



**Miami-Dade Transportation
Planning Organization**



2020 ANNUAL REPORT OF THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

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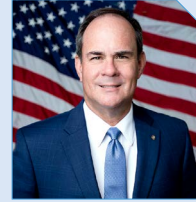
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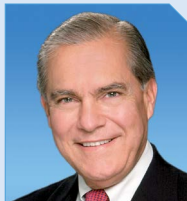
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MESSAGE FROM THE EXECUTIVE DIRECTOR

This edition of the Miami-Dade Transportation Planning Organization (TPO) 2020 Annual Report is dedicated to all who have lost their lives in service to Miami-Dade County during the COVID-19 pandemic, as well as to the frontline workers who have persevered to provide much needed services, including transportation, in our community. The TPO Governing Board consistently convened to prioritize and maintain critical transportation funding to meet the needs of the community during these challenging times. Despite pandemic-related revenue impacts, close coordination at the federal, state, and local level took place throughout 2020. The following summary provides an overview of the funding efforts and transportation programming in Fiscal Year 2020:

Securing Funding Opportunities for the SMART Plan

The TPO Governing Board prioritized and adopted funding for SMART Plan projects totaling over \$244 million in the Florida Department of Transportation (FDOT) Work Program.

PROJECT	FUNDING COMMITMENT
SMART Plan Transit Expansion Priority Flex	\$150,000,000
South Dade Transitway Park and Ride Facilities	\$25,197,375
North Corridor	\$11,590,993
South Dade Transitway Service Improvements	\$11,020,288
Kendall Corridor	\$8,025,000
Beach Express North Julia Tuttle Improvements	\$6,610,795
NE Corridor Midtown Station Development	\$6,368,305
NW Miami Dade Express BERT	\$6,300,000
SMART Plan Regional Projects	\$5,450,424
Flagler Corridor	\$3,596,227
East-West Corridor - Dolphin Express Lines A&B	\$3,593,750
Beach Corridor - Mount Sinai Multimodal SMART Terminal	\$3,574,000
SMART Plan First and Last Mile Reserve	\$3,166,405
SUBTOTAL	\$244,493,562

SMART Demonstration Projects

Eleven (11) SMART Plan Demonstration projects were successfully prioritized, funded, and approved, totaling close to \$8 million in local, state, and federal funds.

PROJECT	FUNDING COMMITMENT
City of Miami Beach South Beach Trolley	\$5,000,000
City of Opa-Locka South Route Shuttle*	\$510,000
Town of Cutler Bay Transit Expansion	\$390,000
SFRTA/Tri-Rail Stations Security Cameras*	\$387,286
Town of Miami Lakes Freebee Expansion	\$343,460
City of Coral Gables Evening Hour Extension	\$340,000
Village of Pinecrest On-Demand Service Expansion*	\$288,664
City of Coral Gables Saturday Trolley Service	\$260,900
City of South Miami Express	\$212,440
City of Aventura to Virgin/Brightline Station	\$100,000
Town of Medley Central Commuter Route	\$120,000
SUBTOTAL	\$7,952,750

*Additional service development demonstration awards

Transportation Alternatives (TA) Program

The TPO collaborated with transportation partners to identify and fund ten (10) projects totaling over \$7.8 million, including local and federal funds.

PROJECT	FUNDING COMMITMENT
17th Street Bicycle Lane and Transit Lane Improvements	\$1,660,603
South Miami Pedestrian Bridge Construction	\$1,000,000
Caribbean Blvd Complete Streets Project	\$1,000,000
Ludlam Trail Overpass at Bird Road	\$1,000,000
Miami Lakes Park West Bicycle Improvements	\$1,000,000
BikeSafe Elementary School Program in Miami-Dade County	\$784,599
North Bay Village Island Walk - Phase 1	\$706,574
Miami Shores Village Flagler Trail	\$458,680
Miami Shores ADA Ramp Improvements	\$162,000
Town of Medley Sidewalk Master Plan	\$80,000
SUBTOTAL	\$7,852,456

Safe Routes to School

In 2020, the TPO Board prioritized and approved over \$3 million, for seven (7) Miami-Dade County Public Schools.

PROJECT	FUNDING COMMITMENT
Georgia Jones-Ayers Middle School	\$1,198,129
Miami Northwestern Senior High School	\$653,720
North Miami Beach Senior High School and JFK Middle School	\$96,229
Miami Central High School	\$595,958
North Dade Middle School	\$277,628
Miami Southridge Senior High School	\$193,577
Booker T. Washington Senior High School	\$127,101
SUBTOTAL	\$3,142,342

Funding Opportunities for Local Partners

The TPO also assisted partner agencies in securing funds through the TPO prioritization process, totaling over \$33 million.

PROJECT	FUNDING COMMITMENT
Golden Glades Bicycle and Pedestrian Connector to Sunshine State Industrial Park	\$6,968,100
Town of Medley - NW 74th Street Safety Improvements	\$6,268,730
I-195/SR 112 from NW 12th Avenue to Alton Road PD&E	\$4,000,000
DTPW Complete Streets Pushbutton	\$3,900,000
North Miami - NE 125th Street Safety Improvements	\$3,225,640
Iron Triangle Lejeune/Okeechobee/NW 36th Street PD&E	\$2,000,000
City of Miami Gardens Blueway Trail Improvements	\$1,850,000
City of Hialeah - Hialeah Gardens Blvd PD&E	\$1,800,000
Metrorail and Metromover Guideway Bridge Inspections	\$1,250,000
City of Miami Bus Expansion	\$1,100,626
North Bay Village - Kennedy Causeway Complete Streets	\$464,020
City of Sunny Isles Beach Transit Application Enhancement	\$150,000
City of Coral Gables Signage and Trolley Passenger Count System	\$113,200
SUBTOTAL	\$33,090,316

In closing, throughout this report we reflect on the region's mobility trends with respect to changing travel patterns associated with the COVID-19 pandemic. We note examples of innovation from the need for public safety that has future implications for the long-term reduction of traffic congestion, such as telecommuting. We also note the range of expanded mobility choices directly correlated to the restructuring of public rights-of-way from 'car-centric' to 'pedestrian-centric' environments. These are just a few trends you will read about in this annual report. The TPO is constantly adding new documents on current transportation studies and issues, and I invite you to stay informed by visiting our website at www.miamidadetpo.org.

-Aileen Bouclé, AICP, Executive Director

MOBILITY TRENDS

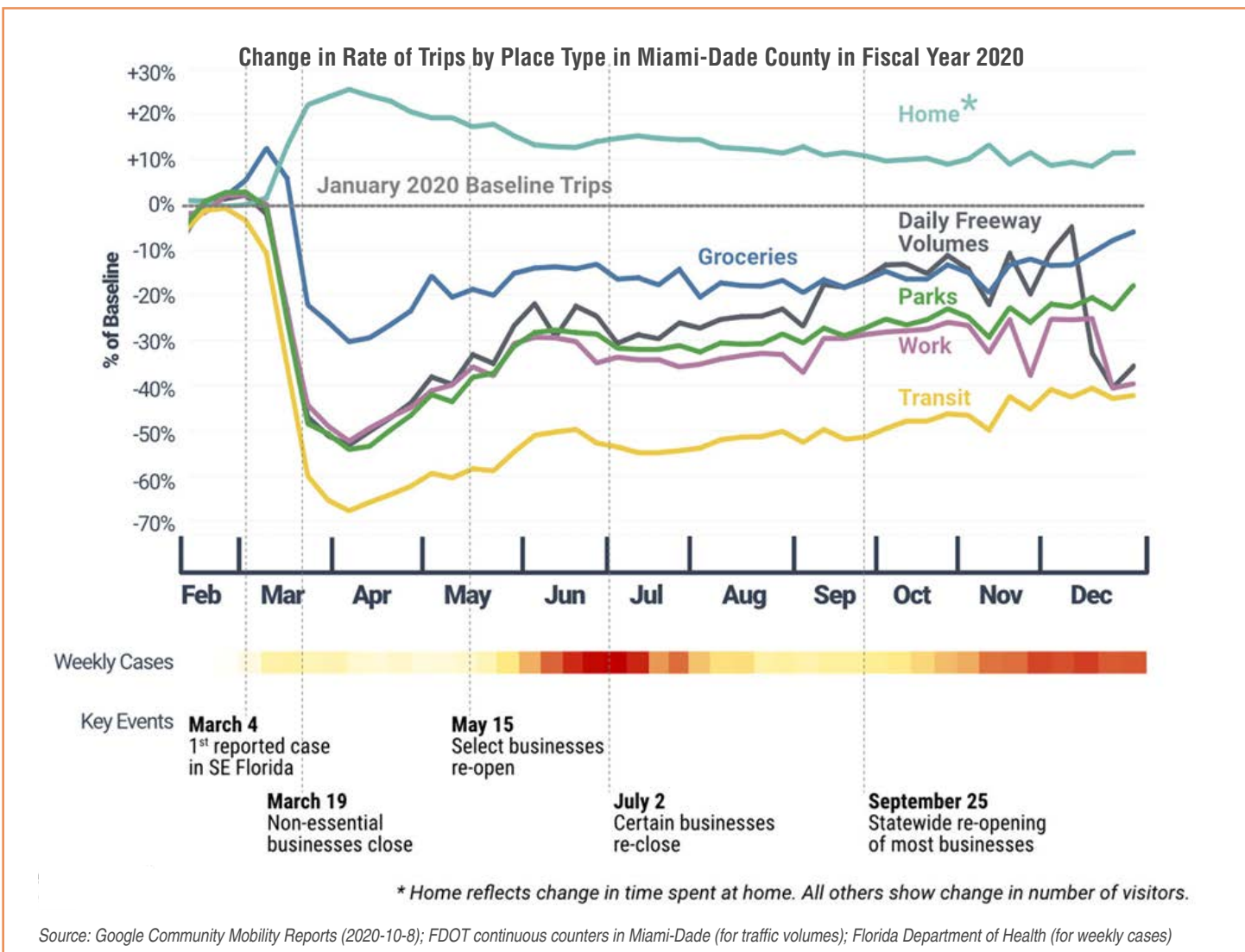


As part of both short-range and long-range transportation planning activities, the Miami-Dade TPO monitors mobility trends to guide the transportation investments programmed in Miami-Dade County. During 2020, the COVID-19 pandemic resulted in a significant range of impacts across the region, which directly correlate to the below travel patterns representing various destinations and travel modes. The below chart incorporates, transit, health, and traffic volume data that provides insight on how changes in trip making patterns coincided with the pandemic and various key events. The different lines on the chart represent the changes in trip making from the baseline of January 2020 to the below 'Place Types' or destinations:

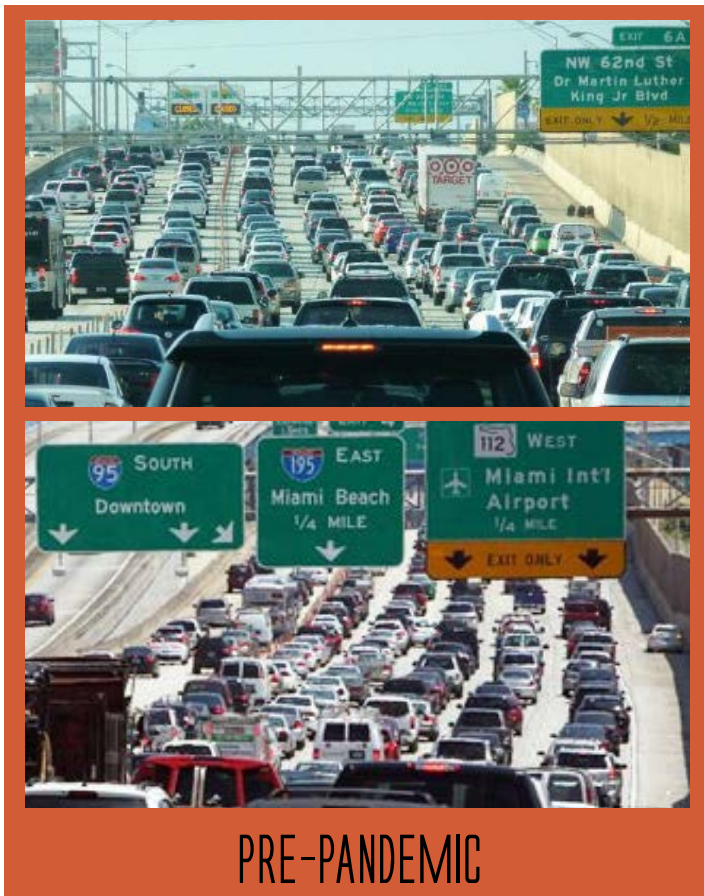
- **Groceries:** Trip making trend for going to places like grocery markets, food warehouses, farmers markets, specialty food shops, drug stores, and pharmacies.
- **Parks:** Trip making trend for going to places like local parks, national parks, public beaches, marinas, dog parks, plazas, and public gardens.

- **Work:** Trip making trend for going to places of work.
- **Transit (stations):** Trip making trend for going to places like public transport hubs such as Metrorail, bus, and train stations.
- **Freeway:** Trip making trend on freeway volumes which are much more sensitive to work commute travel than other types of trips.

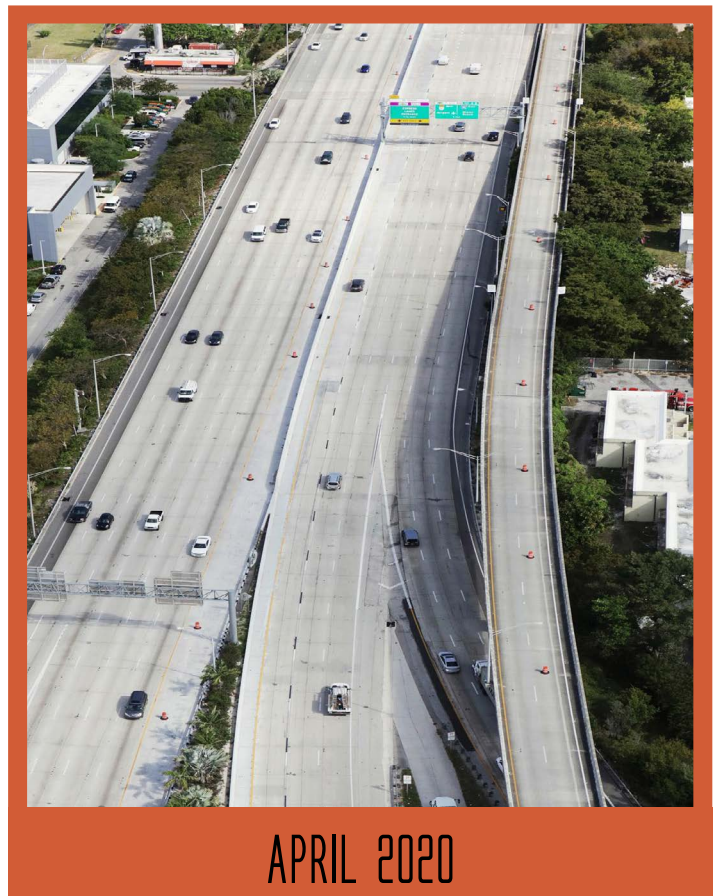
Travel patterns for all Place Types experienced a sudden drop in visitation through the second half of March 2020, bottoming out in mid-April 2020, coinciding with the first phases of lockdown due to the pandemic. The June-July increase in the number of weekly COVID-19 cases aligns with an interruption in the upward trajectory of all non-home place types. The September 2020 numbers illustrate a return to an upward trajectory, especially for work trips, which can be attributed to the reopening of businesses. The resurgence of weekly COVID-19 cases in November and December coincided with another decline in work trips and freeway traffic, while shopping and park trips continued to grow.



In Miami-Dade during the COVID-19 Pandemic



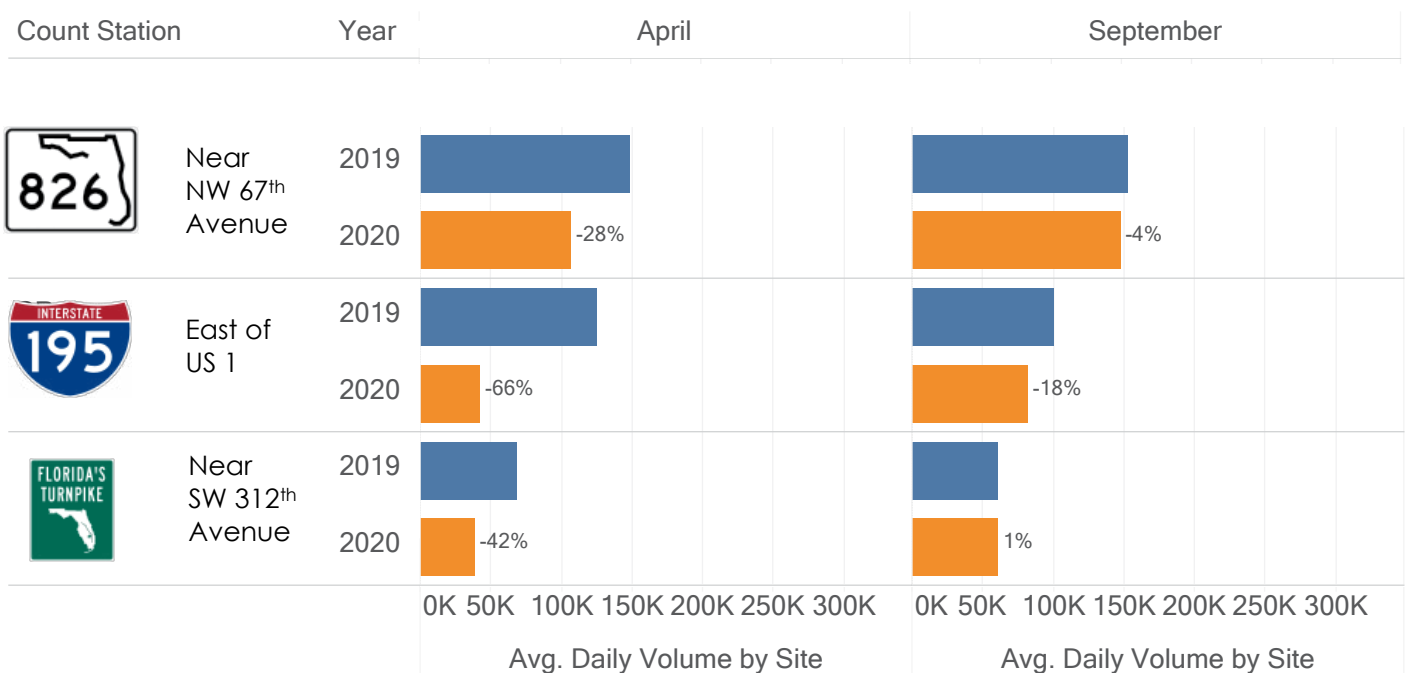
PRE-PANDEMIC



APRIL 2020

The below graphic illustrates comparative weekday traffic data from 2019 and 2020 during the months of April and September on selected facilities.

Weekday Traffic Volumes on Major Freeways in Miami-Dade County - By Facility



TRANSIT AND ROADWAY

Resiliency Efforts in the Face of the COVID-19 Pandemic

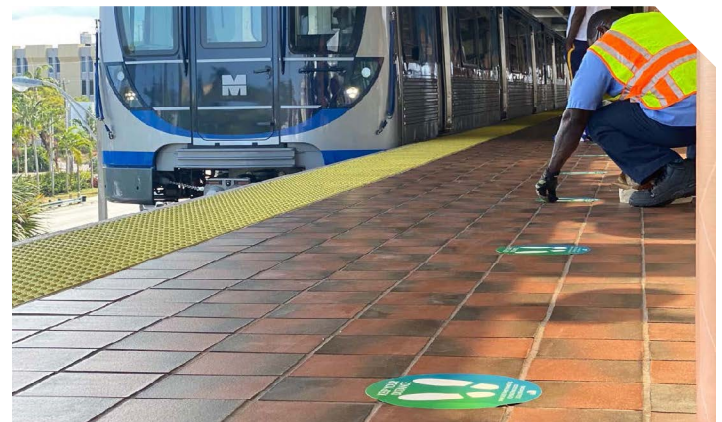
IN MEMORIAM Frontline Transit Workers

We honor the frontline Miami-Dade Transit employees who lost their lives in service to the Miami-Dade County community during the pandemic and thank those who have persevered to provide much needed transportation services to those who depend on transit.

