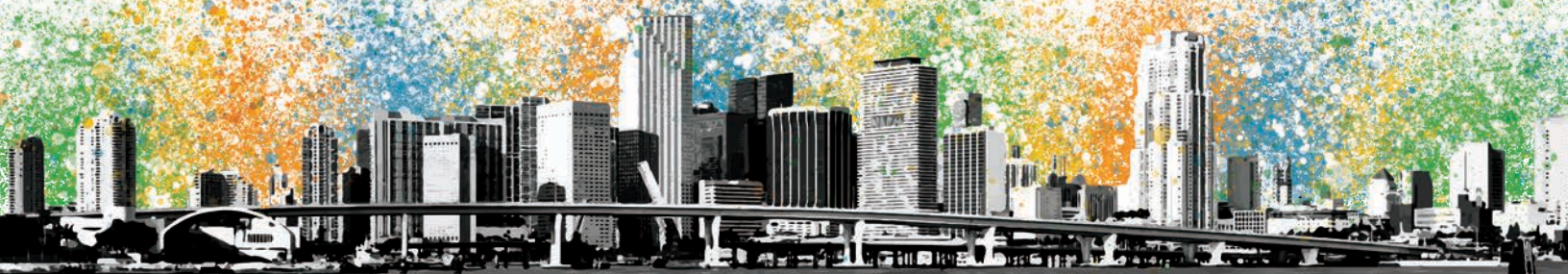


2018 ANNUAL REPORT

**OF THE
MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION**



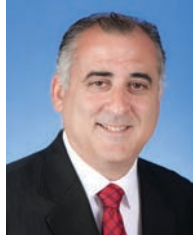
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Planning Organization**

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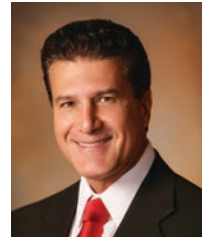
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Carlos Hernandez
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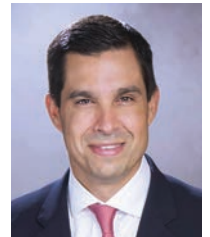
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Vince Lago
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Roberto Martell
Municipal Representative



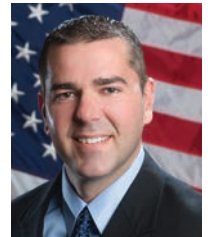
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Dennis C. Moss
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MESSAGE FROM THE EXECUTIVE DIRECTOR



2018 was a year of milestones for the Strategic Miami Area Rapid Transit (SMART) Plan. The Miami-Dade Transportation Planning Organization (TPO) Governing Board significantly advanced efforts with the adoption of the Locally Preferred Alternative for the South Dade Transitway and North Corridor, as featured on the next page. In

addition, all of the SMART Plan corridors are completing various stages of transportation planning, environmental, design and pre-construction activities. New federal and state transportation funds were also awarded in order to implement countywide SMART Plan Demonstration projects, Bus Rapid Transit on the South Dade Transitway, and technology upgrades to our transportation infrastructure.

Working collaboratively with our partners, the TPO rolled out a Transit-Oriented Development (TOD) video emphasizing access to transit with a variety of mixed-use development along the SMART Plan corridors. TOD land use scenarios were developed in coordination with the vision of the community and project stakeholders. Examples included mixed-use housing, office, retail, entertainment and community amenities. Consistent with the goal of economic growth and development, Miami-Dade County created and approved a Tax Increment Financing (TIF) District along the SMART corridors allowing future growth in ad valorem revenue to help fund the SMART Plan.

Several other significant TPO priority projects were also advanced and/or funded by our transportation partners in 2018, including: construction kick-off of the Golden Glades Multimodal Transportation Facility; construction of another critical segment of Krome Avenue; substantial completion of the Dolphin Station Park and Ride; and funding for much needed roadway capacity improvements along Okeechobee Road. These projects will improve the safety and mobility of some of the most congested areas in our county. In addition, several key non-motorized projects advanced, including: the acquisition of 5.6 miles of the Ludlam Trail corridor; ribbon cutting for the new Krome Avenue Trail; and groundbreaking for the Underline Brickell Backyard project. The TPO's commitment to Complete Streets continued by prioritizing new sidewalks, bicycle, pedestrian, and safety education projects, funded through the Transportation Alternatives and Safe Routes to Schools Programs.

Finally, 2018 was a milestone year of endorsements for the SMART Plan. Substantial regional collaboration resulted in support from all thirty-four (34) municipalities in Miami-Dade County, as well as multiple agencies referenced on this page. This represents strong community consensus for investing in the future of our transportation. I invite you to join our growing list of supporters by reaching out to our office for a presentation of the SMART Plan, and/or visiting our website at MiamiDadeTPO.org.

- **Aileen Bouclé**, AICP, Executive Director

As of 2018, all 34 municipalities along with multiple other agencies have adopted resolutions of support for the SMART Plan.

RESOLUTIONS OF SUPPORT

May 3, 2016	Latin Builders Association, Inc.
May 4, 2016	Citizens' Transportation Advisory Committee
May 12, 2016	Citizens' Independent Transportation Trust
May 31, 2016	Miami-Dade Expressway Authority
June 6, 2016	South Florida Regional Council
June 7, 2016	Miami-Dade County BCC
June 28, 2016	City of Florida City
July 5, 2016	Village of Pinecrest
July 11, 2016	Village of Palmetto Bay
July 12, 2016	Miami Beach Chamber of Commerce
July 20, 2016	Town of Cutler Bay
August 4, 2016	Miami-Dade County League of Cities
August 18, 2016	Greater Miami Chamber of Commerce
August 24, 2016	City of Homestead
August 26, 2016	South Florida Regional Transportation Authority
February 3, 2017	Southeast Florida Transportation Council
February 17, 2017	Miami Downtown Development Authority
March 16, 2017	City of Sunny Isles Beach
March 21, 2017	City of North Miami Beach
April 19, 2017	Town of Bay Harbor Islands
April 21, 2017	Miami-Dade Beacon Council
April 25, 2017	Town of Golden Beach
June 6, 2017	Town of Miami Lakes
June 14, 2017	City of Miami Gardens
July 11, 2017	Village of Biscayne Park
July 16, 2018	Haitian American Chamber of Commerce
September 18, 2017	Town of Surfside
September 27, 2017	City of Doral
October 10, 2017	City of North Miami
October 12, 2017	City of Miami
October 24, 2017	City of Coral Gables
November 7, 2017	City of South Miami
November 8, 2017	City of Opa-locka
November 20, 2018	Miami-Dade Chamber of Commerce
November 28, 2017	City of Hialeah
December 4, 2017	Town of Medley
December 4, 2017	City of Sweetwater
February 6, 2018	City of Aventura
February 23, 2018	City of Miami Beach
March 20, 2018	Indian Creek Village
March 26, 2018	City of Miami Springs
April 4, 2018	City of West Miami
April 10, 2018	North Bay Village
April 19, 2018	Village of Virginia Gardens
May 8, 2018	Village of Key Biscayne
May 22, 2018	Village of El Portal
June 5, 2018	Miami Shores Village
September 17, 2018	Bal Harbour Village
November 6, 2018	City of Hialeah Gardens



2018 SMART PL

South Corridor Locally Preferred Alternative Bus Rapid Transit

✓ **Resolution #31-18, August 30, 2018**

“BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA, that this Board hereby selects Bus Rapid Transit (BRT) as the Locally Preferred Alternative (LPA) for the South Dade Transitway Corridor of the Strategic Miami Area Rapid Transit (SMART) Plan and further directs the TPO Executive Director to take any and all necessary steps and actions in order to accomplish the conversion of the South Dade Transitway from BRT to at-grade Metrorail upon reaching an average weekday ridership of 35,000 daily trips on the South Dade Transitway.”

