



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

March 7, 2009

Mr. A. Stanley Meiburg
Acting Regional Administrator
United States Environmental Protection Agency -Region 4
Atlanta Federal Center
61 Forsyth Street
Atlanta, Georgia 30303-8960

Dear Mr. Meiburg:

On behalf of Governor Charlie Crist, I am responding to your December 19, 2008, letter regarding recommendations for the designation of "attainment," "nonattainment," or "unclassifiable" areas in Florida with respect to the 2008 revised national ambient air quality standard (NAAQS) for ozone.

The period 2006-2008 serves as the most recent three consecutive years of quality-assured, certified air quality data for Florida to determine the compliance status with respect to the new ozone standard. Based on the 2006-2008 ozone data, Florida currently has six counties exceeding the ozone standard: Escambia, Santa Rosa, Bay, Hillsborough, Manatee and Sarasota. The data for these monitors and all ozone monitors in Florida are provided in the enclosed Table 1.

According to the guidance document you provided, the U.S. Environmental Protection Agency (EPA) recommends the Core Based Statistical Area (CBSA) as the "presumptive" boundary for an ozone nonattainment area. In Florida, four separate CBSAs contain the exceeding ozone monitors:

- 1.) Pensacola-Ferry Pass-Brent CBSA, consisting of Escambia and Santa Rosa Counties;
- 2.) Panama City-Lynn Haven CBSA, consisting of Bay County;
- 3.) Tampa-St.Petersburg-Clearwater CBSA, consisting of Hernando, Pasco, Pinellas and Hillsborough Counties; and
- 4.) Sarasota-Bradenton-Venice CBSA, consisting of Sarasota and Manatee Counties.

Mr. A. Stanley Meiburg
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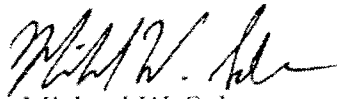
These areas can be seen on the enclosed map, Figure 1.

I have no objection to the use of EPA's presumptive boundaries that would designate the four CBSAs with the exceeding monitors as ozone nonattainment areas, with the rest of the counties in the state designated as attainment. The Florida Department of Environmental Protection (DEP) has received comments and information from several counties within some of these CBSA's providing a different point of view. I have enclosed these letters for your consideration in making the final determination. In developing an ozone control strategy, DEP will consider the contributions of sources located both within and outside of the nonattainment area boundaries.

I realize that, in making your final determination, the air quality data for 2009 may be considered. Florida has a number of counties that are bordering on the level of the ozone standard, both above and below, and the 2009 data could change their attainment status. DEP will work closely with your agency to assure these data are timely reviewed and that the appropriate designations are made.

Thank you for your continued support of our efforts to fully implement the Clean Air Act in Florida. If you have any questions regarding this letter, please contact Joe Kahn, Director of DEP's Division of Air Resource Management, at (850) 488-0114.

Sincerely,



Michael W. Sole
Secretary

Enclosures

cc: Mimi A. Drew, Deputy Secretary, Regulatory Programs, DEP
Joseph Kahn, Director, Division of Air Resource Management, DEP

Table 1: Design values based on 2006-2008 data for all ozone monitors in Florida. Monitors with 2006-2008 ozone design values above the 2008 standard of 0.075 ppm are highlighted in red.

AIRS ID	Monitor Name	County	Design Value
			(ppm) 2006-2008
001-3011	Paynes	Alachua	0.074
003-0002	Osceola	Baker	0.068
005-0006	St. Andrews	Bay	0.076
009-0007	Melbourne	Brevard	0.069
009-4001	Freedom 7	Brevard	0.071
011-0031	Sawgrass	Broward	0.062
011-2003	Pompano	Broward	0.063
011-8002	John U. Lloyd	Broward	0.068
021-0004	Laurel Oaks	Collier	0.070
023-0002	Veterans	Columbia	0.070
031-0077	Sheffield	Duval	0.075
031-0100	Mayo Clinic	Duval	0.073
033-0004	Ellyson	Escambia	0.079
033-0018	Pensacola	Escambia	0.079
055-0003	Archbold	Highlands	0.073
057-0081	Simmons	Hillsborough	0.081
057-1035	Davis Island	Hillsborough	0.075
057-1065	USMC	Hillsborough	0.079
057-3002	Sydney Road	Hillsborough	0.076
059-0004	Airport	Holmes	0.071
069-0002	Lost Lake	Lake	0.074
071-2002	Rotary Park	Lee	0.068
071-3002	Bay Oaks	Lee	0.069
073-0012	TCC	Leon	0.070
073-0013	Miccosukee	Leon	0.072
081-3002	Port Manatee	Manatee	0.077
081-4012	Bray Park	Manatee	0.078
083-0003	YMCA	Marion	0.072
083-0004	County Sheriff	Marion	0.072
086-0027	Miami U	Miami-Dade	0.074
086-0029	Perdue Medical	Miami-Dade	0.072
095-0008	Winegard	Orange	0.075
095-2002	Lake Isle	Orange	0.075
097-2002	Fire Street	Oseola	0.072
099-0009	Waste Water	Palm Beach	0.067
099-0020	Hospital	Palm Beach	0.067
099-2101	FL Sugar	Palm Beach	0.064
101-0005	San Antonio	Pasco	0.075
101-2001	Holiday	Pasco	0.072
103-0004	St. Petersburg	Pinellas	0.071
103-0018	Azalea Park	Pinellas	0.071
103-5002	East Lake	Pinellas	0.072
105-6005	Sikes	Polk	0.074
105-6006	Baptist Home	Polk	0.075
111-1002	911 Center	St. Lucie	0.065
113-0015	Woodlawn	Santa Rosa	0.081
115-1005	Lido	Sarasota	0.076
115-1006	Paw Park	Sarasota	0.075
115-2002	Jackson Road	Sarasota	0.074
117-1002	Seminole CC	Seminole	0.072
127-2001	Port Orange	Volusia	0.066
127-5002	Blind Services	Volusia	0.066
129-0001	St. Marks Refuge	Wakulla	0.072

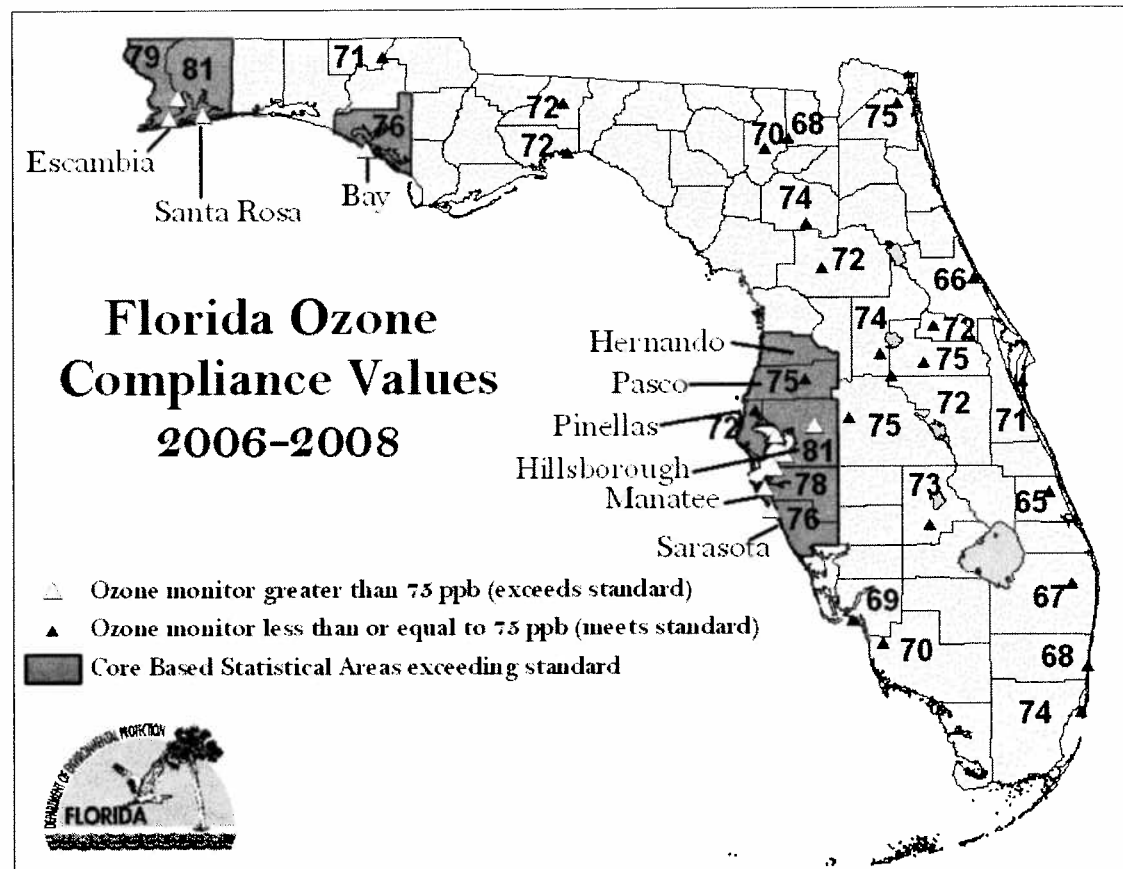


Figure 1: EPA presumed boundaries for Florida nonattainment areas for the 2008 ozone standard. The bolded boundaries for the areas shaded in red represent the Core Based Statistical Area (CBSA) boundaries for areas with a monitor that is exceeding the standard. The numbers in each county represent the highest reported 2006-2008 ozone design value from the monitors in that county. The triangles in yellow represent the monitors exceeding the 2008 ozone standard.



Walter T. Kelley
Chair

Brenda Hendricks
Vice Chair

Transportation Planning Organization

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Bay County Office: 651 West 14th Street – Suite E, Panama City, FL 32401
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February 19, 2009

Mr. Tom Rogers
Environmental Consultant
Mobile Source Control Section
Bureau of Air monitoring and Mobile Sources
2600 Blair Stone Road, MS #5510
Tallahassee, Florida 32399-2400

Dear Mr. Rogers,

RE: Resolution BAY 09-03

At the February 18, 2009 meeting the Bay County Transportation Planning Organization (TPO) adopted Resolution BAY 09-03 that requests the Department of Environmental Protection (DEP) recommend to the Environmental Protection Agency (EPA) that Bay County be designated in attainment for the Ozone Standard.

