

# 2019 ANNUAL REPORT

OF THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION



**STRATEGIC MIAMI AREA RAPID TRANSIT  
SMART PLAN**



# MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION GOVERNING BOARD



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## MESSAGE FROM THE EXECUTIVE DIRECTOR

Welcome to the Miami-Dade TPO 2019 Annual Report. I am excited to share with you the full range of transportation activities advanced by the Miami-Dade TPO Governing Board, including significant state, federal, and international collaboration to advance the SMART Plan. Highlighted below are the main accomplishments of 2019:

### SECURING FUNDING OPPORTUNITIES FOR THE SMART PLAN

The TPO Governing Board prioritized and adopted funding for SMART Plan projects totaling over **\$386 million** in the Florida Department of Transportation (FDOT) Work Program.

PROJECT	FUNDING COMMITMENT
SMART Priority Corridors (Flex)	\$150,145,875
North Corridor	\$7,075,011
South Dade Transitway	\$201,000,000
Kendall Corridor	\$2,375,000
East-West Corridor (SR 836 Express Line B)	\$3,030,000
Flagler Corridor	\$5,000,000
Northeast Corridor (Midtown/Design District Station)	\$1,400,000
SMART Plan First and Last Mile Reserve	\$1,000,000
SMART Plan Corridor Regional Projects	\$15,465,007

### FUNDING THE BUS EXPRESS RAPID TRANSIT (BERT) CORRIDORS

Under the TPO Governing Board 2019 project priority cycle, a total of almost **\$13 million** was prioritized, funded, and approved for SMART Plan BERT service routes.

PROJECT	FUNDING COMMITMENT
NW Miami-Dade Express (BERT)	\$6,010,000
Beach Express North (BERT)	\$6,771,575
Beach Express South (BERT)	\$178,000

### SMART DEMONSTRATION PROJECTS

Thirteen (13) SMART Plan Demonstration projects were successfully prioritized, funded, and approved, totaling over **\$17.5 million** in local, state, and federal funds (see pages 2-5).

### NON-MOTORIZED PROJECTS

Over the past year, the TPO has remained committed to advancing non-motorized projects that enhance the safety and connectivity of bicyclists and pedestrians in our community, including:

- SMART Trails First and Last Mile Connectors:** The TPO completed the Master Plan and funded five (5) SMART Trail projects, totaling **\$14 million**, in order to initiate the establishment of an accessible trail network to the SMART Plan (see page 10).
- Transportation Alternatives Funding:** The TPO collaborated with transportation partners to identify and fund fourteen (14) projects totaling over **\$15 million**, including local and federal funds (see page 11).
- Safe Routes to School:** In 2019, the TPO Board prioritized and approved over **\$2 million**, for ten (10) Miami-Dade County schools (see page 11).

### FUNDING OPPORTUNITIES FOR LOCAL PARTNERS

The TPO also assisted partner agencies in securing funds through the TPO prioritization process, totaling over **\$571 million**. This includes the funding and advancement of the last remaining section of the Okeechobee Road reconstruction project. The following projects were also prioritized in the TPO project priority listing and funded in the FDOT Work Program:

PROJECT	FUNDING COMMITMENT
Port of Miami Tunnel Repayment	\$85,000,000
Golden Glades Bike/Ped Connector (Kiss-n-Ride)	\$15,080,300
Golden Glades Truck Travel Center	\$18,770,675
SR 25/Okeechobee Road from east of NW 116 Way to east of NW 87 Avenue	\$322,315,721
SR 25/Okeechobee Road from east of NW 107 Ave to east of NW 116 Way	\$122,481,865
Golden Glades Multimodal Transit Facility (GGMTF) ITS components	\$2,025,000
Metrorail/Metromover Guideway Bridge Inspections	\$6,250,000

Finally, throughout this Annual Report there are many other accomplishments including: successful federal recertification; SMART Plan land use and transportation linkages; and adoption of the 2045 Long Range Transportation Plan. These are just a few milestones from 2019, and I invite you stay involved by visiting [www.miamidadetpo.org](http://www.miamidadetpo.org).

-AILEEN BOUCLÉ, AICP, EXECUTIVE DIRECTOR

## SMART PLAN BY THE NUMBERS

29

DEMONSTRATION  
PROJECTS FUNDED  
SINCE 2018

1.7

MILLION RESIDENTS LIVE  
WITHIN 2 MILES OF SMART  
PLAN CORRIDORS

77%

RESIDENTS LIVE IN ONE AREA  
OF THE COUNTY BUT TRAVEL TO  
ANOTHER FOR EMPLOYMENT

855

THOUSAND EMPLOYEES ARE  
LOCATED WITHIN A 2-MILE RADIUS  
OF SMART PLAN CORRIDORS

\$9B

LOCALLY ALLOCATED FOR  
SMART PLAN  
40-YEAR PROFORMA

# SMART PLAN MILESTONES

## SMART DEMONSTRATION PROGRAM MOVES THE SMART PLAN FORWARD

The Miami-Dade TPO, in partnership with the Florida Department of Transportation (FDOT), Miami-Dade County, Citizens' Independent Transportation Trust (CITT), South Florida Regional Transportation Authority (SFRTA), and numerous local municipalities have coordinated to deliver SMART Plan Demonstration projects countywide. This program of projects includes a mixture of local, regional, state, and federal funding.

### 2018 DEMONSTRATION PROJECTS

#### In Service:

- City of Miami Flagami Trolley – July 2018
- Doral FIU Trolley Service – September 2018
- Coral Gables Flex Service – January 2019
- Pinecrest Transitway Circulator – January 2019
- North Bay Village SMART Feeder Route – July 2019
- Palmetto Bay Transit Service – July 2019
- Palmetto Bay Transit Facility – July 2019

#### Scheduled:

- Medley Central Commuter Route – Spring 2020
- Cutler Bay Express Service – Spring 2020
- Area On-Demand Services:
  - Civic Center Metrorail Station – Spring 2020
  - South Miami Metrorail Station – Spring 2020
  - Dadeland North Metrorail Station – Spring 2020
  - Dadeland South Metrorail Station – Spring 2020
- NE Corridor Demonstration Station (Capital Funding) – Fiscal Year (FY) 2021
- NE Corridor Demonstration Train Service – FY 2022

#### Discontinued via Agency Consensus:

- Miami Shores SMART Feeder Route

### 2019 DEMONSTRATION PROJECTS

#### Funded:

- Biscayne Gardens Transit Extension
- Tri-Rail/Metrorail Transfer Station On-Demand Service
- West Dade Circulator On-Demand Service
- SW 344th Street Park and Ride Station (Construction)
- Panther Station to Dolphin Station Express Service
- Town of Miami Lakes Express Service to Palmetto Metrorail Station
- Surfside/Bal Harbour/Bay Harbor On-Demand Service
- Village of El Portal to Brightline Express Service
- FIU/Panther Station On-Demand Service
- City of Hialeah/Hialeah Gardens to I-75 Miami Gardens Drive Park and Ride
- City of Miami Liberty City Trolley Service
- City of Miami Beach South Beach Trolley Service
- West Miami On-Demand Service

“These demonstration projects are crucial to the short term success of the SMART Plan by providing first and last mile connections.”



#### BEACH

The Project Development and Environmental (PD&E) process continued for this connection between downtown Miami and Miami Beach. A Locally Preferred Alternative (LPA) is anticipated by the TPO Governing Board in 2020.



#### EAST-WEST

New multimodal transit terminals, the “Dolphin Station” and “Panther Station”, are open and/or underway at the western end of the corridor. It is anticipated to come before the TPO Governing Board in 2020 for an LPA adoption.



#### KENDALL

As an important connection for western residential areas to Metrorail stations further to the east, the PD&E process continued through 2019. Park and ride facilities will provide opportunities for connections.

## SMART PLAN TIMELINE





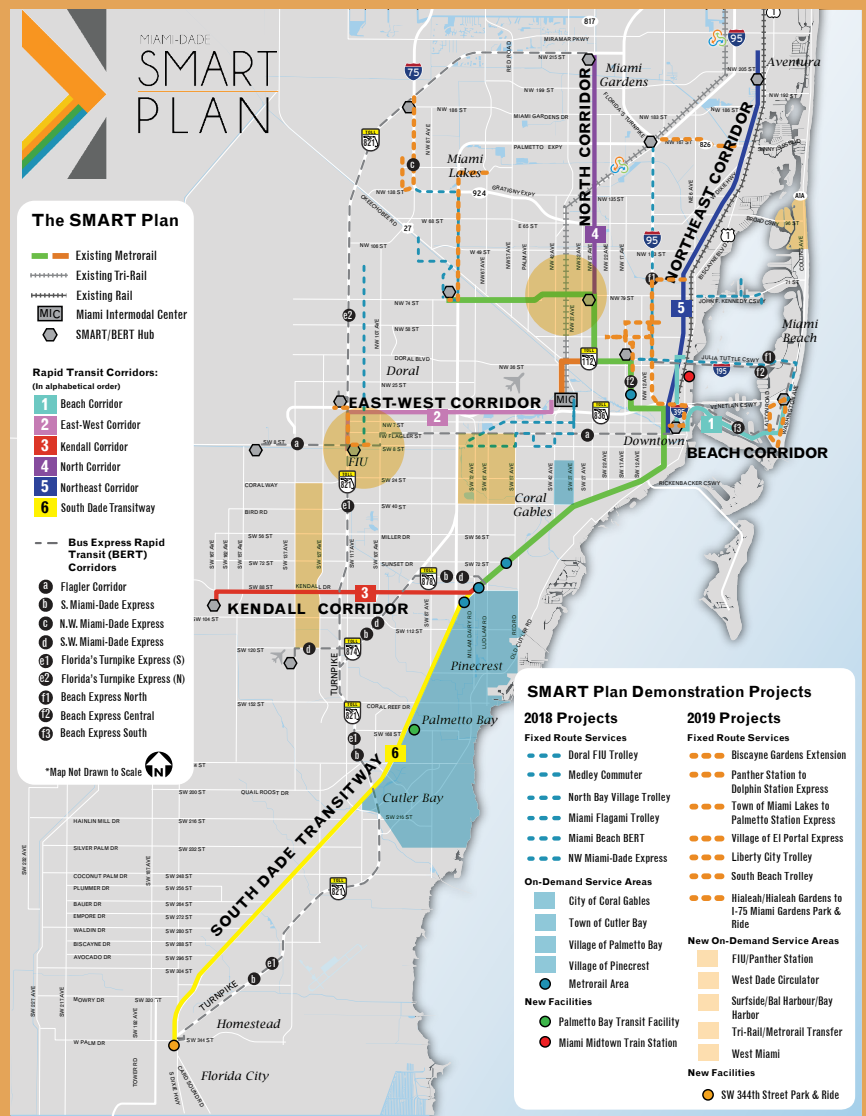
# BUS EXPRESS RAPID TRANSIT (BERT) SERVICE ADVANCEMENTS

The BERT network is an integral element of the Strategic Miami Area Rapid Transit (SMART) Plan. In 2019, the implementation of a new BERT service and the extension of an existing BERT route in northwest Miami-Dade County was initiated.