✓ **South Dade Transitway Funding**

Resolution #32-18 amended the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) to include \$100M of multi-year local Peoples Transportation Plan (PTP) funds for the corridor.

✓ **SMART Plan Moving Forward**

Progress continued on the development of the SMART Plan corridors with the following upcoming milestones:

- » **Beach Corridor:** Locally Preferred Alternative anticipated fall 2019
- » **East-West Corridor:** Locally Preferred Alternative anticipated summer 2019
- » **Kendall Corridor:** Locally Preferred Alternative anticipated summer 2019
- » **North Corridor:** Locally Preferred Alternative adopted and FDOT currently preparing the National Environmental Policy Act (NEPA) Checklist
- » **Northeast Corridor:** Station selection and access negotiations in progress
- » **South Dade Transitway:** Locally Preferred Alternative adopted and BRT service scheduled to begin by 2022

✓ **Miami Beach Express North**

The TPO Governing Board urged FDOT to accelerate necessary roadway improvements on the Julia Tuttle Causeway for the implementation of the Miami Beach Express North as part of the Bus Express Rapid Transit (BERT) network. As a result, FDOT programmed the required design and construction funding to accelerate this project, which was approved by TPO Governing Board Resolution #50-18.

✓ **SMART Plan Corridor Charrettes**

The first series of charrettes were completed for all six corridors in 2018, as well as the second series for the Northeast Corridor. These charrettes are part of a partnership between the TPO and Department of Regulatory and Economic Resources (RER) to develop Land Use Scenario Plans for each of the six SMART Plan corridors.



AN MILESTONES

North Corridor Locally Preferred Alternative

Elevated Fixed Guideway Transit System

✓ **Resolution #52-18, December 6, 2018**

“BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA, that this Board hereby selects an elevated fixed guideway transit system as the Locally Preferred Alternative (LPA) for the North Corridor of the Strategic Miami Area Rapid Transit (SMART) Plan, subject to a TPO approved funding and financial plan, and directs the TPO Executive Director to coordinate with the federal, state, and local agencies to prepare and submit said funding and financial plan.”

✓ **North Corridor Funding**

The LPA is subject to a TPO approved funding and a financial plan that is to be coordinated with the federal, state, and local agencies.

✓ **Northwest Corridor Transit Options**

A study was conducted to determine if there are feasible north-south rapid transit corridors in the area west of the Palmetto and north of the Dolphin Expressways. It was determined that there are multiple candidate corridor projects as development occurs in this area. Further review and analysis is taking place.

✓ **SMART BERT Network**

The NW Miami-Dade Express Route has been allocated \$6.2 million by FDOT of new State transit funds for the operations of this service starting in 2019. This route is part of the SMART Plan's Bus Express Rapid Transit (BERT) network that will provide new service from the I-75 Miami Gardens Park and Ride Lot along I-75 and SR-826 to the Palmetto Metrorail Station. The buses will operate along the I-75 and the Palmetto Express Lanes, and is proposed to provide service in the morning peak period between 5:30 AM and 9:30 AM and in the afternoon peak period between 3:00 PM and 7:30 PM.

✓ **Diverse Funding Opportunities**

The TPO continued exploring innovative SMART Plan funding sources as follows:

- An analysis of a special assessment district funding scenario was developed to demonstrate its potential applicability in today's real estate market. Special assessment districts could be used to help fund projects that provide major direct benefits to a specific area.
- Miami-Dade County solicited consulting services for a Multimodal/Mobility Impact Fee Study. Marking a move away from traditional road impact fees, this funding mechanism could impact fees collected from new developments, enabling funds to be invested in a broader multimodal system approach that transcends simple roadway capacity enhancements. If evaluated and ultimately adopted by the Miami-Dade Board of County Commissioners, this mobility fee would replace the County's existing Road Impact Fee.



SMART PLAN MILESTONES

2018 TPO GENERAL ASSEMBLY

On March 22, 2018, the Miami-Dade TPO Governing Board hosted an inaugural General Assembly that was attended by local, state, and national transportation leaders. Topics centered on the SMART Plan with emphasis on Transit-Oriented Development (TOD). Speakers covered a wide range of topics including innovative policy options, private sector collaboration, and new funding sources such as Tax Increment Financing (TIF) and value-capture financing.

Economic growth, job creation, new markets for business, and accessibility are all associated with efficient transportation. There were multiple presentations and panel discussions, including:

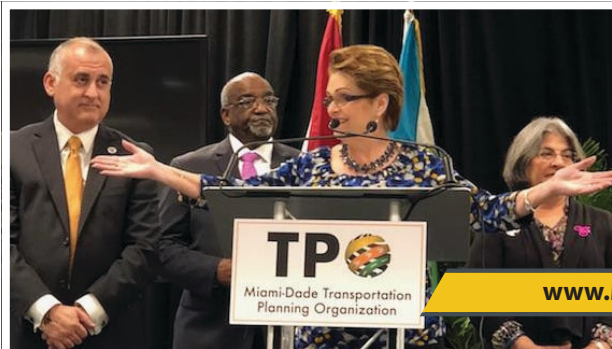
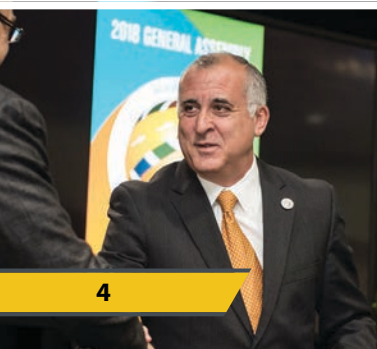
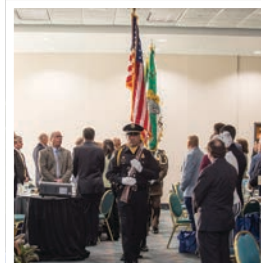
- *"Local & State Perspectives on the SMART Plan"* panel was moderated by the Honorable Francis Suarez, and included elected official panelists: Honorable Kionne L. McGhee; Honorable Esteban L. Bovo, Jr.; and Honorable Oliver G. Gilbert III.
- *"Transit & Funding Policies"* panel was moderated by the Honorable Dennis C. Moss, and included special guest speakers: Robert M. Paley, New York Metropolitan Transportation Authority (MTA) Director; Meg Daly, Livable Communities Expert; and Sasha Page, IMG Rebel Principal.
- Douglas R. Hooker, Atlanta Regional Commission Executive Director, presented Atlanta's transit plan to improve mobility and strategies to maximize transportation funding investment.

The Honorable Rebeca Sosa closed the event by summarizing the main priorities of the SMART Plan as well as thanking the participants, speakers, sponsors, and staff for a successful General Assembly.

