

2015

Metropolitan Planning Organization Federal Certification

April 21-23, 2015
Support Documentation



NON-DISCRIMINATION AND AMERICANS WITH DISABILITIES ACT (ADA)

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It is the policy of Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act. To request this document in accessible format please contact Elizabeth Rockwell at (305) 375-1881 or erockwell@miamidademppo.org.

ACKNOWLEDGEMENTS

This document of work, produced from January 1, 2011 to December 31, 2015, was made possible by the dedicated, professional staff of the Miami-Dade MPO, who can be reached as follows:

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TABLE OF CONTENTS

2015 FEDERAL CERTIFICATION ADVERTISEMENTS	1
2011 TMA CERTIFICATION REVIEW RESPONSES	3
<i>Corrective Action</i>	3
<i>Recommendations</i>	3
DESCRIPTION OF PLANNING AREA	6
MPO BOUNDARIES	8
ORGANIZATION/STRUCTURE	9
AGREEMENTS AND CONTRACTS	11
REGIONAL COORDINATION	12
LONG-RANGE TRANSPORTATION PLAN (LRTP)	14
TRAVEL DEMAND FORECASTING	25
ENVIRONMENT	27
TRANSPORTATION IMPROVEMENT PLAN (TIP)	30
UNIFIED PLANNING WORK PROGRAM (UPWP)	35
PUBLIC INVOLVEMENT	37
TITLE VI AND RELATED NONDISCRIMINATION REQUIREMENTS	51
DISADVANTAGED BUSINESS ENTERPRISE (DBE)	57
TRANSIT AND TRANSPORTATION DISADVANTAGED	58
BICYCLE AND PEDESTRIAN	64
CONGESTION MANAGEMENT PROCESS (CMP)	66
LIST OF OBLIGATED PROJECTS	69
INTELLIGENT TRANSPORTATION SYSTEM (ITS)	70
FREIGHT PLANNING	71
SAFETY CONSIDERATIONS IN THE PLANNING PROCESS	75
SECURITY CONSIDERATIONS IN THE PLANNING PROCESS	77
DOT/MPO ANNUAL SELF CERTIFICATIONS	78
2011-2014 NOTEWORTHY PRACTICES	79
<i>Event Participation</i>	79
<i>Freight</i>	82

Major Documents.....	82
Modeling	84
Plans/Manuals	84
Programs.....	85
Public Participation	85
Regional Coordination.....	87
Studies Completed.....	88
Tools.....	92

EXHIBITS

****Includes All Requested Documents and Information****

- A MIAMI-DADE 2035 LRTP REVENUE AND COST TABLE**
- B INTERGOVERNMENTAL COORDINATION AND REVIEW (ICAR)**
- C REGIONAL FARE INTEROPERABILITY PROJECT SEFTC RESOLUTION**
- D PUBLIC PARTICIPATION PLAN (PPP)**
- E 2040 LRTP CONGESTION MANAGEMENT PROCESS (CMP) REPORT**
- F SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC) INTERLOCAL AGREEMENT**
- G PROSPECTUS FOR TRANSPORTATION IMPROVEMENTS**
- H STAFFING AGREEMENT**
- I 2040 LRTP DATA COMPILATION REVIEW AND DEVELOPMENT REPORT**
- J 2040 LRTP FINANCIAL RESOURCES AND ANALYSIS REPORT**
- K LRTP AND TIP AMENDMENT FORMS**
- L TITLE VI NONDISCRIMINATION AGREEMENT**
- M LIMITED ENGLISH PROFICIENCY PLAN (LEP)**
- N TITLE VI REPORT OF ACTIVITIES 2011-2014**
- O 2040 LRTP PUBLIC INVOLVEMENT TECHNICAL MEMORANDUM**
- P 2040 BICYCLE PEDESTRIAN PLAN**
- Q 2014 MIAMI-DADE COUNTY FREIGHT PLAN UPDATE**
- R CONTINUITY OF OPERATIONS PLAN (COOP)**
- S ANNUAL FDOT/MPO SELF CERTIFICATION DOCUMENT**

2015 FEDERAL CERTIFICATION ADVERTISEMENTS

Document to be posted in Libraries and Minority Institutions of Higher Education (MIHE):

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Public Meeting



Date/Time: April 22, 2015 at 4:30 PM
Location: Downtown Government Center
Address: 111 NW 1st Street
10th Floor, CITT Conference Room
Miami, Florida 33128
Contact Person: Elizabeth Rockwell
Phone Number: (305) 375-4507
Link: www.miamidademppo.org

This Public Meeting will provide the public an opportunity to express their thoughts about the transportation planning process, allow the Federal Team to obtain a better understanding of the community's issues, and inform the public about the Federal transportation planning requirements.

Should you need a sign language interpreter or materials in accessible format for this meeting, please call (305) 375-4507 or email erockwell@miamidademppo.org at least five days in advance.

Advertisement to be placed in the Miami Herald:



Federal Highway and Federal Transit Administrations Conduct Public Review of the Miami-Dade Metropolitan Planning Organization

Every four years the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a review of the Miami-Dade Metropolitan Planning Organization (MPO) transportation planning process as required by law. The Federal Team will conduct this evaluation in the 10th Floor CITT Conference Room of the Stephen P. Clark Center, 111 NW First Street, Miami, Florida 33128 on Wednesday, April 22nd from 9:00 AM to 4:00 PM and Thursday, April 23rd from 8:30 AM to 1:30 PM. The primary purpose of the certification review is to evaluate the MPO's compliance with Federal regulations.

PUBLIC MEETING

In addition, a Public Meeting will take place on Wednesday, April 22, 2015 at 4:30 PM in the 10th Floor CITT Conference Room of the Stephen P. Clark Center, 111 NW First Street, Miami, Florida, 33128 to provide the general public an opportunity to express their thoughts about the transportation planning process, allow the Federal Team to obtain a better understanding of the community's issues, and inform the public about the Federal transportation planning requirements. All interested parties are invited to attend.

For further information contact: Elizabeth Rockwell, MPO Public Involvement Manager, Stephen P. Clark Center, 111 NW First Street, Suite 920, Miami, Florida 33128, phone: (305) 375-4507, or e-mail: erockwell@miamidademopo.org.

If you would like to send written comments, please send them no later than May 22, 2015 to:

Federal Highway Administration
Attn: Stacie Blizzard
545 John Knox Road, Suite 200
Tallahassee, FL 32303
Fax: (850) 942-8308
Via Email: Stacie.Blizzard@dot.gov

It is the policy of Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act. The facility is accessible. For sign language interpreters, assistive listening devices, or materials in accessible format, please call 305-375-4507 at least five business days in advance.

2011 TMA CERTIFICATION REVIEW RESPONSES

CORRECTIVE ACTION

- 1. Total Project Cost in Transportation Improvement Plan (TIP): In the past, a broader interpretation for federal regulations provided flexibility such that total project cost could be interpreted as total cost per project phase within the TIP/STIP. However, recent clarification requested by FDOT and provided by FHWA distinctly states that total project cost is defined as the total cost for all phases of a project. The TIP must include for each project the estimated total project cost(s), which may extend beyond the timeframe of the TIP in accordance with 23 CFR 450.324(e)(2). In reviewing the TIP, it was observed that the projects shown in the document display only the expenditures during the five year timeframe. The TIP does not display the total project costs which may extend beyond the timeframe of the TIP. FHWA will work with FDOT and Florida MPO's to sufficiently address this requirement during the coming year. The MPO staff needs to update, revise and obtain MPO Board approval of a new TIP which displays total project cost(s) by June 30, 2012.***

Beginning with the FY 2012/13 to 2016/16 TIP, approved by the MPO Governing Board on May 17, 2012, all Miami-Dade MPO TIPs display total projects costs.

RECOMMENDATIONS

- 1. Fiscal Constraint Documentation: In reviewing the current LRTP and financial plan, fiscal constraint is not clearly documented through the text or tables in the LRTP financial plan in accordance with 23 CFR 450.322(f)(10). During the review and subsequent discussions, the MPO verbally explained their process and how the tools that they use ensure their plan's fiscal constraint. The financial plan does contain several tables, yet there is no correlation between revenues and costs. We strongly recommend that the MPO update their current LRTP financial information with tables and/or text to demonstrate how the year of expenditure (YOE) costs of the adopted transportation plan can be implemented given the YOE revenues identified throughout their financial plan. The fiscal constraint needs to be clear and transparent to facilitate the understanding of the LRTP's implementation. The MPO needs to modify their current financial information to reflect this summary information, upload and include the revised documents as part of the link on the financial portion of the website (i.e. tied to the Financial Resources Review and Update Report), and present it to the MPO Board as an informational agenda item. This recommendation must be met by January 31, 2012.***

This recommendation was met for the 2035 LRTP, and can be found in Exhibit A and/or accessed at www.miamidade2035transportationplan.com/docs/Miami-Dade%202035%20LRTP%20Revenue%20and%20Cost%20Table.pdf

- 2. Agreements: The MPO should continue to pursue the finalization of the Intergovernmental Coordination and Review (ICAR) and Operators of Public Transportation Coordination Joint Participation Agreement with the Florida Department of Transportation, South Florida Regional Planning Council, and Miami-Dade County as recommended in the 2007 TMA Certification report.***

The ICAR was executed on February 22, 2012 (Exhibit B).

- 3. Transit: The universal “smart” card project has been an ongoing effort in the region among Broward and Palm Beach Transit agencies. The Federal Review team recommends that the MPO continues to work with the other two MPOs to develop a strategy for a universal fare card for the Miami Urbanized area.**

In 2008, the Southeast Florida Transportation Council (SEFTC) recommended that a partnership be formed between Broward County Transit (BCT), Palm Tran (PT), Miami-Dade Transit (MDT), South Florida Regional Transportation Authority (SFRTA)/Tri-Rail, and the Florida Department of Transportation (FDOT) to create an interoperable fare card allowing seamless card interaction between the four major transit systems within the region (Exhibit C). Since that time, the partners have been actively working towards achieving this goal and the Broward and Palm Beach MPOs have invested funds in the development of a transit fare transfer system compatible with the existing MDT and Tri-Rail EASY Cards. Coined the “Regional Fare Interoperability Project”, the purpose is two-fold: (1) use the EASY Card system to create the opportunity for seamless regional travel throughout the South Florida Region, and; (2) explore new fare payment technologies via mobile ticketing. With the formation of the Fare Interoperability Committee, which has met on a quarterly basis since 2013, the region has made considerable strides in coordinating for the implementation of this universal “smart” card. The Florida Department of Transportation (FDOT) has led the coordination efforts.

The project will be implemented using a phased approach that will allow for sufficient proof-of-concept testing on select vehicles before expanding to the entire fleet. Pilot implementation of both the “Easy Card” and electronic/app or mobile ticketing version of the card on a portion of the BCT and PT fleet will take place during 2015. Mobile ticketing allows the customer to have a ticket vending machine “right in their pocket.” Expansion to the entire fleet is expected based on a successful pilot test. Complete system integration is anticipated by mid-2016. Once completed, passengers will be able to ride on any of the four transit systems in the region without having to fumble for cash or use one of several different fare cards. This is a one-card-in-your-wallet scenario that could bring you all the way from Palm Beach County to Miami-Dade County.

SunPass® is anticipated to take over the backroom operations. Partnership between four tolling agencies across the State of Florida to develop a centralized account management system is underway. This capability will position the State of Florida to leverage economies of scale and set practices in place that are consistent, predictable, and repeatable across disparate transportation-related providers in the State, including tolling, transit, and parking.

- 4. Public Involvement: In reviewing the Public Participation Plan (PPP), the Federal Review team noted that there is not enough information included about how the public can get engaged in the planning process, specifically with the advisory committees. For example, the plan does not outline the roles of the advisory committees, general meeting information, or how to become a part of the advisory committees. The PPP is for the citizens to understand how to be engaged in the planning process. We recommend that the MPO update their PPP to reflect the public involvement opportunities.**

The PPP (Exhibit D) has been updated to provide direction on how the general public can get engaged in the planning process, specifically with the advisory committees. The current PPP now properly outlines the roles of the citizen advisory committees, includes general meeting information, and instructions on how to become a part of the advisory committees. In addition, the MPO Website includes a section for each citizen’s committee, their roles and responsibilities, date of meetings, and how to participate in them. These sections not only provide specific information about the committees but also shown the meetings date, agenda and resolutions approved. Other action conducted by the MPO is to provide the MPO Board Members with the list of candidates that are available for filling the vacancies in those committees. At the MPO Board meetings there is a line item to address these appointments.

The PPP can be accessed at www.miamidademopo.org/library/plans/public-participation-plan-2014.pdf

5. **Title VI: While the Federal Review Team commends the MPO for placing these critical documents on the website, it recommends making them more visible/easier to access. The nondiscrimination policies, forms and other similar data must also be posted/available in non-electronic formats and locations. The MPO might consider expanding its use of nondiscrimination statements and contact information to all of its publications and post these materials in public libraries or in other government buildings frequented by the public.**

The following Title VI statement has been adopted to be placed on all publications:

“The Miami-Dade MPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.”

A copy of the 2040 LRTP and TIP final documents containing this Title VI statement were provided to the Miami-Dade County Main Library and respective branch libraries to inform the general public of this statement as well as provide easy access to this important information.

6. **Congestion Management Process: The Federal Review team recognized that the Miami-Dade MPO does not have a documented measure of effectiveness in place, but updates the plan every five years in conjunction with the LRTP. The review team strongly recommended that the MPO develop methods to monitor and evaluate the performance of the multimodal transportation system to identify the causes of recurring and non-recurring congestion.**

A Congestion Management Process (CMP) is fully incorporated into the 2040 LRTP. All analysis and performance measures established in the CMP are consistent with the LRTP. The stand-alone CMP Report can be found in Exhibit E, and can also be assessed at:

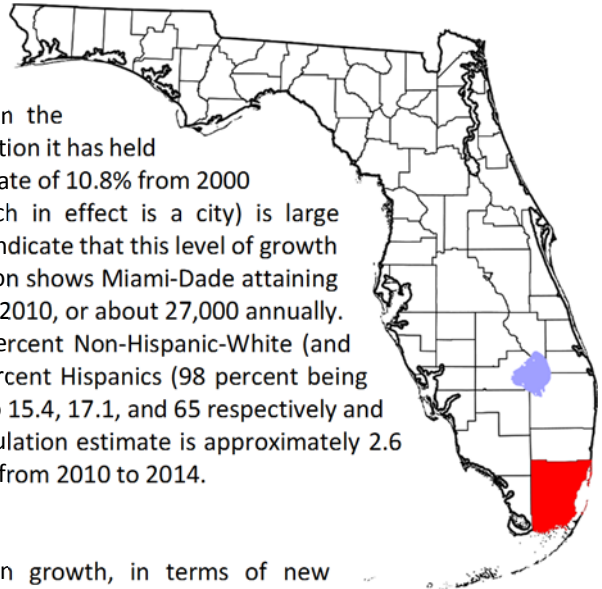
www.miamidade2040lrtp.com/wp-content/uploads/2040LRTP_CongestionManagementProcess.pdf

A complimentary, regional-level “Planning for Operations” component is also being prepared as part of the 2040 Regional Transportation Plan that the Miami-Dade MPO is managing. Under that work, we are preparing a “one-stop” shop for all existing and planned for operations related efforts within the 3-county area, including both recurring and non-recurring congestion strategies. Within this plan is a pilot application of the FDOT Mobility Performance Measures (MPM) work that was developed in response to MAP-21. The MPM covers seven mobility-related metrics including vehicle miles traveled, % travel meeting LOS criteria, travel time reliability (people and goods), vehicle hours of delay, % miles severely congested (people and goods), combination truck miles traveled, and combination truck hours of delay. These measures will be reported for 10 regionally significant corridors in the region. Continued coordination will occur this year between the MPOs and FDOT to determine how to best use this performance reporting tool in future MPO efforts. One recommendation coming from the Plan for consideration by the region is the creation of a regional operations-focused subcommittee that would take on regional-level monitoring of strategy effectiveness and overall system performance.

DESCRIPTION OF PLANNING AREA

- 1 Please give a geographic description of your urbanized area and any unique characteristics or demographics that have changed since the last Federal TMA Certification Review (e.g. Census boundary changes, new population shifts, housing, and electronic file of the map of your area).**

Miami-Dade County is located at the southeastern tip of the State of Florida. Only Monroe County stretches further south. The total land area of the County is 1,944 square miles, making it the third largest among Florida's 67 counties. It is almost 60 miles north to south and about the same distance east to west. But the urbanized portion of this large jurisdiction is only about 430 square miles.



Miami-Dade County is the 7th most populous county in the nation and the most populous in the State of Florida, a position it has held for several decades. For a large area, it has a high growth rate of 10.8% from 2000 to 2010. Even Miami-Dade's unincorporated area (which in effect is a city) is large compared to other cities. Current population projections indicate that this level of growth is very likely going to continue. The latest official projection shows Miami-Dade attaining 3.3 million residents by 2040, an increase of 804,000 from 2010, or about 27,000 annually. Forty years ago (1970), the County population was 80 percent Non-Hispanic-White (and other Non-Hispanic), 14.7 percent Black, and only 5.3 percent Hispanics (98 percent being white). By the year 2010, these percentages had shifted to 15.4, 17.1, and 65 respectively and this trend is expected to continue. The current 2014 population estimate is approximately 2.6 million residents, resulting in a population growth of 4.7% from 2010 to 2014.

#	Most Populous Counties in US
1	Los Angeles, California
2	Cook, Illinois
3	Harris, Texas
4	Maricopa, Arizona
5	San Diego, California
6	Orange, California
7	Miami-Dade, Florida
8	Kings, New York
9	Dallas, Texas
10	Queens, New York

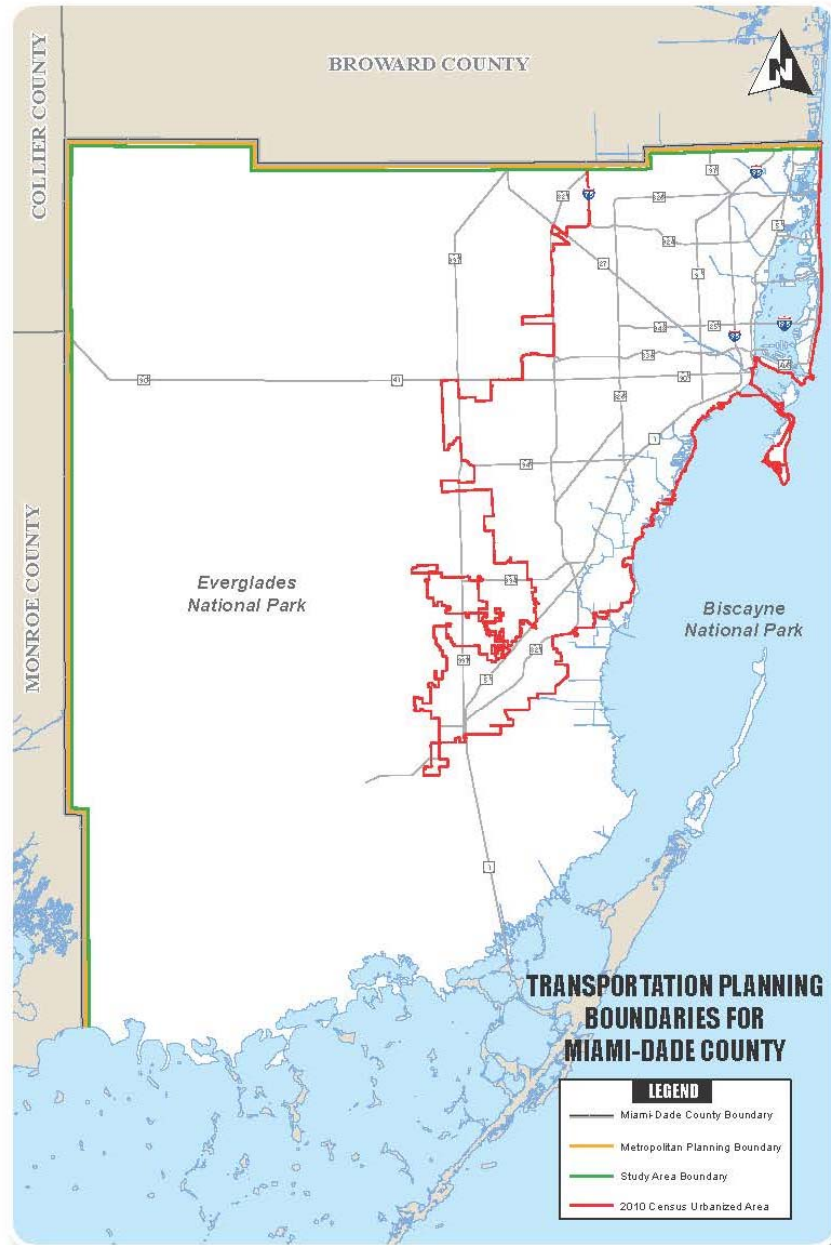
The greatest population growth, in terms of new residents added and percentage growth, is expected to occur in the southern planning area, with 217,000 or nearly 50% increase of population by 2040. While the south planning area, defined roughly as the area south of Kendall Drive, has traditionally been composed primarily of residential development and will continue to, it is also expected to experience the greatest employment growth, in percentage terms, at just over 64%. Miami-Dade also experienced an unprecedented housing boom in the past decade, the number of housing units grew by 16.1% in the 2000 to 2010 period. As population rose by only 10.8%, this resulted in an increase in the vacancy rate for the County from 8.9 to 12.3% over this period.

The total unincorporated area in the County has been reduced in recent years due to a substantial expansion of incorporated land. The portion of land that is incorporated has expanded from 87,731 acres or 137 square miles in 1995 to 143,190 acres or 223.6 square miles as of June 2010, representing an increase of approximately 63 percent. The unincorporated area has lost land through both annexation efforts of existing municipalities and the incorporation of new municipalities.

Major employment concentrations are in Miami Beach, downtown Miami, the Civic Center/Jackson Hospital Complex, around Miami International Airport and the warehouse and distribution center west of the Airport. Retail employment concentrations are found in and around the big shopping malls such as Dadeland, Aventura, Dolphin, Westland and 163rd Street malls, Mall of the Americas, the Falls and Southland Mall.

Significant built features of the area are the 22-mile Metrorail line with the accompanying Metromover in downtown Miami. The County is traversed north and south by the Homestead Extension of the Florida's Turnpike in the west and Interstate 95 in the east until it intersects with US1. The Palmetto Expressway (SR 826) runs east

and west along NW 167 St between the Golden Glades Interchange out to Miami Lakes and turns south along NW 77th Avenue and then goes south to US1 at SW 100 Street. The Dolphin Expressway (SR 836) lies just south of Miami International Airport (MIA) running east and west and the Don Shula (SR 874) Expressway runs diagonally between the Palmetto just north of SW 56 Street to the Turnpike south of SW 120 Street. The Snapper Creek Expressway (SR 878) is a short east-west segment, which connects the Don Shula and US1 at about SW 80 Street. A major landmark in the Miami area is the Miami International Airport, which is located essentially at the heart of this large, bustling metropolis. The following is a map of the 2010 Urbanized Area for Miami-Dade County:



The Transportation Planning Boundaries for the Miami-Dade MPO, as depicted in this map, overlap with the Miami-Dade County Boundaries. Both the Metropolitan Planning Boundary and the Study Area Boundary coincide with the administrative boundaries for Miami-Dade County.

Miami-Dade County encompasses more than 2,000 square miles of land but only over 430 square miles of urban development, cradled between two national parks: Everglades National Park and Biscayne National Park. Everglades National Park land is protected land for which the MPO has no jurisdiction. However, all planning on federal land is coordinated with the MPO and the appropriate agencies and jurisdictions.

MPO BOUNDARIES

- 1 Where multiple Metropolitan Planning Organizations (MPOs) are sharing geographic portions of a TMA, are there agreements in place to address the responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA)? If yes, please provide copies (see requested documents).**

Title 23 CFR Part 450.314(f)

There are three MPOs contained within the Miami, FL (TMA) representing each of the three counties of Miami-Dade, Broward, and Palm Beach. After the 2000 and 2010 censuses, the three MPO's expressed their desires to remain as county-wide MPOs for a myriad of reasons. Additionally, the three MPOs committed to further strengthen regional coordination within the TMA/UZA. To that end, an Interlocal Agreement (IA) was executed among the three MPOs to formalize regional coordination activities (Exhibit F), which can be viewed at <http://seftc.org/system/uploads/documents/SEFTC-Interlocal-Agreement-20070109.pdf>.



The IA created the Southeast Florida Transportation Council (SEFTC), which held its first meeting in January 2006 and has met on a quarterly basis since. The SEFTC is comprised of three voting members representing each of the area's three MPO Governing Boards. The SEFTC monitors, advises and provides policy guidance on the regional projects including but not limited to the development of the Regional Transportation Plan (RTP). SEFTC actions effecting plans and policies require unanimous SEFTC endorsement and approval of the respective MPO Governing Boards.

In addition to SEFTC, various committees represented by the numerous regional transportation partners have been created to advise the SEFTC on transportation planning matters. The Regional Transportation Technical Advisory Committee (RTTAC) meets quarterly to address many of the issues brought before the SEFTC. Staffed by the three MPOs, FDOT Districts Four and Six, Florida Turnpike Enterprise, Miami-Dade Expressway Authority, the four area transit agencies, and the two Regional Planning Councils, the group evaluates, discusses, and recommends technical decisions to the SEFTC. The RTTAC Modeling Subcommittee (RTTAC MS) meets quarterly to discuss travel demand modeling. It consists of modeling experts from agencies throughout the region that determines guidelines, policies, and technical applications of travel demand modeling activities in the Southeast Florida Region. This group will be responsible for also implementing the recently executed 5-party Southeast Regional Planning Model Memorandum of Understanding (included herein, outlining agency roles and responsibilities for associated travel demand modeling activities), executed by SEFTC and respective MPOs in Winter 2014/15. The Regional Public Participation Subcommittee is made up of the Public Information Officers from the three MPOs and FDOT Districts Four and Six. They focus on regional-level public involvement activities for the area and have developed a Regional Public Involvement Plan which guides their efforts. The Regional Freight Advisory Subcommittee meets quarterly and provides technical input and direction to the 2040 Southeast Florida Regional Freight Plan. It consists of many agencies throughout the region that are affected by freight issues, including the MPOs, FDOT, airports, seaports, economic development councils, railroads, and business representatives.

- 2 If an MPA has been adjusted to include Federal lands and/or Indian Tribal lands, are those "newly" affected appropriately involved in the metropolitan planning process? If yes, please describe how.**

Title 23 CFR Part 450.316(c)



Our MPA has not been adjusted to include "new" Federal lands and/or Indian Tribal lands. However, the Miccosukee Tribe of Indians is within our current MPA who are regularly contacted regarding participation in the plan development process, either by inclusion in the LRTP Steering Committee or through the public involvement process.

ORGANIZATION/STRUCTURE

1 Describe the organization/structure of the MPO?

- Who are the members of the MPO?
- Who is represented on the policy board?
- Is the largest incorporated city represented?
- What are the Area transit agencies?

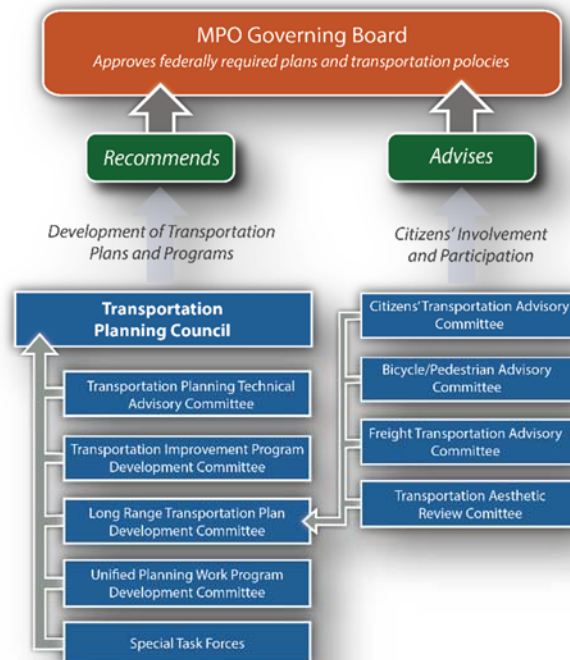
The MPO Governing Board currently consists of twenty three (23) voting members with each member allotted one vote. The voting membership is as follow: all thirteen (13) Miami-Dade County Commissioners; four appointees by the Governor of Florida, which include an elected official to represent municipal interests and a citizen who does not hold an elective office and resides in the unincorporated area of Miami-Dade County, a member of the Miami-Dade Expressway Authority, a member of the Miami-Dade County Public School Board; and an elected official from each city with over fifty-thousand (50,000) residents in Miami-Dade County, which include the Cities of Hialeah, Miami, Miami Beach, Miami Gardens, North Miami, and Homestead. The Florida Department of Transportation District VI (FDOT) has two non-voting representatives on the MPO Board. Membership of the Miami-Dade MPO is constituted under the Chartered County Option allowed by the State Statutes, 339.176(3)(d).

The City of Miami is currently the largest city represented on the MPO Governing Board with a population of 399,457.

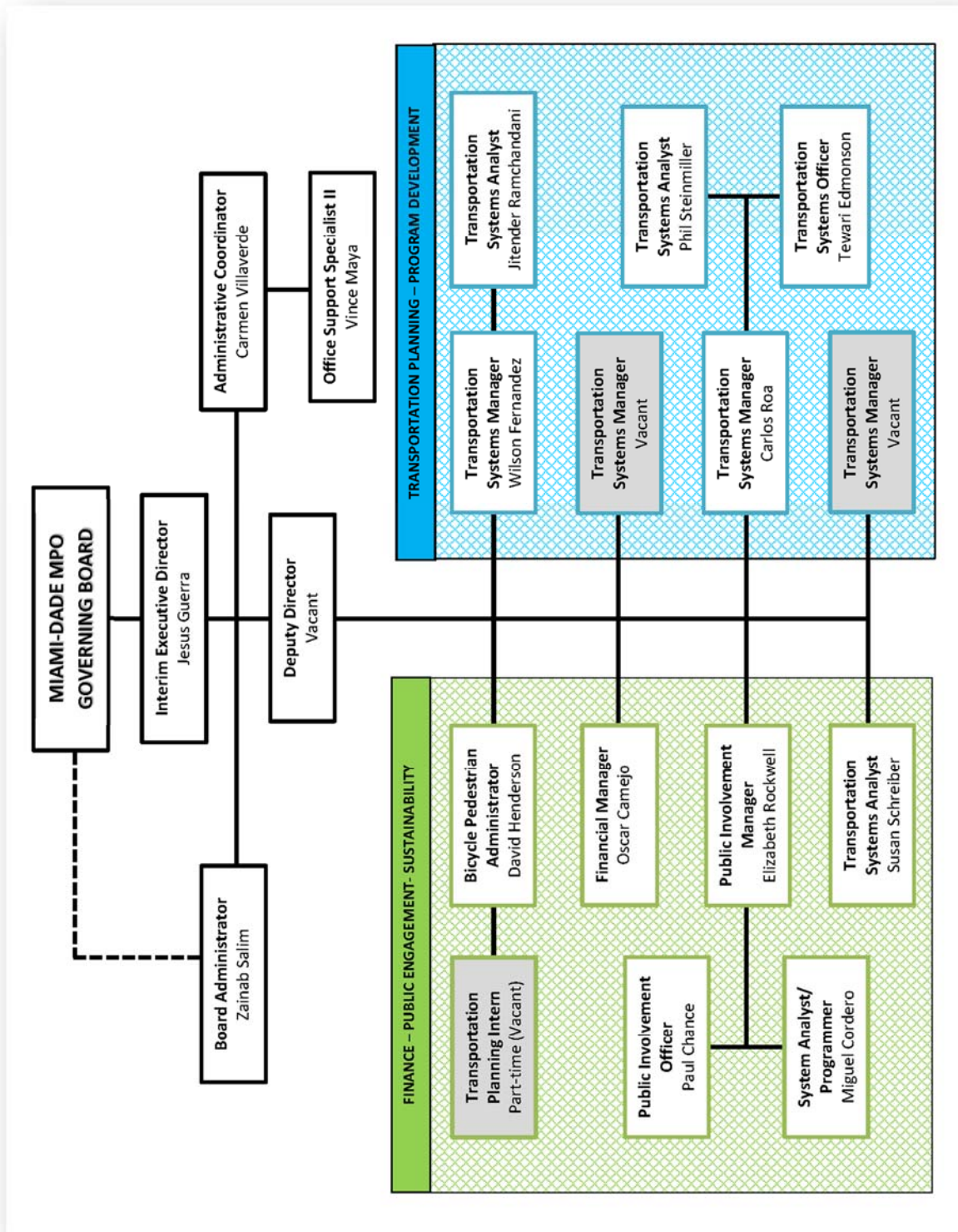
The area transit agencies are Miami-Dade Transit (MDT) and South Florida Regional Transportation Authority (SFRTA).