During the pandemic, the work continued for frontline workers as well as commuters on transit and roadways. Safety protocols and procedures were implemented by Miami-Dade County Department of Transportation and Public Works (DTPW). All aspects of operations were examined including how drivers were dispatched, how people circulated inside buildings, and how employees could maintain social distancing. Hand sanitizing dispensers were installed in every Metrorail train, Metromover car and Metrobus. Additional safety precautions were implemented including:

- Six-foot social distancing markers were installed along the platforms where people were waiting to board Metrorail.
- Signage was placed following all Center for Disease Control (CDC) recommendations including the use of facial coverings and social distancing.
- Polycarbonate shields were installed near all Metrobus drivers' doors to reduce exposure.
- Vinyl curtains were hung behind the Metrorail drivers' cabins to further separate them from patrons.
- Vehicles were disinfected nightly, some again mid-day, and in the field as some were continuously in service.

the bus route. Initially, there were 25 trips per night. However, by October that number had grown to more than 80. The Go Nightly service was an important pilot project for DTPW in 2020.



Due to pandemic-related reduction in traffic volumes, the Florida Department of Transportation (FDOT) worked to accelerate transportation projects including the I-395/SR 836/I-95 Project. The I-395/SR 836/I-95 Project is a partnership between FDOT and the Miami-Dade Expressway Authority (MDX), with construction limits on SR 836, beginning at NW 17th Avenue, and continuing through the SR 836/I-395/I-95 (Midtown) Interchange, to the MacArthur Causeway Bridge. The limits on I-95 are from NW 8th Street to NW 29th Street. Construction is expected to be completed in the fall of 2024 at a cost of \$818 million.



DTPW faced some challenges that required innovation. Night bus ridership initially dropped, so service was reduced. But as it came back, DTPW was able to run eight overnight bus routes and add more vehicles to meet social distancing requirements. As fares were suspended, many people began riding buses, but not going to a specific destination. It was determined that these buses could be put to better use during the day when more capacity was needed. DTPW partnered with Uber, Lyft, and Paratransit to create "Go Nightly", which is an alternative transportation solution that provides on-demand ride options for late-night travel on the eight overnight bus routes. Special signs were installed at each stop instructing patrons that between the hours of midnight and 5 a.m. to use the Go Nightly app or call the posted number and a vehicle would pick them up and take them anywhere within a quarter of a mile from



FDOT expanded work hours within the I-395/SR 836/I-95 project limits which allowed work to be advanced while maintaining safety for the workers and motorists. This included implementing lane closures during daytime hours, which would not have been possible under pre-pandemic traffic conditions on an interchange that normally experiences 450,000 vehicle trips daily.

BICYCLE AND PEDESTRIAN

Resiliency Efforts in the Face of the COVID-19 Pandemic

Miami-Dade’s response to the COVID-19 pandemic was wide-ranging, and when it came to traditional land uses associated with public infrastructure and public rights-of-way, such as roadways, there was an observable increase for street closure permits in various areas throughout the county. The push for street closures resulted from an increased need for public safety as well as to allow for greater social distancing during the COVID-19 pandemic. This included promoting the economy with expanded outdoor facilities. This safety initiative not only served to promote the economy, but also shifted the public right-of-way from a car-centric to pedestrian-centric environment, which resulted in increased pedestrian and bicycle activities. Municipalities in coordination with the county repurposed the use of existing sidewalks, parking lanes, and travel lanes for the use of restaurant expansions, pedestrian, bicycle, and emergency vehicle access. Pictures on this page illustrate various uses of public right-of-way during the pandemic in 2020.



With the observed increase in bicycle and pedestrian activities during the pandemic, the TPO worked with its transportation partners to promote bicycle/pedestrian infrastructure and utilization throughout the county. During 2020, the Florida Department of Transportation (FDOT) initiated an effort to prepare a Bicycle Network Connectivity Plan for Miami-Dade County to address the growing demands of bicycle and pedestrian usage. FDOT was able to utilize the Miami-Dade TPO’s 2045 Bicycle Pedestrian Master Plan as a foundation for this effort. This is a collaborative effort including all Miami-Dade County municipalities. The TPO has expanded the focus of this effort to incorporate the type of experiences observed during the pandemic as part of the overall master plan effort.

TPO MOBILITY HUB PLANNING STUDIES

The Miami-Dade TPO’s ‘SMART Moves’ program sponsors mobility hub planning studies throughout the county. The objective is to create a safer, more walkable transportation system for all types of users. One example is the Cutler Bay Mobility Hubs Plan Study to address connections in the Town of Cutler Bay to the South Dade Transitway. This Plan seeks to improve connectivity, mobility and safety for pedestrians, bicyclists, and transit users through the identification of Neighborhood, Community and Regional Mobility Hubs throughout the Town’s roadway network. This study builds upon the recommendations provided from the Town’s Transportation Master Plan, in addition to the TPO First Mile/Last Mile Options for High-Trip Generator Employers Study and Protected Bike Lanes Demonstration Plan. The protected bike lane demonstration project shown has been recognized regionally by the Safe Streets Summit.



Virtual Outreach, Training, and Educational Opportunities

Pivoting to the online world, in 2020 Miami-Dade staff hosted, planned, and participated in virtual events, trainings, meetings, and educational opportunities.

Americans with Disabilities (ADA)

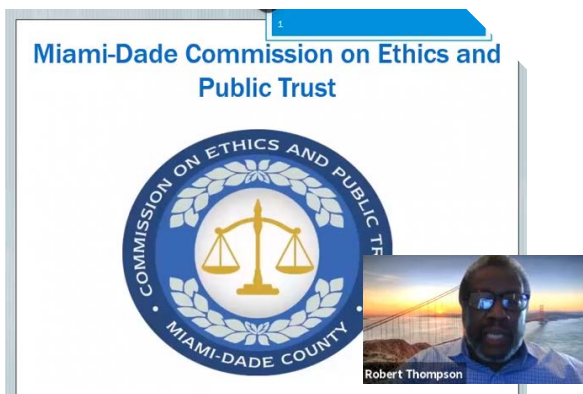
On July 30th, the Miami-Dade TPO staff joined the United States Department of Transportation (U.S. DOT) virtual ceremony celebrating the 30th anniversary of the enactment of the ADA Act. The event featured remarks by then U.S. DOT Secretary Elaine L. Chao, State DOT's Modal Administrators, among others.

Fundamentals of Environmental Justice

TPO staff participated in the Federal Highway Administration (FHWA) web-based training course on the Fundamentals of Environmental Justice (EJ) through the National Highway Institute. This five-hour course explained how EJ applies to each stage of transportation planning and decision making. The course covered principles related to EJ considerations in environmental review and design, as well as during right-of-way coordination, construction, operations, and maintenance. It presented a variety of strategies and resources for considering EJ throughout the transportation decision-making process.

Ethics Training for TPO Advisory Committees

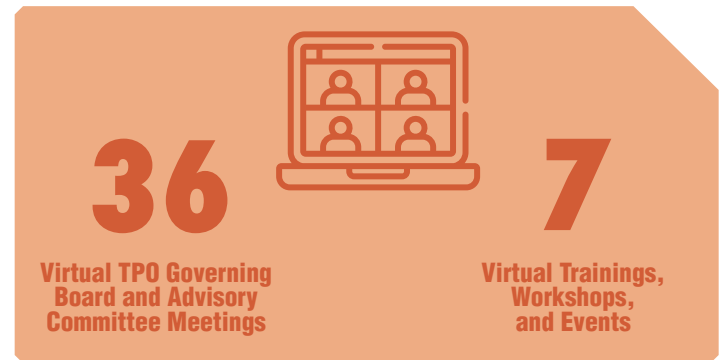
The Miami-Dade TPO hosted a virtual ethics training with the Miami-Dade County Commission on Ethics (COE). The session included members of various Miami-Dade TPO citizen advisory committees who are required to stay up to date with current ethics and Sunshine Law directives.



Working with Diverse Communities - Community Action Committees

Miami-Dade County operates various Community Action Agency (CAA) centers throughout the county, which are mainly located in minority neighborhoods and are the lifelines to underserved communities. Miami-Dade TPO staff attended meetings on a regular basis, speaking directly with individuals regarding transportation

needs and concerns. These needs were relayed to the appropriate operating agencies for consideration and implementation.



Transportation Outreach Planner Virtual Training Session

The Miami-Dade TPO and the Florida International University Geographic Information Systems and Remote Sensing Center (FIU-GISRSC) co-hosted a virtual training for the TPO's Transportation Outreach Planner (TOP) tool. Since its inception in 2003, the FIU-GISRSC has worked with the TPO in developing this web-based tool that enables Public Involvement Officers/Managers and Transportation Planners to develop an effective public involvement program and accomplish the Title VI goal of properly identifying attitudes and issues facing a particular community. The TOP tool utilizes 'Sociocultural Effect' principles (evaluating the effects of a transportation action on communities and quality of life) to evaluate and incorporate community considerations into the planning and development of transportation plans, programs, and projects. To accomplish this, the tool is currently composed of three dynamically interconnected segments: Customized Demographic Reports; Public Outreach Strategies; and Community Background Reports. Visit the tool at www.miamidadetpo.org/tools.

EDC-5 Initiative for Virtual Public Involvement Strategies

Miami-Dade TPO staff continued participating in the FHWA fifth round of Every Day Counts (EDC-5). The State-based initiative rapidly deploys proven but underused innovations to accelerate project delivery and enhance the transportation system. In addition to continuing the Safe Transportation for Every Pedestrian (STEP) program, EDC-5 introduces innovations such as Virtual Public Involvement (VPI) strategies to promote more effective engagement from the public at all stages of the planning process, and Value Capture: Capitalizing on the Value Created by Transportation to recover a portion of public transportation investment that results in increased land values. Miami-Dade TPO staff is assisting with the VPI strategies by being an active resource to the team providing firsthand accounts of locally utilized public involvement techniques.



GIVING THE COMMUNITY A

Taste OF Transportation

Due to the COVID-19 pandemic, the Miami-Dade TPO temporarily suspended all in-person outreach activities and special events in mid-March, and as a result, the “Taste of Transportation Virtual Lunch Series” was implemented.

