



Miami-Dade Transportation
Planning Organization

ANNUAL REPORT

of the Miami-Dade Transportation
Planning Organization

MAKING AN
IMPACT

2021

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

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MESSAGE FROM THE EXECUTIVE DIRECTOR

2021 was a year of IMPACT with the Miami-Dade Transportation Planning Organization (TPO) Governing Board adopting sixty resolutions, including additional funding for the Strategic Miami Area Rapid Transit “SMART” Plan, as well as advancing multiple countywide transportation priorities. As a result, multiple efforts and directives were initiated by the TPO Governing Board, which resulted in national and state recognition, as highlighted in this Annual Report.

The TPO Urban and Non-Urban Core Mobility Task Forces launched the “SMART STEP” program, impacting the advancement of countywide bicycle and pedestrian projects focused on innovation and accelerated project implementation. This resulted in the programming of numerous projects in both the urban and non-urban areas of Miami-Dade County (pages 2 and 3). The TPO also developed online tools including the SMART Congestion Management Dashboard, Sea Level Rise Impact Planning Tool, and the Transit-Oriented Communities (TOC) Tool, all of which were released in 2021 as community and partner agency resources.

As can be seen by the various awards and recognitions received during 2021, the TPO made a positive impact with a variety of key initiatives and transportation studies. This included federally recognized Best Practices ‘Taste of Transportation’ and ‘TPO on the Go!’ video series, which provided virtual platforms for transportation agency and public outreach efforts (pages 8 and 9). In addition, the TPO was selected by the Transportation Research Board for leading industry work regarding telecommuting and its impact to the region’s transportation network. This resulted in the TPO Governing Board adopting a Regional Telecommute Pilot Program which is currently underway (page 13). The TPO was also recognized by the Federal Highway Administration (FHWA) for TPO’s Transportation Outreach Planner: Equity in Action Tool (page 7). Lastly, the TPO Board and staff conducted national peer exchanges focused on transportation innovation and emerging technologies (page 20).

The Miami-Dade TPO continues to lead and closely collaborate with partners in the Miami Urbanized Area for the Southeast Regional Planning Model Update, the Southeast Florida Truck Parking Workshop, and the regional Safe Streets Summit (page 12). In addition, the Miami-Dade TPO conducted meetings with federal and state legislators regarding the transportation priorities for both Miami-Dade County and the Southeast Florida region. On November 15, 2021, the Bipartisan Infrastructure Law, “Infrastructure Investment and Jobs Act of 2021 (IIJA),” was signed into law. As highlighted on this page, IIJA will provide the State of Florida, over the next five years, funding to address multiple transportation needs.

In closing, I encourage you to get involved by joining one of our four citizen advisory committees – Bicycle Pedestrian Advisory Committee (BPAC), Citizens’ Transportation Advisory Committee (CTAC), Freight Transportation Advisory Committee (FTAC), and Transportation Aesthetics Review Committee (TARC) – and stay informed by visiting our website at www.miamidadetpo.org.

-Aileen Bouclé, AICP, Executive Director

IMPACTFUL LEGISLATIVE PRIORITIES



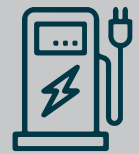
\$13.3 billion in Federal highway formula funding for highways and bridges



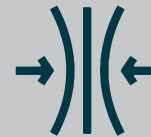
\$320 million in formula funding to reduce transportation-related emissions



\$2.8 billion to improve public transportation options across the state



\$198 million to support the expansion of an EV charging network in the state



\$364 million to increase the resilience of its transportation system



\$100 million in USDOT Section 402 Highway Safety Programs



Compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements



\$1.2 billion for infrastructure development for airports

Source: U.S. Department of Transportation Office of Public Affairs

Miami-Dade **TP** Task Force **SMART** Street Transportation Enhancements Program **SMART STEP**

The Miami-Dade TPO Urban Mobility and Non-Urban Core Task Forces are collaborating with the Miami-Dade County Department of Transportation and Public Works (DTPW), Florida Department of Transportation (FDOT) District Six, Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities on the unique challenges that impact Miami-Dade County communities. The Task Forces' goals include the advancement of safe and efficient multi-

modal connections to urban and non-urban areas. As a result, the SMART STEP program was created to facilitate interagency coordination, innovation, and accelerate implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. In 2021, eleven projects were identified and are in various stages of implementation.



TPO URBAN MOBILITY TASK FORCE PROJECTS

W 74th Place at W 3rd Court & Amelia Earhart Park Entrance – Hialeah, FL

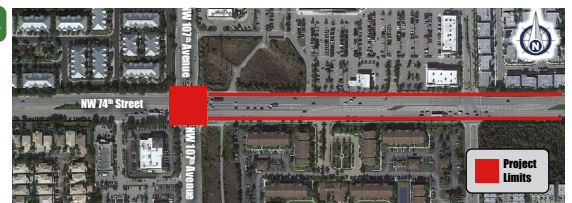
ESTIMATED
PROJECT COST
\$267,000



The objective at this project location was to enhance and prioritize pedestrian mobility. Improvements were made to the main crosswalk at the intersection near the bus stop. Enhancements to the entrance of the park will also be addressed as part of this project. The project was partially completed in 2021.

NW 74th Street and NW 107th Avenue – Doral, FL

ESTIMATED
PROJECT COST
\$49,860



The objective at this project location is to enhance bicycle/pedestrian movement as part of the connection to a dedicated path. This includes a special emphasis crosswalk in addition to green bike lanes along NW 74th Street.

SE 8th Street and Brickell Avenue Intersection – Miami, FL

ESTIMATED
PROJECT COST
\$84,860



The objective at this project location is to enhance and prioritize pedestrian mobility. This project includes a "pedestrian scramble" at the intersection as well as "blank out" electronic signs displaying specific instructions to motorists.

SW 6th Street and SW 8th Avenue (Lighthouse for the Blind) – Miami, FL

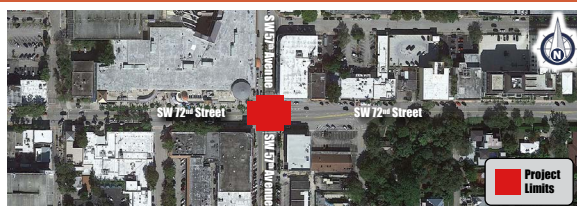
ESTIMATED
PROJECT COST
\$40,145



The objective at this project location is to increase resources for the visually and hearing impaired. The Polara PedApp smartphone application will assist pedestrians with safely navigating the intersection.

SW 72nd Street and SW 57th Avenue – Coral Gables and South Miami, FL

ESTIMATED
PROJECT COST
\$216,000



The objective at this project location is to enhance and prioritize pedestrian mobility. This project includes a "pedestrian scramble" at the intersection that will give pedestrians more time to cross from several directions simultaneously.



SMART STEP

TPO NON-URBAN CORE TASK FORCE PROJECTS

NW 157th Street (Bunche Park Drive) and NW 22nd Avenue – Miami Gardens, FL

ESTIMATED
PROJECT COST
\$40,000



The objective at this project location is to enhance and prioritize bicycle/pedestrian mobility. This project includes the installation of special emphasis crosswalks with green bicycle lanes at the conflict points within the intersections. The project was partially completed in 2021.

Palmetto Metrorail Station (north side towards NW 79th Avenue) – Medley, FL

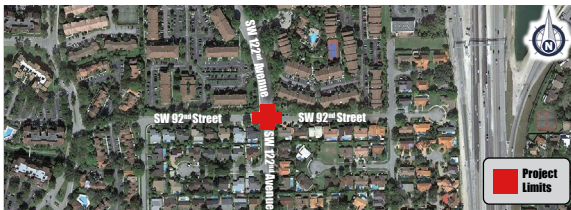
ESTIMATED
PROJECT COST
**\$39,000-
\$62,000**



The objective at this project location is to establish pedestrian safety connectivity. Improvements will be made from the north side of the Palmetto Metrorail Station towards NW 79th Avenue to the industrial park north of the station, in an effort to provide enhancements for pedestrians.

SW 92nd Street & SW 122nd Avenue – UMSA, FL

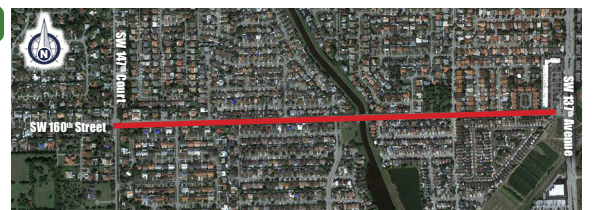
ESTIMATED
PROJECT COST
\$23,177



The objective at this project location is to enhance and prioritize pedestrian mobility. This project includes the installation of a pedestrian crossing on all four sides of the intersection. The project was completed in 2021.

