THE TRANSPORTATION PLANNING AGENCY FOR MIAMI-DADE COUNTY

2014 ANNUAL REPORT

PLANNING TOMORROW TODAY

MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION

PHOTOGRAPH BY RYAN HOLLOWAY

THE MIAMI-DADE MPO WELCOMES YOU!

Welcome to the Miami-Dade Metropolitan Planning Organization's (MPO) 2014 Annual Report. We would like to thank you for your interest in our efforts to plan for and improve Miami-Dade County's transportation system.

The Miami-Dade MPO is the governmental agency responsible for guiding the transportation planning process in Miami-Dade County. Based on future needs and input of local communities, the MPO determines the best uses of available funding for investing in our transportation system. Although the MPO is primarily concerned with transportation improvements, our actions also have far-reaching effects on the future of related issues such as the environment, economy, safety, security, and quality of life.

The year 2014 has been a busy and productive one for the MPO. We have re-branded ourselves with a new look that captures our focus on the future. Our new logo and website design put forward the same modern and sleek impression that many people associate with Miami.

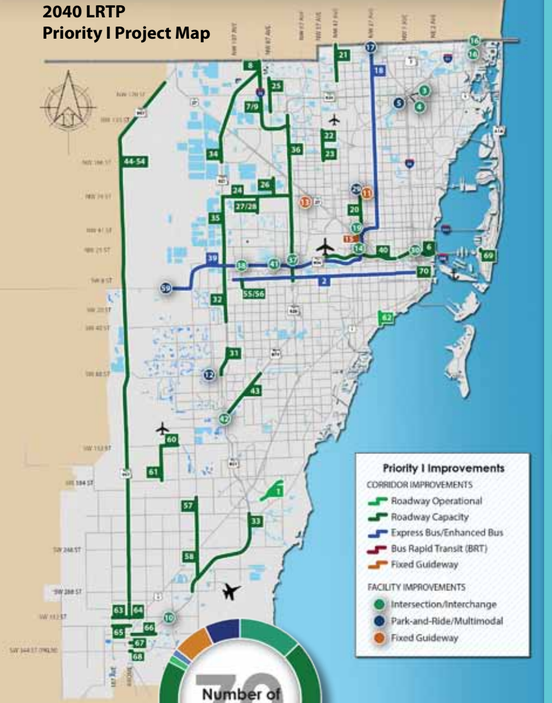
A major accomplishment for the MPO in 2014 was the completion and adoption of our **2040 Long Range Transportation Plan** (LRTP). The LRTP is the essential planning document of any MPO. It's the outcome of an extensive process that combines public outreach activities and technical data to produce a roadmap of our vision for the future over the next 20 years. In the short time since its completion, our 2040 LRTP has been well-received among the transportation planning community as being innovative and unique. So much so, that in December it received an Award of Excellence during the **14th Annual Planning Awards** hosted by the **Gold Cost Section of the Florida American Planning Association** (FAPA).

We, at the Miami-Dade MPO, would also like to recognize some of the new additions to our Governing Board, and remember those who have worked so hard with us over the years to improve our community. We welcomed new Board Members, and sadly said goodbye to former Board Member Zevin "Zev" Auerbach, who passed away in August. We would like to wish our best in her retirement to former Executive Director, Irma San Roman, while thanking her dedication and long-time service as an MPO employee who rose through the ranks. Their committed and selfless efforts to make Miami-Dade County a better place have benefited us all and will be remembered fondly.

With all of our recent accomplishments and so many exciting new opportunities ahead, the Miami-Dade MPO is looking forward to our continued role in shaping the future of transportation in Miami-Dade County.

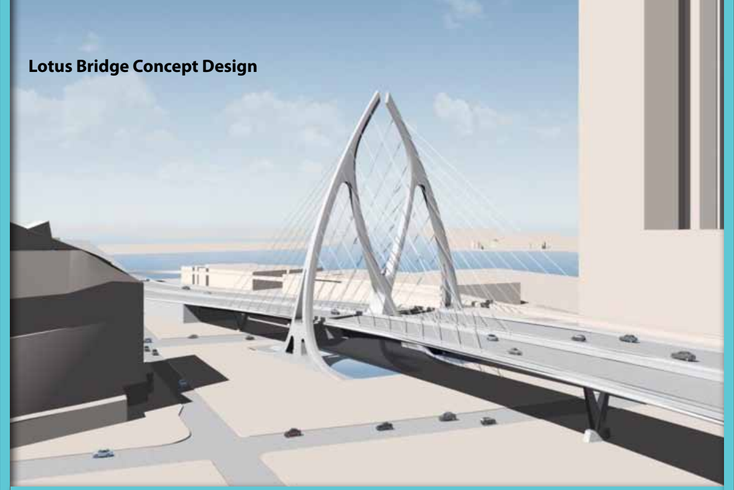
"THE 2040 LONG RANGE TRANSPORTATION PLAN IS A ROADMAP OF OUR VISION FOR THE FUTURE OVER THE NEXT 20 YEARS."