The Bay County TPO feels that due to the reasons listed below, it is reasonable to believe that by the time EPA makes the official designation in March of 2010, Bay County would be within the 75 parts per billion regulation. The reasons are:

- Pattern of decline in ozone levels for previous three years
- Increase in ridership of public transportation in Bay County
- TPO support of "Saving Energy Through Public Transportation Act of 2008"
- Planned Public Transit Expansion in Bay County
- Continued efforts in Commuter Assistance to support vanpools and carpools
- Aggressive Intelligent Transportation System plan implementation, which lowers idling times; therefore lowering vehicle emissions
- Installation of nitrogen scrubbers by Gulf Power at their generating plants

Please find enclosed a copy of the signed resolution, BAY 09-03, requesting that the DEP recommend to the EPA that Bay County be designated as in attainment for the new ozone standard, as well as documentation of supporting evidence.

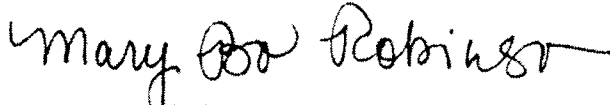


"... planning for the future transportation needs of Bay County and its municipalities..."

February 19, 2009
Letter- Mr. Tom Rogers
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We look forward to further discussions. If there is any additional information we can provide, please contact Rhonda Grice at rhonda.grice@wfrpc.org or (850) 332-7976 ext 214.

Sincerely,



Mary Bo Robinson
Director of Transportation Planning

Enclosures: Resolution BAY 09-03
Annual Attainment Reports
Annual Rider-Ship Graphs
"Saving Energy through Public transportation Act of 2008"

copies to: Jim DeVries, FDOT
Bryant Paulk, FDOT
Stacie Blizzard, FHWA

RESOLUTION BAY 09- 03

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION REQUESTING THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION RECOMMEND TO THE U.S. ENVIRONMENTAL PROTECTION AGENCY BAY COUNTY BE DESIGNATED AS BEING IN ATTAINMENT FOR THE OZONE STANDARD

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the Governor of Florida as being responsible, together with the State of Florida, for carrying out provisions of Title 12, Sections 134(h) and (i)(2)(3), United States Code, Part 23, Sections 450.324, 326, 328, 330, and 332, Code of Federal Regulations and Subsection 339.175(5) and (7), Florida Statutes in the Panama City - FL Urbanized Area; and

WHEREAS, the TPO has a responsibility under the Clean Air Act and Titles 23 and 49 USC to plan a transportation system for the urbanized area which meets air quality standards; and

WHEREAS, the transportation conformity process establishes a major connection between transportation planning and emission reductions from transportation sources and compliance with conformity requirements is linked to continued funding of transportation plans, programs, and projects by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, in 1997, the U.S. Environmental Protection Agency changed the standard for ground-level ozone from a one-hour standard to an average eight-hour standard of 80 parts per billion, and most currently has set the eight-hour standard to 75 parts per billion.

WHEREAS, the ozone monitor in Bay County has recorded three-year eight-hour ozone averages of 78, 77 AND 76 parts per billion for 2004-2006; 2005-2007, AND 2006-2008 respectively, which shows an obvious pattern of decline.

WHEREAS, combined with other efforts of the Bay County TPO mentioned below, it is reasonable to expect that in 2009, a 75 parts per billion eight-hour ozone average will be recorded, and therefore Bay County will be in attainment.

**NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION THAT:**

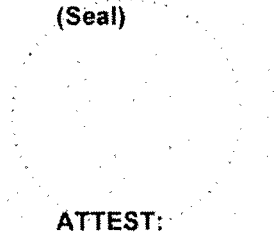
The Bay County Transportation Planning Organization requests that the Florida Department of Environmental Protection recommend that Bay County be designated as in attainment for the following reasons:

1. Since implementation of the eight-hour ozone standard in 1997, governmental agencies and the private sector have initiated emission control programs to reduce the formation of ground-level ozone. These programs include the eastern states NOx SIP Call, implementation of revised State Implementation Plans, reformulated gasoline, reduced sulfur diesel fuel, improved motor vehicle emission standards and fuel efficiency standards, and emissions reductions for small engine, off-road equipment.
2. The pattern of decline in the ozone readings for Bay County.
3. Planned public transit expansion and increased ridership will continue to assist in the reduction of NOx in Bay County.
4. Continued efforts in Commuter Assistance to support carpools and vanpools and other means of alternative modes of transportation.

5. Bay County has an aggressive Intelligent Transportation System Plan, which helps to lower idling times; therefore lowering vehicle emissions.
6. The TPO is in support of the "Saving Energy through Public Transportation Act of 2008", which would allow for funding the purchase of clean air vehicles, diesel retrofit programs and alternative fuels (bio-diesel and natural gas) to reduce the emissions of the public transit system. The TPO is pursuing funds to establish an alternative (clean) fuel facility and begin replacing diesel-fueled revenue vehicles with alternative fueled vehicles as they reach the end of their useful life.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 18th day of February 2009.

(Seal)



ATTEST:

**BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION**

BY: Walter T. Kelley
Walter T. Kelley, Chairman



Florida
Department of Environmental Protection

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Air Resource Management

Attainment Status for 2008

St. Andrews State Park

Ad Hoc Reporting

Data on this page are updated daily when complete data are received.

Data used to determine Attainment averages on this page are from Ozone Season Only (1 March - 31 Oct) of each year. Data marked excluded have been omitted.

It is important to note that the ozone monitoring data less than three months old viewed on this website have generally not been verified and checked for quality assurance in accordance with federal requirements.

**AIRS # A005-0006
St. Andrews State Park**

2005, 2006 and 2007 data are needed to determine an area's attainment status with the 8-hr ozone standard. If the average is higher than 75 parts per billion, the area will not meet the ozone standard.

Year	4th Highest 8hr Average (displayed in parts per billion)	Date
2008	75	22-APR
2007	77	19-APR
2006	77	06-JUN
2005	78	13-SEP

2007 3yr Attainment Average = 77

2008 Year-to-Date 3 Year Running Average = 76

* = Data Not Available

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Version 3.0, March 2005

Last updated: March 14, 2008

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Air Resource Management

Attainment Status for 2007

St. Andrews State Park

Ad Hoc Reporting

Data on this page are updated daily when complete data are received.

Data used to determine Attainment averages on this page are from Ozone Season Only (1 March - 31 Oct) of each year. Data marked excluded have been omitted.

It is important to note that the ozone monitoring data less than three months old viewed on this website have generally not been verified and checked for quality assurance in accordance with federal requirements.

AIRS # A005-0006
St. Andrews State Park

2004, 2005 and 2006 data are needed to determine an area's attainment status with the 8-hr ozone standard. If the average is higher than 75 parts per billion, the area will not meet the ozone standard.

Year	4th Highest 8hr Average (displayed in parts per billion)	Date
2007	77	19-APR
2006	77	06-JUN
2005	78	13-SEP
2004	81	29-SEP
2006 3yr Attainment Average =		78
2007 Year-to-Date 3 Year Running Average =		77

* = Data Not Available

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Air Resource Management

Attainment Status for 2006

St. Andrews State Park

Ad Hoc Reporting

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Data used to determine Attainment averages on this page are from Ozone Season Only (1 March - 31 Oct) of each year. Data marked excluded have been omitted.

It is important to note that the ozone monitoring data less than three months old viewed on this website have generally not been verified and checked for quality assurance in accordance with federal requirements.

**AIRS # A005-0006
St. Andrews State Park**

2003, 2004 and 2005 data are needed to determine an area's attainment status with the 8-hr ozone standard. If the average is higher than 75 parts per billion, the area will not meet the ozone standard.

Year	4th Highest 8hr Average (displayed in parts per billion)	Date
2006	77	06-JUN
2005	78	13-SEP
2004	81	29-SEP
2003	84	13-APR