SW 160th Street from SW 147th Court to SW 137th Avenue

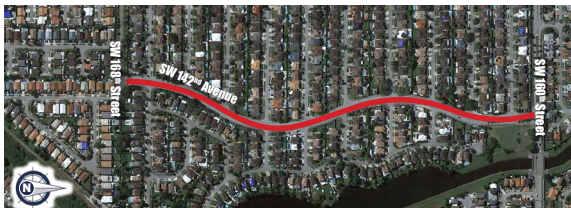
ESTIMATED
PROJECT COST
\$180,000



The objective at this project location is to enhance and prioritize bicycle mobility. This project includes the installation of special emphasis crosswalks with green bicycle lanes at the conflict points at the various intersections.

SW 142nd Avenue from SW 160th Street to SW 168th Street – UMSA, FL

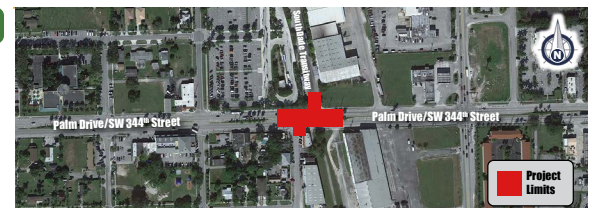
ESTIMATED
PROJECT COST
\$250,000



The objective at this project location are to enhance and prioritize bicycle mobility. This project includes the installation of high emphasis crosswalks with green bicycle lanes at the conflict points at the various intersections.

Palm Drive/SW 344th Street and South Dade TransitWay – Florida City, FL

ESTIMATED
PROJECT COST
\$391,000



The objective at this project location is to enhance and prioritize bicycle/pedestrian mobility. This project includes the installation of special emphasis crosswalks with green bicycle lanes at the conflict points within the intersections.



NEW SERVICE OPENINGS, CONSTRUCTION, & PROJECT MILESTONES

The SMART Plan

-  Existing Metrorail
-  Existing Tri-Rail
-  Existing Rail
-  Miami Intermodal Center
-  SMART/BERT Hub

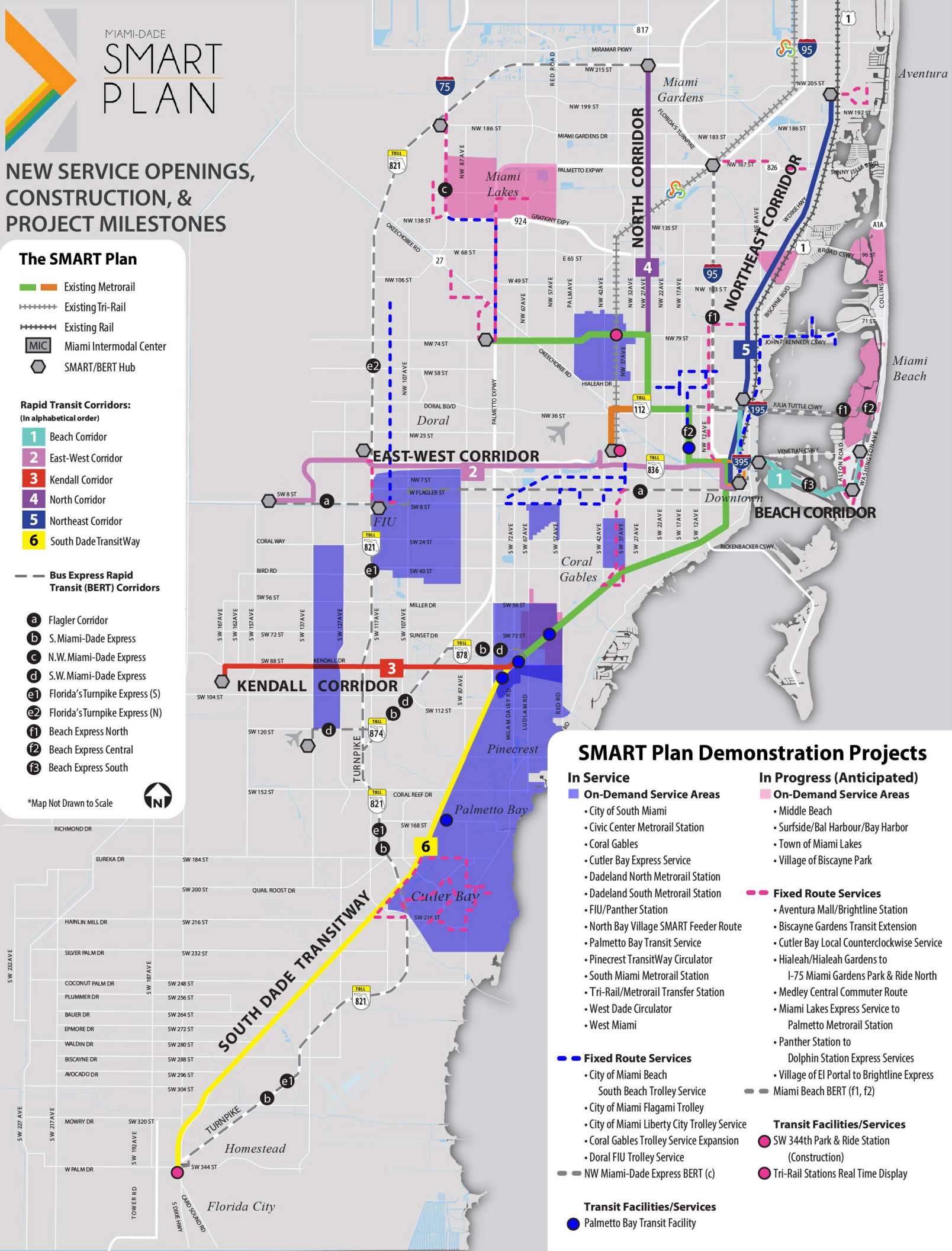
Rapid Transit Corridors: (In alphabetical order)

-  1 Beach Corridor
-  2 East-West Corridor
-  3 Kendall Corridor
-  4 North Corridor
-  5 Northeast Corridor
-  6 South Dade Transitway

Bus Express Rapid Transit (BERT) Corridors

-  a Flagler Corridor
-  b S. Miami-Dade Express
-  c N.W. Miami-Dade Express
-  d S.W. Miami-Dade Express
-  e1 Florida's Turnpike Express (S)
-  e2 Florida's Turnpike Express (N)
-  f1 Beach Express North
-  f2 Beach Express Central
-  f3 Beach Express South

*Map Not Drawn to Scale



SMART Plan Demonstration Projects

In Service

-  On-Demand Service Areas
 - City of South Miami
 - Civic Center Metrorail Station
 - Coral Gables
 - Cutler Bay Express Service
 - Dadeland North Metrorail Station
 - Dadeland South Metrorail Station
 - FIU/Panther Station
 - North Bay Village SMART Feeder Route
 - Palmetto Bay Transit Service
 - Pinecrest TransitWay Circulator
 - South Miami Metrorail Station
 - Tri-Rail/Metrorail Transfer Station
 - West Dade Circulator
 - West Miami

-  Fixed Route Services
 - City of Miami Beach
 - South Beach Trolley Service
 - City of Miami Flagami Trolley
 - City of Miami Liberty City Trolley Service
 - Coral Gables Trolley Service Expansion
 - Doral FIU Trolley Service
-  NW Miami-Dade Express BERT (c)

Transit Facilities/Services

-  Palmetto Bay Transit Facility

In Progress (Anticipated)

-  On-Demand Service Areas
 - Middle Beach
 - Surfside/Bal Harbour/Bay Harbor
 - Town of Miami Lakes
 - Village of Biscayne Park
-  Fixed Route Services
 - Aventura Mall/Brightline Station
 - Biscayne Gardens Transit Extension
 - Cutler Bay Local Counterclockwise Service
 - Hialeah/Hialeah Gardens to I-75 Miami Gardens Park & Ride North
 - Medley Central Commuter Route
 - Miami Lakes Express Service to Palmetto Metrorail Station
 - Panther Station to Dolphin Station Express Services
 - Village of El Portal to Brightline Express
-  Miami Beach BERT (f1, f2)

Transit Facilities/Services

-  SW 344th Park & Ride Station (Construction)
-  Tri-Rail Stations Real Time Display

FIRST MILE/LAST MILE IMPACTS



SMART DEMONSTRATION PROGRAM

To further advance the SMART Demonstration Program (as seen on the map to the left), on April 6, 2021, the Miami-Dade TPO, in coordination with the Florida Department of Transportation (FDOT) District Six and the Citizens' Independent Transportation Trust (CITT), conducted a SMART Demonstration Program Virtual Workshop to announce the SMART Demonstration Program cycle. Requirements for all applicants include: a project duration of up to, but not more than, three years; a commitment to continue the project if deemed successful by the project sponsor; and a local match of a minimum pledge of 50% of the estimated project cost. As a result, in October 2021, five demonstration projects were endorsed by the TPO Board. Three projects are extensions of current services, and two projects are new services including Town of Miami Lakes Freebee Public Transit Service and Village of Biscayne Park On-Demand Transit Service.