On November 18, 2019, as part of the SMART Plan's NW Miami-Dade Express BERT system, the new service route named "I-75 NW Miami-Dade Express" opened to riders. The route runs from the Miami Gardens Drive Park and Ride to the Palmetto Metrorail Station along the I-75 and SR 826 Express Lanes. It provides a rapid transit option not only for residents in northern Miami-Dade County, but also for Broward County residents wanting to travel to points south such as downtown Miami.

The Miami-Dade TPO also coordinated the extension of the "Florida's Turnpike Express (North)" BERT corridor limits to better serve residents and increase ridership. The Miami-Dade TPO Governing Board amended the SMART Plan to include this extension that provides a continuous connection from the recently opened Miami Gardens Drive Park and Ride just west of I-75 to NW 27th Avenue (northern termini of the North Corridor).

Supporting these two BERT corridors, the Miami Gardens Drive Park and Ride is a new, key northwest transportation hub. This facility is equipped with 300 short-term parking spaces, including accommodations for motorcycles and bicycles. It also includes five bus bays, a continuous canopy, and Light-Emitting Diode (LED) lighting.



## BERT CORRIDORS

- Flagler Corridor
- S. Miami-Dade Express
- NW Miami-Dade Express
- SW Miami-Dade Express
- Florida's Turnpike Express (S)
- Florida's Turnpike Express (N)
- Beach Express North
- Beach Express Central
- Beach Express South



### NORTH

Funding was prioritized for the "Unity Station" at NW 215th Street. In 2018 and 2019, the TPO Governing Board approved resolutions selecting the LPA as elevated heavy rail (Metrorail).



### NORTHEAST

The MiamiCentral Station in downtown Miami is serving as the terminus station for "Brightline", which will have a future station in Aventura. Tri-Rail service is also being expanded to the MiamiCentral Station.



### SOUTH DADE TRANSITWAY

There are currently 30 Metrobus stations and six park and ride facilities along this corridor. In summer 2018, the TPO Governing Board adopted a LPA of Bus Rapid Transit (BRT) for the corridor.

WINTER 2017-18

SMART Plan Corridors Color Branding Adopted

SPRING/SUMMER 2018

16 SMART Demonstration Projects Approved

SUMMER 2018

South Dade Transitway LPA Adopted as BRT

FALL 2018

SMART Trails Program Approved

WINTER 2018-19

North Corridor LPA Adopted as Elevated Fixed Guideway

SPRING/SUMMER 2019

13 SMART Demonstration Projects Approved

FALL 2019

North Corridor LPA Refined with Heavy Rail Technology

# SMART DEMONSTRATION PROGRAM IN ACTION



Miami-Dade TPO Chairman Oliver G. Gilbert III addressed the community, alongside FDOT District Six and DTPW officials, during the ribbon cutting ceremony for the Miami Gardens Drive Park and Ride emphasizing, "We are one region and we address our needs best, when we address them together."

During 2019, the advancement of the SMART Plan was realized with the opening of numerous new, short-term SMART Plan Demonstration Program services. These successes are helping to achieve the Miami-Dade TPO goals to expand transit, increase mobility, and reduce traffic. The driving force behind these achievements go back to 2016 when the Miami-Dade TPO Governing Board unanimously approved a policy to set as the "highest priority" the advancement of rapid transit corridors and transit supportive projects throughout Miami-Dade County.

As part of the SMART Plan, the Miami-Dade TPO, in partnership with the FDOT District Six, Miami-Dade County, Citizens' Independent Transportation Trust (CITT), and numerous local municipalities, have coordinated to deliver a SMART Plan Demonstration Program countywide. This program is a vision of the

Miami-Dade TPO Governing Board to provide immediate solutions for the critical first and last mile connections, while expanding access to transit. Demonstration projects focus on increasing first and last mile connectivity to existing and future SMART Plan transit stations, and on-demand and enhanced integration of transit services at county and municipal levels.

Five SMART Plan Demonstration Program projects opened in 2019, as well as the addition of one new Bus Express Rapid Transit (BERT) route, and a new park and ride facility in the northwest area of Miami-Dade County. In addition, the Miami-Dade TPO Governing Board approved 14 new SMART Plan Demonstration Program projects, all funded and anticipated to open in 2020. The following page provides an overview of the successes celebrated during 2019.

## OVER 500,000 TRIPS SERVED BY SMART DEMONSTRATION PROJECTS



FIRST AND  
LAST MILE  
DEMONSTRATION  
SOLUTIONS



TPO  
COLLABORATING  
WITH MULTIPLE  
PUBLIC AGENCIES



DESIGN AND  
CONSTRUCTION  
OF NEW SMART  
EXPRESS ROUTES



NEW FIXED  
FIRST AND  
LAST MILE  
FEEDER ROUTES



NEW ON-DEMAND  
FIRST AND  
LAST MILE FEEDER  
ROUTES



NEW  
TRANSIT  
SERVICE  
STATIONS



# OPEN AND SERVING YOU



## CORAL GABLES FLEX SERVICE (JANUARY 2019)

Focuses on first and last mile connectivity, electric vehicles providing on-demand service from the Douglas Metrorail Station to the Coral Gables service area.



## PINECREST TRANSIT WAY CIRCULATOR (JANUARY 2019)

Electric vehicles providing on-demand service focusing on first and last mile connectivity to and from the South Dade Transitway.



## MIAMI GARDENS DRIVE PARK AND RIDE (APRIL 2019)

This new park and ride facility services commuters by providing them with the NW Miami-Dade Express Bus service to the Palmetto Metrorail Station.



## PALMETTO BAY ON-DEMAND SERVICE (JULY 2019)

Providing first and last mile connectivity using on-demand electric vehicle service to and from the South Dade Transitway.



## PALMETTO BAY TRANSIT FACILITY (JULY 2019)

This new facility opened to alleviate overflow parking occurring at other locations along the South Dade Transitway accommodating more users.



## NORTH BAY VILLAGE SMART FEEDER ROUTE (NOVEMBER 2019)

On-demand service of electric vehicles focuses on first and last mile connectivity to various SMART Plan stops along Biscayne Boulevard.



## NW MIAMI-DADE EXPRESS & STATION (NOVEMBER 2019)

The NW Miami-Dade Express Bus Service limits were extended to connect the Miami Gardens Drive Park and Ride to the Palmetto Metrorail Station.

## PROVIDING FIRST AND LAST MILE CONNECTIONS

Miami-Dade County's public transportation system, including Metrorail, Metrobus, and Metromover, provides overall transit service and connections countywide. But typically, the system originates or ends one mile or so away from riders' homes, place of work, or final point of destination. This is often referred to as the critical "first and last mile connection." Without this critical connection, people often choose to drive instead of taking transit. To address this issue, the Miami-Dade TPO has made first and last mile connections a priority for the region. Funding obtained with the assistance of the TPO has made it possible for multiple Miami-Dade County municipalities to open first and last mile services that connect residents to and from their desired destinations.

These services range from dynamic on-demand transportation to micro-transit options (small electric cars) that riders interact with using applications, much like popular ride-sharing applications.

In 2020, for the first time ever, dynamic on-demand service will be offered from the Civic Center Metrorail Station, South Miami Metrorail Station, Dadeland North Metrorail Station, and Dadeland South Metrorail Station. These services will provide critical first and last mile connections with a dynamic route circulating within a two-mile radius of each station. During 2019, these dynamic on-demand services were awarded and are finalizing the procurement process for implementation.

# FUNDING THE SMART PLAN



## HOW ARE WE PAYING FOR THIS?

On September 26, 2017, the SMART Plan Financial framework was unanimously adopted by the Miami-Dade TPO Governing Board by Resolution No. 41-17. This framework established a strategy for funding to maximize the likelihood of state and federal investment. This resolution also put in motion the development of a Tax Increment Financing District and a local funding structure to guarantee coverage of operations, maintenance, and state of good repair. In 2019, the Miami-Dade County Office of Management and Budget updated the Transit 40-year Proforma, showing SMART Plan local revenues totaling over \$9 billion.



### MIAMI-DADE COUNTY VOTER APPROVED ONE-HALF PERCENT TRANSPORTATION SURTAX - SMART PLAN ALLOCATION



In 2002, Miami-Dade County voters approved a one-half percent local surtax with the purpose of improving, among other things, rapid transit corridors within the county through what is commonly termed the People's Transportation Plan, or PTP. In 2017, the County Mayor recommended, and County Commission directed, over \$6,125.535 million of current and future PTP funds over a 40-year period for the SMART Plan. The Miami-Dade TPO Governing Board has directed that SMART Plan corridors shall maximize all opportunities to pursue state and federal matching dollars.



