

# 2018 GENERAL ASSEMBLY

## — EXECUTIVE SUMMARY —



MARCH 22, 2018

SMARTER MOBILITY TODAY & TOMORROW

## CHAIRMAN'S MESSAGE

The inaugural Miami-Dade Transportation General Assembly was attended by Miami-Dade TPO Governing Board Members, as well as local, state, and national transportation leaders. Topics centered on the SMART Plan, with emphasis on Transit-Oriented Development (TOD) as part of the overall benefits to the economy. Speakers covered a wide range of topics including innovative policy options, private sector collaboration, and innovative new funding sources such as Tax Increment Financing (TIF) and value-captured financing.

There was consensus that the SMART Plan can, and will, facilitate growth in our economy, while connecting the residents and visitors of our region. Economic growth, job creation, new markets for business, and accessibility are all associated with efficient transportation. Miami-Dade County's future economic growth is directly related to the transportation investments envisioned in the SMART Plan.

It was an important opportunity to bring together industry experts, community, and business leaders to engage in these critical conversations. The time is now to start making that vision a reality, and I'm very excited to see all the pieces begin falling into place.

Thank you for attending and supporting the 2018 Miami-Dade TPO General Assembly, and I look forward to our continued progress towards making the SMART Plan a reality!



**ESTEBAN L. BOVO, JR.**  
CHAIRMAN, MIAMI-DADE TPO

**11:15 AM**

Welcome & Opening Remarks

Honorable **Esteban L. Bovo, Jr.**, TPO Chairman  
Presentation of Colors and Invocation

**11:35 AM**

2017 TPO Annual Report

**Aileen Bouclé**, AICP, TPO Executive Director

**11:50 AM**

Special Recognition and  
Award Ceremony

Miami-Dade TPO Governing Board

**12:20 PM**

Atlanta Regional Commission (ARC)

**Douglas R. Hooker**, Executive Director

**12:55 PM**

Keynote Speaker

Honorable **Francis Suarez**, TPO Vice Chairman  
Chairman, Transportation & Mobility Committee

**1:15 PM**

Local & State Perspectives  
on the SMART Plan

Honorable **Kionne L. McGhee**, Chairman  
Miami-Dade County Legislative Delegation

Honorable **Esteban L. Bovo, Jr.**, TPO Chairman

Honorable **Oliver G. Gilbert III**, President  
Miami-Dade County League of Cities

**2:30 PM**

Transit & Funding Policies

Honorable **Dennis C. Moss**  
Chairman, TPO Fiscal Priorities Committee

**Robert M. Paley**, Director  
New York Metropolitan Transportation Authority

**Meg Daly**, Livable Communities Expert

**Sasha Page**, Principal, IMG Rebel

**3:30 PM**

Closing Remarks

Honorable **Rebeca Sosa**  
Chairwoman, TPO Executive Policy Committee





## **Honorable Esteban L. Bovo, Jr., Miami-Dade TPO Chairman**

Miami-Dade TPO Chairman Esteban L. Bovo, Jr., has served on the Miami-Dade County Board of County Commissioners (BCC) as the District 13 Commissioner since November 2011, which includes Hialeah, Miami Lakes, Palm Springs North, and neighboring areas of unincorporated Miami-Dade. On December 6, 2016 he was also elected by his colleagues as Chairman of the Miami-Dade County BCC. He commenced his public service when he was appointed Councilman for the City of Hialeah in 1998. After being re-elected twice, Chairman Bovo's colleagues selected him as President of the Hialeah City Council and he remained in that capacity throughout his term. In November 2008, he was elected as State Representative for District 110 and was re-elected without opposition in 2010. Chairman Bovo was born in Queens, New York to Marilyn and Esteban Bovo-Carás. As a member of the 2506 Brigade, his father instilled in his son the value of fighting for justice while his mother taught him the importance of compassion and service to the community. Chairman Bovo has been a proud resident of Miami-Dade County for over 47 years, and holds a Bachelor's degree in Political Science from Florida International University. Chairman Bovo is married with five children.



## **Honorable Francis Suarez, Miami-Dade TPO Vice Chairman**

Miami-Dade TPO Board Member Francis Suarez was reappointed Vice Chairman for a second term by his fellow TPO Board Members. Vice Chairman Suarez has been a City of Miami Commissioner since November 17, 2009, and a TPO Board Member since February 2012. Vice Chairman Suarez is dedicated to elevating the quality of life of the residents he serves by way of focusing on transportation and connectivity issues within the city and beyond, nurturing the growth of a tech-based economy in the area and, by extension, job creation and international opportunities with Latin America. He was born into a family where, as he describes, "being socially conscious was a kind of requirement." Prior to running for public office, he founded a successful real estate firm. He is also a practicing attorney with the law firm of GrayRobinson, specializing in real-estate and corporate transactions. Vice Chairman Suarez graduated from Florida International University where he majored in finance and graduated in the top ten percent of his class. He went on to law school at the University of Florida Frederic G. Levin College of Law, graduating cum laude. Vice Chairman Suarez is married with one child.