The SMART Demonstration Program also launched four new services in 2021 throughout the community:

- **February:** Civic Center Metrorail Station & West Dade Circulator On-Demand Services
- **May:** Aventura Mall/Brightline Station On-Demand Service
- **August:** Hialeah Tri-Rail/Metrorail Transfer Station On-Demand Service (Hialeah East Freebee)

This vital program provides services that advance the overall SMART Plan focusing on critical first and last mile connections. The countywide program includes a mixture of local, regional, state, and federal funding. Its success and continued growth are due to the collaborative partnership among the Miami-Dade TPO, Miami-Dade County, FDOT District Six, CITT, and municipalities.

SMART TRAILS MASTER PLAN UPDATE



THE UNDERLINE

The Underline is a planned 120-acre world-class linear park spanning 10 miles below the Metrorail line. Nine million transit users pass through this corridor annually, with 14,000 businesses and 250,000 residents living within one mile. The Underline will enhance cyclist and pedestrian safety with 34 intersection improvements, dedicated road trails with lighting and 24-hour security. Phase 1, the Brickell Backyard, opened in February 2021 and runs from the Miami River to Coral Way. The half-mile long stretch includes sports areas, a sound stage, a 50-foot dining table, public art, a kiosk for entrepreneur activations, a dog-friendly park and Wi-Fi. Phase 2, the Hammock Trail, began construction in September 2021, and runs 2.14 miles from Coral Way to SW 19th Avenue. Phase 3 will stretch from SW 19th Avenue to the Dadeland South Metrorail Station.

LUDLAM TRAIL

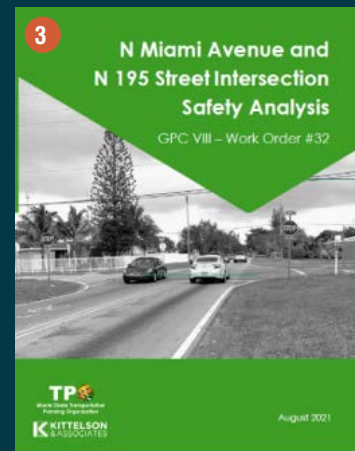
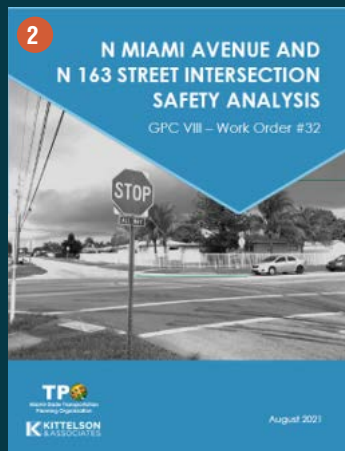
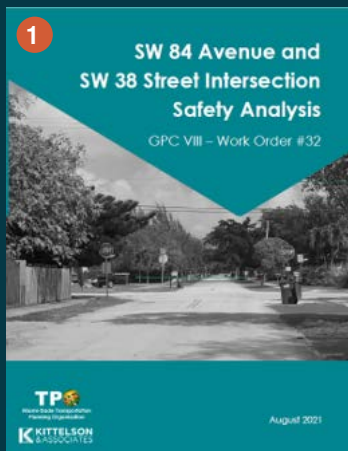
The Ludlam Trail project broke ground on October 26, 2021, and is planned as a 5.6-mile iconic corridor with paths for biking, walking, and running. The trail includes eleven intersection crossings, bridges over two canals, and four proposed overpasses. It includes a 10-foot wide pedestrian path and a 12-foot wide two-way bicycle path separated by a landscape buffer, and will link schools, parks, transit, homes, workplaces, and spots to shop and dine. Stretching north to south from Robert King High Park to downtown Kendall, this trail will form part of the "Miami Loop" in Miami-Dade County's network of bikeways, along with The Underline. The trail is anticipated to reduce approximately 860,000 vehicle trips annually and increase modality and economic benefits. The Project Development and Environment (PD&E) Study is expected to be completed in 2022.

IMPACT SAFETY STUDIES IDENTIFIED AND FUNDED



The Miami-Dade TPO Governing Board adopted Resolution #12-2021 to conduct safety analyses for three Miami-Dade County safety improvements projects. The purpose and need of these studies was to reduce crashes, most importantly fatalities and serious injuries, by evaluating the intersections and providing recommended improvements in order to apply for federal Highway Safety Improvement Program (HSIP) funding. Since the HSIP is a data driven program, proposed projects need to meet eligibility requirements through safety analysis and must demonstrate a positive benefit/cost (B/C) ratio.

The process to identify the three safety improvement projects began with thirteen intersections identified by the County for safety analysis and were adopted in the Miami-Dade TPO Fiscal Year (FY) 2026 List of Program Priorities (LOPP). Thirteen locations were reviewed and the top three were prioritized for safety improvement projects based on historical crash data and potential safety benefit of the possible improvements. Three intersections were successfully funded including: SW 84th Avenue and SW 38th Street; North Miami Avenue and North 163rd Street; and North Miami Avenue and North 195th Street.



ANALYSIS

- The most current five years of crash data were obtained from the Florida Department of Transportation's (FDOT) State Safety Office Geographic Interface System (SSOGIS) and Signal Four Analytics (S4).
- An Intersection Control Evaluation (ICE) was used to consider multiple context-sensitive intersection control strategies and to conduct a B/C analysis for the proposed mini-roundabout alternative. The results indicated all study intersections have a safety B/C ratio greater than 1.0 and a positive Net Present Value (NPV). As a result, mini-roundabouts were selected as the preferred alternative at all three locations.

\$1,273,913
IN HSIP FUNDS

CONCLUSION

Although these three locations are not along state roads and are referred to as off-system roads, FDOT recognized the positive impact that these safety improvements would have and awarded funds for these three projects. The TPO's efforts resulted in the award of over \$1.2 million to Miami-Dade County, representing the first time the county has received an allocation of federal HSIP funds. The design funds are programmed for FY 2024, and construction funds for FY 2026.

HIGHLIGHTS

- | | | |
|--|---|--|
| 1 SW 84th Avenue & SW 38th Street <ul style="list-style-type: none"> ■ NPV: \$4 million+ ■ Overall B/C: 10.40 | 2 N Miami Avenue & N 163rd Street <ul style="list-style-type: none"> ■ NPV: \$5 million+ ■ Overall B/C: 11.13 | 3 N Miami Avenue & N 195th Street <ul style="list-style-type: none"> ■ NPV: \$11 million+ ■ Overall B/C: 23.99 |
|--|---|--|

IMPACT 2021 SMART PLAN STUDIES



SMART PLAN EAST-WEST CORRIDOR LAND USE SCENARIO AND VISIONING PLANNING STUDY

This Planning Study developed land use scenarios that will be supportive of the future rapid transit plans along the corridor. Working with input from the general public, a Study Advisory Committee (SAC), transportation agency partners, and elected officials, a preferred land use scenario was developed including station typologies that will be conducive to Transit-Oriented Communities (TOC) within, and along, the station areas.



SMART PLAN EAST-WEST CORRIDOR ECONOMIC MOBILITY & ACCESSIBILITY STUDY

This Study addressed the economic mobility and accessibility needs along the SMART Plan East-West Corridor, including developing Transit Oriented Communities (TOC), First Mile/Last Mile (FMLM) connections, and transit hub components. Stretching approximately 16-miles from the Tamiami Terminal to the Miami Intermodal Center (MIC) along SR 836, the East-West Corridor will create an important transit link through central Miami-Dade County. TOCs along this corridor will be key to maximizing the potential of the infrastructure investment as they promote mixed-use, pedestrian-oriented areas surrounding transit stations. TOCs, FMLM, and transit hub components can provide the opportunity to better job access, as well as provide a key regional mobility link for the area's job centers and higher education opportunities.