2005 3yr Attainment Average = 81
2006 Year-to-Date 3 Year Running Average = 78

* = Data Not Available

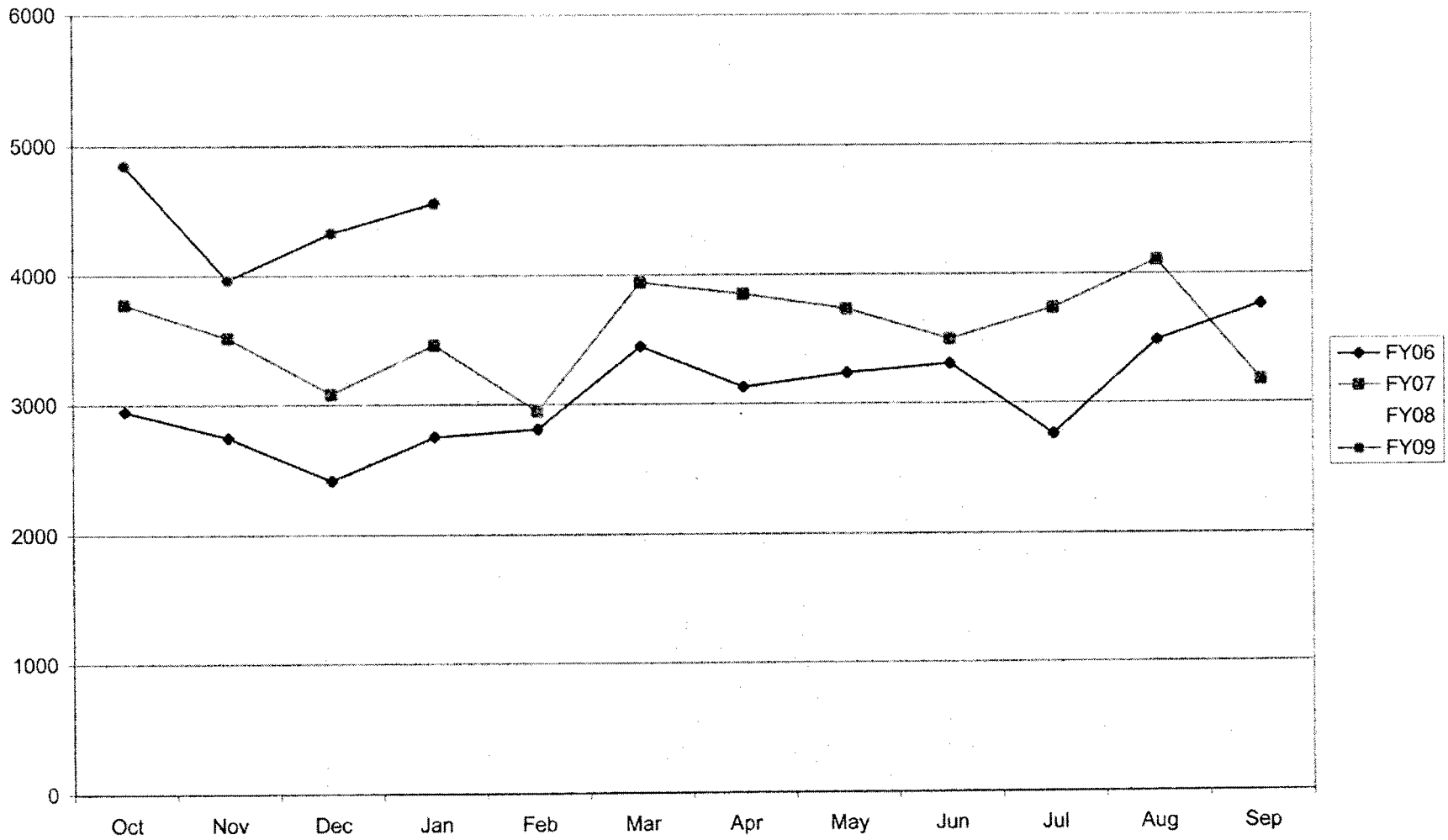
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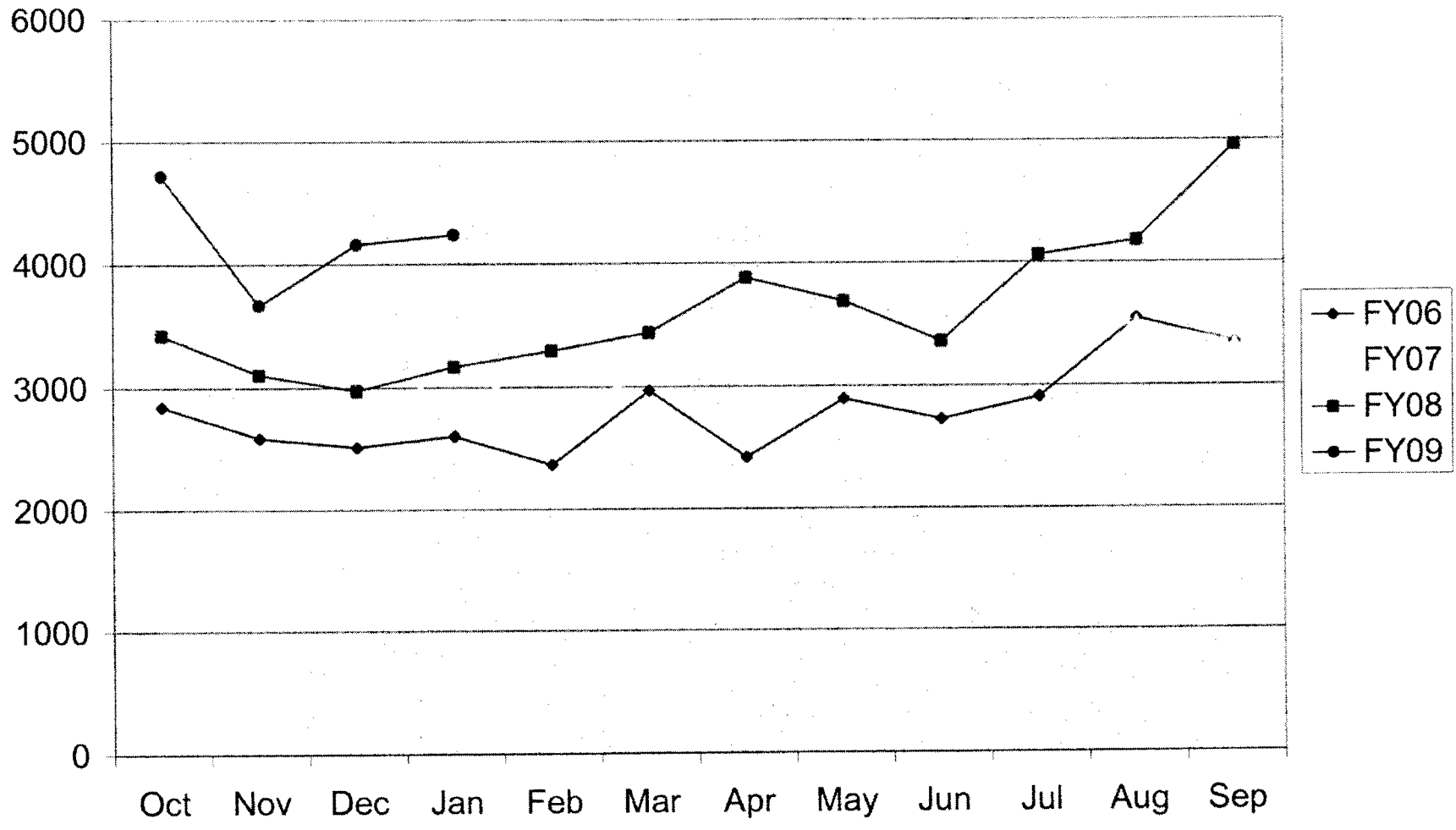
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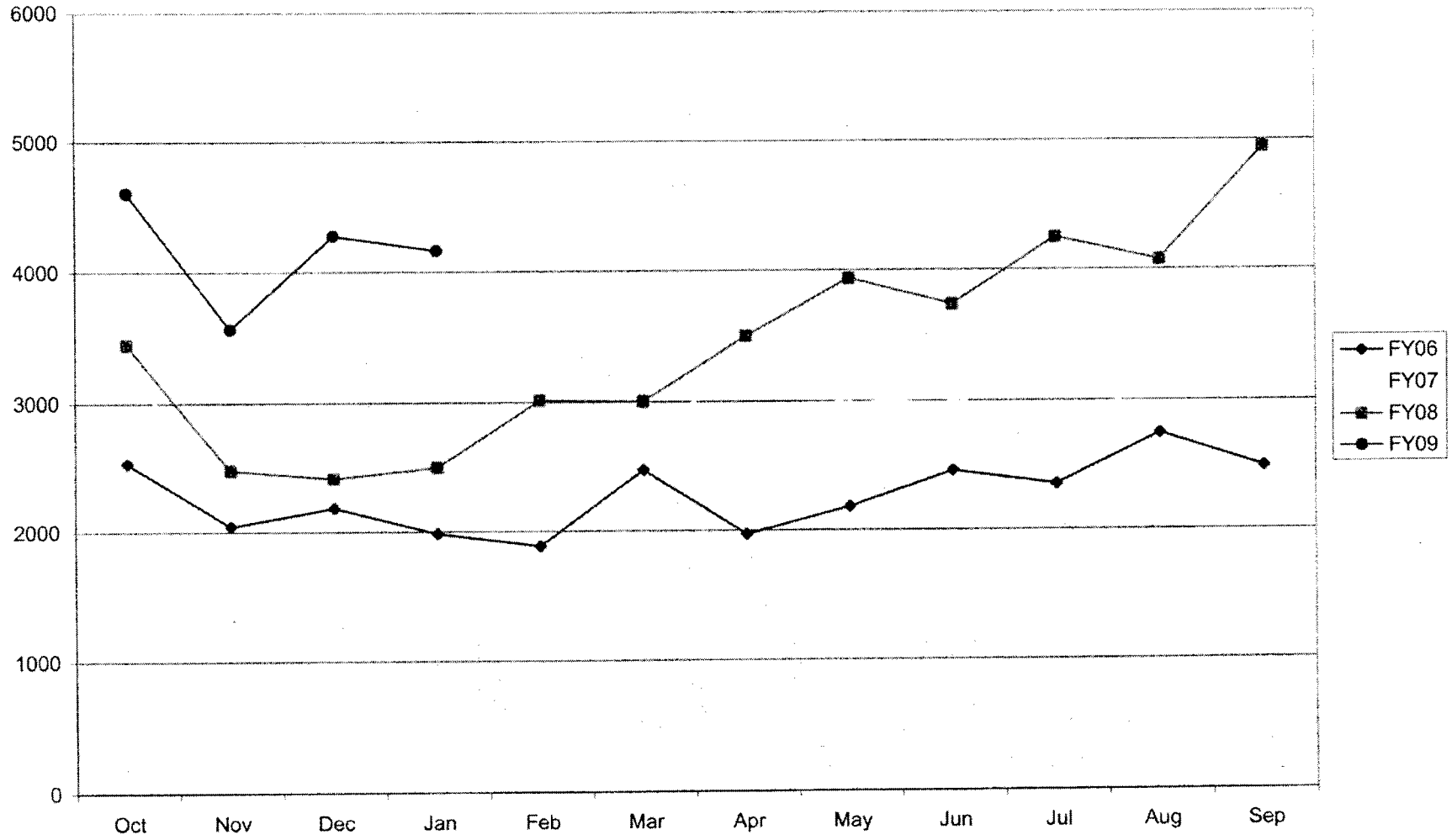
Route 1 Ridership