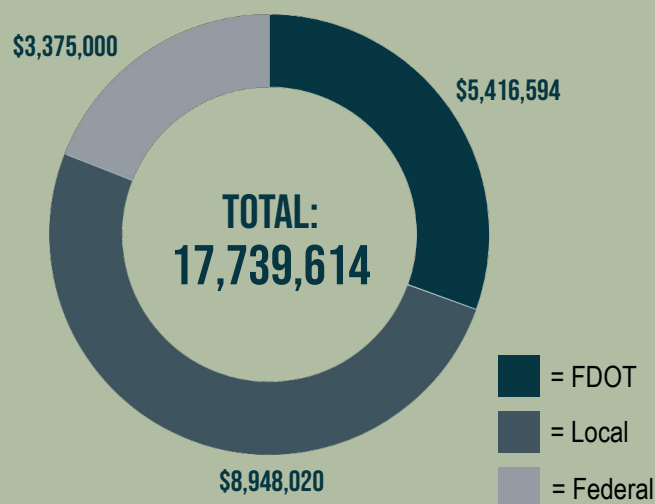
### TPO "URBAN FUNDS"

Federal Highway Administration (FHWA) Surface Transportation Grants contain what are commonly called "Urban Funds". These funds are prioritized by the Miami-Dade TPO under federal law and can be flexed, or transferred, to public transit capital uses. The Miami-Dade TPO, in 2017, prioritized \$973,667 million of FHWA "Urban Funds" to be flexed over a 33-year period to the Miami-Dade County DTPW for public transit expenses, freeing up PTP funds for the SMART Plan.

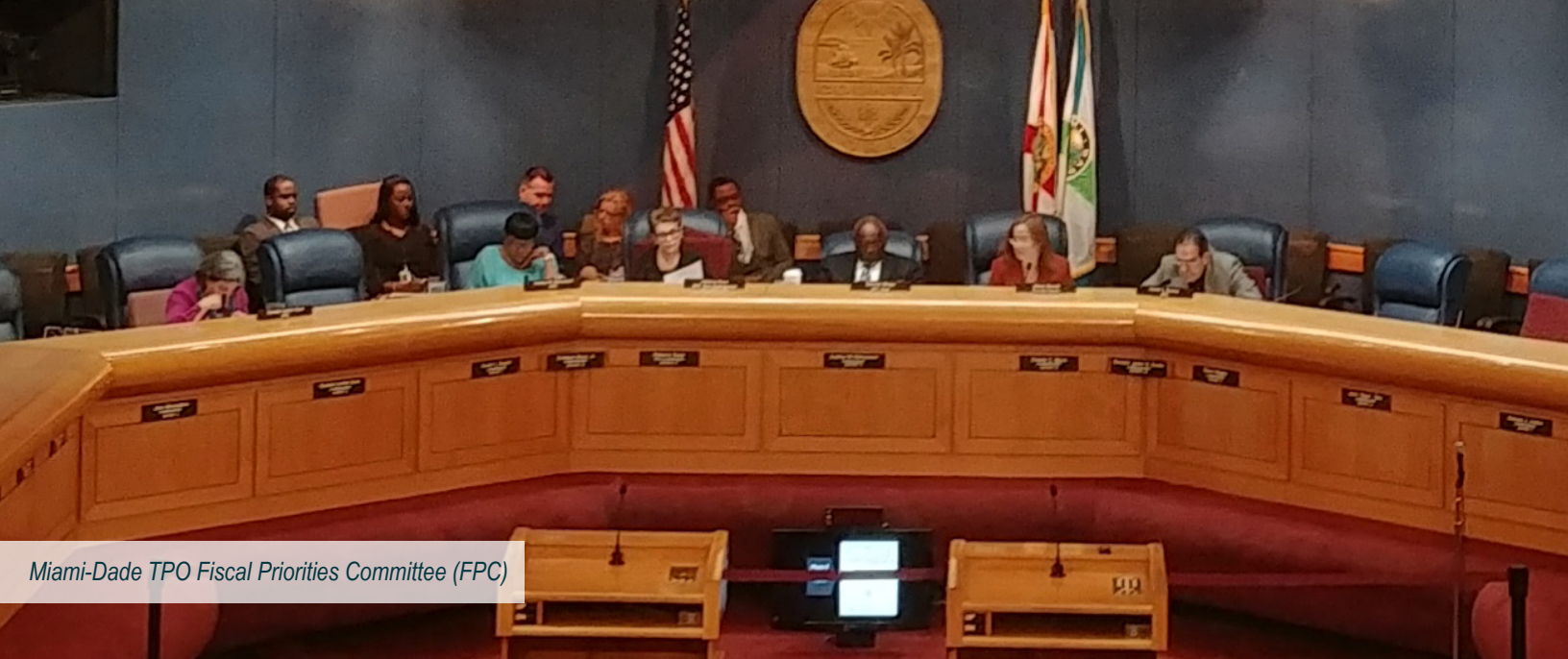
**\$9 BILLION**  
**LOCALLY ALLOCATED**  
**FOR SMART PLAN**  
**IMPLEMENTATION**  
**OVER NEXT 40 YEARS**

## 2019 FUNDING

The last quarter of 2019 brought forward a major collaboration between the Miami-Dade TPO, several municipalities, and County agencies to fund fiscal year (FY) 2019 SMART Demonstration Projects. All FY 2019 applications were accepted and funded totaling over \$17 million in local, state, and federal funds. TPO staff worked closely with FDOT prioritizing these funds to be provided through municipal and County applications. The main focus area for project selection this year was addressing transit service gaps in the Unincorporated Municipal Service Area (UMSA). The Miami-Dade TPO Governing Board and staff continue to be successful in seeking out additional funding, and creating more partnerships, to get people to and from the SMART Plan corridors. Maximizing and securing all potential funding was the major goal in 2019 through a comprehensive approach coordinated with local partners.







Miami-Dade TPO Fiscal Priorities Committee (FPC)



### SMART PLAN TRANSPORTATION INFRASTRUCTURE IMPROVEMENT DISTRICT

Miami-Dade County created a new ordinance for the SMART Plan Transportation Infrastructure Improvement District (TIID) Trust Fund in 2018. It encompasses the geographic area of half a mile to each side of five of the SMART Plan rapid transit corridors, and one-mile to each side of the East-West Corridor. Further, the property taxes that are generated by the growth in property values greater than 5.5% annually will be deposited into the SMART Plan TIID Trust Fund for the SMART Plan. The County estimates this will generate approximately \$137.16 million for the SMART Plan for a 30-year period.



### JOINT DEVELOPMENT REVENUES FROM THE TRANSIT OPERATING FUND

Miami-Dade County has created a series of "Rapid Transit Zones", or RTZ, that promote higher density for properties generally within a half-mile, to a mile, of each Metrorail station. Projects are already under development at several of the stations including the Douglas Road and Coconut Grove Metrorail Stations. The developers will pay a "ground lease" for use of County owned property adjacent to the stations, such as park and ride facilities. The County estimates this will generate approximately \$1.8 billion over the next 40 years for the SMART Plan.

## 2019 PROJECTS

○ Biscayne Gardens Transit Extension	\$233,928	○ Surfside/Bal Harbour/Bay Harbor On-Demand Services	\$300,000
○ SMART Plan Demonstration Project: Tri-Rail/ Metrorail Transfer Station City of Hialeah and Unincorporated Miami-Dade County	\$750,000	○ Village of El Portal to Brightline MiamiCentral Station Express Service	\$120,000
○ First and Last Mile On-Demand Transit Service to/from the Dadeland Metrorail Area	\$800,000	○ FIU/Panther Station On-Demand Service	\$405,000
○ West Dade Circulator On-Demand Service at Kendall Corridor	\$1,350,000	○ City of Hialeah/Hialeah Gardens to I-75 & Miami Gardens Drive Park and Ride On-Demand Service	\$800,000
○ SW 344th Street Park and Ride Station/ South Dade Transitway: Construction	\$2,254,776	○ West Miami Service Area Palmetto Expressway	\$60,000
○ Express Service from Panther Station (SW 109th Avenue) to Dolphin Station	\$290,000	○ City of Miami Liberty City Trolley Service	\$2,001,000
○ Town of Miami Lakes Express to Palmetto Metrorail Station	\$343,460	○ City of Miami Beach South Beach Trolley Service	\$5,001,450
		○ SR 836 Express Line B from Miami Intermodal Center (MIC) Station to the FIU Panther Station (SW 109th Avenue/SW 8th Street)	\$3,030,000

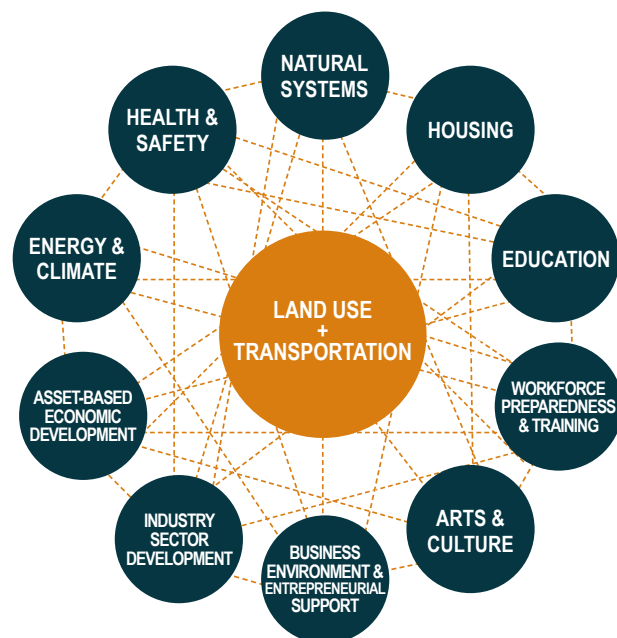
## HOW DID WE GET HERE?

Transit supportive land use plays an important role in the success of major rapid transit investments. The Miami-Dade TPO is studying the direct relationship between transit and land development for all six SMART Plan Corridors. This exercise will provide the basis for the development of transit supportive land uses and facilitate the implementation of major transit capital investments throughout Miami-Dade County.

This innovative approach is being used for the first time with land use visioning and rapid transit studies conducted concurrently. The process applies the technical analyses and data obtained from concurrent rapid transit studies, combined with public stakeholder and community input. As a result, three land use scenarios were developed that correspond with a corridor's project alternatives

to include transit mode, alignment, and station locations. The intended outcome is the development of a land use scenario plan that achieves community goals through the integration of land use and rapid transit investments in support of the SMART Plan.

