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To: Shannon Kelley, Environmental Scientist III, Planning and Environmental Management Office, FDOT District Six

From: Keith Stannard, Associate Vice President, Ecological Services Manager, AECOM Technical Services, Inc.

Subject: Financial Management Number: 432639-1-22-01
Air Quality Screening Test
SR 826 Expressway Express Lanes PD&E Study
Miami-Dade County

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT. This Air Quality Technical Memorandum has been prepared in accordance with Part 2, Chapter 19 – Air Quality of the FDOT PD&E Manual (January 14, 2019).

The FDOT District Six is conducting a Project Development and Environment (PD&E) Study for SR 826 (Palmetto Expressway) from US 1 (SR 5) to SR 836 (Dolphin Expressway), a distance of approximately seven miles. The purpose of this project is to add capacity to the SR 826 corridor to meet future transportation demand, improve travel time reliability and to provide long-term mobility options by constructing an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility and emergency evacuation. The project is located in Miami-Dade County. The predominant land use within the project corridor is residential (51.28 percent) followed by Retail/Office (14.15 percent) and Public/Semi-Public (11.57 percent).

The project area is currently designated as being in attainment for meeting the Environmental Protection Agency's National Ambient Air Quality Standards (NAAQS) for six air pollutants - ozone (O₃), nitrogen dioxide (NO₂), particulate matter [one for "coarse" particles (PM₁₀) and one for "fine" particles (PM_{2.5})], sulfur dioxide (SO₂), carbon monoxide (CO), and lead (Pb).

The project is located in an area which is designated attainment for all of the NAAQS under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

Air quality analysis during the PD&E Study involves analysis only for CO, PM_{2.5}, and PM₁₀ and varies according to the size of the project, existing air quality issues, and the degree of controversy regarding the project. Per Part 2, Chapter 19 of the PD&E Manual, the entire state of Florida is currently in attainment for CO because most transportation improvement projects reduce delay and congestion. Therefore, a project level analysis for CO is not required as violations of the NAAQS are not expected to occur. In addition, Florida is in attainment for both PM_{2.5} and PM₁₀ and the only issues encountered at the project level are temporary in nature during construction. Per Part 2, Chapter 19 of the PD&E Manual, no project level analysis is performed for PM_{2.5} and PM₁₀.

Agency coordination to obtain air quality related information occurred during the ETDM phase through the ETDM Programming Screen (ETDM #14308) and the Advance Notification (AN) process. The original ETDM Programming Screen Summary Report was published on March 31, 2017 and re-published on March 13, 2018.

During the ETDM phase, the FDOT District 6 and the EPA reviewed the project and listed a degree of effect of 'Minimal' for air quality for all Build Alternatives. While no permanent effects to air quality are anticipated, potential temporary impacts to air quality could occur as a result of emissions from equipment and dust generated from project construction activities. Short-term air quality impacts due to construction will be minimized by adherence to all applicable State and local regulations and to the FDOT's Standard Specification for Bridge and Road Construction.

During the PD&E phase, this project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No-Build alternative. Therefore, this project is exempt from MSAT analysis.