2040 LRTP
Priority I Project Map



Improvement Type
- Roadway Operational
- Roadway Capacity
- Intersection/Interchange
- Park-and-Ride/Multimodal
- Bus/Enhanced Bus/BRT
- Fixed Guideway

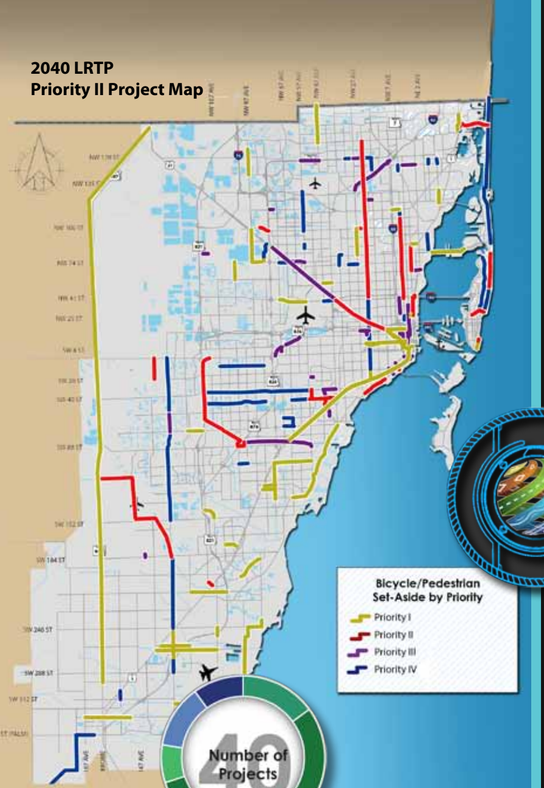
Lotus Bridge Concept Design



TWO CONCEPTUAL IDEAS FOR THE I-395 SIGNATURE BRIDGE PROJECT

Wishbone Bridge Concept Design

2040 LRTP
Priority II Project Map



Improvement Type
- Roadway Operational
- Roadway Capacity
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EYES ON THE FUTURE
OUR 2040 LONG RANGE TRANSPORTATION PLAN

The next 25 years will be an exciting period of growth and innovation for Miami-Dade County. Along with this expected growth in our population and economy come new needs and great opportunities for improving the County's transportation system. The MPO is continually developing and updating its Long Range Transportation Plan (LRTP) for this reason. We want to ensure that our future transportation system meets the needs and expectations of our residents, visitors, and businesses.

Transportation is the backbone of Miami-Dade County's quality of life and economic prosperity. Our newly adopted 2040 LRTP recognizes this, and recommends key investments in transportation improvement projects over the next few decades. These projects are focused on increasing our local mobility options and include all modes of transportation.

Taking into account feedback from the general public, the 2040 LRTP process established goals for the future, and then determined the best use of available transportation funds to accomplish them. The main goals of the 2040 LRTP are:

- Enhance Connectivity
- Improve Safety
- Increase Security
- Support Economic Vitality
- Preserve Environment and Quality of Life
- Improve System and Travel
- Employ Sound Investment Strategies
- Maximize and Preserve Existing System

Based on our analysis, there are nearly 300 improvement projects needed in Miami-Dade County between now and 2040 to achieve the envisioned transportation future. Unfortunately, there will most likely not be enough money available to fund all of these projects. As such, part of the 2040 LRTP process was prioritizing our needs to ultimately decide which projects are the most vital or would produce the greatest benefits for the most people.

UNIQUE FUNDING IDEAS

In many ways, Miami-Dade's economic situation is similar to other parts of the country. There is a greater need or desire for transportation improvement projects than there is money available. This being the case, our 2040 LRTP takes great effort to seek out and employ innovative ways to fund future projects and leverage any additional money that may become available.

Based on our revenue projections, there should be about $41 billion available for transportation spending over the next 25 years. A large part of this money, however, will be needed to operate and maintain our existing transportation system. Activities such as roadway resurfacing, bridge repair, and traffic signal replacement must be covered before we can invest in additional improvements. Removing these ongoing costs leaves about $15.2 billion to spend on new projects between now and 2040.

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One way of maximizing available funding and speeding up project delivery time is to take advantage of private investments whenever possible. This is most often accomplished through the use of Public-Private Partnerships (P3). Ways of carrying out P3s vary greatly, but usually include some form of joint partnership in which a private company can help to design, build, finance, operate, or maintain a transportation facility for a set number of years. Along with P3s, other private development opportunities are encouraged in areas around new transit stations, such as the new **All Aboard Florida** economic development plan coming to Downtown Miami in the next few years. Miami-Dade County has recently launched a series of new plans and programs that will further enable these types of partnerships by making the public-private collaboration process easier.