## **Honorable Oliver G. Gilbert III**

Miami-Dade TPO Board Member Oliver G. Gilbert III is the Mayor of the City of Miami Gardens. In 2008, Oliver was appointed to the Miami Gardens City Council until 2012. In 2012, Oliver was elected as the second Mayor of Miami Gardens and is currently serving his second term, having been re-elected in August and December of 2016. He is President and Executive Committee Member of the Miami-Dade County League of Cities, First Vice President and member of the African-American Mayor's Association's Board of Trustees, Advisory Board member of the United States Conference of Mayors, and a BME Community Leader. He holds a degree from Florida A&M University. After completing Florida A&M, he attended the University of Miami School of Law where he graduated with honors. He is also a member of the Leadership Florida Cornerstone Class XXXVI; member of North County Citizen's Association; the Florida Agricultural and Mechanical University National Alumni Association; the Sigma Alpha Chapter of Omega Psi Phi Fraternity, Incorporated; and Miami Fellows - Class V.



## **Honorable Dennis C. Moss**

Miami-Dade TPO Board Member Dennis C. Moss has served on the Miami-Dade County Board of County Commissioners (BCC) as the District 9 Commissioner since 1993. On November 20, 2008, the Miami-Dade County BCC elected him as its 2009-2010 Chairman. His 2008 election as Commission Chairman coincided with the beginning of his fifth consecutive term representing District 9. With his re-election in 2016, Commissioner Moss has been elected seven times by the residents of District 9, which is geographically the largest and most diverse in the county. Some of his accomplishments include: saving Homestead Air Reserve Base and bringing to South Dade a public hospital, the South Miami-Dade Cultural Arts Center, a winery, an extension of the busway to Florida City in addition to a proposed Zoo Miami theme park. For more than 38 years, he has served as the Executive Director of the Richmond Perrine Optimist Club, where his agency provides programs for delinquent and at-risk youth, and disadvantaged families. Commissioner Moss holds a Bachelor's degree in Economics from Grinnell College in Iowa. He is married with three children.



## **Honorable Rebeca Sosa**

Miami-Dade TPO Board Member Rebeca Sosa has served on the Miami-Dade County Board of County Commissioners (BCC) as the District 6 Commissioner since 2001. On November 20, 2012, she was elected by her colleagues as Chairwoman of the County Commission and the TPO Governing Board where she served a two-year term. Prior to joining Miami-Dade County, Commissioner Sosa served as Mayor of the City of West Miami from 1994 to 2001 where she was able to secure more than \$5 million in grants for the City for capital improvement projects as well as improvements to its drainage and parks systems. She has been an educator for more than 30 years and is currently a teacher-trainer for Miami-Dade County Public Schools. Commissioner Sosa was born in Camaguey, Cuba and received her Bachelor Degree in Secondary Education from the University of Puerto Rico and a Bachelor Degree in Elementary Education from Saint Thomas University where she graduated Summa Cum Laude. She holds certifications both in elementary education and as an instructor for English for Speakers of Other Languages (ESOL). Commissioner Sosa is married with two children and a grandchild.



## Honorable Kionne L. McGhee

Kionne L. McGhee is a Florida State Representative, and in 2017, he was elected among his peers as the Chairman of the Miami-Dade County Legislative Delegation. He is also the incoming Minority Leader of the State House, an author, college professor, husband, and father. He received his B.S. at Howard University and attended the Thurgood Marshall School of Law at Texas Southern University. McGhee served as an Assistant State Attorney and became an Adjunct Professor at Miami-Dade College. It was during this time that he wrote a memoir about his journey and started to use his experiences to motivate others to achieve their greatest goals in life. On August 14, 2012, McGhee was overwhelmingly elected as Florida State Representative, District 117. He has received numerous community awards and recognitions from great leaders for his dedication and hard work.



## Douglas R. Hooker

Doug R. Hooker is the Executive Director of the Atlanta Regional Commission. Throughout his career, he has held positions for Atlanta's Department of Public Works, the State Road and Tollway Authority, Biolab Inc., and Atkins Engineering. His career spans throughout regional and local projects regarding energy, education, transportation and water. Mr. Hooker currently serves on the board for the Council for Quality Growth, Georgia Tech's Advisory Board, the Atlanta Symphony Orchestra Board and many others. He is an alumnus of several leadership programs as well as the recipient of numerous awards and recognitions such as the Distinguished Alumnus Award from Ivan Allen School of Public Policy.