MIAMI-DADE TPO

EQUITY & CONGESTION MANAGEMENT TOOLS



EQUITY IN ACTION TOOL

This online, GIS-based tool was created in 2003, and incorporates sociocultural demographics to assist in equity analyses for transportation projects within Miami-Dade County, including the SMART Plan Corridors. The tool also ensures community values and concerns receive proper attention throughout the entire transportation development process by recommending appropriate community-based public outreach programs. The Federal Highway Administration (FHWA) has consistently, throughout the years, highlighted the TPO's efforts and industry leadership in equity, including showcasing the tool at national events and peer exchanges to share and illustrate how to conduct proper equity analysis and public outreach within their respective regions.



SMART CONGESTION MANAGEMENT DASHBOARD

The SMART Congestion Management Dashboard (CMD) was approved by the Miami-Dade TPO Governing Board and developed in collaboration with FDOT District Six and various Miami-Dade County departments. CMD is a real-time, web-based platform coordinating data efforts to provide user-friendly congestion management information access and easier reporting tools on the transportation network. Information from the CMD is also being utilized to monitor SMART Plan benefits in the transportation network. In addition, this data facilitates strategies, objectives, and investments at a regional level to ensure resources are dedicated to reducing congestion within the metropolitan area.

MIAMI-DADE TPO & PARTNERS PUBLIC INVOLVEMENT STRATEGIES



Since the inception of the innovative Virtual Public Involvement (VPI) campaign with transportation partner agencies, “Taste of Transportation,” the TPO has continued to receive accolades for public outreach efforts. In 2021, the TPO added a new feature, “TPO on the Go!,” a video series designed to provide a voice and face regarding comments received. Participants are taped live during the outreach events with questions submitted to applicable transportation partner agencies for responses. The information gathered is produced as 1-minute “TPO on the Go!” videos. This new video series is an innovative, best practice in community outreach showcasing real-time questions and corresponding responses that are posted on the Miami-Dade TPO’s YouTube channel. Scan the QR code above to watch an episode of “TPO on the Go!”



Taste OF Transportation

Special Edition: Multimodal Journey

**SMART STREET TRANSPORTATION
ENHANCEMENTS PROGRAM (STEP)**

**GOLDEN GLADES MULTIMODAL
TRANSPORTATION FACILITY (GGMTF)**

**NW 36TH STREET
MULTIMODAL CORRIDOR**

**MIAMI INTERMODAL
CENTER (MIC)**

**LUDLAM
TRAIL**

**THE
UNDERLINE**

**GO
CONNECT**



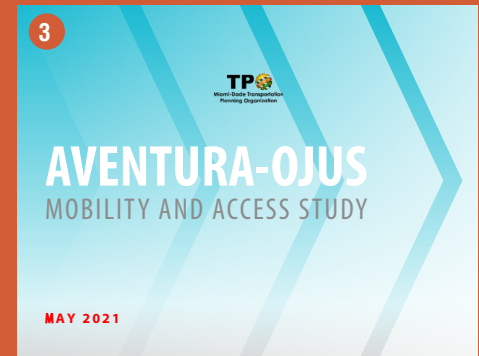
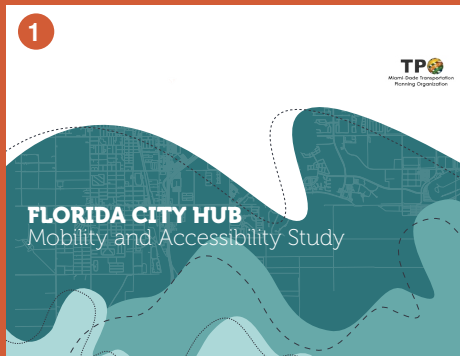
In an effort to continue public outreach activities and special events during challenging times, the Miami-Dade TPO launched the "Taste of Transportation" series. This Virtual Public Involvement (VPI) strategy included reaching out in a focused manner by implementing the outreach events based on the 2045 Long Range Transportation Plan's designated Transportation Planning Areas (TPAs). In 2021, the TPO conducted the final four of seven TPA virtual outreach events as well as a Special Edition which focused on multimodal transportation projects during FDOT's Statewide Mobility Week. This series has been recognized nationally by the Federal Transit Administration (FTA) in the National Center for Applied Transit Technology (N-CATT) Guidebook on Virtual Public Engagement as well as the Florida Department of Transportation (FDOT) in the Transplex Excellence in Transportation Planning Virtual Awards Ceremony.



Scan this QR code to access videos of the virtual events and to hear questions from the community about these projects.

IMPACT

TPO MOBILITY & ACCESSIBILITY STUDIES



1 Florida City Hub Mobility & Accessibility Study

The Park and Ride terminal station for the South Dade TransitWay Bus Rapid Transit (BRT) is proposed to be located at SW 344th Street in Florida City. To support the accessibility and the development potential at the station area, the Miami-Dade TPO conducted a Mobility Hub Study within Florida City to identify a comprehensive mobility system within the City's network. Outreach to local stakeholders and the community was conducted and incorporated into the Study, resulting in recommendations to increase connectivity, mobility, and safety for pedestrians, bicyclists, and transit users. The plan identified transportation technology, infrastructure, and amenities to facilitate the usage of the BRT station. This Study was utilized by Florida City to apply and receive \$1 million for construction in FY 2027.

2 SW 244th Street Hub (Princeton Station) Mobility & Accessibility Study

A Park and Ride station is proposed to be located at SW 244th Street for the South Dade TransitWay BRT. The strategic recommendations for multimodal connectivity presented in this Study created a plan to support access, as well as the development potential of the Princeton and Naranja communities. This Study also provides recommendations on how to provide connectivity, mobility, and safety for pedestrians, bicyclists, and transit users.

3 Aventura-Ojus Mobility and Access Study

The goal of this Study was to recommend connectivity, mobility, and safety improvements needed to create a well-linked, active transportation system near the proposed Aventura Brightline train station. The Study focused on recommendations within a half-mile radius of the Aventura Station for non-motorized bicycle/pedestrian improvements, and up to a 2-mile radius for on-demand and transit services. Recommendations were based on input from a community survey and coordination with local municipalities.

MUNICIPAL GRANT PROGRAM (MGP)

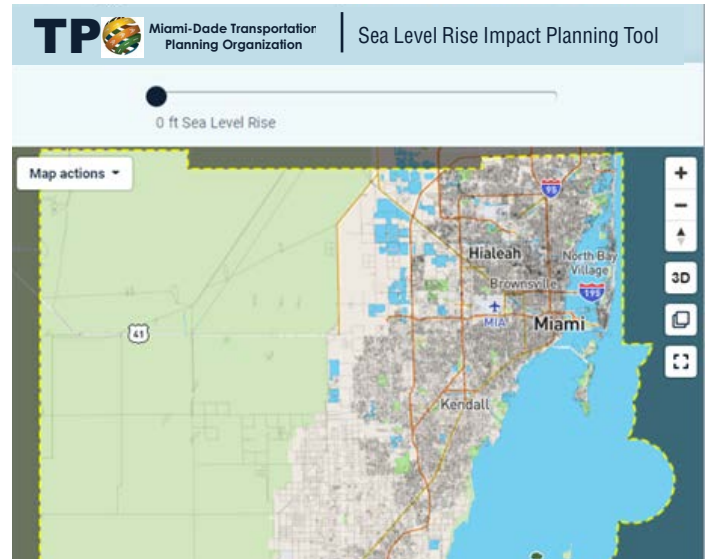
The MGP provides Miami-Dade County municipalities funding opportunities for transportation planning initiatives within their communities. Applications were submitted in December with recommended studies included in the draft FYs 2023-2024 Unified Planning Work Program (UPWP) as follows:

- Doral 2022 Transportation Master Plan Update
- Hialeah First Mile/Last Mile Multimodal Access Study
- Miami Trolley Fleet Vehicle Efficiency Plan
- Miami Springs Parking Analysis
- Palmetto Bay ADA & Sidewalk Safety Improvements – Phase 1
- Miami Shores Transportation Smart Plan
- El Portal NE 2nd Avenue Mobility Study
- Key Biscayne Crandon Boulevard Safety and Mobility Study
- Pinecrest SW 82nd Avenue, Complete Streets Planning Project

PLANNING TOOL SEA LEVEL RISE IMPACTS



Climate change threatens Southeast Florida communities primarily in the area of Sea Level Rise (SLR). Government agencies at federal, state, and local levels have taken actions to monitor, project, and plan for this change. Development of resilient communities against SLR has become a priority at all levels of planning. The Miami-Dade TPO's SLR Impact Tool was developed to assist users in selecting a geographic area within the boundaries of Miami-Dade County, and to move through different scenarios of SLR between one and six feet. The application visualizes the extent of flooded areas in response to these scenarios and provides associated statistics regarding potential impacts on local residents and the transportation network. The tool is intended for use by the Miami-Dade TPO, transportation agencies, as well as the general public, to identify areas of vulnerability so that officials may better plan and invest for the development of a resilient community.