## INTEGRATION OF LAND USE AND TRANSIT PLANNING SHOULD BE INTERTWINED AND SERVE AS THE FOUNDATION OF A SUSTAINABLE COMMUNITY



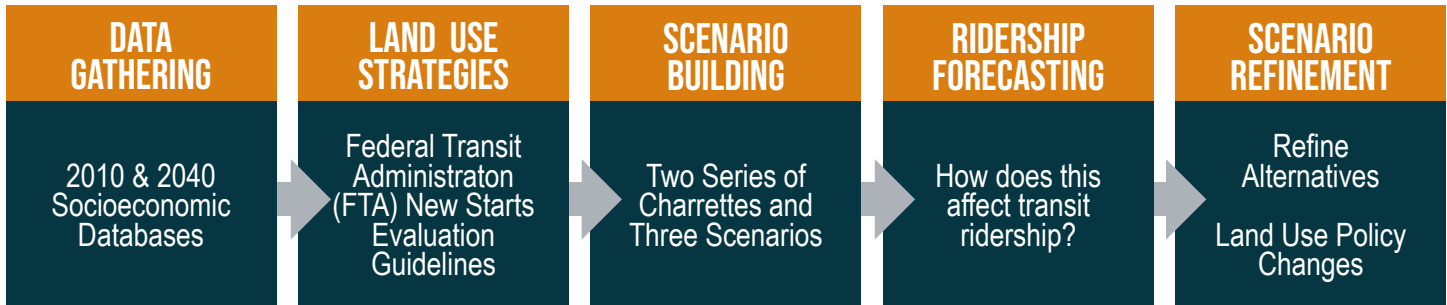
## UNPRECEDENTED APPROACH CONDUCTING LAND USE VISIONING CONCURRENTLY WITH RAPID TRANSIT STUDIES



In 2019, the Land Use Scenario & Visioning Planning studies were completed for the North, Northeast, and South Dade Transitway Corridors. These studies have positively impacted the Locally Preferred Alternative (LPA) decisions for corridors already presented to the Miami-Dade TPO Governing Board by providing new information into traditional transit planning. Also in 2019, Land Use Scenario & Visioning Planning studies were initiated for the Beach, East-West, and Kendall Corridors.



# LAND USE SCENARIO PLANNING PROCESS



The Miami-Dade TPO maximized public input to help shape future development along the SMART Plan Corridors through an inclusionary series of charrettes held for each corridor. These charrettes included innovative and highly visual interactive activities. At each charrette, attendees were invited to participate in up to four different interactive exercises: (1) keypad polling questions to determine the makeup of the participants; (2) “One Word Card” which asked participants to list one word that comes to mind about the corridor; (3) participant feedback forms which asked three questions related to the corridor; and (4) station typologies for future density and development type. Once the participants completed all the activities/exercises, the results were tallied and reported back to the community by the participants themselves.



**BEACH CORRIDOR CHARRETTE**



**EAST-WEST CORRIDOR CHARRETTE**



**KENDALL CORRIDOR CHARRETTE**



**NORTH CORRIDOR CHARRETTE**



**NORTHEAST CORRIDOR CHARRETTE**



**SOUTH DADE TRANSITWAY CORRIDOR CHARRETTE**

The SMART Trails Master Plan was developed as a multifaceted SMART Plan implementation effort and identifies potential first and last mile connections between the SMART Plan corridors and the regional non-motorized trail system. In addition, this Master Plan presents an evaluation process for assessing first and last mile non-motorized connections to existing and future SMART Plan stations.





## SAFE ROUTES TO SCHOOL

The goal of the Safe Routes to School (SRTS) program is to provide students and parents with educational programming and upgraded infrastructure that improves safety and convenience for those traveling to and from school by foot, bike, and/or transit. The Miami-Dade TPO manages the Miami-Dade SRTS Infrastructure Plans program, with partner agencies that include FDOT District Six, Miami-Dade County Public Schools (MDCPS), and the Miami-Dade County Department of Transportation and Public Works (DTPW).

The most common form of infrastructure upgrades that qualify under this program are improvements that facilitate walkability and bikeability such as: filling sidewalk gaps, installing or enhancing crosswalks, improving signage and wayfinding, installing bike lanes, and bike parking. Other more detailed upgrades include: upgrading traffic control devices; installing parking restrictions; upgrading facilities to be ADA compliant; etc. The Miami-Dade TPO annually selects priority schools to be studied for SRTS improvements, and in 2019, a total of 10 schools (5 high schools and 5 middle schools) were selected with a funding amount of \$7 million in state and federal funds.

## TRANSPORTATION ALTERNATIVES

The federally funded Transportation Alternatives Program (TAP), now known as Transportation Alternatives (TA), replaced the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. The Miami-Dade TPO, along with FDOT, annually receive applications for projects. During the 2019 cycle, the Miami-Dade TPO received 21 applications for TA funding. Reviews were completed by the Miami-Dade TPO's Review Committee (including input from the TPO's citizen advisory committees) and the FDOT Scoping Committee. The Miami-Dade TPO Governing Board then approved 14 of the projects totaling \$11 million in TA funds to be prioritized. These TA projects will be included in the draft FDOT District Six Fiscal Year 2021-2025 Tentative Work Program, which will be incorporated into the TPO's 2021 Transportation Improvement Program (TIP). The funds for these projects will be administered by FDOT District Six through the Local Agency Program office.

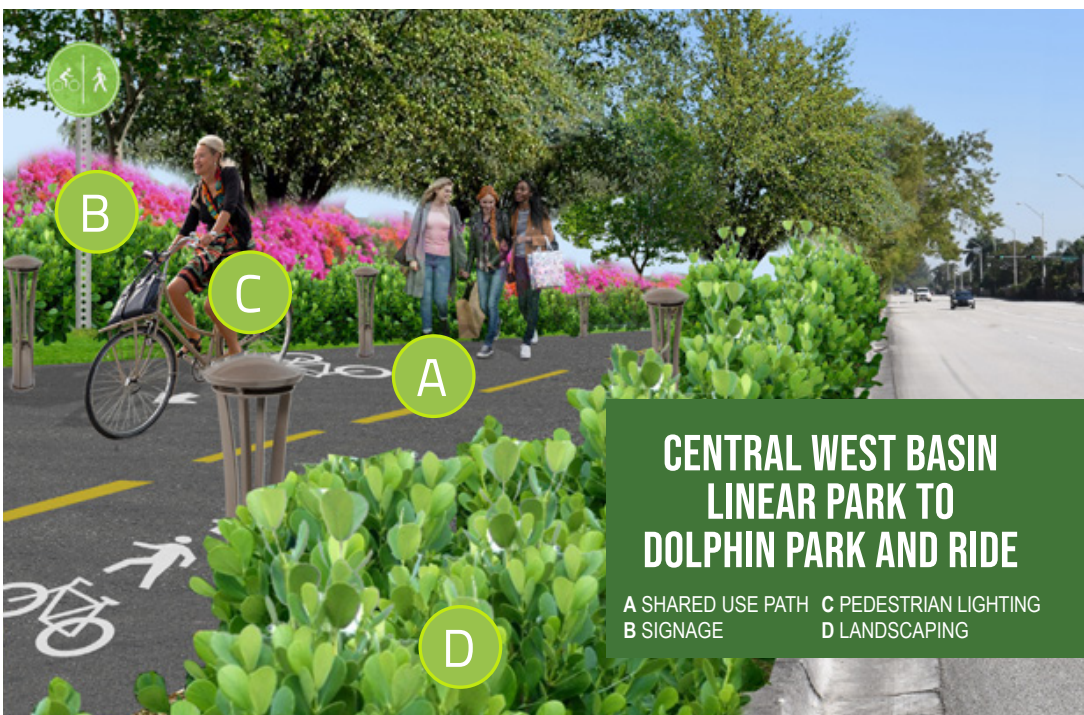
## 2019 FUNDED PROJECTS

### SRTS PROJECTS (10)

- North Miami Senior High
- North Miami Middle
- Miami Central Senior High
- Miami Jackson Senior High
- Miami Northwestern Senior High
- Carol City Middle
- North Dade Middle
- Ruben Dario Middle
- Hialeah Senior High
- Georgia Jones-Ayers Middle

### TA PROJECTS (14)

- Citywide Sidewalk, Curb Ramp and Crosswalk Improvements Phase 2
- Homestead Downtown Pedestrian Access
- NW S River Dr Multimodal Corridor Study
- I-395 Pedestrian Bridge Connection
- Miami River Greenway
- Fairway Dr Bike Lanes and Crosswalks
- NE 6 Ave Pedestrian Promenade
- NW 12 St SMART Trail
- Highlighting Bike Lanes on Multilane Roads
- Commodore Trail Missing Link
- Ludlam Trail Access and Trailhead Improvements
- Snapper Creek Trail Segment A SW 107 Avenue Gap
- Snake Creek Trail Access and Path Improvements
- BikeSafe Middle School Clubs



### CENTRAL WEST BASIN LINEAR PARK TO DOLPHIN PARK AND RIDE

A SHARED USE PATH C PEDESTRIAN LIGHTING  
B SIGNAGE D LANDSCAPING

# MIAMI-DADE TPO'S FEDERAL RECERTIFICATION REVIEW PROCESS



**Federal Highway Administration**  
Florida Division Office  
3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
(850) 553-2201  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

**Federal Transit Administration**  
Region 4 Office  
230 Peachtree St, NW, Suite 1400  
Atlanta, Georgia 30303  
(404) 865-5600

October 28, 2019

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111 NW 1st Street, Ste. 920  
Miami, FL 33128-1916

**Subject: Federal Certification of the Miami Urbanized Area Transportation Management Area (TMA) Planning Process – Miami-Dade Transportation Planning Organization (TPO)**

Dear Mayor Gilbert:

Federal law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly review and certify the metropolitan transportation planning process for each Transportation Management Area (TMA) every four years. A Metropolitan Planning Organization (MPO) with an urbanized area of 200,000 or more in population is referred to, in federal legislation, as a TMA. We recently conducted a review of the Miami Urbanized Area TMA, which is comprised of three MPOs: the Miami-Dade Transportation Planning Organization (TPO), Palm Beach Transportation Planning Area (TPA), and the Broward MPO.

As a part of the TMA certification review process, FHWA and FTA utilized a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. The certification review process is one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, as well as the degree of technical assistance needed to enhance the effectiveness of the planning process. This certification review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements.