## Robert M. Paley

Robert M. Paley is Director of Transit-Oriented Development at the New York State Metropolitan Transportation Authority where he oversees MTA property development, including the West Side Yard development in Manhattan. Prior to joining MTA, he developed residential buildings near transit for several private real estate companies. Mr. Paley is an adjunct assistant professor of real estate development at Columbia University, a member of the Urban Land Institute's NY District Council Advisory Board, a member of the national TOD Council of the Urban Land Institute, and a 2018 Expert in Residence at the Yale Center for Business and the Environment. He received his BA and MBA from Yale University.



## Meg Daly

Meg Daly is a recognized leader and community activist for the advancement of Livable Community design, with specific focus on first/last mile connectivity, trail development, as well as the promotion of pedestrian and bicycle friendly design. Ms. Daly is an advocate for trails in Miami-Dade County, promoting the advancement of an interconnected trail system for the benefit of residents and visitors, not only in Miami-Dade County, but also across the region and the State of Florida. Ms. Daly is founder and president of Friends of The Underline, a 501(c)3 non-profit organization leading the initiative to transform the underutilized land below Miami's Metrorail into a 10-mile, urban trail and linear park. Ms. Daly has a BA in English from Vanderbilt University and has served on a number of philanthropic boards.



## Sasha Page

Sasha Page is Senior Vice President for Finance at IMG Rebel an infrastructure advisory firm located in Bethesda, MD, with affiliated offices in the Netherlands. IMG Rebel specializes in innovative funding and the management of infrastructure facilities. Mr. Page has over two decades of experience advising on public-private partnerships, finance, and development of bus and bus rapid transit, light and heavy rail, parking, and other highway infrastructure. He has advised on a number of projects and programs for transit and other agencies, including in Chicago, Boston, Dallas, Denver, Los Angeles, Miami, Raleigh/Durham and San Francisco. Mr. Page is a member of the Transportation Research Board's revenue and finance committee and the American Public Transportation Association's finance, public-private partnerships and high-speed rail committees.

## SPECIAL RECOGNITION OF THE TPO CITIZENS' ADVISORY COMMITTEES

- Bicycle Pedestrian Advisory Committee (BPAC)  
› **Eric Tullberg**
- Citizens' Transportation Advisory Committee (CTAC)  
› **Alan Fishman**
- Freight Transportation advisory committee (FTAC)  
› **Barbara Pimentel**
- Transportation Aesthetics Advisory Committee (TARC)  
› **Juan Crespi**
- Miami-Dade County Local Coordinating Board (LCB)  
› **Jorge Azor**

## DEVELOPMENT OF EXCELLENCE AWARD

The Development Excellence Award is dedicated to a project that combines different elements to attract people, and integrate transportation facilities as a mean to provide accessibility and mobility to workers and customers. It is an example of what is considered a Transit Oriented Development (TOD). This year the award goes to a project that has captured and achieved the culture of Miami by integrating the artistry and beauty of the development with the environment, the technology, the sustainability, and mixed-use space to satisfy the demand of their customers. This development is over a \$1 billion landmark with over 4.9 million square-feet and has transformed the heart of Downtown Miami. The winner of the Development Excellence Award is the **Brickell City Centre**.

## CONGESTION BUSTER AWARD

The Congestion Buster Award represents a municipality that has helped to alleviate traffic congestion, as well as provided a mobility alternative to promote transit within Miami-Dade County. This award was based on the performance of municipal circulators for the past three (3) years. The criteria used for this selection are: total ridership, annual ridership percentage growth, and trips per person based on municipal population using data from 2015 U.S. Census. Based on this evaluation, the winner of the 2018 Congestion Buster is the **City of Miami**.

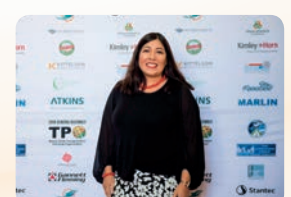
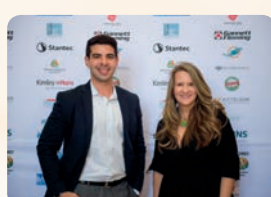
## TRANSPORTATION CHAMPION AWARD

The Honorable **Maurice Ferré** was recognized for his public service in advancing transportation in South Florida. Having received many honors throughout the years, he has also been an active member on several presidential advisory boards. A University of Miami graduate, Mr. Ferré began his first term in public office when he was elected to the Florida House of Representatives in 1966. From 1967 to 1970 he served as a City of Miami Commissioner, followed by six-terms as Mayor of the City of Miami, becoming the first Puerto Rican-born US Mayor and first Hispanic Mayor of Miami. He has served many local affiliations and boards, such as the Miami-Dade County Board of County Commissioners, the Miami-Dade Expressway Authority, as well as the Miami-Dade TPO Governing Board. Today, he currently serves on the Florida Transportation Commission, a position he has held since 2010. His passion and commitment for public service has spanned over many decades.