AWARDS AND RECOGNITIONS

The following award recipients were recognized during the event:

- ★ *"Transportation Champion"* Award
the Honorable Maurice Ferré
- ★ *"Congestion Buster"* Award
City of Miami Trolley System
- ★ *"Development of Excellence"* Award
Swire Properties for Brickell City Center TOD
- ★ *Special Recognition to all TPO Citizen Advisory Committees and the Transportation Disadvantaged Local Coordinating Board*



SMART PLAN MILESTONES

ACHIEVEMENTS IN 2018



✓ Transit-Oriented Development

Transit-Oriented Development (TOD) includes a mixed-use of housing, office, retail space, and/or amenities located within a half-mile of public transportation. This integration aids in the development of walkable communities as TODs provide better access to jobs and housing for people of all ages and incomes. The following TODs are currently being developed countywide:

- “Douglas Link” at the Douglas Road Metrorail Station
- “Grove Central” at the Coconut Grove Metrorail Station
- South Miami Metrorail Station
- Northside Metrorail Station
- Okeechobee Metrorail Station
- MIA Metrorail Station at the Miami Intermodal Center
- Palmetto Metrorail Station
- “1010 Brickell” at the Tenth Street/Promenade Station
- Freedom Tower Metromover Station
- Park West Metromover Station
- Caribbean Village
- NW 215 Street/NW 27 Avenue
- Quail Roost Drive Site
- The Underline

✓ SMART Improvements

During 2018, the following projects were in various phases of development to facilitate the development of the SMART Plan:

- Golden Glades Multimodal Transportation Facility (GGMTF)
- Dolphin and FIU Panther Stations
- Transitway at SW 344 Street Park and Ride/Transit Terminal Facility
- On-Demand Carpooling Initiative
- EASY Card New Technology Initiative
- Dynamically Routed Transit

✓ New Metrorail and Metrobus Fleets

The Miami-Dade County Department of Transportation and Public Works (DTPW) continued the deployment of both the new Metrorail fleet and Compressed Natural Gas (CNG) buses. The new trains aim to improve service reliability and the overall riding experience, while the CNG buses are targeting reliability and the reduction of emissions (see Page 14).

✓ Brightline Begins Service

Brightline, operated by Florida East Coast Industries (FECI), launched inter-city service between West Palm Beach and Fort Lauderdale on January 13, 2018. Service then began on May 19, 2018 between West Palm Beach and Miami with stops in Fort Lauderdale. Just prior to Brightline traveling to the MiamiCentral Station, the TPO attended the Brightline’s Rail Safety Press Conference where Brightline President and COO, Patrick Goddard, discussed the importance of rail safety along the corridor.

✓ SMART Trails Program

The TPO Governing Board approved Resolutions #21-18 and #36-18 to study and advance a Miami-Dade County SMART Trails Program to connect shared-use paths and other non-motorized facilities to the SMART Plan stations and associated TODs.

SMART Plan Implementation Charrette Participants



#MiamiSMARTPlan

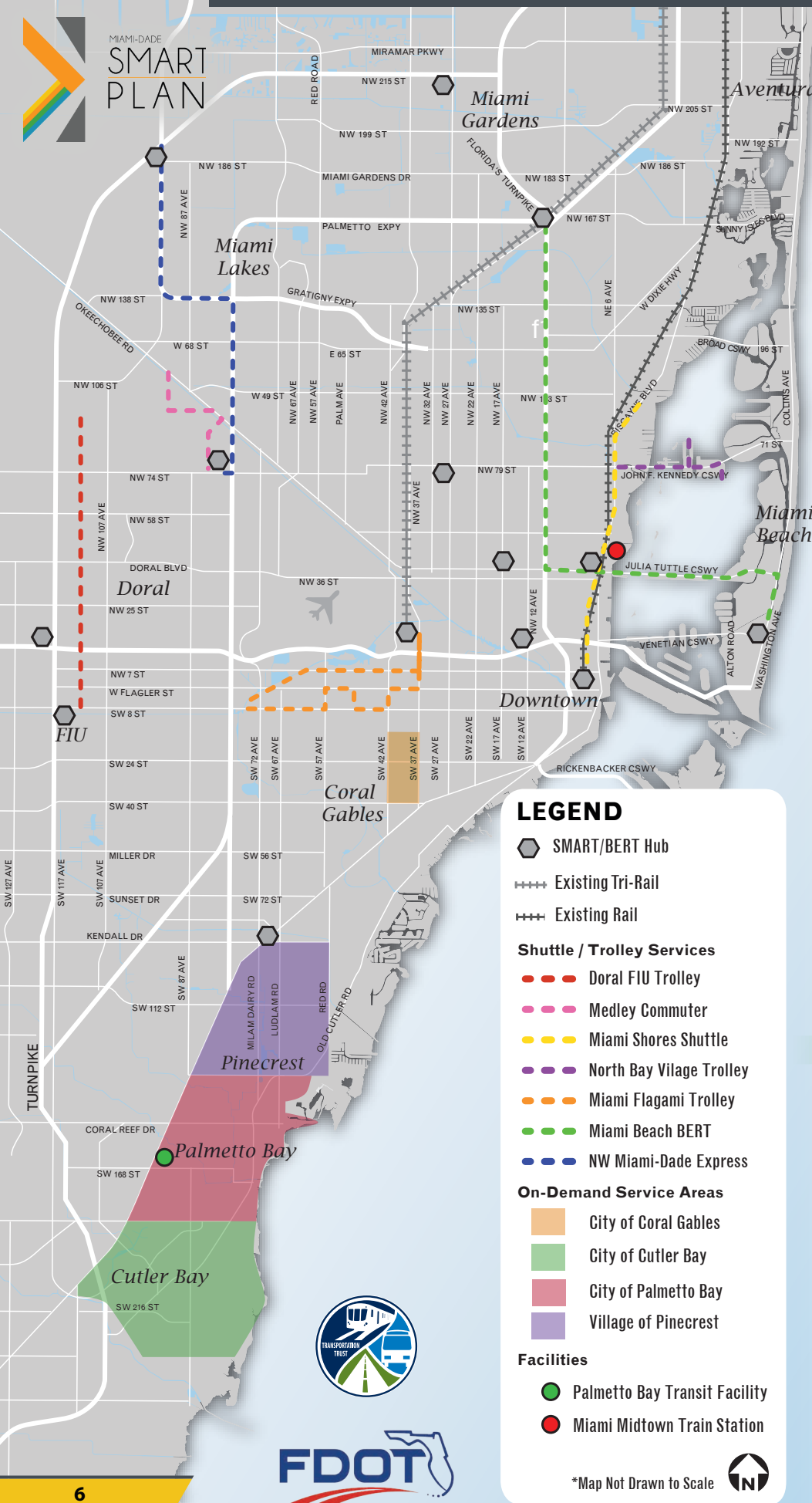
Brightline’s MiamiCentral Station Under Construction



SMART DEMONSTRATION PROJECTS



MIAMI-DADE
SMART
PLAN



Pursuant to Resolutions #14-18 and #29-18, the Miami-Dade TPO, in partnership with the Florida Department of Transportation (FDOT), Miami-Dade County, Citizens' Independent Transportation Trust (CITT), and numerous local municipalities have coordinated to deliver SMART Plan Demonstration Projects countywide. This program of projects includes a mixture of local, regional, state, and federal funding.