The review of the Miami-Dade TPO's planning process included a site visit conducted by representatives from the FHWA and the FTA on April 2-3, 2019. During the site visit, time was spent with the TPO staff, the Florida Department of Transportation (FDOT), and the transit agency to discuss the status of the MPO's "3-C" planning process. Throughout the site visit, opportunities were afforded to local elected/appointed officials and the general public to provide their insights on the TPO's planning process. In addition to assessing the TPO's progress in

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addressing the findings from the previous certification review, the TPO's current and/or future implementation of the metropolitan transportation planning requirements was also considered.

Enclosed for your consideration is the final *TMA Certification Review Report* for the Miami Urbanized Area TMA, which includes documentation of the various components of the FHWA/FTA certification review of the Miami-Dade TPO. The report provides an overview of the TMA certification review process, summarizes the various discussions from the recent site visit, provides a series of review findings, and issues the FHWA/FTA certification action. In general, the review determined the existence of a "3-C" metropolitan transportation planning process that satisfies the provisions of 23 U.S.C. 134, 49 U.S.C. 5303/5305, and associated Federal requirements. The Federal Review Team identified seven (7) noteworthy practices, no corrective actions, and two (2) recommendations to improve the current planning process of the Miami-Dade TPO.

Based on the overall findings, the FHWA and the FTA jointly certify that the transportation planning process of the entire Miami Urbanized Area TMA, which is comprised in part by the Miami-Dade TPO, substantially meets the federal planning requirements in 23 CFR 450 Subpart C, subject to the Palm Beach TPA satisfactorily addressing the recommendations with deadlines specified in this report. This certification will remain in effect until August 2023.

If you have any questions regarding the certification review process and/or the *TMA Certification Review Report*, please contact Stacie Blizard at (850) 553-2223 or by email at [Stacie.Blizard@dot.gov](mailto:Stacie.Blizard@dot.gov), or John Crocker, FTA at (404) 865-5624 or by email at [John.Crocker@dot.gov](mailto:John.Crocker@dot.gov).

Sincerely,

FOR: James Christian, P.E.  
Division Administrator  
Federal Highway Administration

Yvette G. Taylor, PhD  
Regional Administrator  
Federal Transit Administration

Enclosure:  
Final TMA Certification Review Report

cc: Ms. Aileen Boucle, Miami-Dade TPO; Ms. Cathy Kendall, FHWA; Ms. Karen Brunelle, FHWA; Ms. Stacie Blizard, FHWA; Mr. Keith Melton, FTA (Region 4); Mr. John Crocker, FTA (Region 4); Mr. Robert Sachin, FTA (Region 4); Ms. Cylene Thomas, FDOT District 6; Mr. Ken Jeffries, FDOT District 6; Mr. Mark Reichert, FDOT, (MS-28); Ms. Erika Thompson, FDOT (MS-28); Mr. Carl Mikyska, MPOAC (MS-28B)

During 2019, the recertification of the Miami-Dade TPO by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) was accomplished, which is required every four years. The federal team conducted the evaluation of the Miami-Dade TPO over a two-day period that included a public meeting for the general public to provide input regarding the transportation planning process.

As a result of this effort, a joint letter from FHWA and FTA was received on October 28, 2019 stating, "This review determined that the Miami-Dade TPO continues to satisfy the provisions for metropolitan transportation planning, substantially meeting the requirements of 23 CFR Part 450...This certification will remain in effect until August 2023."

James Christian, P.E., FHWA Division Administrator, attended the November 21, 2019 Miami-Dade TPO Governing Board meeting to discuss the federal team's summary of findings. "We found that no corrective actions are necessary," stated Mr. Christian. He added "...and we found many Miami-Dade TPO best practices noteworthy. The Miami-Dade TPO LRTP is recognized at the federal level as being a model to be used throughout the country."

## TPO noteworthy practices highlighted by the federal team include:

- TPO Organizational Structure
- Planning Factors Incorporated:
  - Resiliency/Reliability
  - Travel/Tourism
- Regional Transit Coordination
- Outreach and Public Participation:
  - Visualization, Social Media, and In-House Staff Outreach Efforts
  - Documentation, Tracking, and Responsiveness
- Long Range Transportation Plan (LRTP):
  - Tool Identifying Federal Requirements
  - Use of Interactive and Visuals Tools
- LRTP Financial Plan/Fiscal Constraint Tools



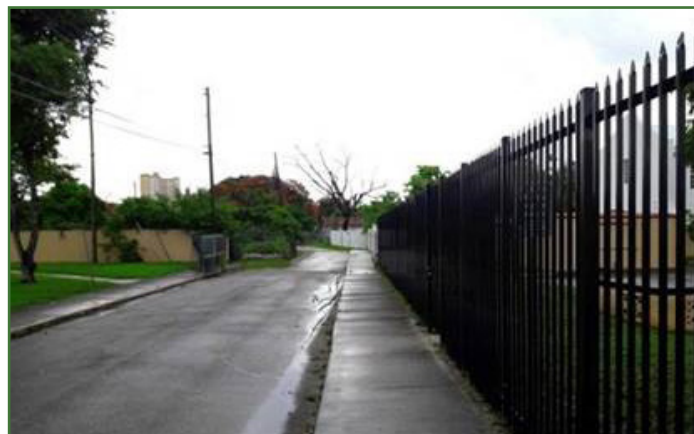


## THE MIAMI-DADE TPO'S OUTREACH EFFORTS MAKE A DIFFERENCE AND ARE RECOGNIZED DURING THE FEDERAL CERTIFICATION PROCESS

The below pictures show an example of exemplary community outreach that the federal team highlighted when Miami-Dade TPO staff attended a Community Advisory Committee (CAC) meeting at the Edison Neighborhood Service Center. On the way to the meeting, staff noticed that along NW 78th Street vehicles were unable to travel from NW 2nd Avenue to NW 1st Avenue. A makeshift barricade with trash and a fence stopped traffic from going through. The Miami-Dade TPO staff member sent pictures and correspondence to the Miami-Dade County Department of Transportation and Public Works (DTPW) as well as the City of Miami, and assisted with coordination efforts between the agencies and the community. This resulted in the immediate clearing of the roadway in an accelerated manner with involvement of coordinating agencies. Now traffic and pedestrians are able to successfully travel through from NW 1st Avenue to NW 2nd Avenue. This is just one great demonstration of how the Miami-Dade TPO and partnering agencies work together, along with the heart of the community, to make transportation better for everyone.



**BEFORE**



**AFTER**



# 2045 LONG RANGE TRANSPORTATION PLAN



**THE STRENGTH OF THIS PLAN IS MULTIMODALISM AND INCREASED MOBILITY, ANCHORED BY THE SMART PLAN, SMART TRAILS, MOBILITY CHOICES, AND THE IMPLEMENTATION OF THE FIRST AND LAST MILE CONNECTIONS.**

The Miami-Dade Long Range Transportation Plan to the Year 2045 (2045 LRTP) was formally adopted by the Miami-Dade TPO Governing Board on September 26, 2019. The 2045 LRTP allocates \$16.7 billion over the next 26 years, which includes \$5.2 billion for the SMART Plan, to develop Miami-Dade County's transportation network. This will bring multimodal transportation service to hundreds of thousands of individuals. This 2045 LRTP will change how people move around the county and will change people's lives with the enhancement in the quality of life in Miami-Dade County.

## WHAT IS THE LRTP?

The LRTP is a federally required document that must be updated every five years. It guides citizens, businesses, and elected officials in fostering an innovative vision for the future of the transportation system. The LRTP serves as a mechanism for the implementation of improvements through the identification and prioritization of transportation projects addressing current and future needs.

The 2045 LRTP is a strategic and comprehensive transportation plan that identifies highway, transit, freight, and non-motorized transportation improvements for Miami-Dade County. It has a planning horizon of 26 years and is required to address mobility, safety, security, resiliency, and sustainability. The 2045 LRTP also considers the impact of emerging technologies and innovation on the County's existing and future transportation network. The need to positively impact transportation mobility of people and goods by increasing travel options, is a clear priority and focus of the 2045 LRTP. A connected and efficient multimodal transportation system in Miami-Dade County is the backbone to a thriving economy by promoting economic growth and job creation, as well as increases the region's international competitiveness.

## 2045 LRTP COST FEASIBLE PLAN

The Cost Feasible Plan (CFP) includes almost 250 multimodal projects to support Miami-Dade County's vision for increased mobility options for Miami-Dade residents and visitors. The Miami-Dade TPO's policy of the advancement of rapid transit projects includes SMART Plan, highway, transit, and multimodal projects that support the multimodal transportation Goals and Performance Management Measures.

The CFP projects are presented by agency including: roadway, transit, bicycle/pedestrian, congestion management, and freight projects. The table below highlights the total number of projects per category in the 2045 LRTP.