This virtual outreach series, which will continue throughout 2021, also provided an opportunity for residents to ask questions directly of the participating transportation partner agencies: Miami-Dade Aviation Department (MDAD), Citizens' Independent Transportation Trust (CITT), Florida Department of Transportation (FDOT) District Six, Florida's Turnpike Enterprise (FTE), Miami-Dade County Parks, Recreation and Open Spaces Department (PROS), Miami-Dade Department of Transportation and Public Works (DTPW), South Florida's Regional Transportation Authority (SFRTA)/Tri-Rail, and South Florida Commuter Services (SFCS).



This virtual strategy included reaching out in a focused manner by implementing the outreach events based on the 2045 Long Range Transportation Plan's designated Transportation Planning Areas (TPA). In 2020, the TPO conducted the first three of seven TPA virtual outreach locations:

- TPA 1 "Beach" on September 22nd (22 sq. miles)

Golden Beach	Bay Harbor Islands
Aventura	Surfside
Sunny Isles Beach	Indian Creek Village
North Miami Beach	North Bay Village
Bal Harbour Village	Miami Beach

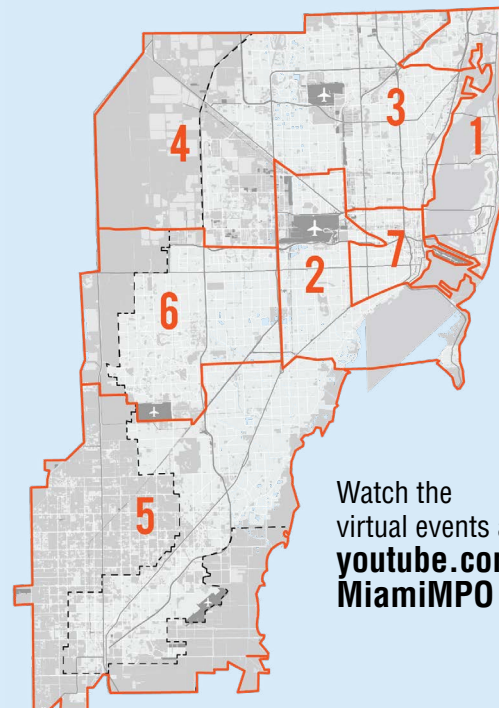
- TPA 2 "Central" on October 28th (53 sq. miles)

Miami Springs	Coral Gables
Virginia Gardens	South Miami
Miami	Key Biscayne
West Miami	

- TPA 3 "North" on December 8th (75 sq. miles)

Miami Gardens	Biscayne Park
North Miami Beach	Miami Shores Village
Opa-Locka	El Portal
North Miami	Miami

MIAMI-DADE COUNTY TRANSPORTATION PLANNING AREAS MAP



Watch the virtual events at [youtube.com/MiamiMPO](https://www.youtube.com/MiamiMPO)

Flattening the Congestion Curve

TELECOMMUTING SURVEY

KEY QUESTIONS

- How are people commuting now vs. before COVID-19?
- What is the range of telecommuting experiences?
- What are the observed benefits and challenges of telecommuting?

In March, the COVID-19 pandemic reshaped daily life, making significant changes in how people operated. With stay-at-home and social distancing orders, many transitioned from routine commutes, in-store shopping, and in-person meetings to telecommuting, online shopping, and online meetings and classes.

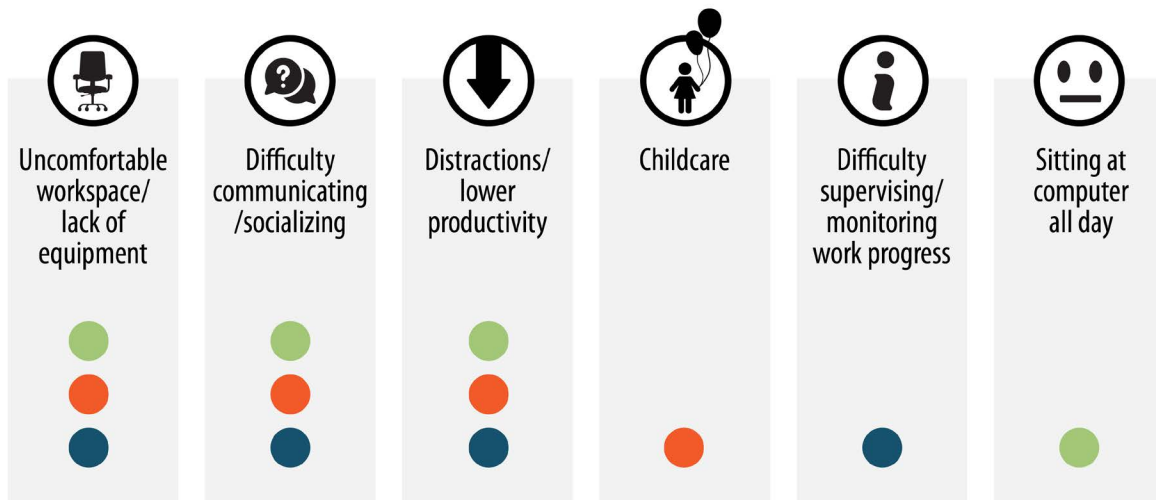
As a result of this restructuring of daily life, in mid-summer, the Miami-Dade TPO Governing Board approved a study focusing on the concept of telecommuting as part of a long-term overall

strategy to reduce congestion and improve mobility in Miami-Dade County. The Miami-Dade TPO, in partnership with FDOT District Six and Florida International University (FIU), developed and administered a survey focused on telecommuting, with the desired outcome of an understanding of telecommuting trends and its potential usefulness as a tool to “Flatten the Congestion Curve”. The significant outcomes of the study are the advancement of a pilot program to maximize telecommuting opportunities and recommend policies for consideration.

TELECOMMUTING SURVEY TOP BENEFITS

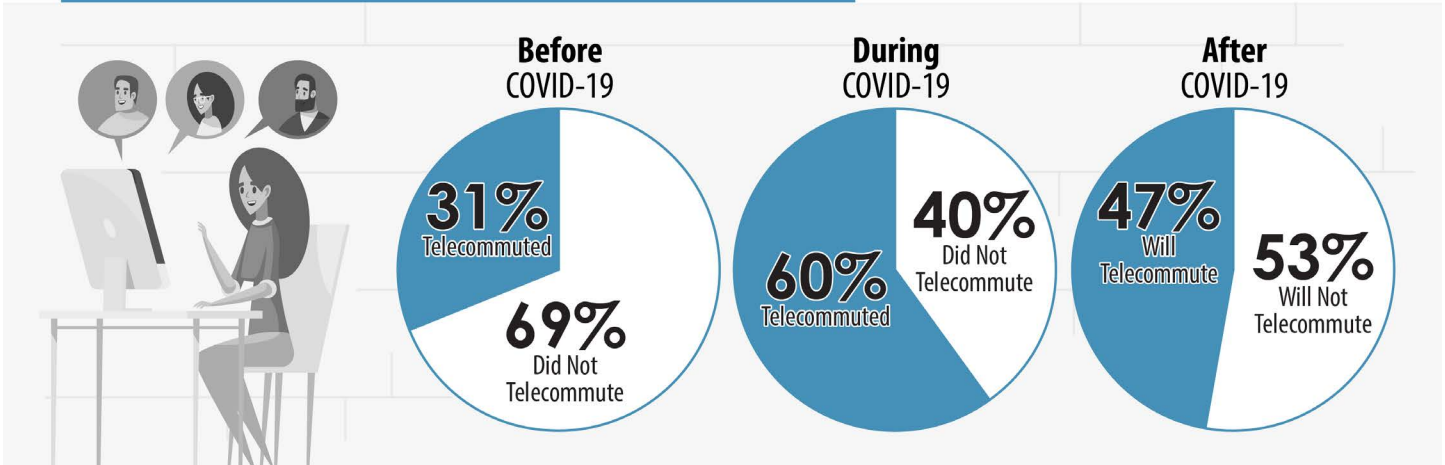


TELECOMMUTING SURVEY TOP CHALLENGES



Source: FDOT D6/FIU/Qualtrics

What percentage of your employees telecommuted or do you expect to telecommute before, during, and after the COVID-19 outbreak?



Source: FDOT D6/FIU/Qualtrics

Telecommuting Data and Assessment

The survey collected 1,364 responses, with 83% coming from Florida residents. Information was gathered in terms of a range of data types and variables, including: traffic and transit ridership; employment type and unemployment; telecommunications infrastructure; and telecommuting trend data. The survey questionnaire was stratified to ask general questions of employees, upper managers (employers), and college-level students. Approximately 88% of respondents were under the age of 56, heavily weighting the sample to working-age populations. The most represented industry was “Construction, Manufacturing, and Trade” with 35% of respondents, followed by “Professional Services” and “Education, Healthcare, and Public Administration”, both with roughly 25% of respondents. Respondents selecting “Other” included those working in software, information technology, the military, and other professions.

Employers

A key objective of the survey was to understand the level of telecommuting before, during, and assumed after the COVID-19 pandemic. Employers reported a near doubling in telecommuting staff during the COVID-19 pandemic compared to before the pandemic (60% versus 31%). Post-pandemic, employers expect a decrease in telecommuting compared to current conditions, although still significantly higher than before the COVID-19 pandemic.

Students

Similarly, students were asked how their frequency of remote learning had changed during the COVID-19 pandemic and how they expect it to change post-pandemic. Responses indicate that almost 90% of classes were moved online during the pandemic, with the remainder of classes canceled. After the pandemic, more than half of students expect more frequent online classes.

Pros and Cons of Telecommuting

To understand the pros and cons of telecommuting, and to inform policy recommendations, the survey asked all respondents to rank benefits and challenges. Employers cited cost savings as a positive aspect of telecommuting. However, challenges cited by survey respondents include lack of equipment or technology, difficulty communicating with teammates, and higher potential for distractions at home. Childcare and higher screen time were also noted as challenges. For respondents who expressed a need to go back to the office, lack of equipment or technology was one of the most common challenges cited.