Design and Construction of New SMART Express Route



First/Last Mile Demonstration Solutions



Four New On-Demand First/Last Mile Feeder Routes



Five New Fixed First/Last Mile Feeder Routes



TPO Collaborating with 13 Public Agencies



Two New Transit Service Stations

LEGEND

SMART/BERT Hub

Existing Tri-Rail

Existing Rail

Shuttle / Trolley Services

- Doral FIU Trolley
- Medley Commuter
- Miami Shores Shuttle
- North Bay Village Trolley
- Miami Flagami Trolley
- Miami Beach BERT
- NW Miami-Dade Express

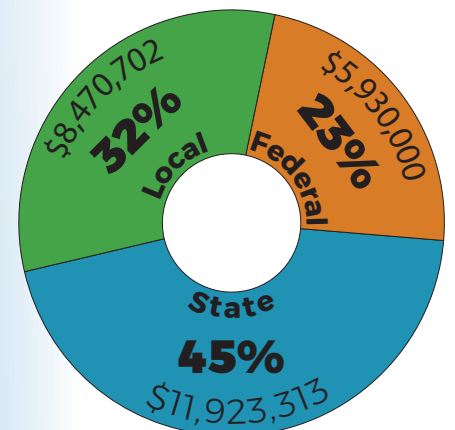
On-Demand Service Areas

- City of Coral Gables
- City of Cutler Bay
- City of Palmetto Bay
- Village of Pinecrest

Facilities

- Palmetto Bay Transit Facility
- Miami Midtown Train Station

PROJECT FUNDING



3-YEAR DEMONSTRATION PROGRAM

A FUNDING PARTNERSHIP WITH FDOT AND CITT

FIVE NEW FIXED FIRST/LAST MILE FEEDER ROUTES



Doral

FIU Feeder Service

Service along 107 Avenue from NW 90 Street to the FIU Engineering Campus on Flagler Street.



City of Miami

Flagami Feeder Service

Connecting to the Miami Intermodal Center (MIC) and Coral Gables/Little Havana transit routes.



North Bay Village

North Bay Village Service

Provides first/last mile connectivity to Biscayne Boulevard and the Northeast Corridor.



Medley

Medley Central Commuter Service

Connects to the Palmetto Metrorail Station, City of Doral Trolley, and key employment centers.



Miami Shores

Northeast Corridor Feeder Routes

Direct connection to the Northeast Corridor, connecting to Brightline's MiamiCentral Station.



Cutler Bay

Cutler Bay Express

First/last mile connection to the South Dade Transitway and Dadeland South Metrorail Station.



Coral Gables

Flex Service Via Electric Vehicles

Direct connection from the Douglas Metrorail Station to points within the Coral Gables area.



Palmetto Bay

New Transit Service and Demonstration Station

Connections to the South Dade Transitway and Dadeland South Metrorail Station, with a new transit station on US-1 just north of SW 168th Street.



Pinecrest

Transitway Circulator

Connections to the South Dade Transitway and the Dadeland South Metrorail Station.

SMART PLAN PROJECTS



NW Miami-Dade Express (Bus Express Rapid Transit)

New express service from I-75/Miami Gardens Park and Ride Lot along I-75 and SR-826 to the Palmetto Metrorail Station. The project is funded by FDOT and will be operated by Miami-Dade County.



Miami Beach Express North (Bus Express Rapid Transit)

Design and construction for new express service from the Golden Glades Multimodal Transportation Facility (GGMTF) on I-95 to SR-112/I-195 and Earlington Heights Metrorail Station to and from the Miami Beach Convention Center.



Northeast Corridor Commuter Rail Demonstration Station

Tri-Rail will begin service to Downtown Miami along the Florida East Coast (FEC) rail line in 2019. The project includes two components: a) capital for the construction of a temporary platform, and b) operations of the service.

MAKING CONNECTIONS

An important mission of the Miami-Dade TPO is to participate at events that promote the SMART Plan, provide transportation planning expertise, exchange best practices, and acquire knowledge of continuing advances in the transportation industry. Aspects of the SMART Plan were presented and discussed at the annual meetings of the American Public Transportation Association (APTA), the Florida American Planning Association (APA), and the Women in Transportation Seminar (WTS) South Florida Chapter, as well as at the following events:

- »Florida Autonomous Vehicles (FAV) Summit
- »Florida Section of the Institute of Transportation Engineers' (FSITE) Annual Meeting
- »Rail Passengers Association (RPA) Miami Symposium
- »Greater Miami Chamber of Commerce SMART Plan Town Hall
- »Citizens' Independent Transportation Trust (CITT) Municipal Workshop and Transportation Summit
- »Miami Engaging Local Government Leaders (#ELGL) Pop Up Event
- »Latin Builders Association (LBA) Transportation Forum
- »Miami-Dade County Resilient Greater Miami & The Beaches Phase II Event
- »Community Action Agency (CAA) Meetings
- »10th Annual Southeast Florida Regional Climate Leadership Summit
- »8 80 Cities Miami Conference
- »National Association of Black Women in Construction, Inc. (NABWIC) Transportation Event
- »Rails to Trails Conservancy's Miami Loop Alliance

SMART COLLABORATION

TPO staff engaged in a variety of collaborative efforts that facilitated improvements in the transportation network. Below is a sample of some initiatives undertaken in 2018.

Age-Friendly Initiative

The Miami-Dade TPO took a lead role in supporting the Miami-Dade Age-Friendly Initiative, which received a certificate from AARP Florida for acceptance to the Network of Age-Friendly Communities. This network includes over 380 cities and communities around the world that are committed to promoting greater health, well-being, and quality of life for people of all ages.

Ride SMART Transportation Fair

The Public Involvement Management Team, under the administration of the Miami-Dade TPO, initiated and co-hosted a new "Ride SMART Transportation Fair" at Jackson Memorial Hospital. Participants learned about the SMART Plan and active transportation options such as biking, walking, ride-sharing, and transit.

Community Impact Assessment (CIA) Quick Reference for Transportation Guide

Miami-Dade TPO staff participated in a core team to update the Federal Highway Administration (FHWA) reference guide that defines CIAs, outlines the community impact assessment process, and identifies tools and information

sources. This update ensures that the document reflects current regulations, incorporates technological advancements like social media and enhanced modeling and visualization capabilities, and outlines techniques available to transportation practitioners.

Peer Exchanges

Miami-Dade TPO staff participated in two peer exchanges in 2018 to facilitate mutual learning as follows:

- »**Atlanta Regional Commission (ARC):** TPO staff visited ARC (Atlanta's equivalent to the Miami-Dade TPO) for a peer exchange to learn about ARC's financial and planning processes.
- »**Puerto Rico MPO:** FHWA requested the Miami-Dade TPO to provide technical assistance to the Puerto Rico MPO, established in 2002. TPO staff shared best practices regarding citizens advisory committees, development of a Public Participation Plan, as well as the development of Governing Board By-Laws. Discussions also focused on process and management of federal transportation planning requirements.

Miami-Dade TPO and ARC staff discuss financial data during a Peer Exchange

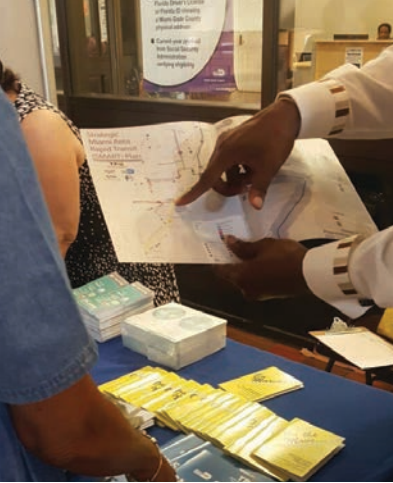


Participants at the Ride SMART Transportation Fair



SMART OUTREACH

TPO staff directly interacted with the general public in order to increase awareness and public participation in the SMART Plan process.