2 Describe the voting structure of the MPO Governing Board and the MPO committees.

The MPO Governing Board voting structure is identified in question one (1). In 2008 the MPO Governing Board passed Resolution 35-08 empowering the MPO Chair to establish committees as necessary and as follows:



Please provide a copy of organization chart and a summary of staff responsibilities.



AGREEMENTS AND CONTRACTS

- 1 List all current agreements, the dates executed, and the dates that the agreements are scheduled to expire. If an agreement expiration date is approaching please provide detail about the anticipated date/process for the update of the agreement. (See requested documents).**

The following are the current agreements and their executed dates:

- **Interlocal Agreement (IA)** for the creation of Metropolitan Planning Organization (FDOT form 525-010-01). This agreement was executed on March 2, 1977 and copies of this agreement are part of the Prospectus for Transportation. In addition, the first amendment to the 1977 IA was approved by the Miami-Dade County Board of County Commissioners on April 25, 2005. A copy of this agreement is also included in the Prospectus for Transportation Improvements (Exhibit G).
- **The Regional IA** was approved under MPO Resolution 36-05. Pursuant to Chapter 339.175(5)(i)(2) of Florida Statutes providing for creation of an administrative entity to coordinate regional transportation planning goals and activities consistent with federal and state law, the Miami-Dade MPO entered on January 9, 2006 into a regional IA with the Broward and Palm Beach MPOs creating the Southeast Florida Transportation Council (SEFTC). The agreement is in place for a 5-year period with an automatic renewal if no action is taken to amend. A Second Amendment to this agreement was entered July 14, 2011 (Exhibit F).
- **Intergovernmental Coordination and Review and Operators of Public Transportation Coordination Joint Participation Agreement (ICAR)** was executed on February 22, 2012 with the: Florida Department of Transportation, Miami-Dade Metropolitan Planning Organization, South Florida Regional Planning Council, Miami-Dade County, a political subdivision of the State of Florida and operator of publicly owned transportation systems in Miami-Dade County, the South Florida Regional Transportation Authority, and the Miami Dade Expressway Authority (Exhibit B).

Contract	Description	Execution Date	Expiration Date
ARK62	PL – Trans. Planning FYs 14-19	Aug. 21, 2014	Aug. 20, 2019
AR550	Section 5305(b) FY 2014	Dec. 13, 2013	Dec. 31, 2015
ARL85	Section 5305(b) FY 2015	Sep. 29, 2014	Dec. 31, 2016
AR393	Surface Trans. Program (STP) FY 2014	Jul. 17, 2013	Sep. 30, 2015
ARQ28	Surface Trans. Program (STP) FY 2015	Dec. 12, 2014	Jan. 31, 2017
ARH91	Commission for the Transportation Disadvantaged (CTD) FY 2015	July 1, 2014	June 30, 2015
AQH98	SU/DDR/DPTO) Vanpool	Feb. 17, 2012	Dec. 31, 2015
ARB82	DPTO/SU Vanpool	April 29, 2014	Dec. 31, 2016

- 2 Provide a current copy of the MPO’s staffing agreement and a brief description of the compensation process. (i.e. M/TPO Director resignation or termination terms, see requested documents).**

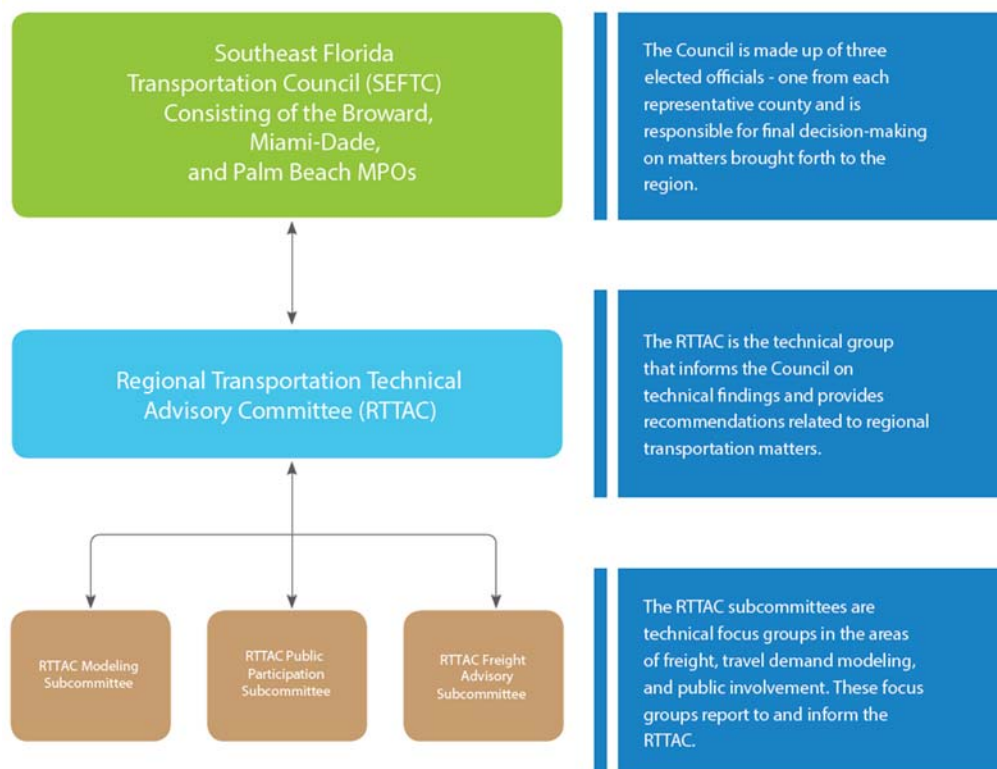
A copy of the current staffing agreement between the Miami-Dade MPO and Miami-Dade County Board of County Commissioners (BCC) is provided in Exhibit H. This agreement was entered into on July 1, 2013, and establishes that the MPO Executive Director shall be selected by a majority vote of the whole number of voting members of the MPO Governing Board. Additionally, the Executive Director shall serve at the pleasure of the MPO Governing Board.

REGIONAL COORDINATION

1 Describe the process by which the MPO coordinates regionally with adjacent MPOs. Is this a formalized process?

There are three MPOs contained within the Miami Urbanized Area (UZA) representing the three counties of Miami-Dade, Broward, and Palm Beach. After many years of ad hoc and extensive coordination such as the Air Quality Planning Processes for the Southeast Florida Airshed, a formalized process was put into place in 2005 via an Interlocal Agreement (IA) (Exhibit F). The IA created the Southeast Florida Transportation Council (SEFTC), which held its first meeting in January 2006. The SEFTC is comprised of three voting members representing each of the area's three MPO Governing Boards. The SEFTC monitors, advises, and provides policy guidance on the regional projects including but not limited to the development of the Regional Transportation Plan (RTP). SEFTC actions effecting plans and policies require unanimous SEFTC endorsement and approval of the respective MPO Governing Boards.

The IA created the Regional Transportation Technical Advisory Committee (RTTAC) to provide the SEFTC valuable input in the process. The RTTAC currently meets on a quarterly basis and is comprised of staff from the various transportation agencies in the region including the MPOs, RPCs, FDOT, MDX, SFRTA and major transit providers. The IA has been amended and, as such, two Subcommittees have been added. The RTTAC Modeling Subcommittee addresses the coordination issues in the development, updating, and utilization of the Southeast Regional Planning Model (SERPM). The RTTAC Public Participation Subcommittee (PPS) consists of the Public Information/Involvement Officers from the Broward, Miami-Dade, and Palm Beach MPOs, and FDOT Districts 4 and 6 who work closely to ensure a coordinated and effective outreach strategies to inform the general public regarding current and future regional transportation investments. The RTTAC Freight Advisory Subcommittee was formed to primarily serve for the development of the 2040 Southeast Florida Regional Freight Plan, and consists of the three MPOs, FDOT Districts 4 and 6 and Central Office, Broward, Miami-Dade, and Palm Beach airports and seaports, Florida Turnpike Enterprise, MDX, Economic Development Councils, FEC and CSX railways, and Broward, Miami-Dade, and Palm Beach business representatives.

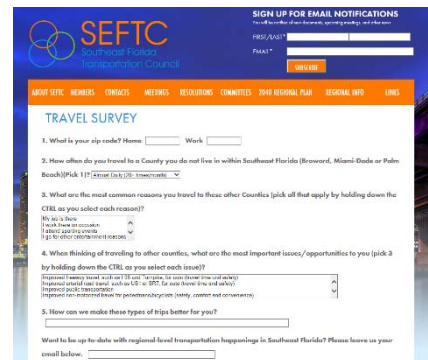


The Regional Transportation Plan (RTP) consultant provides administrative support for the SEFTC and its committees, including maintenance of the SEFTC website www.SEFTC.org. The SEFTC website provides useful information such as the notices of upcoming meetings, past meeting agendas/minutes, regional documents/maps, and links to regional projects and agency partners.



The MPOs have further coordinated to jointly fund regional efforts and to incorporate regional elements into local plans and projects. The 2035 and 2040 RTP were jointly funded, coordinated, and prepared concurrently with the local LRTP efforts with the assistance of a separate and independent consultant. The level of effort significantly increased between the 2035 and 2040 RTPs. The 2040 RTP included various tasks designed to provide early input into the respective LRTPs that included the development of a Regional Transit System Master Plan, Regional Non-motorized Plan, Regional Congestion Management Plan, Transportation System Management and Operations Element, and prioritization process of the regions unfunded projects.

Public involvement was a critical element in the development of the 2040 RTP. A Regional Public Involvement Plan (RPIP) was developed through a collaborative effort of the RTTAC PPS. The regional team efficiently supplemented the efforts of the local MPOs by “piggy-backing” on staffing, advertising, and managing events. An on-going evaluation process exists to assess the effectiveness of public involvement at the regional level, and the RTTAC PPS proactively coordinates to make adjustments as needed. To conclude the public involvement process, an online product will be prepared to “spread the word” about the 2040 RTP after its adoption.



The Miami-Dade MPO has served as the lead agency for the most recent 2040 RTP effort. The MPOs coordinate their regional funding through the UPWP process and is supported in part through a Memorandum of Understanding.

LONG-RANGE TRANSPORTATION PLAN (LRTP)

The 2040 LRTP Report is included as a standalone document
The 2040 LRTP website is located at www.miamidade2040lrtp.com

1 Provide documentation, which demonstrates how each of the MAP-21 factors are considered in the planning process? (i.e. matrix)

The Map 21 goals are described in CFR450.206 Scope of the statewide transportation planning process. The eight MAP 21 goals, which are described below and listed in figure 2-4 on page 2-4 of the 2040 LRTP, are considered in the planning process due to them being directly related to the 2040 LRTP goals as listed in Figure 2-2 of the 2040 LRTP document seen below. The Map 21 goals are:

- 1) Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency = Goal #4 of 2040 LRTP.
- 2) Increase the safety of the transportation system for motorized and non-motorized users = Goal #2 of 2040 LRTP.
- 3) Increase the security of the transportation system for motorized and non-motorized users = Goal #3 of 2040 LRTP.
- 4) Increase accessibility and mobility of people and freight = Goal #6 of 2040 LRTP.
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns = Goal #5 of 2040 LRTP.
- 6) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight = Goal #1 of 2040 LRTP.
- 7) Promote efficient system management and operation = Goal #7 of 2040 LRTP.
- 8) Emphasize the preservation of the existing transportation system = Goal #8 of 2040 LRTP.

Figure 2-2 | Goals Snapshot



2 How does the MPO consider local land use decisions in coordinating transportation and land use planning? Please detail any current and past efforts.

The MPO coordinates transportation/land use planning analysis activities with the Miami-Dade Department of Regulatory and Economic Resources (RER). Land use planning including the Comprehensive Development Master Plan (CDMP), population and employment projections, and zoning, are under the umbrella of RER. The MPO/RER coordination activities are formalized via UPWP items 2.2 – Transportation / Land Use Coordination, and 2.3 Socioeconomic Data.



Figure ES-1: Study Boundary for Dadeland South

RER prepares future land use changes and plan amendments generally twice per year, and these are analyzed using the travel demand forecasting model. Updated socioeconomic data is developed to replicate the proposed land use changes and this is run through the travel demand forecasting process. The model results are compared to model runs with the base socioeconomic data forecast and the differences are tabulated. The model output is then reported back to RER, and reflects future transportation needs resulting from the proposed land use changes (i.e. forecast).



Figure ES-2: Study Boundary for Brickell

The MPO reviews other large developments to assure that the transportation analyses provided by applicants utilize information from, and comply with, the latest adopted LRTP. Site plans for large local developments are reviewed for incorporation of appropriate bicycle and pedestrian facilities, and that any proposed transportation facilities comply with and/or are amended into the LRTP. In addition, RER assists with development of the TIP and LRTP updates. One of our mutual efforts is to reduce travel demand as much as possible by developing mixed use and transit oriented developments (TOD) projects.

In order to examine the impacts of TOD's in Miami-Dade County, a recently completed planning study collected quantitative data on trip generation patterns and estimated the reduction in automobile trips for the two areas depicted below. This analysis can support additional TOD development and can be applied to future LRTP updates and other studies.

3 How are State programs, policies, and processes (such as the Strategic Intermodal System (SIS), Florida Intrastate Highway System (FIHS), other modal/master plans) integrated into the LRTP and TIP development process?

The LRTP process includes coordination with FDOT District VI and all Miami-Dade County transportation agencies, through monthly meetings of a Steering Committee, which includes representatives of those agencies. During the preparation of the Scope of Work for the upcoming LRTP, all of the relevant state programs, policies, and processes are identified that the consultant must address in the LRTP. The State programs, policies, and processes, such as SIS, are coordinated directly with the FDOT District VI SIS Coordinator. The SIS cost feasible projects list and accompanying revenue projections are incorporated into the LRTP Cost Feasible Plan. FDOT District VI participation also includes a representative that coordinates planning for the other modal areas of aviation, rail, seaport, and transit. In addition to the coordination activities, both the TIP and the LRTP are divided into specific modal sections which describe the projects by mode.

The SIS Plan is reviewed in detail as to its funded priorities for Miami-Dade County as well as for those “emerging SIS facilities” identified outside of the SIS 2025 funded horizon. SIS funding allocations were coordinated directly with FDOT and incorporated into the 2040 Plan.

4 During the last update of the Transportation Plan, how were the planning assumptions validated?

The 2040 LRTP Update process included preparation of technical report entitled “Data Compilation, Review, and Development” (Exhibit I), located at www.miamidade2040lrtp.com/wp-content/uploads/2040LRTP_Data.pdf. This report summarizes the development of transportation network characteristics and socioeconomic data prepared to support the travel demand forecasting activities. The report includes forecasts for population, households, housing types, household income, employment, workers, and school enrollment. The basis for underlying planning assumptions and data used in the LRTP development are as follows:

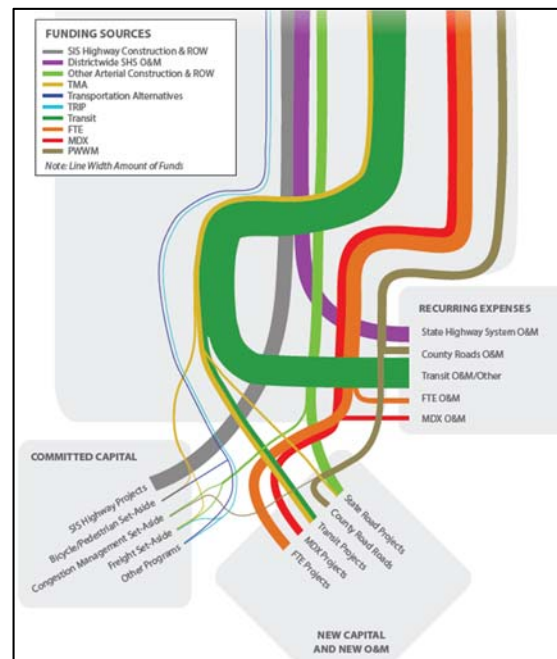
- Socio-economic and demographic data were developed by the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division (through financial assistance made possible by the Miami-Dade MPO) for the years 2010 and 2040 based upon the most recent available trends.
- Travel trends were validated based upon year 2010 conditions through the use of a fully integrated regional travel demand model, the Southeast Regional Planning Model (SERPM). The SERPM was used for the LRTP analysis for the three Southeast Florida MPOs: Miami-Dade, Broward, and Palm Beach. Modeling activities were coordinated by a technical committee, which included representatives of the three MPOs and FDOT Districts VI and IV.
- Travel data collection was updated for the year 2010, and the model was validated. Data updates included speed, signal timing, traffic volumes, ridership, cordon counts, intersection configuration, and number of lanes. Specific transit O/D data was also collected.
- Special trip generators were reviewed for their impact on travel demand.

5 What financial assumptions are being used in the development of the Transportation Plan? (Discussion should include anticipated bond revenue, future tax referendums, anticipated/current sales-tax referendums, as well as assumptions based on failed attempts to generate revenue).

A “Financial Resources and Analysis” report was prepared in conjunction with the development of the 2040 Plan (Exhibit J) at www.miamidade2040lrtp.com/wp-content/uploads/2040LRTP_FinancialResourcesReview.pdf. In this analysis, FDOT’s guidelines for estimating and presenting future revenues are followed in this review, as laid out in the 2040 Revenue Forecast Handbook. FDOT provided its revenue forecasts for 2019 and 2020 and then in five year aggregates for the periods 2021 to 2025 and 2026 to 2030, and a ten-year aggregate for 2031 to 2040. FDOT projections included estimates of both state and federal transportation funds for the Miami-Dade Metropolitan Area.

This review described only those FDOT revenues which are forecasted to flow to Miami-Dade County for capital improvement purposes, that is, for the State Capacity Program. The review did not include FDOT operating and maintenance funds (i.e. the State Non-Capacity Program) that would be applied to facilities in Miami-Dade County. MPOs are responsible for planning (and receive revenue estimates) only for those FDOT programs that are part of the Capacity Program. As a result, only those federal funding programs that are part of the FDOT Capacity Program are described in the review.

Florida’s Turnpike Enterprise (FTE) provided 10-year projections of gross toll revenues expected to be collected on the Homestead Extension of Florida’s Turnpike (HEFT) system. The assumptions on the approximate share of the HEFT in system-wide operating expenses, debt service, and



the ongoing replacement and renewal costs were discussed with FTE staff and used in projecting FTE net revenues.

Projections for MDX came from its 15-year Financial Plan containing a detailed breakdown of revenues, expenses, and outstanding debt service. MDX also provided a five-year projection for replacement and renewal expenses.

In addition to projecting net revenues available for capital for 2019 and 2020 and then in five-year aggregates, this review estimated the net present value of the projected net revenues for MDX and FTE as described in the respective sections of this report. Estimates of the potential future bonding capacity were also calculated.

Revenue growth rates for all existing Miami-Dade County gas taxes and Road Impact Fees (RIF) were developed in consultation with the County's Office of Management and Budget (OMB). Based on guidance from County staff, forecasts of Miami-Dade Transit (MDT) revenues are based on the latest People's Transportation Plan (PTP) Pro Forma. Revenue estimates provided in 2014 MDT Pro Forma were not independently verified, but were accepted as is. MDT's revenue net expenses from their Pro-Forma are used as the available transit funds, which include Federal and State Grants, since it is more inclusive than the FDOT transit revenue forecast.

The 2040 LRTP projected Road Impact Fees based on the historic as well as the latest data on building permits issued in the County. It was assumed that with the economic recovery, the number of building permits could recover by 2020 and would grow from thereon at the projected growth rate in population. Potential revenue sources were estimated based on the publicly available data on the existing tax bases and application of an additional rate of taxation allowed under the existing Florida law.

6 How are cost estimates developed? Do they include operating and maintenance costs for transit and local facilities or operating costs for state highways?

Cost estimates for each project in the 2040 LRTP are calculated to include planning, right-of-way, design, and construction costs. Project costs were determined for all projects defined in the "Needs Plan" to assess the financial feasibility in the process of developing the 2040 LRTP. For capital improvements, project costs were determined based on available data from existing reports, work programs, and/or the transportation agencies, where available. If existing cost estimates were not available, costs were estimated using the FDOT Cost Calculator and unit costs, similar types of projects, and input from the agencies, where available.

The cost to operate and maintain transportation system improvements are often the most expensive part of a project and therefore, must be estimated for all proposed future facilities. Operations and Maintenance (O&M) costs were based on existing current O&M rates. O&M for roads in the State Highway System (SHS) are accounted for under the State Highway System Operations and Maintenance program and do not need to be reflected in the LRTP. The districtwide estimates for the State Highway Operations and Maintenance Estimates are provided by FDOT, and must be documented based on an agreement between FDOT and the Federal Highway Administration Division Office. The O&M costs for the existing SHS, MDT, and the Department of Public Works and Waste Management (PWWM) facilities are summarized in Table 5-3 of the 2040 LRTP.

Table 5-3 | Operations and Maintenance Costs for Existing System (Millions YOY \$)

	Priority I 2020	Priority II 2021-2025	Priority III 2026-2030	Priority IV 2031-2040	Total 2020-2040
Operating and Maintenance					
Districtwide SHS O&M	\$145	\$740	\$811	\$1,781	\$3,477
MDT O&M/Expenses	\$794	\$4,442	\$5,214	\$13,696	\$24,146
PWWM O&M	\$55	\$309	\$364	\$929	\$1,658
Total Committed Funds	\$994	\$5,491	\$6,389	\$16,406	\$29,281

Note: Totals may not add due to rounding.

7 When amending the Transportation Plan, how is fiscal constraint ensured and demonstrated?

L RTP amendments must be submitted in the prescribed format, and are reviewed for sufficiency of information. Any amendment requires a public hearing, and is an action item to be approved by the MPO Governing Board. Amendments must be submitted in a timely manner in order to meet agenda and public notice schedules for the TPC and the MPO Governing Board. L RTP amendments are generally submitted by implementing agencies for the purpose of adding or deleting projects, modifying the funding of a project, or changing the scope or limits of a project. Amendments are required to be submitted in a standard format, which includes a description and justification for the amendment. Consistent with 23 USC 134, and 23 CFR 450, amendments must be financially constrained, that is, changes in the cost of a project must not negatively impact other cost feasible projects. If a project is to be added, additional funding must be identified, or the costs of other projects must be reduced:

- If the amendment is adding a project then the amendment can only proceed if the source of funding is new funding or a new grant or earmark.
- If the amendment is deleting a project and adding the funding to another one project then the amendment can only proceed if allocations are sufficient to cover the cost of the added project.

8 What is the process for revising the MPO's L RTP?

The process to amend/revise the L RTP is contained and explained in the MPO Prospectus for Transportation Improvements (Exhibit G), which describes the established framework for the MPO planning process and development of a multimodal transportation improvement program for the Miami Urbanized Area. Miami-Dade County was designated as an air quality attainment area on June 15, 2004. Under this designation, the MPO prepares and updates the transportation plan for the metropolitan planning area every 5 years. A plan amendment is a major revision to the L RTP. It includes addition or deletion of projects, or major changes in the scope or cost of a project.

The agency with jurisdiction over the project must make the request in writing to the MPO by filling out a form and providing detail information as to project title, need and purpose, funding, scheduling of funding, resources, and work mix (Exhibit K). The project to be amended is reviewed and sent through the process, including a Public Hearing for adoption. The project is also modeled.

9 If the metropolitan planning area includes Federal public lands and/or Tribal lands, were the affected Federal agencies and Indian Tribes involved appropriately in the development of the plans and programs?



Yes. Federal agencies and the Miccosukee Tribe of Indians of Florida (<http://www.miccosukee.com/tribe>) were contacted regarding participation in the 2040 L RTP development process, either by inclusion in the L RTP Steering Committee or through the public involvement process.

10 What is the role of the transit operator in the development of the L RTP, and how is it involved in the MPO's overall planning and project development process?

Two transit operators in the region, Miami-Dade Transit (MDT) and South Florida Regional Transit Authority (SFRTA), have representatives on the L RTP Steering Committee. Both MDT and SFRTA are actively involved in the formulation of L RTP projects, ranking, and funding schemes. These two agencies are also represented on the Transportation Improvement Program (TIP) Steering Committee. The MPO develops, in coordination with the MDT and SFRTA, a Unified Planning Work Program (UPWP) that outlines planning projects that will assist in further defining the comprehensive and multimodal transportation plans for the area. Both transit operators serve on the numerous study advisory committees, including TPTAC and TPC that are part of project development process.

11 How does the plan identify both long-and short-range strategies and actions that will lead to the development of a multimodal transportation system?

The 2040 LRTP was developed to guide the transportation investments in Miami-Dade County to 2040. First, the Needs Plan was developed to address the transportation deficiencies and to enhance the multimodal transportation system. Projects in the Needs Plan were evaluated and ranked using the Mobility Needs Assessment Tool (MNAT). The MNAT was developed to streamline the travel demand forecasting methodology and optimize the transportation needs assessment process. MNAT was used for principal scenario testing and mobility assessments in corridors and real-time testing of the mobility benefits of improvements. As a mobility tool, the MNAT can incorporate both highway and transit improvements for a given corridor. It is important to note that the focus of MNAT was strictly limited to assessing mobility at the corridor level to enhance the needs assessment process.

Next, available funding was allocated to the ranked list of Needs Plan projects to develop the prioritized list of cost feasible projects while balancing the funding with the need, modes, and locations. Projects were grouped into incremental band years or “Priorities” based on available funding. The band years denote short and long term planning, where Priority I represents the short term planning and is congruent with the 2015 TIP, and Priorities II – IV represents long term planning. The Priorities are as follows:



The 2040 LRTP is a multimodal plan for Miami-Dade County and represents planned highways/roadways, airport, port, transit, park and ride, bicycle/pedestrian (non-motorized), congestion management, and freight specific projects to improve the transportation system. Highways, transit, bicycle, and pedestrian facilities are integrated into MPO Transportation Plans and function as an intermodal transportation system. The Miami-Dade 2014 Bicycle/Pedestrian Plan, Miami-Dade County 2014 Congestion Management Process (CMP) Update, and the 2014 Miami-Dade Freight Plan Update were conducted in coordination with the development of the 2040 LRTP.

12 How does the MPO analyze it’s LRTP to ensure that it avoids, minimizes, or mitigates disproportionately high and adverse impacts on minority and low income communities?

The Miami-Dade MPO is committed to ensuring the projects within the LRTP do not adversely affect minority and low income communities. Executive Order 12898, signed by President Clinton in February 1994, directed all Federal agencies to make environmental justice a key part of its mission by identifying and addressing the impacts of programs, policies, and activities on both minority and low-income populations. Throughout the 2040 LRTP study process, the provisions of environmental justice, as defined by the Federal Highway Administration, were followed to ensure consistency with environmental justice and Title VI of the Civil Rights Act. MPO staff and

consultants made every effort to include all affected parties from varying socio-economic groups to ensure that their input was considered in the 2040 LRTP update.

The Miami-Dade MPO offered open and effective public involvement activities throughout the development of the 2040 LRTP. Extensive efforts were made to reach and serve disadvantaged populations during the LRTP update process. Advisories were sent to Haitian American Business News, Amigos for Kids and We Care of South Dade, Inc., a not-for-profit organization that oversees a network of low-income programs in south Miami-Dade. Furthermore, local, and state officials were asked to distribute study information to their constituents. LRTP materials were produced in English, Spanish and Creole and mailed to residents in the local MPO's database. Materials were also hand-delivered to venues serving disadvantaged populations, including the Haitian Organization of Women, Homestead City Hall, and Frankie Rolle Neighborhood Service Center. Meeting surveys, agendas, and comment cards were produced in English, Spanish and Creole. Spanish, and Creole-speaking translators were on-hand at public meetings to assist non-English speaking attendees.

Organization	African-Americans	Disabled	Haitian Americans	Hispanics	Homeless	Migrants	Native Americans	Elderly
Amigos For Kids				●				
Biscayne Gardens Civic Association		●						
Black Affairs Advisory Board	●		●					
Coconut Grove Collaborative	●							●
Coalition of Farmworkers Organization				●		●		
Goulds CDC	●	●		●				●
Hispanic Coalition				●				●
Miccosukee Tribe of Indians of Florida							●	
Miami Lighthouse for the Blind		●						
Richmond Heights Homeowners Association	●							●
Sagrada de Familia				●				●
Under-represented People Positive Action Council	●							●
Veccion de Acción				●				●
We Care of South Dade	●	●	●	●	●	●	●	●
Wilde Community Center	●	●		●				●

The Miami-Dade MPO incorporated several outreach techniques into the public involvement program to engage the transit-dependent population. For example, the PIP Team partnered with the Miami-Dade County Community Action Agency (CAA) boards to reach transit-dependent residents in Florida City/Homestead, Perrine, and Naranja. Presentations were made at board meetings, materials distributed at area meetings, and reminder telephone calls placed to CAA board members in advance of public meetings. Brochures were delivered to community-based organizations providing social services to underserved residents. This distribution process ensured that residents without transportation or Internet access were aware of the update process. Their members were encouraged to call the Miami-Dade MPO public information office to share their comments.

To ensure public meetings were accessible to the underserved population, the PIP Team held several public meetings at the neighborhood centers and public libraries operating in low-income communities, including: the Frankie Rolle Neighborhood Center (Coconut Grove), Culmer/Overtown Neighborhood Center (Overtown), North Dade Regional Library (Miami Gardens/Opa-Locka), South Dade Regional Library (Goulds, Homestead, Perrine), and Victor Wilde Community Center (Hialeah).

Finally, students at Minority Institutions of Higher Education (MIHE), such as Barry University and Florida International University (FIU), were included in the outreach efforts of the 2040 LRTP, especially in the project ranking exercise.

13 Describe how the validity of the original assumptions used in the LRTP are reviewed for any updates to the LRTP.

LRTP updates involve a review of planning assumptions based on the latest available data. For example, 2010 Census data estimates were utilized to re-validate assumptions. The 2040 LRTP Update process included preparation of technical report entitled “Data Compilation, Review, and Development” (Exhibit I). This report summarizes the development of transportation network characteristics, and socioeconomic data prepared to support the travel demand forecasting activities. The report includes forecasts for population, households, housing types, household income, employment, workers, and school enrollment. The planning assumptions, including socio-economic and demographic data, were developed by the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division. Data for the years 2010 and 2040 was based upon the most recent available trends. In addition, financial resource projections would be utilized to update financial assumptions used in the plan development.

14 Does the LRTP contain performance measures? If yes, please describe. Is there a process to measure the effectiveness of the Transportation Plan?

Yes, monitoring Performance is addressed in Chapter 9 and Appendix F of the 2040 LRTP. Appendix F addresses performance or Measures of Effectiveness (MOE) of the Plan, which are a quantifiable assessment of a plan that simplifies interpretation of how well the plan performs. MOEs allow an at-a-glance understanding of how well the plan is performing compared to a baseline reading. These MOEs provide an idea of how the adopted plan will impact various system level features of the transportation system.

Figure 9-2 | An Objectives-driven, Performance-based Approach to Planning



The projected population and employment growth is projected to add over 3 million trips (34% increase) to the transportation system producing a 37% increase in both in the Vehicles Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Lane miles and transit revenue miles represent the supply of the transportation system. Based on the Investments in the 2040 LRTP, highway lanes miles and transit revenue miles will increase by 11% and 21%, respectively.