Our 2040 LRTP also considers new sources of public revenue for transportation funding, such as fuel taxes, parking fees, or additional toll lanes on existing roadways. Improvements that involve tolling could be used in the future as a method of revenue generation and strategy for controlling traffic congestion. Technology will make tolled lanes or highways a more efficient solution in the coming years, and the additional revenue collected will be invested in other types of transportation such as transit and bicycle lanes.

In addition to new ways of funding and financing, our 2040 LRTP process has used an innovative strategy of reserving future revenues for key project types. These "set-asides" recognize that certain priorities are essential to our transportation vision. Similar to the way that operation and maintenance costs are accounted for first, set-asides ensure that specific amounts of money will be available for new bicycle/pedestrian, freight, and congestion management projects, regardless of other improvements that receive funding.

FUNDED PROJECTS

As with most other LRTPs, the needed improvements outweigh the available funding. In fact, the money expected to be available between now and 2040 will only cover about 26 percent of the County's transportation needs. The projects that can be funded with the money that will be available are known as "Cost Feasible."

These projects in the Cost Feasible Plan are prioritized based on need, location, and project type, with most of the money being used for roadway and transit improvements. Most major transit improvements will implement enhanced or Bus Rapid Transit (BRT) along key roadways such as the Dolphin Expressway, NW 27th Avenue, Flagler Street, NE 79th Street, Douglas Road, SW 88th Street, Biscayne Boulevard, and NW 7th Avenue. Transit plans also include major station area improvements or new transit terminals in the western part of the county. These facilities at the Palmetto Metrorail Station and the western end of the Dolphin Expressway will allow for more travel options by providing transfer opportunities between automobiles, buses, and trains. These new multimodal terminals will also encourage land development in neighboring properties.

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"IN ADDITION TO NEW WAYS OF FUNDING AND FINANCING, OUR 2040 LRTP PROCESS HAS USED AN INNOVATIVE STRATEGY OF RESERVING FUTURE REVENUES FOR KEY PROJECT TYPES."

"THE PORT OF MIAMI TUNNEL OFFICIALLY OPENED TO TRAFFIC ON AUGUST 3, 2014, BUT WAS FIRST CONCEIVED IN THE EARLY 1980'S LONG RANGE TRANSPORTATION PLAN AS PART OF A FREIGHT ACCESS STUDY."

Cost feasible roadway projects are aimed at improving capacity or driving conditions. When implemented along with other travel options, strategies such as widening existing roadways, improving intersections, or adding new roadways can help improve travel times. A major focus of our planned roadway enhancements will be building on the success of tolled, or "managed lanes" like the ones currently operating on I-95. Expansions of managed lanes to other existing roadways are planned for I-75, Florida's Turnpike, the Palmetto Expressway, and the Dolphin Expressway.

ILLUSTRATIVE PROJECTS

Planning for what is affordable is the most essential step for any long range plan. Our 2040 LRTP goes one step beyond this to establish additional opportunities for achieving our vision for the future. These projects are known as "illustrative," and are intended to further enhance our position as a global city by focusing on transit and freight initiatives. Illustrative projects may require additional funding or agency collaboration before they can become a reality, but are already prioritized should these opportunities present themselves in the coming decades.

Major illustrative projects in the LRTP include improvements to three key roadways near Miami International Airport (MIA) to maximize freight movement and accommodate expected increases in freight volumes. These projects on NW 25th Street, NW 117th Avenue, and NW 122nd Avenue are a high priority due to the economic benefits of moving a larger amount of goods more efficiently. They will reduce freight truck traffic congestion on City of Doral's roadways, and allow our region to continue growing as a global cargo hub well into the future.

Illustrative transit projects are focused on major investments that would bring new types of premium transit options such as Light Rail Transit or Bus Rapid Transit (BRT) service in dedicated lanes to connect major activity centers. One such project is the **Beach Corridor Transit Study Connection**, which would provide premium transit service between Downtown Miami and Miami Beach. Originally known as "**Bay Link**," this project would serve a high demand of tourists and residents traveling between the two locations, and also has Public-Private-Partnership (P3) potential.

BICYCLE/PEDESTRIAN INITIATIVES

Enhancing our non-motorized transportation system is a key priority for Miami-Dade County. As a result of this, our 2040 LRTP includes set-aside funding for over 200 projects that will improve our existing bicycle and pedestrian facilities, and extend their reach to provide more non-motorized travel options to more people. These additional connections will make our streets and neighborhoods healthier, safer, and more enjoyable.