# TP | THE EVENT

Miami-Dade Transportation  
Planning Organization





## NETWORKING AND “SAFER STREETS, SAFER PEOPLE” DISPLAY



## PRESENTATION OF COLORS AND INVOCATION





## SMART PLAN TRANSIT-ORIENTED DEVELOPMENT VIDEO RELEASE



### Honorable Esteban L. Bovo, Jr., Miami-Dade TPO Chairman

During the General Assembly, TPO Chairman Bovo presented a new SMART Plan video.

"The Miami-Dade TPO is working with the community and transportation partners at the local, state, and federal level to expand transit, increase mobility, and reduce traffic congestion. This is critical in order to support future economic growth and development in our region. The County's Urban Development Boundary (UDB) defines the area of permitted land uses, which is why the SMART plan strategically extends transit options along corridors that will reduce pressure on the UDB, while also promoting densification and development along the County's major population and employment centers. In general, there are three levels of transit-oriented development (TOD) ranging from high intensity regional to metropolitan, and community centers. At the community level, this provides enhanced mobility, walkability, and is planned in conjunction with the neighborhood's unique vision for a vibrant, livable, and sustainable community.

At the Metropolitan, or medium intensity level, the land use is more balanced between residential and employment with higher intensity development occurring within walking distance of the transit stations. This represents a range of office, residential, as well as commercial land uses. Regional development reflects the cultural and economic significance of downtown and central business districts. TOD traditionally occurs within a half-mile of premium transit corridors and stations. With commercial, employment, and residential spaces, the linkage between land-use and transportation provides a return on investment. TOD along the SMART Plan corridors are opportunities to promote the economy, job creation, and new markets in South Florida. This is critical to support the future of our region, and we invite you to participate in the process."

**SMART** | STRATEGIC MIAMI AREA  
RAPID TRANSIT PLAN  
**Transit-Oriented Development**

Please visit [www.miamidadetpo.org/smartplan](http://www.miamidadetpo.org/smartplan) to watch the video and learn more about the SMART Plan.

## ATLANTA REGIONAL COMMISSION PRESENTATION



### Douglas R. Hooker, Executive Director, Atlanta Regional Commission (ARC)

Mr. Hooker began his presentation by sharing a brief video of an opinion survey conducted by the ARC called "Metro Atlanta Speaks" that highlighted transportation as the number one concern for residents living in the Atlanta region. He shared some interesting facts and similarities between the Atlanta and the Miami Urbanized Area, including similar commute distances and time spent in traffic. Both regions have similar top three employment sectors including retail, healthcare, and hospitality. In fact last year, South Florida and Atlanta tied for the second-fastest job growth rate among the nation's 12 largest metropolitan areas with an average increase of 2.4% or 62,000 new jobs. Collectively speaking, Atlanta and South Florida surpassed the national growth average rate of 1.4%, second only to Dallas, TX. Another commonality is how our workers travel to jobs:

ACTIVITY	MIAMI	ATLANTA
Drive Alone	77%	78%
Carpool	9%	10%
Public Transport	5%	3%
Home-Based Work	4%	6%

Atlanta is experiencing a major trend in urbanization and increasingly, people, young and old, want to live near transit stations. They also want to live in mixed-use communities where they can easily access dining, retail, services, entertainment, and perhaps work - all without having to drive a car. In response, Atlanta's major transit agency, MARTA, has embarked on an aggressive transit-oriented development (TOD) program. In November 2016, City of Atlanta voters elected to add another ½ cent sales tax to the existing 1% sales tax in order to add more transit services throughout the city. This "More MARTA" program will be accomplished in collaboration with MARTA, but will emphasize new or extended services where City leaders feel it is most needed. This seemingly sudden shift regarding transit in Atlanta is not as sudden as it may seem, and public support for transit has been increasing for a while. In recent years it has become abundantly clear that businesses want to locate closer to pools of workers near transit stations. Several years ago, NCR moved its headquarters to Midtown Atlanta, the heart of Atlanta's exploding tech ecosystem, which is home to three MARTA rail stations. State Farm insurance company is building a major regional center that is adjacent to a large MARTA station, and in fact, has built a direct pedestrian bridge connection from that station into its new building. MARTA and transit have become a critical part of the Atlanta region's economic competitiveness.

## LOCAL AND STATE PERSPECTIVES ON THE SMART PLAN PANEL



### Honorable Francis Suarez, Miami-Dade TPO Vice Chairman

TPO Vice Chairman Suarez addressed the General Assembly directly regarding the focus of our region's future economic growth and the direct linkage to the transportation investments envisioned in the SMART Plan. He highlighted the great example of the Brickell City Center Transit-Oriented Development (TOD) and how this project has positively impacted the economy, created jobs, while integrating transit with the County's People Mover system. This type of TOD provides enhanced connectivity and reduced congestion, which is an excellent example to follow with the development of the SMART Plan. He emphasized the need to stay united as a community to push ahead the critical projects necessary to make our transportation network more efficient. Vice Chairman Suarez invited the below Panelists to the stage, representing local, county and state officials as he moderated a discussion on Local & State Perspectives regarding the SMART Plan.