2018 Bike Safety Event
 American Airlines Safety & Health Fair
 Barry University's Earth Day Event
 Calder Employee Benefits Fair
 "Dead Serious" Bike and Pedestrian Safety Meeting
 "Engage at Every Age" Resource Fair
 JLL Florida Property Management Earth Day Event
 Martin Luther King Jr. Foster Grandparent Program
 Miami Dade College Medical and North Campus Safety Fairs
 Resilient Solutions Summit & Business Expo
 Ride SMART Transportation Fair at Jackson Memorial Hospital
 Senior Health and Fitness Fair
 South Florida Commuter Challenge Launch Event
 Spring into Wellness Fair
 St. Thomas University FDOT District Six Drive Safe Campaign Event
 Tri-Rail's Citigroup Center Miami Earth Day Event
 University of Miami Annual Student Safety Fair

SMART MEDIA

Media outlets kept the general public informed and engaged. In 2018, this included television appearances on CBS Miami and Américatevé and radio appearances on WLRN, Sak Pase Media, and WLQY Koze Fanm. Interviews were also conducted with both local newspapers and international outlets such as The Good Life Magazine.



MIAMI-DADE TPO PILOTS "TRANSIT MOBILITY CIVIC DINNERS WEEK"

As a part of the 2045 Long Range Transportation Plan (LRTP) outreach effort, the Miami-Dade TPO embarked on a pilot community engagement initiative to host conversations that explore mobility in the community. During the week of October 29th – November 2nd, "Civic Dinner" events were set up to gather feedback on the current needs of public transportation users, the daily barriers to frequent ridership, and what it takes to develop and maintain a world-class transportation system.

Civic Dinner event with FIU students at Vizcaya



#MiamiSMARTPlan

Civic Dinner hosted at We-Work



Civic Dinner hosted by CTAC Vice-Chair



SMART ALTERNATIVES

The TPO has multiple programs designed to obtain federal and state funding for alternative forms of transportation. Some of these programs are highlighted in the following sections.

SMART MOVES PROGRAM

The SMART Moves Program prioritizes and programs planning studies in Miami-Dade County that will support the SMART Plan. This is being accomplished through the delivery of projects that enhance connectivity, accessibility, and the integration of the transportation network including complete streets, first/last mile connections, and connected and autonomous vehicles. The following SMART Moves projects were approved in 2018:

City of Coral Gables: Road Network Level of Stress Assessment

Town of Cutler Bay: Mobility Hubs Plan

City of Doral: SMART Plan Trolley Coordination Study

City of Miami Beach: Convention Center Pedestrian, Bicycle, and Transit Safety and Connectivity Project

Town of Miami Lakes: SMART Mobility and Future Technology Transportation Study

Village of Palmetto Bay: SMART Mobility Hubs and Transit Infrastructure Plan

City of Sunny Isles Beach: 174th Street Pedestrian Bridge Planning Study

City of West Miami: Citywide Traffic Study

Downtown Miami: SMART Corridor Hub Traffic Circulation and Connectivity Study



TRANSPORTATION ALTERNATIVES PROGRAM

Using alternative forms of transportation, when possible, promotes congestion relief and potential pollution reduction. The TPO encourages these forms of transportation by soliciting project proposals from eligible sponsors for funding through the federal Transportation Alternatives Program (TAP). Projects that are eligible for funding through TAP include bicycle and pedestrian facilities, vegetation management, environmental mitigation, and rehabilitation of historic transportation facilities, among other areas.

For the 2018 TAP application cycle, the TPO and FDOT District Six coordinated on the review and prioritization of the project applications. This included technical evaluations, TAP review committee scoring, and input from the TPO's citizens committees on applicants' presentations and history regarding delivery of federally-funded projects. Six projects totaling \$1.8 million have been prioritized for funding in the 2019 FDOT District Six Tentative Work Program as follows:

Project	Sponsor
The Underline - Phase 6	Miami-Dade County Dept. of Transportation and Public Works
Snake Creek Trail Extension to Greynolds Park	Miami-Dade County Dept. of Parks, Recreation and Open Spaces
Treasure Island ADA Improvements	North Bay Village
Snapper Creek Trail Segment A SW 107th Avenue Gap	Miami-Dade County Dept. of Parks, Recreation and Open Spaces
Miami Beach High School Pedestrian Enhancements	City of Miami Beach
Pedestrian and Bicycle Safety Education for High School Students	University of Miami

On June 21, 2018, the Miami-Dade TPO Governing Board adopted Resolution #21-18 authorizing the TPO Executive Director to prepare a scope of service and budget, which was later approved by Resolution #36-18 creating the SMART Trails Program. This program will help connect shared-use paths and other non-motorized facilities to SMART Plan stations and associated Transit-Oriented Developments (TOD). The SMART Trails Program also includes identification of new connections between the 200+ mile SMART Plan (including the BERT Network) and 400+ miles of planned and existing trails. Ultimately, this connected network will set the framework for first/last mile connections, and help guide future SMART Plan station area developments.

DEVELOPING THE SMART TRAILS

Shared-use paths and other non-motorized facilities provide safe access between SMART Plan corridors, TODs, and other important employment, recreational, and cultural destinations. Miami-Dade County is in the process of developing various non-motorized transportation projects such as the Ludlam Trail, The Underline, Biscayne Everglades Greenway, Atlantic Trail, Miami River Greenway, Snake Creek Trail, Snapper Creek Trail, and others to enhance non-motorized safety and mobility. Integrating these trails and other non-motorized facilities into the SMART Plan's land use strategies will expand opportunities for people of all ages and abilities to connect to transit and the network of trails.



Ludlam Trail Land Purchase

Property was acquired for the development of the Ludlam Trail comprising of an 80 to 100 foot tract of land spanning 5.6 miles, from NW 7th Street to SW 80th Street, along approximately NW/SW 69th Avenue. The trail will connect over 35,000 people within a one-half-mile radius to five schools, four parks, and two transit hubs, along with residential and commercial areas. Once fully operational, the Ludlam Trail will form an integral part of the 225-mile planned Miami Loop, a trail network project consisting of greenway trails that also includes The Underline, Miami River Greenway, and the Perimeter Trail.



The Underline Phase I: The Brickell Backyard

Miami-Dade TPO staff was on hand at a groundbreaking ceremony that took place on November 1, 2018 on the first phase of The Underline - The Brickell Backyard. The Brickell Backyard consists of a half-mile long segment below the Metrorail that extends from the Brickell Metrorail Station to the Miami River. It will consist of various amenities, including a gym, basketball court, performance spaces, outdoor dining, dog parks, and more. Once all phases are completed, The Underline will be a 10-mile mobility corridor uniting all modes of transportation and enhancing accessibility to eight Metrorail stations along its path and the neighboring communities.



Miami Beach Atlantic Trail - Beachwalk Section

Miami-Dade TPO staff participated in a ribbon cutting for the Beachwalk section of the Miami Beach Atlantic Trail, extending from Allison Park at 64th Street to just north of 53rd Street. This section will provide a continuous shared use path from 79th to 53rd Streets. The TPO has prioritized the Miami Beach Atlantic Trail for funding through the federal Transportation Alternatives Program (TAP) and the State's Shared Use Non-Motorized (SUN) Trail Program.



