of Norma Jones of Miami-Dade.

Army Reserve Pfc. **Angel G. Garcia** has graduated from basic combat training at Fort Knox, Ky. Garcia is the son of Angel G. and Mayda Garcia of Miami-Dade.

Navy Seaman Apprentice **Karla V. Lopez Martinez**, daughter of Maricruz Martinez, was recently promoted to her current rank upon graduation from recruit training at Recruit Training Command, Great Lakes, Ill. Lopez Martinez is a 2002 graduate of Coral Gables High.

Navy Seaman Recruit **Muhammed F. Morad**, son of Samar Alkasem and Ali F. Morad of Miami-Dade, recently completed U.S. Navy basic training at Service School Command, Naval Training Great Lakes, Ill.

Navy Seaman **Alfredo V. Winter** completed U.S. Nav training at Recruit Command, Great Lake

Navy Seaman **Ramanan**, son of Sher Robert C. Kalbach o Dade, recently compl Navy basic training a School Command, Nav ing Center, Great L Ramanan is a 2002 gra Braddock High.

Marine Corps Rese Sgt. **Alex Rodriguez** dent of Homestead, was promoted to his rank while serving with Force South, Miami. R was promoted based tained superior job mance and proficienc designated specialty.

Marine Corps Lan **Michael D. Hilton**, so quiline Passino of Mian recently completed th Arms Repair Course at Army's Proving Gro Aberdeen, Md. Hilton graduate of South Dade

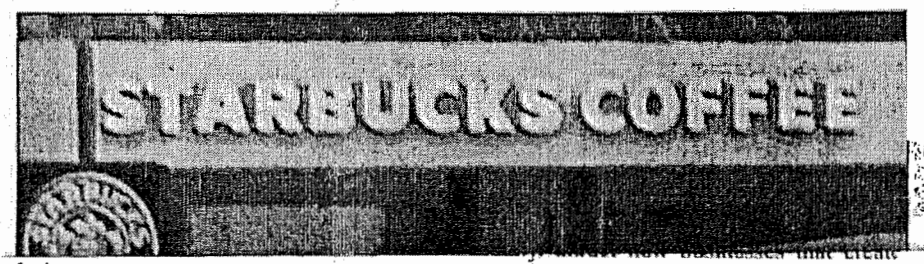
Marine Corps Pfc. **Saenz**, son of Martha Rafael F. Saenz of Miam recently completed th Metal Worker Course. a 2002 graduate of Coral High.

U.S. Army 1LT **Hub sons III**, who serves Support Platoon Leade 3rd Battalion of the 1st of the 101st Airborne D has deployed to an undi location in the Middle E is a son of Huber and Parsons of Miami-Dade.

Julio A. Delanoy ha commissioned as a seco tenant in the U.S. Air

You can d

P-CR Council Beautification Award honors Starbucks Coffee Company



design.

Sponsored by Total Bank, the award is presented to a different business each month. In addition to receiving a framed certificate, the winning business will be able to post a sign on its property designating [illegible] quality jobs for our residents, while diversifying and strengthening our economic base consistent for the future of South Miami-Dade.

For more information about the council, call 305-378-9470.

MS Walk brings community together for a good cause

News anchor, spoke of her commitment to finding a cure for multiple sclerosis, a disease that affects more than a third of a million people in the U.S., including her own mother who was diagnosed with MS when Maggie was a teenager.

grams aimed at finding a cure for the disease.

"The walk continues to grow and we are truly grateful," Dresbach said. "Our staff and volunteers put a tremendous amount of effort into making the MS Walk exciting and memorable for participants."

004 Toyota Sienna called 'new benchmark' for minivans

Minivan lovers, rejoice. Toyota has mped the popular Sienna for 2004 with all-new platform and a multitude of new tures that the company hopes will catapult stylish family vehicle to the top of the ment's sales charts.

Without mincing words, Toyota market- execs say they are taking dead aim on gment leader Honda Odyssey and that enna is the new benchmark for minivans.

The company unveiled this second gen- ation of Sienna recently with a press pre- ew and ride-and-drive in Orlando, basing

So, while most studies indicate that mini- van sales in the United States are waning, the Toyota marketing people maintain that there is a died-in-the-wool following of minivan buy- ers in this country who loyally pledge alle- giance to this family-style vehicle and refuse to switch to an SUV or a crossover. They opti- mistically conclude that the new Sienna will sell more than 81,000 units in its first year on the market and tally another 130,000-150,000 units during the next two years.

Items that may help the company achieve those figures are the IMS conversion for the disabled, which gives the Sienna a lower floor and a ramp for easier access, and touch sensors in the doors to prevent them from closing on youthful arms and legs. There also is improved access and egress to the third row of seating via a one-touch sec- ond-row seat that tumbles forward to provide a wide opening.

Sienna will come in four basic models:

New Sienna bears a resemblance up front to other Toyotas such as the Prius and Echo and from the rear looks a little like the Matrix with a gently sloping roofline.

- CE — the low-end base model with a

that still leaves a turning radius reduced by on the highway). Ask this combination for

[illegible] The presidents assigned to all six campuses, effective May 5, 2003, are:

Nora Hernandez Hendrix, InterAmerican Campus. Dr. Hendrix is the institution's dean for Workforce Education and Development and has a 23-year career at the college, serving in the roles of counselor, project director, associate dean, faculty member, academic dean and academic and student support services dean. She attended the University of Florida where she earned bachelor's and master's degrees and holds a doctorate in Higher Education from the University of Miami. Hendrix resides in the city of Miami.

Rolando Montoya, Wolfson Campus. Montoya is interim academic dean at the Kendall Campus and has served the college for approximately 16 years in various significant positions including professor and Business Department chair. Montoya's prior leadership experiences, as consul and trade commissioner of Costa Rica and as finance

Dr. Bryant holds bachelor's and master's degrees from Florida A&M and a doctorate in education from Nova Southeastern University. She has participated in special studies at Harvard University and Florida International University. The Miami Lakes resident is active in numerous local and national professional and civic organizations and has been honored for her many achievements in community and education endeavors.

Richard B. Schinoff, Homestead Campus. Dr. Schinoff has devoted more than 30 years to M-DCC in various capacities, including academic affairs, student services and administrative services. He has led the Kendall Campus as president since 1997 and now returns to Homestead where he previously served six years as executive dean. He holds a doctorate from Florida State University, a master's degree from Indiana University and a bachelor's degree from the University of Massachusetts. Dr.

decades, including more than 10 years at the InterAmerican campus — the last six as president. He has served as an instructor in Bilingual Studies, director of grants, as well as positions in community service, support services and outreach. Vicente holds a doctorate and master's degree from Nova University, and a bachelor's degree from Biscayne College. An active participant in national Hispanic educational organizations and local community affairs, Dr. Vicente resides in Coconut Grove.

At the district administration, two vital functions that have college-wide oversight will be overseen by **Dr. Jeffrey Lukenbill**, who will assume the role of provost of education. Dr. Lukenbill has served as College Provost since 1997, following more than a dozen years as dean of academic affairs.

Dr. Kathie Sigler, who has been appointed provost of operations effective immediately, is responsible for communications, technology, employee development, information officer, dean of administration and department chair.

Additional administrative appointments announced by Dr. Padron are:

Kendall Campus: Karen Hays, academic dean; **Armando Ferrer**, student dean; **Medical Center: Susan Kah**, academic dean; **Madeline Pumariega**, administrative/student dean; **North Campus: Harry Hoffman**, academic dean; **Cristina Mateo**, administrative dean; **Malou Harrison**, student dean; **Wolfson Campus: Sally Buxton**, administrative dean, and **Herb Robinson**, student dean.

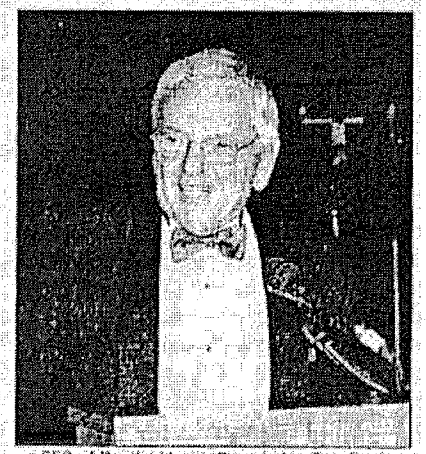
District Administration: Juan Abascal, associate provost for academics; **Gina Cortes-Suarez**, associate provost for accreditation activities; **Joan Gosnell**, associate provost for faculty initiatives; **Joanne Bashford**, associate provost for institutional effectiveness; and **Daniel Derrico**, associate provost for operations.

More than 450 attend SMH Mercury Ball

Mercury Ball co-chair Dr. Jorge Perez.

South Miami Hospital Association president Jeff E. Rubin.

South Miami Hospital Association president Jeff E. Rubin and South Miami Hospital CEO Wayne



CEO of Baptist Health Foundation Bob Baal.

Appendix F

TPC Resolution Approving TIP

Appendix H

Public Involvement Efforts

MIAMI-DADE

PUBLIC HEARING

The Governing Board of the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area will hold a public hearing on Thursday, May 22, 2003, at **2:00 p.m.**in the County Commission Chambers, Stephen P. Clark Center, 111 NW First Street, Miami, Florida for the purpose of approving:

1. **FISCAL YEAR 2004-2008 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The TIP details in a single document all transportation improvements in the metropolitan area scheduled for the next five years. All together, approximately $6.8 billion in transportation improvements, including federal, state and local transportation funding sources, are included in the TIP for the five-year period.

2. **AIR QUALITY CONFORMITY DETERMINATION OF THE FY 2004-2008 TIP**

The Air Quality Conformity Determination of the FY 2004-2008 TIP demonstrates that implementation of improvements contained in the FY 2004-2008 TIP will contribute to annual emission reductions and conform to National Ambient Air Quality Standards (NAAQS)

3. **UNIFIED PLANNING WORK PROGRAM (UPWP)**

The UPWP is compiled annually by the MPO. The UPWP describes the technical studies and related activities that will be conducted by the MPO to support its transportation plans, programs, and projects.

Copies of the TIP, UPWP, and are available for public inspection from the MPO Secretariat, Stephen P. Clark Center, 111 N.W. First Street, Suite 910, Miami, Florida 33128. It is the policy of Miami-Dade County to comply with all requirements of the American with Disability Act. For sign language interpretation, please call (305) 668-4407 five days in advance.

This public participation process is being used by OPTM/MDT to meet the Program of Projects (POP) and public participation requirements of the Federal Transit Administration (FTA).

METROPOLITAN PLANNING ORGANIZATION (MPO)
FOR THE MIAMI URBANIZED AREA

Transportation Improvement Program (TIP)/Air Quality Conformity Determination
FY 2004-2008 TIP DEVELOPMENT SCHEDULE

12/02/2002 - Work Program Public Hearing – Don Shula Hotel Ballroom 6-8 pm
12/04/2002 - Work Program Public Hearing - South Dade Regional Public Library 6-8 pm

01/06/2003 - Submission of Initial Proposals to MPO Secretariat due
01/15/2003 - TIP Program Development Committee Meeting
01/22/2003 - TIP Program Development Committee Meeting
01/29/2002 - TIP Program Development Committee Meeting
01/31/2003 - Deadline for Agencies to submit TIP Program for February 5, 2003 Web Posting

02/12/2003 - TIP Program Development Committee Meeting
02/19/2003 - TIP Program Development Committee Meeting
02/26/2003 - TIP Program Development Committee Meeting
02/26/2002 - Draft TIP update to CTAC
02/27/2002 - Deadline for Agencies to submit TIP Program for March 5, 2003 Web Posting
02/28/2003 - Draft TIP Program Available for Public Review at MPO Office

03/05/2003 - TIP Locks-in, Posted at MPO's Website, Public Involvement Input Starts
03/12/2003 - TIP Program Development Committee Meeting
03/21/2002 - Proposed Interactive Public Meeting at Commission Chambers
03/26/2003 - TIP Program Development Committee Meeting
03/26/2002 - CTAC hosts Live TV Interactive meeting on the TIP
03/27/2002 - TIP Committee reviews Draft TIP and comments received

04/09/2003 - TPTAC Review (As Informational Item in TPTAC Agenda)
04/14/2003 - TPC Preliminary Review (As Informational Item in TPC Agenda)
04/16/2003 - TIP Program Development Committee Meeting
04/23/2003 - TIP Program Development Committee Meeting
04/25/2002 - Final Program Circulated to TIP Committee for final comments
04/30/2003 - **CTAC** Endorsement (As Action Item in CTAC Agenda)

05/07/2003 - **TPTAC** Endorsement (As Action Item in TPTAC Agenda)
05/12/2003 - **TPC** Endorsement (As Action Item in TPC Agenda)
05/22/2003 - Public Hearing and Adoption by **MPO** Governing Board

June 2003 - Submittal to Funding Agencies

KEY TO ABBREVIATIONS:

TIP Transportation Improvement Program (12th Floor Back Conference Room, 10:00 am to 12:00 Noon)
CTAC Citizens' Transportation Advisory Committee (Meeting Room 18-3, at 5:00 pm)
TPTAC Transportation Planning Technical Advisory Committee (Meeting Room 18-1, at 10:00 am)
TPC Transportation Planning Council (Meeting Room 18-4, at 2:00 pm)
MPO Metropolitan Planning Organization (Commission Chambers, 2:00 pm)

CONTACT PERSON: *Carlos Roa, Principal Planner, Metropolitan Planning Organization (MPO)*
***Phone:** (305) 375-4507 - **FAX** (305) 375-4950*
Monday through Friday, 8:00 am to 5:00 pm EST
Email: rcf@co.miami-dade.fl.us **Internet**: www.metro-dade.com/mpo/

Meetings Location: *All meetings open to public and held at the Stephen P. Clark Government Center, 111 NW 1 Street - Miami, Florida*

Appendix I

Input Streams for MOBILE5a

MOBILE5A INPUT: YEAR 2005

```
5       PROMPT - vertical flag input, no prompting (NLEV 2001)
MOBILE5a FDOT: MIAMI 2005 WITH FSUTMS.V54 (Includes NLEV Starting in
2001)
1       TAMFLG - default tampering rates
1       SPDFLG - one speed per scenario
1       VMFLAG - default vmt mix
1       MYMRFG - default registration and mileage accrual rates
2       NEWFLG - alternate exhaust emission rates
1       IMFLAG - without I/M program
1       ALHFLG - no additional correction factor inputs
1       ATPFLG - without anti-tampering program
5       RLFLAG - no refueling losses, treated as stationary source
2       LOCFLG - read in local area parameters as one time
1       TEMFLG - calculate exhaust temperatures
4       OUTFMT - 80 column portrait output format
4       PRTFLG - print exhaust HC, CO and NOx emission factor results
2       IDLFLG - Calculate & print idle emissions results (when available)
3       NMHFLG - print VOCs
3       HCFLAG - print HC components
004
1 7 3 90 90 05.639 00.000
1 7 3 91 97 04.598 00.000
1 7 3 98 03 03.679 00.000
1 7 3 04 20 01.840 00.000
MIAMI       FL C 69.3 91.2  9.2  7.8 92        LAP record
4 05  3.0 84.  20.6 27.3 20.6  7              Scenario records
01 1 1
4 05  6.0 84.  20.6 27.3 20.6  7
01 1 1
4 05  9.0 84.  20.6 27.3 20.6  7
01 1 1
4 05 12.0 84.  20.6 27.3 20.6  7
01 1 1
4 05 15.0 84.  20.6 27.3 20.6  7
01 1 1
4 05 18.0 84.  20.6 27.3 20.6  7
01 1 1
4 05 21.0 84.  20.6 27.3 20.6  7
01 1 1
4 05 24.0 84.  20.6 27.3 20.6  7
01 1 1
4 05 27.0 84.  20.6 27.3 20.6  7
01 1 1
4 05 30.0 84.  20.6 27.3 20.6  7
```

01 1 1
4 05 33.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 36.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 39.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 42.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 45.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 48.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 51.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 54.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 57.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 60.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 63.0 84. 20.6 27.3 20.6 7
01 1 1
4 05 65.0 84. 20.6 27.3 20.6 7
01 1 1