The performance of the transportation system can be measured by peak period speed (speed during rush hour), percent of lanes miles with congested conditions causing a breakdown of traffic flow (LOS F), and transit boardings. The projected performance based on the projected growth and proposed investments are:

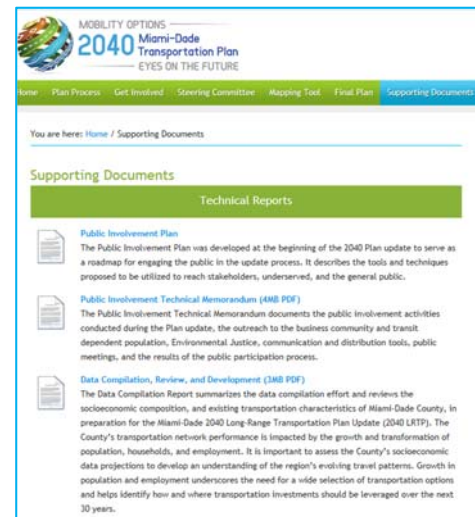
- Peak Period Speed - Projected to decrease 0.5 mph from 23.8 mph to 23.3 mph. The result is a very slight reduction of peak period speeds by 2%.
- Percent of lanes miles with congested conditions causing a breakdown of traffic flow (LOS F) – Projected to increase slightly by 1%.
- Transit Boardings – Will increase 40%.

The MOEs provide the data for the comparison of our existing transportation system to our planned future transportation system. The MOEs allow us to come to the conclusion that even with the significant levels of additional population and employment growth, and the growth in trips, there are only very modest negative impacts to peak period speeds and congested lane miles. Based on the projected performance, the planned transportation improvements are proportional to the projected growth on the transportation system. The investments in the 2040 LRTP will accommodate the projected growth without a significant impact on highway congestion and with a significant positive impact to transit.

15 Does the metropolitan transportation planning process include the preparation of technical and other reports used to ensure documentation of the development, refinement, and update of the Transportation Plan? Are these reports available for public review?

Yes. The following supporting documents were developed during the update of the 2040 LRTP, and are available for the general public at www.miamidade2040lrtp.com/supporting-documents:

- Technical Reports:
 - Public Involvement Plan
 - Public Involvement Technical Memorandum
 - Data Compilation, Review, and Development
 - Southeast Florida Regional Planning Model (SERPM 7) Model Development Report (In coordination with the development of the 2040 SEFTC Regional Plan
 - Financial Resources and Analysis
 - Efficient Transportation Decision Making (ETDM) Report
 - Congestion Management Process Update Technical Report
 - Directional Trip Distribution Report
- Project Lists and Cost Tables:
 - Cost Feasible Project List
 - Revenue and Cost Tables
- Maps:
 - Socio-Economic Data Maps Year 2010
 - Socio-Economic Data Maps Year 2040
 - Socio-Economic Data Maps Change between 2010 and 2040



16 Are there any comparisons of Transportation Plans with State conservation plans or maps and inventories of natural or historic resources? If so, please describe the process for the review of these plans.

The Miami-Dade Department of Regulatory & Economic Resources (RER) is represented on the LRTP Steering Committee to provide input. They provide services related to sound growth management, historic preservation, urban planning, sustainability planning, and transportation development through the Comprehensive Development Master Plan (CDMP) and related activities. Also, the Goals and Objectives are specific to these areas as follows:

- **Goal 5 – Protect & Preserve Environment & Quality of Life and Promote Energy Conservation:**
 - 5.5 – Promote transportation improvements that are consistent with adopted comprehensive development master plans
 - 5.9 – Protect historic areas
- **Goal 8 – Maximize and Preserve Existing System:**
 - 8.8 – Ensure necessary supporting infrastructure (water, sewer, drainage) capacity is available for new projects and improvements
 - 8.9 – Repair and maintain existing infrastructure first
 - 8.10 – Achieve and maintain a state of good repair for evacuation corridors



The following Federal, State, and Local/Regional Plans were reviewed:

- **Federal Plans:**
 - MAP-21 National Goals – 2012
 - Creating Equitable, Healthy, Sustainable Communities – 2013
- **State Plans:**
 - 2060 Florida Transportation Plan - 2010
 - Strategic Intermodal System Plan - 2014
 - Strategic Highway Safety Plan - 2012
 - Six Pillars 20-Year Strategic Plan - 2012
 - State Health Improvement Plan – 2012
- **Local/Regional Plans:**
 - The Efficient Transportation Decision Making (ETDM) tool was also utilized by having layers for natural, historical, and archeology to help make sound decisions. These layers we also reviewed in conjunction with the FDOT ETDM team and also separately with county agencies.
 - Various components of the County’s “GreenPrint” initiative are integrated throughout the document
 - 2035 Long Range Transportation Plan - 2009
 - 2035 Regional Long Range Transportation Plan - 2009
 - Southeast Florida Regional Climate Action Plan - 2009
 - Greenprint: Our Design for Sustainable Future - 2010
 - One Community One Goal Strategic Plan - 2010
 - Comprehensive Development Master Plan - 2011
 - Port of Miami 2035 Master Plan - 2011
 - 2040 LRTP: Compliance Requirements – 2013
 - Seven50 Southeast Florida Prosperity Plan

17 How does the plan give emphasis to facilities serving important national and regional transportation functions?

In Florida many of the transportation facilities that serve important national and regional functions are designated as part of the Strategic Intermodal System (SIS). The SIS is a statewide designation that includes Interstate highways and major State freeways and expressways. Certain interrupted flow facilities are included in the SIS as well. Several SIS facilities in Miami-Dade County carry traffic volumes in excess of 200,000 vehicles per day. The SIS facilities and projects receive great emphasis in the LRTP, and are developed and updated annually by FDOT through a coordinated planning process. The SIS plan can be considered a “modal plan”, and as such, is incorporated into the LRTP with very little change since it is a financially constrained plan, having costs balanced to match revenues.

The three MPOs in the Southeast Florida region identify hubs, corridors, and facilities of regional significance through the Regional Transportation Plan (RTP) updates, which occur every five years. A Regional Network map is typically the by-product of this effort and is formally adopted through the SEFTC process. The Regional Network incorporates various criteria and recognizes facilities of statewide (i.e. SIS) and national importance. Some of the work products of the RTP such as the performance measures and regional travel conditions and needs are fed back into the local LRTP processes. Thus a strong synergy is created among the various transportation plans, all which give emphasis to facilities of national and regional importance.

18 How does the LRTP incorporate environmental mitigation strategies from a system-wide perspective?

Chapter 7 of the 2040 LRTP discusses “Environment & Sustainability”. The chapter includes the following sections: transportation and land use, adaptation to climate change, air quality conformity, and addressing the transportation needs of an aging population. Mitigation, or reducing the impacts of the transportation system, is a component of each of these sections.

In addition, within the Miami-Dade County's Department of Regulatory and Economic Resources there are two offices, Planning and Sustainability, which are members of the LRTP Steering Committee. These offices, along with the other agencies represented on the Steering Committee, participated in

developing the list of CFP projects in a manner that reduces negative impacts as much as possible. The projects were ranked using the goals and weighting factors identified in Chapter 2. Goal #5, “Preserve Environment & Quality of Life”, is tied for the second highest goal weighting factor.

In addition to the mitigation aspects of the plan noted above, each implementation agency has processes in place to ensure that any negative impacts of projects are mitigated. The MPO also coordinates with FDOT to have any new projects be screened in the ETDM process.

Figure 7-1 | LRTP 3 Pillars of Sustainability



1. U.S. Department of Transportation, Federal Highway Administration, Sustainable Highway Initiative. www.sustainablehighways.dot.gov.

TRAVEL DEMAND FORECASTING

- 1 Who is responsible for travel forecasting at the MPO? (If another governmental agency provides required modeling expertise please detail whether or not there is a formal memorandum of agreement between the agencies to delineate technical responsibilities, lines of communication and nature of review).**

The MPO has two staff members that have worked extensively with modeling. The Miami-Dade, Broward, and Palm Beach MPOs all use the Southeast Regional Planning Model (SERPM), which is part of the Florida Standardized Urban Transportation Model Structure (FSUTMS) that is developed and maintained by FDOT. Model development and validation is achieved through a cooperative arrangement between the three MPOs and the two FDOT Districts in the region. This arrangement is anticipated to be formalized through an MOU between the five parties, which will delineate the roles including funding commitments and responsibilities for travel demand forecasting related activities such as data collection, model development, communication methods, and protocols, etc. The signed MOU is expected to further formalize travel demand forecasting efforts. The Regional Transportation Technical Advisory Committee (RTTAC) Model Subcommittee, which falls under the SEFTC organization structure, provides the formal forum for coordinating model related activities and group decision making. Both Miami-Dade MPO staff members have been working closely in the development of this regional model, and have served on Florida Model Task Force (Co-Chair) and other model technical committees.

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- 2 Describe the travel demand forecast model used by the MPO in the transportation planning process.**

- **What is the base year of the data used to develop the model?**
- **How many Travel Analysis Zones (TAZs) does the model have?**
- **How many links are in the model?**

SERPM 7.0 is based on the CT-RAMP (Coordinated Travel Regional Activity-Based Modeling Platform) family of Activity-Based Models (ABM). The CT-RAMP framework, which is fully described in the following section, adheres to the following basic principles:

- The CT-RAMP design corresponds to the most advanced principles of modeling individual travel choices with maximum behavioral realism. In particular, it addresses both household-level and person-level travel choices including intra-household interactions between household members.
- Operates at a detailed temporal (half-hourly) level, and considers congestion and pricing effects on time-of-day and peak spreading.
- Reflects and responds to detailed demographic information, including household structure, aging, changes in wealth, and other key attributes.
- Is implemented in the Common Modeling Framework (CMF), an open-source library developed by Parsons Brinckerhoff specifically for implementing advanced travel demand models.
- Offers sensitivity to demographic and socio-economic changes observed or expected in the dynamic southeast Florida metropolitan region. This is ensured by the enhanced and flexible population synthesis procedures as well as by the fine level of model segmentation. In particular, the SERPM 7.0 incorporates different household, family, and housing types including a detail analysis of different household compositions in their relation to activity-travel patterns.
- Accounts for the full set of travel modes.
- Integrates with other model components. The CT-RAMP model is one component (person travel) and can easily integrate with other components such as the existing SERPM truck model.

- Provides detailed inputs to traffic micro-simulation software. The CT-RAMP models operates at a half-hour time scale, which can provide detailed inputs to traffic micro-simulation software for engineering-level analysis of corridor and intersection design.



SERPM 7.0 was developed by transferring the model developed for the San Diego Association of Governments (SANDAG). Some model components were re-estimated using the southeast Florida portion of the Florida 2009 NHTS Add-On. The entire model system was calibrated to match travel behavior targets developed with these data and other local data sources, including American Community Survey five-Year estimates, Census 2010, and Department of Motor Vehicles registrations.

- The base year of the data used to develop the model is 2010.
- The current SERPM 7.0 has a total of over 4,200 traffic analysis zones (TAZs) for Southeast Florida. Miami-Dade County has a total of 1,500 TAZs.
- Micro-zones (MAZs) are used in the SERPM 7.0 to further detail land use access for forecasting transit trips. There are a total of approximately 12,000 MAZs in SERPM 7.0 of which 5,345 are in Miami-Dade County. To avoid computational burden, SERPM 7.0 relies on a 4,200 Transportation Analysis Zone (TAZ) system for highway skims and assignment, but performs transit calculations at the more detailed MAZ level.
- The total number of links in the 2010 and 2040 SERPM 7.0 are 32,900 and 43,700, respectively. The total number of links in Miami-Dade for 2010 and 2040 networks are 14,390 and 15,650, respectively. These figures exclude centroid connectors and transit-only links.

3 Who is operating the model? (MPO, consultant, etc.) If a consultant, who on staff is reviewing the work of the consultant?

FDOT District IV uses a contractor to develop, validate, and operate the model. FDOT District IV is chiefly responsible for managing the technical work, but works in conjunction with the modeling coordinators of the three (3) MPOs and the RTTAC Model Subcommittee. Wilson Fernandez is the technical coordinator for the Miami-Dade MPO and is assisted by Jitender Ramchandani.

ENVIRONMENT

- 1 Does the LRTP provide specific project-level information from the planning process, such as clear project descriptions, purpose and need statements for each project, anticipated project milestones for each phase, and funding source information?**

Yes, the 2040 LRTP provides a brief, yet clear description for each project in Chapter 6, which sets forth the “Cost Feasible Plan”. A detailed project purpose and need description is included in Appendix G of the 2040 LRTP. The project milestones, such as phase by priority time period and funding information by phase, is also listed for each project in Chapter 6. The project lists begin on page 6-10 of the 2040 LRTP document.

Table 6-6 | Priority I Projects (Values in Millions YOE \$)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP
1	Caribbean Blvd	Coral Sea Rd	SW 87 Ave	Add center turn lane	\$4.467
2	East-West Corridor (Flager Enhanced Bus)**	Miami Downtown Terminal	FIU-MMC (SW 112 Ave)	Incremental improvement on PTP corridor	\$2.000
3	Golden Glades Interchange: SR-826 (Palmetto)	SR-826 (Palmetto) EB Ramp	I-95 NB	Modify interchange	\$171.426
4	Golden Glades Interchange Improvements	Florida's Turnpike		Interchange improvement	\$74.448
5	Golden Glades Multi-Modal Terminal (Phase 1)			Modal hub capacity improvements	\$51.243
6	I-395	I-95	MacArthur Causeway Bridge	Modify interchange	\$760.584
7	I-75	South of NW 170 St	Miami-Dade County Line	ITS communications	\$6.593
8	I-75 Managed Lanes System	NW 170 St	South of SR-821 (HEFT) Interchange	Managed lanes	\$38.853
9	I-75 Managed Lanes System	South of SR-821 (HEFT) Interchange	Miami-Dade County Line	Managed lanes	\$108.037
n/a	Implementation of Quiet Zones for All Aboard Florida	Miami-Dade/Broward County Line	Downtown Miami	19 intersection for quiet zones in the County	

- 2 To what extent does the MPO participate in defining a project’s Purpose and Need that is used to determine the range of reasonable alternatives to be considered in the environmental process?**

The LRTP Steering Committee process provides a forum for the development of project definition, needs, and purpose. The Mobility Needs Assessment Tool (MNAT) was used to identify deficiencies in the system in order to formulate projects.

The MPO gives discussions on the committee level regarding the incremental approach to project implementation time tables with different capital emphasis. For example, the MPO may suggest various transit options for the same route depending on available capital such as enhanced bus for Short-Term, Bus Rapid Transit for Mid-Term, and Rail as a Long-Term goal for a specific transit route.

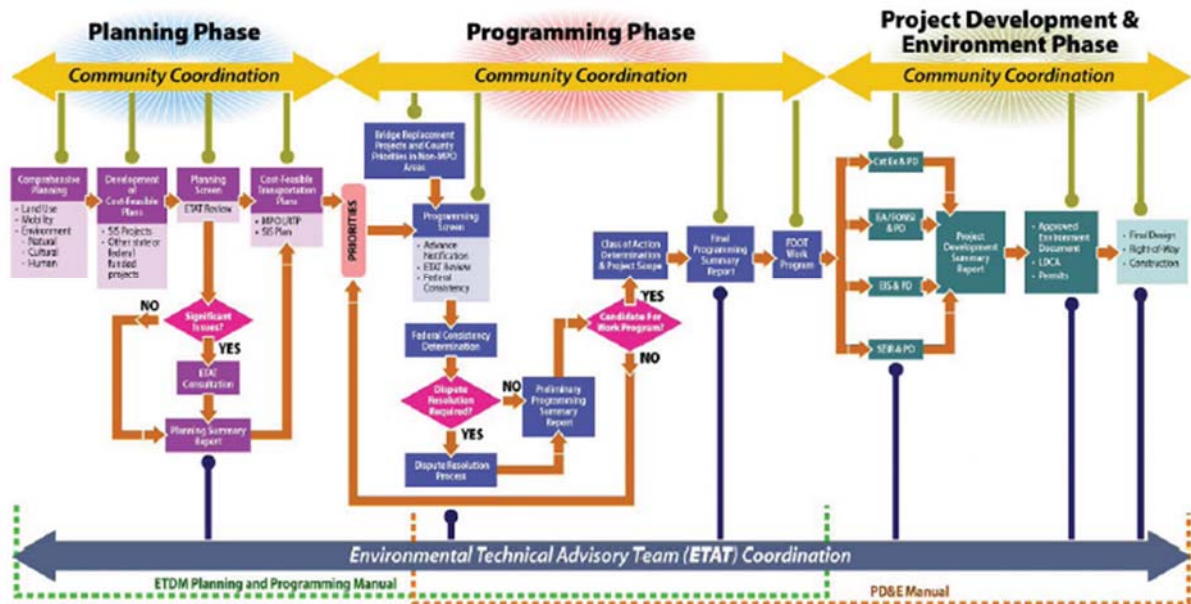
3 How does the existing consultation process address environmental mitigation activities? (Include consultation by State, Tribal, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, and historic preservation).

The LRTP development process includes two forms of consultative processes to address environmental mitigation activities:

- 1) **First is the LRTP Steering Committee** - This committee includes one member each from Planning and Sustainability, which are offices within the Miami-Dade Department of Regulatory and Economic Resources. These offices, along with the other agencies represented on the Steering Committee, participate in developing the cost feasible plan in a way that reduces negative impacts as much as possible. The project ranking/prioritization is based on the goals and weighting factors identified in Chapter 2. Goal #5 "Preserve Environment & Quality of Life" is tied for the second highest goal weighting factor, so that reducing impacts on the environment was considered in the ranking of all projects.
- 2) **Second is the screening of cost feasible projects through the Efficient Transportation Decision Making (ETDM) tool** - The ETDM tool incorporates environmental considerations into the plan development process. This is documented in Chapter 3 of the 2040 LRTP, on pages 3-20 and 3-21. The tool features a wealth of environmental and socioeconomic data that allows a comprehensive review of projects and their potential impacts.

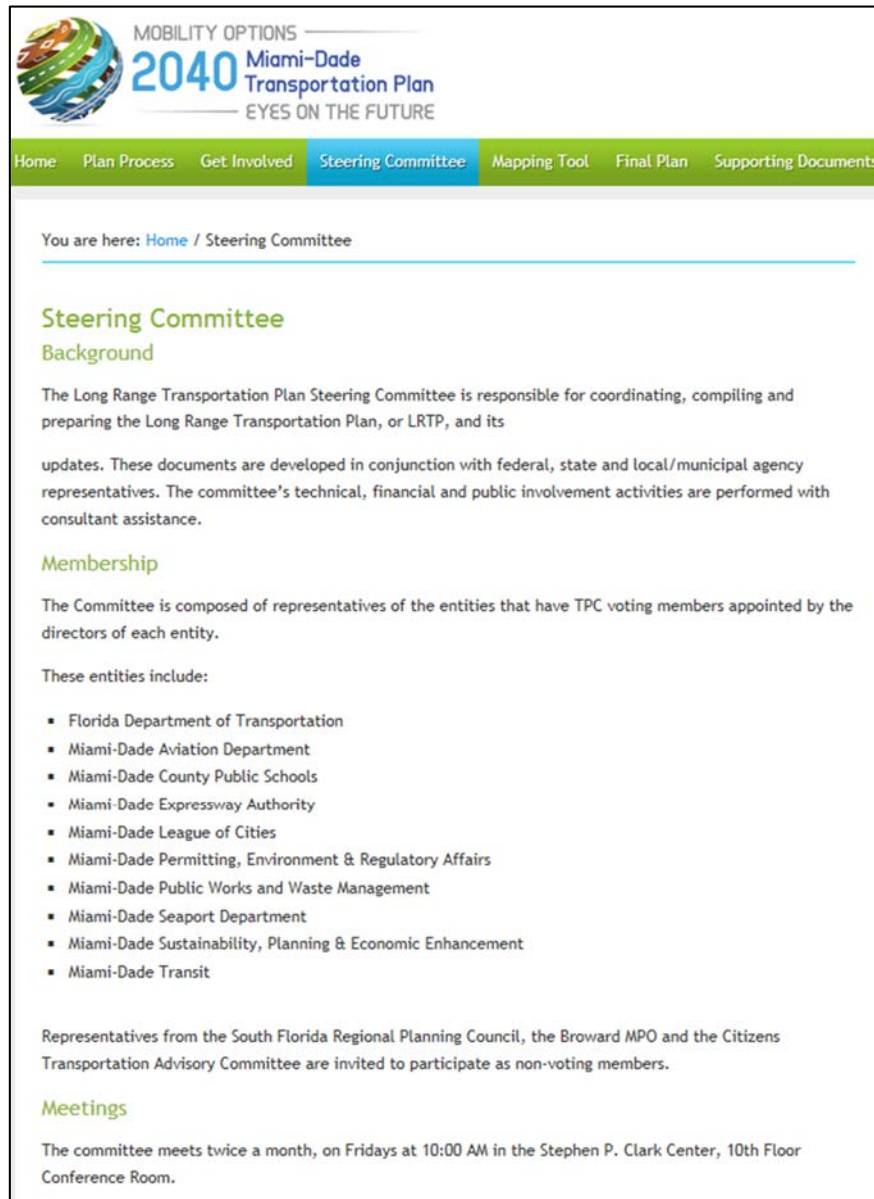
The ETDM tool, which is managed by FDOT, provides stakeholders the opportunity for early input, involvement, and coordination. It connects the Planning and PD&E phases by carrying forward planning products, previous analyses, and decisions during subsequent project development phases. On the Planning Screen comments received from the agencies and the public help FDOT and MPOs/TPOs identify environmental considerations that assist in assessing projects for inclusion or advancement in LRTPs.

Figure 3-7 | Efficient Transportation Decision Making Manual



4 Discuss how the MPO consults with the state and local agencies during the transportation planning process.

The LRTP Steering Committee is the primary consultative process with state and local agencies to address environmental mitigation activities. This committee includes three members from FDOT with expertise in planning, traffic operations, and modal plans such as freight, aviation, seaport, rail, and transit. The LRTP Steering Committee also includes County representatives from the offices of Planning and Sustainability. There was also participation at the Steering Committee level from representatives of the “Age Friendly Initiative”. The LRTP Steering Committee reviews draft products and output from the plan development process and offers guidance and suggestions throughout the process.



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE

Home Plan Process Get Involved **Steering Committee** Mapping Tool Final Plan Supporting Documents

You are here: [Home](#) / [Steering Committee](#)

Steering Committee

Background

The Long Range Transportation Plan Steering Committee is responsible for coordinating, compiling and preparing the Long Range Transportation Plan, or LRTP, and its updates. These documents are developed in conjunction with federal, state and local/municipal agency representatives. The committee’s technical, financial and public involvement activities are performed with consultant assistance.

Membership

The Committee is composed of representatives of the entities that have TPC voting members appointed by the directors of each entity.

These entities include:

- Florida Department of Transportation
- Miami-Dade Aviation Department
- Miami-Dade County Public Schools
- Miami-Dade Expressway Authority
- Miami-Dade League of Cities
- Miami-Dade Permitting, Environment & Regulatory Affairs
- Miami-Dade Public Works and Waste Management
- Miami-Dade Seaport Department
- Miami-Dade Sustainability, Planning & Economic Enhancement
- Miami-Dade Transit

Representatives from the South Florida Regional Planning Council, the Broward MPO and the Citizens Transportation Advisory Committee are invited to participate as non-voting members.

Meetings

The committee meets twice a month, on Fridays at 10:00 AM in the Stephen P. Clark Center, 10th Floor Conference Room.

TRANSPORTATION IMPROVEMENT PLAN (TIP)

The latest TIP CD is included

The TIP website is located at www.miamidademopo.org/transportation-improvement-program.asp

1 How does the MPO ensure that the TIP includes all proposed federally and non-Federally funded regionally significant transportation projects, including intermodal facilities?

The TIP includes all regionally significant projects in Miami-Dade County regardless of funding type. All Federally funded projects are identified in the “green pages”, the four year federal listing of projects in the first section (F-1) of each annual TIP.



In order to adequately address all modes, the TIP includes sections for each major mode. The modal listings include aviation, seaport, rail, intermodal, transit, state highways, county roads, bicycle & pedestrian (non-motorized), transportation disadvantaged, freight, congestions management, ITS, and a section to further emphasize regionally significant projects (Section A18 of 2015 TIP).



2 Describe the TIP project prioritization and selection process.

The TIP development process includes prioritization of current TIP projects such that projects listed in years two through five, under normal circumstances, annually advance to become years one through four. A new fifth year is then brought into the annual TIP development from the projects identified in Priority 2 of the LRTP. Annual TIP development is therefore based in the advancement of LRTP Priority 2 projects. Since the LRTP is updated every five years, there is a constant selection of LRTP projects to prioritize as “new” fifth year TIP projects.

3 How are bicycle, pedestrian, and transit needs addressed in the prioritization process?

Bicycle and pedestrian needs and projects are identified through a variety of planning activities including municipal, sub-area, and corridor plans, safety plans, Safe Routes to School plans, the Bicycle Pedestrian Advisory Committee, and other public involvement activities. Needs are evaluated through the LRTP process using criteria that includes: safety and level-of-service data, connectivity to schools, employment centers, residential areas, transit facilities, parks and existing facilities, local support, and availability of right-of-way.

Bicycle/Pedestrian Corridor Improvements

The bicycle/pedestrian network is a component of the overall transportation system. The Department evaluates bicycle & pedestrian improvements in conjunction with all capacity and resurfacing projects. Bicycle & pedestrian projects are also implemented by local agencies, who oversee construction and management. In addition, some projects are funded through the Federally funded Transportation Alternatives Program (TAP).

Safe Routes to School (SRTS) projects are another category of bicycle & pedestrian improvements focused on school zones, and are implemented by Miami-Dade County.

The budgeted costs for TAP and SRTS projects in the FY 2015 – 2019 Work Program, are \$14.4 million and \$5.5 million dollars respectively. Below is a snapshot of bicycle/pedestrian projects included in the FY 2015 - 2019 Work Program.



Project Segment	Project Type	Project Area
Village of Pinecrest	Bike path/trail	Various Citywide Bicycling Improvements
Downtown Development Authority	Bike path/trail	Various downtown locations
City of Miami Springs	Bike path/trail	Providing access to the Curtis Mansion as trailhead
Town of Miami Lakes	Bike path/trail	Various locations citywide
City of Miami Gardens	Pedestrian Safety Improvements	NW 179 th Street Along Canal from NW 42 nd Avenue to NW 39 th Avenue & NW 39 th Avenue Along Canal from NW 179 th Street to NW 191 st Street
Biscayne Trail Segment D	Bike path/trail	From SW 328 th Street/SW 137 th Avenue to Homestead Bayfront Park
Overtown Greenway	Bike path/trail	Along NW 11 th Street between NW 7 th Avenue and NW 12 th Avenue
Safe Routes to School Infrastructure Projects	Pedestrian Safety Improvements	Biscayne, Perrine and Coral Reef Elementary Schools

Bicycle, pedestrian, and transit projects were all proposed, reviewed, and ranked in the development of the LRTP. Projects trickle into the TIP from the LRTP with the TIP being a subset of the LRTP. Annually, through the MPO Project Program Priority Process, bicycle, pedestrian, and transit needs are re-assessed and reviewed as to their status for recommendations for funding in the last year of the FDOT's Tentative Work Program.

4 How do the MPO, the State, and the public transportation operator collaborate on the development of the TIP?

Development of the TIP is an on-going process in which projects identified in the LRTP are re-assessed as to their status and project readiness on an annual basis. FDOT's Public Transportation Office (PTO), the MPO, and transit operators work together on the development of TIP and the preparation of the MPO's Project Program Priorities Listings for the FDOT Tentative Work Program funding through the TIP Development Committee.

Through the "3C" process (Continuous, Cooperative, and Comprehensive) several transit projects in the TIP appear year after year and are ongoing efforts that require minimal coordination and collaboration. Yearly funding allocations to projects such as the FTA Section 5307 funding, FTA Section 5337 funding, FTA Section 5339 funding, and the State Transit Block Grant are ongoing annual TIP listings.

Other projects such as the Palmetto Intermodal Terminal advanced into the TIP from the LRTP based on extensive coordination efforts between the MPO, MDT, and FDOT. The Dolphin Station Park & Ride Lot is an example of a high profile project that moved directly from the 2040 LRTP Update as a Priority #1 project into the TIP with minimal coordination efforts. Generally, much of the coordination occurs at the TIP Development Committee meetings, and with follow-up phone calls between implementing and funding agencies.

A very small number of projects, such as the Golden Glades Multi-Modal Terminal, remained in the annual MPO Program Priority Projects list for several years before advancing to fully funded status due to production issues that needed to be resolved between the implementing agencies.



Golden Glades Interchange

5 How is fiscal constraint demonstrated for the TIP?


- What are the methods and sources of cost estimates?
- Do revenue estimates reflect reasonable assumptions?
- Do the State and transit operators provide the MPO with estimates of Federal and State funds available for the metropolitan area?

The TIP is prioritized and financially constrained. Fiscal constraint is maintained from LRTP to TIP by reassessing project costs and verifying funding allocations made available in the Work Program and local budgets. The MPO, along with County and regional transportation partner agencies and FDOT, develop estimates of funds that are reasonably expected to be available to support TIP development. Generally, FDOT provides the estimates of available federal and state funds for various project types including highways, transit, aviation, seaport, and rail. The projected available funding and fund types are listed in the work program instructions. The major County funding types and sources are:

- The half-cent sales tax for People's Transportation Plan (PTP) projects
- Secondary Gas Tax (for County roads)
- Local Option Gas Tax
- Road Impact Fees (RIF)
- Private Sector Projects (developer funded)
- Miami-Dade Expressway Authority Tolls

The TIP funds and funding level projections for years two through five are based on reasonable expectations of existing revenue sources. This demonstration of funding availability includes all public resources, and private sources as well (that are reasonably expected to be available).

The TIP includes projects such as the Miami Intermodal Center (MIC) and the Port of Miami Tunnel (POMT), which utilize innovative financing techniques such as the P-3 approach and availability payments. The TIP also includes “illustrative projects”, which are those that could advance into the financially constrained TIP if additional funding becomes available. These are included in a separate, short TIP section at the end of the document entitled “unfunded priority projects”.

 Fiscal Years 2014/2015 - 2018/2019 Transportation Improvement Program <u>Priority Transportation Projects Unfunded Needs: Next Five Years Summary</u>	
This supplement lists additional MPO priorities recommended for inclusion in the funded section of the TIP during future years of the program cycle or into the current program if new revenues become available.	
PROGRAM CATEGORIES	5-YEAR TOTAL (000s)
Airport Development (Aviation Department)	107,596
Florida Department of Transportation (FDOT) District 6	0
Public Works Department	79,813
Seaport Development (Seaport Department)	150,305
Transit (Miami-Dade Transit Agency)	28,471
South Florida Regional Transportation Authority (Tri-Rail)	0
TOTALS	366,185

TIP cost estimates are provided by the implementing or project sponsoring agency. Cost estimates are based on detailed project development and preliminary engineering studies. Cost estimates are usually done using latest unit costs obtained from agency representatives for their respective modal or jurisdictional improvements. In cases where agencies do not have cost information, cost estimates are developed using FDOT’s Office of Policy Planning transportation unit costs. Cost estimates include O&M costs for non-state facilities and transit facilities.

The TIP funds and funding level projections for years two through five are based on reasonable expectations of existing revenue sources. This demonstration of funding availability includes all public resources, and private sources as well (that are reasonably expected to be available). FDOT provides the estimates of available federal and state funds for various project types by mode. The projected available funding and fund types are listed in the work program instructions.

FDOT provides the estimates of available federal and state funds for various project types including highways, transit, aviation, seaport, and rail. The projected available funding and fund types are listed in the work program instructions. MDT and SFRTA also provide the estimates of their available funding, which is in addition to what is provided by FDOT.

6 What is the process for modifying/amending the TIP (please provide detail about the steps taken for both)?

- How are changes documented?
- How the public is made aware of the changes to the plan?