Krome Trail Inaugural Ride

Miami-Dade TPO staff participated in the inaugural bike ride along the Krome Trail that was officially opened and dedicated on December 8, 2018. Members of the community assisted the FDOT District Six Secretary as he cut the ribbon on the first phase of the trail between SW 136th Street and SW 8th Street. The Krome Trail is part of the Miami-Dade TPO's North Dade Greenways Master Plan, and will ultimately connect to future SMART Trails.

REQUIRED PLANNING DOCUMENTS

The TPO is federally mandated to produce, maintain, and update specific federal documents in order to continue to receive funding for Miami-Dade County. These documents include a Long Range Transportation Plan (LRTP) with a 20-year horizon, a Transportation Improvement Program (TIP) with a five-year horizon, and a Unified Planning Work Program (UPWP) with a two-year horizon.

The Fiscal Year (FY) 2019-2020 UPWP describes the transportation planning activities to be managed by the Miami-Dade TPO from July 1, 2018 to June 30, 2020, which are funded by local, state, and federal sources. The UPWP was adopted by the Miami-Dade TPO Governing Board on April 26, 2018, and subsequently approved by the Federal Highway Administration (FHWA).

The TIP details the programming of \$8.3 billion of projects to be implemented in FYs 2019-2023, including intermodal, highway, transit, seaport, aviation, commuter rail, and non-motorized transportation projects. The TIP includes 25 roadway projects that will construct 47 miles of new bike lanes. There are also 43 “free standing” bike/pedestrian projects programmed worth \$83.7 million. The TIP also includes \$6.5 million in Safe Routes to School projects for improvements around 38 schools. The Miami-Dade TPO Governing Board approved the FYs 2019-2023 TIP during their June 21, 2018 meeting.

LRTP - LONG RANGE TRANSPORTATION PLAN

The upcoming 2045 LRTP is now in development. When completed, the LRTP will identify and prioritize the continued improvement of Miami-Dade County’s diverse multimodal transportation facilities over the next 20 years. Planned projects include roadways, public transit, freight infrastructure, and bicycle/pedestrian facilities.

In 2018, the Miami-Dade TPO embarked on the development of the 2045 LRTP by completing work in advance to ensure compliance with the following efforts:

- ✓ **Federal Planning Emphasis Areas Study** - This study addressed the renewed focus on transportation planning identified in the “Fixing America’s Surface Transportation Act” (FAST Act). Process improvement recommendations were made to ensure that the federal Planning Emphasis Areas (PEAs) are addressed in the Miami-Dade TPO’s 3-C planning process; a process that is cooperative, continuous, and comprehensive.
- ✓ **Impact of Future Technology in the 2045 LRTP** – This effort evaluated existing and future technologies that will impact and transform the transportation planning process. Steps to incorporate technologies in the 2045 LRTP were recommended to be implemented.
- ✓ **Addressing Compliance for the 2045 LRTP Update with Federal, State, Regional, and Local Requirements Study** – This study reviewed, evaluated, and recommended new policies, programs, and trends that evolved at the federal, state, regional, and local levels since development of the current 2040 LRTP. New requirements were identified and evaluated as to how they will need to be applied to the 2045 LRTP. At the federal level, there are many factors to consider that have a direct impact on the planning process at the state and local level.



PUBLIC PARTICIPATION PLAN - MAJOR UPDATE

The TPO’s public involvement goal is to involve all persons in the community regardless of race, color, national origin, sex, age, disability, family, or religious status, who will be affected by a future transportation project. This on-going two way communication is aimed at incorporating the views, concerns, and issues into the transportation decision making process, which is laid out in the TPO’s Public Participation Plan (PPP).

The PPP is a federally mandated document that is updated periodically to ensure compliance with newly released federal and state regulations. This major update was a result of the federal FAST Act.

In addition, the PPP provides general guidelines for the development of stand-alone, specific public involvement plans for all TPO efforts. This flexibility affords TPO Project Managers the ability to tailor public involvement techniques and strategies to a community’s unique demographics within a study area.



COMPLETED TPO STUDIES



First Mile/Last Mile Options for High Trip Generator Employers

The purpose of developing first/last mile mobility options is to extend the service area for high capacity transit corridors. This effort includes the following goals: increase transit ridership potential; reduce roadway congestion; reduce greenhouse gas emission; improve the overall welfare of the community by reducing travel time, stress, and cost to commute; and be more competitive for federal funding. This study looks at a wide range of modal groups, infrastructure and policy needs, and identifies base findings to address the needs of users. The study promotes a tool-kit of practical context sensitive solutions to implement first/last mile mobility.

Miami Beach Intermodal Hubs Feasibility

Through the Miami-Dade TPO Municipal Grant Program (MGP), the City of Miami Beach initiated this study to explore the feasibility of developing an intermodal hub in the vicinity of the 72nd Street municipal parking lot, identified as the North Beach District Intermodal Center. This is a location where passengers can access the north/south bus routes to travel to South Beach, Downtown Miami, Bal Harbor, Aventura, and/or other destinations throughout Miami-Dade County.

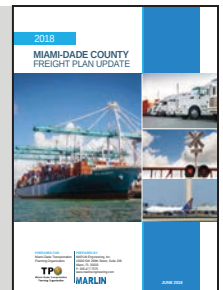


Medley Multimodal Mobility

Through the Miami-Dade TPO MGP, the Town of Medley identified specific transit and non-motorized transportation improvements that will become part of the work program for the Town and its transportation partners. This study includes recommendations for bicycle and pedestrian facility improvements, as well as recommendations regarding a Medley circulator service.

Miami-Dade County Freight Plan Update

The June 2018 update of the Miami-Dade County Freight Plan, by the Miami-Dade TPO, highlighted the importance of freight mobility in the county. It also updated the Freight Plan from 2014 to 2018 by developing an application for a Miami-Dade County designated Freight Logistics Zone. Coordination occurred with freight stakeholders in the preparation of an updated list of transportation needs. The list of projects developed in this update will be considered for funding in the development of the TPO's 2045 LRTP.



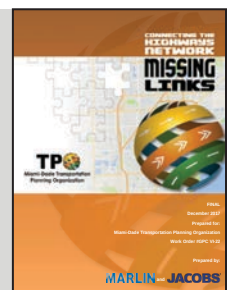
Miami-Dade Freight Logistics Zone Designation Plan

Freight Logistics Zones (FLZs) increase the efficiency of freight moving to, from, and through the designated area. The proposed Miami-Dade FLZ includes the entire county and encompasses key subareas that provide for freight and logistics operations. It also captures other key operations including workforce training (e.g., colleges, universities, industry training programs) that typically are located outside of the industrial areas. The intent of this approach to an FLZ designation is to provide the county and its municipalities with the ability to market the entire region as having a full range of freight and logistics related activities.

Connecting the Highways Network Missing Links

This study evaluated the highway network with the goal to identify enhanced connectivity and meet the future demand for access to major employment and activity centers in Miami-Dade County. The study documents the efforts undertaken to evaluate the existing conditions to a selected trio of corridors, which include:

- » SR-826/Palmetto Expressway from I-95 to North Miami Beach
- » SR-112/Airport Expressway to Palmetto Expressway and Turnpike
- » SR-874/Don Shula Expressway from HEFT to the planned SR-836/Dolphin Expressway Southwest Extension



TPO PRIORITY PROJECTS IN ACTION

Miami-Dade County DTPW - Department of Transportation and Public Works

Transit Division:

New Metrorail Fleet: The new planned Metrorail fleet of 136 train cars offer many upgrades including a more-open layout with fewer barriers, built-in bike racks, new air conditioning systems, security cameras, and computerized announcements, among other upgrades. In 2018, 42 new cars were put into service with the remaining vehicles being deployed through 2019 and into spring 2020. The new trains are improving both service reliability and overall riding experience.