Potential Incentives

Finally, the survey asked respondents to provide feedback on potential incentives to facilitate telecommuting. These ranged from countywide internet access to monetary incentives, teleworking centers, and technical support, illustrated below:

TOP CONSIDERATIONS TO FACILITATE TELECOMMUTING



NEW SERVICE OPENINGS, CONSTRUCTION, & PROJECT MILESTONES

The SMART Plan

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

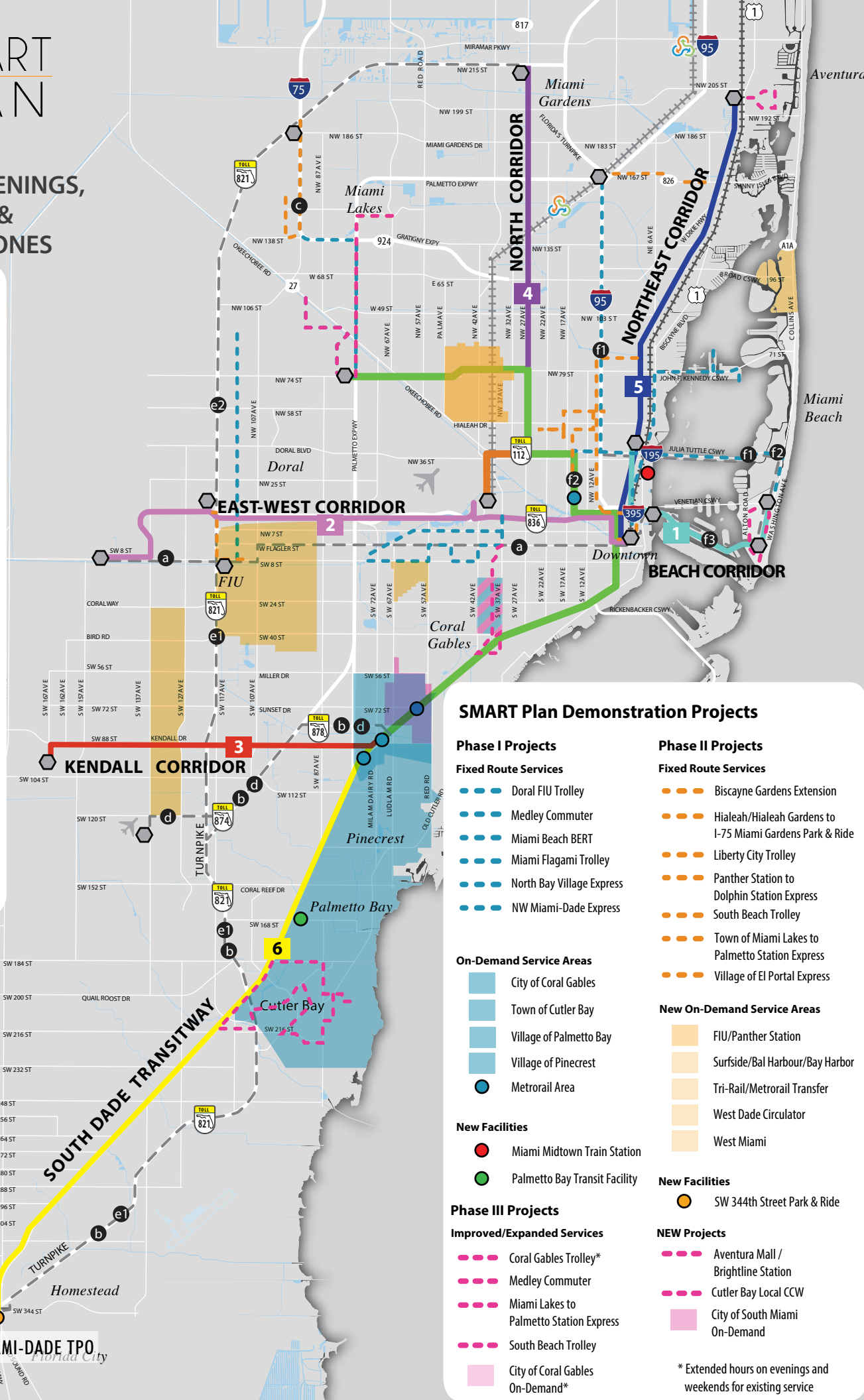
Rapid Transit Corridors: (In alphabetical order)

- Beach Corridor
- East-West Corridor
- Kendall Corridor
- North Corridor
- Northeast Corridor
- South Dade Transitway

Bus Express Rapid Transit (BERT) Corridors

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

*Map Not Drawn to Scale



SMART Plan Demonstration Projects

Phase I Projects

Fixed Route Services

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

On-Demand Service Areas

- City of Coral Gables
- Town of Cutler Bay
- Village of Palmetto Bay
- Village of Pinecrest
- Metrorail Area

New Facilities

- Miami Midtown Train Station
- Palmetto Bay Transit Facility

Phase III Projects

Improved/Expanded Services

- Coral Gables Trolley*
- Medley Commuter
- Miami Lakes to Palmetto Station Express
- South Beach Trolley
- City of Coral Gables On-Demand*

Phase II Projects

Fixed Route Services

- Biscayne Gardens Extension
- Hialeah/Hialeah Gardens to I-75 Miami Gardens Park & Ride
- Liberty City Trolley
- Panther Station to Dolphin Station Express
- South Beach Trolley
- Town of Miami Lakes to Palmetto Station Express
- Village of El Portal Express

New On-Demand Service Areas

- FIU/Panther Station
- Surfside/Bal Harbour/Bay Harbor
- Tri-Rail/Metrorail Transfer
- West Dade Circulator
- West Miami

New Facilities

- SW 344th Street Park & Ride

NEW Projects

- Aventura Mall / Brightline Station
- Cutler Bay Local CCB
- City of South Miami On-Demand

* Extended hours on evenings and weekends for existing service

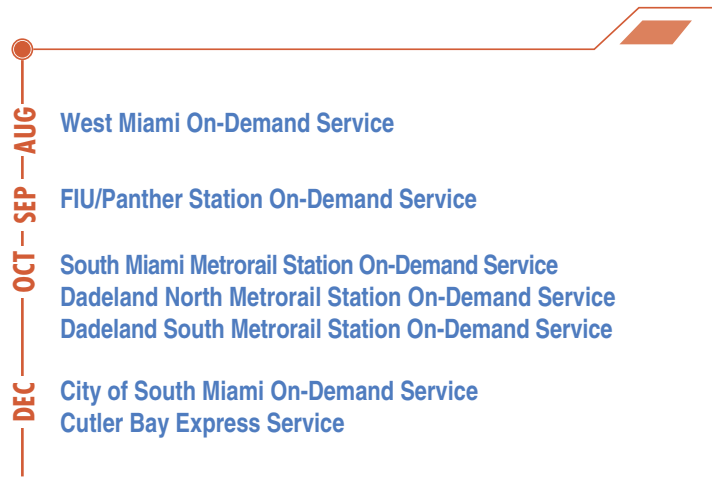
SMART DEMONSTRATION PROGRAM

Update

The Strategic Miami Area Rapid Transit (SMART) Plan was unanimously approved by the Miami-Dade TPO Governing Board in 2016 and set as a policy the “highest priority” to advance rapid transit corridors and transit supportive projects throughout Miami-Dade County. To further assist these efforts, the Miami-Dade TPO Governing Board passed resolution #14-18 in April 2018 establishing a SMART Demonstration Program to identify and implement demonstration projects that advanced elements of the SMART Plan. Those elements focus on the critical first and last mile network and new technology options for the region.

In 2020, the SMART Demonstration Program prioritized multiple demonstration projects, including FDOT service development awards, bringing the total to forty projects since 2018. These services are in partnership with FDOT, Miami-Dade DTPW, CITT, and multiple municipalities. The countywide program of projects includes a mixture of local, regional, state, and federal funding.

In addition to funding new services, the SMART Demonstration Program launched seven new service projects in 2020 as follows:



SMART TRAILS MASTER PLAN

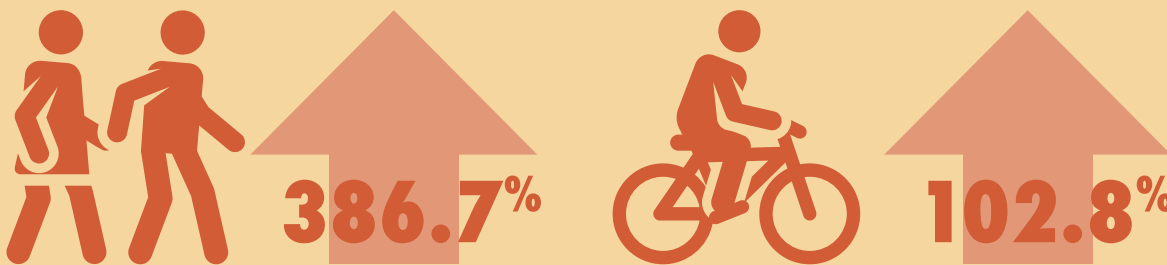
Update

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

The Ludlam Trail Corridor, which is in the Project Development and Environment (PD&E) Study phase, is one of the Miami-Dade County’s non-motorized trails. The purpose of the Ludlam Trail is to: provide a new shared-use path trail that will include safe, dedicated, and direct pathways for walking, running, and cycling;

encourage active lifestyles and the use of green, non-motorized modes of transportation; and enhance overall connectivity and accessibility between schools, parks, transit stops, residences, workplaces, and shopping. The Ludlam Trail is significant to extending the effectiveness and reach of the SMART Plan, given that on its southern end it will eventually connect not only to the Metrorail system, but also through The Underline, to the SMART Plan’s South Dade Transitway and the Kendall Corridor. It will also travel north to the SMART Plan’s Flagler Corridor and potentially to the East-West Corridor. The Ludlam Trail segment, from SW 40 Street to NW 7 Street, has \$8 million in funding programmed for construction, which is anticipated to start in 2024.

During the pandemic shutdown in the spring of 2020, usage of bicycle and walking paths in Miami-Dade County soared. For example, during May 2020, pedestrian usage of the M-Path near the Vizcaya Metrorail Station rose an astounding 386.7 percent over the same month in 2019, and cyclists’ usage increased 102.8 percent.