### Honorable Esteban L. Bovo, Miami-Dade TPO Chairman

TPO Chairman Bovo highlighted the need to expand transit options and increase the efficiency of transportation in South Florida. The focus of TOD associated with transit investments was discussed, including such benefits as: Economic growth, job creation, new markets for business, and increased accessibility to housing, employment, education and healthcare. A discussion on SMART Plan funding also included the 2017 TPO Governing Board allocation of just under \$1 billion over the next 30 years to advance the plan. In addition, the Miami-Dade Board of County Commissioners (BCC) approved Tax Increment Financing (TIF) Districts along the SMART Plan corridors to provide for future funding. Recognizing this is not enough, he emphasized the need to pursue State, Federal, and Public/Private Partnerships (P3) to leverage local funds. He summarized that the next steps in the SMART Plan include developing a financial framework maximizing state and federal partnerships, while exploring opportunities for P3s, including TOD along the SMART Plan corridors.

### Honorable Oliver G. Gilbert III, Miami-Dade TPO Board Member

As Chairman of the Miami-Dade League of Cities, TPO Board Member Gilbert offered insight from the municipal perspective regarding the importance of the SMART Plan. He emphasized that we are all one county and the need to increase connectivity and access from the south to the north and vice versa is critical now more than ever. With increasing congestion and limited mobility options, the SMART Plan offers opportunities for access to all areas of the County. Mayor Gilbert also explained how cities are able to participate in the transportation planning process with the TPO and ensure that the plan being developed is an integrated and unified transit system for the benefit of the entire community. Municipalities can bring in a strong local perspective that will enhance the overall transportation planning process. The input and participation at the local government level is essential to the success of the SMART Plan as well as support for the plan is necessary from all levels of government across the county. Opportunities to engage in the process should be expanded as much as possible.

### Honorable Kionne L. McGhee, State of Florida Representative, District 117

As the Chairman of the Miami-Dade County Legislative Delegation, Kionne L. McGhee offered a statewide perspective, especially as it relates to funding the SMART Plan. The overall perspective of advancing transportation initiatives are supported by the Miami-Dade Delegation which can provide a supportive role to the County in seeking state funds. Legislative items related to advancing transportation in Miami-Dade County include prioritizing funding opportunities and facilitating assistance from the appropriate state agencies to assist with technical and administrative support of the SMART Plan. The conversations at the local and state level need to continue so that solutions can be implemented as quickly as possible. Everyone agrees that transportation improvements are needed. Promises that were made to the public need to be addressed and while transit has not been expanded for years, congestion has been steadily increasing especially in areas with no viable transit options.



## TRANSIT AND FUNDING POLICIES PANEL

### Honorable Dennis C. Moss, TPO Fiscal Priorities Committee Chairman

TPO Fiscal Priorities Committee Chairman Dennis C. Moss moderated the Transit & Funding Policies panel. He stressed the importance of funding investments in the SMART Plan in order to enhance mobility and support continued economic growth and development, primarily through the Transit Oriented Development (TOD) that occurs within a half-mile of premium transit corridors and stations. His panel focused on building upon the examples of return on investments from other transit systems across the country, such as New York's Hudson yard land-use redevelopment project that generated the necessary funds to extend the New York transit (subway) system. In addition, the panel discussion included several innovative funding approaches that have been used for transit projects across the nation. These examples serve as Best Practices and may also be application for inclusion with the SMART Plan. Another area of focused discussion was the importance of the first/last mile connection and integration of a seamless transit system from beginning to ending point. Examples highlighted by the below panelists have multiple applications for the SMART Plan funding approach.



### Hudson Yards, New York City

#### Robert Paley, Director, Transit-Oriented Development, New York Metropolitan Transportation Authority (MTA)

The expansion of the Manhattan Central Business District west to the formerly industrial area along the Hudson River can be a model for joint land use and transit planning and value capture that finances transit investment. The time pressure of an Olympic bid motivated the City of New York to quickly move forward with land use planning for a broader district and the associated financing mechanism to underwrite bonds for the subway extension needed for access to the new high-density district. Revenues for the \$3.2 billion in bonds for the subway and other infrastructure come from two primary sources: 1) one-time payments to purchase extra density development rights and 2) recurring payments based on the increase in property taxes generated by the new development. In addition to financing the subway, the new plan and zoning created the opportunity for MTA to receive more than \$1.6 billion from the sale of its development rights. Three factors were critical to the success of Hudson Yards: 1) Land use and transportation planning were closely coordinated, 2) The development district had strong market potential, and 3) City was willing to accept financial risk which made the bond underwriting possible.