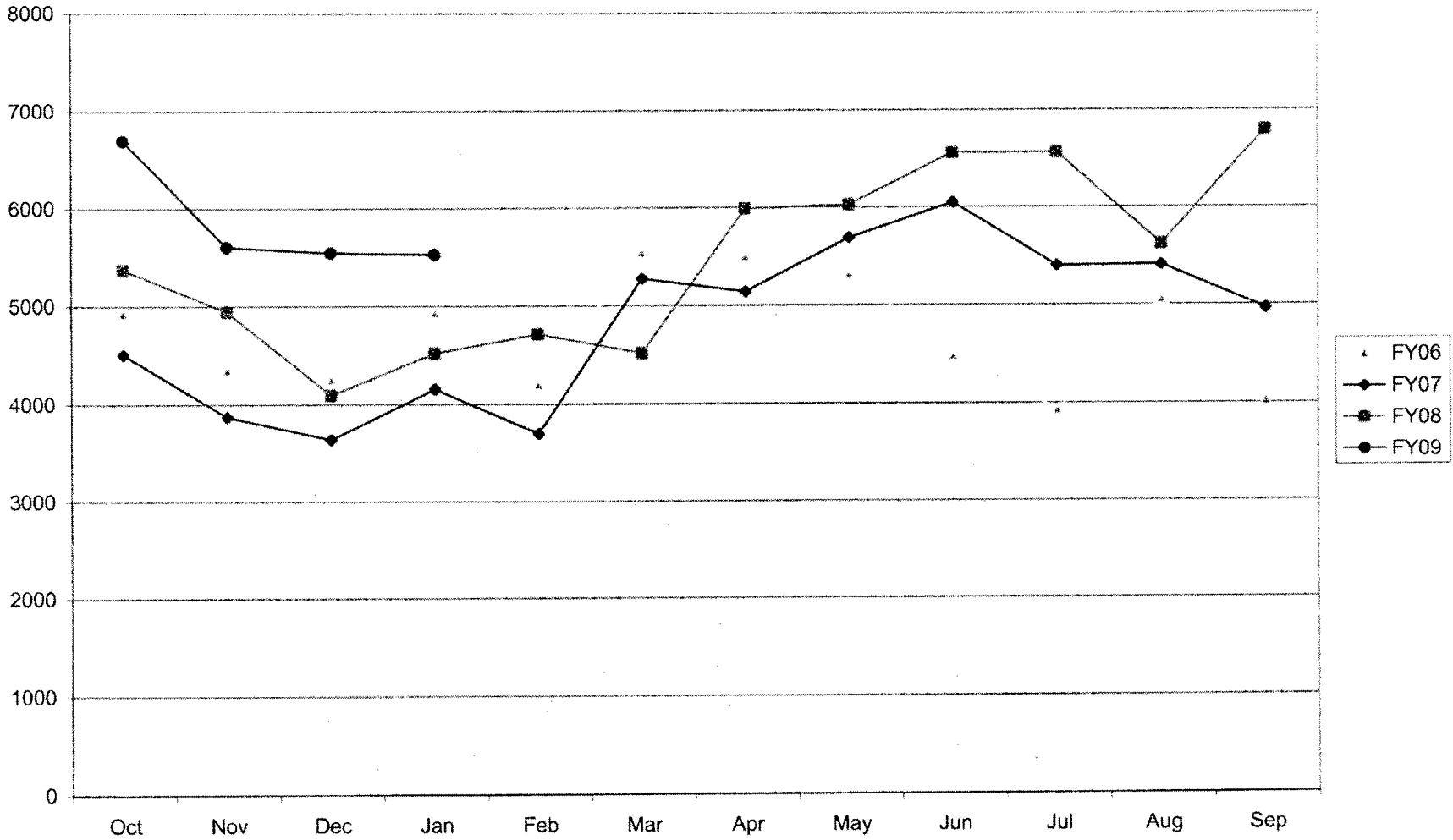
Route 2



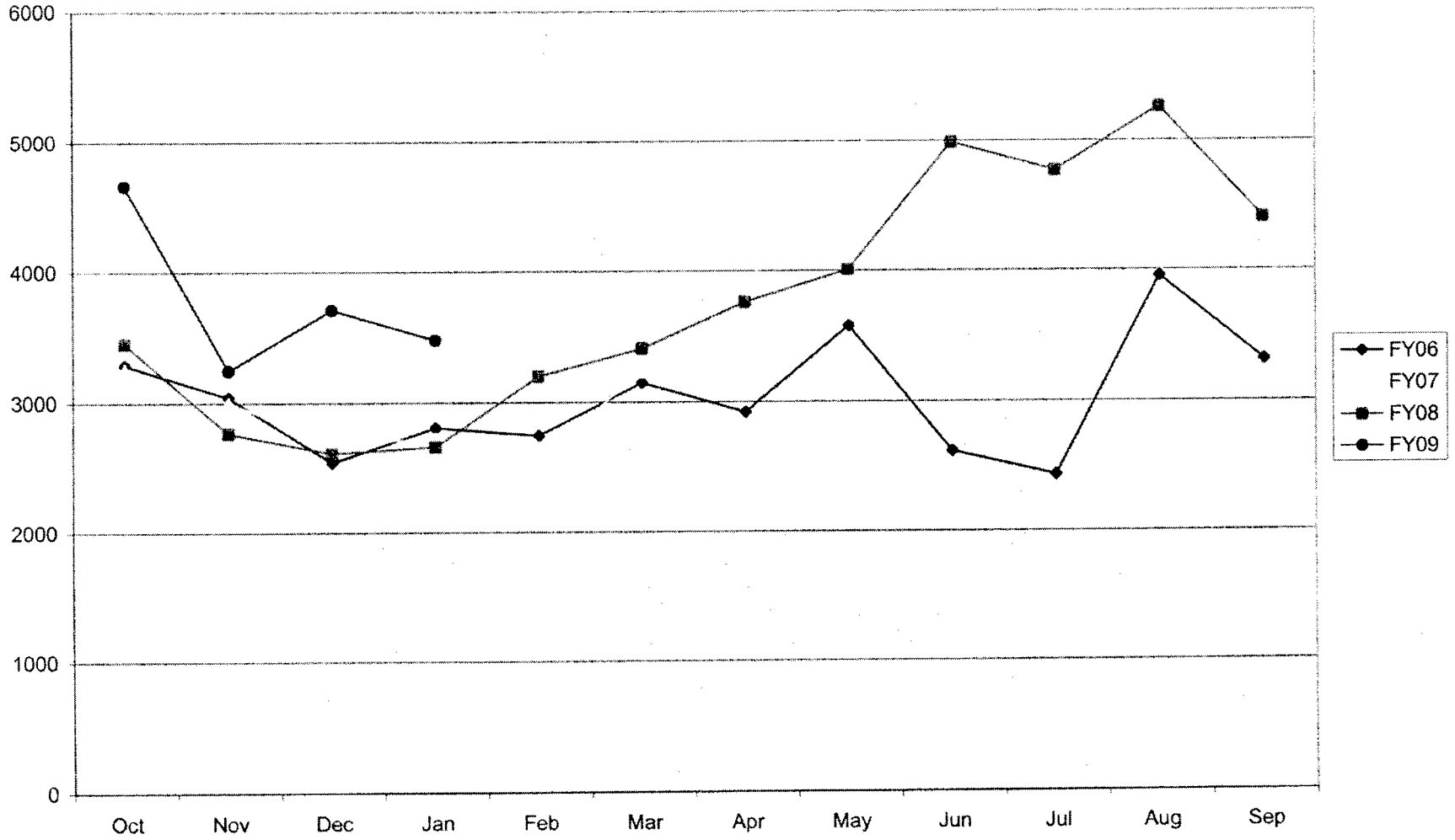
Route 3 Ridership



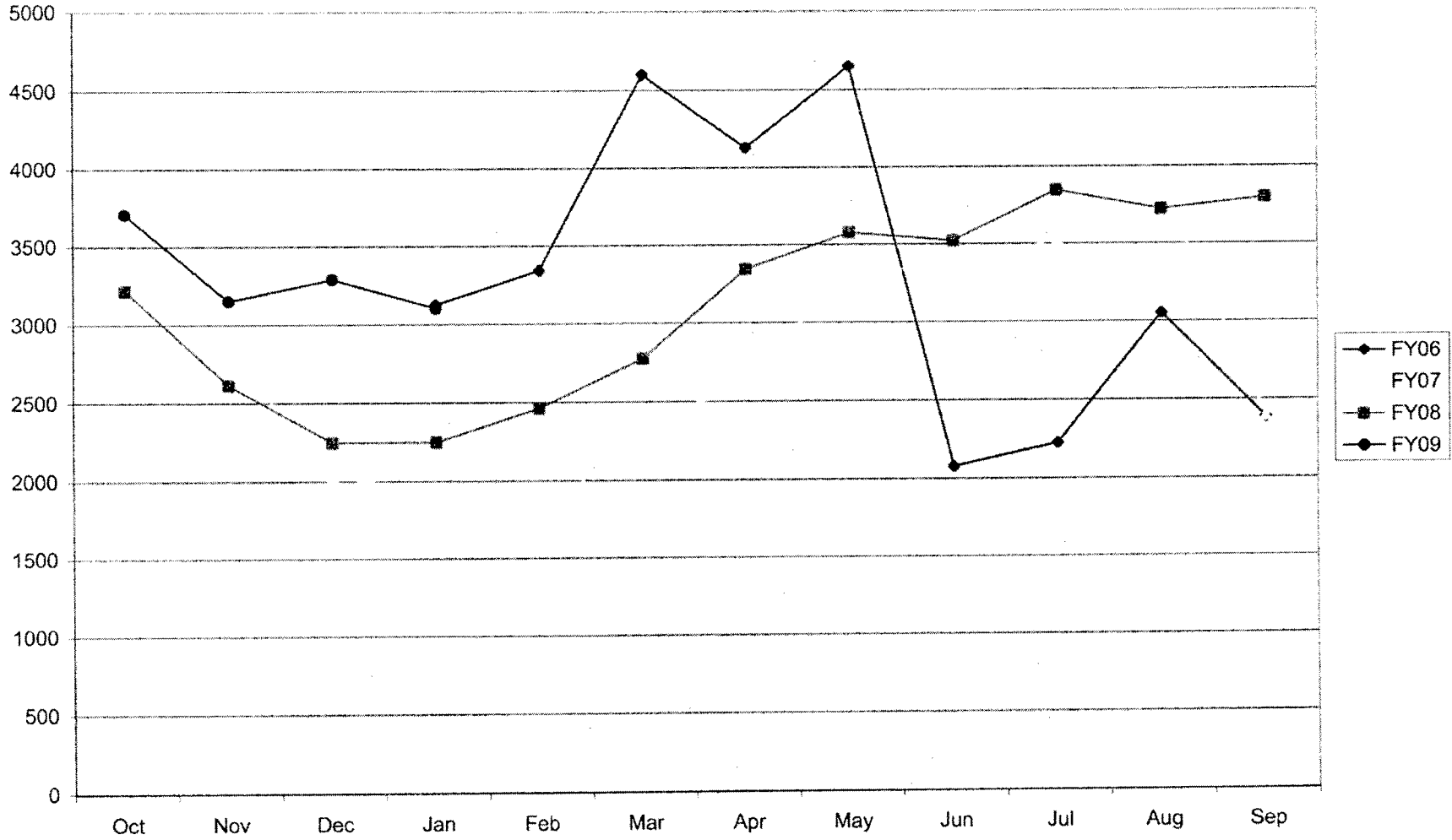
Route 4 Ridership

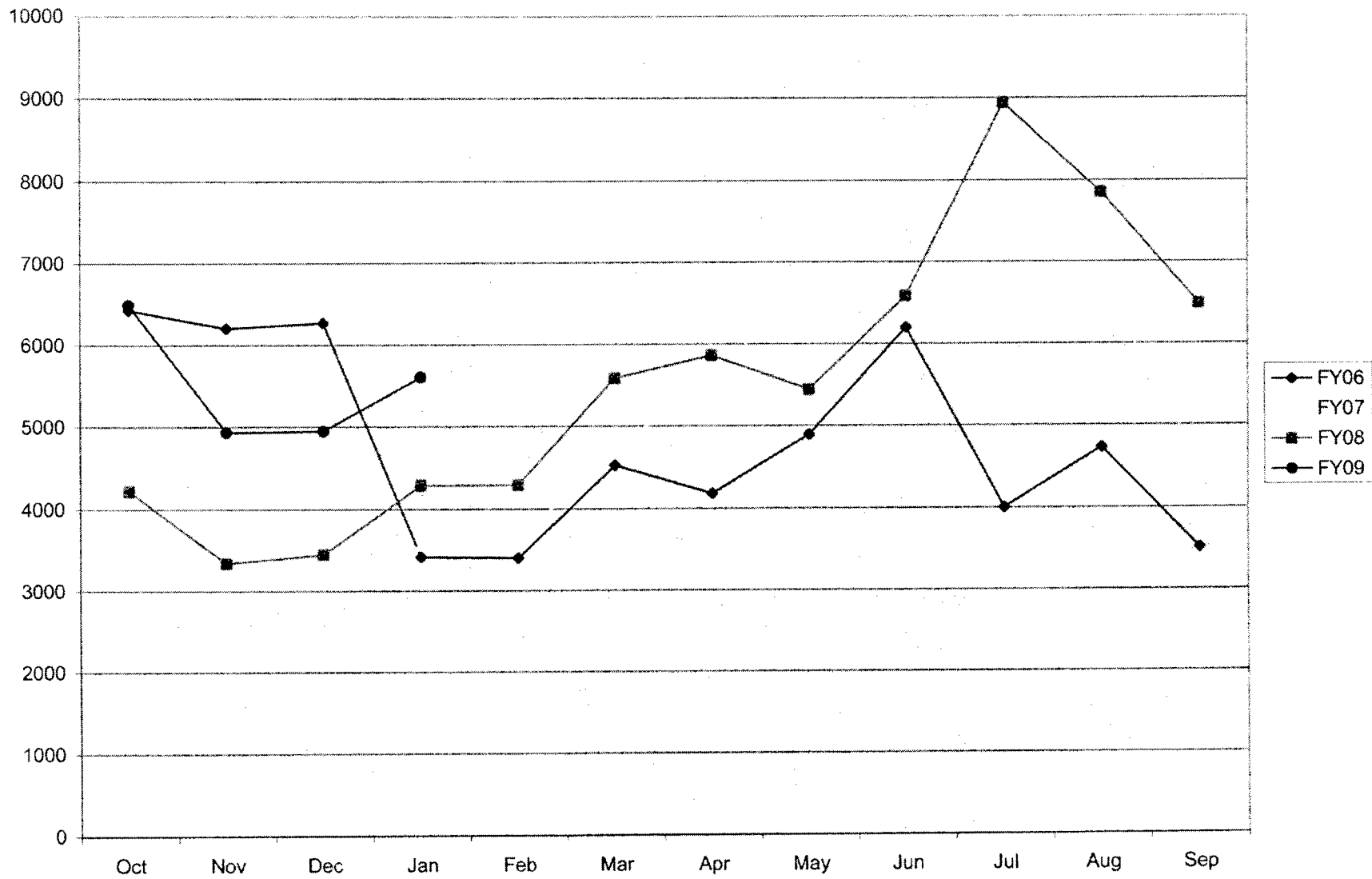


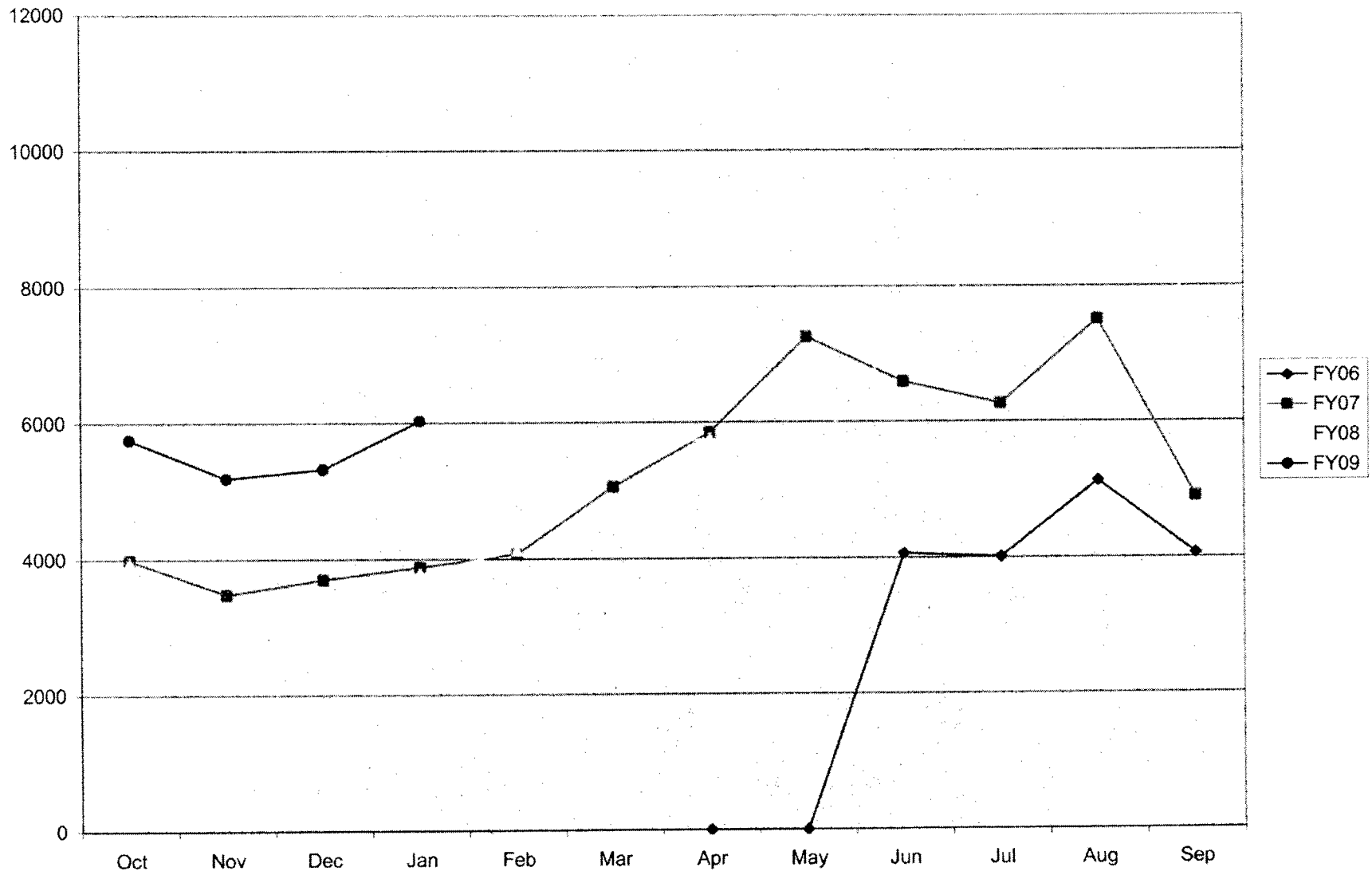
Route 5 Ridership



Route 6 Ridership







COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
H.R. 6052, THE "SAVING ENERGY THROUGH PUBLIC TRANSPORTATION ACT OF 2008"

June 12, 2008

BACKGROUND

In 2007, Americans took more than 10.3 billion trips on public transportation, the highest level in 50 years. Public transportation use is up 32 percent since 1995, a figure that is more than double the growth rate of the population and up substantially over the growth rate for vehicle miles traveled on our nation's highways for that same period. Public transportation use saves fuel, reduces emissions, and saves money. Public transportation use saves the United States the equivalent of 4.2 billion gallons of gasoline annually, or more than 11 million gallons of gasoline per day. Public transportation use is estimated to reduce carbon dioxide emissions by 37 million metric tons annually. A commuter who switches from driving to work alone to public transportation can reduce carbon dioxide emissions by 20 pounds per day, or more than 4,800 pounds in a year. Public transportation use provides an affordable alternative to driving, as households that use public transportation save an average of \$6,251 every year. As such, increasing public transportation use is a priority of the Committee on Transportation and Infrastructure.

A primary objective of H.R. 6052, the "Saving Energy Through Public Transportation Act of 2008", is to reduce the United States dependence on foreign oil by encouraging more people to use public transportation. According to a recent study, if Americans used public transit at the same rate as Europeans – for roughly 10 percent of their daily travel needs – the United States could reduce its dependence on imported oil by more than 40 percent, nearly equal to the 550 million barrels of crude oil that we import from Saudi Arabia each year.

H.R. 6052, THE "SAVING ENERGY THROUGH PUBLIC TRANSPORTATION ACT OF 2008"

To increase public transportation use across the United States, H.R. 6052, the "Saving Energy Through Public Transportation Act of 2008":