MOBILE5A INPUT: YEAR 2015

```
5       PROMPT - vertical flag input, no prompting (NLEV 2001)
MOBILE5a FDOT: MIAMI 2015 WITH FSUTMS.V54 (Includes NLEV Starting in
2001)
1       TAMFLG - default tampering rates
1       SPDFLG - one speed per scenario
1       VMFLAG - default vmt mix
1       MYMRFG - default registration and mileage accrual rates
2       NEWFLG - alternate exhaust emission rates
1       IMFLAG - without I/M program
1       ALHFLG - no additional correction factor inputs
1       ATPFLG - without anti-tampering program
5       RLFLAG - no refueling losses, treated as stationary source
2       LOCFLG - read in local area parameters as one time
1       TEMFLG - calculate exhaust temperatures
4       OUTFMT - 80 column portrait output format
4       PRTFLG - print exhaust HC, CO and NOx emission factor results
2       IDLFLG - Calculate & print idle emissions results (when available)
3       NMHFLG - print VOCs
3       HCFLAG - print HC components
004
1 7 3 90 90 05.639 00.000
1 7 3 91 97 04.598 00.000
1 7 3 98 03 03.679 00.000
1 7 3 04 15 01.840 00.000
MIAMI       FL C 69.3 91.2  9.2  7.8 92        LAP record
4 15  3.0 84.  20.6 27.3 20.6  7               Scenario records
01 1 1
4 15  6.0 84.  20.6 27.3 20.6  7
01 1 1
4 15  9.0 84.  20.6 27.3 20.6  7
01 1 1
4 15 12.0 84.  20.6 27.3 20.6  7
01 1 1
4 15 15.0 84.  20.6 27.3 20.6  7
01 1 1
4 15 18.0 84.  20.6 27.3 20.6  7
01 1 1
4 15 21.0 84.  20.6 27.3 20.6  7
01 1 1
4 15 24.0 84.  20.6 27.3 20.6  7
01 1 1
4 15 27.0 84.  20.6 27.3 20.6  7
01 1 1
4 15 30.0 84.  20.6 27.3 20.6  7
01 1 1
```

4 15 33.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 36.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 39.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 42.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 45.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 48.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 51.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 54.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 57.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 60.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 63.0 84. 20.6 27.3 20.6 7
01 1 1
4 15 65.0 84. 20.6 27.3 20.6 7
01 1 1

MOBILE5A INPUT: YEAR 2025

```
5       PROMPT - vertical flag input, no prompting (NLEV 2001)
MOBILE5a FDOT: MIAMI 2025 WITH FSUTMS.V54 (Includes NLEV Starting in
2001)
1       TAMFLG - default tampering rates
1       SPDFLG - one speed per scenario
1       VMFLAG - default vmt mix
1       MYMRFG - default registration and mileage accrual rates
2       NEWFLG - alternate exhaust emission rates
1       IMFLAG - without I/M program
1       ALHFLG - no additional correction factor inputs
1       ATPFLG - without anti-tampering program
5       RLFLAG - no refueling losses, treated as stationary source
2       LOCFLG - read in local area parameters as one time
1       TEMFLG - calculate exhaust temperatures
4       OUTFMT - 80 column portrait output format
4       PRTFLG - print exhaust HC, CO and NOx emission factor results
2       IDLFLG - Calculate & print idle emissions results (when available)
3       NMHFLG - print VOCs
3       HCFLAG - print HC components
004
1 7 3 90 90 05.639 00.000
1 7 3 91 97 04.598 00.000
1 7 3 98 03 03.679 00.000
1 7 3 04 20 01.840 00.000
MIAMI       FL C 69.3 91.2  9.2  7.8 92        LAP record
4 25  3.0 84.  20.6 27.3 20.6  7               Scenario records
01 1 1
4 25  6.0 84.  20.6 27.3 20.6  7
01 1 1
4 25  9.0 84.  20.6 27.3 20.6  7
01 1 1
4 25 12.0 84.  20.6 27.3 20.6  7
01 1 1
4 25 15.0 84.  20.6 27.3 20.6  7
01 1 1
4 25 18.0 84.  20.6 27.3 20.6  7
01 1 1
4 25 21.0 84.  20.6 27.3 20.6  7
01 1 1
4 25 24.0 84.  20.6 27.3 20.6  7
01 1 1
4 25 27.0 84.  20.6 27.3 20.6  7
01 1 1
4 25 30.0 84.  20.6 27.3 20.6  7
```

01 1 1
4 25 33.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 36.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 39.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 42.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 45.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 48.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 51.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 54.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 57.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 60.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 63.0 84. 20.6 27.3 20.6 7
01 1 1
4 25 65.0 84. 20.6 27.3 20.6 7
01 1 1

Appendix J

Output Streams for EMIS

MOBILE5A OUTPUT: YEAR 2005

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	439539.	306772.	71579.	0.	48044.	3412367.	679854.
1	2	108091.	75893.	17434.	0.	11954.	846702.	166388.
1	3	7022246.	4965891.	1045887.	0.	804626.	56980720.	10087855.
1	4	5941894.	4236213.	846665.	0.	697968.	49439160.	8121958.
1	5	193421.	131322.	38817.	0.	15630.	1328153.	411611.
2	1	471593.	350174.	38223.	0.	76212.	4474480.	387405.
2	2	17890.	12928.	2352.	0.	2149.	156240.	22219.
2	3	15825628.	11524776.	1813176.	0.	2150120.	142079680.	17377266.
2	4	17176574.	12608034.	1716996.	0.	2538453.	158323168.	16745495.
2	5	421996.	290178.	80814.	0.	35484.	3038669.	873385.
3	1	344942.	249371.	28178.	0.	62161.	3196907.	280854.
3	2	4220.	3119.	480.	0.	538.	39324.	4540.
3	3	4780855.	3505122.	524561.	0.	656363.	43713836.	5035119.
3	4	2722562.	1985771.	261363.	0.	428926.	24988214.	2557337.
3	5	456756.	313445.	82509.	0.	45408.	3311037.	800433.
4	1	123401.	91822.	10935.	0.	18589.	1180582.	108057.
4	2	21972.	16335.	1951.	0.	3328.	209681.	19294.
4	3	5536693.	4054896.	632548.	0.	734928.	50265304.	6045696.
4	4	2055757.	1496648.	212696.	0.	307884.	18682412.	2060332.
4	5	608831.	415008.	95287.	0.	80336.	4559640.	924035.
5	1	131279.	97502.	8131.	0.	23754.	1245533.	89182.
5	2	8255.	6149.	635.	0.	1387.	78418.	6529.
5	3	3783698.	2805771.	348929.	0.	562544.	35935064.	3453365.
5	4	2259982.	1676619.	196775.	0.	349120.	21553840.	1956296.
5	5	305202.	225140.	42231.	0.	30610.	2948843.	495745.
6	1	436234.	322834.	35241.	0.	71734.	4140147.	356011.
6	2	16865.	12314.	1703.	0.	2553.	155018.	16489.
6	3	399861.	293887.	44607.	0.	53211.	3671382.	427186.
6	4	902030.	663317.	83345.	0.	140757.	8417553.	819611.
7	1	203607.	148674.	14521.	0.	37794.	1901162.	150902.
7	2	64298.	47677.	6018.	0.	9482.	610241.	58745.
7	3	1462462.	1062153.	130191.	0.	245335.	13378583.	1294713.
7	4	1156277.	843486.	98569.	0.	196227.	10686382.	986473.
7	5	33106.	23829.	4396.	0.	4073.	282979.	42658.
8	3	646348.	454485.	102773.	0.	69244.	5135018.	1025993.
8	4	31011.	22035.	4604.	0.	3432.	256169.	44680.
9	3	2928483.	2006678.	476711.	0.	346028.	22440764.	4970424.
9	4	92201.	63471.	18139.	0.	7084.	666702.	206897.
9	5	557397.	389982.	99606.	0.	48855.	4778722.	1315587.
GL TOTAL		79693664.	57799656.	9239603.	0.	10922292.	708506560.	90426800.
(TONS)		87.77	63.66	10.18	0.00	12.03	780.29	99.59

MOBILE5A OUTPUT: YEAR 2015

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	427485.	314046.	64858.	0.	41375.	3418289.	600765.
1	2	105815.	78112.	15563.	0.	10417.	860430.	144776.
1	3	8272522.	6118283.	1044986.	0.	1009050.	69611680.	9864216.
1	4	6490976.	4864889.	786341.	0.	763439.	57193052.	7326731.
1	5	372556.	283777.	43436.	0.	40639.	3446130.	402921.
2	1	462230.	359026.	34096.	0.	66372.	4523641.	333070.
2	2	18740.	14259.	2206.	0.	2047.	171578.	20356.
2	3	16502794.	12662716.	1708603.	0.	1970080.	155664272.	15893494.
2	4	16688925.	12862263.	1547887.	0.	2140823.	160250944.	14558488.
2	5	572516.	418246.	98113.	0.	49488.	4286546.	1003763.
3	1	351157.	265844.	26554.	0.	56349.	3371740.	254898.
3	2	4219.	3263.	444.	0.	470.	41013.	4074.
3	3	5206403.	4002301.	512566.	0.	643896.	49635720.	4782437.
3	4	2885257.	2206471.	260996.	0.	394560.	27535562.	2457889.
3	5	578905.	420631.	94664.	0.	54083.	4387859.	887016.
4	1	145676.	113508.	11684.	0.	19510.	1441796.	111530.
4	2	23161.	18076.	1836.	0.	3111.	228700.	17618.
4	3	6536793.	5016052.	667802.	0.	791777.	61851852.	6209601.
4	4	2164087.	1659758.	211075.	0.	273791.	20536678.	1974051.
4	5	768132.	553605.	114739.	0.	87346.	5917022.	1078938.
5	1	129260.	100411.	7603.	0.	20428.	1259517.	78775.
5	2	8539.	6670.	622.	0.	1217.	83986.	6106.
5	3	3858455.	3007189.	336799.	0.	489565.	38020736.	3190072.
5	4	2272360.	1777642.	187151.	0.	296520.	22523102.	1777008.
5	5	362302.	279017.	47103.	0.	32072.	3478312.	521825.
6	1	443175.	344046.	32969.	0.	63667.	4352336.	320119.
6	2	15121.	11570.	1370.	0.	2059.	143498.	12972.
6	3	464523.	358087.	45801.	0.	56423.	4443333.	427729.
6	4	923659.	711386.	80756.	0.	124985.	8929339.	763202.
7	1	205327.	155347.	13117.	0.	35870.	1956648.	131213.
7	2	69220.	53545.	5717.	0.	9413.	679325.	54286.
7	3	1692051.	1268583.	129546.	0.	282077.	15763031.	1257439.
7	4	1283863.	978802.	106495.	0.	188707.	12117493.	1026750.
7	5	40959.	30840.	5071.	0.	4574.	355191.	47668.
8	3	620285.	460140.	89617.	0.	62341.	5091434.	870698.
8	4	33190.	24802.	4401.	0.	3582.	281892.	41936.
9	3	3497401.	2508126.	564557.	0.	380126.	26207860.	5698873.
9	4	123520.	91074.	20620.	0.	10378.	966350.	221403.
9	5	588173.	435908.	108723.	0.	34461.	4889258.	1372360.
GL TOTAL		85209544.	64838328.	9036481.	0.	10517154.	785913664.	85746784.
(TONS)		93.84	71.41	9.95	0.00	11.58	865.54	94.43

MOBILE5A OUTPUT: YEAR 2025

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	439769.	325711.	62998.	0.	43045.	3558533.	602454.
1	2	105016.	77651.	14769.	0.	10350.	855589.	141938.
1	3	8910322.	6713525.	1047985.	0.	1015770.	77304928.	10155743.
1	4	6752602.	5120507.	809213.	0.	720237.	59904924.	7747701.
1	5	1206969.	859359.	50392.	0.	289920.	10759819.	559992.
2	1	541483.	420135.	35246.	0.	81734.	5295618.	358229.
2	2	13969.	10767.	1497.	0.	1529.	131256.	14184.
2	3	20566162.	15873635.	1810421.	0.	2665600.	196854192.	17530632.
2	4	20816692.	16103368.	1620170.	0.	2898138.	201447840.	15956727.
2	5	723618.	527717.	114688.	0.	65684.	5449499.	1186163.
3	1	421929.	320424.	28288.	0.	69813.	4053003.	282916.
3	2	5149.	4034.	483.	0.	576.	51201.	4568.
3	3	7599394.	5864774.	618364.	0.	1041714.	73214928.	6042436.
3	4	3517894.	2728700.	292984.	0.	461415.	34181192.	2847526.
3	5	1005075.	747359.	137584.	0.	102396.	8247326.	1325580.
4	1	174555.	136576.	12627.	0.	23838.	1729896.	125259.
4	2	27187.	21228.	1890.	0.	3843.	267885.	18946.
4	3	9138979.	7061329.	800205.	0.	1181998.	87754184.	7742716.
4	4	2942601.	2265685.	259227.	0.	387000.	28088008.	2507607.
4	5	1547045.	1154413.	193742.	0.	174223.	13198982.	1857788.
5	1	142825.	111554.	8019.	0.	22308.	1399633.	85113.
5	2	8658.	6777.	600.	0.	1210.	85445.	6025.
5	3	4393495.	3431718.	364634.	0.	554248.	43378636.	3550490.
5	4	2544226.	1989112.	198882.	0.	332834.	25236368.	1940924.
5	5	422527.	325324.	52201.	0.	37758.	4068056.	593898.
6	1	619272.	479642.	43849.	0.	90552.	6038601.	437892.
6	2	18484.	14082.	1450.	0.	2781.	175706.	14253.
6	3	697877.	530427.	63421.	0.	96392.	6472922.	617808.
6	4	1326118.	1004881.	90626.	0.	219723.	12619562.	907881.
7	1	213160.	161953.	12947.	0.	36715.	2039908.	132838.
7	2	69519.	53156.	5275.	0.	10454.	674422.	51448.
7	3	2011366.	1509403.	139316.	0.	345459.	18780376.	1399289.
7	4	1705983.	1307486.	129347.	0.	253388.	16320677.	1280397.
7	5	59023.	44890.	6399.	0.	6980.	528043.	61845.
8	3	934681.	700913.	126306.	0.	91653.	7878564.	1287849.
8	4	44434.	33755.	5269.	0.	4709.	395338.	54248.
9	3	6087230.	4443934.	835972.	0.	700450.	48132484.	8329759.
9	4	227674.	169841.	25013.	0.	29100.	1924896.	274744.
9	5	745932.	557486.	131561.	0.	41441.	6136291.	1687084.
GL TOTAL		108728696.	83213424.	10153848.	0.	14116957.	**********	99723000.
(TONS)		119.75	91.64	11.18	0.00	15.55	1117.44	109.83

Appendix K

Fact Sheet 8 Adjustment

Adjustments to Mobile5a NOx and VOC Emissions based on Fact Sheet 8
Year of Analysis = 2005

INPUTS	VALUE
County	Miami-Dade
Model Year	2005
Budget NOx (TPD)	111.82
Budget VOC (TPD)	148.77
Model Output Total VMT	44,268,552
EMIS Output NOx (TPD)	99.59
EMIS Output VOC (TPD)	87.77

	VMT ACCUMULATIONS BY VEHICLE TYPE (MOBILE 5A FRACTIONS FOR 2005)								
VARIABLES	LDGV	LDGT1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC	TOTAL
Proportion of VMT by Vehicle Type	60.0%	19.7%	8.7%	3.1%	0.2%	0.2%	7.5%	0.6%	100.0%
VMT By Vehicle Type	26,561,131	8,720,905	3,851,364	1,372,325	88,537	88,537	3,320,141	265,611	44,268,552
NOx credit / mile[a]	0.241	0.220	0.227	0.468	0.000	0.220	0.000	0.000	0.223
NOx credit in gms[a]	6,401,233	1,918,599	874,260	642,248	-	19,478	-	-	9,855,818
VOC credit / mile[a]	0.046	0.059	0.096	0.100	0.000	0.124	0.000	0.000	0.051
VOC credit in gms[a]	1,221,812	514,533	369,731	137,233	-	10,979	-	-	2,254,287

OUTPUTS	VALUE	BUDGET	STATUS
NOx total in TPD	88.74	111.82	Under
VOC total in TPD	85.29	148.77	Under
Percent NOx reduction	-10.9%		
Percent VOC reduction	-2.8%		

[a] Credits based on Fact Sheet 8 -- Tier 2 fuels

Appendix K

Fact Sheet 8 Adjustment

Adjustments to Mobile5a NOx and VOC Emissions based on Fact Sheet 8
Year of Analysis = 2015