PROJECTS	PERIOD I: 2020-2025	PERIOD II: 2026-2030	PERIOD III: 2031-2035	PERIOD IV: 2036-2045
Roadway	12	40	22	20
Transit	20	13	1	5
<b>TOTAL</b>	<b>32</b>	<b>53</b>	<b>23</b>	<b>25</b>
Allocated Funds for Roadway/Transit Projects	\$830M	\$4.1B	\$3.8M	\$8.0B
Bicycle/Pedestrian	2	14	16	39
Congestion Management Process (CMP)	2	14	5	n/a
Freight	4	16	1	2

## 2045 LRTP GOALS & OBJECTIVES

Objectives associated with each **Goal** were developed with input from transportation partner agencies, stakeholders, and the public. **Objectives** are used to assess transportation improvements and facilitate system and project improvements. The **Goals** and **Objectives** are listed below:

### 1 Maximize Mobility Choices Systemwide

#### Objectives:

- Provide a comprehensive transportation network for dependable and reliable transportation options
- Reduce Congestion
- Promote System Reliability
- Increase mobility choices throughout the county

### 2 Increase the Safety of the Transportation System for All Users

#### Objectives:

- Improve the safety of the transportation system
- Promote projects in high crash locations (locations with the highest number of crashes)
- Improve safety of the transportation system for the elderly and disabled
- Provide educational opportunities for older adults to learn about transportation network companies (TNC)

### 3 Increase the Security of the Transportation System for All Users

#### Objectives:

- Provide safe and reliable evacuation routes
- Promote growth outside of areas vulnerable to flooding

### 4 Support Economic Vitality

#### Objectives:

- Provide affordable housing
- Improve access to employment centers
- Provide access to tourist destinations - seaports, airport, beaches, etc.
- Improve freight connectivity and access

### 5 Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation

#### Objectives:

- Preserve agricultural land or critical habitat consumed by transportation projects
- Minimize and mitigate air and water quality impacts of transportation facilities, services, and operations
- Promote projects that support urban infill and densification
- Provide affordable transit service from identified communities of concern to major activity centers (i.e. healthcare, recreation, education, employment, and cultural facilities)
- Improve the Quality of Life for all ages and abilities

### 6 Enhance the Integration and Connectivity of the System, Across and Between Modes, for People & Freight

#### Objective:

- Improve connectivity to the Strategic Intermodal System (SIS) and intermodal facilities

### 7 Optimize Sound Investment Strategies for System Improvement and Management/Operation

#### Objectives:

- Optimize investments on local facilities
- Support the development of alternative transportation revenue sources to maintain funding levels necessary to implement this plan

### 8 Improve and Preserve the Existing Transportation System

#### Objectives:

- Improve the resiliency/reliability of the transportation system
- Reduce the vulnerability and increase the resiliency of critical infrastructure to the impacts of climate events
- Preserve infrastructure (sustainability and resiliency)
- Design new transportation infrastructure to minimize exposure to sea level rise during the infrastructure life span, based on the Southeast Florida Regional Climate Change Compact's 2015 Unified Sea Level Rise Projection

## GROWTH THROUGH THE YEARS (IN MILLIONS)





# TPO IN ACTION PARTICIPATION IN MAJOR ACTIVITIES

The Miami-Dade TPO participated in the following activities to provide information and obtain input on the SMART Plan:

- Miami-Dade County League of Cities (MDCLC) 9th Annual Best Practices Conference
- American Public Transportation Association (APTA) TRANSform Conference
- 14th National Light Rail & Streetcar Conference
- Miami-Dade County Opportunity Zones Conference
- Transportation Town Hall hosted by State Representative Javier E. Fernández
- Unrepresented People's Positive Action Council (UPPAC) community meeting
- Greater Miami Chamber of Commerce (GMCC) IMPACT Goals Conference
- Town Square Neighborhood Development Corporation (TSNDC) Board SMART Plan update
- South Florida Regional Planning Council (SFRPC) Board SMART Plan update
- Miami-Dade County Hispanic Affairs Advisory Board (HAAB)
- Town of Miami Lakes 2019 Transportation Summit
- "Ride SMART Transportation Fair" at Jackson Memorial Hospital (JHM)
- Motion at Dadeland Metrorail Station Ribbon Cutting
- Groundbreaking for the *Link at Douglas* Transit Oriented Development project
- Florida Commission for the Transportation Disadvantaged Annual Conference
- Age-Friendly Sharing Symposium
- 2019 Age-Friendly Summit
- Older American Awareness Month Resource Fair
- Every Day Counts (EDC-5) Initiative for Virtual Public Involvement (VPI) Strategies
- Florida Autonomous Vehicle (FAV) Summit
- National Academy Foundation Student Industry Conference

- New York State Association of Metropolitan Planning Organizations Workshop
- FDOT Statewide Non-Motorized Traffic Monitoring Program meeting
- Transportation Research Board's (TRB) International and Transportation Planning Applications Conferences

## THE MIAMI-DADE TPO CHAIRMAN IN WASHINGTON D.C.



On September 11, 2019, Miami-Dade TPO Chairman Oliver G. Gilbert III provided testimony during the United States House of Representatives Subcommittee on Highways and Transit Hearing on: "Pricing and Technology Strategies to Address Congestion and Financing of America's Roads." After his presentation regarding critical transportation needs in Miami-Dade County and the importance of implementing the SMART Plan for the region, he engaged in a question and answer period with presiding U.S. Representatives.

## FEDERAL TEAM TOURS SMART PLAN CORRIDORS



A Federal Transit Administration (FTA) team, headed by Keith Melton, FTA Region 4 Director of Planning and Program Development, visited Miami-Dade County from August 14 to 16 to discuss the implementation of the SMART Plan. During their two and a half day visit, the FTA team met with officials from the Miami-Dade TPO, Miami-Dade County, FDOT District Six, and the Citizens' Independent Transportation Trust (CITT). Together they toured the various SMART Plan corridors to understand, first-hand, the unique characteristics and needs of each. The visit wrapped up on the last day with an in-depth discussion of the funding needs for each corridor.



# PEER EXCHANGES

## CLEVELAND PEER EXCHANGE WORKSHOP

The Miami-Dade TPO hosted a technical Peer Exchange Workshop with the Greater Cleveland Regional Transit Authority (GCRTA) and the Northeast Ohio Areawide Coordinating Agency (NOACA). Joseph Calabrese, GCRTA Senior Advisor, discussed the successes and lessons learned from the Cleveland HealthLine BRT System, which has the best rate of investment for a transit project in the United States. Grace Gallucci, NOACA Executive Director, discussed how the Euclid Corridor transformed into the HealthLine BRT system. Also invited was Christopher Sinclair, Renaissance Planning Group's Founding Principal, who provided a national perspective on Transit Oriented Developments. This Peer Exchange Workshop ultimately provided a forum that encouraged knowledge transfer and potential replication of successful strategies for Miami-Dade County's SMART Plan corridors.

## METROPOLITAN AREA PLANNING COUNCIL PEER EXCHANGE

Miami-Dade TPO staff attended an educational peer exchange, hosted by Metropolitan Area Planning Council (MAPC) in Boston, Massachusetts, with various transportation planning agencies from around the country. MAPC is the regional planning agency serving the people who live and work in the 101 cities and towns of Metropolitan Boston. The goal of the exchange was to discuss and learn from one another about innovative ideas in the areas of smart growth, community involvement, data and analytics, and overall collaboration. TPO Executive Director Aileen Bouclé was invited to share information regarding the Miami-Dade County's SMART Plan and Demonstration Projects that provide critical first and last mile connections to and from transit. Participants also toured the Massachusetts Bay Transportation Authority's (MBTA) Southwest Corridor on the Orange Line.

# PARTNERING WITH THE COMMUNITY

Miami-Dade TPO staff has directly interacted with the community with information on the SMART Plan in order to increase awareness and public participation in the process. During 2019, residents were provided with the Project Development and Environment (PD&E) Phase studies for each of the six corridors, including more detailed analysis in order to determine the most appropriate transit solution for each corridor. TPO staff has reached out to the following entities to receive input on the SMART Plan:

- Age-Friendly Sharing Symposium
- Age-Friendly Summit 2019
- American Airlines Safety & Health Fair
- Barry University's Earth Day & Welcome Back to School Involvement Expo
- FDOT D6 Aggressive Driving Awareness Campaign Event
- FDOT D6 "Live Healthy Little Havana" Family Event
- FDOT D6 Tentative Five-Year Work Program Public Hearing
- FDOT D6/TPO Safety Fair
- Gold Coast Chapter of the Institute of Transportation Engineers (GCCITE) Lunch and Learn Session
- Goulds CAC SMART Moves Program Outreach
- Hammocks CAC SMART Moves Program Outreach
- Kendall CAC SMART Moves Program Outreach
- Miami Dade College's Wolfson Campus Health Fair & Back to School Event
- Miami-Dade College's North and Medical campuses Annual Campus Safety Day
- Miami-Dade County Opportunity Zones Conference
- NAF Annual Student Industry Conference
- Northside CAC SMART Moves Program Outreach
- Older American Awareness Month Resource Fair
- Opa-Locka CAC SMART Moves Program Outreach
- Perrine CAC SMART Moves Program Outreach
- Richmond Heights Alliance SMART Moves Program Outreach
- Spring Into Wellness Fair
- ULI Leadership Academy
- United Teachers of Dade Safety and Resource Fair
- West Kendall Baptist Hospital Public Transportation Day
- Wynwood CAC SMART Moves Program Outreach

## COMMUNITY ADVISORY COMMITTEES

The Miami-Dade County Community Action Human Services Department (CAHSD) operates 13 Community Resource Centers (CRC) throughout the County, which are in targeted areas offering a variety of social services to economically disadvantaged individuals and families. These CRCs host 16 Community Advisory Committee (CAC) meetings that Miami-Dade TPO staff attends to keep individuals involved in the transportation planning process. In return, staff receives input regarding their specific transportation needs and concerns, which are handled accordingly.

# TRANSPORTATION PARTNERS

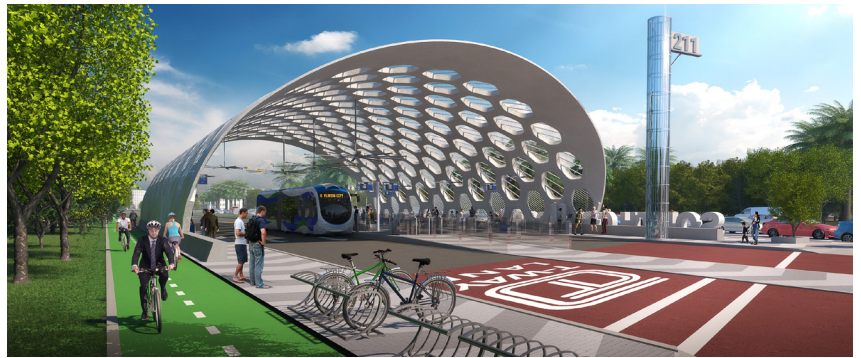
## TPO PRIORITY PROJECTS IN ACTION

During 2019, the advancement of these Miami-Dade TPO goals occurred: Expand Transit, Increase Mobility, and Reduce Traffic. The next two pages highlight the Transportation Partners in action and their contributions to achieving those goals.