Amendments to the TIP are required to undergo the same process for inclusion as any project originally programmed to the TIP. The agency who wants to propose a modification or amendment to the TIP has to request it to the MPO in writing, and follow the requirements of the TIP amendment form (Exhibit K). Those requirements are: identify project name, description, limits, funding amount and source, fiscal year, and any other projects affected by amendment. Proposed project needs to be in the LRTP (if in conflict with CDMP, it needs to request a CDMP amendment before the Miami-Dade County Planning and Zoning Department). Besides all of these requirements, project amendment proposal needs to be advertised for at least 14 days prior to public hearing.

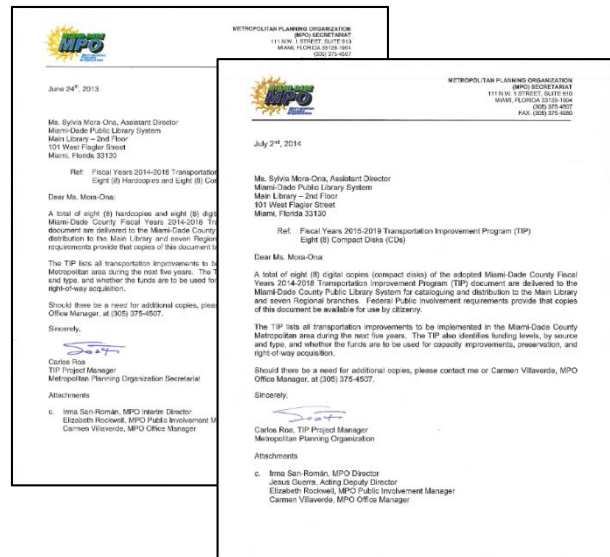
TIP amendments must be submitted to the MPO staff in the prescribed format and are reviewed for sufficiency of information. Any TIP amendment requires a public hearing, and is an action item to be approved by the MPO Board. Amendments must be submitted in a timely manner in order to meet agenda and public notice schedules for the TPC and the MPO Board. TIP amendments are generally submitted by implementing agencies for the purpose of adding or deleting projects, modifying the funding of a project, or changing the scope or limits of a project. Amendments are required to be submitted in a standard MPO format, which includes a description and justification for the amendment. Consistent with the entire TIP document, amendments must be financially constrained, that is, changes in the cost of a project must not negatively impact other TIP projects.

The MPO provides an opportunity for participation by interested parties in the development of the TIP, and for any TIP amendments. Public participation and public review of draft documents is made possible through published notifications, the MPO website, and at the MPO Board public hearing. Public participation methods typically used in the TIP development process are described in the MPO's Public Participation Plan (PPP), which is available in Exhibit D or online at www.miamidademipo.org/library/plans/public-participation-plan-2014.pdf, and which is also outlined in Chapter 7 of the MPO Prospectus (Exhibit G).

7 How is the disposition of comments and changes in the TIP documented, analyzed, and reported when significant oral and written comments are submitted?

The TIP development process provides for openness and participation as noted in the responses provided above. Comments from the TIP Development Committee would be coordinated either with face-to face discussions in the committee meetings, or via follow-up e-mails and phone calls. Comments from the public or elected officials would be coordinated by phone, e-mail, and/or with a letter of response.

One of the MPO's primary functions is to provide access to information for elected officials and the general public. The MPO also provides public notification when the draft TIP is prepared as it is posted (via hard copies and on the website) and available for a 45 day public review period. TIP amendments are made available in the same way. Both the Draft TIP and any TIP amendments require a public hearing and are advertised 14 days prior to the MPO Board meeting at which they are scheduled for approval.



UNIFIED PLANNING WORK PROGRAM (UPWP)

The latest UPWP is included as a standalone document

The UPWP website is located at www.miamidademppo.org/unified-planning-work-program.asp

1 How are Federal Funds and expenditures monitored in your organization?

All funds, including Federal, and expenditures are monitored through Miami-Dade County's mainframe software application "Financial Accounting Management Information Systems" (FAMIS) software. Reports are generated on a regular basis to obtain a snapshot of all of the funds. In addition, an audit is performed every year, which results in a Single Audit Report and is provided to FDOT District VI.

2 How are the State, public transit agencies and MPO subcommittees involved in UPWP development?

The development of the UPWP begins with creation of a "Development Schedule", which highlights the milestones of key steps in the process and is distributed to FDOT. The first step in the schedule is the solicitation of transportation planning ideas. This is done through the "Call for Ideas" program, which requests agencies and citizens to submit creative ideas for transportation planning studies that will provide effective solutions to alleviate traffic congestion in the areas of highways, transit, freight, air, sea, non-motorized, and safety. Submissions will be considered for inclusion in the draft UPWP. The "Call for Ideas" flyer/brochure is placed on the MPO website, made part of the MPO's e-Newsletter, sent to the MPO's transportation partners, and posted in the local library branches and university/colleges.

The draft UPWP is reviewed and approved by TPC, which includes Aviation, Regulatory and Economic Resources, MDX, Public Schools, Public Works and Waste Management, Seaport, Transit, Water and Sewer, Dade League of Cities, Cities of Hialeah, Homestead, Miami, Miami Gardens, North Miami, and Miami Beach, South Florida Regional Transportation Authority, and the Florida Department of Transportation.

Both the TPC and CTAC are provided the draft document as an information item to review for one month prior to scheduling the draft as an action item. This is normally done during the FDOT 30-day review cycle as per the Program Management Handbook. FDOT provides comments on the draft UPWP in the form of a spreadsheet. The MPO addresses those concerns and incorporates them into the final which is reviewed again by all transportation partners.

Do you want to improve your commute?



Call for Transportation Ideas!

The Miami-Dade Metropolitan Planning Organization (MPO) is seeking creative ideas for transportation planning studies that will provide effective solutions to alleviate traffic congestion in the areas of highways, transit, freight, air, sea, non-motorized, and safety. Submissions will be considered for inclusion in the Unified Planning Work Program (UPWP). Ideas selected will then be recommended for adoption by the MPO Governing Board.

This is your opportunity to get involved and make a difference!

Please forward your idea(s) via email, mail, or fax by **January 30, 2015** to:



MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION

Stephen P. Clark Center
111 NW 1 Street, Suite 920
Miami, FL 33128
mipo@miamidademppo.org
(305) 375-4950 fax

Transportation Ideas (305) 375-1888
Transportation Ideas (305) 375-1888
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3 Specifically, how does the MPO collaborate with the transit operator in the development of the funding aspect of the UPWP?

Miami-Dade Transit (MDT) is provided the document early in the process for them to review and provide comments on any technical, fiscal or any other area of interest related to the document. As a member of the Transportation Planning Council (TPC), MDT votes on approval of the UPWP. Funding is not directly provided to MDT in the UPWP. Attached please find a table of transit-related transportation planning studies which indicates the level of cooperation among both agencies.

AGENCY/ENTITY: MIAMI DADE TRANSIT (MDT)	
TITLE	PURPOSE
Short Range Transit Planning	<p>Preparation of the Transit Development Plan (TDP). Required to comply with Florida Statutes 341.052 and 341.071. All short-term transit plans are reflected in this document along with their financial impact.</p> <ul style="list-style-type: none"> • Prepare Minor Updates of the TDP in 2015 and 2016 <p>Update of supporting documents which are part of the People's Transportation Plan including, but not limited to, Implementation of the following:</p> <ul style="list-style-type: none"> • NW 27th Ave EBS (North Corridor) • SR 836 Exp EBS (East-West Corridor) • Flagler EBS (East-West Corridor) • Biscayne EBS (North East Corridor) • Douglas EBS (Douglas Corridor) • Kendall EBS (Kendall Corridor) • Busway (South Dade Corridor) • Palmetto Corridor • Ludlam Corridor <p>Update Existing and Proposed Transit Facilities Inventory Spreadsheet and Plan</p>
Transportation / Land Use Coordination	<p>Continuing planning activities.</p> <p>Work involves: Assessing and providing a transit impact report for each of the applications to the bi-annual requests to amend the Comprehensive Development Master Plan; Assist with the Development of the Evaluation and Appraisal Report, in particular, the Transportation Element and Transit Component; Review and assess transit impacts and provide summary reports on projects going through the Development of Regional Impact processes, the Development Impact Committee; Advance Notifications of State or Federal Projects. Review Technical Studies that assist in evaluating transportation/land use interactions.</p>
FTA Civil Rights Requirements	<p>FTA recipients are required to comply with FTA Regulations and follow the guidelines provided to respond to their requirements for monitoring Civil Rights compliance based on the level of transit service provided to minority and low income communities.</p> <ul style="list-style-type: none"> • Prepare Minor Report in 2015 • Prepare Major Report in 2016 <p>Review and analyze all data collected for this response to determine whether there is a potentially disparate impact among the communities that utilize the system, as required by Title VI's Service and Fare Equity Analysis.</p>

PUBLIC INVOLVEMENT

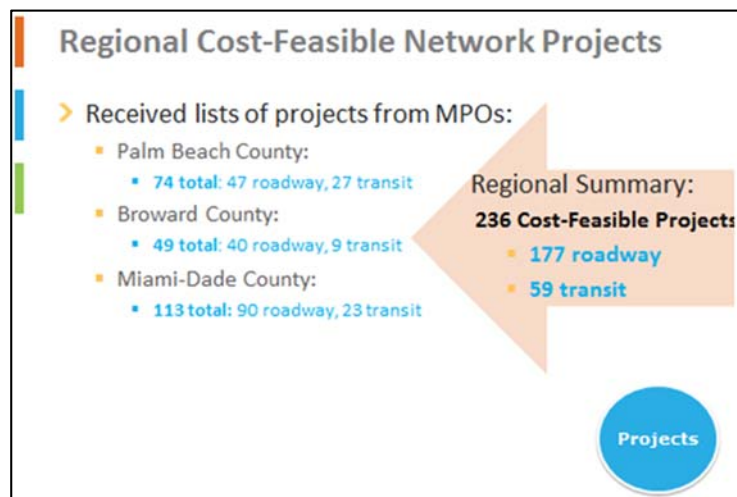
1 How is the effectiveness of the public involvement process evaluated?

- Is it a formalized process?
- How often is the process evaluated?

An MPO's public involvement (PI) process is very dynamic in nature due to its make-up of various Plans, programs, and studies. As a result, this lends to PI techniques also varying to accommodate these variances. As such, utilizing the PPP's Evaluation Process, PI tools are then constantly, both formally and informally, evaluated at the end of each project period. In essence, the purpose of evaluating the success of the public involvement activities is to identify which strategies are successful and where improvements are needed. And therefore, staff is constantly reviewing the effectiveness of their projects, especially as it relates to how the general public received their body of work in its entirety.

2 What are the MPO's major regional projects?

A total of about 236 regional cost-feasible projects were identified for the Southeast Florida region. These projects were in designated corridors of regional significance and determined cost-feasible by the respective county-wide LRTP updates. It was comprised of approximately 20% transit/non-motorized projects. Over 600 lane miles were added to the regional roadway system with the majority of these added lane miles occurring on "limited access" facilities.



For Miami-Dade County, a total of 113 regional projects were identified with 23 of these being transit/non-motorized projects. The following are highlights of the major regional project identified in the 2040 Regional Transportation Plan in Miami-Dade County.

Roadway Projects:

- I-95 Express Lane Expansion
- I-75 New Express Lanes
- SR 826 New Express Lanes
- SR-836 New Express Lanes
- SR-924 Gratigny West Extension
- HEFT Widening
- SR-997 Krome Avenue Truck By-pass
- US-27 Corridor Improvements with Multiple Grade Separations



Transit Projects:

- Several Transit Terminals
- Express Bus Service Improvements on I-95, I-75, SR-826, SR-836, and HEFT
- NW 27th Avenue BRT
- Enhanced Bus Services on Numerous High Ridership Corridors
- Tri-Rail Coastal Link (Partially Funded)
- Beach Corridor LRT (Partially Funded)

Aside for the major capital projects, the MPOs in the region are collaboratively working on various transportation planning initiatives as follows:

- Tri-Rail Coastal Link (f.k.a. SFECC)
- 2040 Regional Transportation Plan (RTP)
- Climate Change Vulnerability Assessment
- Regional Vanpool Program
- Regional Freight Study (Cargo 2040)
- Universal Smart (Easy) Card
- Sustainable Communities Grant (Seven 50 Plan for Prosperity)
- Southeast Regional Planning Model (SERPM)
- Regional Travel Survey

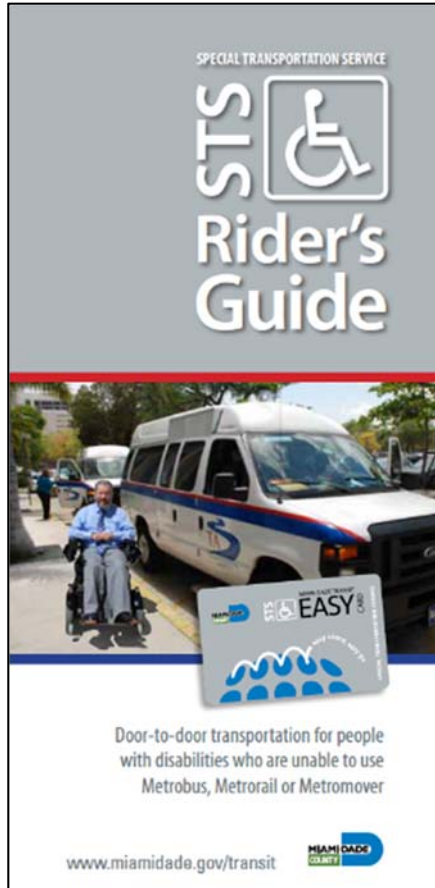
3 What is the public involvement process used by the transit providers(s)? Is there coordination of public involvement between the MPO and the transit provider?

The MPO coordinates public involvement activities with Miami Dade Transit (MDT) public involvement office (PIO). The MPO conducts outreach events to gather feedback regarding the transportation system as a whole. Comments received about specific issues related to transit are provided to the MDT PIO for their review and action. MDT staff attends the four citizen committee meetings to field any questions that may arise as well as both provide and gather input on current and future transit projects. SFRTA attends these meetings when they need to inform members of a current or upcoming project.

In addition, MDT provides procedures, plans, and coordinated efforts to inform, educate, and provide awareness and training to transit operators about how to work with the public and the transportation disadvantaged population. The transit operators are encouraged to identify barriers and address them accordingly. Community Based Organizations (CBOs) are also utilized as informational resources to reach out and provide transportation assistance and awareness to the public. Some of these organizations include:

- Switchboard of Miami
- Miami-Dade County Commissioners and other area elected officials
- Selected Community Based Businesses and Organizations and Governmental Agencies: Salvation Army, Camillus House, Catholic Charities, Eleventh Judicial Courts, Community Action Agencies, Department of Veteran Affairs, Easter Seal Society, Department of Human Services, and Jewish Community Services





MDT provides the following informational literature in the form of brochures and electronic media:

- Transit Riders Service Guide
- Special Transportation Service (STS) Rider's Guide
- Golden Passport and Patriot Passport brochures
- Miami-Dade Transit's Website
- Miami-Dade Transit Satellite Centers
- Transit Guides
- Metromover Brochure
- Metrorail Guide
- Miami-Dade Transit Kiosk

Transit operators attend staff advocate group meetings as well as other public transportation meetings. These meetings act as a voice from the public for change and awareness from the riders or the potential rider's perspective. Some of these advocate groups, CBOs, and public groups include:

- The Transportation Disadvantaged Local Coordinating Board (LCB)
- STS monthly meetings
- The Commission on Disability Issues (CODI)
- Cutler Bay Town Hall
- Wayside Baptist Church
- City of Miami Beach Community Services
- Greater Miami Service Corps
- Miami Dade County Public Schools

4 How does the public involvement process demonstrate explicit considerations and responsiveness to public input received during the planning and program development process and how does it alter the decision making of the MPO?

Citizens are constantly encouraged to get involved in the transportation planning process. There are various methods utilized to disseminate information to gather citizen comments that are included for consideration in the planning and program development process as follows:

- **The MPO Website** (www.miamidademopo.org) has been completely redesigned with a new logo and new look. It is an extremely comprehensive site for all information on the MPO. It includes all major documents: the TIP, the citizen's TIP, the LRTP, the UPWP and many reports (over 850 documents), which may be downloaded directly from the site. Agendas and minutes of the MPO and its committees may be accessed through this site as well. The MPO receives many of its public inquiries from visitors to the site.
- **"In the field" outreach events**, attended by MPO staff, produces comments that are disseminated to the appropriate agency and/or project manager for their response back to the citizen(s). The use of a Business Reply Mail (BRM) postcard continues to be utilized, which allows citizens to fill out a postcard with their suggestions and have the postage pre-paid by the MPO. In addition, the MPO sends out a letter and/or email informing the citizen(s) that their information has been received and thanking them for their participation.
- **The e-Newsletter** keep the general public up to date on the activities and studies produced. They are distributed to over 2,000 contacts and are posted on the MPO website. Citizens can sign up to be included via the MPO website or by calling the MPO's Public Information Office.

- MPO staff participates in **radio, newspaper, and TV interviews** with English, Spanish and Creole stations as per their request.
- **The MPO's Annual Report** is distributed, which is an effective educational tool containing a “year in transportation activities” snapshot. The report is distributed to stakeholders and the libraries and also posted on the MPO website.



- There are **four citizen advisory committees** to the MPO Governing Board: Bicycle Pedestrian Advisory Committee (BPAC), Citizens Transportation Advisory Committee (CTAC), Freight Transportation Advisory Committee (FTAC), and Transportation Aesthetics Review Committee (TARC). These four committees generate important feedback on their respective areas of expertise on the transportation planning process. They also act as conduits for the general public to express their comments on the transportation system as a whole. All comments are then relayed to the MPO Governing Board for their consideration.
- The MPO supports the **Miami-Dade County School's Annual Public Service Announcement (PSA) Contest** among all applicable High Schools in Miami-Dade County. The purpose of the Contest is to educate students about the perils of texting and driving in 30-sec spots. Students have a chance to compete against one another to showcase their talent and TV production ability in this very competitive contest.
- **MPO Governing Board meetings are webcasted and televised live**, and then rebroadcasted on the Local Government Access Channel (Cable Television) every month.
- The **Bicycle/Pedestrian Program distributes a large amount of information**. Maps are available on biking and walking facilities, brochures on safety, bike/transit integration and law enforcement. Most material is sent out in response to requests from the public. However, maps and brochures are also picked up from the Bike/Pedestrian Kiosk at the Government Center Metrorail Station, and material is distributed in bulk to other agencies for distribution including Miami-Dade Public Schools, local police departments and elderly centers.
- **Ads are published in the local paper** encouraging interested organizations and individuals to participate in the process.
- **All comments, questions and concerns received during workshops, outreach events, and meetings are documented in the MPO PI database**. Comments are categorized as short term issues or potential long term projects. Short term issues include problems with a bus stop, bus driver, unsynchronized traffic signal and pothole, among others. These comments are sent directly to the appropriate agency for action. Comments which are potential long term projects are submitted to the UPWP Development Committee for consideration for further study. During the LRTP cycle, some of these projects have even made it to the Needs Plan.

5 How does the public involvement process address the principles of the Title VI of the Civil Rights Act of 1964, Title VI assurance executed by each state and the traditional underserved, including low income and income and minority households?

The MPO has developed a comprehensive Public Participation Plan (PPP) (Exhibit D) that incorporates outreach initiatives for all office activities, including the LRTP, the TIP and the UPWP. The PIP begins with a brief history pertaining to the foundation of Metropolitan Planning Organizations and then describes the creation and organizational structure of the Miami-Dade MPO. The legal basis for the necessity of PI in state and national organizations is discussed followed by the implementation of PI strategies. This section explains useful key elements for creating a successful public involvement plan and the application of PI in the MPO's general outreach strategies, special projects, and required major planning documents. The PPP outlines a process that will allow the MPO to better assess the effectiveness of its outreach efforts, which will lead to the most appropriate application of public involvement strategies. In order to meet the needs of the dynamic metropolitan area it represents, the PPP requires continuous revision. This document was compiled utilizing previous studies performed by outside vendors contracted by the MPO, collaborative work and efforts from other departments such as Miami-Dade Transit, cooperative assistance from the MPO staff, as well as a careful review of the Prospectus and other relevant documents, websites, and federal, state, and local regulations.

In addition, the MPO has created the Transportation Outreach Planner, which is a web-based interactive tool located at www.mpotransportationoutreachplanner.org that enables Transportation Planners and Public Involvement Officers (PIO) to create an effective PI program and accomplish stated Title VI goals that will ultimately allow the identification of the attitudes and issues facing that particular community. The program is composed of three (3) segments: Web-based GIS system, Community Background Reports, and Public Involvement Strategies.



The screenshot shows the homepage of the Transportation Outreach Planner. At the top, there is a navigation menu with links for Home, Customized Demographic Reports, Community Background Reports, Public Outreach Strategies, Metadata, Help, and Login. The main content area features a 'Project Information' section with a text block and a grid of images. Below this is a prominent yellow banner for the '2010 Census Demographic Reporting Tool', which includes a 'New' badge, a title, a sub-header 'Introducing a New, Interactive Mapping and Reporting Tool', and a paragraph describing the tool's capabilities. To the right of the text are several small images showing maps and data visualizations. At the bottom, there are three columns of service descriptions: 'Customized Demographic Reports', 'Community Background Reports', and 'Public Outreach Strategies', each with an icon and a brief description.

The program utilizes Sociocultural Effect principles to evaluate and incorporate community considerations into the planning and development of transportation plans, programs and projects. Sociocultural Effects is the process used to evaluate the effects of a transportation action on communities and their quality of life.

PI strategies are modified according to community characteristics, such as, but not limited to, literacy rates, income levels, cultural composition, and religious affiliation. For example, if an area has a low literacy rate, it would be more effective to use audio and visual aids rather than to distribute brochures, hand-outs and other reading materials. By utilizing the program, staff has access to this invaluable information to tailor its outreach approach to determine a community's stand on a project and work with that community to gather support.

A Title VI Nondiscrimination Agreement (Exhibit L) is signed, approved, and included, along with the complaint procedures, in the UPWP document under section P-24. In addition, goals have been established to accomplish, which can be viewed in the accompanying Title VI Report, which is updated to coincide with the federal review process.

6 How are the disposition of comments and changes in the final Transportation Plan or TIP documented, analyzed, and reported when significant oral and written comments are submitted? Is additional time provided for public review if the “final” document is significantly different from the draft originally made available for public review?

All comments received were analyzed and categorized as either service or project specific. Those comments that were service oriented were disseminated directly to the appropriate agency for immediate action. Those comments that were considered new projects were included in the project list, which was ranked. There was no need for additional time to review the plan due to their not being a significant difference between the draft and final document.

7 How is public involvement in the metropolitan transportation process coordinated with the district and or statewide public involvement process to enhance public consideration of issues, plans, and programs?

The MPO coordinates PI activities with FDOT District 6 in the following ways:

- Staff from FDOT District 6 attends the various MPO citizen advisory committee meetings to present items of interest, and to also be on hand to answer any pertinent questions about studies and projects under their purview.
- MPO staff attends FDOT District 6's project specific Open Houses and PI meetings to assist in fielding comments, if needed.
- Comments, concerns, or questions submitted to the MPO, as per outreach events, newsletters, and media interviews, are reviewed and placed in the PI database. For those comments that pertain to the FDOT a letter is mailed to the citizen informing them their information will be sent to the Department. The information is then directed to FDOT where the appropriate action or response is taken. The MPO office then requests FDOT to copy the MPO on their responses so that they can remain in the loop and close the issue out in the database.
- FDOT District 6 and MPO staff assist one another in disseminating PI notices through their various distribution lists to help get the word out to the general public. This is especially helpful with the specific campaigns such as “Distracted Driving – Put it Down” and “Drive Safe Krome Avenue”.



- FDOT District 6 staff is part of the Public Involvement Management Team (PIMT) administered by the MPO, which includes all PIOs from the various transportation agencies within Miami-Dade County.
- MPO staff has been supporting the FDOT's Efficient Transportation Demand Management (ETDM) program by providing comments from both staff and citizens regarding projects going through the ETDM process.

8 Describe the opportunities for participation by traffic, ridesharing, parking, transportation safety, and enforcement agencies; commuter rail operators; airport and port authorities; appropriate private transportation providers; and city officials.

All of the mentioned agency stakeholders have multiple opportunities to participate in the plan development process, either by representation on the Steering Committee, invitation to public meetings, or participation on technical committees. In an effort to coordinate PI between all local transportation related agencies, the Public Involvement Management Team (PIMT) was formed. This group works together in an effort to enhance coordination and communication among agencies involved in transportation planning, programming and operations. Transportation programs and plans developed for Miami-Dade County are marketed better to citizens by bringing together the public involvement personnel from the following transportation agencies:

- Miami-Dade Metropolitan Planning Organization
- Florida Department of Transportation District VI
- Florida's Turnpike Enterprise
- Miami-Dade Aviation Department
- Miami-Dade Expressway Authority
- Miami-Dade County Public Schools
- Miami-Dade public Works Waste Management
- Miami-Dade Seaport Department
- Miami-Dade Transit
- Citizens Independent Transportation Trust
- South Florida Regional Transportation Authority
- South Florida Commuter Services



The PIMT meets on a regular basis to exchange public outreach strategies and collaborate on projects that reach out to the community regarding transportation. This collaboration has led to important relationships being developed between the various agencies so residents can be served in a respectful and efficient manner.

9 Describe the opportunities for participation by local, State, Tribal, and Federal environmental resource and permit agencies where appropriate.

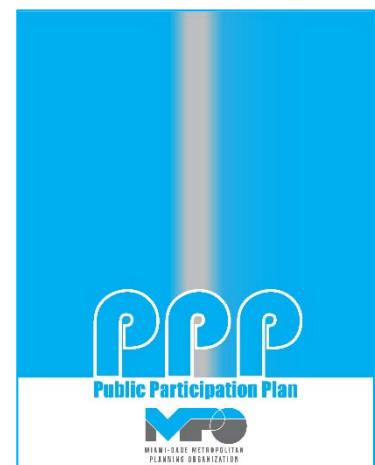
Once again, all of the mentioned agency stakeholders have multiple opportunities to participate in the plan development process, either by representation on the Steering Committee, invitation to public meetings or participation on technical committees. Opportunities for various agencies to participate in the MPO's programs occur as follows:

- The TIP Development Committee is composed of representatives of the entities that have TPC voting membership and are appointed by their own director. The committee is responsible for coordinating, compiling and preparing the 5-year TIP, in conjunction with federal, state, regional, and local agency representatives. It meets every month when the TIP adoption cycle is started in July. In order to meet with federal requirements and deadlines for adoption of the plan, additional meetings are scheduled on an as-needed basis. The TIP Development Committee is composed of representatives of the entities that have TPC voting membership and are appointed by their own director:

- City of Hialeah
 - City of Homestead
 - City of Miami
 - City of Miami Beach
 - City of Miami Gardens
 - City of North Miami
 - Florida Department of Transportation (FDOT)
 - Miami-Dade County Aviation Department
 - Miami-Dade County League of Cities
 - Miami-Dade County (Planning and Zoning)
 - Miami-Dade County Public Works and Waste Management
 - Miami-Dade County Regulatory and Economic Resources
 - Miami-Dade County Seaport
 - Miami-Dade County Transit (MDT)
 - Miami-Dade County Public Schools
 - Miami-Dade Expressway Authority (MDX)
 - Miami-Dade Metropolitan Planning Organization (MPO)
 - South Florida Regional Transportation Authority (SFRTA)
- The LRTP Steering Committee is responsible for coordinating, compiling and preparing the LRTP and its updates. These documents are developed in conjunction with federal, state and local/municipal agency representatives. The committee's technical, financial and public involvement activities are performed with consultant assistance. When the LRTP development cycle starts, the committee meets every month. However, additional meetings are scheduled on an as-needed basis. Representatives from the South Florida Regional Planning Council, the Broward and Palm Beach MPOs and the Citizens Transportation Advisory Committee are invited to participate as non-voting members. The LRTP Steering Committee is composed of representatives of the following entities appointed by the directors of each entity:
 - Citizens Independent Transportation Trust
 - City of Hialeah
 - City of Homestead
 - City of Miami
 - City of Miami Beach
 - City of Miami Gardens
 - City of North Miami
 - Florida Department of Transportation (FDOT)
 - Florida's Turnpike Enterprise
 - Miami-Dade County Aviation Department
 - Miami-Dade County League of Cities
 - Miami-Dade County Management and Budget
 - Miami-Dade County (Planning and Zoning)
 - Miami-Dade County Public Works and Waste Management
 - Miami-Dade County Regulatory and Economic Resources
 - Miami-Dade County Seaport
 - Miami-Dade County Transit (MDT)
 - Miami-Dade County Public Schools
 - Miami-Dade Expressway Authority (MDX)
 - Miami-Dade Metropolitan Planning Organization (MPO)
 - South Florida Regional Transportation Authority (SFRTA)
 - The UPWP Development Committee has had the responsibility of selecting proposals to be awarded funding from available discretionary money, in conjunction with federal, state and local agency representatives. The committee is composed of representatives appointed by the TPC voting members and meets when the UPWP development cycle is complete to establish criteria for prioritizing proposals, review those proposals and make funding award recommendations to the TPC.

10 How was the public involvement program developed, and who participated in its development?

The current PPP was developed by the Public Involvement Office staff beginning in 2003 and has evolved over the years to incorporate various strategies: most from original thought, some from prior personal experiences and a few borrowed and modified. Depending on the PI strategy, the appropriate person(s) and/or entities participated in its development.



11 Question not provided by Federal Team

12 How does the MPO engage in public education efforts designed to make the transportation planning process and decisions it produces easier to understand in laypersons' terms?



The MPO utilized an exercise called “Blocks and Ribbons”, which consisted of a dynamic 3-dimensional tool with Legos, base maps, and ribbons to help participants visualize and conceptualize the projected growth in the region and the planning challenges associated with addressing that growth with transportation improvements. An interactive mapping website was developed for public dissemination of plan information. Attendees at the public meetings were given the opportunity to provide real-time assessment of projects in their respective geographical areas.

Staff reviews all materials to ensure they are as simple to understand as possible. The use of acronyms is limited when engaging the public and a Transportation Dictionary is available on the MPO website. All documents developed for distribution during the 2040 LRTP update process were written in easy-to understand language and complemented by colorful, graphic displays on oversized boards. These displays highlighted the socioeconomic trends, travel characteristics and transportation projects in each of the planning areas/neighborhoods. In addition, a Limited English Proficiency Plan (LEP), which is included in the PPP (Exhibit D) has been developed by staff to ensure individuals who do not speak English proficiently are properly reached out to in the language they are most comfortable with.

13 How does the MPO public participation plan reflect adequate public notice of public participation activities and time for public review and comment at key decision points in the transportation process? How does the MPO provide reasonable access to information about transportation issues and process?

The MPO PPP’s Section 3 “OPPORTUNITIES FOR THE GENERAL PUBLIC TO GET INVOLVED” (Exhibit D) provides guidance on how to providing adequate public notice of public participation activities and time for public review and comment at key decision points in the transportation process. This section states that “The MPO generates three major planning documents that require public input and community consensus: the Long Range Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. At a minimum, each major planning document should:

- Provide access to information
- Provide adequate public notice
- Consider and respond to public input
- Employ visualization techniques
- Make information available via the internet
- Hold meetings at convenient times/locations
- Seek out the traditionally underserved
- Provide for additional public review if necessary”

The section then goes into further discussion on these key factors for each of the major documents.

The MPO provides reasonable access to pertinent information through social media outlets, Facebook, YouTube, and the main website to distributing information at outreach events to posting information and opportunities in the local libraries and universities and colleges.



14 Does the MPO employ any visualization techniques? If so, what types of techniques? What are the results?

Yes, there are various visualization tools utilized by the MPO that are supported on the main website at www.miamidadempo.org/tools.asp as follows:

- **Bicycle Knowledge Explorer (BiKE)** - Cyclists can use the Bicycle Knowledge Explorer (BiKE) Miami-Dade as a planning tool to provide a personalized selection of possible routes to match the rider's needs and skill level. The routes mapped out are based on a variety of features that may affect riders and an individual rider's preferences.