INPUTS	VALUE
County	Miami-Dade
Model Year	2015
Budget NOx (TPD)	111.82
Budget VOC (TPD)	148.77
Model Output Total VMT	50,540,348
EMIS Output NOx (TPD)	94.43
EMIS Output VOC (TPD)	93.84

	VMT ACCUMULATIONS BY VEHICLE TYPE (MOBILE 5A FRACTIONS FOR 2005)								
VARIABLES	LDGV	LDGT1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC	TOTAL
Proportion of VMT by Vehicle Type	58.1%	20.4%	8.9%	3.3%	0.2%	0.4%	8.3%	0.4%	100.0%
VMT By Vehicle Type	29,363,942	10,310,231	4,498,091	1,667,831	101,081	202,161	4,194,849	202,161	50,540,348
NOx credit / mile[a]	0.526	0.548	0.841	0.350	0.000	0.903	0.000	0.000	0.507
NOx credit in gms[a]	15,445,434	5,650,007	3,782,895	583,741	-	182,552	-	-	25,644,627
VOC credit / mile[a]	0.051	0.059	0.241	0.038	0.000	0.488	0.000	0.000	0.066
VOC credit in gms[a]	1,497,561	608,304	1,084,040	63,378	-	98,655	-	-	3,351,937

OUTPUTS	VALUE	BUDGET	STATUS
NOx total in TPD	66.19	111.82	Under
VOC total in TPD	90.15	148.77	Under
Percent NOx reduction	-29.9%		
Percent VOC reduction	-3.9%		

[a] Credits based on Fact Sheet 8 -- Tier 2 fuels

Adjustments to Mobile5a NOx and VOC Emissions based on Fact Sheet 8
Year of Analysis = 2025

INPUTS	VALUE
County	Miami-Dade
Model Year	2020
Budget NOx (TPD)	111.82
Budget VOC (TPD)	148.77
Model Output Total VMT	60,234,768
EMIS Output NOx (TPD)	109.83
EMIS Output VOC (TPD)	119.75

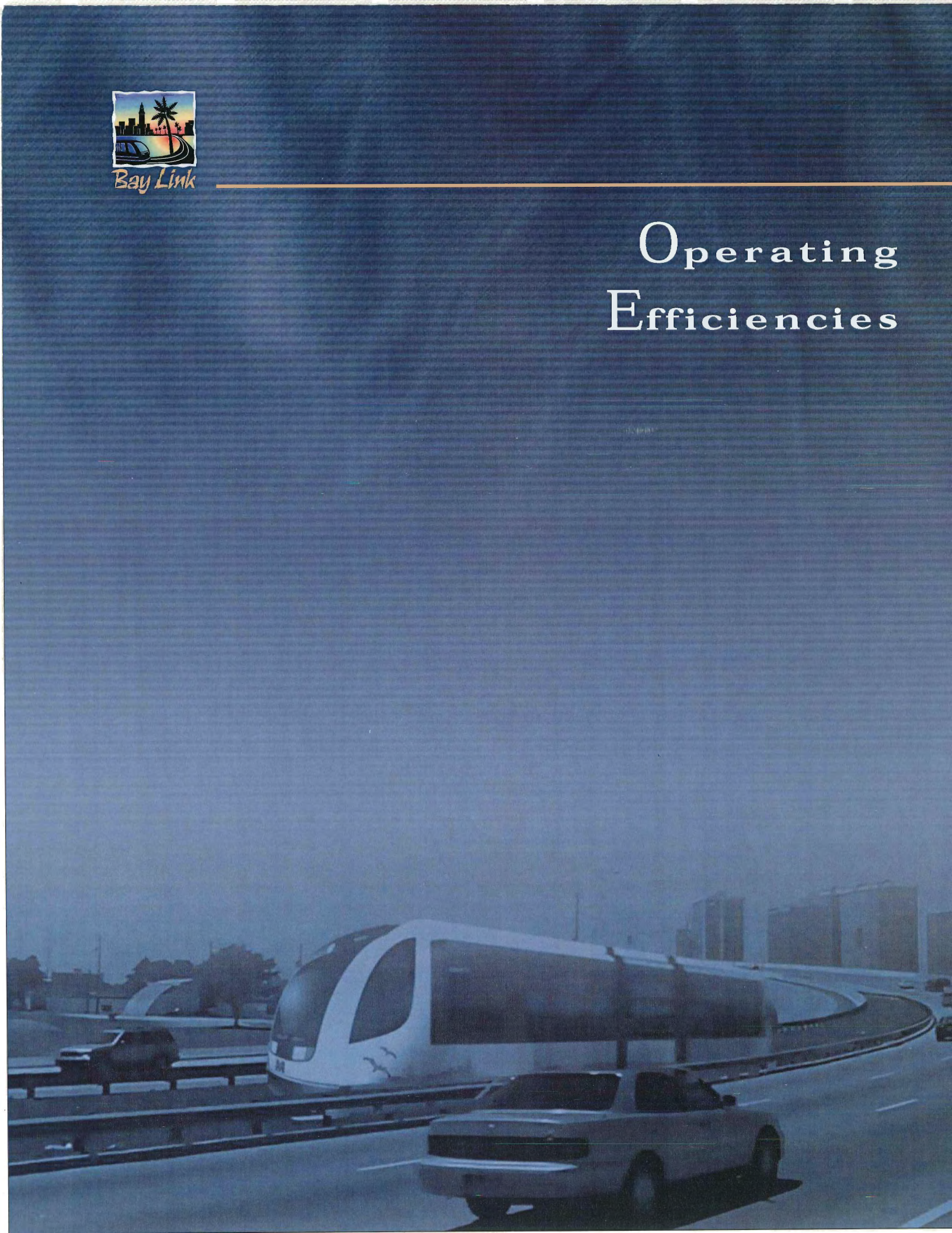
	VMT ACCUMULATIONS BY VEHICLE TYPE (MOBILE 5A FRACTIONS FOR 2005)								
VARIABLES	LDGV	LDGT1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC	TOTAL
Proportion of VMT by Vehicle Type	57.5%	20.7%	8.9%	3.4%	0.2%	0.5%	8.4%	0.4%	100.0%
VMT By Vehicle Type	34,634,992	12,468,597	5,360,894	2,047,982	120,470	301,174	5,059,721	240,939	60,234,768
NOx credit / mile[a]	0.588	0.616	1.064	0.324	0.000	0.952	0.000	0.000	0.576
NOx credit in gms[a]	20,365,375	7,680,656	5,703,992	663,546	-	286,717	-	-	34,700,286
VOC credit / mile[a]	0.059	0.065	0.317	0.018	0.000	0.533	0.000	0.000	0.079
VOC credit in gms[a]	2,043,465	810,459	1,699,404	36,864	-	160,526	-	-	4,750,716

OUTPUTS	VALUE	BUDGET	STATUS
NOx total in TPD	71.61	111.82	Under
VOC total in TPD	114.52	148.77	Under
Percent NOx reduction	-34.8%		
Percent VOC reduction	-4.4%		

[a] Credits based on Fact Sheet 8 -- Tier 2 fuels

Bay Link

Operating Efficiencies

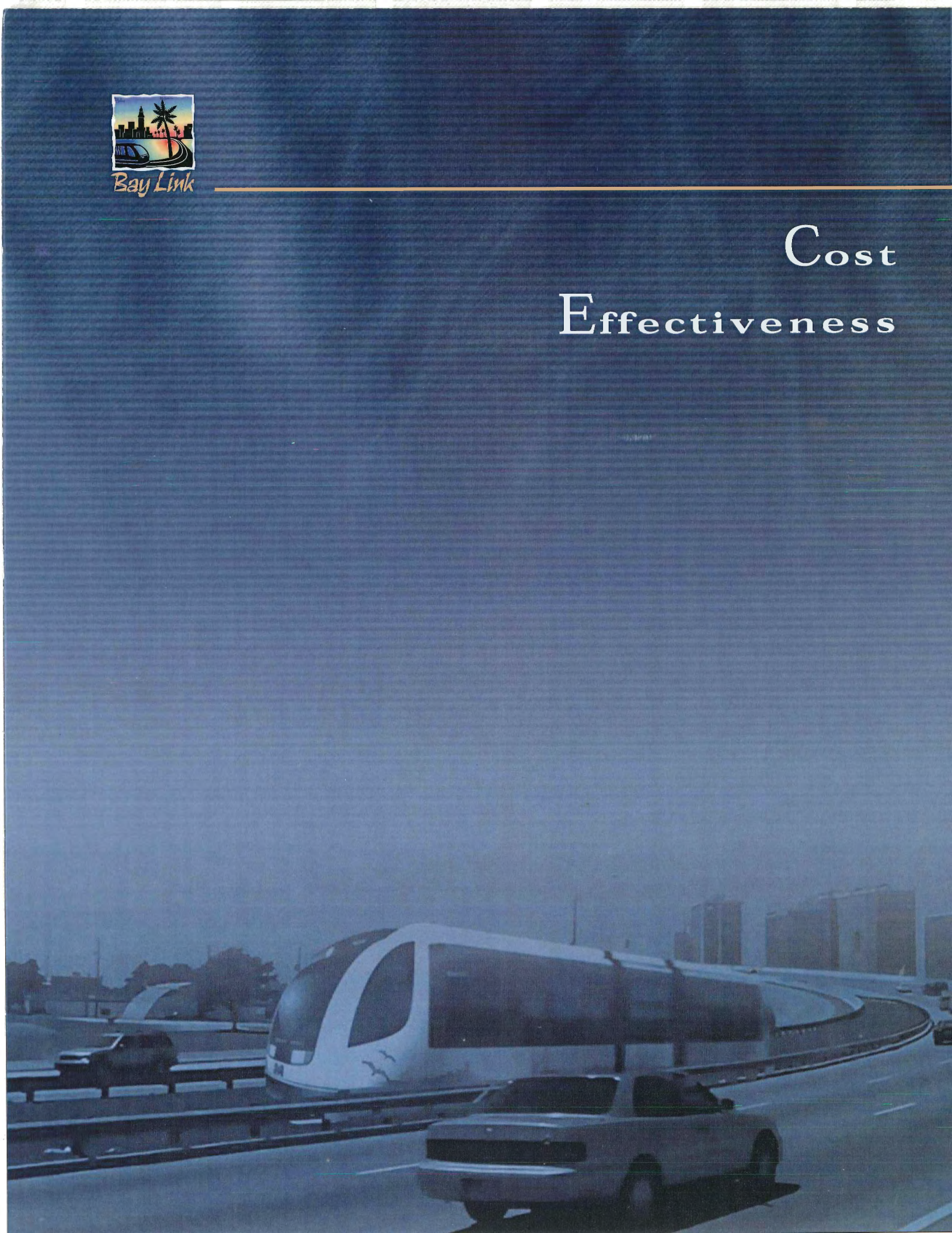


Template 7: Operating Efficiencies - Change in Operating Cost Per Passenger Mile

Line	Factor	Alternative		Comparison	Source/Calculation
		New Starts Baseline	New Starts Build	New Starts Build vs. Baseline	
1	System Annual Operating Cost (millions)	$ 515.2	$ 514.4		Source: Transit system operating costs, current and projected
2	System Annual Passenger-Miles (millions)	611.0	620.2		Source: Forecast system passenger-miles from regional travel model or other ridership projection model
3	Cost per Passenger-Mile ($/mi)	$ 0.843	$ 0.829	$ (0.014)	Calculation: Annual Operating Cost / Annual Passenger-Miles (Line 1/ Line 2)

Bay Link

Cost Effectiveness



Template 8: Annualized Capital Cost Worksheet

This Template must be completed for Each Alternative (CIRCLE ONE)

NEW STARTS BASELINE NEW STARTS BUILD

Item	Units (if applicable)	Useful Life (Years)	Annualization Factor	Total Cost (millions of 2004 dollars)	Annualized Cost (millions of 2004 dollars)
Right-of-way (ac)		100	0.070	$ 5.00	$ 0.35
Right-of-way preparation (major grading, tunneling, etc.) (ac)		100	0.070	$ 3.60	$ 0.25
Structures		30	0.081	$ 43.60	$ 3.53
Trackwork (route feet)		30	0.081	$ -	$ -
Signals, electrification (route feet)		30	0.081	$ 11.20	$ 0.91
Pavement, parking lots, grade crossings		20	0.094	$ 10.70	$ 1.01
Rail vehicles (#)	N/A	25	0.086	$ -	$ -
Buses (#)		12*	0.126		$ -
Contingencies		Add item-specific contingency to line items			
Engineering, construction management		Allocate proportionally			
Total				$ 74.10	$ 6.05

Source:
Based on 7 percent discount rate and assumed useful life of item

Calculation:
Annual Cost = Total Cost * Annualization F actor

* FTA will consider alternative useful life assumptions of up to 18 years for vehicles associated with bus rapid transit systems if supported by documented evidence of the reasonability of such assumptions.

Template 8: Annualized Capital Cost Worksheet

This Template must be completed for Each Alternative (CIRCLE ONE)

NEW STARTS BASELINE

NEW STARTS BUILD

Item	Units (if applicable)	Useful Life (Years)	Annualization Factor	Total Cost (millions of 2004 dollars)	Annualized Cost (millions of 2004 dollars)
Right-of-way (ac)	9.4	100	0.070	$ 11.60	$ 0.81
Right-of-way preparation (major grading, tunneling, etc.) (ac)	1.2	100	0.070	$ 6.72	$ 0.47
Structures		30	0.081	$ 209.80	$ 16.99
Trackwork (route feet)	95,250	30	0.081	$ 72.45	$ 5.87
Signals, electrification (route feet)	95,250	30	0.081	$ 111.74	$ 9.05
Pavement, parking lots, grade crossings		20	0.094	$ 12.60	$ 1.18
Rail vehicles (#)	21	25	0.086	$ 57.80	$ 4.97
Buses (#)		12*	0.126	$ -	$ -
Contingencies		Add item-specific contingency to line items			
Engineering, construction management		Allocate proportionally			
Total				$ 482.71	$ 39.35

Source:
Based on 7 percent discount rate and assumed useful life of item

Calculation:
Annual Cost = Total Cost * Annualization F actor

* FTA will consider alternative useful life assumptions of up to 18 years for vehicles associated with bus rapid transit systems if supported by documented evidence of the reasonability of such assumptions.