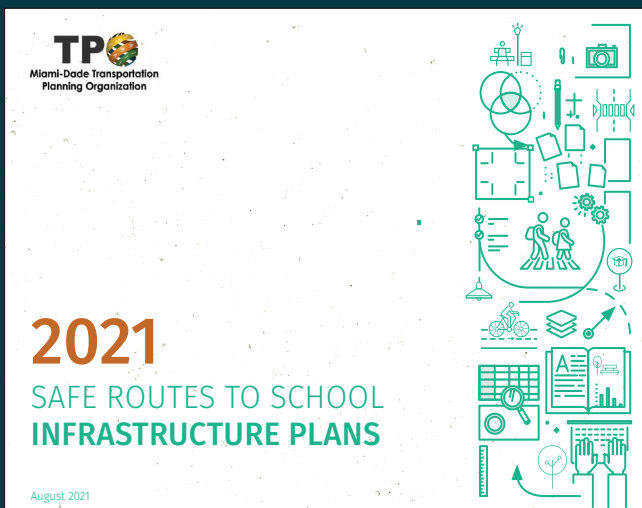


SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE PLANS REPORT



The SRTS is a federally funded program that promotes walking and biking as a safe, efficient, and healthy way of commuting to and from school. The Miami-Dade TPO manages the Miami-Dade SRTS Infrastructure Plans Program, in conjunction with partnering agencies including the Florida Department of Transportation (FDOT) District Six, Miami-Dade County Public Schools (MDCPS), and Miami-Dade Department

of Transportation and Public Works (DTPW). To be eligible for SRTS funding, proposed projects must identify issues preventing students from walking or biking safely to and from school. Typical infrastructure improvements integrate safety, traffic relief, health, and environmental awareness by completing sidewalk gaps, installing or enhancing crosswalks markings, installing bike lanes, and altering traffic dynamics. Eight schools were selected during the 2021 cycle, with an estimated cost of improvements of \$4.6 million. Two of the schools were combined into one joint application as they were located on adjacent properties. The eight schools were:



- Biscayne Gardens Elementary School
- Brownsville Middle School
- Henry H. Filer Middle School
- Horace Mann Middle School
- Thomas Jefferson Middle School
- Hialeah-Miami Lakes Senior High School
- Miami Carol City Senior High School
- West Hialeah Senior High School

IMPACT TPO REGIONAL INITIATIVES

2021 SAFE STREETS SUMMIT



The Miami-Dade TPO, the Broward Metropolitan Planning Organization (MPO), and the Palm Beach Transportation Planning Agency (TPA) jointly held a virtual Safe Streets Summit to provide a local, yet regionally connected approach to prioritizing and implementing Complete Streets throughout Southeast Florida. The Summit informed elected officials, transportation agencies, technical staff, and community partners on designing and implementing safe and accessible transportation facilities for all modes of transportation. The theme was "Moving Our Community Forward" and focused on the Region's continued collaboration for implementing safe pedestrian, bicycle, and transit facilities that promote healthy and resilient communities. During the awards ceremony, conference attendees voted to select the Town of Cutler Bay for the "People's Choice Award" for Best Complete Streets Project for the Protected Bike Lane Demonstration Plan (*Cutler Bay SW 211th Street*). Meg Daly, Founder of Friends of the Underline, won the "Miami-Dade County Complete Streets Champion Award." Also, attendees voted the City of Miami Beach Mobility Department as the "Miami-Dade County Community Winner."



SOUTHEAST FLORIDA TRUCK PARKING WORKSHOP



The Miami-Dade TPO hosted the Southeast Florida Truck Parking Workshop in collaboration with the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), the Broward MPO, and the Palm Beach TPA over a series of three half-days from October 26 to 28, 2021. Miami-Dade TPO Chairman Oliver G. Gilbert III welcomed attendees and offered opening remarks along with FHWA leadership. Miami-Dade TPO Executive Director, Aileen Bouclé, was part of a "Regional Planning Agencies" panel with representatives from the Broward MPO and the Palm Beach TPA leading discussions on capacity issues that include truck parking shortages in Southeast Florida, the incorporation of the Miami-Dade Freight Plan into the TPO's required federal and state documents, and the role of the TPO's Freight Transportation Advisory Committee (FTAC). Throughout the three days, TPO staff members also participated as moderators for several of the panels that engaged regional and state transportation partners on potential shared solutions to move the trucking industry forward.

SERPM - SOUTHEAST FLORIDA REGIONAL PLANNING MODEL

The Miami-Dade TPO's transportation planning efforts rely on a number of data-driven approaches to assist policy-makers in making informed transportation decisions, including travel demand forecasting to identify future travel needs. The tri-county regional travel forecasting model, Southeast Florida Regional Planning Model or SERPM, is utilized during planning stages of transportation projects such as new roadways or new transit lines. The ninth update to the SERPM is currently underway and is being led by the Miami-Dade TPO. SERPM provides an ability to answer critical questions such as: how many trips will people make; to/from where; what mode of transportation will be used;

and what routes will people take. SERPM is a modeling tool that utilizes scenario forecasting to prepare for new socioeconomic environments and potential planning challenges within Southeast Florida. SERPM is updated every five years to support the development of regional and local transportation plans, and other regional planning efforts. SERPM will support the development of all three respective upcoming 2050 Long Range Transportation Plans (Miami-Dade, Broward, and Palm Beach counties), along with the 2050 Regional Transportation Plan (RTP). The SERPM update will be completed and officially adopted at the end of 2024, when all three Plans have been adopted in the region.

TELECOMMUTING IN SOUTHEAST FLORIDA TO “FLATTEN THE CONGESTION CURVE”



The Miami-Dade TPO Governing Board approved a Telecommuting Study to understand telecommuting patterns and trends as a traffic mitigation strategy to “flatten the congestion curve” in post-pandemic conditions. A significant outcome of the study was the advancement of a series of policy recommendations to guide the Miami-Dade TPO and regional partners, including FDOT District Six, Miami-Dade County, and South Florida Commuter Services (SFCS), in recognizing telecommuting as a unique travel mode and in implementing programs and projects that increase and/or sustain the number of telecommuters.

- 1 EDUCATION AND OUTREACH POLICY**
Rollout of a regional telecommuting pilot program via SFCS to maximize telecommuting opportunities in South Florida.
- 2 GENERAL TELECOMMUTING POLICY**
Adoption of telecommuting as long-term policy to flatten the congestion curve in Southeast Florida by planning for, and investing in, telecommuting programs and projects.
- 3 TELECOMMUTER MODE OF TRAVEL POLICY**
Designate telecommuters as a recognized commuter group in Miami-Dade County advancing transportation and land use plans that promote the designation in state and federal plans and policies.
- 4 INFRASTRUCTURE INVESTMENT POLICY**
Plan and advance broadband infrastructure, including hardware and software, that optimize access and quality of telecommunications available to the teleworker commuter group.



Miami-Dade TPO Hybrid Staff Meeting

TELECOMMUTE PILOT PROGRAM SURVEY



In addition to the Miami-Dade TPO's initial Telecommute Study, the TPO Governing Board approved a pilot program in partnership with SFCS aimed at facilitating and increasing telecommuting (working from a remote location) as an overall strategy to “flatten the congestion curve” throughout southeast Florida.



**500 people
responded**



**125 people
participating**

From August to October 2021, SFCS solicited potential participants for the pilot program with over 500 people responding and 125 participating.

In November 2021, this one-year pilot program was launched. Every month, participants participate in questionnaires designed to gain insight on telecommuting experiences over time.

At the end of the pilot program, the information will be collected, analyzed, and used to understand how to maximize the development and implementation of a comprehensive, regional Telecommuting Program in Southeast Florida.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



The Miami-Dade TPO Governing Board approved the FYs 2022-26 Transportation Improvement Program (TIP) with a total project volume of over \$7.5 billion at their May 2021 meeting. Subsequently, the TIP was reviewed and approved by the Florida Department of Transportation (FDOT) and by the Federal Highway Administration (FHWA).

The TIP is a federally required multi-year program that prioritizes transportation improvement projects for federal, state, and local funding to be implemented in Miami-Dade County over the next five years. The document lists specific projects and anticipated schedules and costs. The TIP puts the Long Range Transportation Plan (LRTP) into action and is also the capital improvement element of the LRTP. Once approved by the Miami-Dade TPO Governing Board, projects in the TIP must be financially constrained, have undergone a series of evaluations, and include input and suggestions by the public. To assist the public in reviewing the 1,700-page TIP, a Citizens' Guide is provided for the following project categories: Intermodal, Highway, Transit, Aviation, Seaport, and Non-Motorized.