Bus Fleet Replacement: In 2018, DTPW began replacing 300 buses, of its approximately 773 fleet, with new, 40-foot Compressed Natural Gas (CNG) vehicles. The new CNG buses are being placed into service at a rate of approximately 20 per month, and all are scheduled to be in service by fall 2019. These new buses will greatly improve reliability while simultaneously reducing emissions.

Public Works Division:

NE 2nd Avenue Improvements from NE 69th Street to NE 84th Street: This project included roadway reconstruction, new storm water system, sidewalks, curb and gutters, on-street parking, pavement markings, signage, signalization, decorative lighting, and landscaping. A 12-inch water main and all appurtenances were also installed from NE 79th Street to NE 84th Street.

Tamiami Canal Bridge Replacement: The historic swing bridge spanning the Tamiami Canal along NW South River Drive was replaced with a single leaf bascule bridge, which now includes bicycle and pedestrian facilities. The project also included widening and improving the approach roadways, providing drainage, dredging the Tamiami Canal, and relocating an existing 24-inch water main. The existing bridge was relocated to Fern Isle Park where it now provides pedestrian and bicycle access between that facility and the Police Benevolent Association Park.

FTE - Florida's Turnpike Enterprise

Widen the Homestead Extension of the Florida's Turnpike (HEFT) from SR-836 to I-75: Preparations during 2018 took place for the construction of a twelve-mile segment widening project. This will increase the number of travel lanes from six to ten with two express lanes and three general toll lanes in each direction. The project will begin in 2019 and include pavement reconstruction, milling, resurfacing, major bridge improvements, stormwater drainage improvements, and the installation of noise walls (in qualifying areas).

FDOT District Six - Florida Department of Transportation District Six

Golden Glades Multimodal Transit Facility (GGMTF): Groundbreaking occurred on December 11, 2018 for a modern and integrated multimodal transportation facility that will replace the existing Golden Glades Interchange facility. This project will improve the connectivity between transportation modes, as well as increase transfer efficiency, accessibility, safety, security, and capacity. Some features include a multi-story parking garage, a transit hub facility with waiting areas and restrooms, a new bus terminal with real-time bus schedule information, a shared-use path for pedestrians and bicyclists, and 10,450 square feet of retail space.

SR-836/I-395 Reconstruction and Signature Bridge Project: This is a partnership between FDOT and the Miami-Dade Expressway Authority (MDX) spanning along SR-836, from NW 17th Avenue to the MacArthur Causeway Bridge. In 2018, preliminary activities were accomplished to prepare for construction in 2019 that will include the reconstruction of I-395 from the Midtown Interchange to the MacArthur Causeway. A new signature bridge will also be built over NW 2nd Avenue and Biscayne Boulevard. The vertical clearance under the new I-395 bridge will be increased to allow for community spaces underneath.

I-395 Signature Bridge Rendering

MDX - Miami-Dade Expressway Authority

SR-836/Dolphin Expressway Modernization from NW 57th Avenue to NW 17th Avenue: This project includes adding one lane in each direction, improving major interchanges at NW 27th, NW 37th, NW 42nd and NW 57th Avenues, and adding special lanes to operate a bus express service as part of the SMART Plan's East-West Corridor. In 2018, various planned improvements were completed between NW 57th Avenue and NW 17th Avenue, including a new exit ramp to NW 57th Avenue, the Diverging Diamond Interchange (DDI) at NW 27th Avenue, and the relocation of the NW 42nd Avenue/MIA ramp from the left side of eastbound SR-836 to the right.

SR-836/Dolphin Expressway Interchange Modifications at NW 87th Avenue: This project includes the widening and reconstruction of NW 12th Street. In 2018, the entrance to eastbound SR-836 and SR-826/Palmetto Expressway from northbound NW 87th Avenue opened to traffic. The project continues to make progress expanding the mainline in each direction and constructing a new flyover on-ramp from NW 12th Street to westbound SR-836.

SFRTA - South Florida Regional Transportation Authority

Tri-Rail MiamiCentral Station and Downtown Miami Link (TRDML): New rail tracks were constructed connecting the CSX to FEC corridors along NW 71st Street to provide Tri-Rail service into downtown Miami's MiamiCentral Station in 2019. This new service will provide connections to Brightline's service and Metrobus, Metrorail, and Metromover transit service.

Miami River-Miami Intermodal Center Capacity Improvement (MR MICCI) Project: Construction of additional mainline tracks to the southernmost 1.25 miles of the South Florida Rail Corridor (SFRC), from just north of the Tri-Rail Hialeah Market Station to the Miami Airport Station at the Miami Intermodal Center (MIC). In 2018, the National Environmental Policy Act (NEPA) phase of this project was completed, securing the required environmental agreements and approvals to advance this project and transfer it to FDOT for final design, right-of-way, and construction. This addresses a capacity deficiency that has impacted travel time and schedule adherence.

MDAD - Miami-Dade County Aviation Department

MIA South and Central Terminal Baggage Handling Systems Improvements: Included replacement of the in-line security screening portion of the south terminal baggage handling system, installation of a new in-line security screening system, and an automated sortation system for the central terminal. A 3-level, 60,000 square foot addition was built to house some of these improvements.

MIA Taxiway "S", "T", and "R" Rehabilitation and MC-5 Connector: Included pavement rehabilitation for Taxiways S and T, extension of Taxiway T, relocation of Taxiway R to the north, and extending it west to the approach end of Runway 12.

PortMiami - Miami-Dade County Seaport Department

Container Yard Improvements at the South Florida Container Terminal: Consists of a series of improvements to the existing cargo yard that will allow for the use of electrified rubber tire gantry (eRTG) cranes. Some of these improvements include the construction of new concrete runways, refrigeration container racks (aka reefer racks), and drainage and pavement repairs.

Cruise Terminal B/C Improvements: Consists of two phases, with the first being the enhancements to the existing building structure and the second comprising of waterside improvements. Both phases aim at providing a cruise terminal capable of handling a variety of vessels and increased passenger comfort. As of December 2018, 90% of the construction documents were under review. The project is anticipated to begin during the second quarter of 2019 with an expected completion by October 2019.

Diverging Diamond Interchange at NW 27th Avenue



#MiamiSMARTPlan

CITIZENS' INDEPENDENT TRANSPORTATION TRUST

The Citizens' Independent Transportation Trust is the 15-member body that oversees expenditure of the half-penny transportation surtax and implementation of the People's Transportation Plan (PTP). It continues to play an essential role in the financing, oversight, and improvement of Miami-Dade County's roadway and public transit systems.

In 2018, the Transportation Trust hosted a Transportation Summit with the theme, "Implementing the Community's Vision for Public Transportation." Participants discussed a range of issues related to public transportation, including the SMART Plan.

PTP funds are funding major improvements to the public transportation system. Rollout of the new surtax-funded Metrorail fleet has continued with 42 of the 136 vehicles having been put in revenue service in 2018. In addition, progress has been made on the SMART Plan studies, funded by the PTP, with Locally Preferred Alternatives selected for the North and South Dade Transitway corridors.