Template 9: Cost Effectiveness - Incremental Cost per Hour in Transportation System User Benefits in the Forecast Year

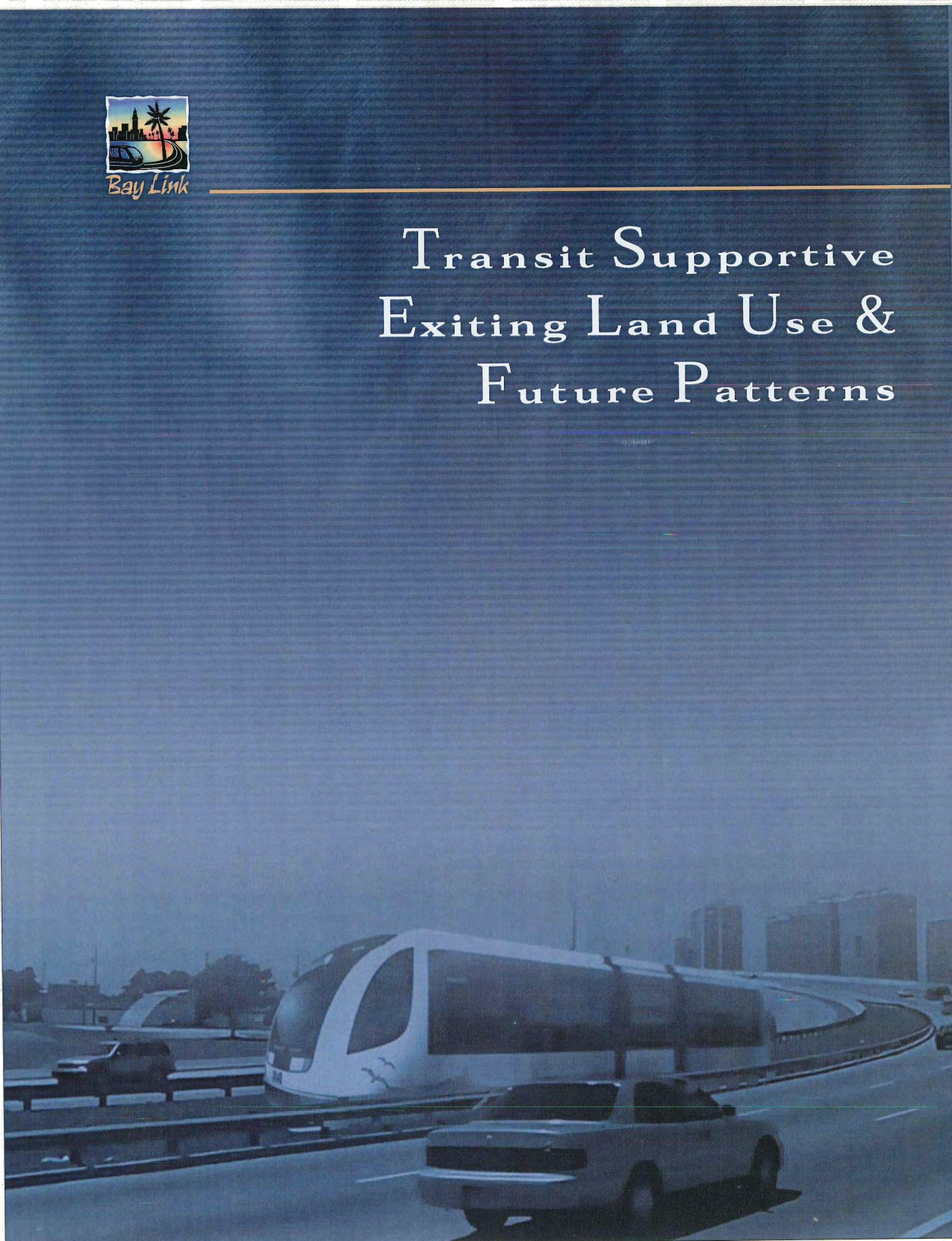
Line	Variable	Column A	Column B	Column C	Column D	Column E	Source/Calculation
		Alternative					
		New Starts Baseline	New Starts Build	Change	Annual Factor	Annual Total	
1	Annualized Capital Cost (Constant 2004 dollars)	$ 6.0	$ 39.4	$ 33.3			Source: New Starts baseline and build alternatives' annualized capital cost estimates from Template 8.
2	Total Systemwide Annual Operating and Maintenance Cost (Constant 2004 dollars)	$ 515.2	$ 514.4	$ (0.8)			Source: System-wide operating and maintenance cost estimates for the New Starts baseline and build alternatives (attach documentation).
3	Total Annualized Cost in Forecast Year (Constant 2004 dollars)	$ 521.2	$ 553.8	$ 32.5			Calculation Columns A and B: Sum of annualized capital costs (Line 1) and annual O&M costs (Line 2). Calculation Column C: Column B value minus Column A value.
4	Weekday User Benefits (expenditure savings in hours)			8,152	306	2,494,512	Source: Weekday user expenditure savings from SUMMIT software. Multiplying the weekday estimate (Column C) by the Annual factor (Column D) produces the annual estimate (Column E).
5	User Benefits from Off-Model Trips (Identify Source)					-	Source: If desired, calculate off-model user benefits. Annual factor is based on number of events for this special trip generator. Attach documentation. Multiplying the weekday estimate (Column C) by the Annual factor (Column D) produces the annual estimate (Column E).
6	User Benefits from Off-Model Trips (Identify Source)					-	Source: If desired, calculate off-model user benefits. Annual factor is based on number of events for this special trip generator. Attach documentation. Multiplying the weekday estimate (Column C) by the Annual factor (Column D) produces the annual estimate (Column E).
7	User Benefits from Off-Model Trips (Identify Source)					-	Source: If desired, calculate off-model user benefits. Annual factor is based on number of events for this special trip generator. Attach documentation. Multiplying the weekday estimate (Column C) by the Annual factor (Column D) produces the annual estimate (Column E).
8	Incremental User Benefits (hours)					2,494,512	Calculation: Sum annual user benefit estimates (sum Lines 4 thru 7 Column E)
9	Cost-Effectiveness - Incremental Cost ($) / User Benefits (hours)					$ 13.05	Calculation: Divide Incremental Annualized Cost (Line 3, Column C) by Incremental User Benefits (Line 8, Column E) for the New Starts build vs. New Starts baseline alternative.

Template 10: Cost Effectiveness - Incremental Cost per Incremental Passenger

Line	Factor	Alternative		New Start vs. Baseline	Source/Calculation
		Baseline	New Start		
1	Total Annual Ridership in Linked Trips (forecast year)	90.7	92.6		Source: Regional travel demand model (attach documentation of factors to annualize daily ridership, if applicable)
2	Incremental Annualized Cost (constant 2004 millions of dollars)			$32.54	Source: Line 3 from Template 9
3	Incremental Annual Ridership			1.90	Calculation: Subtract Total Annual Ridership (Line 1) for the New Starts baseline from New Starts build alternative
4	Cost-Effectiveness (Incremental Cost per New Rider)			$ 17.14	Calculation: Divide Incremental Annual Cost (Line 2) by Incremental Annual Ridership (Line 3)

Bay Link

Transit Supportive Exiting Land Use & Future Patterns



Template 11: Supplemental Land Use Information and Supporting Documentation Worksheet

Information Requested	Documentation Supporting Land Use Criterion

I. EXISTING LAND USE

a. Existing Land Use

Highlights:

The proposed route for the Bay Link project serves an area that is highly unique in its land use characteristics and unparalleled throughout the nation in terms of its population density. The corridor would unite two of the densest areas within Miami-Dade County – downtown Miami central business district (Miami CBD) and south Miami Beach (South Beach). The Miami CBD and South Beach continue to experience rapid growth and densification that has exceeded earlier population and employment projections, which is projected to continue for the next 30 years. Additionally, approximately 4.7 million overnight visitors occupy the corridor per year. The area is also unique in that its land use plans are based on the planned implementation of a high capacity regional transit connector to provide the mobility for sustainable growth and support the concurrency requirements. More than 500 Miami-Dade Transit (MDT) bus trips carry over 8,000 combined riders per day between Miami and Miami Beach along MacArthur Causeway.

Summary of Quantitative Factors

Employees Served by System w/o a transfer		Average Population Density (persons/sq.mi.)		CBD Typical Parking Cost Per Day		CBD Parking Spaces Per Employee	
Miami CBD	South Beach	Miami CBD	South Beach	Miami CBD	South Beach	Miami CBD	South Beach
86,171	25,849	8,042	18,758	$10.00	$8.00	0.14	0.19

A total of 112,020 jobs are accessible with a single, no-transfer ride through the Bay Link Corridor. A transfer to Metrorail at Government Center station would provide accessibility to a total of 297,572 jobs.

Miami-Dade County comprises 1,258,187 acres of land. Approximately 408,200 of those acres are developable. The remainder is dedicated to conservation, open space and agricultural land.

The county's Urban Development Boundary forms a 12-mile wide north-south urbanized corridor defined by the Atlantic Ocean to the east and the Everglades to the west. The Bay Link Corridor is located in the easternmost section of the county in a highly urbanized environment.

A planning strategy to increase population density focuses on "Infill and Redevelopment". This strategy was prompted by limited opportunities for expanding corridor development along with Miami-Dade County's high growth rate.

The US Census reports a population of 76,383 in the Bay Link Corridor for 2000, of which:

- *27% of the households have an income below the poverty level;*
- *39% of the households have no personal vehicle available; and,*
- *12% of workers living in the corridor already commute by public transportation.*
- *The Miami CBD station cluster has an employment density of over 49,524 jobs per square mile.*
- *The Miami Beach station cluster has an employment density of over 11,438 jobs per square mile.*

The Bay Link Corridor will connect the Miami CBD to South Beach with a light rail transit (Streetcar) system that crosses Biscayne Bay along the MacArthur Causeway. High trip generators include eight regional destinations—all located within the corridor near planned stations. They are:

- *Port of Miami which supports approximately 45,000 jobs and 3.4 million annual cruise ship passengers.*
- *American Airlines Arena, home of the Miami Heat basketball team. An annual concert schedule and special events make up the arena's 64 event days. The arena capacity is 20,000 with an average attendance of 1 million people a year.*
- *Government Center, the main transit intermodal facility in the County, houses a number of city and government services. It provides employment for approximately 2,000 people.*
- *Bayside Mall, one of Miami's major eating/entertainment destinations includes retail stores, restaurants, 120-slip marina and attracts approximately 6 million annual visitors.*
- *Lincoln Road Mall, an eight block pedestrian only street mall which features 50 outdoor cafes interspersed with 150 retail shops and art galleries.*
- *South Beach and the related entertainment district which is world renown for it nightclubs and art deco architecture attracts over 7 million annual visitors.*
- *Miami Beach Convention Center, South Florida's largest convention/trade show/meeting/event facility occupying 500,000 sf. of space. Its 60 to 85 event days per calendar year attract approximately 500,000 to 600,000 annual attendees.*
- *Miami-Dade College's Wolfson campus serving a student population of 27,000.*

Existing corridor and station area development	*Bay Link Corridor and Station Area Population, Housing Units and Employment* The Bay Link Corridor Project is an 18 route-mile Streetcar system that connects the Miami CBD to South Beach. The line will be constructed within easternmost section of central Miami-Dade County. The westernmost terminus is NW 1st Avenue, where the Bay Link system interfaces with the existing Metrorail system at the Government Center Station. There are a total of 42 stations along the Bay Link alignment which are generally three blocks apart. Due to the proximities of the stations and the overlap of station areas, the project is broken into two distinct station area clusters – the downtown Miami (Miami CBD) and the Miami Beach (South Beach) station clusters. There are 16 stations in the Miami CBD and 26 stations in South Beach. (*Refer to Attachment 1 for the Station Area Clusters/Aerial Photographs).* Historically the land-use patterns were centered upon the automobile. The county's Urban Development Boundary forms a 12-mile wide north-south urbanized corridor defined by the Atlantic Ocean to the east and the Everglades to the west. The Bay Link Corridor is located in the easternmost section of the county in a highly urbanized environment. Limited opportunities for expanding development in the UDB, along with the high growth rate of Miami-Dade County (ranked 11th nationally), necessitated an overall planning strategy focusing on "Infill and Redevelopment" to increase population density. Miami-Dade County comprises 1,258,187 acres of land. Of that, approximately 408,200 acres are developable, with the remainder dedicated to conservation, open space and agricultural land. The US Census reports a population of 76,383 in the Bay Link Corridor for 2000. Demographics reveal: • 13% of the total corridor population is under the age of 18 years; • 9% is aged 75 years or older; • 27% of the households have an income below the poverty level; • 39% of the households have no personal vehicle available; and, • 12% of workers living in the corridor are already using public transportation to commute. Per square mile, the average population density in the corridor was 11,751 persons and average employment density was 16,722 jobs. The corridor, with a total land area of 6.50 square miles, is comprised of 42 potential station areas. Total housing units within those station areas for the year 2000 was 30,808 units. This area had a population of 56,386 and contains 112,020 jobs. Average housing unit density was 7,702 units per square mile. Average population density was 14,097 persons per square mile. Average employment density was 28,005 jobs per square mile. A total of 18,695 jobs are accessible with a single, no-transfer ride through the Bay Link Corridor. A transfer to Metrorail at Government Center station would provide accessibility to a total of 297,572 jobs. Due to a CBD that is primarily geared towards employment centers, the population density is 8,042 persons per square mile. Conversely, South Beach has one of the highest population densities in the nation at 18,758 persons per square mile. The CBD currently contains over 13 million square feet of office space and 5 million square feet of retail space. High trip generators, including several regional destinations, are located within the corridor near planned stations. These include education, special events and entertainment uses.

Education:

Miami CDB

The Miami-Dade College's Wolfson campus serves a commuting student population of 27,000. The Campus also houses the New World School of the Arts, catalogued as one of the best art schools in the country. The college has a student population of 350 and the high school has a population of 489 students.

Each year the Wolfson Campus hosts the Miami Book Fair International Literary Festival, which brings over 500,000 spectators to the Campus.
The Miami International University of Art & Design located in the heart of Miami has an enrollment of more than 1,100 students.

Other schools within the area include the YMCA - Children & Daycare, Trinity International University, Charter Schools Miami-Dade County, Miami Skill Center/ Vocational Schools, and the Miami Technical Center.

South Beach

Schools within the corridor include South Pointe Elementary, Charter School Solutions, McCarthur Causeway, University of Miami, Family Medicine Department, Florida International University, Fienberg Fisher Elementary Community School, and Mattassi Educational Training.

Entertainment:

Miami CBD

There are many outstanding attractions and public facilities in Downtown Miami including:

The Port of Miami is the number one cruise port in the world. It supports approximately 45,000 jobs and 3.4 million passengers annually for the cruise ship industry.

American Airlines Arena, with a capacity of 20,000, is home to the Miami Heat NBA basketball team. The arena has an annual concert and special events schedule which make up approximately 250 event days. This includes an annual 42 home basketball games, with an average attendance of 1 million patrons a year.

Government Center, the main transit intermodal facility in the County, houses a number of city and government services and is located across from the County courthouse and the Cultural Center which is comprised of the Main Library, and Historical and Art Museum. It provides employment for approximately 2,000 people and access to the Metrorail, Metromover and Metrobus systems.

Miami Arena which accommodates 16,500 patrons for concert or special events occupying 17,000 square foot of playing surface. An average of 40 events are presented a year attracting approximately 400,000 attendees.

Flagler Street, which contains multiple retail stores, is the main shopping area in downtown with the highest pedestrian movements in the CBD.

Bayside Mall, one of Miami's major eating/entertainment and shopping destinations includes retail stores, restaurants, and a 120-slip marina. The pedestrian only marketplace located on a 20-acre waterfront park site, is visited by approximately 6 million people a year.

Bayfront Park, 32 acres in size, serves as an outdoor venue for concerts and many special events with a capacity of 25,000. The park also has an Amphitheater with a capacity of 10,000, and the 1,000-person capacity Tina Hills Pavilion. The park host approximately 60 events a year with an average attendance of 1.2 million.

Bicentennial Park is a 30-acre park with an event capacity of 45,000. It serves as an outdoor venue for concerts, carnivals, circuses and music festivals. Approximately 300,000 people attend these events annually.

The Performing Arts Center, currently under construction, will consist of 570,000 square foot that will seat 2,200 for the Symphony Hall, 2,480 in the Opera House, and 200 in the Plaza of the Arts.

Historic Museum of South Florida and the Caribbean, offers a permanent exhibition of archives, objects and folklife collections, which include rare, highly valuable artifacts and archives. The Museum has an average attendance of 50,000 visitors per year.

The Olympia Theater at Gusman Center for the Performing Arts, currently listed on the National Register of Historic Places, has a capacity of 1710 seats. The theater hosts approximately 60 events per year with an annual average of 100,000 patrons.

MacArthur Causeway

Children's Museum, located on Watson Island, is a 56,500-square foot facility that includes 12 galleries, classrooms, parent/teacher resource center, gift shop and 200-seat auditorium. The recreational and educational facilities have a projected 250,000 visitors a year.

Parrot Jungle, an 18.6 acres animal theme park and banquet facility that seats 1,000, is the home of 1,100 tropical birds and 2,000 varieties of plants and flowers. Recreational and educational facility with 500,000 projected annual visitors.

The Island Gardens Complex, two planned upscale hotels with over 1,000 rooms, and approximately 1,500,000 square feet of shopping and restaurants, and a marina complex for large yachts with an employment base of about 4,000 jobs.

Fisher Island, which is accessible only by ferry/boat, is a 216-acre private island residential community with approximately 650 residents. The Ferry terminal is located on MacArthur Causeway and generates approximately 3,500 riders per day.

South Beach

Seven million people visit the South Beach Entertainment District each year, which features numerous award-winning hotels, restaurants, night clubs, outdoor café and boutique shopping. Heavy pedestrian activities are associated with recreation along the beaches and boardwalks. It is home of the trendy Art Deco district. The entertainment facilities in South Beach include:

Miami Beach Convention Center occupies 500,000 square feet of space and features 70 separate meeting rooms with a total of 144,800 square foot. It features 60 to 85 events per year and attracts between 500,000 to 600,000 attendees. The International Boat Show attracts 138,000 people every year.