- ***Authorizes \$1.7 Billion of Capital and Operating Funds for Transit Agencies to Reduce Fares and Expand Transit Services.*** This section authorizes \$850 million (General Fund) for each of fiscal years 2008 and 2009 to allow public transit agencies to reduce transit fares and expand transit services. These funds will allow transit agencies to provide incentives for commuters to choose transit options, thereby reducing our nation's transportation-related energy consumption and reliance on foreign oil, as well as decreasing its greenhouse gas emissions. These funds will be distributed under current law urban and rural transit formulas (49 U.S.C. 5307 and 49 U.S.C. 5311, respectively). The Federal share for these grants is 100 percent and funds will only be available for a two-year period.
- ***Increases the Federal Share for Clean Fuel and Alternative Fuel Transit Bus, Ferry, or Locomotive-related Equipment and Facilities from 90 percent to 100 percent.*** Under current law, the Federal share of the portion of transit buses, ferries, or locomotives that is for clean fuel or alternative fuel-related equipment or facilities for compliance with the Clean Air Act is 90 percent. Under the Federal Transit Administration's interpretation

of current law, the total Federal share for alternative fuel buses only increases from 80 percent to 83 percent. The bill increases the Federal share for the alternative fuel vehicle-related equipment from 90 percent to 100 percent of the net project cost for fiscal years 2008 and 2009. As a result, the total Federal share for such buses will be more than 90 percent.

- ***Extends Transit Benefits to All Federal Employees.*** Under current law, all Federal agencies within the National Capital Region are required to establish a transit pass benefits program and offer transit passes to Federal employees. The bill establishes a nationwide Federal transit pass benefits program and requires all Federal agencies in the United States to offer transit passes to Federal employees. The bill also requires that the Department of Transportation (“DOT”) to establish specific guidance for implementing the nationwide transit pass benefits program. The guidance will ensure that Federal agencies have the necessary administrative procedures to ensure that Federal employees properly use the program.

The current law requirement originated with Executive Order 13150, signed by President Clinton on April 21, 2000. The Executive Order required that all Federal agencies within the National Capital Region offer transit passes to Federal employees. It also required the Department of Transportation (“DOT”), the Environmental Protection Agency, and the Department of Energy to implement a nationwide three-year pilot transit pass benefit program for all qualified Federal employees of those agencies.

The Department of Transportation has determined that both the National Capital Region program and the nationwide pilot program are a success, and recommends that the transit pass benefits program be extended to all Federal employees nationwide.