A 45-day public review period ran from March 23, 2021, to May 7, 2021. A proactive outreach campaign was employed



to maximize public input. Flyers in multiple languages were distributed to 50 Miami-Dade County libraries, a countdown clock was posted on the Miami-Dade TPO website, information was included in the TPO Weekly e-Newsletters, social media was utilized, and Miami-Dade TPO staff spoke about the TIP at various virtual meetings throughout the community. All comments received were considered for implementation into the final adopted document.

PERFORMANCE MANAGEMENT MIAMI-DADE TPO DATA COLLECTION AND SYSTEM ASSESSMENT



MIAMI-DADE TPO
DATA COLLECTION AND
SYSTEM ASSESSMENT

October 2021



- This document details the development of a performance-based geodatabase to be utilized by the Miami-Dade TPO for its Performance Management Reporting.
- Performance Management is a strategic approach to connect investment and policy decisions to set performance targets, monitor the progress toward the targets and to help achieve performance goals.
- Performance measure targets are the benchmarks against which progress is assessed using available data and provide quantitative criteria used to evaluate progress toward the TPO's goals. This system of assessing performance measures allows the TPO to understand the impacts of investments over time using a consistent data driven approach.

IMPACT TRANSPORTATION PARTNERS



MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW)

SOUTH DADE TRANSITWAY CORRIDOR

On June 4, 2021, DTPW broke ground on the construction of the South Dade TransitWay Bus Rapid Transit Project (South Corridor), which will provide high-quality transit service operating with similar features to rail. These services will include preemptive signals, off-board fare collection, and level boarding, designed to improve capacity and offer more reliability and deliver fast, efficient service.

Once completed, this new Bus Rapid Transit (BRT) service will provide 20 miles of exclusive transit right-of-way, parallel to US-1, with signal preemption, offering an easy 60-minute ride from Homestead to Downtown Miami. It will include: two end-of-line terminals at Dadeland South and SW 344th Street; 14 new iconic, state-of-the-art transit stations that will serve both the BRT Limited and All-Stop Routes; and 16 additional stops for the All-Stop Route along the South Dade TransitWay. This service is receiving financial support from the Federal Transit Administration (FTA), Florida Department of Transportation (FDOT), and the People's Transportation Plan (PTP) managed by the Citizens' Independent Transportation Trust (CITT).



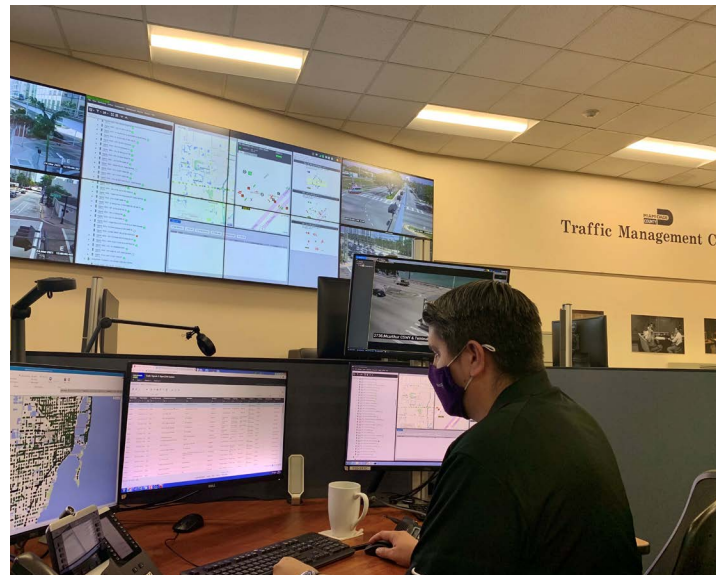
BETTER BUS NETWORK

On October 5, 2021, the Better Bus Network was unanimously approved by the Miami-Dade County Board of County Commissioners (BCC). The final new network redesign was created to be more useful for more people by increasing frequent service, creating easier connections, and improving evening and weekend Metrobus service. The Better Bus Network will improve and re-imagine the existing Metrobus network to better serve the community as a whole and attract

new riders by increasing better access to frequent bus routes, providing faster bus service, and improving off-peak service.

NEW ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS)

DTPW is currently installing a new Advanced Traffic Management System (ATMS) that will better serve motorists, transit users, pedestrians, and bicyclists. The County's new traffic management system includes the largest planned deployment of adaptive signal controls in the country and will comply with industrywide data communications protocol, which will allow the County to support "smart city initiatives" such as two-way communication between vehicles and traffic signals. This high-tech project includes the upgrade of the County's ATMS central software, replacement of traffic signal controllers, and installation of additional detection systems at signalized intersections. In 2021, the main project objective was the delivery of the central software system. This milestone entailed the development of the Information Technology (IT) architecture, establishing communication and security protocols, procurement of the IT infrastructure, configuration of servers and peripheral IT devices, installation, validation, and acceptance testing of the central software system. In addition, DTPW continued programming traffic signal and developing signalization plans for the installation of detection devices in 2021. The project completion is anticipated in 2028 with an approximate cost of \$160 million funded from Road Impact Fees and the PTP.



IMPACT TRANSPORTATION PARTNERS



MIAMI-DADE COUNTY SEAPORT DEPARTMENT

In December 2021, PortMiami won “Deal of the Year” award at The Bond Buyer’s 20th annual award ceremony for its \$1.24 billion seaport revenue refunding bonds, highlighting the Port’s resilience achievement. As a “Global Cargo Gateway” that continued to build infrastructure during the best cargo year in history, the “Cruise Capital of the World” resumed normal operations as the global cruise frontrunner. The improvements announced in 2021 include: PortMiami has begun the Phase 1 Shore Power Program with implementation planned for the fall of 2023. Shore power allows enabled ships to turn off their primary engines while docked, resulting in reduced air emissions. Five cruise lines have committed to retrofitting vessels within their fleet to utilize shore

power. This is equivalent to reducing the carbon emissions of about 35,000 cars per year in our community. A new 3-lane road, complete with a steel-girder flyover bridge and retaining walls, is slated to begin construction in 2022 to provide a more direct connection for cruise passengers and provisions headed to Cruise Terminal A and the future MSC AA/AAA terminal. MSC Cruises announced a partnership with Italian shipbuilder Fincantieri to build a \$414 million state-of-the-art terminal designed by global architecture firm Arquitectonica. The new terminal will be capable of servicing three large cruise ships at a time, representing a total of 36,000 passenger moves daily. The estimated date of completion will be in the fall of 2023.



MIAMI-DADE COUNTY AVIATION DEPARTMENT (MDAD)

Miami International Airport (MIA) passenger traffic fully recovered from the pandemic by the end of 2021, with its November and December passenger totals both six percent higher than the same months in 2019. MIA also set a new all-time single-day passenger record of 165,553 total travelers on December 19, 2021. MIA finished 2021 with 37.2 million passengers, which was twice its total of 18.6 million in 2020, and just 18 percent below its pre-pandemic tally of 46 million in 2019. MIA’s growth was the result of numerous airline expansions. Hub carrier American Airlines is now operating its largest Miami schedule ever, at 378 daily departures. Spirit Airlines launched its first-ever flights at MIA in October and is now serving 31 Miami routes, making it MIA’s second-busiest passenger airline. Frontier Airlines, MIA’s fifth-busiest airline, increased its Miami network to a total of 36 destinations – its largest number ever. JetBlue launched Miami service in February 2021 and is now MIA’s eight-busiest airline.

Additionally, JetBlue’s entry to MIA is estimated to generate nearly \$915 million in business revenue and 7,300 jobs into the local economy annually, while Spirit’s new Miami schedule is projected to generate \$1.6 billion in business revenue and support 12,500 local jobs annually.