Lincoln Road Mall, a pedestrian-only street mall that stretches over eight blocks with more than 150 specialty shops featuring jewelry, electronics, and more than 50 restaurants. The mall is home to several art galleries and the Colony Theatre and Lincoln Theater.

Jackie Gleason Theater, a 2,700 seat performing arts facility. The theater hosts approximately 190 events per calendar year with 300,000 attendees.

In addition, to the theaters, shops, cafes, and restaurants the Miami Beach area is rich in cultural/art activities with a wide selection of museums including the Holocaust Memorial, the Wolfsonian Museum, the Sanford L. Ziff Jewish Museum of Florida, and the Bass Museum of Art.

Existing station area development character	Historically much of the corridor's development within the CBD has been primarily business (government and private) and entertainment related. Today, the focus is primarily on redevelopment of the CDB which include plans for multiple high-density residential complexes. This trend was started to the south of the Miami River where the financial district is bordered by high density residential developments in the Brickell area. Miami CBD Station Cluster The downtown Miami cluster consists of predominantly business and office uses within the CBD that is contained in an area of less than 1 mile wide. A small pocket of medium-density residential area lies in the northern end of the station area cluster. Several institutional and recreational areas are located within the station area cluster. A total of 7 multi-story parking garages and 60 surface lots are located in close proximity to the stations. The pedestrian LOS (PLOS) in the station primarily ranges from LOS B to C. The large number of pedestrian-oriented businesses and public institutions promote pedestrian activity along the major arterials. Total development that is consistent with the cities development plans for well lighted, landscaped and secure pedestrian environment in the city core is supported by a Streetcar circulator and Inter-City connector. MacArthur Causeway Stations are located on Watson and Terminal Islands. Watson Island is defined by several recreational uses relating to the marine industry and Terminal Island houses the county's US Coast Guard facility and serves as the terminal for the Fisher Island Ferry. Palm, Hibuscus and Star Islands, all accessible via the Causeway, feature low density residential uses. Watson Island contains the largest amount of developable land within the corridor. Recent development on Watson Island includes Parrot Jungle and the Children's Museum. The southern portion of the island has also been set aside for the construction of a mega yacht mixed-use development with a marina, 2 hotels, retail and restaurants, known as Island Gardens. South Beach Station Cluster The Miami Beach stations are located along major arterials within South Beach, which include Alton Road, Washington Avenue, 5th Street, 17th Street, and Dade Boulevard. The peninsula is less than 1 mile wide. As a result, the loop configuration provides equal access to all of the retail, commercial and residential areas in South Beach. All of the major arterials are lined with predominantly retail/business and office uses with high and medium density residential uses located within the outer and inner limits of the corridor. The Alton Road segment between 5th Street and Dade Boulevard provides access to one of the highest residential densities within the state of Florida which lies along West Avenue. The Washington Avenue segment provides access to the South Beach entertainment district and numerous hotels that line Collins Avenue and Ocean Drive. The high population density within the South Beach corridor interspersed with retail stores, hotels, night clubs and restaurants, promotes significant pedestrian traffic on the roadways which have a PLOS range of C to D. Like Miami, South Beach development plans stress a pedestrian-oriented environment focused on a Streetcar Circulator.
Existing station area pedestrian facilities, including access for persons with disabilities	The street layout is based on a grid pattern and all streets are pedestrian accessible with sidewalks. Miami CBD Station Cluster Downtown Miami is a vital nerve center of international finance, commerce, culture, and tourism, housing regional and international headquarters of major multi-national corporations. There are many outstanding attractions, hotels and public facilities. The proximity of these attractions and businesses to each other along with wide sidewalks, pedestrian signals, crosswalks and curb cuts at the intersections, street lights, high degree of landscaping and inviting pedestrian paths, characterize the pedestrian-friendly nature of the CBD. The City of Miami land use plans call for an increase in high-rise residential along the northern end of the Bay Link alignment. The intent is to convert the downtown area into a large pedestrian-oriented environment with pleasant, well landscaped and lighted walkways, plazas and mini-parks. Plans include lowering I-395 and covering it with a pedestrian park located over the highway. The

Bay Link Corridor is essential to the success of the plan.

The main roadways within the CBD are Biscayne Boulevard, Miami Avenue, Flagler Street, and NW 1st Avenue.

Biscayne Boulevard - major six-lane arterial highway with sidewalks running the entire length. Parking lots are located within the roadway median. Extra attention to pedestrian-oriented improvements has occurred on this main thoroughfare which can be labeled as the gateway into downtown Miami. The bus stops have shelters and benches. All major signalized intersections have curb cuts, crosswalks, and pedestrian signalization. The distance between signalized intersections varies from 250 feet to over 800 feet; the average distance between signals is approximately 550 feet.

Miami Avenue – one-way two-lane road plus one extra lane reserved for parking. Retail stores are located on both sides of Miami Avenue. The sidewalks facilitate pedestrian activities. Crosswalks and pedestrian signals are located at the intersections. On-street parking is permitted on the extra lane that ends at Flagler Street Mall.

Flagler Street - one-way two-lane road with one extra lane on each side reserved for on-street parking. Retail stores, businesses and commercial activities on Flagler Street promote significant pedestrian traffic. All of the intersections have pedestrian signals and crosswalks. A contract for the rehabilitation of Flagler Street has recently been let. Bus stops with shelters, sidewalks and street lights are present along the entire length.

NW 1st Avenue – one-way three-lane road with sidewalks on both sides of the road. Several major new developments in the vicinity of the Overtown Station have recently broken ground including the future home of Miami-Dade Transit. Crosswalks at the intersections facilitate pedestrian activities.

Pedestrian improvements currently underway are as follows:

- Biscayne Boulevard - from NE 3rd St. to NE 4th St.
- Biscayne Boulevard - from NE 2nd St. to NE 3rd St.
- Biscayne Boulevard - from SE 2nd St. to SE 1ST St.
- Biscayne Boulevard - from NE 1ST St. to NE 2nd St.
- Biscayne Boulevard - from NE 4th St. to NE 5th St.
- Biscayne Boulevard - from SE 3rd St. to SE 2nd St.
- Dade Boulevard - from Alton Rd. to Meridian Ave.
- SE 2nd Ave. – from SE 2nd St. to SE 1st St.
- SE 3rd St. – from SE 2nd Ave. to NE 3rd Ave.
- SW 1st St. – from SW 2nd Ave. to NW 1st Ct.
- Biscayne Boulevard - from NE 3rd St. to NE 4th St.
- Biscayne Boulevard - from NE 2nd St. to NE 3rd St.
- Biscayne Boulevard - from NE 4th St. to Port Boulevard.
- Biscayne Boulevard - from NE 1st St. to NE 2nd St.
- Biscayne Boulevard - from E Flagler St. to NE 1st Ave
- Biscayne Boulevard-from NE 3rd Ave. to Biscayne Blvd.
- Biscayne Boulevard - from SE 4th St. to SE 3rd St.

South Beach Station Cluster

Miami Beach has a rich history as a trend setting arts center with a rich cultural life that attracts 7 million tourists each year. Home of the world famous Miami Beach Art Deco District, sandy beaches, award-winning hotels, restaurants, specialty boutiques, and clubs, Miami Beach is an international entertainment and cultural destination. Major roads like Ocean Drive lined with predominantly hotels, retail/business and Lincoln Road, a pedestrian-only street mall, promotes significant pedestrian activities. Major commercial and tourist recreation activities along the beaches and boardwalks, and shopping centers within walking distance make the island extremely pedestrian-friendly.

Stations on the existing metro rail system are pedestrian-accessible and ADA-accessible. Planned stations will address the concerns of pedestrians and people with disabilities as promoted in the

	Miami-Dade County's ***Comprehensive Development Master Plan (CDMP)*** *by providing pedestrian and ADA-required facilities that will meet or exceed existing standards.(Refer to Attachment 3, Excerpt from Miami-Dade County Comprehensive Development Master Plan (CDMP); page II-28, policy 5B and page II-29, policy 8B in the Supporting Information provided with the North Corridor November 2003 submittal)*
Existing station area parking supply	***Miami CBD:*** Parking includes surface lots, and parking structures in addition to on-street metered parking. Generally speaking, there is an adequate supply within the downtown Miami corridor. Within the CBD, there are 7 garages and 60 surface lots. With 69,637 employees and a total of 9,731 parking spaces, there is approximately 0.14 space per employee in the CBD. The average cost per space is $10 per day. (*Refer to Attachment 2*) ***South Beach:*** There are 4 garages and 60 surface lots. With 25,849 employees and a total of 4,854 parking spaces, there is approximately 0.19 space per employee. The average cost per space is $8 per day. (*Refer to Attachment 2*).

Information Requested	Documentation Supporting Land Use Criterion

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

a. Growth Management

Highlights:

State Concurrency legislation *has been revised to allow local governments to grant exceptions from transportation concurrency to projects designated for urban infill, redevelopment and revitalization.*

The ***Comprehensive Development Master Plan (CDMP)*** *objectives and policies strongly support growth management through:*

- *Promoting development around centers of activity to create high intensity well-designed urban centers.*
- *Promoting pedestrianism and transit use while prohibiting strictly auto oriented uses.*
- *Supporting mixed-use development by designating each station area as a Regional Urban Center, Metropolitan Urban Center or Community Urban Center.*

The ***Miami Dade County Infill Housing Initiative*** *promotes an effort to revitalize neighborhoods through the development of affordable housing on abandoned parcels of land. To date, 221 homes have been created and 133 properties are in various stages of development.*

In 1995, the ***Governer's Commission for a Sustainable South Florida*** *was created to help achieve a healthy Everglades ecosystem through limiting urban sprawl and protecting wildlife and natural areas. Congress has authorized the acquisition of Everglades National Park Expansion Area. An* ***Urban Development Boundary (UDB)*** *was established to concentrate or manage growth within a 12-mile wide north-south swath between the Atlantic Ocean and the Everglades.*

Miami-Dade County comprises 1,258,187 acres of land surface. Approximately 60.8% are in protected areas, including federal, state and local parks, preserves, water conservation areas and recreation areas. In addition, Miami-Dade County has 85,000 acres of designated farmland.

Concentration of development around established activity centers and regional transit	*Statewide:* **State Concurrency legislation** was revised in 1993 to allow local governments to grant exceptions from transportation concurrency. The **Development of Regional Impact (DRI)** requirements now reduce barriers to infill, encourage more compact and higher density residential development and raise the threshold for determining what projects qualify for DRI when located in transit supportive urban centers. As a result, a DRI may satisfy the transportation concurrency requirements and achieve higher densities than otherwise would be permitted if the development contains an integrated mix of land uses and is designed to encourage pedestrian or other non-automotive modes of transportation. *(Refer to Attachment 3)* *Countywide:* The **Comprehensive Development Master Plan (CDMP)** objectives and policies strongly support growth management. CDMP policies are required to be fulfilled once station locations are set in the FEIS. • **Objective 1** addresses the issue of location and configuration of Miami-Dade County's urban growth and promotes the concentration and intensification of development around centers of activity creating high intensity, well designed urban centers while giving priority to infill development. • **Objective 7** requires that all new development and redevelopment in existing and planned transit corridors be planned and designed to promote pedestrianism and transit use while prohibiting strictly auto oriented uses. • The CDMP designates regional, metropolitan and community urban centers to encourage and support mixed-use intensification of land use development. Regional and metropolitan centers accommodate land uses and activities that will attract a large number of residents and visitors. Community Centers are designed to serve a more localized area. • The ***Miami CBD***, designated as a Regional Center, and the ***Miami Beach Convention Center,*** designated as a Metropolitan Center, are both served by the Bay Link Corridor. The Brickell area is also designated as a Metropolitan Center and is accessible to Bay Link via the Metromover. *(Refer to Attachment 4)* Historically the land-use patterns were centered upon the automobile. Limited opportunities for expanding development in the corridor, along with the high growth rate of Miami-Dade County (ranked 11th nationally), necessitated an overall planning strategy focusing on "Infill and Redevelopment" to increase population density. On March 20, 2001, Miami-Dade County adopted the **Infill Housing Initiative.** *(Refer to Attachment 5)* This initiative encourages the redevelopment of urban neighborhoods by eliminating vacant lots and abandoned properties to increase the number of affordable homes. Under the initiative, the Miami-Dade Housing Agency (MDHA) identifies and acquires vacant infill properties, establishes a minimum value for the lots and conducts Invitations for Bids to sell the lots for the prompt erection of infill homes. MDHA also assigns lots at no cost to CDCs that demonstrate the ability and interest to develop infill homes in a timely fashion. The initiative is overseen by the **Infill Housing Advisory Committee (IHAC)** which is composed of representatives from various County departments whose functions are key to the development of housing. Since 2000, the initiative has produced the following results: • Over 600 County-owned properties have been reviewed by the IHAC to determine whether the properties were suitable for development through the Infill Housing Initiative. • 86 properties have been awarded to private developers through the County's competitive bid process with an additional 23 lots scheduled for approval by the IHAC. • 119 properties have been conveyed to not-for profit development corporations. • 221 new affordable homes have been created. • 133 properties are currently in various stages of development. • 105 privately-owned properties have been determined to be suitable for infill by the IHAC, and

these are currently under negotiation for purchase by the Department of General Services Administration (GSA) as part of the HOPE VI redevelopment effort.

In 1996, the Board of County Commissioners adopted a resolution to establish an Infill Strategy Task Force to examine and recommend opportunities and strategies to promote infill and redevelopment. The *1997 Infill Strategy Task Force Report* is currently being updated. *(Refer to Attachment 5, Infill Strategy Task Force Report) in the Supporting Information provided with the North Corridor November 2003 submittal).* Some of the key recommendations that are relevant to this section include:

- Delineating an Urban Infill Development Area to receive priority for future public and private investments.
- Strategies to promote infill development, which generates employment opportunities and designating economic priority areas.
- Maintaining the Urban Development Boundary (UDB) and adopting policies that would not extend this boundary for the next 10 years.
- Encourage a balanced mix of well-designed housing types, sizes and prices for all income levels and promote good design to gain acceptance of higher densities.
- Upgrade mass transit service and intermodal connections.

The County's **Evaluation and Appraisal Report (EAR)**, prepared every five to seven years, produces recommendations to regularly update the CDMP. The October 2003 EAR includes several relevant recommendations:

- Redevelopment and infill development should be given greater prominence in the CDMP and new objectives and policies should be developed for each; and,
- The recommendations of the Infill Strategy Task Force listed above be incorporated into the CDMP.

Language for these new policies is currently being developed for recommended inclusion into the CDMP. *(Refer to Attachment 6 submitted with the North Corridor August 2004 submittal)*

Bay Link Corridor:

The ***Miami River Corridor Urban Infill Plan*** is a joint planning agreement between the City of Miami, Miami-Dade County and the Miami River Commission to guide land use and change along the waterway. The June 2002 Urban Infill Plan addresses redevelopment related to housing, transportation, economic development, neighborhood revitalization, and open space and recreation. The Downtown/Overtown neighborhood identified in the Infill Plan falls within the Bay Link study area *(Refer to Attachment 7 for excerpts from the Miami River Corridor Urban Infill Plan).* Mixed uses such as residential and commercial development (including restaurants and retail) have been proposed for the Miami River frontage.