Data from the M-Path Vizcaya Metrorail Station

MILESTONES, OPENINGS AND CONSTRUCTION SMART PLAN PROGRESS REPORT



Beach Corridor

On January 30th, the Miami-Dade TPO Governing Board adopted the Beach Corridor's Locally Preferred Alternative (LPA). Section 1: Elevated rubber tire vehicles were selected for the Beach Corridor Trunkline that extends from the Downtown Metromover Omni Extension along MacArthur Causeway to 5th Street near Washington Avenue; Section 2: Extension of the existing Metromover in the median of Miami Avenue to NW 41st Street for the Miami Design District Extension; and Section 3: Dedicated lanes for bus/trolleys along Washington Avenue was selected for the Miami Beach Convention Center Extension.



East-West Corridor

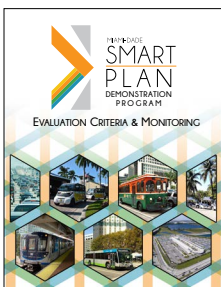
On October 22nd, the Miami-Dade TPO Governing Board unanimously approved Bus Rapid Transit (BRT) as the LPA for the corridor. BRT service will extend between the Tamiami Station to the Miami Intermodal Center (MIC) and to Downtown Miami via the Dolphin Station, SR 836/ Dolphin Expressway, and the Blue Lagoon area. The award-winning Tamiami Station Park and Ride broke ground on August 14th to serve as an integral component of the corridor, as well as provide quicker connections for residents between west Miami-Dade County and Downtown Miami. Metrobus service from the Tamiami Station is expected to begin in fall 2021.



Kendall Corridor

The Kendall Corridor Project Development & Environment (PD&E) study limits are from SR 997/Krome Avenue/SW 177 Avenue to Dadeland North Metrorail Station. The Florida Department of Transportation (FDOT) identified curbside BRT as the recommended alternative for this corridor after a series of two rounds of public meetings. In February 2020, as per partner agency collaborative feedback, FDOT began the evaluation of reversible lanes along various segments of Kendall Drive. Upon completion of the analysis, FDOT will seek the endorsement from the TPO Governing Board for the recommended alternative.

COMPLETED 2020 SMART PLAN STUDIES



SMART PLAN DEMONSTRATION PROGRAM EVALUATION CRITERIA & MONITORING



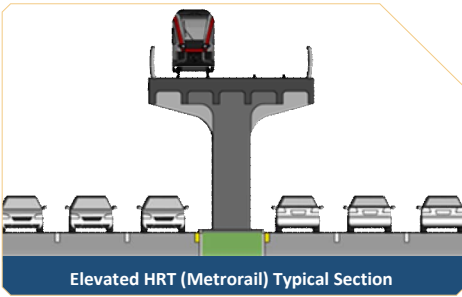
The purpose of this study was to establish common criteria among agencies to monitor, evaluate, and assess the success of the projects that compose the SMART Demonstration Program. The study team evaluated best practices at the local, state, and national levels. Based on this research, an evaluation process was developed, which includes both qualitative and quantitative aspects of a project's contributions to the transit environment. A monitoring program was developed to evaluate the success of implemented SMART Demonstration projects, and test evaluations were performed for each type of project currently in operation, including On-Demand Responsive services, Fixed Routes, and Park-and-Ride Stations.



SMART PLAN BEACH-NORTHEAST LAND USE SCENARIO & VISIONING PLANNING REPORT



The SMART Plan includes the advancement of six rapid transit corridors along with a Bus Express Rapid Transit (BERT) network. The SMART Plan corridors have been advancing through two complementary processes: Project Development and Environment (PD&E) and Land Use Scenario & Visioning Planning (LUS&VP). The purpose of LUS&VP is to integrate transportation and land use planning, thereby maximizing the effectiveness of transit investments along the SMART Plan corridors. This report focuses on the LUS&VP activities completed for the Beach and Northeast SMART Plan Corridors, which were studied together due to the study areas overlapping one another between Downtown Miami and Midtown Miami.



North Corridor

The SMART Plan’s North Corridor runs along NW 27th Avenue extending from the Martin Luther King, Jr. Metrorail Station to NW 215 Street. On February 20th, the TPO Governing Board adopted resolution #05-2020 urging Miami-Dade County to include language in its Request for Proposals (RFP) for the North Corridor to consider all modes of transit with similar benefits as specified by the Heavy Rail Locally Preferred Alternative for the North Corridor. This unanimous action demonstrated the TPO Governing Board’s desire to explore all technological options available for the North Corridor. The County’s RFP to advance this corridor is currently in progress.

Northeast Corridor

Brightline and Miami-Dade County broke ground on the Aventura Station, which is located adjacent to Aventura Mall at the 19800 block of West Dixie Highway. The project includes two bridges: a west bridge in Phase 1 to connect from the West Aventura Station to the train platform, and an east bridge in Phase 2 from the train platform east to Aventura Mall. Brightline will provide express service from this station during peak travel periods, as well as hourly trips. Subsidized fares will be offered by the County for a percentage of riders between Aventura and MiamiCentral. Construction is expected to be completed by fall 2021.

South Dade Transitway

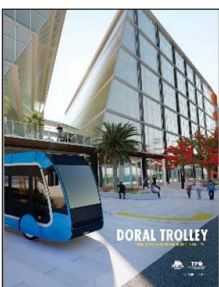
The Miami-Dade TPO Governing Board approval of BRT as the LPA in 2018 led the way for the TPO to assist Miami-Dade DTPW in requesting and successfully receiving \$100 million from the FTA Small Starts Capital Investment Grant (CIG) Program. DTPW was also awarded \$1.04 million from the FTA’s Pilot Program for Transit Oriented Development (TOD) Planning, which will aim to improve access to public transportation and spur economic and mixed-use development along the corridor. Also, the TPO Board removed the requirement of reaching an average weekday ridership of 35,000 daily trips in order to convert from BRT to at-grade Metrorail.



FISCAL PRIORITIES COMMITTEE SMART PLAN FINANCIAL REPORT



The Miami-Dade TPO’s financial plan is guided by the TPO Fiscal Priorities Committee (FPC) and the Miami-Dade TPO Governing Board, and based on the Miami-Dade County 40-year financial proforma. On July 10th, the TPO FPC conducted a meeting to discuss SMART Plan funding opportunities via the 2020 SMART Plan Financial Report that was presented to the members. The report summarizes the financial planning, modeling, and strategy recommendations for implementing the SMART Plan. The report also captures the accomplishments and milestones achieved during State Fiscal Year 2020 (July 2019 to June 2020).



DORAL TROLLEY SMART PLAN COORDINATION STUDY



This study analyzed and evaluated the existing Doral Trolley System (DTS) by recommending modifications, enhancements, and/or expansion solutions to better serve the target travel market over the short-, medium-, and long-term. This study also defines the target travel market and connects the DTS with other existing and planned municipal, county, and regional transit services. In addition to the routing alternative recommendation, this study looks at providing other policy, stakeholder, and systemwide recommendations. By enhancing the local circulators, new premium transit services can be connected, coordinated, and synchronized to develop an efficient distribution network.

TPO TECHNICAL STUDIES

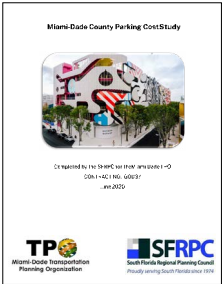
The diversity of the technical studies undertaken by the Miami-Dade TPO in 2020 underscores how interconnected transportation issues are within Miami-Dade County. Most important is to understand that these studies are the basis of actual projects that are implemented by the appropriate operating agency that have lasting and positive impacts for the Miami-Dade County community.



URBAN MOBILITY STRATEGIES IN MIAMI-DADE COUNTY



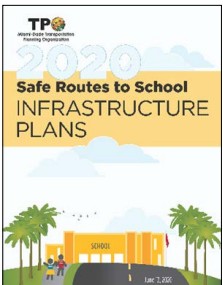
This study was completed at the request of the Miami-Dade TPO's Urban Mobility Task Force (UMTF). It identified strategies and procedures to address improving the project development process, minimizing impacts during roadway construction, and identifying industry best practices. The study team identified how projects in the county are planned, designed, and built and has formulated recommendations in the study's Recommendations & Action Plan on how to streamline and improve this process. This Final Report summarizes the results from the input received from the Study Advisory Group (SAG), a comprehensive literature review, an analysis of national best practices, and in-depth interviews with existing stakeholders in the private sector and state and county government agencies.



PARKING COST ANALYSIS STUDY



As part of ongoing transportation demand modeling efforts, the Miami-Dade TPO utilizes various primary and secondary sources of data to help predict and project transportation scenarios that aid future transportation planning and investment efforts. One of these data sources is parking costs. Higher parking cost(s) in a specific area will have a direct effect on how many people make trips to that area. This study, in collaboration with the South Florida Regional Planning Council (SFRPC), assists in determining the average parking cost in each Micro Analysis Zone (MAZ), which then affects the attractiveness of given locations in the TPO's activity-based transportation modeling process.

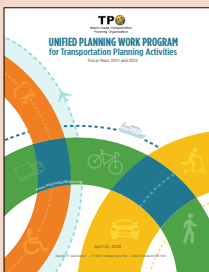


SAFE ROUTES TO SCHOOL (SRTS) 2020



SRTS is a federally funded program that seeks to improve the safety, health, and physical activity of children by increasing the number of children who elect to safely walk or bike to school. The TPO has managed the Miami-Dade SRTS Infrastructure Plans Program since 2011 in coordination with FDOT District Six, Miami-Dade County Public Schools (MDCPS), and Miami-Dade DTPW. Seven grant applications (four high schools and three middle schools) were submitted to FDOT requesting funding for proposed SRTS infrastructure improvements for the 2020 cycle with a total aggregate funding request of approximately \$2.1 million.

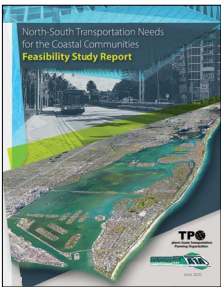
UNIFIED PLANNING WORK PROGRAM (UPWP)



The FYs 2021 & 2022 UPWP describes the transportation planning activities to be managed by the Miami-Dade TPO. Tasks included in this document are scheduled to be conducted during the fiscal period beginning July 1, 2020 and ending on June 30, 2022. The document reflects metropolitan transportation planning work tasks to be funded with Federal, State or local transportation funds, and the agencies responsible for implementing the various tasks included in the program. The use of the Federal funds are limited to transportation planning activities affecting the transportation system within the Miami Urbanized Area. Projects in the UPWP address required work activities, and agreed upon local, state, and federal transportation planning issues and priorities.