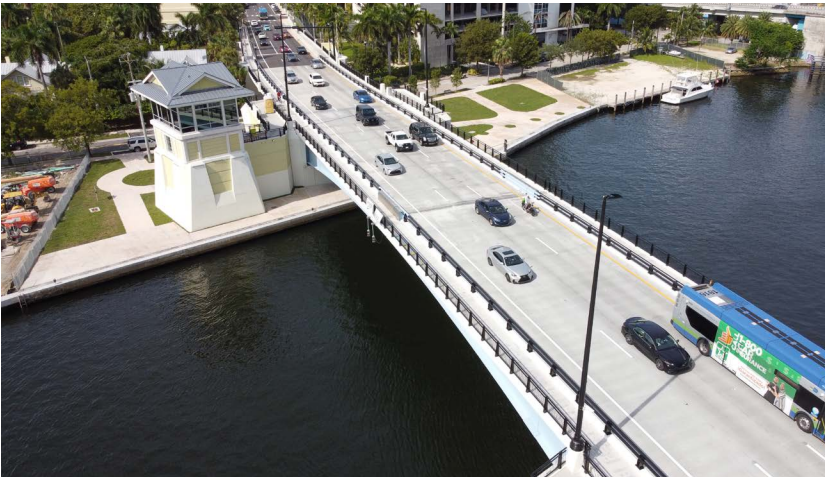
Through November, MIA handled 2.5 million tons of cargo in 2021, far exceeding its full-year total of 2.3 million tons in 2020 with another month still left in the year. MIA cargo tonnage was up 17 percent through November, easily putting it on track for its second consecutive year of record-breaking growth. MIA’s sustained upward trend in cargo volume spurred two major facility expansions that were completed in 2021. In November, DHL Express completed a \$78-million renovation and expansion of its MIA hub. The investment, which includes a state-of-the-art, fully automated package sorting system, nearly doubled the facility’s sorting capacity and warehouse space to 206,000 square feet. To accommodate its growth, DHL Express also expanded its workforce by 70 percent in 2021 to 731 employees at the new facility. In December, FedEx Express completed a \$72.2 million, 138,000 square-foot expansion of its hub at MIA, doubling its total facility size to more than 282,000 square feet. The enhancements include a new customs clearance area and a new 70,000 square-foot cold chain facility, the largest in the FedEx global network. The expansion created hundreds of new jobs at the hub during the busy winter holiday shipping season.





FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) - DISTRICT SIX

FIRST STREET BRIDGE REPLACEMENT PROJECT



In August 2021, the Florida Department of Transportation (FDOT) District Six opened the new State Road (SR) 968/SW 1st Street Bridge over the Miami River to vehicular and pedestrian traffic. The State Road (SR) 968/First Street Bridge Replacement Project began in May 2019 to replace the 90-year-old National Register of Historic Places-eligible (NRHP) bascule bridge. The estimated construction cost for the project is \$78 million. The replacement bridge eases congestion for vehicular traffic and improves navigation along the Miami River by replacing substandard functional and safety features of the old bridge and increasing horizontal and vertical clearances for marine traffic.

In addition to the new bridge, the project included: constructing a new bridge tender control house and approach spans; reconstructing the road; widening the navigable channel; installing an exclusive bicycle lane; constructing sidewalk connections to the bridge deck and Miami Greenway; installing pedestrian gates; relocating utilities; updating sidewalks, ramps and pedestrian crossings; and constructing a parallel catwalk on the bridge to provide for the reconnection of three historic catwalks from the bridge to the NRHP-eligible Miami River Inn; as well as new storm water drainage and streetlights.

TAMIAMI TRAIL NEXT STEPS PHASE 2 DESIGN-BUILD PROJECT



In fall of 2021, FDOT District Six began the Tamiami Trail Next Steps Phase 2 Design-Build Project along SR 90/US 41/Tamiami Trail in coordination with the National Park Service (NPS). Active construction began in April 2021 and is expected to be completed in 2024 at an estimated cost of \$53 million. The project includes six new bridges, seven improved culverts and elevating sections of SR 90/US 41/Tamiami Trail from east of the ValuJet 592 Memorial structure S-333 (MP 13.85) to 1.5 miles west of SR 997/Krome Avenue, east of structure S-334 (MP 24.42). Completed in 1928, Tamiami Trail is a crucial corridor between Southwest Florida and Miami but has long been recognized as a barrier to natural water flow. The Tamiami Trail Next Steps Phase 2

Project will enhance connectivity and sheet flow between the marshes north and south of Tamiami Trail while maintaining a vital transportation link. The Tamiami Trail Next Steps Phase 2 Design-Build Project is the last of three related projects in Miami-Dade County aimed at restoring water flow in Everglades National Park and Florida Bay. In 2008, the United States Army Corps of Engineers (USACE) constructed a one-mile bridge east of Coopertown Airboats and in 2019, FDOT and NPS completed two new bridges along Tamiami Trail from east of Osceola Camp to west of the Airboat Association of Florida. These projects improve the ecological conditions in the park and in the central Everglades, north of Tamiami Trail.

IMPACT TRANSPORTATION PARTNERS



CITIZENS' INDEPENDENT TRANSPORTATION TRUST (CITT)

The Citizens' Independent Transportation Trust (CITT) is a 15-member volunteer body created to oversee how proceeds from the half-cent sales surtax are invested in Miami-Dade County's transportation projects.

In the summer of 2021, the CITT approved the use of an additional \$11 million of surtax funds for engineering services for the development of the Strategic Miami Area Rapid Transit (SMART) Plan's East-West Corridor. This 16-mile corridor will extend between the Tamiami Station to the Miami Intermodal Center (MIC) and to Downtown Miami via the Dolphin Station, SR 836/ Dolphin Expressway, and the Blue Lagoon area. The Dolphin Station, located at NW 12 Street just west of the Florida's Turnpike, is the first transit hub to service the East-West Corridor. Residents can park at the Dolphin

Station and take express bus service, on a dedicated lane along SR 836, to and from downtown Miami. During the summer, the Miami-Dade County Board of County Commissioners (BCC) also approved a lease agreement for a Transit-Oriented Development (TOD) adjacent to the Dolphin Station.

Earlier in the year, the BCC also approved an Ordinance that gives municipalities greater flexibility in the use of their transportation surtax funds. They eliminated a requirement that municipal on-demand services only be used for trips within certain boundaries, and by expanding the coverage area up to five miles. Under the new Ordinance, cities can provide on-demand service to places such as clinics, pharmacies, grocery stores, employment centers, schools, etc.



MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

SR 874 RAMP CONNECTOR TO SW 128TH STREET

The new access ramp connection from the southern terminus of SR 874 to SW 128th Street has been substantially completed and is open to traffic. This new ramp provides expressway access to the growing southwest Miami-Dade communities, previously only serviced by access to and from Florida's Turnpike, through the SW 120th Street and the SW 152nd Street ramps. Total cost of the project was estimated at \$114.5 million.



SR 836/I-95 INTERCHANGE IMPROVEMENTS

MDX has partnered with FDOT District Six to acquire right-of-way, design, and build the SR 836 improvements from NW 17th Avenue to I-95 in conjunction with the I-395/SR 836/I-95 Design-Build Project. The project will also improve access to the Health District by providing enhanced connections to the area from I-95 and SR 836. The design-build contract was executed in July 2018 and completion is anticipated by FY 2024. Total cost for the MDX's project portion is estimated at \$244 million.

SR 836 SOUTHWEST EXTENSION/KENDALL PARKWAY

This 14-mile multimodal corridor will extend SR 836 from NW 137th Avenue to SW 136th Street and provide the residents in the western portion of the County another transportation option. The project is envisioned to include: express bus service and park and ride facilities in the vicinity of SW 88th Street and SW 136th Street; a multi-use recreational trail for walking and biking; 1,000 acres of land to be preserved in its natural state in perpetuity; and widening of the existing SR 836 Extension from NW 137th Avenue to the Florida's Turnpike. The final design and construction start dates for the remaining components of the project are yet to be determined pending funding availability. Total cost is estimated at over \$1 billion.

IMPACT REGIONAL TRANSPORTATION PARTNERS



FLORIDA'S TURNPIKE ENTERPRISE (FTE)

TURNPIKE EXTENSION/SR 821 WIDENING FROM DOLPHIN EXPRESSWAY TO NW 106TH STREET

A five-mile section of roadway is being widened from a mix of six to eight lanes to ten lanes along the Florida's Turnpike Mainline/State Road (SR) 821 from the Dolphin Expressway/SR 836 to Flagler Station Boulevard/NW 106th Street. The project entails major modifications at the Turnpike Extension and Dolphin Expressway interchange, including the construction of flyover ramps from eastbound and westbound Dolphin Expressway to the northbound Turnpike Extension, and from the southbound Turnpike Extension to eastbound and westbound Dolphin Expressway. The construction cost for this project is estimated at \$246 million and is anticipated to be completed in late 2024.

TURNPIKE EXTENSION/SR 821 WIDENING FROM INTERSTATE 75 TO THE TURNPIKE MAINLINE/SR 91

An eight-mile section of roadway is being expanded from four lanes to six lanes as part of a widening project along the Florida's Turnpike Mainline/State Road (SR) 821 "Turnpike Extension" from I-75 to Florida's Turnpike Mainline/SR 91. The project also includes the widening of ten existing bridges and the installation of sound walls along qualifying residential areas. The construction cost for this project is estimated at \$150 million and is anticipated to be completed in early 2022.