Land conservation and management	*Statewide:* In 1995, the **Governer's Commission for a Sustainable South Florida** was created by Executive Order 94-54 to make recommendations for achieving a healthy Everglades ecosystem. Two of the five principles were: • Limit Urban Sprawl - establish urban development boundaries to protect environmental resources and encourage urban redesign and redevelopment supported by good public transportation. • Protect Wildlife and Natural Areas - provide for sufficient open space to protect wildlife, and provide natural and recreational areas for public use. *Countywide:* An **Urban Development Boundary (UDB)** was established to concentrate or manage growth within a 12-mile wide north-south swath between the Atlantic Ocean and the Everglades and to promote infill development and redevelopment. The Bay Link Corridor is bordered by the Atlantic Ocean in the easternmost section of the UDB. *(Refer to Attachment 8)* The CDMP strongly supports the protection and restoration of the county's natural environment. Policy 3E of The Land Use Element requests that all significant natural resources and systems be protected from incompatible land use. It also recommends that the county develop and implement an integrated land use and water management plan for southeastern Miami-Dade County. To produce the water resources and land planning documents required by the Land Use policy 3E, a 26-month Watershed Study began in 2003. **The Land Use Plan Map** of the Land Element in the CDMP also identifies a number of areas that will lock out urban growth beyond the Urban Development Boundary. Congress has authorized the acquisition of Everglades National Park Expansion Area. To the north the South Florida Water Management District has set aside the Dade-Broward Levee Basin for acquisition within the next five years. All of the areas south of Homestead are low-lying flood prone wetlands and allow existing uses to continue until they are acquired. The complete acquisition of these areas will severely limit land acquisition for urban growth. Miami-Dade County comprises 1,258,187 acres of land surface with approximately 60.8% in protected areas, including federal, state and local parks, preserves, water conservation areas and recreation areas. Land conservation and management have been addressed in the **Comprehensive Everglades Restoration Plan** and **South Miami-Dade Watershed Plan (SMDWP)** *(Refer to Attachment 9).* The SMDWP contains a land use element that seeks to accommodate future populations using existing development practices and adopted planning principles while maintaining the UDB. Miami-Dade County has 85,000 acres of designated farmland, which results in economic impact of over $800 million. Agriculture accounts for 7.7% of the County's land surface or 19.6% of the non-protected land. In response to urban growth encroaching on these agricultural areas, several agricultural and rural open space preservation plans have been developed to promote policies that address agricultural sustainability and economic viability including: **Miami-Dade County Agriculture & Rural Study and Miami-Dade County Agricultural Land Retention Study.** Commitment of the County, State, and Federal governments to land conservation and management in Miami-Dade County has been documented in the October 2003 EAR. In a joint effort to restore the Everglades National Park to its full hydrologic functions, large purchases of environmentally significant lands have occurred. Between 2000 and 2002, 166,899 acres were approved for acquisition under the **State of Florida Save Our Rivers Program.** Approximately 82,160 acres have been purchased during that timeframe. An additional 31,567 acres were approved for acquisition through the **Federal Comprehensive Everglades Restoration Program (CERP).** As of December 2002, approximately 6,390 acres have been purchased. Miami-Dade County has also undertaken a land purchase program to ensure the quality of water within close proximity to public water supplies.

	Corridor: *The **Miami River Greenway Action Plan** was prepared for the Miami River Commission by the Trust for Public Land and Greenways Incorporated in April 2001. The report specifies an action plan to restore and balance the public, recreational and industrial activities along with the river's natural and cultural history. Key recommendations include establishing a primary system of public land and water -based trails along with improvements and enhancements to existing parks. Specific to the corridor, the mouth of the Miami River, is identified for mixed-use development and a pedestrian-oriented environment. (Refer to Attachment 10 for excerpts from the Miami River Greenway Plan)*

Information Requested	Documentation Supporting Land Use Criterion

II. TRANSIT SUPPORTIVE PLANS AND POLICIES (continued)

b. Transit Supportive Corridor Policies

Highlights:

To encourage concentrations of activities around transit stations, the CDMP designates each station area as one of three types of Urban Centers:

- *Regional Urban Center (RUC),*
- *Metropolitan Urban Center (MUC), and*
- *Community Urban Center (CUC).*

These centers require concentrations and mixes of land uses within a ½-mile radius of each station. The Miami CBD is designated as a RUC and the Miami Beach Convention Center is designated as a MUC.

*The **Downtown Kendall Urban Center (DKUC)** District Ordinance will form the basis for future station area zoning policies that support the CDMP by:*

- *Coordinating the development intensity within the district by the proximity to mass transit.*
- *Improving pedestrian access to transit via an interconnected network of colonnaded or tree lined streets.*
- *Creating good public open space with specific square and plaza locations as well as shaping the way buildings front onto the open space and streets.*

The recent wave of public and private sector development activity resulting in the creation of dense, walkable, mixed-use transit-oriented development is indicative of a renewed focus in TOD underway adjacent to Metrorail. Projects currently underway are summarized in the table below:

Summary of Systemwide Station Area Development Activity Currently Underway

Project	Location	Land Area/Project Size	Land Use	Status
Allapattah Garden Apartments	Allapattah Station	5 Acres/128 Units of rental Housing	Residential, Day Care Center	Recently Completed
Datran Center/ Downtown Kendall	Dadeland South Metrorail Station	6.5 Acres/ Approximately 1 Million Sq.Ft. of Mixed-use Development and 305 Hotel Rooms. Over 500 Residential Condominium Units, an Additional Office Building and Hotel under construction.	Retail, Office, Hotel, Conference, Residential	Final Phases Under Construction or in Planning Stage
Dadeland Station	Dadeland North Metrorail Station	9.2 Acres / 650,000 Sq. Ft. of Development Over 200 units of Rental Housing	Retail, Hotel, Office, Residential	Phase Two of Three Under Construction
Douglas Station	Douglas Road Metrorail Station	9.3 Acres / 150,000 Sq. Ft. of Development	Office, Residential, Retail	Phase One of Two
Dr. Martin Luther King Jr. Plaza	Dr. Martin Luther King Jr. Plaza Metrorail Station	172,000 Sq. Ft. of Development	Office, Retail	Recently Completed
Santa Clara Apartments	Santa Clara Metrorail Station	412 units of Affordable Rental Housing	Residential	Phase Two of Two Under Construction
Hometown Station	South Miami	320,000 Sq. Ft. of Development	Office,	Phase One of

	Metrorail Station		Residential, Retail	Four

*To promote station area development, the **Miami Smart Commute Initiative** has been adopted by Miami-Dade County, Miami-Dade Transit (MDT), private financial partners and Fannie Mae, to provide incentives for prospective home buyers within a ½ mile of a Metrorail station.*

*The **Miami River Greenway Action Plan** promotes the integration of New Urbanism for future development within river communities as the result of community and stakeholder input. Interest in New Urbanism concepts for future development arose from stakeholder meetings and community input. Recommendations for mixed-use development and a walkable and pedestrian oriented river environment are directly applicable to the downtown Miami redevelopment.*

*Complementary parking policies are found within both the **Fixed Guideway Rapid Transit System – Development Zone Ordinance (RTZ)** and the DKUC, prescribing permitted parking ratios and encouraging shared parking by applying the **ULI Shared Parking Methodology.***

Plans and policies to increase corridor and station area development	*Countywide:* Unincorporated land within the corridor needs to be in conformance with the CDMP, while all stations areas will be governed by the county's **Rapid Transit District Zoning (RTZ)** as determined by the **Station Area Design and Development (SADD) Plan.** The SADD Plan is a series of studies conducted within Metrorail station areas which inventoried existing uses and established guidelines for future development that apply to all Metrorail, Metromover and Bay Link station areas. The extensive amount of transit oriented development along the South Metrorail Corridor has developed from the CDMP and RTZ ordinances. The Bay Link project is very unique in that it traverses through an area that boasts one of the densest environments within the nation. Development within the corridor has been occurring and will continue to occur. ***The Land Use Plan (LUP) map*** in the Land Use Element of the CDMP establishes a generalized pattern for the location of different uses, their intensity and density and the interconnecting network of vehicular and pedestrian movement. Regional, Metropolitan, and Community Urban Centers should be developed to the highest intensities in the urbanized area as designated on the LUP map. The CDMP encourages concentrations of activities around transit stations by designating each station area as one of three types of Urban Centers. These Urban Centers are intended to be moderate to high intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Regional Urban Centers extend to one mile radius around the core. The maximum size for a Community and Metropolitan Urban Center is ½ mile radius, which is approximately 500 acres. Each center is divided into three main sub-districts, established to create a transition from a higher-density urban core around the station to the existing surrounding lower density development. The characteristics for each are: • **Metropolitan Urban Center (MUC)** – Areas of high intensity development designed to attract visitors in addition to serving local residents. FAR in the core should average no less than 3.0, tapering down to not less than 0.75 at the edge of the center. Building heights at the edge should be no greater than two stories taller than adjacent residences unless adjacent to an area in transition where they may be based on adopted comprehensive plans and zoning of the surrounding area. • **Community Urban Center (CUC)** – Areas of lower intensity designed to serve a more localized area. Development densities around a transit station shall be 20 du/ac within 700 ft. of the station and at least 15 du/ac within a ¼ mile of the station. Community centers should average an FAR of not less than 1.5 at the core adjacent to transit station sites and should taper to an average of approximately 0.5 at the edge. Building heights at the edge should be no greater than one story taller than adjacent residences. • **Regional Urban Center (RUC)** – to be intensively developed at the highest intensities of development in the urbanized area. FAR should average no less than 4.0 in the core of the center and around mass transit stations, and should taper to an average of not less than 2.0 near the edge of the center. The centers require concentrations and mixes of land uses within a ½-mile radius of each station and may include retail, business, hotel, institutional, recreational, and cultural in addition to residential uses. Specific policies within the CDMP addressing station area development are: • **Policy 1C** - The County shall give priority to infill development on vacant sites in current urbanized areas. • **Policy 1E** – Requires the County, in conducting planning, regulatory, capital improvements and intergovernmental coordination activities, to facilitate the planning of residential areas as neighborhoods which include various support services and promote safe, convenient transportation. • **Policy 7F** – Requires all new development within ¼ mile of a transit station be developed at the level of 75 employees and 15 dwelling units per acre, and 50 employees and 10 dwelling units per acre

	within ½ mile. • **Policy 8G** - The County has sufficient underdeveloped land available for infill development to accommodate the projected growth if the transit corridors are developed to the required densities, eliminating the need to expand the urban boundaries to the west. The **Miami-Dade County Infill Housing Initiative** promotes an effort to revitalize neighborhoods through the development of affordable housing on abandoned parcels of land. The Infill housing initiative will facilitate development to the north of the Bay Link Corridor in downtown Miami, in the area known as Park West. Miami-Dade County and Miami-Dade Transit (MDT) in collaboration with private financial partners and Fannie Mae have adopted the **Miami Smart Commute Initiative** to promote station area development. The Smart Commute Initiative provides financial incentives for prospective home buyers to purchase a home within a ½ mile of a Metrorail station and park-and-ride lots. Participating lenders add a portion of the potential transportation savings to a borrower's qualifying income, lower the required down payment and increase a purchaser's buying power. *(Refer to Attachment 11).* The success of this program is demonstrated by: • A $5 million private line of credit has been made available by MDHA with Fannie Mae. • The establishment of the Fannie Mae Line of Credit has resulted in requests of over $13,600,000 specifically for infill development. • MDHA is expecting an additional allocation of $15 million from Fannie Mae. • This will result in the construction of approximately 350 new affordable homes. • MDHA also established a $1 million construction loan specifically for infill development to assist CDCs with construction costs.
Plans and policies to enhance transit-friendly character of station area development	***Countywide:*** **Station Area Planning Policies.** The CDMP policies require the County to undertake transit-oriented development around station locations once they are specified in an FEIS. Land Use Element Objective 7 requires "all new development and redevelopment in existing and planned transit corridors to be planned and designed to promote pedestrianism and transit use." Key items in objective 7 are: • **Policy 7A** - Allow high-density development of residential, shopping, offices, entertainment, cultural uses, and human services to develop around stations; respect the character of the nearby community; strive to serve the needs of the community for housing and services; and, promote balance in the range of existing and planned land uses along the subject transit line. • **Policy 7E** – Require that land uses not conducive to transit ridership such as car dealerships, car oriented food franchises and other development not be permitted to locate within ¼ mile of rail rapid transit stations. The CDMP also establishes criteria for the design of parking facilities within station area activity centers within the **Policy of the Land Use Element**. • Parking areas should be orientated predominantly mid-block, block rear and on-street locations, not between the street and development entrances. • Elevated parking structures should incorporate uses at street level such as retail, commercial and civic development to encourage pedestrian activity. The ***Infill Strategy Task Force Final Report*** recommends the upgrade of mass transit service in the Urban Infill Development Area. Additional recommendation to support this include: • ***Recommendation 4*** – Provide a balanced mix of well-designed housing types, sizes and prices for all income levels; and • ***Recommendation 9*** – Promote good urban design to gain acceptance of higher density development. ***Corridor:*** *The **Miami River Greenway Action Plan** promotes the integration of New Urbanism for future*

	development within river communities. Interest in New Urbanism concepts for future development arose from stakeholder meetings and community input. As a result the plan states: "Future land use development would support integrated mixture of uses including public places, shops, offices, and places to live. These uses would be linked together by a network of walkable streets and the riverwalk greenway system." These recommendations are directly applicable to the redevelopment of the CBD.

Plans to improve pedestrian facilities, including facilities for persons with disabilities	The CDMP includes policies to encourage transit-oriented development by promoting pedestrian facilities around station locations. These policies are currently enforced for all transit streets identified in the corridor. Key items in Objective 7 are: • ***Policy 7B*** – Pedestrian oriented development around stations shall be well designed, conducive to both pedestrian and transit use, and architecturally attractive. Pedestrian accommodations shall include as appropriate, continuous sidewalks to a transit station, small blocks and closely intersecting streets, buildings oriented to the street or other pedestrian paths, parking lots predominantly to the rear and sides of buildings, primary building entrances as close to the street or transit stop as to the parking lot, shade trees, awnings, and other weather protection for pedestrians. • ***Policy 7D*** – Redevelopment of property within ½ mile of existing or planned transit stations and bus routes shall provide comfortable and attractive pedestrian environments and not cause an increase in walking distances from nearby areas to the transit services. Objective 2 of the Transportation Element of the CDMP also promotes pedestrianism as a mode of transportation that should be encouraged in the planned urban area, by 2002 Miami-Dade County shall enhance its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians and non-motorized vehicles. The **Transportation Improvement Program (TIP)** has programmed approximately $26 million for Bicycle facilities and $8.8 million for pedestrian facilities countywide. *(Refer to Attachment 8, Citizen's Guide to the Transportation Improvement Plan (TIP) in the Supporting Information provided with the North Corridor November 2003 submittal).* In 2001, the **2025 Pedestrian Plan** was created with the goal being to enhance the County's pedestrian facilities by identifying areas in greatest need of pedestrian improvements. (*Refer to Attachment 8 for the executive summary of the 2025 Pedestrian Plan and Minimum Revenue Plan included in the North Corridor November 2003 submittal*). Three projects within the Bay Link Corridor are currently listed in the cost feasible plan (projects funded within the next 5 years). These projects will include improvement measures to increase sidewalk capacity, enhance ADA access or improve pedestrian safety. The project segments are: • Biscayne Boulevard - from NE 3rd St. to NE 4th St. • Biscayne Boulevard - from NE 2nd St. to NE 3rd St. • NE 2nd Ave. – from Biscayne Blvd. to Pedestrian Promenade. As a part of the ***Miami River Corridor Urban Infill Plan***, the City of Miami plans for the Miami River waterfront include a Riverwalk development. The guidelines require pedestrian-oriented uses along the Miami Riverwalk, which will extend from South Miami Avenue to Bayfront Park, with adjacent uses including office, hotel, park, restaurant, and mixed-use residential. The ***2003 Miami Downtown Transportation Master Plan*** *(Refer to Attachment 12)* includes provisions for the development of an extensive network of pedestrian corridors. The objectives of the proposed pedestrian facilities design are to provide safety, security, convenience, continuity, comfort, system coherence, and attractiveness. The ***2001 Miami River Greenway Action Plan*** *(Refer to Attachment 10)* establishes criteria for creating pedestrian facilities improvements along the Miami River waterfront. The Miami Downtown Transportation Master Plan recommends the implementation of the Greenway Action Plan.