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

#### DTPW TRANSIT DIVISION



#### METROBUS AND METRORAIL FLEET REPLACEMENT PROJECTS

In 2019, DTPW accepted the last of 300 new 40-foot Compressed Natural Gas (CNG) buses, greatly improving Metrobus service and reliability. An additional 120 CNG buses were purchased, which are expected to be delivered by the end of spring 2020. Further, the purchase of 33 battery-electric buses and charging systems were approved. These zero-emission vehicles offer low-noise operations and support the shift of the transportation sector away from petroleum dependence to alternative fuel technologies, as well as be compliant to changes in environmental regulations. Also in 2019, 129 of the 136 new Metrorail cars were delivered, maintaining the target to have the full fleet of new cars delivered by spring 2020 that are funded by the People's Transportation Plan (PTP). The new trains offer many upgrades, including a more open layout with fewer barriers, built-in bike racks, new air conditioning systems, security cameras, and computerized announcements, among other benefits. These enhancements usher in a new era of modern, high-tech trains that are helping to improve service reliability and the overall riding experience.

#### CONTACTLESS PAYMENT

In August 2019, Miami-Dade County's transit system became the fourth transit agency in the country to pioneer a contactless payment system. This new payment option allows transit riders to simply tap their contactless-enabled American Express credit cards or Visa and Mastercard bank cards to pay directly at Metrorail faregates and on Metrobus fareboxes. Contactless payment also works with digital wallets, such as Apple Pay, Google Pay, Samsung Pay, and Fitbit Pay. The launch of contactless payment also allowed the introduction of a new fare-capping feature, which guarantees a maximum cost of \$5.65 per day for unlimited rides, including transfers.



## DTPW PUBLIC WORKS DIVISION

The DTPW has projects underway that will help increase mobility by reducing congestion as highlighted below:

### SW 216TH STREET FROM SW 127TH AVENUE TO SW 112TH AVENUE (PTP PROJECT)

This project includes the widening of existing roadway to a two-lane divided highway with a raised landscaped median, bike lanes, on-street parking, a traffic circle, sidewalks, curb and gutter, a new storm drainage system, signalization, pavement markings and signage, and decorative street lighting.

### SW 137TH AVENUE FROM HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (HEFT) TO US 1 (PHASE I)

This project includes the widening of SW 137th Avenue from (HEFT) to US 1 to improve the traffic flow of vehicles, cyclists and pedestrians. The completed project will have two traffic lanes for vehicles and a bicycle lane, both northbound and southbound, as well as turning lanes and medians. The project also includes the construction of a storm drainage system, curb and gutters, concrete sidewalks, installation of new street lighting system, signalization, paving, signage, and pavement markings.

### SW 137TH AVENUE FROM US 1 TO SW 200TH STREET (PHASE II)

This project includes the construction of a new two-lane roadway along SW 137th Avenue extending for approximately 3.2 miles from SW 200th Street to US 1, which will include sidewalks for a portion of the project, curb and gutter, a continuous storm drainage system, signalization, pavement markings and signage, roadway lighting, landscaping, a bridge over C-102 canal, a culvert crossing at C-102-N canal, and filling of the borrow pit at SW 240th Street.



### SR 968/SW 1 STREET BASCULE BRIDGE REPLACEMENT PROJECT

FDOT began this \$67 million bascule bridge replacement project in May 2019. Work includes: replacing the existing bascule bridge; a new tender house; new bridge approach spans; reconstructing the roadway; reconnecting the existing catwalks to the historic adjacent building; and providing sidewalk connections to the bridge deck and the Miami Greenway under the new bridge. The existing SW 1 Street bascule bridge was a low-level bascule (movable) bridge spanning the Miami River and carrying the eastbound lanes of a one-way pair facility that comprises Flagler Street (westbound lanes) and SW 1 Street. This bridge serves as a critical route over the Miami River into downtown Miami. The new bridge will ease congestion for vehicular traffic and ease navigation along the Miami River. Construction is expected to last until summer 2022.



### SR 977/THE KROME AVENUE RECONSTRUCTION PROJECTS

These projects, which span 36 miles in western Miami-Dade County from SR 25/Okeechobee Road to SR 5/US 1 in Homestead, will improve mobility and enhance safety along this important Strategic Intermodal System (SIS) corridor. Work included widening the corridor from two to four lanes and building a wide grassy median. Other work included construction of the Krome Avenue Trail, a multi-use path, new drainage, and lighting.

Reconstruction was completed between Okeechobee Road and SW 136 Street. Reconstruction between SW 232 Street and SW 136 Street began in early 2019 and the remaining segments, from SW 232 Street to US 1, including a Truck Bypass, will begin construction in early 2020. The entire corridor will be completed in 2021.





### SR 836 NEW HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (HEFT) RAMP CONNECTIONS

This project consists of new ramps from eastbound and westbound SR 836 to northbound HEFT and southbound HEFT to westbound SR 836. It also includes ramps to and from the west on SR 836 to the Dolphin Station Park and Ride to provide direct access for western Miami-Dade County as an alternative to NW 12th Street, which is at capacity. It also includes the southbound HEFT to westbound SR 836 Express Lane ramp bridge, funded by Florida's Turnpike Enterprise (FTE), to provide direct access to westbound SR 836 for future FTE southbound Express Lane users. These ramps were originally contemplated to be part of the SR 836 Southwest Extension project, which is currently in the right of way acquisition and preliminary design phase. In light of the FTE advancing the construction of their project to alter the current interchange and HEFT mainline configuration, this project accelerated the ramps portion of the project. This provides for a unified interchange project that will yield significant efficiencies and eliminate future throwaway costs. The design-build project is anticipated to begin in early FY 2020. Total cost is estimated at \$57.3 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 an additional transportation option. The project is envisioned to include: express bus service and park and ride facilities at SW 88th Street and at the southern limit of the project; a multi-use recreational trail for walking and biking; 1,000 acres of land to be preserved in its natural state in perpetuity; widening of the existing SR 836 Extension from NW 137th Avenue to the Florida's Turnpike; as well as improvements to 137th Avenue, 8th Street, 157th Avenue, SW 88th Street, SW 104th Street and SW 136th Street to facilitate access. Some of the improvements to local streets are anticipated to be funded by Miami-Dade County. The final design of some of the components of this project is anticipated to begin in FY 2020 with completion of construction over seven years. Total cost is estimated at \$1 billion.



### FLORIDA'S TURNPIKE ENTERPRISE

In 2019, FTE completed construction of a new interchange entrance ramp from westbound Campbell Drive to northbound Turnpike Extension. This improvement enhanced the flow of traffic and should help to reduce congestion at the Campbell Drive interchange.







## MIAMI-DADE COUNTY AVIATION DEPARTMENT (MDAD)

### NEW SOUTH AND CENTRAL TERMINAL BAGGAGE HANDLING SYSTEM

The new \$324 million, fully automated system doubles the speed and efficiency of baggage screening and delivery for flights in Miami International Airport's (MIA) Central and South terminals. In addition to nearly nine miles of conveyor belt and 12 new CTX 9800 explosives detection system machines, the upgraded system features 102 mobile inspection tables (MIT) in an 18,000-square-foot baggage reconciliation area – one of the world's largest airport installations of automated guided vehicle technology. Approximately 50 airlines will be using the new system by the end of 2020.



### CENTRAL BASE MODIFICATION AND EXPANSION PROJECT

The project, which broke ground in October 2019, will upgrade 34.1 acres of asphalt and concrete pavement originally built in the 1960s that is now used for aircraft parking and movement near MIA's Concourse D. The rehabilitated space, slated for completion by December 2022, will better support larger aircraft, maximize aircraft parking locations, improve the area's stormwater and lighting, and pave the way for passenger growth at MIA.



## MIAMI-DADE COUNTY SEAPORT DEPARTMENT

In 2019, MSC Cruises signed a letter of intent for a new mega terminal that will bring an estimated 1.5 million passengers through PortMiami each year. MSC Cruises currently operates a fleet of 15 cruise vessels and four of these, *MSC Seaside*, *MSC Divina*, *MSC Armonia*, and *MSC Meraviglia*, call Terminal F at PortMiami home. Recently, Miami-Dade County officials approved plans for MSC Cruises to build on a terminal site with space for one 7,000-passenger ship at a time, but the new proposal potentially doubles this with enough space to accommodate two 7,000-passenger ships at a time.

Also in 2019, Virgin Voyages completed the groundwork necessary for the construction of their new 100,000 square-foot terminal in 2020. This new terminal will house their newest cruise ship, *Scarlet Lady*, with more ships to come as the fleet grows. It is expected to be completed by November 2021, in time for beginning of the year's cruise season.



## CITIZENS' INDEPENDENT TRANSPORTATION TRUST (CITT)

The Citizens' Independent Transportation Trust (CITT) is the 15-member body created to oversee expenditure of the revenue of the half-penny transportation surtax and implementation of the People's Transportation Plan (PTP), approved by voters in 2002. It continues to have an essential role and mission in the financing, oversight and improvement of the roadway and public transit systems in Miami-Dade County.

In 2019, the CITT continued to contribute funding to the Advanced Traffic Management System (ATMS), an ongoing project which improves traffic management and mobility throughout Miami-Dade County. All the County's signalized intersections have now been migrated to the new ATMS system. The conversion to this system allows for traffic signal coordination. The goal of coordinating traffic signals is to create a progression of vehicle platoons through a corridor at the prevailing speed and have the traffic signals cascade in sequence so that the platoons do not need to stop or slow down.

By the end of 2019, Hitachi Rail USA delivered 129 Metrorail vehicles to the County. This was the result of \$375 million in surtax funds approved in 2008 to purchase a new Metrorail fleet. All 136 vehicles of the new fleet will be in service by the end of 2020.

As part of its ongoing PTP oversight role, CITT members and staff visited the William Lehman Metrorail Operations Center during the third quarter to get a first-hand look at the testing and evaluation process for the new Metrorail vehicles.



# REGIONAL PARTNERS AND INITIATIVES



## REGIONAL PARTNERS

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



In 2019, Tri-Rail experienced record ridership numbers. In their quest to continue reducing vehicular traffic by increasing Tri-Rail ridership, the SFRTA Governing Board approved at their September 2019 meeting a fare policy change for the Tri-Rail Commuter Rail Service. This policy change addresses:

- Pricing inequity that currently exists between zones,
- Maintain 12-trip flexibility,
- Reduce the discount for those in the Employer Discount Program (from 25% to 15%),
- Increase monthly fares by 10%, and
- Round down all fares to the nearest \$0.25.