### The Tale of Three Cities: Connectivity and Livability

#### Meg Daly, Livable Communities Expert

Ms. Daly provided a presentation on how Miami-Dade County is following the example of two other locations that are utilizing greenway projects to support their transit system and create a more livable community. Copenhagen is a world leader in sustainable transportation where 50% of city residents commute by bike and 35% of those living outside the city commute by bike. Their TOD is supported by 250-miles of bicycle lanes that connect to the regional transit system. The Atlanta Beltline combines a trail facility, light rail transit, and TOD within a corridor that

encircles the city. The existing 8.7 miles of trails have generated \$1 billion in economic impact to date. Atlanta voters have approved funding for the light rail and other transit expansion to make the plan a reality. In Miami-Dade County, the Ludlam Trail, Underline, Miami River Greenway, and Plan Z projects are portions of a 500-mile trail plan that supports the SMART Plan, aiming to provide needed links to transit. To continue creating a livable city, Miami-Dade needs to: use complete streets and greenway projects to create safe first & last mile connections to transit, plan for TOD in transit planning, and create "live, work, play" environments that provide access to amenities and destinations.

Value Capture Tool	Application	Financing Source?
Joint Development	Property development	✓
Naming Rights	Payment for naming station	?
Parking fees	District or citywide	✓
Special Assessments Districts	District landowners pay based on assessed value or floor area	✓✓
Tax Increment Financing (TIF)	Tax increments from districts around stations	✓?

### Transit & Rail Innovative Funding and Finance Update

#### Sasha Page, Principal, IMG Rebel

Mr. Page provided a presentation regarding recent U.S. transit projects that show that value capture can fund as much as 30% of a transit project's capital needs if the right regulatory tools are in place and the real estate market is cooperative. Value capture is the ability of a public entity like a transit agency or a municipality to capture some of the value that is created by the delivery of an infrastructure project, such as a rail station or a light rail corridor. Common value capture techniques include joint development (the public entity jointly

developing property with a private developer), naming rights (payment for the rights to "name" a station or a corridor), parking fees (allocating municipal parking fees to the transportation project), special assessment districts (district landowners pay an additional property tax based on assessed value or floor area), and tax increment financing (tax increments from districts around stations or corridors). As the table shows, the ability to obtain financing based on these techniques varies. For instance, the Transbay Transit Center in San Francisco was able to finance a portion of that agency's \$2 billion transit center with joint development and TIF. Selling the naming rights to Salesforce.com yielded annual payments over two decades that will be used to pay for operating Costs. For many of these projects, successful value capture occurs when communities help to foster transit-oriented development and land use and zoning changes by discarding parking minimums, density maximums and land use segregation.





Miami-Dade Transportation  
Planning Organization

# THE EVENT

## 2017 ANNUAL REPORT PRESENTATION

### Top 2017 TPO Highlights

In 2017, the Miami-Dade TPO allocated \$975 million to the Smart Plan over 30 years. This funding commitment represents the first step toward making the SMART Plan a reality.

#### Federal SU Funds Prioritized:

- ✓ \$75M between FY 2020-2022
- ✓ \$30M/Year FY 2023-2053 (30 years)
- ✓ SMART Plan Financial Framework

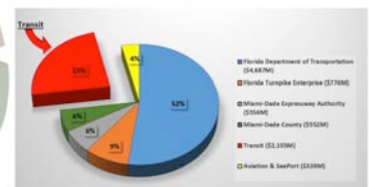
#### State Funding Request:

- ✓ BERT Corridors
- ✓ North/South Corridors



### 2017 TPO Highlights

✓ \$9 Billion Transportation Improvement Plan FY 2018-2022



### 2017 TPO Actions & Highlights

- ✓ Prioritization of advancement of North and South Corridors
- ✓ Funding match request for North and South Corridors
- ✓ Expansion of SMART Plan BERT network from SR-836 to I-75
- ✓ MDX commitment for East/West Phase I Express Bus service on SR-836
- ✓ Initiated request to update policies for funding of express bus service on FTE express lanes



### Advancing the SMART Plan



- ✓ Dolphin Station Terminal
- ✓ NW 7<sup>th</sup> Avenue Transit Village
- ✓ Panther Station
- ✓ Tamiami Station
- ✓ Golden Glades Intermodal Terminal Center
- ✓ Transit-Oriented Development is Planned at the Douglas Road, South Miami, and Coconut Grove Metrorail stations
- ✓ University Metrorail Station Pedestrian Overpass
- ✓ Roll-out of first new Metrorail cars



### 2017 TPO Governing Board in Action Advancing the SMART Plan

- ✓ USDOT Secretary Elaine L. Chao
- ✓ Congressional Representatives
- ✓ State of Florida Representatives
- ✓ FHWA, FTA, FTA, FDOT