Bay Link Corridor:

Miami CBD

The following improvement projects are proposed or currently under construction:

- *Pedestrian Bridge to connect Bayside to American Airlines Arena. Project is not included in the TIP or the LRTP but will be built with private funds.*
- *Pedestrian walkway along Biscayne Bay from Pace Park to Bayside.*
- *Improve pedestrian connections in Bicentennial Park along baywalk that serves as a continuation of the Miami River Riverwalk and the baywalk along Bayfront Park and Bayside.*
- *The proposed Miami River Greenway extends along both sides of the river from I-95 to Biscayne Bay. The City of Miami has enacted ordinances requiring the reservation of 50 feet along the banks of the river for the greenway.*
- *Improve bicycle facilities or construct bike lanes along:*
  - *North 4th St. from I-95 to Biscayne Blvd.*
  - *Flagler St. from I-95 to Bayfront Park*
  - *North 20th St. from I-95 to Biscayne Blvd.*
  - *Biscayne Blvd. designated bike route from Pace Park to N 36th St.*
- *The M bike path extension is proposed to continue from South 5th Street to Bicentennial Park on Biscayne Blvd. and from Bicentennial Park to Pace Park on the proposed Baywalk.*
- *Transit Greenway is a low-speed conveyance system to supplement and/or facilitate walking. The system would be located along NE 4th Street from NE 1st Avenue to Biscayne Blvd. It will serve MDC Wolfson campus and provide a connection to Bayside.*
- *Metromover Bayside Promenade from NE 2nd Ave. to Biscayne Blvd. Projcet cost of $876,000.*

The following streets are recommended for improvement into pedestrian corridors:

- *Flagler St. from I-95 to Bayfront Park.*
- *North 5th St. from 1st Ave. to Biscayne Blvd.*
- *North 3rd St. from 1st Ave. to NE 2nd Ave.*
- *North 2nd St. from W 2nd Ave. to Biscayne Blvd.*
- *North 4th St. from I-95 to Biscayne Blvd.*
- *West 2nd Ave. from SW 15th Rd. to NW 36th St.*
- *East 2nd Ave. from N 3rd St. to N 5th St.*
- *East 1st Ave. from N 3rd St. to N 5th St.*
- *North 9th St. from I-95 to Biscayne Blvd.*
- *North 11th St. from I-95 to Biscayne Blvd.*
- *N 14th St. from I95/I-395 Interchange to Biscayne Blvd.*
- *North 17th St. from I-95 to NE 2nd Ave*
- *North 20th St. from I-95 to Biscayne Blvd.*
- *NE 8th St./Bayshore Dr. - new 4-lanes and Baywalk from Biscayne Blvd to Port Blvd. Project construction cost of $1,000,000.*

	South Beach The following improvement projects are proposed or currently under construction: • *17th Street Site Redevelopment would accommodate the expansion needs of the New World Symphony.* • *Beachwalk - $1,000,000 construction of at-grade bicycle and pedestrian train from 14th St. to 21st St.* • *Collins Ave Reconstruction from 5th St. to 15th St. including sidewalks.* • *Flamingo Park renovation includes extension of sidewalks on 11th St. and 12th St.* • *Lummus Park improvements to the 27 acre park includes widening of sidewalk along Ocean Drive.* • *Lummus Park Riverwalk Bike Path from I-95 to 4th St. – estimated project cost of $900,000.* • *South Shore Community Center renovations include sidewalk widening along 6th St.* • *Washington Avenue Master Plan includes sidewalk improvement, curb and gutter, sidewalk lighting.* • *Espanola Way Streetscape improvements include sidewalk and lighting. Estimated cost of this project of $1,000,000.* • *Riverwalk bike path extension from 1st St. to 2nd St. Estimated project cost of $1,000,000.* • *Dade Blvd. Bicycle Improvements from Alton Rd. to 23rd St. Project cost of $1,288,000.* • *The **City Wide Curb Ramp Improvement Plan** is a systematic plan to install ADA-compliant wheelchair curb ramps at intersections of City-controlled streets throughout the City of Miami Beach.*
Parking policies	In 1999, the **Miami-Dade Metropolitan Planning Organization (MPO)** in cooperation with private consultants completed a parking study with the goal of developing a countywide parking policy. Recommendations within this study are being implemented through the **Miami-Dade County Zoning Code Re-write** and the new urban centers zoning districts being prepared by the DP&Z. Complementary parking policies are found within both the *Fixed Guideway Rapid Transit System – Development Zone Ordinance* (RTZ) Chapter 33C-7 (Refer to Attachment 6, *Ordinance 33C: Fixed Guideway Rapid Transit System – Development Zone in the Supporting Information provided with the North Corridor November 2003 submittal*). They prescribe permitted parking ratios and encourage shared parking through the following requirements: • Single use projects and shall be provided at no less than 90% or no greater than 110%: - Residential: One parking space per dwelling unit. - Office: One parking space per 400 square feet of gross floor area. - Hotel: One parking space for every two guestrooms. - Parking for other uses is subject to site plan review for development around station. • Parking for mixed-use projects with two or more land uses shall be calculated by applying the **ULI Shared Parking Methodology** to the parking requirements as specified above. Parking shall fulfill between 90% and 110% of the ULI calculation.

Information Requested	Documentation Supporting Land Use Criterion

II. TRANSIT SUPPORTIVE PLANS AND POLICIES (continued)

c. Supportive Zoning Regulations Near Transit Stations

Highlights:

Re-write of County Zoning Code. *The county is in the final stages of a major rewrite of its zoning code to make it more transit friendly. The code is scheduled for adoption in December 2004. The revised code will allow:*

- *Higher densities in residential and business zones;*
- *More compact development patterns;*
- *Concentration of development in urban centers at transit stations;*
- *Creating of a Traditional Neighborhood Development (TND) District; and,*
- *Incorporation of Urban Design Standards from the Urban Design Manual.*

*The **Traditional Neighborhood Development (TND) District**, implemented in the early 1990's designates "New Urbanism" conventions for creating neighborhood development that limit neighborhood size and mix uses to create a walkable scale, define streets and open spaces through architecture and landscape responsive to the unique character of the region. Two projects have been approved and another is incorporating many of the principals.*

Zoning ordinances that promote transit supportive development density in transit station areas	**Rewrite of County Zoning Code.** The county is in the final stages of rewriting its zoning code. In addition to creating a simplified, easy-to-use code, relevant changes will: • Create new and modified districts based on the CDMP; • Add a Traditional Neighborhood Development (TND) District; • Add a Rowhouse Zoning District (RU-RH) that allows for higher densities, more compact development, and a better pedestrian environment than the current Townhouse Zoning District (RU-TH); • Reduce required front setbacks for single family (RU-1) and double family (RU-2) residential districts; • Permit accessory dwelling units in single family residential districts to increase residential density; • Add Activity Node (BU-1 Option) Option Districts permitting increased far and height allowances in BU zones. In addition to creating more transit-supportive densities and development patterns the code also incorporates "New Urbanism" standards from the **Urban Design Manual** that concentrates development in urban centers at transit stations. *Schedule for Adoption – The revised code is set to begin a three month adoption process in October. The process requires that the code be adopted by ordinance of the Board of County Commissioners (BCC). The 1st reading by the BCC is set for October. In November it is set for public hearing at the Governmental Operations and Environment Committee of the BCC. The second reading and final adoption is set for December. Upon adoption in December, there will be a three-month conversion period with the revised zoning code becoming effective in April.*
Zoning ordinances and design guidelines that enhance transit-oriented character of station area development and pedestrian access	In an effort to implement the **Comprehensive Development Master Plan (CDMP)** policies and to pursue a more efficient and compact urban form, the County has engaged in a series of planning efforts which have resulted in the development of new zoning ordinances for transit station areas. These ordinances allow additional intensification and the mix of uses needed to support transit. To date the County has conducted at least 10 intense planning workshops, charrettes, in some of the CDMP designated urban centers or areas within the designated urban infill boundaries with the purpose of: 1. developing the vision of the area from the eyes of the major stakeholders; 2. developing a transit- supportive land use plan; and, 3. developing the necessary zoning regulations to implement the vision. The establishment to the **Downtown Kendall Urban Center Zoning District** (DKUCD) in 1999 marked the beginning of this process. The DKUCD has been followed by the proposed zoning regulations for the community urban centers of Naranja, Goulds and Princeton, all of these located along the South Dade Busway. In addition, the County has established a series or transit-supportive rapid transit zones and sub-zones, with their respective land development regulations, at stations along the existing Metrorail alignment. The revised zoning code incorporates "New Urbanism" standards from the **Urban Design Manual** with the intent of deterring urban sprawl, encouraging a more compact development pattern, reducing trip length and facilitating multi-purpose trips. These standards concentrate development in urban centers at transit stations and major intersections as outlined in the CDMP. The standards allow for: • Mixed-use buildings combining retail, office, and residential uses; • Higher density residential buildings; • A mix of building types within urban centers; • Articulation of building facades that face adjacent streets and open space; • Placement of buildings close to the street creating a pedestrian scale and forming a relationship between building heights and street widths;

	• Streets designed in a hierarchy, such as boulevards, avenues, local streets, and alleys; • Continuous streets with a maximum block length of no more than 425 feet; and, • Common open space in the form of greens, squares, parks and plazas defined by the block system and designed to create neighborhood identity. *The **Traditional Neighborhood Development (TND) District**, implemented in the early 1990's designates "New Urbanism" conventions for creating neighborhood development that:* • *Is spatially understood and limited in size to 40 acres to maintain a walkable scale;* • *Interweaves multiple uses in close proximity to one another within the neighborhood;* • *Is pedestrian oriented;* • *Incorporates and celebrates civic uses and formal open spaces;* • *Arranges private buildings to define streets and public space; and,* • *Uses architecture and landscape responsive to the unique character of the region.* *Approved projects include Salamanca in Kendall and Mandarin Lakes in Naranja. Somerville in Princeton has not been approved due to the size restriction, however, the developers are incorporating many of the principals into their design. (Refer to Attachment 13)*
Zoning ordinances that support reductions in parking	The parking policies found within both the (RTZ) Chapter 33C-7 and the DKUC prescribe both minimum and maximum permitted parking ratios and encourage shared parking. The ratios and shared parking methodology are outlined in II.d, under Parking Policies. The State of Florida's DRI process requires traffic mitigation measures for new development and sets limits on trip generation rates in congested areas. *The traffic mitigation process is done on a case by case review process.*

Information Requested	Documentation Supporting Land Use Criterion

II. TRANSIT SUPPORTIVE PLANS AND POLICIES (continued)

d. Tools to Implement Land Use Policies

Highlights:

*Miami-Dade Transit has an established **Joint Development Program** in place and is actively working on development projects. The program includes 3 professional staff and 2 support staff. Members of the development community are developing a keen understanding of TOD through recent projects underway around Metrorail stations.*

***Joint development projects** are under construction or are in the permitting and planning stages at the following stations:*

- *Dadeland South: Datran Center*
- *Dadeland North: Dadeland Station, Dadeland Vista, Towers of Dadeland, Green Dadeland Station*
- *Dr. Martin Luther King Jr. Plaza: Dr. Martin Luther King Jr. Plaza Office Building*
- *Santa Clara: Santa Clara Apartments I and II*
- *Brownsville: Transport Workers Union 291 Community Service Inc.*
- *Coconut Grove: Coconut Grove Transit Village*
- *Northside: Northside Station Village*
- *Okeechobee: Embassy at Okeechobee Station*
- *Overtown/Arena: Overtown Transit Village*
- *South Miami: Hometown Station*

Current Bay Link area development plans have helped influence station planning efforts to date, including:

- *Overtown Transit Village*
- *Park West*
- *Proposed Museum Park / Performing Arts Center*
- *South Pointe Park Development*

Outreach to government agencies and the community in support of land use planning	**Community Councils** initiated by the Board of County Commissioners have been created in certain areas to make zoning and land use decisions in a setting more accessible to the community. Community Councils also serve as advisory liaisons for their communities to the Board of County Commissioners and County staff, relaying relevant information and recommendations on selected concerns of the council area. Community Councils, sitting as **Community Zoning Appeals Boards (CZABs)**, make virtually all zoning decisions in unincorporated Miami-Dade County. Community Councils also make recommendations about their areas to the Board of County Commissioners on long-term and future land use plans. *(Refer to Attachment 14)*
Regulatory and financial incentives to promote transit supportive development	As stated in Section IIb, ***Plans and Policies to Increase Corridor and Station Area Development***, Miami-Dade County and Miami-Dade Transit along with private financial partners and Fannie Mae have adopted the Miami Smart Commute Initiative to provide financial incentives for prospective home buyers purchasing within Metrorail station areas. Miami-Dade County has three areas that comprise the Enterprise Zone, which are Miami Beach, Homestead/Florida City and North Central Miami-Dade County. The downtown Miami stations fall into the CBD Enterprise and Empowerment Zone *(Refer to Attachment 15)*. Designated Enterprise and Empowerment Zones occur throughout the Bay Link Corridor. Enterprise and Empowerment Zones encourage business development and expansion in disadvantaged areas through incentives such as: grants, tax breaks and credits, business assistance, and job training and placement. The area within NW 5th Street, Miami Avenue, NW 20th Street and I-95 is designated as the Overtown Target Urban Area (TUA). Businesses within TUAs are eligible for business assistance grants and loans administered by the Task Force on Urban Economic Revitalization. Pursant to County Ordinance 97-33, upon the designation of Miami-Dade County Empowerment Zone, the CBD, Seaport, Civic Center and areas will also become Targeted Urban Areas. *(Refer to Attachment 16)* http://www.miamidade.gov/urbantaskforce/
Efforts to engage the development community in station area planning and transit supportive development	***Bay Link Corridor:*** **Bay Link Station Area Planning.** As part of the Bay Link project, Miami-Dade MPO undertook a preliminary station area planning program that featured a total of 14 station area planning meetings within downtown Miami and South Beach. The process resulted in : • Selection of preferred station locations • General agreement on the station design concepts. Community outreach on alignment and station locations have resulted in several positive discussions on station locations related to future development plans: • The Downtown Development Authority, which engages in development, redevelopment and physical improvement activities for the benefit of the downtown environment and the maintenance of its economic stability, has expressed full support for the project and has spoken with the study team about the station locations in downtown Miami. • The City of Miami, the sponsor for the Miami Streetcar project has been in close coordination with the study team with regards to station locations in downtown Miami.

Information Requested	Documentation Supporting Land Use Criterion

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES

a. Performance of Land Use Policies

Highlights:

As FTA and others have noted, Miami-Dade has had a mixed record in achieving TOD despite having a comprehensive framework of transit-oriented development policies which have been in place since the 1970's. It is important to note that both the ***MDT and the DP&Z have aggressively undertaken a renewed approach to TOD*** *which is already producing results.*

Several successful cases have been demonstrated by the Transit Development Zone Ordinance and Joint Development Policy. In total, ***more than 1.6 million square feet of development has occurred and*** *over 380* ***medium and high density housing units have been built adjacent to Metrorail.*** *Significantly, the pace of activity has begun to accelerate.*

Throughout the county, ***12 additional development projects next to Metrorail stations*** *are either under construction or in the permitting and planning phases. When complete these projects will total over 2.3 million square feet of new development including over 1,400 new medium and high-density housing units. One of these projects, the Overtown Transit Village, is currently under construction within the Bay Link Corridor.*

Guided by the Downtown Kendall Urban Center Zoning District, Downtown Kendall is under development with a mixed use development consisting of ground floor retail and two residential towers. When both towers are complete ***Metropolis will add a mixed-use development with over 500 high-density transit-friendly residential units to Downtown Kendall.***

It is also important to note that the approval of redevelopment proposals are largely focused along the alignment of the proposed Streetcar system as designated in the Comprehensive Land Use Plans of the cities of Miami and Miami Beach.