- **Future Intermodal Centers & Transit Oriented Development Database (FIC-TOD)** - Serves as a repository for information regarding the development of future intermodal transfer facilities that will enhance the traveling public's ability to transfer easily between different transportation modes to complete trips throughout the County. This may include going from a commuter rail line to a connecting bus route, transfers between bus routes, or transfers from car to bus or rail transit at a park-and-ride facility. These facilities may also provide enhanced access to Miami International Airport and the Port of Miami. The database also includes information regarding the potential for establishing more transit-supportive development patterns around these future intermodal sites where it is appropriate.

- **InteracTIP** - This is the online version of our Transportation Improvement Program (TIP). The site includes the TIP Summary, Project Listings, and Citizen's Guide. Visitors can also search for individual transportation projects by name, category, type, and budget. The site also includes the InteracTIP Map Tool that lets you search the TIP by geography. The tool even allows you to switch between map, satellite, terrain, or a combination.



- **Long Range Transportation Plan Interactive Project Tool** - The update of the Miami-Dade County Long Range Transportation Plan to the Year 2035 (LRTP) is a primary activity in Miami-Dade County's transportation planning process to meet federal and state requirements for an update of the Transportation Plan every five years. This update includes an Interactive Project Tool that lets you explore priority projects. You can access Highway, Transit, and Congestion Management Improvement projects and Bicycle, Trail, and Pedestrian Facility Improvement projects separately. However, it is easy to switch between the two categories.

- **Transportation Facts and Trends** - The purpose of this compendium is to identify, analyze, and disseminate information on how the transportation system contributes to the economic vitality of Miami-Dade County. Miami-Dade County's transportation system is the largest in the State of Florida. However, there is no single document that illustrates and documents its contributions to the region, state-wide, national and global levels. The work conducted through the years reflects the county's commitment to continue taking the lead in several transportation areas. This compendium provides the ground work for future developments in the transportation area for Miami-Dade County to continue being as the "Gateway of the Americas". Videos are located on the MPO's YouTube Channel at <https://www.youtube.com/user/MiamiMPO/videos>



MPO Facts & Trends: "Regional"



MPO Facts & Trends: "Overview"



MPO Facts & Trends: "National"



MPO Facts & Trends: "Global"

- **Transportation Outreach Planner** - Reviews the social, economic, and geographic characteristics of an area before public involvement efforts are initiated. In 2010 the program became regional when the Broward and Palm Beach MPOs joined the program. The Transportation Outreach Planner now includes a new, interactive mapping and reporting tool called the 2010 Census Demographic Reporting Tool. You can locate 2010 census data and 2009 American Community Survey (ACS) data by census block groups, census places, and neighborhoods for Broward, Miami Dade, and Palm Beach counties.

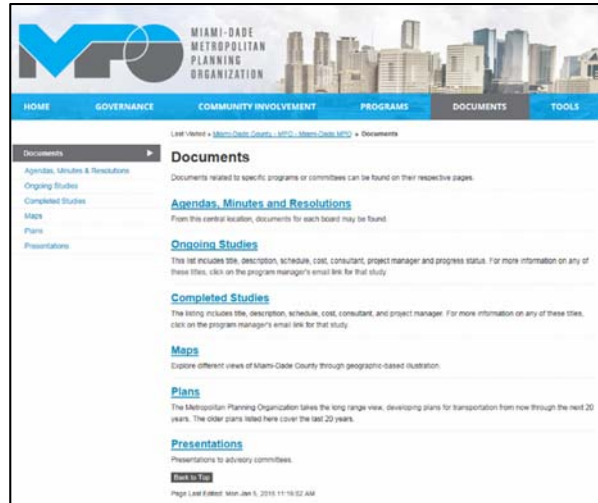
During the development of the 2040 LRTP visualization techniques included the use of aerial photography, GIS plots, graphs and charts, an interactive mapping tool on the project website, and animated videos depicting population and employment growth. Other hands-on techniques included:

- **The Option Finder®** - Attendees were asked to utilize a wireless audience response polling system called the Option Finder® to provide input by answering a variety of questions and, in the relevant meetings, to rank transportation projects. The Option Finder® captured responses anonymously and displayed results in real time. The results remained posted on the screen as audience members compared their personal views with others. Use of this tool was designed to highlight the priorities and key issues important to participants. Most importantly, it reported the level of participation by the attendees, enabling the moderator to ensure 100% participation.
- **Blocks and Ribbons Exercise** - The audience exercised their personal preferences for the future transportation system during a transportation planning exercise. Using ribbons, Legos®, and a map, the participants identified transportation priorities for their specific area. The 90-minute exercise was assigned to a group of eight to ten participants. Participants were given instructions to plot future growth in Miami-Dade County using the Lego® blocks. The blocks were stacked vertically on the map according to Miami-Dade Department of Planning and Zoning socioeconomic data projections for the year 2040. The yellow Legos® represented households, and the red Legos® represented jobs. With purple and orange spools of ribbon, the participants identified new or enhanced transit or highway corridors, respectively. After placing the ribbon on the maps with no limitations, participants were then asked to prioritize their recommended improvements in accordance with transportation funding limitations. Purple and orange ribbon length allocations based on LRTP revenue projections were provided to participants. After prioritizing the ribbon on the map, participants examined and discussed the results. All discussion points and selected transportation priorities were documented as part of the official meeting record.
- **Option Finder Voting Exercise**- Decision-making software was utilized to measure the transportation priorities of attendees. The attendees were given a wireless polling response system to answer questions. The system immediately analyzes responses and present the results in real time for the audience to review.
- **Ranking Exercise** - During the Goals and Objectives ranking exercise, participants were instructed to rank their transportation needs by spending sixteen (16) \$20 bills on the eight (8) Goals and Objectives. Each oversized ballot box represented a goal: (1) Improve Transportation System & Travel; (2) Increase Safety for Motorized and Non- Motorized Users; (3) Increase Security of the Transportation System; (4) Support Economic Vitality; (5) Preserve the Environment & Quality of Life; (6) Enhance Connectivity in the Transportation System; (7) Optimize Sound Investment Strategies; and (8) Maximize & Preserve Existing Transportation.



15 What information is available to the public in electronic format?

The MPO's main website, now located at www.miamidademppo.org, contains over 850 documents available for the general public to peruse at their leisure. It is a comprehensive library including all major documents: the TIP, the Citizen's TIP, the LRTP, the UPWP, and many reports, which may be downloaded directly from the site. Agendas, minutes and resolutions of the MPO Governing Board and its Committees also are available. Also, it has many hotlinks to other projects, agencies, etc. The website is ADA compliant and available for use on mobile devices. The website is considered a primary resource for not only the general public, but consultants and other agencies local, national, and global to learn about Miami-Dade County's transportation planning process and system.



The 2040 LRTP website (www.miamidade2040lrtp.com) contains all technical memos, meeting schedules, Steering Committee meeting materials, project lists in interactive mapping format and other pertinent project information.

16 Does the Public Participation Plan (PPP) include a specific and separate strategy for engaging low-income and minority populations?

- Is there a process to evaluate effectiveness of public involvement, including success at engaging low-income and minority residents?
- How is this process being carried out? What outreach efforts have proven most effective?

Yes, the MPO PPP's Section 2 "Working with Environmental Justice Populations" discusses how to engage low-income and minority populations as follows:

"To ensure that minority and low-income populations do not experience adverse effects, the Miami-Dade MPO adheres to the following Environmental Justice principles:

- *To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.*
- *To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.*
- *To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.*

Meaningful public engagement allows: potentially affected community members to have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health, the public's contribution to influence the regulatory agency's decision, the concerns of all participants involved to be considered in the decision-making process, and the decision-makers to seek out and facilitate the involvement of those potentially affected. The following efforts can be utilized to reach low-income and/or minority populations that may be potentially affected by a proposed project:

- *Contact social agencies and private organizations*
- *Advertise in target publications and community newsletters, other than in English*
- *Provide opportunities for public input, in addition to traditional open houses"*

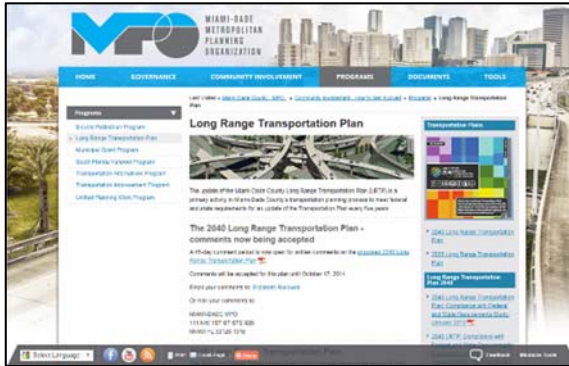
The evaluation of engaging low-income and minority residents is accumulated within the general outreach goal for the entire county. This is a quantitative evaluation regarding how many outreach events were completed for any given year. The following two efforts have proven to be very effective when reaching out to low-income and minority populations:

- Transportation Outreach Planner** - The PPP discusses this tool, which is located online at <http://www.mpotransportationoutreachplanner.org> that enables PI staff and Project Managers to review the social, economic, and geographic characteristics of an area before PI outreach is initiated. This tool helps in the identification of low-income and minority populations and then suggests specific public involvement strategies, which have been collected, researched and presented in a standardized format, listing definitions, descriptions, target demographic group(s), steps needed to implement the strategy and case studies associated with each strategy, whenever possible.
- Community Action Agency (CAA)** - PI staff reaches out to the various CAA centers throughout the county. These centers are mainly located in minority neighborhoods and are the lifelines to the poor and persons with disabilities. PI staff attends their meetings on a regular basis to keep individuals up-to-date on key program milestones and general MPO happenings, and to obtain feedback on the spot. Each comment, concern, or question is input into the PI database and submitted directly to the applicable agency where appropriate action is taken. The action(s) are then entered into the database to close the loop.

Community Based Organizations

No.	Organization	Area
1	Community Action Agency – Coconut Grove <u>CAC</u>	Coconut Grove
2	Community Action Agency – <u>Culmer Center CAC</u>	<u>Overtown</u>
3	Community Action Agency- Florida City <u>CAC</u>	Florida City
4	Community Action Agency – Perrine <u>CAC</u>	Perrine
5	Community Action Agency – South Miami <u>CAC</u>	South Miami
6	Community Action Agency – <u>Naranja CAC</u>	Perrine
7	<u>Goulds</u> Coalition of Ministers & Lay People	<u>Goulds</u>
8	Coalition of Farmworkers Organization	Florida City
9	Victor Wilde Community Center Senior Program	Hialeah
10	We Care of South Dade	Homestead
11	Under-Represented People Positive Action Council	Miami Gardens
12	<u>Sant La</u> Neighborhood Center	Little Haiti

- 17 How is the disposition of comments and changes in the final Transportation Plan documented, analyzed, and reported when significant oral and written comments are submitted?**



A Draft 2040 LRTP Plan was completed for review the last week of August 2014. A series of meetings had previously engaged the community leading to the preparation of the final list of cost feasible projects. The Draft 2040 LRTP was then posted on the MPO website for a 45-day review and moved through the planning committees and the CTAC during both September and October 2014. A Public Hearing took place October 23, 2014 and no significant comments or changes were received leading to the meeting or during the meeting that needed a single change in the draft document.

- 18 Are there transportation projects in the MPO area which have strong, coordinated opposition and/or are highly controversial? Have any groups been formed and/or have been active in lobbying for or against a project?**

There is significant interest in many projects listed within the LRTP. Being that Miami-Dade County is an evolving urbanized area, there is a push by community groups to plan for and develop more transit and non-motorized modes of transportation.

- 19 What strategies and techniques does the MPO use to engage Tribal governments in the Transportation Decision-making process?**



Tribal governments were invited to attend meetings and participate in the plan development process. At the request of the local Miccosukee Tribe of Indians, correspondence is emailed and mailed to them including MPO Governing Board and committee agendas and any study information that may impact the area. When they hold their Health Fair, the MPO has, at times, been invited to attend and speak with residents about bicycle and pedestrian safety issues.

TITLE VI AND RELATED NONDISCRIMINATION REQUIREMENTS

- 1 Who is your Title VI Officer? Please explain their roles and responsibilities including coordination with other agencies (if applicable).**

Elizabeth Rockwell, Public Involvement Manger, is the Title VI Officer for the office. Ms. Rockwell ensures that Title VI polices are current and achieved to the fullest extent possible.

- 2 Does the MPO have a Title VI policy and Limited English Proficiency Plan (LEP)? Please provide a copy.**

Yes, the MPO has a Title IV Policy/Agreement (Exhibit L) and a LEP (Exhibit M), which are both included within the Public Participation Plan (PPP) in Exhibit D and the Title VI Report of Activities 2011-2014 (Exhibit N).

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

The Miami-Dade MPO assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Miami-Dade MPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated 3/5/14

by  Chief Executive Officer

3 How is the policy disseminated to the public and how often is the policy reviewed?

Sixty (60) copies of our Title VI Document was distributed through the Miami-Dade County Library system: ten (10) copies were placed as reference books in the main branches and fifty (50) copies were placed in circulation. In addition it is posted on the MO website for review, and is updated whenever new policies are sent down from FDOT and/or FHWA.

4 When is the last time MPO staff received nondiscrimination training?

Staff attends the “Annual Transportation Disadvantaged Best Practices and Training Workshop” held in either Orlando or Daytona Beach Florida every year. This conference is provided by the Florida Commission for the Transportation Disadvantaged (CTD). Staff also attended the following trainings:

- January 16, 2012 - TRB EJ Committee Meeting in Washington, DC
- March 20, 2012 - Title VI / Environmental Justice Workshop An Enhanced Technical Approach in Broward County
- May 30 and 31, 2012 - Statewide MPO Public Involvement Training in Orlando, FL
- June 19, 2012 – TD Planners Training Webinar
- June 24, 2012 – TRB EJ Committee Summer Meeting Conference Call
- December 14, 2012 - Southeast Florida Human Services and Veterans Transportation Summit in Palm Beach County
- February 20, 2013 - Speaker at the 2013 Florida’s Minority Institutions in Higher Education (MIHE) Forum in Miami, FL
- February 14, 2013 - The Nexus Title VI and Public Involvement Webinar
- September 26, 2013 - Demographic Analysis for SCE Evaluations Webinar

5 Are there any active or previously resolved discrimination complaints regarding the MPO or the transportation planning process? If so, how have these been addressed? Provide all documents created or received by the MPO regarding the complaint, processing and resolution, if any. (This request specifically includes but is not limited to email communication).

The MPO has not received any discrimination complaints regarding the MPO or the transportation planning process.

6 Has the planning process developed a demographic profile of the metropolitan planning area that includes identification of the locations of socioeconomic groups, including low-income, disabled, religious, and minority populations as covered by Title VI provisions? Explain the process.

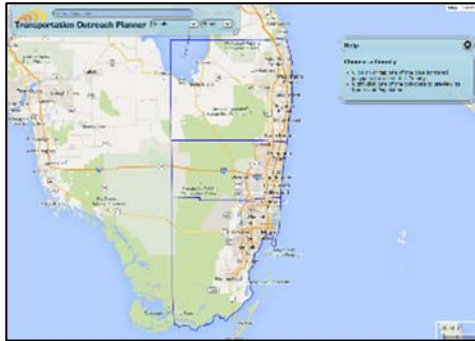
The Transportation Outreach Planner was established and created by the Miami-Dade MPO in 2003 for Miami-Dade County, located at www.mpotransportationoutreachplanner.org.

Today, it is a now regional web-based tool (Miami-Dade, Broward, and Palm beach Counties) that enables Transportation Planners and Public Involvement Officers (PIO) to review the social, economic, and geographic characteristics of an area before public involvement (PI) outreach is initiated. The tool is currently composed of three (3) segments: Web-based GIS system, Community Background Reports and a “How to Reach Out to the Community” Guide. It facilitates PIO efforts to create an effective PI program and accomplish stated Title VI goals that will ultimately allow the identification of the attitudes and



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issues facing that particular community. PI strategies are modified according to community characteristics, such as, but not limited to, literacy rates, income levels, cultural composition, and religious affiliation. For example, if an area has a low literacy rate, it would be more effective to use audio and visual aids rather than to distribute brochures, handouts, and other reading materials. By utilizing the Transportation Outreach Planner, the PIO has access to this invaluable information to tailor its outreach approach accordingly. The MPO has provided training to staff and to all Public Involvement Manager Team (PIMT) members as well as consultants and various planners around the county.



The GIS component is extremely important to developing the most effective public information campaign. Many planners and county employees are currently using this tool to select and develop customized neighborhood reports at the Census block group level, which are aggregated to the geographic boundaries they require. These data include poverty rates and income level, race and ethnicity, age distribution, housing tenure, education level, and percentage of disabled persons.

The “How to Reach Out to the Community” guide consists of public involvement toolbox strategies, which have been collected, researched, and presented in a standardized format, listing definitions, descriptions, target demographic group(s), steps needed to implement the strategy, and case studies associated with each strategy, whenever possible.

Community Background Reports (CBR) are available for each of the municipalities and various neighborhoods in the unincorporated areas of Miami-Dade County. These CBRs provide boundary definitions and brief narrative information about the origins of the community’s incorporation or relative cohesiveness as well as contemporary community dynamics and important historical events. This information is vital for PIOs who may sometimes need to approach a community that may be hostile to public officials due to historical decisions about infrastructure construction.



Community Reports List	
Miami-Dade Miami-Dade	
Available PDFs are listed below, click to download	
MUNICIPALITIES	NEIGHBORHOODS
Aventura Community Report	Airport West Community Report
Doral Harbour Village Community Report	Allandale Heights Community Report
Flag Harbor Islands Community Report	Allapattah Community Report
Biscayne Park Community Report	Allen Park Community Report
Coral Gables Community Report	Aurik Creek Community Report
Cutter Bay Community Report	Bayville Community Report
Doral Community Report	Doral Ave Community Report

Being that we live in a fluid, dynamic world, staff will continue to improve the existing public involvement content and functionality of the Transportation Outreach Planner. As such, PIOs and Transportation Planners will continue to discover features including richer data, improved organization of information and increased user-friendliness, which will assist them in their communication with the communities under their care.

7 How does the MPO determine the need to have documents available in alternative formats? (e.g., Braille, large print, tape cassette)?

The Miami-Dade MPO provides equal access and opportunity, and does not discriminate on the basis of disability in its programs or services. Upon request, materials in alternate formats are coordinated with the Miami-Dade County’s ADA Office of Americans with Disabilities. In addition, all meetings are taped and available to anyone who requests a copy. Finally, to ensure individuals are accommodated, the following statement is placed at the bottom of each agenda:

“Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge), should contact the MPO at (305) 375-4507 at least seven days prior to the meeting.”

8 Are public meeting locations accessible according to the *Americans with Disabilities Act (ADA)*? Please identify actions exercised by staff to comply with ADA regulations.

Yes, all meetings are held in accessible locations. For meetings held outside the Stephen P. Clark Center, staff ensures, through coordination with on-site staff, that the locations are indeed compliant with ADA regulations and are accessible (Exhibit N).

9 What are the MPO’s current/future goals for its Title VI and nondiscrimination program and how does the MPO intend to achieve them?

The following are the established goals for the MPO’s Title VI and Nondiscrimination Program (Exhibit N):

- To maintain membership composition in the Citizens’ Transportation Advisory Committee (CTAC) that represents the demographics of the citizenry of Miami-Dade County.
- To develop better documentation efforts related to Title VI and to implement a mechanism to evaluate the MPO’s public involvement activities.
- To provide information to FHWA that demonstrates the participation of minority and female consultants in the contracting process.
- To provide additional opportunities to the community to participate in the MPO programs and activities.
- To increase public participation at public hearings.
- To implement Sociocultural Effects strategies and techniques into the MPO planning process.
- To address the distribution of benefits and impacts of the transportation investment program.

The MPO continues to review stated goals and ensure compliance as they relate to transportation projects, studies, and programming. Further, the MPO explores new methods and establishes new partnerships that will help eliminate discrimination in transportation planning.

10 What are the measures used to verify that the multimodal access and mobility performance improvements in the plan and TIP comply with Title VI?

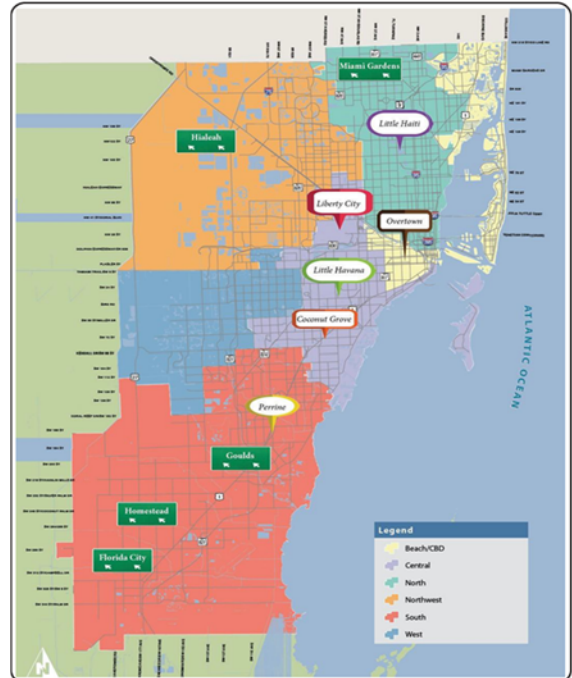
For the recent update of the 2040 LRTP, the level of success in complying with the Title VI requirements was measured in carrying out the following public involvement activities (Exhibit O):

- The LRTP project team developed brochures as one of the communication tools. The brochures were in English, Spanish, and Creole.
- Public outreach meetings were scheduled and held at conveniently accessible locations around Miami-Dade County. Five kick-off meetings were held at locations representing the planning areas, and all locations were accessible by transit.
- Attendees at the public outreach meetings were encouraged to submit written comments. All comments were accepted whether made verbally, or in writing, and were captured in the MPO’s database to become a part of the official public record.
- A virtual meeting was posted on the LRTP website, enabling the general public to access the presentations, information, and survey questions from the convenience of their homes.



Figure 4: Community Flyers (Creole & Spanish)

- The team engaged transit-dependent populations, those most reliant on public transportation services, but least likely to participate in the transportation planning process. The Team worked with community-based organizations to reach this key constituency.
- The team utilized visualization techniques in meeting presentations to have better engagement with the audience. One of the primary techniques was the “Blocks and Ribbons Exercise”, whereby blocks are used to represent current and future development throughout the County. Yellow Legos® were used to represent households, while red Legos® represented jobs and employment. Ribbons were used to depict either highway or transit improvements. After the initial selection of improvements by participants, a budget constrain was imposed, and participants had to re-evaluate their earlier choices. Then each participant explained their adjusted set of improvements to the group.
- The team utilized decision-making software to measure the transportation priorities of attendees. The attendees were given a wireless polling response system to answer questions. The system immediately analyzes responses and present the results in real time for the audience to review.
- The team utilized technology and social media as public outreach strategies. Participants were able to use social media tools such as Facebook and YouTube to engage the plan update process. The MPO’s Facebook page sent 2040 LRTP updates directly to mobile devices or computers. This provides one more tool to connect to the process and stay involved.
- Media advisories and news releases were sent to local community publications that would better reach targeted populations to inform of upcoming public meetings and other methods to access the plan update process.
- In order to better reach millennials, the LRTP public involvement team conducted the Goals and Objectives ranking exercise on three college campuses: Florida International University (FIU) Modesto A. Maidique Campus, Miami- Dade College (MDC) Wolfson, and MDC North campuses. Students and staff were instructed to spend sixteen \$20 bills on their transportation priorities, similar to the exercise used at the Kick-Off Public Meetings.



11 Do the MPO’s advisory boards contain representation from protected classifications (elderly, minority, disabled, low income)? If not, what efforts has the MPO made to ensure board participation by underserved groups?

Yes, the MPO’s advisory committees, along with the Miami-Dade County Transportation Disadvantaged Local Coordinating Board (LCB), contain representation from protected classifications. Appointments to all citizen advisory committees and the LCB are open to all classifications of individuals (Exhibit N).

- 12 Does the MPO have other relationships with Historical Black Colleges and Universities (HBCUs) or Minority Institutions of Higher Education (MIHEs) (i.e., student internships; advisory board members from the schools; outreach or public involvement on campus, etc.)?**



Yes, MPO staff visits the campuses of HBCUs and MIHEs to discuss their transportation needs and provide them with MPO literature on how they can get involved with the transportation planning process. In addition, the Transportation Outreach Planner is developed and coordinated through FIU utilizing GIS staff and students who provide innovation ideas and training at the same time. The following are the MIHEs MPO staff works closely with:

Minority Institutions of Higher Education (MIHE)

Barry University
MDC North
MDC Wolfson
MDC West
MDC Kendall
MDC Homestead
FIU
FIU

FIU North
FIU South
Carlos Albizu University
Nova Southeastern University
University of Miami
Florida Memorial University

Public Affairs & Student Union Departments
Student Life
Campus Admission/Student Life
Student Life/Advisee board
Student Life
Campus Service
Brickell Metropolitan Center
Engineer Center
Campus Life/External Relations
Campus Life/External Relations
Miami Office
Kendall Campus
Student Activities Center/Parking & Transportation
Public Affairs Office

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

- 1 List the consultant contracts used by the MPO, annotated to reflect type of work and amount of contracts awarded to minority and women owned businesses or organization (ie, MIHEs/HBCUs).**

As of January 30, 2015 the following reflects type of work and amount of contracts awarded to minority and women owned businesses or organization:

Consultant Contract	Type of Work	DBE Amount
General Planning Consultant	Transportation Planning	\$212,860
LRTP 2040	Transportation Planning	\$116,041
2040 RTP for SE FL	Transportation Planning	\$77,400
Beach Corridor Transit Connection Study	Transportation Planning	\$27,924

- 2 Does the MPO track DBE participation through the use of the Bid Opportunity List and DBE Participation Statement?**

Yes, during the solicitation process, the MPO uses Miami-Dade County’s Department of Small Business Development’s DBE participation list and requires all proposals have a DBE Participation Statements.

- 3 Does the MPO report actual payments to DBEs through BizWeb? If not, how does the MPO ensure that DBE utilization is reported to Florida Department of Transportation (FDOT)?**

No, this is the responsibility of the prime consultants. However, the MPO submits “Uniform Report of DBE Commitments/Awards and Payments” forms to FDOT Central Office, which in turn, uploads the information into “EOC” (BizWeb is no longer used for this purpose).

- 4 Does the MPO have DBE Assurance language in all of its contracts?**

Yes, language is included under the “Nondiscrimination” article for all professional service agreements:

“The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of United States Department of Transportation (USDOT) assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.”

- 5 Does the MPO use FDOT’s DBE program for FHWA funds in lieu of an independent or internal DBE program or goal?**

Yes, the MPO adopted FDOT’s DBE program during the FYs 2009 and 2010 Unified Planning Work Program and has continued to use FDOT’s latest DBE established goals, currently at 8.6%.



- 6 Does the MPO contact FDOT’s DBE Supportive Services provider or Equal Opportunity Office to ensure it has the most up-to-date information on available DBEs?**

The MPO uses both the FDOT (sunbiz.org) and the County’s Small Business Development lists to ensure latest information is used.

TRANSIT AND TRANSPORTATION DISADVANTAGED

1 How are transit and the transportation disadvantaged considered in the transportation planning process?

By MPO Resolution #39-11, the MPO Governing Board designated the Miami-Dade County Board of County Commissioners (BCC) as the Miami-Dade County Community Transportation Coordinator (CTC) on October 20, 2011 for a five year period. The BCC then assigned Miami-Dade Transit (MDT) to ensure all required work is completed as the CTC under the Trip & Equipment Grant. MDT is committed to the coordinated delivery of Transportation Disadvantaged (TD) services in Miami-Dade County and committed to maintaining required service standards.

MPO RESOLUTION #39-11		Agenda Item 4.B.14
RESOLUTION DESIGNATING THE MIAMI-DADE TRANSIT (MDT) AS MIAMI-DADE COUNTY'S COMMUNITY TRANSPORTATION COORDINATOR (CTC) FOR THE NEXT FIVE YEARS		
<p>WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and</p> <p>WHEREAS, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and</p> <p>WHEREAS, the TPC has reviewed the designation of MDT as the County's CTC, made a part hereof, and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area,</p> <p>NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA, that Miami-Dade Transit (MDT) is hereby designated as Miami-Dade County's Community Transportation Coordinator (CTC) for the next five years beginning January 1, 2012 until December 31, 2016.</p> <p>The adoption of the foregoing resolution was moved by Board Member Jose "Pepe" Diaz. The motion was seconded by Board Member Audrey M. Edmonson, and upon being put to a vote, the vote was as follows:</p>		
<p>Chairman Joe A. Martinez -Absent Vice Chairwoman Maritza Gutierrez -Aye</p>		
Board Member Zevin V. Auerbach	-Aye	Board Member Barbara J. Jordan
Board Member Bruno A. Barreiro	-Aye	Board Member Jean Monestime
Board Member Steven C. Bateman	-Absent	Board Member Dennis C. Moss
Board Member Lynda Bell	-Aye	Board Member Andre D. Pierre
Board Member Esteban Dovo Jr.	-Aye	Board Member Shirley M. Gibson
Board Member Jose "Pepe" Diaz	-Aye	Board Member Rebeca Sosa
Board Member Audrey M. Edmonson	Aye	Board Member Javier D. Souto
Board Member Perla Tahares-Hartman	-Aye	Board Member Michelle Spence-Jones
Board Member Carlos Hernandez	Absent	Board Member Xavier L. Suarez
Board Member Sally A. Heyman	-Aye	
<p>The Chairperson thereupon declared the resolution duly passed and approved this 20th day of October, 2011.</p>		
<p>METROPOLITAN PLANNING ORGANIZATION M.P.O.</p> <p>By  Zainab Salim, Clerk MPO Secretariat</p> 		

MDT is not only responsible for the coordination of TD services, they are also responsible for the preparation of the Annual Operating Report (AOR), Coordination & Fare Agreements (CFA), Annual Rate Model, and the Transportation Disadvantaged Service Plan (TDSP). Non-profit agencies providing transportation services to their specific TD population are required to provide an AOR to the CTC to verify compliance, especially if they maintain vehicles from the FDOT's 5310 Grant Program.

The TDSP is developed in joint coordination with the Miami-Dade MPO, and must be consistent with other regional plans, such as: Local Government Comprehensive Plan (CDMP), Transit Development Plan (TDP), the Commission for the Transportation Disadvantaged (CTD) 5Yr and 20 Yr Plans, the Long Range Transportation Plan (LRTP), and the Transportation Improvement Program (TIP).

The Miami-Dade County TD Local Coordinating Board (LCB), who advises the CTD, evaluates the CTC annually to ensure service standards are achieved and they are providing cost-efficient, reliable transportation to the TD community.

2 What performance data is needed from transit operators to support MPO activities? How do the transit providers share this data with the MPO?

Performance data is compiled and analyzed by the CTC to identify strengths and weakness within the coordinated transportation system. Inefficiencies and effectiveness are also determined through comparisons of historical, state, and national data. Some of the data shared between the MPO and MDT indicate:

- Performance
- Costs (actual & projected)
- Passenger Activity
- Types of Vehicles
- Number of Vehicles
- Revenue Mileage
- Total Mileage
- Population
- Unduplicated Population
- Passenger Type
- Expenses
- Source of Funding
- Operation standards
- Goals and Objectives
- Accomplishments
- Revenue Hours and Total Hours of Operation
- Number of Un-Met trips
- Complaints
- Number of Missed Trips
- Number of Late Trips
- On-time Performance



The data is submitted in the form of reports and are shared electronically and/or delivered in hard copy form. Some of these reports include:

- The Annual Operations Report
- The Annual Budget Estimate
- The TD Service Plan
- UPWP TD Fiscal Year Objective
- UPWP Quarterly Report
- TD Planning Objective Reports

3 How is the transit authority's planning process coordinated with the MPO's planning process?

The planning process for the major transit agencies in the area, Miami-Dade Transit (MDT) and South Florida Regional Transportation Authority (SFRTA), are fully integrated with the MPO planning process. It is a two-way exchange where transit agencies inform MPO's planning process and MPO actively participate in transit agencies' planning process. MDT and SFRTA are represented in the Transportation Planning Technical Advisory Committee (TPTAC) and the Transportation Planning Council (TPC), which serves as the principal technical advisory body to the MPO Governing Board. Additionally, MDT and SFRTA are participants in the various standing committees such as the TIP Development Committee, LRTP Steering Committee and other study specific advisory committees. Conversely, the MPO staff is represented on the SFRTA's Planning Technical Advisory Committee (PTAC). The MPO participated in MDT's Advisory Review Committee for the development of the Transit Development Plan (TDP). The transit operators typically utilize other MPO Committees such as the Citizen Transportation Advisory Committee (CTAC) and Transportation Aesthetic Review Committee (TARC) for major projects or initiatives.