- ***Establishes a Vanpool Pilot Program.*** The bill establishes a two-year pilot program to allow the amount expended by private providers of public transportation by vanpool for the acquisition of vans to be used as the non-Federal share for matching Federal transit funds in five communities. Under current law, only local public funds may be used as local match, and this pilot program allows private funds to be used in limited circumstances. The provision requires the private providers of vanpool services to use revenues they receive in providing public transportation, in excess of its operating costs, for the purpose of acquiring vans, excluding any amounts the providers may have received in Federal, State, or local government assistance for such acquisition. The Department of Transportation will implement and oversee the vanpool pilot projects, and will report back to Congress on the costs, benefits, and efficiencies of the vanpool demonstration projects.
- ***Increases the Federal Share for Additional Parking Facilities at End-Of-Line Fixed Guideway Stations.*** The bill increases the Federal share for additional parking facilities at end-of-line fixed guideway stations to increase the total number of transit commuters who have access to those stations. The bill increases the Federal share from 80 percent to 100 percent for fiscal years 2008 and 2009.

H.R. 6052, the "Saving Energy Through Public Transportation Act of 2008"
Additional Funding for Fiscal Year 2008 and Fiscal Year 2009

State	Urbanized Formula	Rural Formula	Total
Alabama	\$6,750,106	\$5,127,950	\$11,878,056
Alaska	\$8,990,494	\$2,611,066	\$11,601,560
American Samoa	\$0	\$102,908	\$102,908
Arizona	\$22,084,556	\$3,701,172	\$25,785,728
Arkansas	\$3,370,610	\$3,923,702	\$7,294,312
California	\$257,306,252	\$8,839,714	\$266,145,966
Colorado	\$22,056,088	\$3,330,770	\$25,386,858
Connecticut	\$17,873,936	\$1,034,046	\$18,907,982
Delaware	\$2,825,406	\$472,650	\$3,298,056
District of Columbia	\$30,473,236	\$0	\$30,473,236
Florida	\$75,930,720	\$5,125,452	\$81,056,172
Georgia	\$28,838,216	\$6,394,574	\$35,232,790
Guam	\$0	\$278,158	\$278,158
Hawaii	\$10,917,098	\$752,676	\$11,669,774
Idaho	\$2,425,670	\$2,347,844	\$4,773,514
Illinois	\$94,403,766	\$5,485,088	\$99,888,854
Indiana	\$15,001,184	\$5,211,760	\$20,212,944
Iowa	\$5,495,404	\$3,974,260	\$9,469,664
Kansas	\$4,212,468	\$3,737,594	\$7,950,062
Kentucky	\$7,942,162	\$4,931,166	\$12,873,328
Louisiana	\$12,753,386	\$4,014,012	\$16,767,398
Maine	\$1,325,986	\$2,125,466	\$3,451,452
Maryland	\$30,644,496	\$1,887,996	\$32,532,492
Massachusetts	\$51,594,636	\$1,339,922	\$52,934,558
Michigan	\$28,379,808	\$6,708,788	\$35,088,596
Minnesota	\$19,441,588	\$4,966,136	\$24,407,724
Mississippi	\$2,098,094	\$4,481,076	\$6,579,170
Missouri	\$15,975,806	\$5,372,202	\$21,348,008
Montana	\$1,118,022	\$3,164,060	\$4,282,082
N. Mariana Islands	\$292,770	\$15,842	\$308,612
Nebraska	\$3,453,570	\$2,652,022	\$6,105,592
Nevada	\$10,915,586	\$2,058,894	\$12,974,480
New Hampshire	\$2,013,914	\$1,332,486	\$3,346,400
New Jersey	\$92,401,374	\$1,239,280	\$93,640,654
New Mexico	\$3,980,980	\$3,344,844	\$7,325,824
New York	\$230,952,140	\$6,770,700	\$237,722,840
North Carolina	\$17,951,528	\$8,253,096	\$26,204,624
North Dakota	\$1,323,640	\$1,667,696	\$2,991,336
Ohio	\$36,466,862	\$7,700,970	\$44,167,832
Oklahoma	\$5,590,330	\$4,421,700	\$10,012,030
Oregon	\$16,064,226	\$3,865,844	\$19,930,070
Pennsylvania	\$62,317,258	\$7,799,490	\$70,116,748
Puerto Rico	\$19,093,758	\$636,758	\$19,730,516
Rhode Island	\$4,499,086	\$222,938	\$4,722,024
South Carolina	\$6,109,240	\$4,192,908	\$10,302,148
South Dakota	\$1,016,980	\$2,026,286	\$3,043,266
Tennessee	\$12,280,418	\$5,379,852	\$17,660,270
Texas	\$82,871,302	\$12,758,840	\$95,630,142
Utah	\$13,265,938	\$1,971,020	\$15,236,958
Vermont	\$452,052	\$1,020,106	\$1,472,158
Virgin Islands	\$354,076	\$0	\$354,076
Virginia	\$23,966,852	\$4,716,888	\$28,683,740
Washington	\$42,017,688	\$3,708,282	\$45,725,970
West Virginia	\$2,143,516	\$2,622,540	\$4,766,056
Wisconsin	\$16,127,320	\$5,205,822	\$21,333,142
Wyoming	\$598,402	\$1,972,688	\$2,571,090
Total Apportioned	\$1,488,750,000	\$199,000,000	\$1,687,750,000
Oversight	\$11,250,000	\$1,000,000	\$12,250,000
Grand Total	\$1,500,000,000	\$200,000,000	\$1,700,000,000

Source: Federal Transit Administration

Florida	
Bonita Springs--Naples, FL	\$793,906
Brooksville, FL	\$381,428
Cape Coral, FL	\$1,479,352
Daytona Beach--Port Orange, FL	\$1,584,126
Deltona, FL	\$624,526
Fort Walton Beach, FL	\$633,788
Gainesville, FL	\$749,752
Jacksonville, FL	\$5,659,940
Kissimmee, FL	\$817,684
Lady Lake, FL	\$177,244
Lakeland, FL	\$844,348
Leesburg--Eustis, FL	\$381,020
Miami, FL	\$36,985,062
North Port--Punta Gorda, FL	\$477,998
Ocala, FL	\$394,830
Orlando, FL	\$6,858,162
Palm Bay--Melbourne, FL	\$1,567,564
Panama City, FL	\$506,634
Pensacola, FL--AL	\$1,019,358
Port St. Lucie, FL	\$761,498
Sarasota--Bradenton, FL	\$2,238,888
St. Augustine, FL	\$219,848
Tallahassee, FL	\$859,160
Tampa--St. Petersburg, FL	\$8,376,318
Titusville, FL	\$225,526
Vero Beach--Sebastian, FL	\$488,370
Winter Haven, FL	\$620,206
Zephyrhills, FL	\$206,960
Statewide Rural Formula Funds	\$5,125,452
State Total	\$81,056,172

Georgia	
Albany, GA	\$381,398
Athens-Clarke County, GA	\$411,828
Atlanta, GA	\$23,099,154
Augusta-Richmond County, GA--SC	\$810,354
Brunswick, GA	\$191,598
Chattanooga, TN--GA	\$1,166,580
Columbus, GA--AL	\$741,790
Dalton, GA	\$204,510
Gainesville, GA	\$306,408
Hinesville, GA	\$224,788
Macon, GA	\$576,022
Rome, GA	\$231,422
Savannah, GA	\$1,144,532
Valdosta, GA	\$235,074
Warner Robins, GA	\$328,764
Statewide Rural Formula Funds	\$6,394,574
State Total	\$35,232,790

Hernando County Metropolitan Planning Organization

20 N. MAIN STREET, ROOM 262, BROOKSVILLE, FLORIDA 34601
PHONE (352)754-4057 SUNCOM 669-4057 FAX (352)754-4420



February 2, 2009

Mr. Tom G. Rogers, Environmental Administrator
Office of Policy Analysis and Program Management
Florida Department of Environmental Protection
2600 Blair Stone Road, M.S. 5500
Tallahassee, FL 32399-2400

RE: Hernando County Air Quality Designation

Dear Mr. Rogers:

The Hernando County Metropolitan Planning Organization (MPO) would like to express its opposition to being included as part of the area shown in non-compliance for ozone in recent maps distributed by the Florida Department of Environmental Protection. Hernando County is located on the northern edge of the Tampa, St. Petersburg-Clearwater Metropolitan Statistical Area (MSA). As such, we are located approximately forty (40) miles north of the urban core in central Hillsborough County, that is, the City of Tampa. Furthermore, Hernando County is not contiguous with the St. Petersburg-Clearwater Urbanized Area (UZA), and is isolated from the UZA by about four (4) miles of rural land. For this reason, the Hernando MPO is a separate entity serving the transportation planning needs of Hernando County.

Hernando County is mostly suburban in character, the only major concentrations of population being located in Spring Hill in the southwestern portion of the County and in the City of Brooksville near the geographic center. The remainder of the County consists of predominately rural land interspersed with agricultural uses. Large tracts of the County are devoted to public uses, mainly the Chassahowitzka Wildlife Management Area and the Withlacoochee State Forest. As such, much of the County will never be developed.

Commuting patterns to and from Hernando County also indicate a minimal impact on regional travel markets. The most recent available Journey to Work data show only 4,500 commuters traveling into the urban core on a daily basis. Likewise, growth rates have markedly dropped off due to the recent economic slowdown. The associated development slowdown has led to a corresponding drop-off in traffic levels on major corridors leading to the urban core. Our main population center of Spring Hill is located on the opposite side of the County and is served by travel corridors far from the Pasco County monitoring station at which the exceedance was measured.

RECEIVED
FEB 09 2009
DIVISION OF AIR
RESOURCES MANAGEMENT

However, the MPO maintains active in the regional transportation planning body, the West Central Florida MPO Chairs Coordinating Committee (CCC), and is currently participating in the development of a cost affordable 2035 Regional Long Range Transportation Plan that will be adopted by the middle of 2009. It is through this regional process that the six MPOs of West Central Florida cooperatively develop population and employment forecasts that drive development of the regional plan, as well as our own LRTPs.

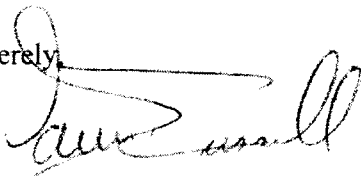
The attached table shows the forecast growth for the Tampa Bay region. Between the LRTP's base year of 2006 and the horizon year of 2035, the County's share of population for the five-county region which comprises FDOT District Seven is only five (5%) and seven (7%) percent, respectively, and four (4%) and five (5%) percent for employment. Hence, the County will have only a minimal impact on travel growth for the foreseeable future.

The MPO is also a partner in the regional modeling effort coordinated by FDOT District Seven and known as the Tampa Bay Regional Transportation Analysis (RTA). Through this process, the MPO is kept aware of travel issues as they evolve in the region, including air quality issues related to the many travel markets in our area. The MPO is also extensively involved with development of regional travel demand modeling tools which, in turn, are used in the air quality modeling process.