Miami-Dade County has bicycle facilities that are incorporated into roadways such as bicycle lanes, paved shoulders, wide curb lanes, and multi-use paths. We also have an abundance of off-road facilities such as greenways, trails, and mixed-use paths. Our 2040 LRTP includes projects that would upgrade or extend all of these types of facilities to better connect our cities and neighborhoods for recreational uses. It also sets aside money specifically for making bicycle and pedestrian improvements around schools where existing facilities were determined to be dangerous by studies carried out under our **Safe Routes to School** (SRTS) Program.

FREIGHT INITIATIVES

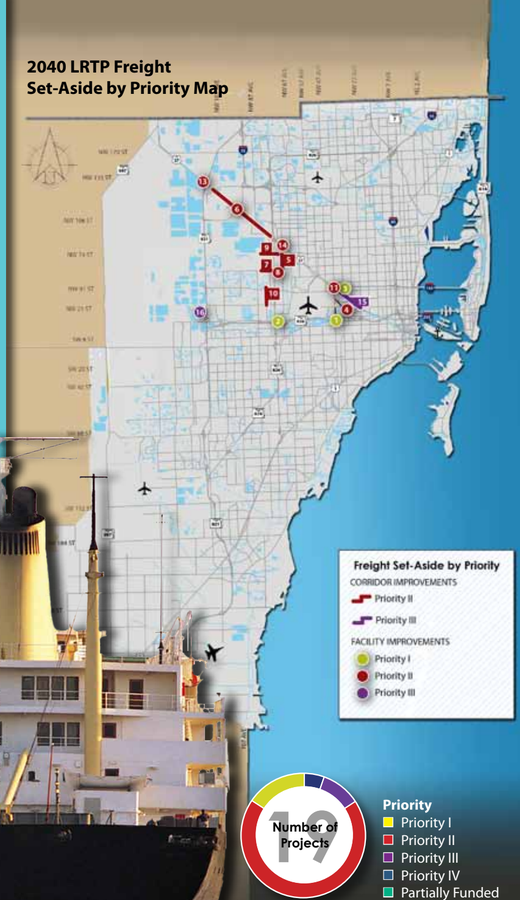
The presence of major air and seaport gateways that connect the U.S. to the global economy makes investing in Miami-Dade County's freight transportation system such an important priority. International and regional trade, which includes moving goods by air, sea, ground, and rail, are major drivers of our economy. With freight activity expected to increase significantly in the next few years, our local economy will benefit substantially from improvements to our freight network.

Financial set-asides exclusively devoted to freight projects are an integral part of our 2040 LRTP. It includes funding for nineteen (19) projects planned specifically to improve freight conditions, in addition to other projects that will improve both freight and passenger vehicle conditions. These projects are mostly in the form of improvements to roadways that handle significant amounts of truck traffic, like those serving the industrial and warehouse areas around Miami International Airport (MIA). Freight-specific projects also include overnight truck parking facilities that will improve roadway safety and make cargo shipping a more efficient process in the future.

2040 LRTP Bicycle/Pedestrian Set-Aside by Priority Map

"OUR FREIGHT INFRASTRUCTURE IS UNDERGOING SIGNIFICANT IMPROVEMENTS AND EXPANSION TO POSITION THE REGION FOR FUTURE GROWTH."

2040 LRTP Freight Set-Aside by Priority Map

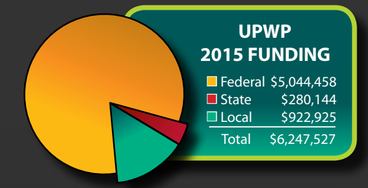


"CONSTRUCTION OF THE NW 25TH STREET VIADUCT IS AN IMPORTANT PROJECT THAT WILL IMPROVE A CRITICAL LINKAGE FOR FREIGHT MOVEMENT FROM MIAMI INTERNATIONAL AIRPORT TO THE AIRPORT WEST WAREHOUSE DISTRICT."

TRANSPORTATION IMPROVEMENT PROGRAM

The development of the **Transportation Improvement Program** (TIP) is the process that specifies which improvement projects will receive funding in the immediate five years after its adoption. The TIP allows planned projects from the MPO's Long Range Transportation Plan (LRTP) to become short-term priorities, and ultimately, become incorporated into our existing transportation system. The TIP can be modified through an amendment process if opportunities emerge or circumstances change, but generally projects included in the TIP are just a few years away from becoming a reality.

The MPO's current TIP document, adopted in 2014, includes $8.1 billion for transportation improvement projects through the end of 2019. While most of this will be used for roadways improvements, it also includes funding for multimodal projects that will enhance Miami-Dade's transit, aviation, seaport, and non-motorized facilities. Each TIP update is developed with input from the MPO's advisory committees to ensure that the recommended projects are consistent with the needs and goals of local communities.



UNIFIED PLANNING WORK PROGRAM

During 2014 the MPO updated and adopted our **Unified Planning Work Program** (UPWP). The UPWP describes the planning activities in Miami-Dade County that the MPO will fund and manage over a two year period. Developed in coordination with local transportation agencies, the planning activities outlined in the UPWP further the goals and principles of the MPO's LRTP.