### 2017 TPO Governing Board in Action Advancing the SMART Plan

#### TPO Governing Board Peer Exchanges

- ✓ Southern California Association of Governments (SCAG)
- ✓ Metropolitan Atlanta Rapid Transit Authority (MARTA)
- ✓ Sound Transit & Puget Sound Regional Council
- ✓ Atlanta Regional Commission (ARC)



### 2017 TPO Staff in Action Advancing the SMART Plan

**Land Use Scenario & Visioning Planning Charrettes**  
TPO staff conducted 12 community charrettes to obtain input for the development of transit supportive Land Use Scenario Plan for each of the six SMART Plan corridors.



**Project Development and Environment (PD&E) Studies Workshops**  
Miami-Dade Transit and FDOT are in progress with the environmental phase of each of the six SMART Plan corridors. This includes an evaluation of transit options – mode, alignment, and station stop locations.



### 2017 TPO Staff in Action Advancing the SMART Plan

TPO staff participated in over 65 outreach activities to increase awareness of the SMART Plan and obtain public input.



### 2017 TPO Staff in Action Advancing the SMART Plan

#### Transportation Alternatives Program (TAP)

Project	Sponsor
NW 75th Court Transportation Improvements Project	Town of Miami Lakes
Government Center Beach Access Pedestrian Bridge	City of Sunny Isles Beach
School Age Pedestrian/Bicycle Education and Injury Prevention Programs in Miami-Dade County	University of Miami
Gulfstream Elementary Complete Street Project	Town of Cutler Bay
NW 59th Avenue Transportation Improvements Project	Town of Miami Lakes
Tamiami Trail Bicycle/Pedestrian Bridge over Canal Boulevard	City of Doral
Elisavete Everglades Greenway	City of Homestead
Roberta Hunter Park - South Dade Trail Connection	Miami-Dade PRCS
Last Mile Transit Stop Improvements	City of Coral Gables
Ludlum Trail Segment B Phase 1	Miami-Dade PRCS
Snapper Creek Trail Segment B Phase 1	Miami-Dade PRCS
Multimodal Mobility Improvements	Miami Shores Village
SW 83rd Avenue Commuter Access	Village of Palmetto Bay



### 2017 TPO Staff in Action Advancing the SMART Plan

#### Safe Routes to School (SRTS) & Completed Studies

##### SRTS & WalkSafe Education for:

- Benjamin Franklin K-8 Center
- Charles Hadley Elementary
- Danie Fossett Elementary
- Golden Glades Elementary
- Henry Reeves Elementary
- Lake Stevens Elementary
- Mole M. Walters Elementary
- North County K-8 Center
- Norwood Elementary
- Rainbow Park Elementary



- Fleet and Last Mile Study
- City of Adventure Unified Master Plan for Pedestrian and Bicycle Connectivity
- Miami River Tunnel Feasibility Study
- SW 127th Avenue Connector Study
- Optimizing North Express Routes, Connections, and Terminology
- Impact of Future Technology in the 2045 LRT
- Protected Bike Lanes Master Plan
- SW 152nd Street Mobility Solutions Study



### SMART Plan Supporters





## CLOSING REMARKS

**Honorable Rebeca Sosa**, TPO Executive Policy Committee Chairwoman

As the Chairwoman of the TPO Executive Policy Committee, I am honored that the planning of this event was initiated last year by our committee as a Best Practice model from other regions across the nation. The TPO General Assembly was a gathering of local and state elected officials, as well as industry leaders and experts, to conduct focused discussions on Miami-Dade County's future economic growth as envisioned with the SMART Plan, specifically Transit-Oriented Development, and increasing access to jobs, housing, education, and healthcare. An event is only as successful as the participants who attend and participate. With over 200 attendees, multiple transportation partners, presentations, and panel discussions, this was a hugely successful event. I thank those who attended and participated for being interested in the advancement of the SMART Plan for our community. In closing, we gathered at the General Assembly, because of our shared passion to improve the quality of life for our communities via the transportation planning process that will leave a transformative legacy for future generations. On behalf of my colleagues on the TPO Governing Board, thank you for joining the conversation.