Last, the latest information received regarding the monitoring station in Pasco County indicated that this station does not exceed the 2007 standard of 0.075 ppm for ozone. Other stations exceeding the standard are located within the urbanized core of Hillsborough County and are due to factors which are clearly not related to activities in Hernando County. Given the rural nature of the community surrounding this station, we question the validity of this measurement, and request that the factors which led to the measurement be further examined.

Should you have any questions regarding this request or need additional information, please contact Mr. Dennis Dix, MPO Coordinator, or Mr. Hugh Pascoe, MPO Advisor, at the address and telephone number listed above.

Sincerely,

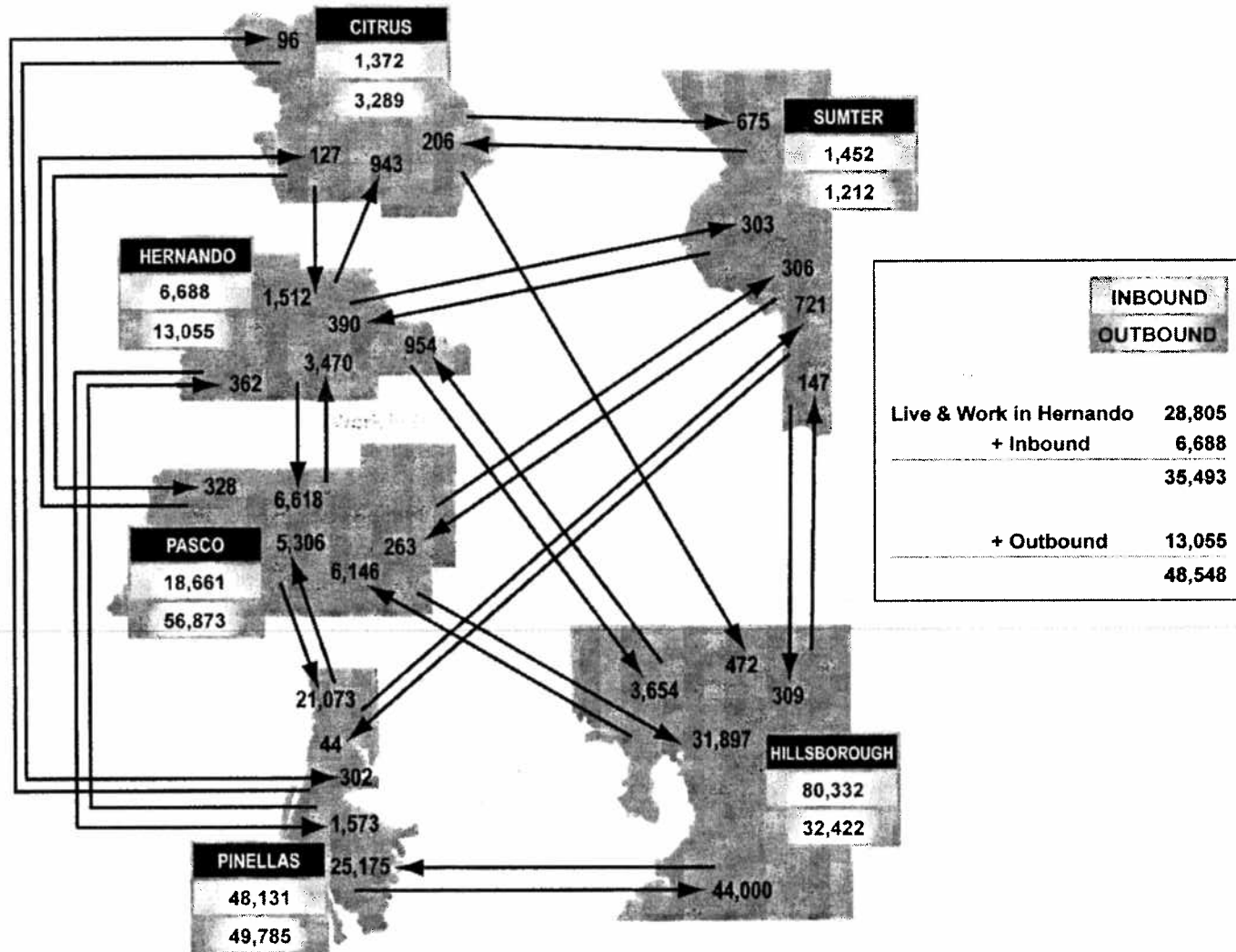


David D. Russell, Jr.
Hernando MPO Chairman

Attachments

pc: David Hamilton, County Administrator
Ronald F. Pianta, AICP, Planning Director
Dennis L. Dix, MPO Coordinator
Hugh Pascoe, MPO Advisor

Employment patterns- commuters

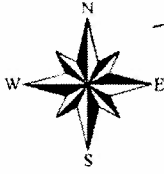


TAMPA BAY REGIONAL PLANNING MODEL (TBRPM)
SOCIOECONOMIC FORECASTS

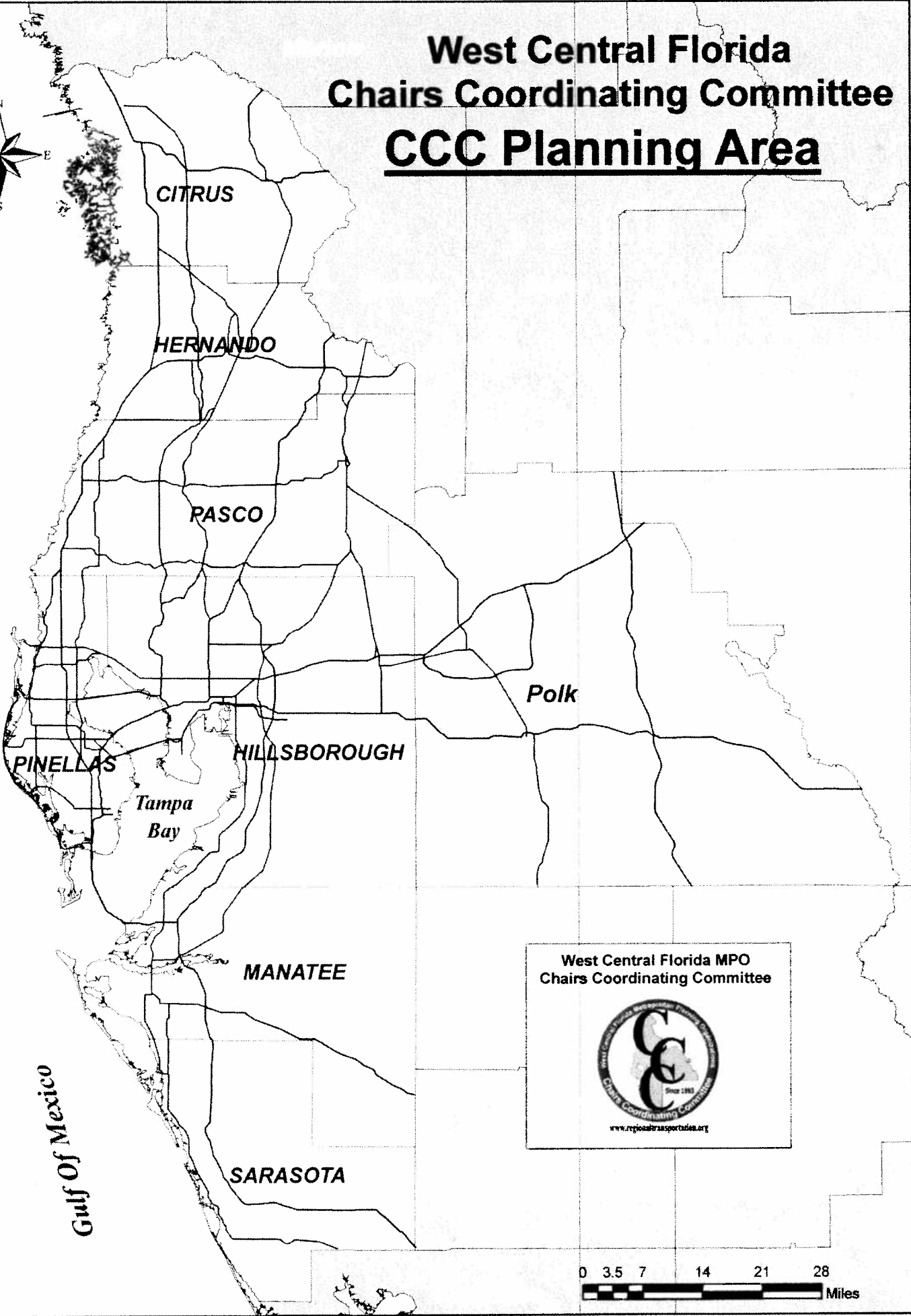
--POPULATION--						
COUNTY	HILLSBOROUGH	PINELLAS	PASCO	HERNANDO	CITRUS	TBRPM
2006 Base Year	1,173,361	946,613	424,400	154,245	136,710	2,835,329
2025 Current LRTP	1,531,999	977,985	629,972	279,447	198,247	3,617,650
DRAFT 2035 LRTP	1,729,300	1,018,300	852,200	308,600	235,000	4,143,400
2006 to 2035 Growth	555,939	71,687	427,800	154,355	98,290	1,308,071
2025 to 2035 Change	197,301	40,315	222,228	29,153	36,753	525,750
2025 to 2035 % Change	13%	4%	35%	10%	19%	15%
2006 % of Region	41%	33%	15%	5%	5%	100%
2035 % of Region	42%	25%	21%	7%	6%	100%
2006 Employment to Pop Ratio	65%	60%	30%	36%	37%	55%
2035 Employment to Pop Ratio	68%	66%	31%	39%	39%	56%

--EMPLOYMENT--						
COUNTY	HILLSBOROUGH	PINELLAS	PASCO	HERNANDO	CITRUS	TBRPM
2006 Base Year	759,300	565,400	125,200	55,900	50,000	1,555,800
2025 Current LRTP	1,120,399	603,746	213,620	90,586	70,802	2,099,153
DRAFT 2035 LRTP	1,175,924	671,000	265,511	121,576	91,650	2,325,661
2006 to 2035 Growth	416,624	105,600	140,311	65,676	41,650	769,861
2025 to 2035 Change	55,525	67,254	51,891	30,990	20,848	226,508
2025 to 2035 % Change	5%	11%	24%	34%	29%	11%
2006 % of Region	49%	36%	8%	4%	3%	100%
2035 % of Region	51%	29%	11%	5%	4%	100%

West Central Florida Chairs Coordinating Committee CCC Planning Area



Gulf Of Mexico



PINELLAS

Tampa Bay

HILLSBOROUGH

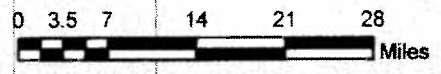
MANATEE

SARASOTA

Polk

West Central Florida MPO
Chairs Coordinating Committee

www.region2transportation.org



COMMISSION
Kevin Beckner
Rose V. Ferlita
Ken Hagan
Al Higginbotham
Jim Norman
Mark Sharpe
Kevin White



Executive Director
Richard D. Garrity, Ph.D.