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA/TRI-RAIL)

Tri-Rail, a service of the South Florida Regional Transportation Authority (SFRTA), had the second highest ridership recovery among commuter railroads in the U.S., per the American Public Transportation Association's (APTA) Public Transportation Ridership Report for First Quarter 2021. On July 9, 2021, the agency recorded its 100 millionth rider in its 32.5 years of service and was followed by the highest on-time performance in its history in August 2021 with 96.76%. After a year and a half of running an amended train schedule due to the pandemic, Tri-Rail's full schedule returned on October 25, 2021, and daily ridership was back over 10,000 for the first time since March 2020.

In March 2021, Tri-Rail contracted with transportation partners to provide complimentary, on-demand commuter connections that were previously covered by bus. With the bus contract expired, new ride partners Uber, Yellow Cab, and Metro Taxi now cover the same routes while providing a more effective service to and from assigned Tri-Rail stations. The pilot, established in cooperation with South Florida Commuter Services, will continue to be evaluated to determine the future of Tri-Rail's First Mile/Last Mile connections.



BRIGHTLINE

AVENTURA STATION

Crews continue to make progress on Brightline's Aventura station. The project, which entails the addition of new rail infrastructure, and the construction of a new station is well advanced. The modular station building was assembled and delivered to the site. Crews are now focused on the interior of the station. The station is expected to be completed in mid-2022, and passenger service will start in the fall of 2022.

BRIGHTLINE+

Brightline, the only provider of modern, eco-friendly, intercity rail in America, relaunched service in November 2021 with a host of new offerings, including Brightline+. Brightline+ is a new door-to-door service, powered by Brightline's app and supported by a fleet of electric vehicles. The service, which is the first of its kind, will offer guests several First Mile/Last Mile transit options within a five-mile radius, including integration with Miami-Dade Transit, Broward County Transit, and Palm Tran, in addition to other public and private options.

IMPACT

PEER EXCHANGES - CONFERENCES - BEST PRACTICES

Southern Nevada Peer Exchange: The TPO led a multiagency delegation including DTPW and FDOT District Six to participate in a peer exchange with the Regional Transportation Commission (RTC) for Southern Nevada. The focus was on evaluating emerging tunneling technologies with a site visit of the Las Vegas Convention Center (LVCC) Loop. In addition, the Miami-Dade TPO shared information regarding the progression of the SMART Plan.

North Carolina State University Peer Exchange: Miami-Dade TPO staff conducted a Technical Peer Exchange with the North Carolina State University (NCSU) per the Federal Transit Administration (FTA) Travel Demand Office (TDO). At the request of the FTA-TDO, the Miami-Dade TPO presented guidance regarding transit forecasting and long range planning.

Environmental Justice (EJ) and Equity Screening Tools Peer Network: Miami-Dade TPO staff was invited by the Federal Highway Administration (FHWA) to present and participate in the EJ and Equity Screening Tools Peer Network. The goal was to facilitate equitable outcomes through transportation planning and project development.

American Planning Association (APA) Florida Chapter 2021 Florida Conference: The Miami-Dade TPO participated in the conference held in downtown Miami, featuring Miami-Dade TPO Chairman Oliver G. Gilbert III and Miami-Dade County Mayor Daniella Levine Cava, providing opening remarks. Throughout the conference, Miami-Dade TPO Executive Director Aileen Bouclé, along with Miami-Dade TPO staff, presented at multiple sessions.

Association of Metropolitan Planning Organizations (AMPO) 2021 Annual Conference: Miami-Dade TPO Chairman Oliver G. Gilbert III, TPO Executive Director Aileen Bouclé,

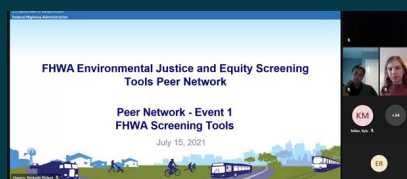
and TPO staff presented at various sessions, including the UPWP Best Practices, during the conference in Scottsdale, AZ. AMPO is the transportation advocate for metropolitan regions, committed to enhancing MPOs' abilities to improve metropolitan transportation systems.

American Public Transportation Association (APTA) Transform Conference & Expo: This conference plays a pivotal role in connecting the industry and looking ahead at public transportation's future. Miami-Dade TPO Chairman Oliver G. Gilbert III and Executive Director Aileen Bouclé discussed measuring and communicating the value of transit beyond ridership with conference participants.

National Association of Regional Councils 2021 Executive Directors Conference: Miami-Dade TPO Executive Director Aileen Bouclé was elected by her peers to the Executive Director's Council, representing the State of Florida as an At-Large Open seat. This organization seeks to advance the priorities and needs of Regional Councils and Metropolitan Planning Organizations across the nation.

Virtual Public Engagement Best Practice: Miami-Dade TPO was highlighted during the National Center for Applied Transit Technology (N-CATT) "Virtual Public Engagement: Strategies and Trends" guidebook preview that included a case study of the Miami-Dade TPO's virtual outreach program. The TPO's program has been nationally recognized as a best practice by FHWA.

Bicycle Outreach Best Practice: Miami-Dade TPO staff was interviewed by the University of Illinois at Chicago in partnership with the Chicago Department of Transportation (CDOT) and Vision Zero Chicago highlighting the Miami-Dade TPO's public engagement through the Bicycle Pedestrian Advisory Committee (BPAC).



MIAMI-DADE TPO RECOGNIZING THE IMPACT IN OUR COMMUNITY



1 Outstanding Elected Official Leadership Award

The Miami-Dade TPO was nationally recognized, on behalf of TPO Chairman Oliver G. Gilbert III, by the Association of Metropolitan Planning Organizations (AMPO). AMPO awarded the “Elected Official Leadership Award” to TPO Chairman Gilbert at its Annual Conference award ceremony. This award honors outstanding efforts in transportation planning and leadership of an elected official who has successfully advanced transportation planning in the public arena. Chairman Gilbert, in his leadership role, along with the TPO Governing Board, has led major milestone resolutions that are advancing critical transportation initiatives in Miami-Dade County, with the adoption of multiple SMART Plan Locally Preferred Alternatives (LPA) as well as identifying/securing the needed financial mechanisms for these studies. TPO Chairman Gilbert also serves as the Southeast Florida Transportation Council (SEFTC) Chairman, representing the Miami-Dade TPO, where he has overseen policy coordination and planning efforts for the southeast Florida region, especially as it relates to the development of the 2045 Regional Transportation Plan (RTP).

2 2021 Tom Bradley Leadership Award

The Miami-Dade TPO was nationally recognized, on behalf of TPO Chairman Oliver G. Gilbert III, by the National Association of Regional Councils (NARC). NARC awarded the “2021 Tom Bradley Leadership Award” to TPO Chairman Gilbert at its 2021 General Achievement and Leadership Award Ceremony, held virtually, during the 55th Annual Conference & Exhibition. This award recognizes the leadership and excellence of an elected or appointed official in advocating for regional concepts, approaches, and programs at any level of government. Chairman Gilbert has led the Miami-Dade TPO Governing Board with his leadership, and championing the passage of major transportation milestone resolutions that are advancing the SMART Plan and critical transportation initiatives in the Miami Urbanized region.

3 Innovations in Planning for All Ages Award of Merit

The Miami-Dade TPO was recognized by the American Planning Association (APA) Florida Executive Committee at its 2021 Annual Conference in Miami, Florida. TPO Vice Chairman Juan Carlos Bermudez, on behalf of the TPO Governing Board, accepted the “Innovations in Planning for All Ages” Award of Merit, which recognized the TPO’s Senior Living Facilities Road Safety Audit. Statistics show that between 2008 and 2014, more than 10% of all crashes in Miami-Dade County occurred within a quarter mile of older adult living centers. In recent years, the Miami-Dade TPO has been working to ensure road conditions are safer for older adults. This began with the Complete Streets Design Guidelines in 2014, then continued with the Aging Road Users Strategic Safety Plan in 2017, Vision Zero Plan in 2018, and the Senior Living Facilities Road Safety Audit in 2019.

4 Outstanding Overall Achievement for a Transportation Management Area (TMA) Honorable Mention

The Miami-Dade TPO was awarded an Honorable Mention for “Outstanding Overall Achievement for a Transportation Management Area (TMA)” at its annual conference award ceremony. The Miami-Dade TPO has emerged as one of the leaders within the State of Florida as the agency which immediately adapted and progressed through the challenges of the COVID-19 pandemic. During this time, the Miami-Dade TPO continuously reached major milestones in the implementation of the SMART Plan as coordination efforts never ceased with local, state, and federal agencies. In addition, during the pandemic, the TPO remained highly-engaged with the community to both provide information, and obtain feedback, in the federal transportation planning process.

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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**Miami-Dade Transportation
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