The UPWP is divided into Work Elements that categorize the different planning efforts. Each Work Element contains the specific tasks or activities that are to be performed, as well as the products that are expected to be completed. The UPWP also provides a detailed description of the budgeted funding amounts for each activity, and the source of all funds allocated.

MUNICIPAL GRANT PROGRAM

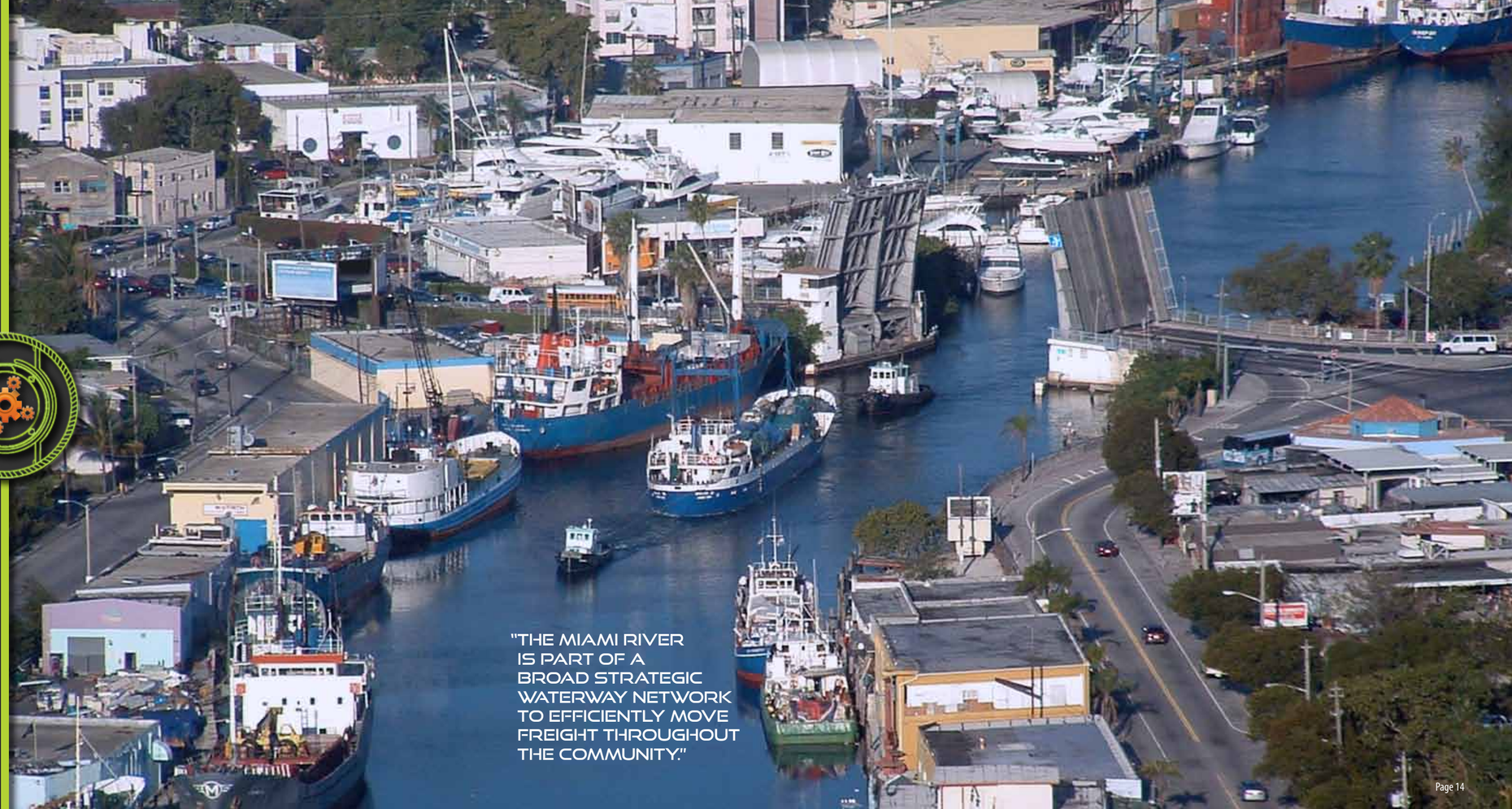
The MPO's **Municipal Grant Program** (MGP) helps cities and towns in Miami-Dade County develop mobility plans and conduct studies aimed at improving local transportation conditions. Each year the MGP provides funding to applicants on a competitive basis to help them with planning initiatives. Each round of proposals is evaluated based on specific selection criteria, and each municipality is required to provide 20 percent of any funding requested in their proposal. The following studies or planning efforts received MGP funding and were completed in 2014:

City of Coral Gables	Citywide Bicycle-Pedestrian Mobility Plan
City of Miami	Overtown/Wynwood Bicycle-Pedestrian Mobility Plan
City of Miami	Regional Intermodal Plan
Town of Cutler Bay	Transportation Master Plan
Town of Miami Lakes	Origin-Destination Study/Commute Trip Reduction Program

TRANSPORTATION ALTERNATIVES PROGRAM

Created in 2012 by the consolidation of several smaller discretionary funding programs, the **Transportation Alternatives Program** (TAP) provides funding for projects that are defined by the federal government as being alternative to traditional transportation improvements. Most projects that receive TAP funding are smaller in scale and unique in nature, such as bicycle and pedestrian trails, transit station upgrades, safety initiatives, or other community improvements. Some of the projects and initiatives that the MPO recommended for TAP funding in 2014 included:

City of Hialeah	West 4th Avenue Frontage Road Sidewalk/ Guardrail Improvements
City of Miami	Metromover Station Access Improvements
City of Miami Beach	Atlantic Greenway Network/Boardwalk Conversion Project
City of North Miami	Downtown North Miami Pedestrian Enhancements Project
Miami-Dade County School Board	Origin-Destination Study/Commute Trip Reduction Program
Miami-Dade Public Works Waste Management	Hobie Island Shoreline and Roadway Protection
Town of Miami Lakes	Miami Lakes GREEN Project



"THE MIAMI RIVER IS PART OF A BROAD STRATEGIC WATERWAY NETWORK TO EFFICIENTLY MOVE FREIGHT THROUGHOUT THE COMMUNITY."

"THE PALMETTO STATION INTERMODAL TERMINAL WOULD ESTABLISH A UNIQUE AREA TO BECOME A LOCAL LANDMARK."

DOUGLAS ROAD TRANSIT STUDY

This study evaluated 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. This study area includes vital roadways 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. The premium transit improvements recommended along Ponce de Leon Boulevard and Douglas Road will help move more people throughout the study area, in a more efficient manner.

COMPLETE STREETS MANUAL

This 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), that includes site-specific planning situations. The concept of **Complete Streets** ensures that streets are planned, designed, and operated for all modes of transportation, which balances the needs of motorists, bicyclists, and pedestrians alike. The manual recommends three roadways, SW 27th Avenue, North Miami Avenue, and NW 7th Avenue, as ideal pilot projects for implementing Complete Street concepts and improvements, including upgrades to elements such as landscaping, crosswalks, transit stops, and bicycle lanes.

PALMETTO STATION INTERMODAL TERMINAL

This study evaluated the possibility of establishing a multimodal transportation terminal around the Palmetto Metrorail Station. By considering factors such as real estate conditions, potential markets for transit ridership, and consumer behavior, this study explored conceptual scenarios for implementing such a facility with surrounding mixed-use development. The final recommendations are that Transit-Oriented Development (TOD) should be planned with local community members, developers, investors, and stakeholders to establish a unique area that can become a local landmark. This development would then attract office and retail tenants, and could leverage transit services to bring in new customers from surrounding areas.

SAFE ROUTES TO SCHOOL INFRASTRUCTURE PLANS

Carried out as part of the MPO's ongoing **Safe Routes to School** (SRTS) Program, this study develops plans to improve infrastructure conditions around ten high-priority schools throughout Miami-Dade County. The SRTS Program encourages children to walk or cycle to school by making it safer and more appealing. To accomplish this, the study recommends upgrading or adding sidewalks, crosswalks, and signage in the areas surrounding the schools based on factors such as crash data, traffic volumes, land use, and coordination with school staff. This effort also assisted each school with submitting grant applications to the Florida Department of Transportation (FDOT) to obtain funding for the recommended improvements.

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.

INNOVATIVE STRATEGIES FOR BICYCLE SAFETY

This study looks for ways to increase the share of people safely using bicycles for commuting to work and other short recreational trips. It examines 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 facilities on Miami-Dade County roadways.

"THERE ARE 202 BICYCLE AND PEDESTRIAN PROJECTS IN DEVELOPMENT THAT WILL HELP MAKE OUR COMMUNITIES MORE PEDESTRIAN FRIENDLY AND INVITING FOR PATRONIZING LOCAL BUSINESSES."

"THE MIAMI-DADE MPO TAKES AN ACTIVE ROLE IN SHARING WITH AND EDUCATING THE GENERAL PUBLIC AS A CONTINUED COMMITMENT TO PROVIDE OPPORTUNITIES FOR INVOLVEMENT IN THE TRANSPORTATION PLANNING PROCESS."

RECENT NOTABLE EVENTS

Throughout 2014 the Miami-Dade MPO participated in multiple events that helped exchange information and best practices with other organizations within our county, our region, and throughout the world.

Ranging from presentations at annual conferences to support for local safety initiatives, these types of cooperative partnerships are examples of how the Miami-Dade MPO works with other groups to build lasting relationships.