The SFRTA also addressed the expansion of transit by committing to a new Tri-Rail Downtown Miami Link (TRDML) service anticipated to begin in fall of 2020. This new service will extend Tri-Rail commuter rail service to provide direct service into downtown MiamiCentral Station and provide connections to Virgin Trains, Metrorail, Metrobus, and Metromover transit services.

### BRIGHTLINE/VIRGIN TRAINS



For Brightline, soon to be Virgin Trains, 2019 was an exciting year as the first privately funded passenger rail system in America, in over a century, reached many critical milestones. Designed to reinvent rail travel and take cars off the road, Brightline connects city pairs and congested corridors that are too close to fly and too long to drive. The fast, efficient, hospitality-driven transportation system celebrated its first anniversary of service here in South Florida. Currently operating between Miami, Fort Lauderdale and West Palm Beach, Brightline surpassed the one million rider milestone over the summer. In response to demand for more connectivity in the south corridor, Brightline also announced plans for new stations in Boca Raton, Aventura, and PortMiami to be added in 2020. Construction connecting South Florida to Orlando began in June, “ushering in the Red Spike Era” and will connect the two regions in three hours beginning in 2022.



Residents and visitors continue to turn to Brightline to access the best of South Florida, using the service for both business and leisure. Among corporate customers, the legal industry leads the charge in terms of total rides, followed by real estate, technology, hospitality, and finance. Leisure travelers, especially cruise passengers, enjoy taking the train and starting their vacation early.



# REGIONAL INITIATIVES

During the first meeting of the year, Miami-Dade TPO Chairman Oliver G. Gilbert III was elected as the Vice Chair for Southeast Florida Transportation Council (SEFTC), which is a formal partnership between the Miami Dade TPO, Broward MPO, and Palm Beach TPA. SEFTC is made up of representatives from each TPO Board and serves as a formal regional transportation planning forum for policy coordination.

Mary Tery Vilches, Miami-Dade TPO Assistant Director, was elected Chair of the Regional Transportation Technical Advisory Committee (RTTAC) Transportation System Management & Operations (TSM&O) Subcommittee. This group is responsible for the coordination of TSM&O projects to ensure that they are better integrated within the region's planning process and documents and promotes program resources to support these projects. The committee created a fact sheet that covered TSM&O benefits (see below) and is accessible via the SEFTC website.

Tewarie Edmonson, Miami-Dade TPO Transportation Planner, was elected Chair of the RTTAC Modeling Subcommittee (RTTAC-MS),

which addresses travel demand modeling issues as it pertains to the tri-county region. Mr. Edmonson will oversee the development of the next iteration of the Southeast Regional Planning Model (SERPM), which is the activity based model used to support the three respective local Long Range Plans (Miami-Dade, Broward, and Palm Beach counties) along with the Regional Transportation Plan (RTP).

The 2045 RTP, a partnership among the Miami-Dade, Broward, and Palm Beach TPOs, identified the most significant transportation investments needed to meet growing travel demands throughout the southeast Florida region. Major accomplishments of the 2045 RTP Include:

- Updated the regional network
- Explored alternative growth scenarios
- Examined different revenue/finance approaches
- Delineated future high capacity transit corridors
- Began preparing policy considerations for the region

## TSM&O BENEFITS – BY THE NUMBERS



**35K**

LANE BLOCKING  
INCIDENTS  
CLEARED



**\$12-\$43**

ECONOMIC BENEFIT FOR  
EVERY DOLLAR INVESTED  
IN TSM&O



**113K**

ROAD RANGER  
MOTORIST  
ASSISTS



**46**

EXPRESS  
LANE  
MILES



**122K**

MONTHLY  
EXPRESS  
BUS RIDERS

## REGIONAL DELEGATION EXPLORES SMART TECHNOLOGY OPTIONS

In 2018, the Miami-Dade TPO Governing Board passed a resolution setting the alignment of the SMART Plan's North Corridor as an elevated fixed guideway system. This resolution had a resounding impact in 2019 on Miami-Dade TPO activities and those of their partners, the Broward Metropolitan Planning Organization (MPO) and the Miami-Dade DTPW. This resolution led to a quest to learn about potential technologies for the North Corridor from the Asian nations of China and Japan. In July 2019, a delegation, comprised of Governing Board Members and the Executive Directors from the three partner organizations, embarked on an intensive four-day tour of multiple facilities in both nations.

The delegation returned with a much better understanding of unmanned automated guideway transit, Maglev technology (magnets lifting the train centimeters off the tracks), and monorail systems. Upon their return, their work continued in their

understanding and analysis of the different systems and which would be best suited for the particular needs of the North Corridor. On October 21, 2019, the TPO Fiscal Priorities Committee (FPC) received a presentation on the transit technology analysis and accepted the funding and financial plan. A resolution by the Miami-Dade TPO Governing Board was adopted on October 31, 2019, selecting an elevated Metrorail system as the preferred transit technology for the North Corridor of the SMART Plan.

This was truly an unprecedented regional effort, as never before had the Miami-Dade TPO and Broward MPO participated together in an international delegation with a very specific purpose and need to apply lessons learned back home. The Broward MPO's support of this corridor and desire to see it continue north to Nova Southeastern University in Davie is a testament that regional transportation and transit opportunities continued to move forward during 2019.

# 2019 SAFE STREETS SUMMIT

In February 2019, the Miami-Dade TPO, the Broward Metropolitan Planning Organization (MPO), and the Palm Beach Transportation Planning Agency (TPA) co-hosted the 6th Annual 2019 Safe Streets Summit at the InterContinental Miami Hotel. Over 500 transportation professionals, elected officials, community partners, and other advocates gathered to discuss safer streets and improved access to multimodal transportation. The theme for 2019 was “Safe Streets, SMART Streets” bringing a focus on the implementation of innovative transportation efforts that address challenges of the future. The Summit aimed to inspire decision makers and agencies to implement multimodal transportation solutions including first and last mile connections to transit.

Miami-Dade TPO Chairman Oliver G. Gilbert III officially opened the 2019 Safe Streets Summit, and City of Miami Mayor Francis Suarez welcomed participants to the City of Miami. They participated in dynamic sessions focused on tools, policies, and implementation strategies needed for advancing Complete Streets projects. Complete Streets are streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

The two-day event included a full conference day featuring nationally-recognized speakers, such as former U.S. Transportation Secretary Anthony Foxx (currently serving as the Chief Policy Officer at Lyft), Emiko Atherton (Director of National Complete Streets Coalition at Smart Growth America), and Darcy Kitching (Walk2Connect Cooperative).

The second day featured five separate mobile workshop tours that highlighted different parts of Miami-Dade County. The focus was on transportation and built environment efforts that also promote economic development, livability, and access to transportation options, both locally and regionally. The workshop tours included: the City of Coral Gables, the City of Miami Beach, downtown Miami, the Brightline MiamiCentral Station, and the Underline. The “Safe, Connected Age-Friendly Communities” walking tour highlighted features of a city that is livable for all ages and was co-hosted by Walk2Connect, American Association of Retired Persons (AARP), and the Miami-Dade Age-Friendly Initiative.

The Annual Safe Streets Awards Ceremony recognized local Complete Streets individuals and community champions from each of the three counties. Those honored were:

#### **Miami-Dade County:**

- Patrice Gillespie Smith, Miami Downtown Development Authority (DDA)
- City of Doral

#### **Broward County:**

- Steve Braun, FDOT District 4
- City of Sunrise

#### **Palm Beach County:**

- Raphael Clemente, West Palm Beach DDA
- City of Palm Beach Gardens

Safe Streets Summit Workshops Participants





# MORE THAN SEVEN DECADES OF TPO SERVICE RECOGNIZING 2019 TPO STAFF RETIREMENTS



*The Miami-Dade TPO Governing Board recognizes TPO staff retirees listed below*



**JESUS GUERRA**  
TPO DEPUTY DIRECTOR

As the Deputy Director for the Miami-Dade TPO, Jesus Guerra has been instrumental in assisting the TPO Executive Director in advancing the directives of the TPO Governing Board to provide mobility choices for the residents of Miami-Dade County through the transportation planning process, more specifically the SMART Plan. He has worked in the transportation field for over 40 years in both the public and private industry, with the last 27 years being spent with the Miami-Dade TPO. Jesus has a Master of Science in Civil Engineering, specifically in Transportation Engineering, and a Bachelor's degree in Civil Engineering both from the University of Puerto Rico, Mayaguez Campus.



**CARLOS ROA**  
TPO ASSISTANT DIRECTOR TRANSPORTATION  
AND LAND USE

Carlos Roa completed 30 years with the Miami-Dade TPO, most recently as the Assistant Director of Transportation and Land Use. He has overseen the development of the main federally mandated programs. Mr. Roa has also been responsible for the Freight, Congestion Management, and Non-Motorized Plans and Transportation Performance Measures, as required by federal law. He has also represented the Miami-Dade TPO on various local, regional, and statewide transportation planning committees. Mr. Roa holds a Bachelor's degree in Civil Engineering and a Masters' Degree in Urban Planning from Michigan State University.



**DAVID HENDERSON**  
TPO INTERMODAL MANAGER

For the last 20 years at the Miami-Dade TPO, David Henderson has worked closely with staff from FDOT District Six, Miami-Dade DTPW, Miami-Dade County Public Schools, local municipalities, and other groups to plan and fund numerous multimodal facilities and safety improvements and strategies for the County. He is a member of the American Planning Association (APA), the Association of Pedestrian and Bicycle Professionals (APBP), and is the past Board President of the Florida Bicycle Association. David has a Bachelor's degree in Economics from Indiana University and a Masters of Urban and Regional Planning degree from the University of Miami.

# MIAMI-DADE SMART PLAN



Miami-Dade Transportation  
Planning Organization

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#MIAMISMARTPLAN

*The Miami-Dade TPO has set a policy that assures that no person shall on the basis of race, color, national origin, sex, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. It is the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act (ADA). To request this document in accessible format, please call (305) 375-1881. If you are interested in participating in the transportation planning process, please contact the Miami-Dade TPO at (305) 375-4507.*

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