TPO TECHNICAL STUDIES

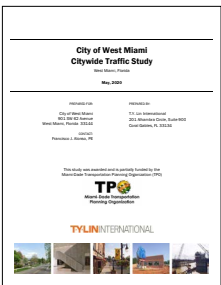
NORTH-SOUTH TRANSPORTATION NEEDS FOR THE COASTAL COMMUNITIES FEASIBILITY STUDY



This study provides context and direction for the development of the multimodal transportation network for Miami-Dade County's coastal communities. It evaluated the community transportation needs and assessed the feasibility of implementing transit and complementary options for improvements throughout the coastal communities along SR A1A between Miami Beach and the northeast Miami-Dade/Broward County Line. This includes the following municipalities: Aventura, Bal Harbour, Bay Harbor, Golden Beach, Indian Creek, Miami Beach, North Bay Village, Sunny Isles Beach, and Surfside. This effort supports a future integrated system with a series of recommended improvements, including FDOT working with the municipalities to implement projects.



CITY OF WEST MIAMI CITYWIDE TRAFFIC STUDY



Sponsored through the Miami-Dade TPO's SMART Moves Program (municipal portion), this effort is a follow up to the City of West Miami Engineering Traffic Study. The study identifies projected traffic impacts resulting from the construction of seven commercial developments within the City, and the City's concerns regarding traffic intrusion along eight residential streets. The study area is primarily residential along both SW 8th Street and SW 67th Avenue. The purpose is to analyze possible mitigation measures to slow down and reduce traffic volumes.



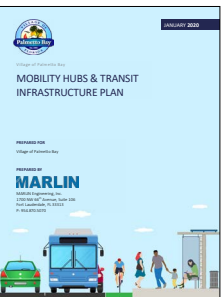
MIAMI BEACH 17 STREET BICYCLE & TRANSIT LANES FEASIBILITY STUDY



Through the Miami-Dade TPO's SMART Moves Program (municipal portion), the City commenced this study on the 17th Street corridor connecting the Venetian Causeway bicycle lane from West Avenue to the Beachwalk. The recommended Plan considered three alternatives, which included major pedestrian upgrades, a continuous bicycle lane on 17th Street, and a combination bus/bicycle lane from Meridian Avenue to Collins Avenue.



VILLAGE OF PALMETTO BAY SMART MOBILITY HUBS AND TRANSIT INFRASTRUCTURE



This Plan seeks to improve connectivity, mobility, and safety for pedestrians, bicyclists, and transit users through the identification of neighborhood, community, and regional Mobility Hubs. It seeks to provide the community with a comprehensive system of Transit Mobility Hubs connecting to the South Dade Transitway and Village of Palmetto Bay. The Plan includes the identification of amenities, improvements, and recommendations to create vibrant public spaces and encourage residents and visitors to use alternative modes of transportation in the Village.



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



A federally required 45-day public review period was provided from April 6th until May 21st. The Miami-Dade TPO Governing Board approved a multimodal \$8.2 billion TIP for FYs 2021-25 on May 21, 2020, which was then reviewed and approved by the Federal Highway Administration (FHWA). The TIP is a federally required, multi-year program of the TPO that prioritizes transportation improvement projects for federal, state, and local funding to be implemented in Miami-Dade County over the next five years. It lists specific projects and anticipated schedules and costs. The TIP puts the Long Range Transportation Plan (LRTP) into action and is also the capital improvement element of the LRTP.

PARTICIPATION IN MAJOR EVENTS AND ACTIVITIES

BIKE305's Bike to Work Day

Miami-Dade TPO staff actively participated in the 8th Annual BIKE305 Bike to Work Day kicked off at the University Metrorail Station with a 7.6-mile bike ride north along The Underline to the Government Center.

CoMotion Miami LIVE

On July 1st, Miami-Dade TPO staff participated in the panel "Miami and South Florida: The Playground of Future Mobility." The Miami-Dade TPO focus was on its continued virtual efforts, with local and regional transportation partners, in developing mobility options during the pandemic, especially through the implementation of various SMART Plan Demonstration Program projects.

Rail~Volution Webinar: SMART Demonstration Program: Miami Style

Miami-Dade TPO staff led a distinguished panel, with the Village of Pinecrest Mayor, through a discussion regarding the SMART Demonstration Program. The dialogue centered around how 25 demonstration projects, with municipal and transportation partners throughout the county, are focusing on providing first and last mile services to the SMART Plan corridors, including to a proposed new transit station along the Northeast Corridor.

2020 National Conference of Regions

Miami-Dade TPO staff attended the virtual 2020 National Conference of Regions, a National Association of Regional Councils' (NARC) forum in Washington, DC, to discuss key policy issues and a legislative agenda representing priorities of the Miami-Dade TPO Governing Board.

Improving Transit System State of Good Repair and Reliability

Miami-Dade TPO staff participated in the "Improving Transit System State of Good Repair and Reliability" virtual event. The panel discussed how to leverage transit asset management data and the metropolitan planning process to improve transit system reliability and performance.

The following outreach activities occurred to advance the SMART Plan in 2020:

- Brightline's Aventura Station Groundbreaking
- Call for SMART Ideas Presentations Citizen Advisory Committees (CAC): South District, Brownsville, Wynwood, and Allapattah
- Citizens' Independent Transportation Trust Municipal Transportation Workshop
- COMTO Miami and Rail~Volution Emerging Trends in Public Transportation Forum
- East-West Corridor's 836 Express Bus Ribbon Cutting Event
- FDOT District Six and TPO Transportation Safety Fair
- FIU's School of International & Public Affairs Meeting
- Greater Miami Chamber of Commerce (GMCC) Transportation Committee Meetings
- Jackson Health System's Health and Wellness Fair
- Miami Dade College Wolfson Campus Health Fair
- NARC 2000 Virtual Conference
- Veterans Administration (VA) Hospital Mobility Fair
- Village of El Portal Council Meeting – Village of El Portal SMART Demonstration Project

2020 PEER EXCHANGES

Transit Resilience Peer Exchange: State of the Practice in Florida

Miami-Dade TPO staff attended the FHWA and FTA Peer Exchange as part of the Transportation Planning Capacity Building (TPCB) Program. The topic of discussion focused on regions exploring and implementing enhanced transit systems. Elected officials and leadership staff joined Valley Metro (Phoenix, AZ), Capital Metro (Austin, TX), and Florida urban area transit agencies in the Peer Exchange to discuss their experiences with planning, funding, and implementing enhanced transit systems.

Managed Lanes Peer Exchange

Miami-Dade TPO staff attended a virtual peer exchange sponsored by FHWA and hosted by FDOT District Six. The purpose of the event was to discuss the experiences, successes, challenges, and lessons learned from three peer agencies (Georgia DOT, Minnesota DOT, and Washington State DOT).

Transportation Planning Resilience Peer Exchange

Miami-Dade TPO staff presented the Miami-Dade County's major resilience efforts during the FHWA and FDOT Resilience Peer Exchange. Objectives for the event included:

- Sharing approaches for using the transportation planning process to increase natural hazard resilience, including a focus on health, accessibility, and economic development.
- Ensuring all MPO/TPOs in the state share an understanding of approaches and best practices.
- Creating an opportunity for peer-to-peer collaboration and brainstorming on how they can work to integrate resilience into planning at the individual agency level.

TRANSPORTATION PARTNERS

In addition to the following transportation partner highlights, please reference 2020 activities for FDOT District Six on pages 4 and 5, and Brightline on page 13.

MIAMI-DADE COUNTY AVIATION DEPARTMENT (MDAD)

By the end of 2020, Miami International Airport (MIA) had weathered the COVID-19 pandemic storm with increased passenger totals, new airlines and routes, and new projects to make the travel experience a brighter one. When the pandemic began in March, MIA's passenger traffic dropped as low as 3,500 travelers per day. That picked up in December to an average 60,000 passengers per day. Plexiglass shields at check-in counters and TSA checkpoints, hand sanitizer stations, and facial coverings are now the rule instead of the exception. Despite this new normal, MIA has forged ahead to remain a global leader in the aviation industry. And, while passenger traffic continued to rebound, MIA reached a new all-time high of 2.3 million tons in cargo, due to demand for e-commerce and essential supplies spiking to record levels. Other improvements at MIA included: virtual video chats at the information counters; expedited, contactless passport screening for all international arrivals; and the "MIA2GO" mobile food pre-ordering app.



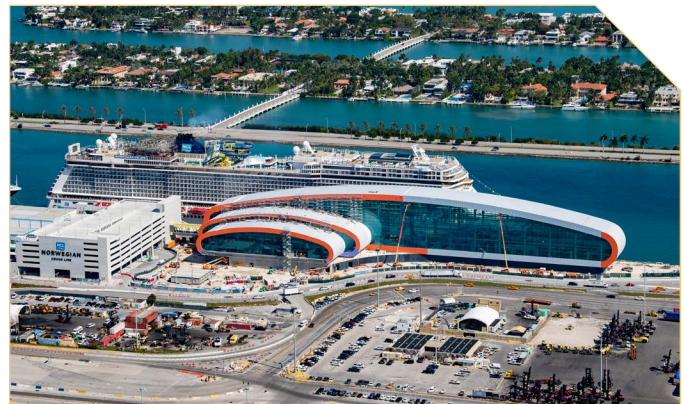
MIAMI-DADE COUNTY SEAPORT DEPARTMENT

In September 2020, the issuance of \$335 million was authorized under the Capital Asset Acquisition Special Obligation Bonds "2020 Authorization" for revenue generating capital projects allowing PortMiami to continue expanding business opportunities. These bonds are critical to progress at PortMiami, which is recognized as the "Cruise Capital of the World" and a "Cargo Global Gateway."

The continued development at PortMiami, one of Miami-Dade County's leading economic engines, represents more jobs, more growth, and more opportunities for the community and includes:

Cruise Terminal B completed in August for the Pearl of Miami, home of Norwegian Cruise Line. This project increases cruise passenger capacity by more than 1 million.