Several staff members attended or presented MPO best practices at major transportation events over the past year, including:

- The Institute for Trade and Transportation Studies (ITTS) **2014 Freight Conference** in Tampa
- The Urban Land Institute's (ULI) Regional Event, **Transportation and Development: Southeast Florida Transformational Shifts** in Dania Beach
- Florida Section Institute of Transportation Engineers (FSITE) **Women's Transportation Seminar (WTS) 2014 Annual Meeting** in Boca Raton

The MPO also hosted events of our own in 2014. Our **Transportation Retreat on Bus Rapid Transit (BRT) Corridors** provided a forum for local transportation professionals and elected officials to discuss better transit services within Miami-Dade County. Three corridors were selected for further BRT study.

Our **Peer-to-Peer Exchange** with a visiting delegation from Hainan, China allowed for collaboration on a truly global scale. In coordination with Florida International University (FIU) and the Florida Department of Transportation (FDOT), the delegation learned about our existing transportation system and the MPO's planning processes.

And finally, the MPO teamed up with FDOT District 6 for the third consecutive year to support safer driving in Miami-Dade and Monroe Counties. As a part of the **Drive Safe Krome Avenue** and **Put It Down Distracted Driving Campaigns**, the MPO is helping reduce roadway fatalities through improvement projects, public education efforts, and better enforcement of existing traffic laws.

2040 REGIONAL TRANSPORTATION PLAN

The three counties that compose the **Miami Urbanized Area (UZA)** are Miami-Dade, Broward, and Palm Beach, which collectively form the fourth largest metropolitan area in the United States behind only the UZAs of New York, Los Angeles, and Chicago. Even though each of these counties has its own local MPO, many residents and visitors move throughout the entire Southeast Florida region on a daily basis, creating the need for an efficient and integrated transportation system that spans county boundaries. This is the reason that local transportation agencies have collaborated to create the **2040 Southeast Florida Regional Transportation Plan** (RTP). The 2040 RTP provides a vision for the three counties that focuses on major roadways, multimodal hubs, and transit services spanning or serving large parts of Southeast Florida. Throughout 2014, the Miami-Dade MPO led this effort and participated in multiple subcommittee and coordination meetings that have helped to further develop this important regional effort.

SOUTHEAST FLORIDA REGIONAL FREIGHT PLAN

Much like the 2040 RTP, the **Southeast Florida Regional Freight Plan** is an effort that recognizes the integrated nature of the region's economy, population, and transportation networks. Freight is one of the cornerstones of the Southeast Florida economy, and all major airport and seaport facilities in the region are expecting increased cargo in the coming decades. In addition to these cargo hubs, it is crucial that we continue to improve our roadway and railway shipping facilities so that Southeast Florida remains competitive in the national and global marketplaces. Over the past year, the Miami-Dade MPO has continued to promote regional freight mobility by planning key freight investments that will modernize and advance the region's freight-related industries and infrastructure. These investments will help facilitate the future shipping growth that will boost our local and regional economy.