Demonstrated cases of development affected by transit supportive policies	Several successful cases have been demonstrated by the Transit Development Zone Ordinance and Joint Use Policy that provide a general policy framework for the implementation of joint development projects in the County's CDMP. In total, more than 1.6 million square feet of development has occurred and over 380 medium and high density housing units have been built adjacent to Metrorail. Significantly, the pace of activity has begun to accelerate. *(Refer to Attachment 17)* *These multi-phase projects have one or more phases complete:* • *Allapattah Garden Apartments – This affordable rental housing complex is located on 5-acres adjacent to the Allapattah Metrorail Station. The project consists of 128 apartments in eight three-story buildings and a day care center.* • *Datran Center – This privately-owned project constructed on 6.5 acres of County-owned property is located in Downtown Kendall at the Dadeland South Metrorail station. Datran Center includes: three class A office buildings totaling 600,000 square feet with an occupancy rate of 95%; 350,000 square feet of retail space; a 305-room Marriott Hotel with an occupancy rate of 96%, the highest in South Florida; and a 21,500 square foot conference facility. A shared parking facility serves both the center and the Metrorail station. The final phase is currently in the planning stage. Located adjacent to Datran Center in Downtown Kendall is Metropolis, a mixed use development consisting of ground floor retail and two residential towers. When both towers are complete Metropolis will add over 500 high-density residential units to Downtown Kendall.* • *Dadeland Station – Located at the Dadeland North Metrorail Station, this 9.2-acre site leased by the county features a multi-story big box retail facility housing five major retailers totaling 320,000 square feet. The site also includes a transit plaza and 9,600 square feet of convenience retail. An additional outparcel consisting of 48 apartments was completed in January of 2000. Two additional phases, under construction, include a 25-story 218-unit apartment building and a 15-story building containing a mix of apartments and retail. Upon buildout, the project will total 650,000 square feet.* • *Douglas Station – The Douglas Road Metrorail station property consists of 9.3 acres of land of which 2.2 acres have been developed through an interdepartmental agreement between Miami-Dade Transit and Miami-Dade Water and Sewer (WASD). The development includes a 150,000 square foot, five-story office building occupied by WASD and a parking structure. Negotiations are currently underway for a joint development project issued through an RFP process in 2001. The proposed project includes a residential tower of rental apartments, retail and structured parking.* • *Dr. Martin Luther King, Jr. Plaza – Located just south of the North Corridor Extension area at the NW 62nd Street and NW 27th Avenue, the Dr. Martin Luther King, Jr. Plaza Office Building is a five story 172,000 square foot building located directly adjacent to the Metrorail station. Approximately 1/3 of an existing parking garage on the site was demolished to accommodate the building's construction. The building houses County agencies and includes 13,500 square feet of ground floor retail.* • *Santa Clara Apartments – Phase One of this 9-story, 208-unit affordable rental apartment building was completed in the fall of 2003. The project, located at the Santa Clara Metrorail Station was initiated through The County's RFP process. A 17-story 204-unit affordable rental apartment building is under construction to be completed by December 2005 as part of Phase Two. The project was awarded to The Related Group of Florida through the County's RFP process.* • *South Miami Metrorail Station – Hometown Station is a mixed-use infill project currently under construction, wrapping around, and over, an existing Metrorail station parking structure. Phase One, refurbishment of the existing garage is complete. Phase Two, an 8-story 157,000 square foot County office building will be attached to the garage and create a pedestrian street edge. This phase is currently in the permitting stage and construction is expected to start within*

6 months. South of the office building will be a new public square. Phase Three will wrap the remaining street frontages of the garage with 13,000 square feet of ground floor retail space. Phase Four will cap the north end of the garage with 3-stories of market rate apartments or commercial space totaling 150,000 square feet. The guiding principals for this project are to: reinforce the traditional neighborhood structure; create a market-driven mix of land uses; create streets for people as well as cars while reducing dependence on the automobile; encourage a diverse range of household incomes; and spatially and psychologically rejoin two sides of the city by extending South Miami's Hometown District to the north.

Throughout the county and the Bay Link Corridor, five additional development proposals are underway. (*Refer to Attachment 17*)

Countywide Proposals:

- *Brownsville Metrorail Station – Negotiations to lease the site for development are set to begin with Transport Workers Union 291 Community Service Inc. The proposed development is to include training facilities, a hotel, community facilities, retail and housing.*

- *Coconut Grove Metrorail Station – A lease agreement has been approved and development standards are being finalized for a mixed-use project to include: a 19-story 220-unit market rate apartment tower with perimeter townhomes. Retail development will be located on an outparcel.*

- *Northside Metrorail Station – Currently in the design stage, Northside Station Village will include five 5-story buildings of affordable housing consisting of 220 two and three bedroom units. The project was awarded to Metro-Miami Action Plan Trust through an RFP process. Groundbreaking is scheduled for April of 2005 with completion planned in 2006.*

Bay Link Corridor Proposals:

- *Overtown/Arena Metrorail Station – The County has approved a lease with Saint Agnes Rainbow Village Development Corporation to develop this site with a 17- story building containing 274,000 square feet of office space and 35,000 square feet of retail support space. The County is negotiating with the developer to lease approximately 150,000 square feet in the building, of which 80,000 square feet will be used by Miami-Dade Transit.*

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES (continued)

b. Potential Impact of Transit Project on Regional Land Use

Highlights:

The Bay Link Corridor is in an advantageous position to absorb projected countywide population and employment growth through accessibility to the best transit service within the region as well as an aggressive redevelopment plan for both the downtown core and South Beach. The presence of the county's two rapid transit systems (Metrorail and Metromover) and the county's most prolific bus network within the Bay Link corridor will provide the best transit mode choice for the region which further enhances the area's marketability.

Required densities, established for new development around rail rapid transit stations, are:

Residential

- *At least 15 dwelling units per acre within a ¼ mile of the station.*
- *At least 10 dwelling units per acre between ¼ and ½ mile from the station.*

Business and Office

- *At least 75 employees per acre are within a ¼ mile of the station*
- *100 employees per acre are within 700 feet; and,*
- *At least 50 employees per acre are between ¼ and ½ mile from the station.*

Adaptability of station area land for development	• Due to the unique location of the Bay Link corridor in a highly urban environment, the majority of the land is already developed. Development plans are underway for the little remaining vacant land and the redevelopment of the Miami CBD. • Similarly in South Beach, construction is underway for multiple high-density residential complexes and hotels on the little remaining vacant land.
Corridor economic environment	With a current high population growth and a projected high employment growth countywide, transit accessibility combined with multiple redevelopment proposals within downtown Miami and South Beach place the Bay Link Corridor in an advantageous position to absorb future growth. Current economic activities in the corridor are summarized below: ***Miami CBD:*** A total of 8,000 residential units, 1 hotel, 1,750,000 square feet of office space and 1,360,000 square feet of retail space are planned within the Bay Link Corridor in the Miami CBD. Current completed or under construction developments on the Downtown Miami portion of the Bay Link Corridor are listed below: • *1st & 1st Jewelry Center, located on 100 NE 1st Ave.- recently completed.* • *Children's Museum, located on MacArthur Cswy. -recently completed.* • *Parrot Jungle, located 1111 Parrot Jungle Trail – completed.* • *Poinciana Village - recently completed* • *Capital Bldg., located on 117 NE 1st Ave. – under construction.* • *Flagler First, located on 101 E. Flagler St. – under construction.* • *P.A.C., located on 1300 & 1330 Biscayne Blvd. – under construction.* • *The Loft, located on 234 NE 3rd St. – under construction* • *U.S. Courthouse, located on 400 N. Miami Ave. – under construction.* • *1800 Club, located on 1800 N. Bayshore Dr. – under construction.* • *Biscayne Plaza, located on 1801 NE 2nd Court – under construction.* • *Cite, located on 1901 Biscayne Blvd. – under construction.* ***South Beach:*** Five multiple story residential buildings, 2 commercial complexes, 4 subsidized housing ,and 7 story tower Ritz Plaza Hotel are planned within the Bay Link Corridor. Current completed or under construction developments on the South Beach portion of the Bay Link Corridor are listed below: • *Meridian Ave, 3 residential buildings, 1 mixed use development and 2 commercial building – completed.* • *Washington Ave., 15-unit townhome, 3 office/retail buildings, The Clinton Hotel – completed.* • *Collins Ave., 4 residential buildings, 1 mixed use development, 2 commercial building, 1 office building and 3 hotels – completed.* • *Ocean Drive, 2 residential buildings, 1 mixed use development condo/retail – completed.* • *Lincoln Rd., 1 mixed use development cinema/retail – completed.* • *Collins Ave., 1 residential building, 1 retail shopping center – completed.* • *Jefferson Ave., 8-unit townhome, and 4 story condo – completed.* • *Michigan Ave., 2 residential buildings – completed.* • *Euclid Ave., 5-story 20-unit condo – completed.*

	• *Lincoln Rd., two 3-story apartments – under construction.* • *Collins Ave., 1 residential buildings, 1 library, 1 mix used condo/hotel – under construction.* • *5th Street, 1 office building, 1 retail - under construction.* • *Alton Rd., 2 residential building, 1 office building – under construction.* • *Drexel Ave., 1 residential building – under construction.* • *Euclid Ave., 1 residential – under construction.* • *Michigan Ave., 4 residential buildings– under construction.* • *Ocean Drive, 1 residential buildings, 1 mixed use development hotel/retail – under construction.* • *Meridian Ave., 3 residential buildings– under construction.* • *Lenox Ave., 1 mixed use development office/retail – under construction.* • *Jefferson Ave., 1 residential building– under construction.*

Information Requested	Documentation Supporting Land Use Criterion
IV. OTHER LAND USE CONSIDERATIONS (Optional)	
Otherwise unidentified circumstances, conditions, or constraints under which the transit agency operates and which influence local and regional land use policies, plans, and implementation	Historical Preservation and Enhancement *The Miami Beach Historic Preservation Ordinance allows for the protection of those properties deemed historic by the Miami Beach Historic Preservation Board. The ordinance also imposes strict design guidelines for all rehabilitation and new construction, plus zoning rules to insure roofline continuity in the streetscape.* ***Miami CBD:*** *One proposed Historic District, the Downtown Historic District, is identified primarily along Flagler Street. This district is being proposed for NHRP listing in the near future.* ***South Beach:*** *Clustered in within the area known as South Beach, lies three predominant architectural styles — Art Deco (1929-1940), Mediterranean Revival (1917-1930s) and Miami Modern (MiMo, 1945-1965). These buildings together form one of the world's most concentrated areas of 20th Century Architecture creating a unique Open Air Museum.* *South Beach prides itself on its six Historic Districts as well as its Historic Resources Sites. Four of the districts: Espanola Way, Collins Avenue, Museum, and Flamingo Park comprise the National Register Art Deco District. The other local districts are Ocean Beach and Palm View (which is potentially NRHP eligible).* Brownfields Redevelopment *The Florida Brownfields Redevelopment Program encourages redevelopment of designated brownfields through: tax credits and incentives; and, low interest loans, state loan guarantees, and revolving loan funds for assessment and cleanup. (Refer to Attachment 18)* *The City of Miami Beach Commission designated a city block between Alton Road-Lenox Avenue and 5th-6th Street. The property owner entered into a Brownfield Site Rehabilitation Agreement. The entire property is being replatted and the redevelopment plan is currently being approved by the City of Miami Beach.* *The first Brown Field Site Remediation Agreement (BSRA) in the state of Florida was negotiated with the developer of the Wynwood property located Between NW 1 Avenue and NW 1 Place and NW 21 – 22 Street. There were two parcels, East and West. The west parcel has been developed into a cement plant and the east parcel was sold and is being developed into artist lofts.* Designation as a Federal Enterprise Zone / Empowerment Community *The Miami-Dade County's Enterprise Zone encompasses two parcels within the Bay link study area. The North Central parcel and the Miami Beach parcel. On the North Central parcel, the Downtown section of the Bay Link study area is designated as an Enterprise and Empowerment zone. It includes the portion of the Watson Island, a section of the CBD Empowerment Zone boundary, and a section of the Overtown Empowerment Zone neighborhoods.* *The Miami Beach parcel includes parts of South Beach, Collins Avenue and parts of North Beach. The south Beach portion of the Bay link study area is designated as an Enterprise Zone from Alton Rd to 6th Street between West Ave to Ocean Drive, and from 6th street to 17th street between Meridian Ave and Collins Drive.* Intermodal Connections *The Bay Link Corridor provides a link to the county's primary intermodal centers – Government Center, the Omni Bus Transfer Center, and the planned South Beach passenger activity center (PAC) at Washington Avenue and 17th Street.*

	Miami CBD: *Located in the downtown core, the Government Center intermodal provides access to the county's three transit systems – Metrorail, Metromover and Metrobus. The Omni intermodal center provides access to Metromover and Metrobus.* ***South Beach:*** *The 17th Street PAC is a planned bus transfer facility that will serve as the intermodal center for passengers traveling to mid and north Miami Beach.*

Template 12: Quantitative Land Use Information

Population and Employment Data – Metropolitan Area, CBD, and Corridor			
Data	**Base Yr. 2000**	**Forecast Yr. 2025**	**Growth (%)**
Metropolitan Area			
Total Population	2,253,362	2,969,200	32%
Total Employment	1,184,006	1,550,876	31%
Miami Central Business District			
Total Employment	69,637	81,683	17%
Employment – Percent of Metropolitan	5.9%	5.3%	
Employment Density (jobs per sq. mi.)	56,159	65,873	17%
Corridor			
Total Population	76,383	88,852	16%
Total Employment	108,695	131,892	21%
Population – Percent of Metropolitan	3.4%	3.0%	
Employment – Percent of Metropolitan	9.2%	8.5%	
Corridor Land Area (sq. mi.)	6.50	6.50	
Population Density (persons per sq. mi.)	11,751	13,670	
Employment Density (jobs per sq. mi.)	16,722	20,291	

Data Source: Miami Dade County MPO (2000)

Land Area determined by GIS Calculation : CBD = 1.24 square mile

Please note: The total employment reported for the Central Business District (CBD) has been re-calculated since recent submittals of Template 12 for other Miami-Dade County projects and relies on a more precisely defined land area for the Downtown.

As discussed below - the definition of the Bay Link Corridor excludes the Miami Sea Port. Miami-Dade County Transportation Analysis Zone (TAZ) # 521, which consists of the port area, reports total employment in that TAZ as 16, 428. This amount has been excluded from the calculation of total employment within the corridor reported above.

The area of the corridor as defined in the DEIS :

- The northern boundary includes the vicinity of NW 29th Street, the Venetian Causeway and Sunset Islands on the City of Miami side of Biscayne Bay. On the Miami Beach side, the boundary is I-195, Julia Tuttle Causeway and 41st Street.
- To the east, the boundary is the Atlantic Ocean from 41st Street to South Pointe.
- To the south, the corridor area excludes the Port of Miami and uses the MacArthur Causeway as the boundary, inclusive of Watson Island. The southern boundary in downtown Miami is the Miami River.
- I-95 serves as the Western border of the corridor area.

Template 12: Quantitative Land Use Information

Population and Employment Data -- Station Areas			
Data	**Base Yr. 2000**	**Forecast Yr. 2025**	**Growth (%)**
Total, All Station Areas			
Housing Units	30,808	37,019	20%
Population	56,386	67,114	19%
Employment	112,020	132,306	18%
Land Area (sq. mi.)	4.00	4.00	
Housing Unit Density (units per sq. mi.)	7,702	9,255	20%
Population Density (persons per sq. mi.)	14,097	16,779	19%
Employment Density (jobs per sq. mi.)	28,005	33,077	18%
Downtown Station Area Cluster			
Housing Units	5,594	7,022	26%
Population	13,993	15,544	11%
Employment	86,171	101,276	18%
Land Area (sq. mi.)	1.74	1.74	
Housing Unit Density (units per sq. mi.)	3,215	4,036	26%
Population Density (persons per sq. mi.)	8,042	8,933	11%
Employment Density (jobs per sq. mi.)	49,524	58,205	18%
Miami Beach Station Area Cluster			
Housing Units	25,214	29,997	19%
Population	42,393	51,570	22%
Employment	25,849	31,030	20%
Land Area (sq. mi.)	2.26	2.26	
Housing Unit Density (units per sq. mi.)	11,157	13,273	19%
Population Density (persons per sq. mi.)	18,758	22,819	22%
Employment Density (jobs per sq. mi.)	11,438	13,730	20%

Data Source: Miami Dade County MPO (2000)

Stations Within the Downtown Area Cluster:

Museum Park / Performing Arts Center
Park West
Miami Avenue Station/NE 8th St
Miami Avenue Station/NE 5th St
NE 3rd St/NW 1st Ave
Government Center
SE 1st St/Miami Ave
SE 1st St/NE 3rd Ave
American Airlines Arena
NE 1stSt/NE 3rd Ave
NE 1stSt/NE 1st Ave
NE 1st Ave/NE 5th St
NE 1st Ave/NE 8th St
Bayfront
Bayside
Watson Island

Stations Within Miami Beach Area Cluster:

5th St./Alton Rd.
5th St./Meridion Rd.
Washington Ave./7th St.
Washington Ave./10th St.
Washington Ave./14th St.
Washington Ave./Lincoln Rd.
17th St./ Drexel Ave.
17th St./Meridian Ave.
17th St./Alton Rd.
Alton Rd./16th St.
Alton Rd./Espanola
Alton Rd./12th St.
Alton Rd./9th St.
Alton Rd./6th St.
Terminal Island
Alton Rd./4th St.
West Ave.
Dade Blvd./Michigan Ave.
Dade Blvd./Meridian Ave.
Dade Blvd./Washington Ave.
22nd St./Collins Ave.
Collins Ave./18th St.
Washington Ave./3rd St.
South Pointe
Alton Rd./2nd St.
Convention Center (special events)