Roger P. Stewart Center
3629 Queen Palm Dr. • Tampa, FL 33619
Ph: (813) 627-2600

Fax Numbers (813):
Admin. 627-2620 Waste 627-2640
Legal 627-2602 Wetlands 627-2630
Water 627-2670 ERM 627-2650
Air 627-2660 Lab 272-5157

January 23, 2009

Joseph Kahn, Director
Division of Air Resource Management
Florida Department of Environmental Protection
2600 Blair Stone Road MS 5500
Tallahassee, FL 32399-2400

RE: Nonattainment for the Revised Eight Hour Ozone Standard

Dear Mr. Kahn:

This is in response to the EPA's letter of December 19, 2009 to Governor Crist regarding designation of areas under the new eight-hour ozone standard. As we understand it, the current schedule requires the Governor to make recommendations to EPA by March 12, 2009. As such, EPC staff is taking this opportunity to provide comments regarding this process.

Based on data collected at EPC's air monitoring stations during both the 2005-2007 and 2006-2008 time periods, we concur that Hillsborough County is violating the new ozone standard and should be designated as nonattainment. Having read EPA's December 4, 2008 memorandum regarding designations, we further understand that barring any extenuating circumstances, EPA will presume that all nonattainment boundaries be comprised of the Core-Based Statistical Areas (CBSA). DEP staff has indicated to us that unless a sufficient argument is made to the contrary, it is their intention to use the CBSAs as the sole basis for boundary recommendations. Be advised we do not intend to offer any alternatives.

Regarding the development of the clean up plan for compliance with the new standard, we are encouraged by some of the preliminary discussions. We do support control strategies that will best ensure our attainment of the ozone standard by the prescribed date, and we will work to assist the State with the planning and implementation of these measures. We believe that DARM is correct in considering regional and statewide strategies, such as NOx RACT, to better address the transport of ozone precursor emissions. Hopefully, modeling and analysis will give us sufficient justification to pursue the necessary corrections.

Joseph Kahn
January 23, 2009
Page 2

Thanks again for the opportunity to comment and please keep us advised as this moves forward.

Sincerely,

A handwritten signature in black ink that reads "Jerry Campbell". The signature is written in a cursive, flowing style.

Jerry Campbell, P.E., Director
Air Management Division

cc: Ray Chiamonte, Hillsborough County MPO
Peter Hessling, Pinellas County Department of Environmental Management
John Hickey, Sarasota County Pollution Control Division
Greg Blanchard, Manatee County Environmental Protection Division



PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION

7530 Little Road • New Port Richey • Florida 34654
Telephone: (727) 847-8140 Fax: (727) 847-8084

February 11, 2009

Mr. Tom G. Rogers, Environmental Administrator
Office of Policy Analysis and Program Management
Florida Department of Environmental Protection
2600 Blair Stone Road, Mail Stop 5500
Tallahassee, FL 32399-2400

RE: Pasco County Air Quality Designation

Dear Mr. Rogers:

The Pasco County Metropolitan Planning Organization (MPO) would like to express its strong opposition to being included as part of the presumed nonattainment area for ozone in recent maps distributed by the Florida Department of Environmental Protection.

Pasco County is located within the northern part of the Tampa and St. Petersburg-Clearwater Metropolitan Statistical Area, approximately 20 miles north of the urban core in Central Hillsborough County (City of Tampa). Pasco County consists of mostly suburban development. Based on the 2007 Bureau of Economic and Business Research data, Pasco County's population is only 12 percent of the entire presumptive, nonattainment area that includes Hillsborough, Pinellas, Hernando, Pasco, Sarasota, and Manatee Counties. The majority of the population is located in the western part of the County, immediately north of Pinellas County. The majority of the land is currently rural and undeveloped. A significant amount of the land in the central area of the County is part of wellfields and will never be developed.

In addition to the protected wetlands, approximately 53,000 acres of land (11 percent of the total land) in the northeast part of the County are designated as a rural-protection area per the Pasco County Comprehensive Plan, Policy FLU 2.1.1, and will remain as rural. The County's Environmental Land Acquisition Management Program (ELAMP) started a few years ago due to the passage of the "Penny for Pasco," which allocated a portion of the additional one penny sales tax to help the County purchase environmentally sensitive land. At this time, there are approximately 112,000 acres of land within the County that will never be developed, mainly consisting of parks, wellfields, conservation, and land purchased through the ELAMP.

There are currently two air-quality monitoring stations in Pasco County. One is in Southwest Pasco County (Holiday area), located immediately north of Pinellas County with a dense population. This monitoring station does not show any violations similar to monitoring stations in Pinellas County. The other monitoring station is surrounded by rural and undeveloped land; is located in the northeast area of the County; and is in close proximity to the City of San Antonio, which has a current population of approximately 900. Although

this monitoring station has shown some elevated readings during past years, the average readings for the last three years do not show any violations.

More specifically, the basis of the opposition for inclusion in the presumed nonattainment area is as follows:

1. The latest reading from the monitoring station located near San Antonio indicates that Pasco County has maintained an attainment status for the average of the last three years in accordance with the newest ozone standard of 0.075 parts per million.
2. The San Antonio monitoring station is located in the rural area of the County. Although the reading is at the standard, there have been elevations in the ozone reading which can be contributed to many factors, such as prevailing winds bringing mobile or stationary pollution from areas other than Pasco County.

In addition, recent data may have been elevated due to some other phenomenon. Given the rural nature of the community surrounding this station, we question the validity of this measurement and request that the factors which led to the measurement be further examined.

3. The violations in Hillsborough County, located south of Pasco County, may be contributed to the stationary source, a coal power plant, and the Port of Tampa, which has a high volume of truck and ship traffic, both of which have nothing to do with activities in Pasco County.
4. Of the six counties within the Environmental Protection Agency's (EPA) presumptive nonattainment area, only Hillsborough and Sarasota Counties had recorded violations of the ozone standard in 2008. A review of the EPA's Air Data (<http://www.epa.gov/air/data/>) for the six counties indicates that less than six percent of the total, major, permitted facilities that are emitting either of the ozone precursors are located in Pasco County. By comparison, almost 80 percent of the facilities are located in Hillsborough and Pinellas Counties (Pinellas County sources have historically influenced concentrations of ozone within Hillsborough County). Further, only about ten percent of the total on- and off-road, motor-vehicle emissions within the presumptive nonattainment area are emitted within Pasco County, while approximately 60 percent of the motor-vehicle emissions sources are emitted within Hillsborough and Pinellas Counties.

These facts demonstrate that while emission sources in Pasco County do not likely have a great influence on ozone levels in the other counties within the EPA's presumptive nonattainment area, emission sources in the other counties likely influence ozone levels in Pasco County.

5. Pasco County has many policies within its Comprehensive Plan that should help reduce vehicle miles traveled (VMT) and, to some extent, improve air quality. These policies include, but are not limited to, promoting walkable communities and traditional neighborhoods, promoting alternative modes of transportation, and transit-oriented design within Town Center developments (Comprehensive Plan Policies FLU 1.8.1, 1.8.5, 1.8.6, and 4.2.2).
6. The Comprehensive Plan Policies CON 2.1.1 through 2.1.5, specifically deal with air quality as it relates to assessment, implementation of control strategies, and development review standards. In addition, the County's Land Development Code (LDC), Section 410, provides concurrency exemption for traditional neighborhood developments and design that promotes walkable communities.

7. Pasco County has stringent road concurrency standards to ensure infrastructure is available concurrent with development. In addition, Pasco County is committed to a financially feasible, Capital Improvement Plan that meets the Level of Service standard in accordance with the State statute requirements. Pasco County is one of the few counties in the State that provided its Capital Improvement Element of the Comprehensive Plan to the Florida Department of Community Affairs in a timely manner and was recently found in compliance.
8. Pasco County is committed to the MPO's Mobility Management System, also known as the Congestion Management Plan, where alternative and short-term transportation improvements are identified. These improvements are very similar to transportation-control measures (TCM), such as intersection safety and efficiency, sidewalks, intelligent transportation systems, and transit improvements.
9. Pasco County has stringent access-management rules and regulations (LDC, Section 600) for both County and State-maintained roadways. These regulations will ensure the safe and efficient movement of vehicles.
10. Pasco County, as part of the development review process and through the LDC, Section 319, Transportation Corridor Management, ensures adequate right-of-way is preserved for a necessary, future, roadway grid system for the efficient movement of vehicles.
11. Pasco County has adopted landscape and tree ordinances for the beautification and preservation of the environment that should improve air quality.
12. The Pasco County MPO is working closely with the Tampa Bay Area Regional Transportation Authority to identify and fund local feeder and regional-transit improvements.
13. The Pasco County MPO is a partner in the regional modeling effort coordinated by the Florida Department of Transportation, District Seven, and is known as the Tampa Bay Regional Transportation Analysis. Through this process, the MPO is kept aware of travel issues as they evolve in the region, including air-quality issues related to the many travel markets in the area. The MPO is also extensively involved with the development of regional travel demand modeling tools, which, in turn, are used in the air-quality monitoring process.
14. Recent, national data indicates that significant and effective reduction in ozone can be achieved by improvements and advancement in vehicle-emission-control technologies, despite significant increases in VMT. TCMs relative to vehicle-emission-control measures and alternative fuel are not cost effective in reducing ozone levels. In addition, several programs are already in place or could be in place in the future that will further reduce levels of ozone within Pasco County and other areas of the State. These programs include new source review and the EPA's tiered and phased certification standards to reduce emissions from off-road equipment and vehicles.

In conclusion, and based on all of the above, the designation of Pasco County as a nonattainment area will not result in more improvements to air quality, but will put a significant burden on the already scarce resources available to the MPO. To group Pasco County as part of the nonattainment area based on unproven assumptions is not an efficient use of Federal, State, and local government funds. Furthermore, Pasco County's designation as a nonattainment area should be delayed or postponed until such time as there are more reasonable and solid scientific data and analysis available to determine the exact sources and locations causing the violations.

Should you have any questions regarding this request or need additional information, please contact Douglas R. Uden, AICP, Transportation Planning Coordinator, or Ali Atefi, P.E., Engineer III, at the address and telephone number listed above

Sincerely,



Michael Cox, CFP®
MPO Chairman

MC/DRU/AA/ltr/trogers

cc: MPO Board Members
John J. Gallagher, County Administrator
Bipin Parikh, P.E., Assistant County Administrator (Development Services)
Douglas R. Uden, AICP, Transportation Planning Coordinator
Ali Atefi, P.E., Engineer III