Similarly, MPO actively participates in MDT's and SFRTA's Transit Development Plan (TDP) process. The MPO was on TDP Steering Committees for both agencies.

- 4 What are the major issues, needs, and priorities currently facing the region’s transit operator(s)?**
- **What particular concerns have the operators identified in their planning processes?**
 - **What is the MPO’s role in addressing these issues, needs, and priorities?**

MDT is responsible for providing transit service throughout the County and SFRTA is responsible for operating a tri-county regional commuter rail service. In 2002 the County’s voters approved a ½ cent sales surtax to implement primarily transit enhancements including rapid transit projects in nine corridors. However, the current funding levels are well below transit agency’s needs. Until recently MDT had been focusing on trying to obtain New Start funding to expand their rail service along the North Corridor however, funding shortfall has led to search for near-term transit solutions such as enhance bus services (EBS) and bus-rapid transit (BRT). The MPO’s TIP and LRTP has focused on enhanced bus service in the major transit corridors and the development of park and ride lots to serve those corridors.

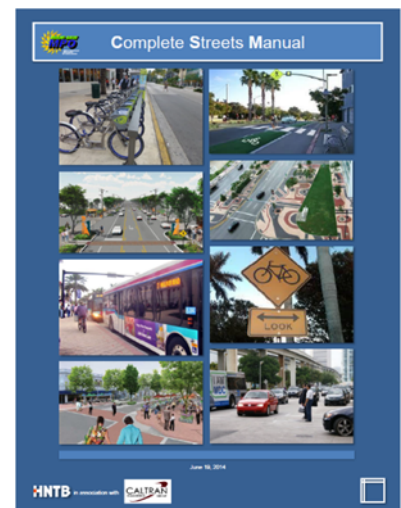
- 5 Has the MPO studied Pedestrian accessibility to transit?**

Access to transit is one of the project evaluation criteria used in the development of the 2040 Bicycle Pedestrian Plan (Exhibit P). Specific access to transit improvements have been identified in recent MPO studies including:

- Bicycle/Pedestrian Mobility Plan for the Miami DDA Area
- Complete Streets Manual
- Overtown/Wynwood Bicycle-Pedestrian Mobility Plan
- Bicycle and Pedestrian Mobility Plan for the City of Miami Gardens
- Transit System Bicycle Master Plan
- Application of Innovative Strategies to Improve Bicycle Safety and Mobility

MPO studies that have resulted in funded projects to improve access to transit include:

- DDA Bike/Pedestrian Mobility Improvements (FM# 4319901)
- Miami Metromover Station Access Improvements (FM# 4366091)
- M-Path safety improvements (locally funded)
- FIU University City pedestrian bridge (FM# 4346881)



- 6 What is the role of the transit operator and how is it involved in the MPO’s overall planning and project development process?**

The planning process for the major transit agencies in the area, Miami-Dade Transit (MDT) and South Florida Regional Transportation Authority (SFRTA), are fully integrated with the MPO planning process. It is a two-way exchange where transit agencies inform MPO’s planning process and MPO actively participate in transit agencies’ planning process. MDT and SFRTA are represented in the Transportation Planning Technical Advisory Committee (TPTAC) and the Transportation Planning Council (TPC), which serves as the principal technical advisory body to the MPO Governing Board. Additionally, MDT and SFRTA are participants in the various standing committees such as the TIP Development Committee, LRTP Steering Committee and other study specific advisory committees. Conversely, the MPO staff is represented on the SFRTA’s Planning Technical Advisory Committee (PTAC). The MPO participated in MDT’s Advisory Review Committee for the development of the Transit Development Plan (TDP). The transit operators typically utilize other MPO Committees such as the Citizen Transportation Advisory Committee (CTAC) and Transportation Aesthetic Review Committee (TARC) for major projects or initiatives.

Similarly, MPO actively participates in MDT’s and SFRTA’ Transit Development Plan (TDP) process. The MPO was on TDP Steering Committees for both agencies.

7 Are flexible funds (funds appropriated and allocated originally through FHWA or FTA) routinely transferred to the transit agencies for eligible transit uses use?

Flexible funds are provided to MDT for transit projects, however, this would not be considered a routine occurrence, but is generally done on a case by case, or project by project basis. The MPO intends to make this a more routine occurrence in the future. The MPO will begin prioritizing TMA funds for transit projects through the MPO Program of Priority Projects which is annually transmitted to FDOT to guide the work program development. The primary funding type in the TMA category is STP funds, for which the MPO selects projects, “in consultation with the state and any affected public transportation operator.” STP funds are flexible and can be applied to transit capital projects as stated in the FDOT work program instructions.

8 How are transfer decisions made?

Decisions to transfer flexible funds to transit projects occurs during the MPO’s TIP development process. This 3-C TIP development process includes FDOT, MDT, and all modal planning partners. A recent MPO process improvement now has the MPO Program of Priority Projects developed at the same time as the TIP. It is at this time that the decisions or selection of transit projects is made. The MPO Priority Projects are approved by the MPO Board at the same meeting as the TIP approval, and are then submitted to FDOT, and essentially become the recommended projects for the new “6th year” of the TIP. The Priority Projects are taken directly from the Priority II projects in the 2040 LRTP.

9 How does the Transit Development Plan interface with TIP/STIP development?

The MDT Transit Development Plan (TDP) is a 10-year plan, and is not financially constrained as is the LRTP and the TIP. The TDP addresses transit needs and is a guide for prioritizing the financially constrained LRTP transit projects. Even though the TDP primarily concentrates on transit services, it does draw upon the MDT Capital Improvement Program (CIP) to identify the capital needs for the 10-year period. The MDT CIP and the TDP are the principal sources for the development of the LRTP transit section. As noted in previous responses, the LRTP is the primary source for prioritizing projects which are brought forward into the TIP development process.



Transit Development Plan
A 10 Year Vision

The **Fiscal Year 2014-2023 Transit Development Plan (TDP)** represents a 10 year strategic vision for Miami-Dade Transit to promote the operation of an efficient, responsive, and financially sustainable transit system.

A TDP assesses MDT's existing transit system, identifies existing and future service improvements and capital investments, prioritizes transit needs and presents a financial plan based upon available funding sources.

The preparation of a Transit Development Plan allows MDT to remain eligible to receive approximately \$20 million annually in transit funding from the State of Florida.

Major components of the Transit Development Plan include:

- Performance Evaluation:** Based upon TDP goals and objectives key performance measures are evaluated to assess MDT's performance related to service operations and implementation of capital investment projects.
- Recommended Service Plan:** The needs plan that guides decisions about existing and future service. The plan is based on service standards, citizen input and stakeholder coordination.
- Capital Improvement Plan:** This plan prioritizes investments in buses, stations, infrastructure and equipment needed to preserve and expand the transit system. This plan is dependent on the Recommended Service Plan.
- Financial Plan:** The financial plan identifies all available financial resources and determines financial needs based on the Recommended Service Plan and the Capital Improvement Plan.

How to get involved: The TDP process provides an opportunity for Miami-Dade County citizens to identify mobility needs and transportation issues. Your input is needed to facilitate public consensus and provide direction for TDP development. Ideas, suggestions and comments related to public transportation can be submitted to MDT at TDP@miamidade.gov or mail your written comments to:
 Miami-Dade Transit
 701 NW 1st Court, 15th Floor
 Miami, FL 33136
 Attn: Nilia Cartaya

Correspondence must be postmarked no later than **August 17, 2013** in order to be considered for this TDP Annual Update.

To learn more about MDT and the TDP document please visit...
www.miamidade.gov/transit/transit-development-plan.asp

10 Question not provided by Federal Team

The following answers were provided from Miami-Dade Transit (MDT)

11 What is your annual transit ridership? Please describe your service area and frequency.

Rounded to nearest 1,000 boardings:

(in millions)	Bus	Rail	Mover	STS (Paratransit)	Total
FY 11-12:	77.828	18.706	9.102	1.672	107.310
FY 12-13:	78.384	21.038	9.571	1.708	110.702
FY 13-14:	76.843	21.593	9.913	1.676	110.025

Service area: Miami-Dade County with a couple of express bus routes going north into Broward County and south into Monroe County.

Frequency: Varies considerably depending on time of day; further info available from transit website or from MDT Planning & Scheduling.

12 In the last three years is ridership growing, remaining stable or declining?

Growing for Rail and Mover, declining for Bus and Paratransit.

13 What is your annual budget and what are the major sources of funding?

Based on the Adopted FY 14-15 Budget and Multi-Year Capital Plan, MDT has an annual operating budget of \$617,980,000 and \$223,827,000 Capital Budget. The combined 5-year Capital plan totals \$759M. Funding sources include county-wide general fund, federal funds, interagency transfers, state funds, proprietary fee, and bond funds.

14 Do you have any major capital needs? Major facility needs? Operating needs?

On February 19, 2015, the MPO Governing Board selected three transit corridors (NW 27th Avenue, East-West, and Kendall) to proceed into the Project Development and Environment (PD&E) Phase for the implementation of bus rapid transit, pursuant to Resolution No. 01-15.

- NW 27th Avenue Bus Rapid Transit (BRT) (North Corridor):
 - Project Description: This project will provide dedicated “bus only” lanes along NW 27th Avenue from the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) to SR 112
 - Total project capital cost is estimated at \$143 million
 - Total annual operating cost is yet to be determined
- NW 27th Avenue Bus Rapid Transit (BRT) (North Corridor – South Extension):
 - Project Description: This project will provide dedicated “bus only” lanes along NW/SW 27th Avenue from SR 112 to the Coconut Grove Metrorail Station
 - Total project capital cost is estimated at \$65 million
 - Total annual operating cost is yet to be determined
- Baylink Corridor (East-West Corridor):
 - Project Description: This project will provide light rail transit (LRT) service connecting Downtown Miami (Downtown Miami Intermodal Center) and the Miami Beach Convention Center (17th Street and Washington Avenue)
 - Total project capital cost is estimated at \$532 million
 - Total annual operating cost is estimated at \$22 million.
- Baylink Corridor (East-West Corridor): New terminal at Miami Beach Convention Center
 - Project Description: This project consists of providing a new transit center within the Miami Beach Convention Center to serve the Baylink Light Rail, local, express and MAX Metrobus Routes with 12 new bus bays
 - Total project capital cost is estimated at \$3 million

- Total annual operating cost is yet to be determined
- Flagler/SW 8th Street Bus Rapid Transit (BRT) (East-West Corridor):
 - Project Description: This project will provide dedicated “bus only” lanes along Flagler Street or SW 8th Street from MDT’s proposed “Panther Tech Station” at Florida International University to Downtown Miami
 - Total project capital cost is estimated at \$156 million
 - Total annual operating cost is yet to be determined
- SR 94/SW 88th Street/Kendall Drive Bus Rapid Transit (BRT) (Kendall Corridor):
 - Project Description: This project will provide an exclusive right-of-way for transit vehicles along SR 94/SW 88th Street from the West Kendall Transit Center at Kendall Town Center (Kendall Drive and SW 162nd Avenue) to the Dadeland North Metrorail Station
 - Total project capital cost is estimated at \$130 million
 - Total annual operating cost is yet to be determined
- Unfunded capital projects - \$995M

15 What are the biggest challenges you face in providing transit service?

As MDT’s existing infrastructure and rolling stock ages, one of the major challenges in providing transit service is securing additional funding for ongoing operations and maintenance expenses which continue to increase as the transit system ages. In addition, securing operations and maintenance funds for expansions to the existing transit system is also a major challenge given MDT’s proforma and the need for additional operating revenue to keep it balanced for the next 5 years.

BICYCLE AND PEDESTRIAN

1 How are bicycle and pedestrian planning activities being integrated in the transportation planning process?

The MPO has a full-time Bicycle/Pedestrian Coordinator who is responsible for providing staff support to the Bicycle/Pedestrian Advisory Committee, managing non-motorized transportation studies funded through the UPWP, managing the Transportation Alternatives Program (TAP), preparing the non-motorized sections of the LRTP and TIP, and coordinating with local governments and other organizations on Safe Routes to School and other non-motorized projects and initiatives.

Description of bike/ped committee membership, frequency of meetings and level of participation.

The members of the Bicycle Pedestrian Advisory Committee (BPAC) are appointed by each of the MPO Governing Board members and affirmed by MPO action. BPAC meetings are held monthly, except August. Currently 14 of the 23 seats on the BPAC have been filled by the MPO Governing Board. Potential members are regularly solicited through MPO public outreach events. A BPAC mailing list of over 400 agency and citizen contacts is maintained who receive the monthly meeting agendas and minutes. BPAC meetings are regularly attended by a majority of the committee and members of the public. In 2014 there were over 120 non-member attendees at BPAC meetings.

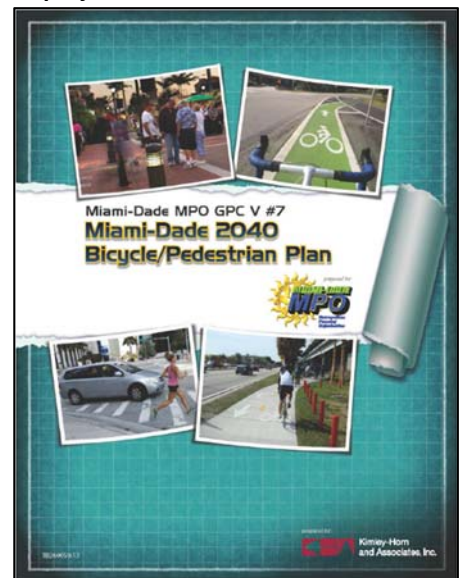
2 Discuss the selection and prioritization process for bicycle and pedestrian projects.

The 2040 LRTP includes a non-motorized project section (Chapter 6 of the 2040 LRTP) that lists projects from the 2040 Bicycle/Pedestrian Plan (Exhibit P). The project needs in the B/P plan were assembled from previous MPO and municipal plans, and evaluated based on the following criteria:

- Traffic crash data
- Bicycle and pedestrian level of service
- Connectivity to schools, employment centers, public transit, parks, and residential areas
- Connectivity to existing non-motorized facilities
- Local support
- Availability of right-of-way
- Relation to another project in the LRTP

Bicycle and pedestrian projects are selected and prioritized in the following plans/programs:

- **Transportation Improvement Program (TIP)** - The TIP is a subset of the LRTP. Bicycle/Pedestrian projects are allocated with a funding set-aside in the 2040 LRTP to guarantee a number of Bike/Ped projects are included in the Cost Feasible Plan. The Bike/Ped projects included in the 2040 LRTP were identified, selected, and prioritized as part of the Miami-Dade Bicycle/Pedestrian Plan that paralleled the development of the 2040 LRTP. Bike/Ped projects are recommended to FDOT for Work Program funding as part of the annual cycle of the "MPO Program Priorities". The prioritized Bike/Ped projects in the 2040 LRTP move into the TIP as a new 5th year is added during each annual TIP development cycle. All Bike/Ped projects are advanced into funding status from Priority 2 of the LRTP into the TIP.
- **Transportation Alternatives Program (TAP)** - Each year projects are selected through the TAP funding program. A competitive solicitation is distributed to the municipalities and eligible agencies, project applications are received and prioritized by the MPO and FDOT. Prioritized projects are included in the following TIP development cycle.

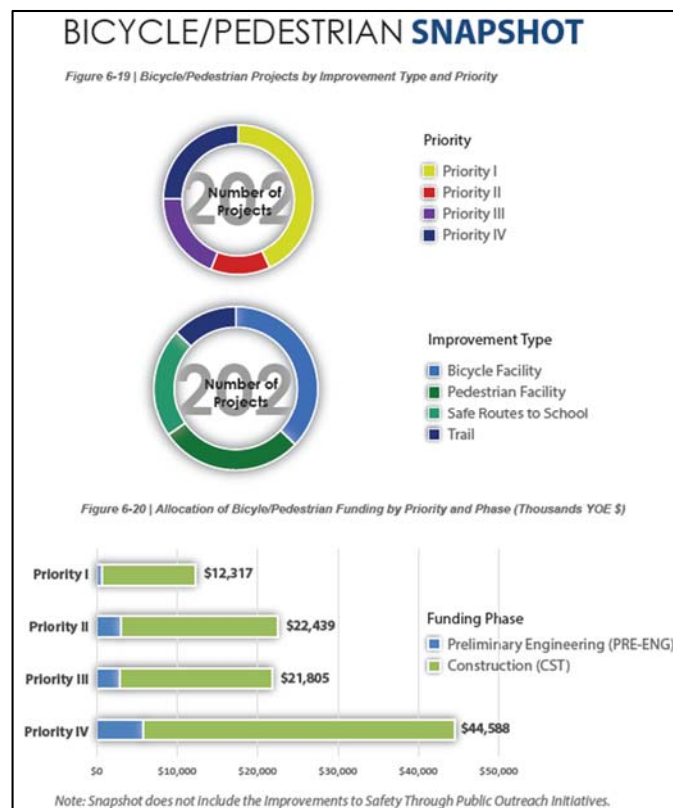


- **Safe Routes to School Program (SRTS)** - The MPO participates with the Miami-Dade County Public Schools, the Public Works/Waste Management Department and interested agencies in the prioritization of schools for funding through the SRTS program. Elementary schools are prioritized based on the number of students that walk to school, the number of students that live within ½ mile of the school, the number of pedestrian traffic crashes in the area, the traffic volume on the nearest major road and the number of students eligible for the free or reduced lunch program.
- **Unified Planning Work Program (UPWP)/General Planning Consultant (GPC)/Municipal Grant Program** - Non-motorized transportation projects are identified and developed through plans and studies funded through the UPWP's General Planning Consultant process and Municipal Grant process. Recent bike/pedestrian plans funded through the municipal grant program include the Miami Lakes Greenways and Trails Master Plan, the Pinecrest US-1 Corridor Bike/Ped Mobility Plan, the Overtown/Wynwood Bike/Ped Mobility Plan, and the South Miami Intermoval Transportation Plan.

Each month agencies present current transportation projects to the BPAC for their information and comment. This process allows the citizens to provide feedback on bicycle and pedestrian features and additional project or program needs. The BPAC also participates in the evaluation of projects in the TAP process.

3 Does the MPO have dedicated funding for Bike/Ped activities?

The 2040 LRTP includes a policy that at least 0.9% of eligible transportation funds will be allocated to non-motorized transportation projects.



There is not a dedicated funding policy in the TIP, but the “complete streets” policies adopted by FDOT and Miami-Dade County have resulted in the inclusion of many miles of bicycle and pedestrian facilities in other TIP projects. The UPWP does not have a dedicated funding for bike/ped projects, but non-motorized transportation projects have competed successfully in the project selection process.

CONGESTION MANAGEMENT PROCESS (CMP)

1 Describe the area, network, and modes covered by the CMP.

The CMP area includes the MPO planning boundary, which is consistent with the Miami-Dade County administrative boundary. The CMP roadway network includes all roadways classified as collector and arterial streets within Miami-Dade County. Only general traffic congestion was evaluated through the CMP, other modes such as transit, freight, and non-motorized modes were evaluated through the 2040 LRTP process (Exhibit E).

Facility Type	Centerline Miles*	Lane Miles
Freeways	69	276
Uninterrupted Roadways	38	151
Higher Speed Interrupted Facility	560	2,241
Lower Speed Facility and Collector	812	3,250
Ramps	52	209
HOV	4	14
Toll	90	359
Total	1,625	6,500

* Centerline Miles shown in this table is a rough estimate using SERPM model.

Source: SERPM E+C Model as of March 21st, 2014, and Cambridge Systematics, Inc analysis.

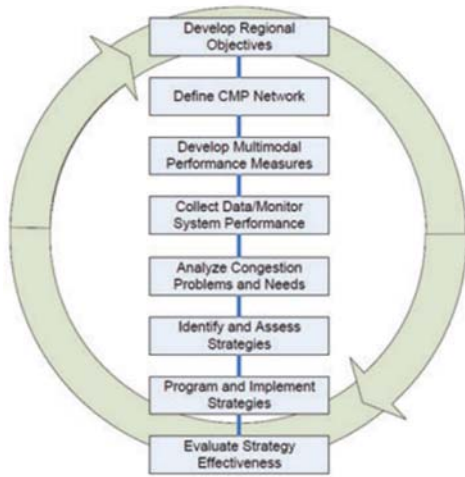
2 Describe how the CMP has been fully integrated into the overall metropolitan planning process.

The CMP goals, objectives, and performance measures are consistent with those identified in the 2040 LRTP. The 2014 CMP identified top-congested corridors and hotspots in Miami-Dade County and developed projects based on the available CMP strategies in a manner coordinated and consistent with planning for capacity improvements, with projects cross-checked with the 2040 LRTP to avoid conflicting or overlapping investments. The 2040 LRTP established a CMP set aside to fund CMP projects, which are incorporated into the 2040 LRTP cost feasible plan. The approach ensured that the 2014 CMP update was fully integrated into the 2040 LRTP development.

2040 LRTP Goals	2040 LRTP Objectives
<ul style="list-style-type: none"> Improve transportation system and travel – LRTP Goal 1 	<ul style="list-style-type: none"> Enhance mobility for freight and people - LRTP Objective 1.2 Reduce congestion - LRTP Objective 1.3 Promote system reliability - LRTP Objective 1.6 Promote non-motorized projects through new projects or reconstruction - LRTP Objective 1.9
<ul style="list-style-type: none"> Support economic vitality – LRTP Goal 4 	<ul style="list-style-type: none"> Increase access to employment sites - LRTP Objective 4.1 Increase and improve passenger and good access to airports and seaports - LRTP Objective 4.3 Enhance the efficient movement of freight goods - LRTP Objective 4.5
<ul style="list-style-type: none"> Protect and preserve the environment, quality of life and promote energy consumption – LRTP Goal 5 	<ul style="list-style-type: none"> Coordinate transportation investments with other public and private decisions to foster livable communities - LRTP Objective 5.10
<ul style="list-style-type: none"> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight – LRTP Goal 6 	<ul style="list-style-type: none"> Improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities - LRTP Objective 6.1 Improve goods movement by enhanced intermodal access and other infrastructure that serve major freight origins and destinations in Miami-Dade County (And Regional) - LRTP Objective 6.4

Source: Gannet Fleming, Inc. and Cambridge Systematics, Inc

3 Does the MPO have a process for periodically evaluating the effectiveness of the CMP?



Currently, the MPO conducts a systemwide evaluation of the effectiveness of the CMP through each CMP update. The 2014 CMP established performance measures for ongoing congestion monitoring and evaluation. In addition, the 2014 CMP identified data sources such as the National Performance Measurement Research Data Set (NPMRDS) and Regional Integrated Transportation Information System (RITIS) that can be utilized by the MPO for ongoing monitoring and evaluation. Some of the CMP projects identified include installation of traffic monitoring and data collection equipment, which will further enable the MPO to monitor and evaluate traffic congestion. In the future, ITS and other electronic data collection technologies will make it more affordable for the MPO to increase the frequency of a systemwide CMP evaluation. Other evaluation and monitoring efforts are conducted when financially feasible on a project-by-project basis.

4 How often is the CMP reviewed and when was the last CMP update?

The CMP is reviewed consistent with the five-year LRTP cycle. The last CMP update was in 2009.

5 How have Transportation Partners been involved in the development of the CMP and its updates?

The integrated LRTP and CMP process has been conducted in close coordination with the Florida Department of Transportation, Miami-Dade County, Miami-Dade Transit, major cities, and the neighboring MPOs through the Regional Transportation Technical Advisory Committee (RTTAC) of the Southeast Florida Transportation Council (SEFTC) through regular status update and review meetings.

6 What are the performance measures for the CMP and how are they being used? Do these partners share data, performance measures, etc., and do they contribute strategies toward solving regional congestion problems?

There are two sets of performance measures for the CMP:

1. Performance measures for ongoing monitoring and evaluation.
2. Performance for identification of future congested corridors and hotspots.

The performance measures for ongoing monitoring and evaluation are largely consistent with the performance measures identified in the 2040 LRTP. They include:

- Average travel time
- Hours of delay
- Planning time index
- Percent sidewalk and bike lane coverage
- Percent of population within 20 minutes of employment center
- Connector level of service
- Truck hours of delay
- Truck travel time
- Transit/sidewalk/trail miles per highway centerline mile

The performance measures for identification of future congested corridors and hotspots were developed based on data available through the SERPM 7.0 model such as peak and off-peak volume, level of service E capacity, peak congested travel time, free flow travel time, link daily volume. The performance measures developed using these model data include:

- Service volume ratio
- Travel time ratio
- Segment daily throughput
- Total vehicle delay

Yes, the MPO's partners share data and performance measures. Currently this effort is being coordinated by the Systems Planning Office of Florida Department of Transportation Central Office of Tallahassee. The partners (listed in question #5) have all contributed strategies towards solving regional congestion, largely through the RTTAC process.

7 Are the performance measurements based on actual data or are they modeled?

The performance measures for ongoing monitoring and evaluation are based on actual data, and the performance measures for identification of future congested corridor and hotspots are based on model data, given that the model data reflect future network and future travel demand.

8 Who implements of CMP strategies (e.g., State DOT, transportation management associations, transit agencies, locals)?

The implementation of CMP strategies will be a collaborative effort among all agencies, based on the project locations, involved modes, and types of strategies. For example, if the proposed strategy include installation of ITS devices along State roads, FDOT should lead the project; if the proposed strategy is to implement smart parking system, the City owns the parking facility should lead the project.

9 How does the Transportation Plan incorporate travel demand and operational management strategies? Are necessary demand reduction and operational management commitments made for new Single Occupant Vehicle (SOV) projects?

Of the eighty-six (86) CMP strategies included in the 2014 LRTP update, 28 (categories 1 and 2) address travel demand and operations management. No necessary demand reduction and operational management commitments are made for new SOV projects.

10 How have other travel demand reduction and operational management strategies been analyzed?

They were analyzed in off-model sketch planning tools estimating the impact of each strategy based on available national research.

11 What mechanism(s) are in place for measuring performance of Management and Operations (M&O) goals and objectives?

The M&O goals and objectives are reflected in the performance measures. The CMP identified performance measures for ongoing monitoring and evaluation. Traffic data used to evaluate these performance measures are being collected at the statewide and national level, and made available to the MPO.

LIST OF OBLIGATED PROJECTS

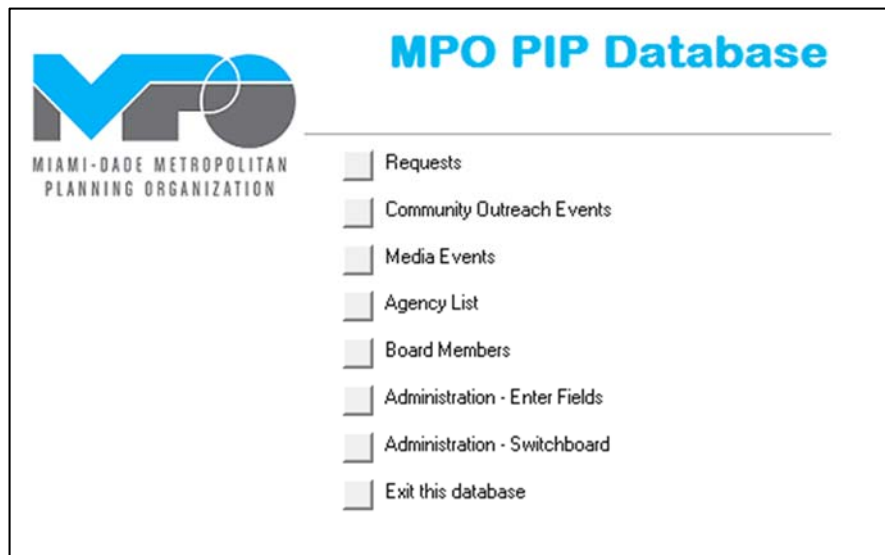
- 1 Does the MPO prepare annually, a list of projects for which Federal funds have been obligated in the preceding year and publish it or otherwise make it available for public review? Where is it located?

The annual Federal Obligations Report (FOR) is listed on the MPO website at www.miamidadempo.org/transportation-improvement-program.asp to make it accessible to the public. The FOR documents the authorization and obligation of federal funds, for each federal fiscal year, on projects undertaken within the metropolitan planning area. This report is prepared by FDOT and is normally sent to the MPO in October of each year.



- 2 Have there been any public comments on the listing? If so, how are such comments used in assessing the metropolitan transportation planning process?

No, if comments are received, the Miami-Dade MPO Public Involvement Database stores all correspondence from local agencies and the general public as well as captures all outreach and media events. Each comment, concern, or question submitted to the Miami-Dade MPO is reviewed and a letter is mailed to the person informing them their information will be sent to the appropriate agency.



INTELLIGENT TRANSPORTATION SYSTEM (ITS)

1 How is the regional ITS architecture being used in the transportation planning process?



ITS concepts and the regional ITS Architecture have been an integral part of the planning process in Miami-Dade County since mid-1990s. The Miami-Dade MPO led the way with the approval of its first ITS Plan in 1997, and its first Fiber Optics Network Plan in 1998. The Miami-Dade FY 2006-2000 TIP already had a section exclusively for ITS funding which continues through today. Major ITS deployments followed leading to the opening of the Transportation Management Center (TMC) in 2001. A coalition of regional partners formed SUNGUIDE to collectively optimize, manage, interconnect, and optimize ITS performance and operations regionally, statewide, and with the rest of the country as envisioned in the ITS Architecture.

2 How are the changes to the Regional ITS architecture being documented and processed?

Through the regional SUNGUIDE Forum that enables coordination, discussion and decision-making to take place in advancing the Regional ITS architecture.

3 How are ITS activities coordinated in the MPO/TMA?

ITS activities are reviewed as part of the MPO Program Priorities for the FDOT's Tentative Five-Year Work Program Development. Any ITS funded activities then are singled out investments in the TIP as a separate section. All new deployments are being provided in existing and future road widening and rehabilitation activities. ITS considerations are embedded in the LRTP transportation planning processes locally and regionally as part of the ITS Architecture.

4 How does the MPO ensure that all ITS projects are consistent with the regional ITS architecture?

Through the SUNGUIDE Team.

5 What is the MPO's involvement with other ITS organizations in the region?

Through the SUNGUIDE Team.

FREIGHT PLANNING

1 How does the MPO incorporate/address freight related goals in the MPO process?



The MPO, since creation of its first Freight Plan in 1996, has worked to ensure freight considerations are included in its transportation planning goals and processes. Most recently, existing freight goals were reviewed and updated as part of the 2014 Miami-Dade Freight Plan Update (Exhibit Q). In addition to Miami-Dade County, the MPO also partners with its seaport and airports as they have updated their master plans, and have incorporated their goals, strategies, and priorities into the MPO's process. Finally, the MPO has partnered with Broward and Palm Beach MPOs, as well as FDOT Districts 4 and 6 in the development of a Regional Freight Plan. This regional plan, most recently updated in 2014, has ensured that freight goals of a regional nature are identified and called out for the entire Miami Urbanized Area. Across all of these plans and updates, the specific content of the goals are developed through outreach activities with public and private freight stakeholders, especially the MPO's Freight Transportation Advisory Committee (FTAC).

Miami-Dade is a global hub for air and sea cargo and is a tourism mecca that boasts one of the world's busiest airports and the world's largest cruise port. The national emphasis on freight mirrors Miami-Dade County's emphasis on freight over the last 20 years, with the construction of the Port Tunnel and Deep Harbor Dredge projects, NW 25 Street Viaduct, and Interchange at SR-836/SR-826 among other projects.