New Metrorail vehicle in service



New CNG Metrobus



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Building Regional Partnerships

One of the major emphasis areas of the Miami-Dade TPO is regional transportation planning. The TPO recognizes that Southeast Florida is an interconnected region, and that all agencies within this area should work together to enhance mobility. As this area grows, Miami-Dade County continues to actively work with its neighbors on regional initiatives. These include the Regional Transportation Plan for Southeast Florida, the Regional Freight Plan, and other initiatives, such as regional transportation modeling and public involvement. Through these efforts, the Miami-Dade TPO is committed to helping meet its citizens' future transportation needs both within Miami-Dade County and throughout Southeast Florida as a whole.

The Southeast Florida Transportation Council (SEFTC)

Travel knows no boundaries, as there are three counties, but one traveling public. The SEFTC is a regional body formed between the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations (MPO) to facilitate coordination for regional travel and to create synergy and consistency when planning for the region's transportation system. SEFTC works to create the region's transportation vision by linking together the three individual MPO's transportation plans.

2045 Regional Transportation Plan (RTP)

As sizeable and significant as Miami-Dade County is on its own, it is important to remember that it is also a part of the larger Southeast Florida Metropolitan Area that includes substantial population and employment in neighboring Broward and Palm Beach counties. The Miami-Dade TPO understands that transportation in a contiguous urbanized area is a regional issue as people and goods move from place to place with little regard for geographical boundaries. As a result, the Miami-Dade, Broward, and Palm Beach MPOs collaborate and jointly fund the preparation of the Southeast Florida RTP, which provides a vision that focuses on transit services, major roadways, and multimodal hubs spanning or serving large parts of Southeast Florida.

The 2045 RTP will be an update to the 2040 RTP, which will be consistent and build on each county's individual LRTP. The 2045 RTP will identify the most significant transportation investments needed to meet growing travel demands throughout the three county region. Important elements of the 2045 RTP include: coordination of projects crossing county lines; performance of regional travel demand modeling estimations; coordination of funding assumptions; prioritization of regional projects; and public engagement. This effort will further strengthen regional cooperation and integration between the three neighboring counties as integrating local transportation plans allows the MPOs to look at project prioritization from a broader perspective, and gives the public an opportunity to comment on proposed projects outside of their county.

REGIONAL LEADERSHIP

- On May 18, 2018, Honorable Esteban L. Bovo, Jr. was elected as the Southeast Florida Transportation Council's (SEFTC) Vice Chair. SEFTC serves as a forum for policy coordination and undertakes regional planning activities.
- On June 22, 2018, Honorable Esteban L. Bovo, Jr. was unanimously elected as the South Florida Regional Transportation Authority (SFRTA) Governing Board Chair.
- On July 20, 2018, the SEFTC's Regional Transportation System Management & Operations Subcommittee (TSM&O) selected Miami-Dade TPO's Maria Teresita Vilches-Landa, P.E., and FDOT District Six's Javier Rodriguez, P.E. as Chair and Vice Chair, respectively.

2018 SAFE STREETS SUMMIT

The Safe Streets Summit is a collaborative effort between the Miami-Dade, Broward, and Palm Beach MPOs to provide a local, yet regionally connected approach to prioritizing and implementing Complete Streets throughout Southeast Florida. The Safe Streets Summit brought together national speakers, public officials, technical staff, and community partners to elevate efforts on how to design and implement safe and equitable transportation facilities for all modes of transportation. The 5th Annual Safe Streets Summit was held on February 1-2, 2018 in West Palm Beach, and the 2019 event will be held in Miami-Dade County. The theme for 2018 was "Love Your Streets" and highlighted the tools and elements that could help residents embrace where they live, work, and play, while emphasizing how to make this vision a reality. Local Complete Streets individual and community champions from each county were honored at the Annual Safe Streets Awards Ceremony. The 1st Annual People's Choice Award for Best Complete Street Project was also announced. The Miami-Dade County winners were:



BROWARD - MIAMI-DADE - PALM BEACH

- ★ **Complete Streets Champion Award:** Alyce Robertson, Executive Director, Miami Downtown Development Authority
- ★ **Complete Streets Community Award:** City of Miami Beach

GETTING TO KNOW THE MIAMI-DADE TPO STAFF

The Miami-Dade TPO is responsible for the planning, prioritization and funding of transportation infrastructure for the most populous county in the State of Florida. The range of transportation needs for Miami-Dade County include all forms of transportation, such as highways/roadways, transit, rail, ports, pedestrian, bicycle, trails, special transportation needs, as well as the integration of new and emerging technologies. The professional staff of the TPO work collaboratively at the local, regional, state, and federal level to successfully identify and prioritize the transportation needs of our community.

Office of the Executive Director

The Executive Director is responsible for advancing the transportation policies and directives of the TPO Governing Board, as well as successfully leading compliance with the federal regulatory planning process. During 2018, Ms. Aileen Bouclé managed TPO staff in the delivery of the below TPO priorities:

- »Adoption of 55 TPO Governing Board Resolutions
- »Secured New Federal and State Funding for the SMART Plan
- »Implementation of the SMART Demonstration Pilot Program
- »Collaboration with all Miami-Dade Municipalities for SMART Plan Resolutions of Support
- »Completion of 34 Transportation Documents and Studies
- »Secured Funding for 8 Municipal Grants, 19 Transportation Alternatives Projects, and 21 Safe Routes to School Projects
- »51 Community Outreach Events
- »28 SMART Plan Presentations
- »Representation at National Transportation Forums
- »Promotion of TOD along SMART Plan Corridors

TPO Board Administration

The TPO Board Administration staff work closely with TPO Governing Board members, transportation partners, and administrative staff to achieve organizational goals. This unit is responsible for planning and organizing meetings, drafting legislation, conducting research, generating reports, developing agendas, support documentation, and meeting minutes as well as records retention management.

Transportation and Land Use

The TPO Transportation and Land Use staff develop, coordinate, and oversee federal FAST Act requirements including: Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), freight mobility, non-motorized facilities, and performance management. This unit also manages grants for projects in the SMART Moves Program as well as the SMART Demonstration Pilot Program.

Mobility Management and Implementation

The TPO Mobility Management and Implementation staff are responsible for multimodal (transit) planning, travel demand forecasting, travel data collection, as well as regional planning for the South Florida area. This unit is advancing specific elements of the SMART Plan, including the land use scenario and visioning efforts that are being conducted concurrently with partner agency environmental documents.

Communications

The TPO Communications staff work directly with the community to obtain input and enhance understanding of TPO transportation documents, programs, and projects. Citizen participation is conducted with a hands-on outreach approach utilizing marketing and media to keep the general public informed and involved. This participation makes up an important part of the transportation planning process.



Miami-Dade TPO staff (left to right) **First Row:** Jesus Guerra, Carmen Villaverde, Aileen Bouclé, Vivian Villaamil, Vince Maya **Second Row:** Elizabeth Rockwell, Lisa Colmenares, Mary Tery Vilches, Regina Serrano, Ailin Hernandez **Third Row:** Tewari Edmonson, Jeannine Gaslonde, Kevin Walford, Zainab Salim, Oscar Camejo, Wilson Fernandez **Top Row:** Paul Chance, David Henderson, Bradley Woodson, Carlos Roa, Christopher Rosenberg



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#MiamiSMARTPlan

The Miami-Dade TPO 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 TPO to comply with all of the requirements of the Americans with Disabilities Act (ADA). 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 TPO at 305-375-4507.

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