SOUTH FLORIDA VANPOOL PROGRAM

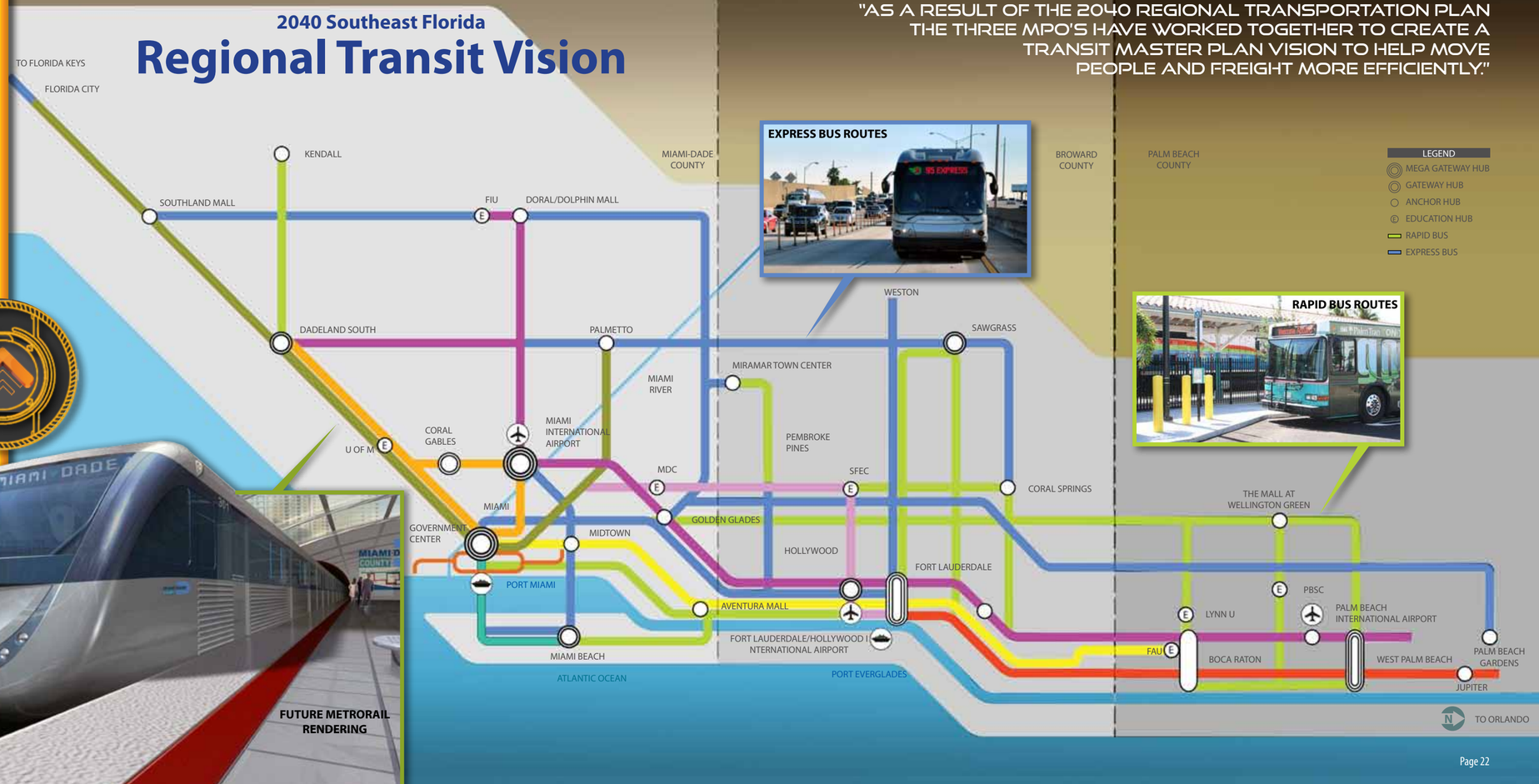
Since 1998 the Miami-Dade MPO has been leading the **South Florida Vanpool Program** (SFVP) in the region. This effort to reduce solo vehicle commutes and provide additional options for getting to and from work throughout Southeast Florida has grown steadily over the years. It allows groups of people 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. In fact, at the close of 2014 there were 245 SFVP vans being utilized. This equates to over 1,200 vehicles off the roadways on a daily basis, which in turn lessens the need for the accompanying number of parking spaces. In addition, over 19 million vehicle miles are saved annually as a result, which ultimately improves the environment and the quality of life for SFVP participants.

FUTURE METRORAIL RENDERING

2040 Southeast Florida

Regional Transit Vision

"AS A RESULT OF THE 2040 REGIONAL TRANSPORTATION PLAN THE THREE MPO'S HAVE WORKED TOGETHER TO CREATE A TRANSIT MASTER PLAN VISION TO HELP MOVE PEOPLE AND FREIGHT MORE EFFICIENTLY."



MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

At the Miami-Dade MPO our goal is to sustain and improve the county's transportation infrastructure. We are bound by excellence and vow to continue to work towards **Planning Tomorrow Today** – that is our commitment.

Miami-Dade MPO Governing Board

Voting Members

Jean Monestime, Chairman

Francis Suarez, Vice Chairman

Bruno A. Barreiro, Miami-Dade County

Esteban Bovo, Jr., Miami-Dade County

Jose "Pepe" Diaz, Miami-Dade County

Audrey M. Edmonson, Miami-Dade County

Maurice Ferré, Miami-Dade Expressway Authority

Oliver G. Gilbert, III, City of Miami Gardens

Perla T. Hantman, Miami-Dade Public Schools

Carlos Hernandez, City of Hialeah

Sally A. Heyman, Miami-Dade County

Barbara J. Jordan, Miami-Dade County

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Philip Levine, City of Miami Beach

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Dennis C. Moss, Miami-Dade County

Jeff Porter, City of Homestead

Marc D. Sarnoff, Municipal Representative

Rebeca Sosa, Miami-Dade County

Javier D. Souto, Miami-Dade County

Xavier L. Suarez, Miami-Dade County

Juan C. Zapata, Miami-Dade County

Non-Voting Members

FDOT District VI

Gus Pego, P.E., Secretary

Harold Desdunes, P.E.

Miami-Dade MPO

Jesus Guerra, Interim Executive Director

The Miami-Dade MPO has set a policy that assures 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. It is the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. To request this document in accessible format please call (305) 375-1881. If you are interested in participating in the transportation planning process, please contact the Miami-Dade MPO at (305) 375-4507, mpo@miamidadempo.org, or www.miamidadempo.org.

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