As the third largest employment sector in the local economy, freight transportation carries a significant economic importance to the county. In Miami-Dade County, freight comprises rail, truck, air cargo, and sea cargo. The 2040 LRTP Goals and Objectives include freight as follows:

Under Goal 1 – Improve Transportation System and Travel

- Objective 1.2 Enhance mobility for people and goods.
- Objective 1.7 Improve transportation facilities' and services' regional connectivity

Under Goal 2 – Improve Transportation System and Travel

- Objective 2.1 Improve safety on facilities and in multimodal operations

Under Goal 3 – Improve Transportation System and Travel

- Objective 3.4 Ensure security at ports, airports, and major intermodal centers/terminals

Under Goal 4 – Support Economic Vitality

- Objective 4.3 Increase and improve passenger and freight access to airports and seaport
- Objective 4.8 Invest in Port Miami infrastructure to further increase competitiveness for Post Panamax traffic
- Objective 4.9 Expand cargo-handling and related intermodal facilities to the optimum extent

Under Goal 6 - Enhance the Integration & Connectivity of the System, Across & Between Modes, for People & Freight

- Objective 6.1 Improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities
- Objective 6.3 Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination
- Objective 6.4 Improve goods movement by enhanced intermodal access and other infrastructure that serve major freight origins and destinations in Miami-Dade County (And Regional)

- Objective 6.5 Improve freight movement operations and reliability by promoting expedient and cooperative practices across all modes
- Objective 6.6 Reinforce and transform Florida's Strategic Intermodal System facilities to provide
- multimodal options for moving people and freight

2 What process does the MPO use to identify and analyze existing and projected goods movement in the region?

The MPO uses a variety of data sources and analytical techniques to quantify and understand current and future freight flows in the county and the region. The MPO also works closely with PortMiami and Miami International Airport (MIA) to understand their existing flows, trading partners, and planned growth over the next 20-year period based on their forecasts and investment plans. FDOT recently purchased a Transearch data set with base and forecast years that has also been available to the region to help identify freight flow trends and patterns. FHWA's Commodity Flow Survey, USACE's Waterborne Statistics, InfoUSA, county land use, and a variety of other sources have all been used to help document and understand the supply chain patterns and volume of freight moving in the county and the region. Key freight initiatives include:

- **FDOT's South Florida Freight & Passenger Rail Enhancement** received \$13.75 Million in state funds to improve linkage between CSX and FEC thus allowing FEC to handle more traffic from PortMiami and Port Everglades while improving regional passenger rail connectivity in the tri-county region. The South Florida Freight and Passenger Rail Enhancement projects developed concurrently included the following improved rail connections:
 - Phase 1A: Rehabilitate Existing North-wood Connection (Palm Beach County);
 - Phase 1B: IRIS Northeast Connection (Miami-Dade County); and
 - Phase 2: New Northwood Connection (Palm Beach County).

In Miami-Dade County, the action was for the IRIS Northeast Connection, which involved construction of a new single track rail connection (approximately 1,700 feet) between the SFRC and FEC Railway within existing FDOT right-of-way.

- **Southeast Florida Intermodal Logistics Center (ILC)** development recipient of \$2.5 Million from ILC Infrastructure Support Program (ISP), a State Freight Grant. The SE FL Intermodal Logistics Center included construction of site access roads, truck loading ramps and internal traffic circulations roads.
- **Florida Perishables Trade Coalition** initiated a pilot program to bring grapes and blueberries from Peru and Uruguay that began October 1, 2013. Cold-treated products can now arrive through Florida ports rather than entering through ports in the northeast and trucked back down south.
- **Customs and Border Protection** developed five Public-Private Partnerships Services nationwide that can include all customs and immigration-related inspectional activities and cover all costs (Miami-Dade County; Dallas/Fort Worth International Airport; City of El Paso, Texas; South Texas Assets Consortium; and Houston Airport System).
- **General Purpose Foreign Trade Zone (FTZ 281)** established to make Miami-Dade County's international trading community more profitable and competitive by providing quick and easy access to foreign trade zone benefits. FTZ 281 stretches from SW 8 Street to the Broward County line, from Miami Beach in the east to the Urban Development Boundary (UDB) in the west and encompasses many industrial areas and critical logistics components including: Miami International Airport, PortMiami, Opa-locka Airport, rail yards, and other transportation infrastructure.
- **The Freight Advanced Traveler Information System (FRATIS)**, as part of U.S. DOT's ITS Research Program, is designed to improve truck routing and dispatcher decision-making in order to reduce unproductive moves in an urban setting. The drayage optimization focuses on integrated load matching and freight information exchanges, including appointment scheduling and equipment availability. South Florida was selected as one of three test sites due to high and growing freight volumes, the existing ITS program, and emergency management activity. Unique to South Florida from the other testing sites is the emergency management aspect of this program.
- A **Truck Parking Feasibility Study** to provide full service truck stop/parking on state owned land at the northwest corner of the Florida's Turnpike and NW 12th Street. This project is included in the 2040

L RTP as both a Cost Feasible and Illustrative Project to take advantage of any potential P3 opportunities.

- **Growth in Truck Volumes at PortMiami** to be managed with increased rail service. Forecasts suggest doubling of freight as the Port grows, and the FEC rail service will play a significant role in managing the expected growth.
- Miami International Airport (MIA) **major air cargo investment plan** largely complete.
- **NW 25th Street Viaduct** Phase I complete, and Phase II is under construction.
- **Centurion's Air Cargo Center** (700,000 square feet) opened for business at MIA. The Center is by far the largest privately owned all cargo airline facility in North America. Centurion Air Cargo Center currently operates 550,000 square foot warehouse divided into two separate sections: a 159,000 square foot Cooler and 391,000 square foot Dry Cargo Area.
- **Miami River designated as emerging SIS waterway** in 2014. The waterway handles cargo on smaller vessels to and from Caribbean destinations. Continued growth of niche markets anticipated.
Investment element of the state's **Freight Mobility and Trade Plan** should further advance needs of statewide significance.

Miami-Dade County Freight Plan Update:

- Document key challenges to an efficient and competitive freight system
- Identification of freight hotspots and missing links for roadways, rail, seaport, airport, ILC, warehousing
- Identify new freight projects
- Establish recommended priorities
- Position Miami-Dade County for the future
- Provide input to 2040 Miami-Dade LRTP and Regional Freight Plan

Regional Freight Plan:

- Identification of freight hotspots and missing links in the freight system
- Regional freight priorities for rail, seaports, and airports
- Regional freight priorities for roadways

2040 LRTP:

- A key element of the 2040 LRTP is the establishment of a financial set-aside specifically for freight, ensuring a dedicated source of funding in the plan for freight-related infrastructure.
- New freight set aside funding by LRTP priority:
 - Priority 1 - \$ 6 million
 - Priority 2 - \$31 million
 - Priority 3 - \$22 million
 - Priority 4 - \$62 million

3 How are freight providers and freight stakeholders engaged to participate in the development of the LRTP, TIP, and other MPO products?

The Miami-Dade MPO for years has emphasized the importance of freight through the activities of the Freight Transportation Advisory Committee (FTAC), which is made up of public agency and private freight industry stakeholders. The MPO staffs this committee and relies on its expert membership to help guide the County's investment in freight infrastructure.

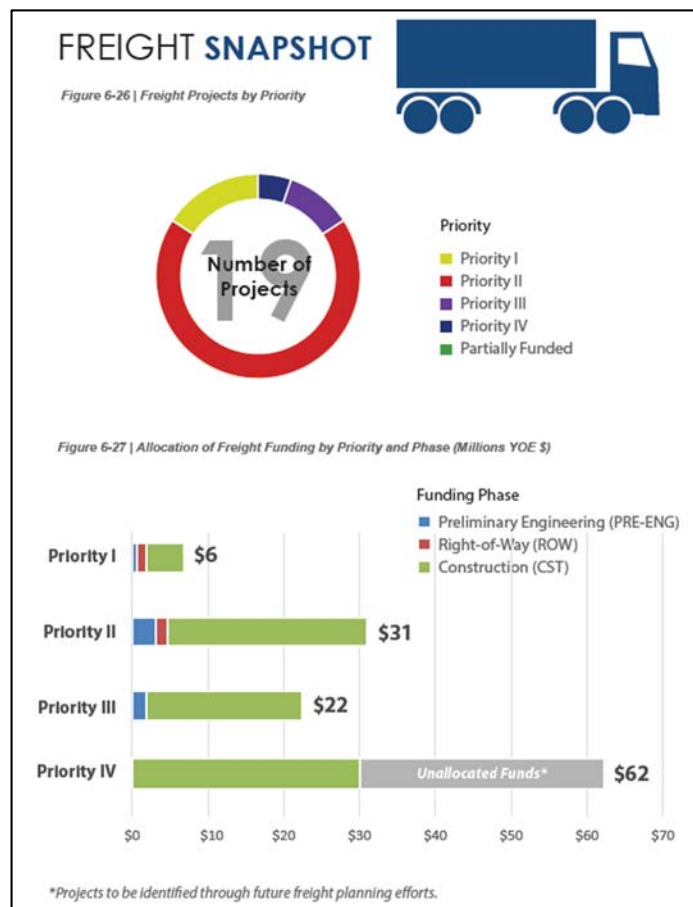
The Miami-Dade FTAC was created in 2005 to advise the MPO Governing Board on such matters relating to freight and logistics within the county. The FTAC is the industry's advisory panel to the MPO Governing Board on freight

movement and truck traffic needs. Aside from advising the MPO, the FTAC considers the types of improvements that should be made with regard to safety and freight efficiency in the county.

The FTAC consists of private sector representatives appointed by the MPO Board; it meets monthly just like all the other MPO committees and provides formal reports to the MPO Board. In addition, representatives of the FEC Railroad, the Seaport, the Airport, the Beacon Council, and the Chamber of Commerce all attend the monthly meetings regularly. Voting members of the FTAC include, but are not limited to:

- Freight Consolidators and Freight Broker Association
- Biscayne Bay Pilots Assoc.
- Monarch Properties
- Sandler, Travis, & Rosenberg, P.A.
- Banyan Street Capital
- Florida Chamber of Commerce
- Florida East Coast Industries
- Atsol
- Brown & Brown of Florida, T.R. Jones & Company
- Floral Logistics
- Sun Belle, Inc. Perishables
- Consulting Services

FTAC members help set the agenda for the MPO's freight research program; set priorities for the MPO's freight program, including identification of critical infrastructure projects to be advanced; and provide access to key industries in the region (e.g., perishables, freight forwarders, chambers, commercial real estate, trucking companies). During preparation of the county and regional freight plan updates in 2014, the FTAC was briefed multiple times and used as a sounding board for key findings, strategies, and priorities. As part of the 2040 LRTP Update, the MPO created a freight funding set aside to help advance key short term freight projects. FTAC was engaged in the needs identification process that helped populate the list of projects to be funded by this new set aside.



4 Please identify the freight providers and partners in the MPO area.

The freight industry (e.g., carriers, warehousing, distribution, manufacturing, wholesale) makes up a significant portion of the County's economy. Miami-Dade County is home to the majority of South Florida's warehouse and distribution center operators. The rock mining industry generates much of the rail traffic on the CSX and the FEC rail lines. Miami International Airport is the top air cargo (excluding mail) airport in the US and dominates trade with Central and South America. Fresh produce, fish and flowers dominate the air trade, which has spawned a huge highly specialized trucking and warehousing industry to handle the perishable goods and move them quickly. PortMiami is specialized in containers, and goods coming into and out of the Port are trucked to either the warehouse district for handling or to the rail yards for shipment, or put directly on rail at the Port's recently revitalized on-port rail yard.

Finally, there is the Port of the Miami River that handles trade with many of the smaller island nations. All of this activity is supported by a very specialized network of freight forwarders and brokers as well as trucking companies and associations. A list of specific partners can be developed by reviewing the Florida Customs, Brokers & Forwarders Association membership directory, port and airport business partner directories, Greater Miami Chamber business directories, and InfoUSA establishment data. There also is an active industrial/commercial real estate/developer industry. The Airport and the Seaport are both members of the committees that develop the LRTP, the TIP, and the UPWP. All of these documents are taken to the FTAC for their review and comment.

5 What level of participation from the freight community has the MPO experienced?

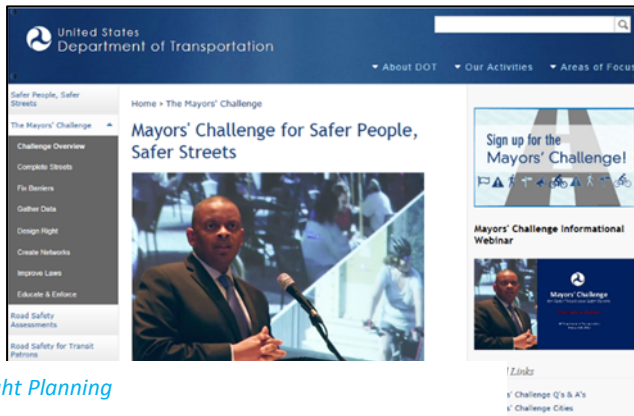
The MPO has been very successful in generating significant participation from the freight community. The FTAC has been very active and vocal with the development of both the local and regional Freight Plans as well as various freight related studies throughout the county. In fact, the FTAC has become the "go to" committee by the various transportation agencies to gather pertinent information related to potential freight impacts to their respective plans.

As mentioned above, the FTAC has been very active for more than a decade. The port and airport regularly attend and participate in meetings. FDOT's Freight Coordinator works closely with the MPO. FEC and CSX have engaged in the MPO's freight planning activities when necessary. The MPO thru the FTAC has been able to engage the private sector in a meaningful way; monthly meetings have focused on key project updates and priorities of most interest to the committee and the freight community.

SAFETY CONSIDERATIONS IN THE PLANNING PROCESS

1 How is safety addressed for motorized and non-motorized users throughout the Continuous, Cooperative, and Comprehensive (3-C) planning process?

The MPO incorporates motorized and non-motorized safety in the planning process by working with the transportation agencies and other organizations to prioritize safety projects in the TIP and UPWP and through other safety initiatives. Projects funded through the Highway Safety Improvement Program (HSIP) are developed by FDOT and incorporated into the MPO program priorities and the TIP. Safe Routes to School projects are prioritized through the Miami-Dade County Public Schools Community Traffic Safety Team (CTST). The MPO manages the development of the school study and funding application in cooperation with MDCPS, the Public



Freight Planning

Works/Waste Management Department, and FDOT. Other recent MPO projects include Safety Studies at High Crash Locations, the Traffic Safety Plan for Elderly Pedestrians, and the Bicycle/Pedestrian Safety Action Plan. The MPO has participated in FDOT's Road Safety Audit training and several RSAs are currently under development. The MPO will participate in Secretary Foxx's "Mayors' Challenge for Safer People, Safer Streets" initiative to improve safety for bicycle riders and pedestrians in cooperation with Miami-Dade County Public Works/Waste Management, Police and Parks, Recreation and Open Spaces Departments.

2 Is safety an explicit goal in your planning process (LRTP and TIP)?

Yes, safety and security are explicitly addressed on page 2-9 of the 2040 LRTP under Goal 2: Improve Safety of the Transportation System for All Users

Objectives	Measures
Goal 2 - Increase the Safety of the Transportation System for All Users	
Objective 2.1 Improve safety on facilities and in multimodal operations	Level of investment in safety projects
Objective 2.2 Reduce roadway and multi-modal crashes	Number of accidents by facility, accident type, and cost
Objective 2.3 Increase safety at transit stops and intermodal stations and connections	Does MDT address safety at transit stops and stations as part of the operation of its system?
Objective 2.4 Develop and Implement safe routes to schools	Does the county have a Safe Routes to School program?
Objective 2.5 Promote the safe mobility of aging vulnerable road users	Number of accidents involving elderly drivers
Objective 2.6 Accommodate the safe and convenient movement of non-motorized users	Number of accidents involving pedestrians

SECURITY CONSIDERATIONS IN THE PLANNING PROCESS

1 Does the MPO give special emphasis to Strategic Highway Network (STRAHNET) facilities in the planning process?

The Strategic Highway Network (STRAHNET) facilities are given special emphasis due to their relevance in the national defense forefront. The MPO locally coordinated and recommended for approval that SW 288th Street, from US 1 to the Homestead Air Reserve Base, be designated as a STRAHNET Connector due to its function of connecting the base to both the Homestead Extension of the Florida Turnpike and to US 1.

2 In the case of a major manmade or natural disaster, does the MPO have a Continuation of Operations Plan (COOP)?

Yes, the MPO has a COOP, which includes contingency plans in the event of a major disaster (Exhibit R). It includes plans for: off-site backups of the MPO’s computer system, alternate office facilities for use if the MPO offices are unavailable (including telecommuting, shared space at the FDOT District VI office and shared space at one of the regional Team Metro offices, depending on which part of the area is affected), emergency contact plans for MPO employees, and a meeting place in the event of an event during working hours.

3 Has the MPO’s COOP been tested? If yes, what, if any, changes were made to the COOP based on the test(s)? If no, are there plans to test it the COOP? (please explain)

Yes, staff had to convene in the COOP identified meeting location. No changes were made as a result of this test.

4 Is security an explicit goal in the MPO’s planning process and LRTP? Does the plan include strategies and implementation steps specifically related to achieving the security goal?

Yes, security is explicitly addressed on page 2-9 of the 2040 LRTP under Goal 3 – Increase the Security of the Transportation System for all Users. There are four associated objectives with measures that support this goal, as follows:

1. Enhance the capacity of evacuation of corridors to support disaster preparedness and emergency relief)
2. Improve transportation security for facilities and in operations (to support personal and homeland security)
3. Ensure transportation options are available during emergency evacuations for the elderly and persons with disabilities (to support disaster evacuations and emergency relief)
4. Ensure security at ports, airports, and major intermodal centers/terminals (to support homeland and personal security)

Goal 3 - Increase the Security of the Transportation System for All Users	
Objective 3.1 Enhance the capacity of evacuation corridors	Total lane miles within evacuation travel corridors
Objective 3.2 Improve transportation security for facilities and in operations	Does the plan address security as part of the operation of its system?
Objective 3.3 Ensure transportation options are available during emergency evacuations for the elderly and persons with disabilities	Transit service route miles within 0.25 miles of TAZs with a high proportion of elderly population
Objective 3.4 Ensure security at ports, airports, and major intermodal centers/terminals	Do airports, seaports, and intermodal centers address security as part of the operation of their facilities?

5 How is security considered and evaluated throughout the 3-C planning process?

Security was one of the centerpieces of the 2040 LRTP Goals to ensure that appropriate preparedness. Security measures are explicitly addressed on page 2-9 of the 2040 LRTP under Goal 3 – Increase the Security of the Transportation System for all Users and include both quantitative and qualitative measures.

DOT/MPO ANNUAL SELF CERTIFICATIONS

- 1 How are the transit authority, State DOT, and other transportation partners involved in the self-certification process? Is there an opportunity for public comment? (If so, how are comments addressed)?**

The MPO holds a meeting with FDOT for certification purposes along with any transportation partner that the District may need, depending on the issues. The standard joint annual certification of the Metropolitan Planning Process is part of the UPWP, which is circulated for comments and input (Exhibit S). The approval of the document is a public hearing item at the MPO Governing Board meeting.



- 2 Does the MPO have processes, procedures, guidelines, and/or policies that address Title VI, ADA, DBE, lobbying, and other regulatory requirements? How are these documented and applied?**

Yes, the certifications and assurances are part of the UPWP. All regulatory requirements are part of all professional services agreements. The MPO has a Title VI Action Plan that identifies strategies for engaging the traditionally underserved and underrepresented communities (Exhibit L). Activities related to addressing Title VI and Environmental Justice issues have been documented in the updated Title VI Report (Exhibit N). Miami-Dade County provides equal access and opportunity and does not discriminate on the basis of disability in its programs or services. For material in alternate format, a sign language interpreter or other accommodations are coordinated with the Miami-Dade Office of ADA compliance. We generally ask the public to contact the MPO at least five days in advance if this type of assistance is needed. All meetings are taped and available to anyone who requests a copy. All public meetings are held in ADA accessible facilities and locations are prioritized based on their transit and ADA accessibility. Typically, meetings are held in the Stephen P. Clark Center (Downtown Government Center) where transit is accessible as it interfaces with a Bus Terminal, Metrorail, and Metromover stations. The Miami-Dade MPO uses the FDOT approved DBE plan goals and monitors participation through DBE Monthly Utilization Reports. The MPO does not get involved with lobbying activities. All staff has attended ethics training, which covered lobbying issues. Regulatory requirements are also listed in the MPO Prospectus for Transportation Improvements (Exhibit G).

2011-2014 NOTEWORTHY PRACTICES

EVENT PARTICIPATION

“Bike305” Bike to Work Day

Miami-Dade MPO staff, along with the Consul General of Netherlands, were on hand March 5th to support the first annual “Bike305” Bike to Work Day at the University Metrorail Station, hosted by Miami-Dade Mayor Carlos Gimenez. The MPO continues its relationship with the Dutch government in encouraging Miami-Dade County to be bike-friendly. In addition, Nelson Vails, the first African-American to win an Olympic Medal in Cycling, joined the “Bike305” Bike to Work Day cycling team of seven Miami-Dade Mayors, along with local planners, advocates, engineers, and business people. Miami-Dade County residents were encouraged to leave their cars behind and ride bikes to work to reap the health benefits of cycling, save money on gas, and reduce traffic congestion. Visit www.Bike305.com for more information.



Chinese Delegation Peer Exchange

The Miami-Dade MPO, in coordination with Florida International University, hosted a delegation from Hainan, China as a peer-to-peer exchange regarding transportation planning. The delegation spent time learning about the demographics and transportation system of Miami-Dade County as well as the MPO’s project prioritization process. The delegation also visited the Florida Department of Transportation’s (FDOT) Regional Transportation Management Center (TMC) and FIU’s Lehman Center for Transportation Research.

Commercial Industrial Association of South Florida

The Commercial Industrial Association of South Florida (CIASF) is a nonprofit organization of business leaders involved in the development, design, construction, sales, and leasing of industrial and commercial real estate in south Florida. The CIASF publishes annual reports on office and industrial market conditions in Miami-Dade County. In February 2013, MPO staff spoke at the CIASF meeting to educate the group about the main functions of the MPO, and more specifically, its role in freight transportation planning. Coordination and feedback from groups like the CIASF is vital to the planning process in that it provides insight from a private-sector perspective on issues related to the freight and shipping industry.



Consortium for a Healthier Miami-Dade

The Consortium for a Healthier Miami-Dade is a group of 161 organizations that work together to promote healthy lifestyles and communities. On May 24, 2013 Co-Chair Marisel Losa presented a special recognition award to the Miami-Dade MPO Bicycle/Pedestrian Coordinator for his work as the Chair of the Health and the Built Environment Committee at the Consortium’s annual seminar. Consortium partners share the common belief that through collaboration and prevention-focused initiatives, Miami-Dade County residents can live longer, happier, and healthier lives. Consortium initiatives are guided by the goals and objectives established in “Healthy People 2020”, the nationwide blueprint designed to serve as a framework for improving the health of all people in the United States.

FHWA Climate Change Mitigation Peer Exchange

Miami-Dade MPO was invited to participate in this peer exchange to discuss the role of the MPOs in climate change mitigation. Only 12 cities were invited to this peer exchange including the major MPOs in the nation, such as San Francisco, Washington, DC, and New York, among others. A presentation was made to the group, by the Miami-Dade MPO, regarding our current efforts to integrate the reduction of greenhouse gas (GHG) emissions in the transportation planning process as well as projects implemented in the area. We are proud that our contribution to improve the environment and the quality of life here in Miami- Dade County is being recognized and shared nationally.

Peer Exchange on Freight Movement and Megaregions

MPO staff presented at the “Connected Places: Freight Movement and Megaregions Peer Exchange” on November 6, 2013 in Atlanta, Georgia. The peer exchange provided a unique opportunity to discuss the many freight-related projects occurring here in our megaregion of South Florida, and also learn about what is taking place in other sister megaregions throughout the United States. The event was co-sponsored by the FHWA and FTA Transportation Planning Capacity Building Program, the Atlanta Regional Commission, the Center for Quality Growth and Regional Development (CQGRD) at Georgia Institute of Technology, and the Metro Atlanta Chamber.



Reconnecting America’s Peer Exchange

The MPO hosted Reconnecting America’s “Financing Transit Oriented Development (TOD) and Infill Supportive Infrastructure Peer Exchange” on February 26th and 27th. The event provided technical expertise from national practitioners on transportation funding strategies including value capture, public-private partnerships (P3), joint development, and other financing mechanisms such as tax-increment financing for TOD. It also provided an opportunity for HUD/EPA Sustainable Communities Partnership grantees to share case studies, best practices, and lessons learned from their own regions.

Southeast Florida is part of this partnership through the “Seven50” project, being led by the South Florida and Treasure Coast Regional Planning Councils.

Safe Routes to School (SRTS) National Conference

Miami-Dade MPO’s Bicycle/Pedestrian Coordinator David Henderson was invited as a speaker at the 3rd Safe Routes to School (SRTS) National Conference held in Minneapolis, MN, on August 17, 2011. David spoke about the success of the SRTS program in Miami-Dade and the role of the agencies involved in the Miami-Dade County Public Schools Community Traffic Safety Team (CTST). The CTST includes representatives from the Public Schools System, Public Works Department, Florida Department of Transportation, Police Department, University of Miami School of Medicine’s WalkSafe program, and others involved in student transportation and safety. The SRTS National Conference was attended by over 400 traffic safety and education professionals from around the US.

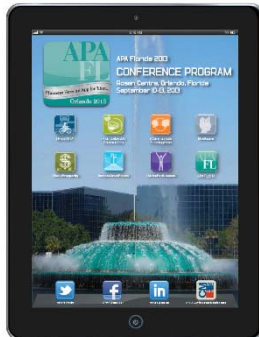
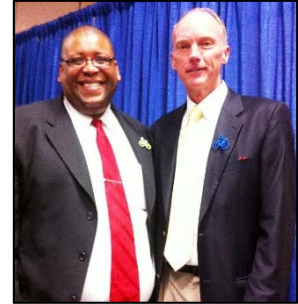


Southeast Freight Conference

Staff participated in the Institute for Trade and Transportation Studies (ITTS) 2014 Conference in Tampa, Florida. The ITTS Conference dealt with freight transportation topics such as: Foreign Trade Zones, Foreign Direct Investments, site selections, and industrial properties; Federal Transportation Policy: MAP-21 Reauthorization and the potential of the new MAP-22 Bill; Role of Public Private Partnerships (P3s) in Freight and Logistics; and Performance metrics and managing transportation systems.

Southeast Regional Bike Safety Summit

The MPO’s Bicycle/Pedestrian Coordinator presented at the Southeast Regional Bike Safety Summit in Tampa on April 11, 2013. The Summit, hosted by U.S. Transportation Secretary Ray LaHood and National Highway Traffic Safety Administration (NHTSA) Administrator David Strickland, brought together federal, state, and local officials, planners, designers, engineers, law enforcement, safety experts, and others throughout the bicycle community to identify innovative ideas for improving bicycle safety in communities. The Summit began with an expo, tour, and rally for bicycle safety, followed by a series of interactive panel discussions including a discussion on “Planning and Built Environment” of which MPO staff provided expertise.



Sustainable Travel Demand Strategies and Scenarios in Miami-Dade County

At the 2013 American Planning Association (APA) Florida Annual Conference staff presented during the “Sustainable Travel Demand Strategies and Scenarios in Miami-Dade County” break out session. The discussion was based on a Miami-Dade MPO study that evaluated various scenarios for their effectiveness in changing travel behavior patterns in a sustainable manner. The American Planning Association - Florida Chapter “provides statewide leadership in the development of sustainable communities by advocating excellence in planning, providing professional development for its members, and working to protect and enhance the natural and built environments.”

Travel Demand Modeling Peer Exchange

Miami-Dade MPO staff was requested to provide their expertise in travel demand modeling for Jacksonville Transportation Authority’s (JTA) commuter rail project study. Along with other national modeling experts from San Diego Association of Governments (SANDAG) and LA Metro, this meeting was sponsored by JTA and took place at the North Florida Transportation Planning Organization (TPO). Several recommendations were developed to enhance the technical aspects of the model for the project, which will be evaluated by the Federal Transit Administration (FTA).



Urban Land Institute (ULI) Regional Event

Staff presented at the Urban Land Institute (ULI) regional event “Transportation & Development: SE FL Transformational Shifts”. Working together, leaders from southeast Florida’s key transportation organizations discussed future plans and today’s projects to ensure efficient regional mobility. The event focused on transformational shifts in how transportation is planned and implemented, driven by new demographic changes and preferences. Topics included: Demographic and Technology Trends, the Regional Transportation Plan, and Development Case Studies.

FREIGHT/LOGISTICS

With the post Panamax era knocking the door, Miami-Dade has been preparing the necessary infrastructure to absorb the anticipated future demand for freight. The Miami-Dade MPO has been actively participating in the planning process by conducting a Truck Parking Facilities Study (Phases I & II), by updating the Miami-Dade Freight Plan and by working together with Broward and Palm Beach MPOs in the development of the Regional Freight Plan.



The MPO's Freight Transportation Advisory Committee remains unique in the nation both in its composition and its longevity. The committee members, who are appointed by the MPO Board, are all active in the various elements of the freight industries and are not employed by public agencies. The committee continues to meet at least 10 times per year and draws active participation from non-voting attendees as well. The committee meets regularly with agencies that implement roadway projects to assure that freight is adequately considered in maintenance of traffic plans. FTAC has served as the technical committee for MPO consultants to complete "The Transportation and Economic Impact Study of the Freight Industry in Miami-Dade County." FTAC is also working on issues such as the need for additional warehouse space in the County, the lack of overnight truck parking in the County and the severe truck congestion in and around the warehouse district.

MAJOR DOCUMENTS

2040 Long Range Transportation Program (LRTP)



In preparation for the development of the 2040 LRTP, the MPO took the lead in conducting the following studies that will contribute to the early stages of this plan. Some of these studies are:

- **A Historical Review of the LRTP for the Future** - To review previous reports of the LRTP to identify those areas that need to be revised, updated and improved for the development of the 2040 LRTP.
- **2040 LRTP: Needs Assessment Study** - To develop a comprehensive needs assessment that will provide a sound technical base for the LRTP Development Committee to use in developing the needs plan and cost feasible plan for the 2040 LRTP.
- **2040 LRTP: Compliance with Federal and State Requirements** - To review, evaluate, and recommend new policies, programs and trends that have evolved at federal, state, regional and local levels since the development and adoption of the 2035 LRTP. This specifically include: identifying new emphasis areas of the transportation bill, recommending performance measures and determining their application to the 2040 LRTP.
- **Strategies for Integration Sustainability and the Transportation System** - To analyze the current methods of developing plans and policies to support a more sustainable approach of delivering an effective transportation system; and to develop and assess specific scenario plans using a range of sustainability standards.
- **Congestion Management Process (CMP)** - The 2014 CMP identified top-congested corridors and hotspots in Miami-Dade County and developed projects based on the available CMP strategies in a manner coordinated and consistent with planning for capacity improvements, with projects cross-checked with the 2040 LRTP to avoid conflicting or overlapping investments. The 2040 LRTP established a CMP set aside to fund CMP projects, which are incorporated into the 2040 LRTP cost feasible plan.
- **Congestion Management System (CMS)** - The 2040 LRTP incorporated the CMS as an element of the process. In this way, the CMP will be fully integrated and evaluated with the plan, going one step ahead of the federal requirements. Another element in the development of the 2040 LRTP is the creation of an interactive application for the LRTP.

- **Illustrative Projects** - To comprehensively describe the county’s needs, the MPO has created an Illustrative Projects list which by definition includes additional projects, not included in the cost feasible plan. These projects may be included in the cost feasible plan, if other revenue sources were to be available in the future, as allowed by 23 USC 134(i)(2)(C) and 49 USC. 5303(i)(2)(E). Illustrative Projects take priority over needs projects, as they are higher ranked in terms of necessity.
- **Private Sector Funding** - Creative agency partnerships have the potential to advance the deployment of critical freight and transit infrastructure in ways that break through the barriers established by traditional working relationships. Innovative partnerships with the private sector can further expand the framework of our traditional business plans, and help speed up project delivery timeframes, and reduce publicly subsidized costs.