# SPECIAL THANKS





## PLATINUM



## GOLD



## SILVER



## BRONZE

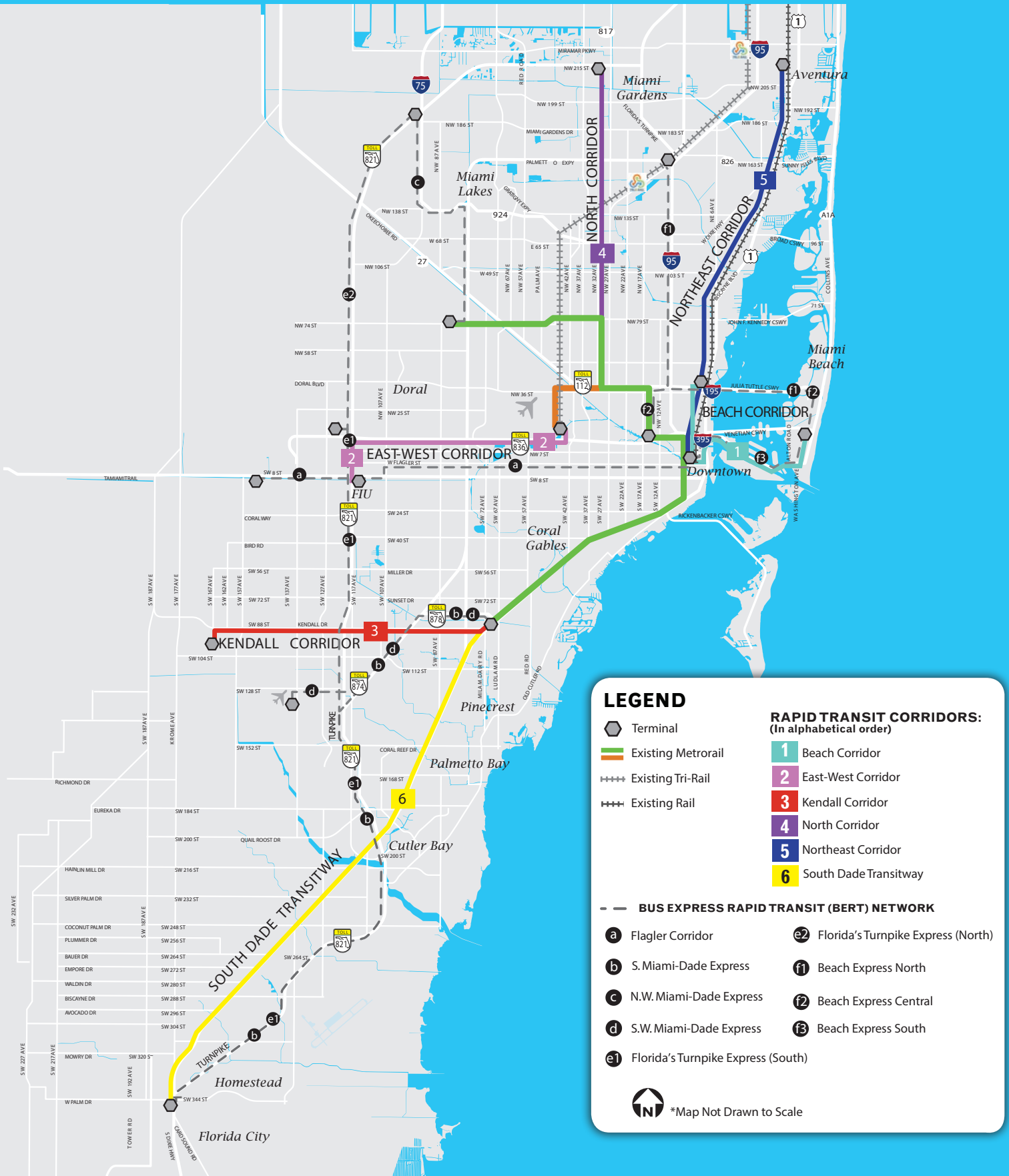


## SUPPORTING

**Tindale Oliver**  
**Miami-Dade Parks, Recreation and Open Spaces**  
**Miami-Dade Department of Transportation and Public Works**

# SMART

## STRATEGIC MIAMI AREA RAPID TRANSIT PLAN





# SMART MOBILITY

WE'RE TAKING STEPS TOWARD A  
'SMART' ERA OF TRANSPORTATION



## MIAMI-DADE COUNTY IS GETTING SMART ABOUT MANAGING MOBILITY. HOW?

It all starts with a plan. The Strategic Miami Area Rapid Transit Plan - also known as the SMART Plan - has been set in motion and will transform transportation in Miami-Dade County. The strategy involves expanding public transit into six rapid transit corridors and supported by a bus express rapid transit network. The SMART Plan will be made possible by the partnership between the Transportation Planning Organization (TPO), the Department of Transportation and Public Works (DTPW), the Florida Department of Transportation (FDOT), the Miami-Dade Expressway Authority (MDX), and the Citizens' Independent Transportation Trust (CITT).

**Learn more and see the detailed map at [miamidadetpo.org](http://miamidadetpo.org)**

**DRIVE LESS. LIVE MORE.™**

**#MIAMISMARTPLAN**



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## Miami-Dade Transportation Planning Organization

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[www.miamidadetpo.org](http://www.miamidadetpo.org)



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