LRTP Interactive Web Application

Citizens continue to access the LRTP interactive application at the MPO website to get easy access to approved projects in the 2035 Cost Feasible Plan. Projects can be accessed through a variety of methods, including by proximity to a particular location, in the path of a particular trip, or simply by project type, such as highway or transit projects. The Interactive LRTP application also offers access to supporting LRTP Documents such as 2035 LRTP Adoption Document, LRTP Executive Summary, Revenue and Cost Tables, Public Involvement Plan, Data Compilation Report, Model Validation Report, Financial Resources

Review and Update Report, Efficient Transportation Decision Making (ETDM) Report, LRTP Model Development, and a series of maps (over 50 different maps are available).

Transportation Improvement Program (TIP)

Interactive Google-Map based TIP for Citizens - Users continue accessing this application at MPO Website to fully display all layers of projects in the TIP. It can be sorted by agency and can be zoomed in and saved in Adobe to create a graphic file that can be emailed. It also provides access to project funding, responsible agency, project manager contact and for those on-going construction projects updated project photos on location.



Interactive TIP-Development webtool for Agencies - The MPO continues improving this software application where partner agencies input their own data during the TIP development stages. It makes possible to timely assemble the Draft TIP for review by Citizens and Committees at a minimum of 45-days prior to document public hearing. It also enables agencies, at any given time during the year, to submit TIP amendment requests.



Unified Planning Work Program (UPWP) Call for Ideas

The MPO continues to solicit ideas from the general public and stakeholders to improve mobility in Miami-Dade County through a "Call for Ideas" campaign. A "Call for Ideas" brochure is sent electronically to over 2,500 persons on the MPO's database, a Press Release is generated, and the brochure is highlighted on the MPO website. Ideas submitted are shortlisted and submitted to the UPWP Development Committee. This 13-member committee includes representatives from the MPO, FDOT (Public Transportation Office), FDOT (Planning and Environmental Management Office), Miami-Dade Public Works Waste Management Department (PWWM), Miami-Dade County Public Schools, Miami-Dade Transit (MDT), South Florida Regional Transportation Authority (SFRTA), Seaport, Miami-Dade Expressway Authority (MDX), Sustainability, Planning, and Economic Enhancement Department (SPEED), the Permitting, Environment, and Regulatory Affairs Department (PARA), and the

Citizens Transportation Advisory Committee (CTAC). Ideas recommended for funding are programmed in the draft UPWP for consideration of award by the Transportation Planning Council (TPC) and the MPO Governing Board.

MODELING

State-Of-The Art Activity Based Model (ABM)

Miami-Dade MPO, working with FDOT Districts 4 and 6 and the Palm Beach and Broward MPOs, developed a state-of-the art activity based model (ABM) for Southeast Florida. The Southeast Florida area was not planning to migrate its model to an ABM framework until the 2045 LRTP update cycle, but changed course due to the positive advancements that ABMs have made at the state and national levels. As such, the model development work was adapted to focus on developing an ABM model in time for the 2040 LRTP Update. An ABM model was quickly advanced by maximizing existing travel data and data transferability metrics. Miami-Dade MPO led the regional network development, and was able to utilize the ABM model for its 2040 LRTP. Hence, Miami-Dade MPO becomes one of a limited group of MPOs utilizing an ABM in support of LRTP functions. The migration to the ABM was made possible by the formalized regional decision-making process established by the Southeast Florida Regional Transportation Council (SEFTC), and the close coordination at the statewide level via the Model Task Force (MTF).

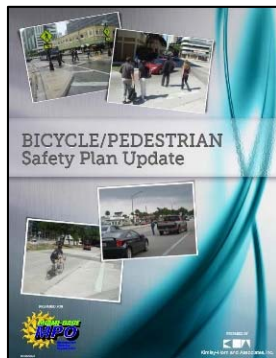
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PLANS/MANUALS

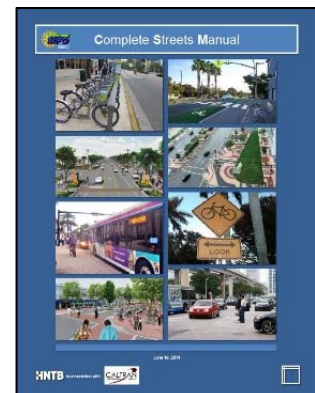


Bicycle Pedestrian Safety Plan Update

Miami-Dade County is in the process of becoming a much more bicycle and pedestrian-friendly place. In recent years, new bikeways and walking paths have been constructed that will ultimately increase the number of people walking and/or biking on a regular basis. Partially in response to this growing encouragement and emphasis on non-motorized transportation activity, the MPO has updated the 2006 Safety Plan to help reduce bicycle and pedestrian fatalities throughout the County. Using the most recent accident statistics and other relevant traffic data, the updated plan evaluates and recommends safety countermeasures that can be used to improve current conditions and eliminate specific high-risk crash types.

Complete Streets Manual

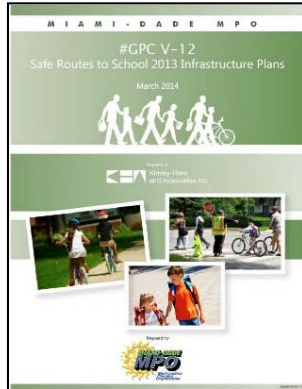
This newly completed manual is a guide for street planning and development in Miami-Dade County. It incorporates policies and standards of the National Complete Streets Coalition (NCSC), and recommends local roadways and site-specific planning situations where they can be best applied. The concept of “Complete Streets” ensures that streets are planned, designed, and operated for all modes of transportation. This approach balances the needs of motorists, bicyclists, and pedestrians alike. Complete Streets provide many benefits to local communities. They can help improve safety conditions, help reduce vehicle emissions by promoting non-motorized travel, and greatly enhance quality of life by creating walkable neighborhoods that welcome economic development. Common elements of Complete Streets vary by situation, but can include: comfortable and accessible public transportation stops, special bus lanes, landscaped curb extensions and tree-lined streets, median refuges for pedestrians, bicycle lanes and parking facilities, safe and accessible sidewalks and crosswalks, and on-street parking for vehicles. The Miami-Dade County Complete Streets Manual includes a toolkit of improvement strategies such as these, as well as case studies and lessons learned from other parts of the country.



PROGRAMS

Municipal Grant Program

The MPO continues to encourage municipalities to participate in Task 8.6 of the UPWP titled "Municipal Grant Program (MGP)". Last year, the MPO allocated \$150,000 to the MGP. Municipalities submitted proposals to compete for these funds that require a 20% minimum match. Projects are selected based on the following project evaluation criteria: Level of Service benefits of the proposed project, impact of mobility/traffic circulation gains, intermodal nature of proposal, support of the approved countywide activities of the UPWP, and consistency with the applicant's local comprehensive plans. In 2011, five (5) projects were selected under the Municipal Grant Program.



Safe Routes to School Program

The MPO continues to work with the Miami-Dade Public School Board Community Traffic Safety Team (CTST) to coordinate projects funded through the federal Safe Routes to School (SRTS) program. The MPO has developed over fifty SRTS plans and funding applications for Elementary schools. In FY 2012 the National Clearinghouse SRTS methodology was utilized to prioritize the remaining 150 Elementary schools for funding. Ten million dollars in SRTS funds have been programmed and/or spent on safety and mobility improvements for the surrounding areas of targeted schools.

South Florida Vanpool Program

Another program that the Miami-Dade MPO has been leading in the region, since 1998, is the South Florida Vanpool Program (SFVP). This effort to reduce solo vehicle commutes and provide additional options for getting to and from work throughout Southeast Florida has grown steadily over the years. Today, the SFVP is a collaborative effort between the Miami-Dade, Broward, and Palm Beach MPOs, the Florida Department of Transportation (FDOT) Districts 4 and 6, South Florida Commuter Services, and VPSI, Inc. It allows groups of people to share a ride to work using a van provided by the SFVP instead of driving separately in their personal vehicles. Vanpooling helps reduce traffic and parking congestion, vehicle emissions, and transportation costs for the employees who use it on a regular basis.



PUBLIC PARTICIPATION

Bicycle/Pedestrian Webinar Hosting

The MPO has purchased the right to present the monthly webinar series of non-motorized transportation topics presented by the Association of Pedestrian and Bicycle Professionals (APBP). The MPO hosts viewings of these webinars by municipal agency partners. These events have raised knowledge of non-motorized transportation and created opportunities for inter-agency coordination on bicycle and pedestrian projects.





Career Day Outreach

Staff continues to educate elementary students on the role of the Miami-Dade Metropolitan Planning Organization. Staff discussed the importance the public plays in the transportation planning process. Students are given a verbal overview of the process along with newsletters of the MPO. Staff created an activity that allowed students to create their own transportation project and go through the public involvement process with their peers. They have the opportunity to create a project name, vote on the mode of transportation, create several different project scenarios,

discuss the pros and cons of the project(s), learn about the process of elimination, why it is important to be involved and vote, discuss the best area for the project, and vote on if the project is feasible or not?

Community Action Agency Outreach

MPO staff continues to attend various Miami-Dade County Community Action Agency (CAA) meetings to assist them with their transportation needs. Issues are directed to the appropriate agency for follow-up and possible action. The CAA empowers economically disadvantaged individuals, families, and communities to achieve self-sufficiency through resource mobilization, service delivery, education, and advocacy.



Outreach and Coordination with the Public Health Community

The MPO continues to support the efforts of the Consortium for a Healthier Miami-Dade by hosting meetings of the Consortium's Health and the Built Environment (HBE) Committee. MPO staff currently serves as the HBE committee chair. The HBE committee raises awareness of the relationship between the built environment (street design, site design, and zoning), physical activity (the feasibility of using walking and bicycling for transportation), and public health (chronic diseases such as high blood pressure, heart disease, obesity, and cancer). The HBE committee presents on these subjects to relevant stakeholders and creates opportunities for partnerships and collaborations between committee members.



Social Media

Facebook and YouTube are utilized to spread the word about what is occurring at the MPO. Policy for utilizing Facebook can be viewed in the Public Participation Plan. In addition, e-Newsletters are sent out regularly to the MPO's ever growing email distribution list. These methods have become some of the primary means through which stakeholders, individual citizens, and community groups remain informed about Miami-Dade MPO activities. A citizen can follow the MPO on Facebook at www.facebook.com/miamidademppo and request to be added to the email distribution list by calling (305) 375-

4507 or emailing mppo@miamidademppo.org

Televised and Webcast Meetings

The MPO continues to televise the Governing Board meetings and rebroadcast through the week thereafter. In addition, the MPO Governing board meetings are webcast and archived to be viewed at a later date if desired.



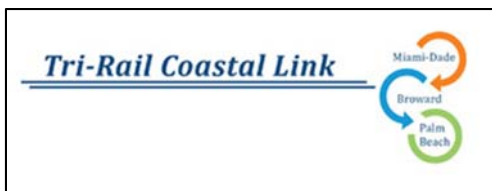
Website

The Miami-Dade MPO has a new logo and website, which is more representative of our agency: efficient, professional, and futuristic. The website is now much easier to navigate, especially through almost 1,000 documents consisting of studies, plans, and meeting records. You can easily search through hundreds of studies by simply typing in key words in the “Search” tool bars located on the “Ongoing Studies” and “Completed Studies” webpages. In addition, staffs’ emails have changed, which can be found on the “Contact Us” webpage. Just select a staff person’s name and their new address will come up. We hope you enjoy our new look as we move Miami-Dade County’s transportation system into the future.

REGIONAL COORDINATION

Southeast Florida Transportation Council (SEFTC)

To further strengthen the effectiveness of SEFTC and the Regional Transportation Technical Advisory Committee (RTTAC), two new Subcommittees were formed in 2013. The RTTAC Public Participation Subcommittee (PPS) was created to further ensure a coordinated and effective outreach strategies to inform the general public regarding current and future regional transportation investments. The RTTAC PPS consists of the Public Information/Involvement Officers from the Broward, Miami-Dade, and Palm Beach MPOs, and FDOT Districts 4 and 6 and meet on a quarterly basis. The RTTAC Freight Advisory Subcommittee was formed 2013 to address the development of the 2040 Southeast Florida Regional Freight Plan and coordinate regional freight issues. The RTTAC Freight Subcommittee consists of the three MPOs, FDOT Districts 4 and 6 and FDOT Central Office, airports and seaports representatives from Broward, Miami-Dade, and Palm Beach, Florida Turnpike Enterprise, Miami-Dade Expressway Authority, Economic Development Councils, FEC and CSX railways, and Broward, Miami-Dade, and Palm Beach business representatives. SEFTC has evolved to meet the regional coordination demands from general transportation planning perspective to highly focused discussions while furthering the participation of transportation partners in a regional forum.



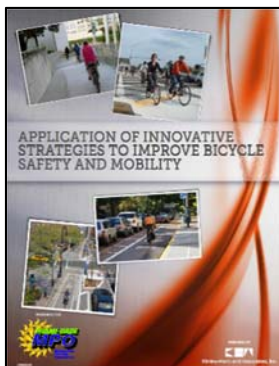
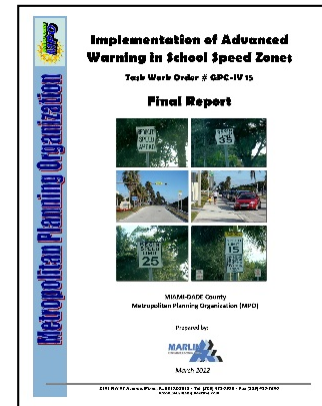
Tri-Rail Coastal Link Project

The planned 85-mile commuter rail Coastal Link service on the Florida East Coast (FEC) railway is a strategic investment for Southeast Florida and has the ability to enhance the long-term competitive position of our region. The South Florida Regional Transportation Authority (SFRTA) and the Florida Department of Transportation (FDOT) along with our partners at the Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations (MPOs), the Southeast Florida Transportation Council (SEFTC), the South Florida and Treasure Coast Regional Planning Councils, and major transit providers are working cooperatively to realize the Coastal Link service. There has been an elaborate committee structure established to address the various and complex issues regarding a project of this size and nature. The project has an Executive Steering Committee which addresses major policy issues and coordinates with the SEFTC and other regional bodies. There are three Subcommittees formed to address specific project related issues; Technical Sub-Committee, Financial Sub-Committee, and Public Information/Outreach Sub-Committee.

STUDIES COMPLETED

Advanced Warning in School Speed Zones Study

The objective of the Advanced Warning in School Speed Zones Study was to develop a process for implementing advanced warning in school speed zones, which is intended to make the driver aware of a reduction in speed between a regular posted speed limit and a reduced-speed school zone. The criteria for implementing advanced warning in a school speed zone are meant to provide a simple to use checklist to determine if such a solution is viable. Should the school speed zone along a subject corridor satisfy many of these criteria, then this is a strong indicator that advanced warning signs may be justified. Ultimately, the decision to install such devices should be made by the engineer of record and local permitting jurisdiction.

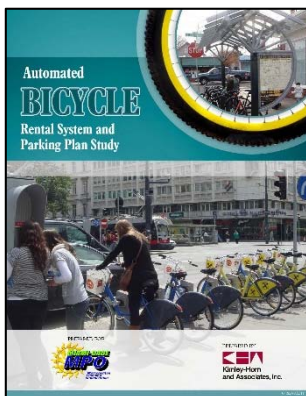
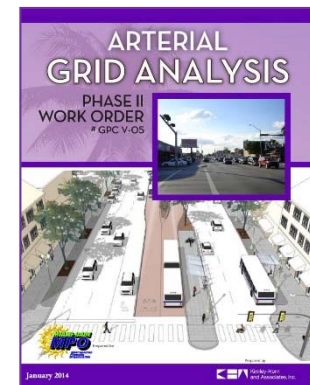


Application of Innovative Strategies for Bicycle Safety

This study looked for ways to increase the share of people safely using bicycles for commuting to work and other short recreational trips. It examined best practices or strategies that have been successful in other places to see which could be most effective in Miami-Dade County. The recommended strategies range from roadway design and engineering solutions to awareness campaigns and law enforcement measures. By identifying high-traffic areas that are not served by existing or planned bicycle facilities, it also recommends the best specific locations for implementing these innovative solutions on Miami-Dade County roadways.

Arterial Grid Analysis Phase II

This study examined Miami-Dade County’s network of arterial roadways to identify opportunities for increasing capacity and efficiency. It used a system wide approach to develop long-term and effective strategies for addressing traffic congestion on priority roadway corridors. Carried out as an update to a similar study from 2006, this analysis takes into account the fact that current traffic levels in Miami-Dade exceed the capacity of many arterial roadways despite a recent reduction in traffic volumes and vehicle miles traveled. This has caused the need for a re-evaluation of the county’s roadway grid system to identify opportunities for enhancing network connectivity, and thus reducing congestion on these specific arterial roadways.

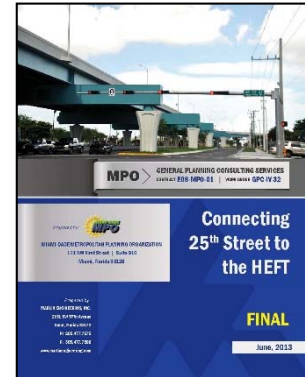


Automated Bicycle Rental System and Parking Plan Study

This study defined the size and composition of bicycle parking transit centers to serve as guidelines for implementation in future transportation and development projects. It also evaluated the potential market for and the feasibility of creating an automated bicycle rental system in Miami-Dade County, which would place rental kiosks at strategic locations around the county to help improve accessibility to bicycling. As a result of this Plan, stakeholders are being asked to work together to prioritize, develop, and market an integrated network of regional bicycle parking facilities and automated bicycle rental systems. Implementation partners include, but are not limited to: municipalities, Miami-Dade Transit (MDT), the various parks departments, the Downtown Development Authority (DDA), community redevelopment agencies, parking authorities, developers, bike shops, and advocacy groups.

Connecting NW 25th Street to The Homestead Extension of Florida’s Turnpike (HEFT)

Planning for the transport of freight and cargo along Miami-Dade’s roadways is an important role of the MPO. It not only provides economic growth opportunities, but also ensures that freight and trade operations and daily commuters are able to travel safely together. The purpose of this study was to explore options for connecting NW 25th Street to the Homestead Extension of the Florida’s Turnpike (HEFT) so that freight traffic can more easily access the surrounding warehouse area in Doral and the NW 25th Street Viaduct into Miami International Airport (MIA). After reviewing multiple alternatives, the study determined that the most efficient way to move westbound traffic on to northbound HEFT is by utilizing NW 117th Avenue, which is an access road that runs parallel to the HEFT. Traffic will travel north along this roadway to the NW 41st Street interchange where a flyover will be constructed to provide a direct connection to the HEFT. To then accommodate southbound traffic from the HEFT on to eastbound NW 25th Street, it is being suggested to construct an extension of NW 122nd Avenue from the NW 41st Street interchange down to NW 25th Street. These two suggested movements for northbound and southbound traffic on to the HEFT from NW 25th Street will ultimately provide safe, efficient travel patterns for both freight and commuters, while adhering to the Turnpike’s limited access roadway guidelines.



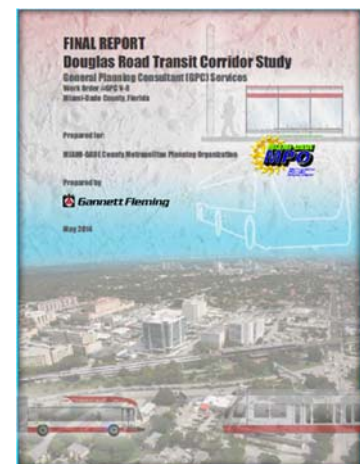
Downtown Miami Intermodal Terminal Feasibility Study

Downtown Miami is an integral part of the South Florida metropolitan area. It is a hub of economic activity that is expected to become even more significant with projected growth on the horizon. This study examined the feasibility of different candidate sites for establishing a downtown terminal facility that will serve Miami-Dade’s multimodal transportation needs in the future. For the preferred site conceptual alternatives were developed for a facility that would integrate access for bicycles, pedestrians, automobiles, buses, as well as the existing and planned passenger rail systems and All Aboard Florida. By analyzing a variety of land use, transportation, economic, and environmental factors, this study selected the most appropriate location to be integrated into

the same block as the Stephen P. Clark Government Center, at the southeast corner of NW 2nd Avenue and NW 3rd Street. A partial street closure and redesign was proposed for NW 1st Street in front of the Government Center to make it a safer pedestrian, ‘transit only’ block. This study also developed detailed site plans that incorporate the architectural functionality and aesthetics of the proposed facility. This will serve as the first step in making the vision of this proposed intermodal terminal into a reality, and as a guide to the adjacent and future All Aboard Florida Miami Terminal development.

Douglas Road Transit Corridor Study

The MPO designed this study to evaluate options for improving public transportation services along Douglas Road (37th Avenue) and neighboring roadways between Miami International Airport (MIA) on the northern end and the Douglas Road Metrorail Station on the southern end near US-1. This study area includes vital roadways in central Miami-Dade County that connect a series of activity centers and places of interest such as MIA, the Magic City Casino, Downtown Coral Gables, and the Village of Merrick Park. There is already a high level of traffic congestion on these roadways with more employment growth expected in the future. Transit improvements could help move more people throughout the study area in a more efficient manner. The study examined different types of premium transit, such as rapid bus service in semi-exclusive lanes, modern streetcar service, and trolley buses. It also evaluated different routes on neighboring roadways such as LeJeune Road, Ponce De Leon Blvd, 32nd Avenue, and 27th Avenue to determine which was best suited for which types of new transit service over the short, medium, and long-term. The study found that Ponce De Leon Blvd and Douglas Road are the two roadways that would be best suited for additional high capacity transit service in the long-term.

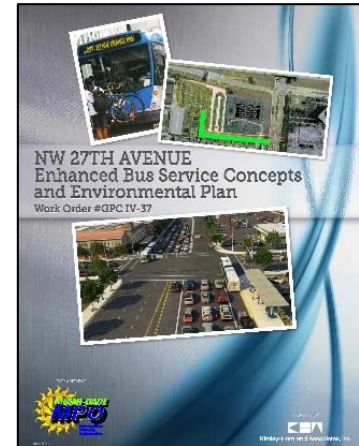


Enhanced Bus Services (EBS) along Biscayne Boulevard

To support the recommendations made in the Transit Service Evaluation II, the MPO is working with MDT in the development of Enhanced Bus Services (EBS) along three of the main transit corridors: Biscayne Boulevard (completed), NW 25th Avenue and Flagler Street. The last two corridors will be completed in 2013-2014.

NW 27th Avenue Enhanced Bus Service Concepts and Environmental Plan

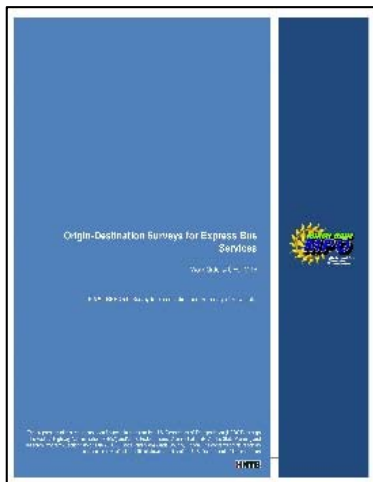
This study is part of a larger effort to make transit improvements to key corridors identified in the People's Transportation Plan (PTP). It specifically focuses on NW 27th Avenue, and explores the immediate goal of enhancing transit service and ridership through the implementation of enhanced bus service (EBS), with a long term goal of eventually implementing rail transit service. The segment of NW 27th Avenue under consideration for improvements is a significant north-south corridor in Miami-Dade County that runs from Miami International Airport (MIA) to the Broward County line near NW 215th Street. In developing the framework for implementing transit improvements, this study carried out several necessary tasks: cost estimates, environmental analysis, and operating plans for the new stations and buses that would be a part of this limited-stop, rapid service. In addition to fewer stops, the EBS would take advantage of traffic signal technology and queue-jumper lanes, which allow buses to take priority over other vehicles at intersections to increase bus speeds. This study also designed conceptual plans for a new transit terminal and park-and-ride facility at the northern end of the corridor.



This new facility would serve as a transfer point between Broward County Transit and Miami-Dade Transit bus routes, and would also support transit-oriented development for the areas surrounding the terminal.

Origin and Destination (O-D) Surveys for Local Bus Service

In an effort to obtain and update transit data, the MPO has conducted O-D surveys for: Metrorail, Express Bus Services and Local Bus Services. During the last year, the O-D survey for the north garage was completed and the O-D surveys for the central and south garages will be completed during 2013-2014. The development of these surveys is a recommendation of the FTA and will be used to update the SERPM model.

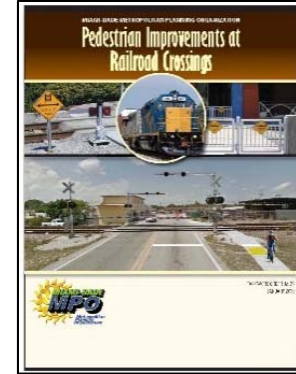


Origin-Destination Surveys for Express Bus Services

One of the Miami-Dade MPO's goal is to develop a data collection program that meets the Federal Transit Administration (FTA) guidelines and supports the transit modeling efforts in areas which anticipate seeking federal support for transit capital projects. To achieve this goal, the Origin-Destination Surveys for Express Bus Services (Survey) focused on two express bus routes, Route 95 and Route 195, operated by Miami-Dade Transit (MDT), and two express bus routes, Routes 107 and 108, operated by Broward County Transit (BCT). This Survey obtained ridership characteristics such as: origin-destination patterns, trip purpose and mode of access and egress that will support the SERPM validation efforts. The effort was also to provide data to support MDT's plans for expansion of bus service in the urbanized Miami-Dade County.

Pedestrian Improvements at Railroad Crossings

Miami-Dade County has two major railways, the Florida East Coast (FEC) Railway and the CSX Railroad, with a combined 273 highway crossings. The CSX Railroad currently provides both freight and passenger service, while operations on the FEC are restricted to freight service. To address modal safety and with the potential for increased train activity through the addition of passenger service along the FEC, the Miami-Dade MPO undertook this study to assess pedestrian safety conditions at rail crossings within Miami-Dade County. The goal of the study is to establish a methodology for evaluating pedestrian safety deficiencies and identifying improvements that can be implemented in both the near- and long-term.



Safe Routes to Parks Final Report

The Miami-Dade County Parks, Recreation, and Open Spaces (PROS) manages more than 12,000 acres, containing more than 250 parks, recreation facilities, and greenway areas. Encouraging physical activity helps reduce health problems associated with a sedentary lifestyle such as obesity, high blood pressure, diabetes, and depression. Improving pedestrian safety around parks can help create a more walkable community and therefore, reduce driving trips, fuel consumption, and pollution. The MPO and the PROS selected six (6) parks, from all regions of the county, to conduct an extensive study of issues affecting safe

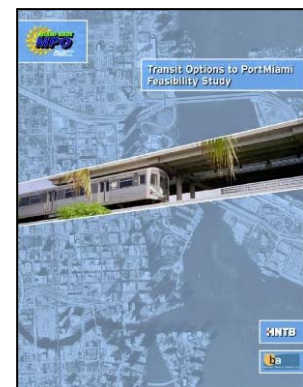
access by pedestrians and bicyclists to the parks themselves: Goulds Park, Joseph Caleb Park & Partners Park, Tropical Park, Little River Park, Francisco Human Rights Park, and Country Village Park. Recommended improvements will be made by PROS to each park in the four identified categories: connectivity, high emphasis pedestrian crossing, signalization, and traffic calming.

Signage Program for the Miami Health District

Building on earlier work that identified the need for signage improvements in Miami's Health District, this study provides an implementation plan, which includes specific locations and wording for new signs. The program covers three different scales of signage, the largest being the freeway-level. Next is the local street-level for vehicles traveling within the District, and finally, small scale bicycle and pedestrian-level signage that will assist with finding places of interests or transit stops. Because these signs will all share a common design theme, regardless of their size, they will help to create a stronger sense of place within the Health District. In addition to improving the condition of existing signs and making navigation easier at all levels, this identifiable signage program will help brand the District so that visitors immediately know they are in a unique and important part of Miami-Dade County.

Transit Options to PortMiami Feasibility Study

PortMiami, known as the "Cruise Capital of the World", welcomes millions of cruise passengers every year. This study examines the potential for providing a transit connection between PortMiami and the nearby downtown Miami so that residents and tourists alike can have an alternative option to driving when accessing the Port. Transit service to PortMiami would also expand Miami-Dade's intermodal capabilities and provide benefits in the process such as traffic reduction, air quality improvement, and additional room for growth instead of parking lots. In the process of analyzing transit options, this study looked at various premium modes and routes for making this important connection, including Metromover, Metrorail, light rail, and commuter rail. The study recommended a 1.9-mile Metromover Shuttle between the Historic Overtown/Lyric Theatre Metrorail Station to PortMiami with a connection to the Freedom Tower Metromover Station. In addition, the study proposed extending any future light rail service in the downtown Miami area to serve the Port.



Transit Service Evaluation Study

The MPO conducted this study with the objective of providing to Miami-Dade Transit (MDT) the necessary tools for evaluating the performance of their routes. MDT already applied the recommendations made in this study in the 2011 line-up. The results were: transit service was improved, resources were maximized and operating costs were reduced.

Transit Service Evaluation Study – Phase II

The MPO conducted the first phase of this study. Based on the success of this study, the MPO and Miami-Dade Transit (MDT) coordinated the development of a second phase to improved transit services within the county. A new concept for developing a transit network will be implemented by MDT.

TOOLS

BiKE Miami-Dade

The MPO's new bicycle knowledge explorer, known as BiKE Miami-Dade, is a planning tool on the MPO website that allows users to gather information about certain areas and preplan their trips by creating customized routes based on their needs, preferences, and skill level. The tool can also be used on a mobile device such as a smart phone or tablet so that cyclists can use it when they are out and about if their plans should change, or they encounter unexpected obstacles along the way. BiKE Miami-Dade is first and foremost a route planner that can be used to plan a specific trip in advance, but it is also a database of information that is important for cyclists to know in general. After continued use of the tool, a person can become more familiarized with the information it offers as it relates to places they are most likely to ride. Knowledge of details like typical traffic conditions and the presence of different types of bicycle facilities in the area will allow riders to have a better and safer biking experience, even if they don't use BiKE Miami-Dade to specifically plan every trip.



Transportation Outreach Planner

The Transportation Outreach Planner, formally known as the Integrated Transportation Information System (ITIS) is now a regional web-based tool with the Broward and Palm Beach MPOs, which enables Transportation Planners and Public Involvement Offices (PIO) to create an effective public involvement (PI) program and accomplish stated Title VI goals that

allows the identification of the attitudes and issues facing that particular community. PI strategies are modified according to community characteristics, such as, but not limited to, literacy rates, income levels, cultural composition, and religious affiliation. By utilizing the ITIS, staff from the three (3) counties has access to this invaluable information to tailor its outreach approach to determine a community's stand on a project and work with that community to gather support.

InteracTIP

This is the online version of our Transportation Improvement Program (TIP). The site includes the TIP Summary, Project Listings, and Citizen's Guide. Visitors can also search for individual transportation projects by name, category, type, and budget. The site also includes the InteracTIP Map Tool that lets you search the TIP by geography. The tool even allows you to switch between map, satellite, terrain, or a combination.



Transportation Facts & Trends

The purpose of this compendium is to identify, analyze, and disseminate information on how the transportation system contributes to the economic vitality of Miami-Dade County. Miami-Dade County's transportation system is the largest in the State of Florida. However, there is no single document that illustrates and documents its contributions to the region, state-wide, national and global levels. The County is constantly improving its transportation network and infrastructure to satisfy the demands and needs of the residents and visitors, as well as the movement of goods and services to promote commerce and maintaining a competitive business environment. The work conducted through the years reflects the county's commitment to continue taking the lead in several transportation areas. This compendium provides the ground work for future developments in the transportation area for Miami-Dade County to continue being as the "Gateway of the Americas".

Videos are located on the MPO's YouTube Channel at <https://www.youtube.com/user/MiamiMPO/videos>