Cruise Terminal F broke ground in the summer for the future home of Carnival Cruise Line. This project will increase cruise terminal capacity to handle new Carnival vessels with 7,000 passenger occupancies.



Cruise Terminal V broke ground in the spring for the future home of Virgin Voyages. This project will increase cruise passenger capacity by over 500,000.

South Florida Container Terminal's cargo gate modification and electrified rubber-tired gantries. This project increases cargo density and efficiency while freeing land for the development of new cruise terminals.

Waterborne Commuter Transportation

As a result of the Miami-Dade TPO’s study recommendations of this commuter mode, Miami-Dade County developed a pilot project to identify a waterborne service that could provide a direct



connection between areas of high congestion located adjacent to the waterways while resulting in the least disruption to waterfront properties, wildlife, and sea grasses and in compliance with the speed zones. The two express routes identified were a north-south and east-west route.

In December 2020, Miami-Dade DTPW launched waterborne commuter transportation with privately-owned Poseidon Ferry and the Cities of Miami and Miami Beach. The goal for this new commuter service is to provide a new, reliable, and affordable transportation option to help alleviate traffic congestion between downtown Miami and Miami Beach during peak commuting hours.

Commuters are offered one-way trips connecting an east-west route across Biscayne Bay with hourly trips between Miami and Miami Beach, which will expand to 20-minute intervals as ridership grows.



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

Tri-Rail began 2020 announcing its highest calendar year ridership ever in 2019, just short of 4.5 million riders, and on pace to receive its 100 millionth rider in the fall of 2020. The pandemic put a hold on that achievement, but it did not deter the system to continue providing service to keep essential workers getting to their jobs. The onset of COVID-19 brought ridership down as low as 20% than normal. Measures were instituted to ensure safety for all passengers, crew, and staff: suspended fares; operations at a reduced service while adding additional train cars to provide adequate social distancing for passengers; equipment sanitizing was increased; and a safety campaign was put in place to inform and assure passengers about agency and passenger safe practices. As ridership rose from May

to October to 40% of the norm, service was adjusted to meet the demands of passengers. By mid-October, service had increased to 92% of full schedule. Despite temporarily suspending fares and reducing the schedule, SFRTA continues to progress on its mission to expand service to downtown Miami: Tri-Rail Downtown Miami Link (DTML) service will provide a one-seat ride into downtown Miami, pending installation of Positive Train Control (PTC) safety technology by Brightline on the Florida East Coast Corridor. Tri-Rail trains are currently equipped with PTC technology, and construction of the Tri-Rail Station at MiamiCentral is substantially completed. Service start is projected for mid to late 2021.



CITIZENS’ INDEPENDENT TRANSPORTATION TRUST (CITT)

The CITT is a 15-member volunteer body created to oversee how proceeds from the half-cent sales surtax are invested in transportation projects. The surtax generates approximately \$300 million annually and is used for a broad range of projects, which have included the Orange Line Metrorail extension to Miami International Airport, a new fleet of Metrorail vehicles and a variety of municipal projects, including trolley service in 29 cities.

additional CNG buses will continue to modernize the County’s Metrobus fleet. The first of the 140 CNG buses arrived in early November. Once the Miami-Dade Department of Transportation and Public Works receives all 140 buses, the County’s total number of CNG buses will increase to 560 vehicles.

During the summer, the CITT passed a resolution recommending that the Miami-Dade Board of County Commissioners approve a design-build contract for the construction of the SMART Plan’s South Dade Transitway. The CITT also approved investing funds from the People’s Transportation Plan (PTP) bond program for this project.



In early 2020, the CITT also approved the use of surtax funds to purchase 140 new Compressed Natural Gas (CNG) buses. The



FLORIDA'S TURNPIKE ENTERPRISE (FTE)

New NW 170 Street Interchange at Turnpike Mainline/SR 821

FTE is constructing a new interchange at NW 170th Street and the Turnpike Mainline/State Road (SR) 821, as part of FTE's widening project along the Turnpike Mainline/SR 821 from NW 106th Street to Interstate 75 in Miami-Dade County. Construction of this new interchange is underway and will maintain the integrity of the Turnpike Mainline while accommodating future travel demands and providing capacity and increased access to the local road system. In addition, the new interchange will improve emergency evacuation and response/recovery time for the surrounding communities by providing a direct link to the Turnpike, which is an emergency evacuation route. It will also serve future residential, commercial, and industrial development planned for this area. Total cost for this project is estimated at \$370 million and construction is anticipated through 2025.



Thru Lanes Now Open on Turnpike Mainline/SR 821

FTE has increased capacity and opened a system of Thru Lanes, a type of managed lane, on the Turnpike Mainline/SR 821, in Miami-Dade County. Managed lanes use various operational strategies to manage traffic flow to relieve congestion. They benefit the public by providing reliable trip times, improving mobility, and supporting transit programs, including the Miami-Dade TPO's SMART Plan. Thru Lanes offer a convenient trip, and the toll rate is the same across all lanes, but drivers must have a SunPass transponder to use the lanes. The Turnpike's Thru Lanes system will extend from Biscayne Drive/SW 288th Street to the Turnpike Mainline/SR 91 and is part of the SMART Plan's Bus Express Rapid Transit (BERT) network. Thru Lanes along the northbound and southbound Turnpike Mainline/SR 821 are now open between Caribbean Boulevard/SW 200th Street and SR 874. Thru Lanes between Biscayne Drive/SW 288th Street and Caribbean Boulevard/SW 200th Street are anticipated to open in early 2021.



SR 836 Operational, Capacity and Interchange Improvements

This project included the construction of an additional eastbound and westbound lane along SR 836 from west of NW 57th Avenue to NW 17th Avenue as well as improvements to the SR 836 interchanges at NW 57th Avenue, LeJeune Road, NW 27th Avenue, and NW 17th Avenue. These improvements provide additional capacity on the mainline and improve operations in and around the existing interchanges resulting in an improved level of service and safety. This project also included inside shoulder modifications to support the SR 836 Express Bus service. Construction was completed in July and cost approximately \$195.5 million.

SR 836 Interchange Modifications at NW 87th Avenue

This project reconstructed the SR 836 mainline and NW 87th Avenue interchange to enhance operations and improve safety along the SR 836 corridor. Construction was completed in August and cost approximately \$99.3 million.



REGIONAL INITIATIVES

Adoption of the 2045 Regional Transportation Plan (RTP)

The Southeast Florida Transportation Council (SEFTC), chaired by Miami-Dade TPO Chairman Oliver G. Gilbert III, approved the 2045 RTP at its August virtual meeting. SEFTC is composed of three members, one representative from the Miami-Dade TPO, Broward Metropolitan Planning Organization (MPO), and Palm Beach Transportation Planning Agency (TPA). One of SEFTC'S most important responsibilities is developing and implementing its RTP in coordination with other regional and local plans, while moving toward on a unified vision for transportation in southeast Florida. As each of the three organizations developed their respective 2045 Long Range/Metropolitan Transportation Plans, they concurrently collaborated on the development of the 2045 RTP. This Plan presents a vision for how the region's transportation system could be transformed through the collective efforts of the three organizations' policy and investment changes at the regional level.

“The lack of well-connected transportation options impacts residents’ access to jobs and visitors’ access to local attractions, and ultimately deters businesses from coming to South Florida. In these unparalleled times of pandemics and climate-fueled disasters, we must have a sense of urgency to transition our future to be more economically and environmentally resilient.”

– Honorable Oliver G. Gilbert III, SEFTC Chair

Regional Meetings

Miami-Dade TPO staff collaborated with the Broward MPO and Palm Beach TPA during the following regional meetings:

- SEFTC's Regional Transportation Technical Advisory Committee (RTTAC)
- RTTAC Public Participation Subcommittee (PPS)
- RTTAC Modeling Subcommittee (MS)
- RTTAC Transportation Systems Management & Operations (TSM&O) Subcommittee
- South Florida Regional Transit Authority's (SFRTA) Planning Technical Advisory Committee (PTAC)

Joint Florida Model Task Force & Transportation Data and Analytics Workshop

Miami-Dade TPO staff represented the agency at the Joint Florida Model Task Force (MTF) & Transportation Data and Analytics (TDA) Workshop. The TDA office offers opportunities for learning and improving skills in data collection, entry, and use, while also providing tools to record, process, provide access, analyze, evaluate, and report data. The MTF's mission is to advance model development and applications to serve the transportation planning needs of FDOT, Metropolitan Planning Organizations, and local governments. Miami-Dade TPO staff sits as one of the MTF Tri-Chairs, who provided an update regarding the resolutions to further

advance the directives of each MTF committee (Data/GIS, Freight, Model Advancement, and Transit), and setting the vision for the future of the MTF. TPO staff also presented on how the Miami-Dade TPO is integrating land use into the transportation planning process, and how the public involvement process has been integral in obtaining consensus for the Locally Preferred Alternatives (LPA) for each SMART Plan corridor.

2020 Safe Streets Summit

On February 6th and 7th, the Miami-Dade TPO, the Broward MPO, and the Palm Beach TPA jointly hosted the 2020 Safe Streets Summit, an annual collaborative event to provide a local, yet regionally connected approach to prioritizing and implementing "Complete Streets" throughout southeast Florida. The Summit facilitated dialogue for elected officials, transportation professionals, technical staff, and community partners on designing and implementing transportation facilities for all modes of transportation.



The 2020 two-day conference took place in Fort Lauderdale with over 470 participants and kicked off with mobile workshops that showcased several Complete Streets projects in various cities. Participants experienced the tours as pedestrians, cyclists, transit riders, and on scooters. When the tours ended, almost 100 "Complete Streets Champions" filled Fourth Avenue for the "Meet in the Street" welcome reception at the Fort Lauderdale Music & Arts South of Sunrise (MASS) District.

Day two of the Safe Streets Summit was a full conference day, which was opened by the City of Fort Lauderdale Mayor. Urban designer and author Mikael Colville-Andersen then inspired attendees as he provided examples regarding how both cities and citizens are the key to "design thinking" in this age of urbanism. The day was filled with breakout sessions that were led by Complete Streets Champions with topics ranging from Vision Zero to redevelopment without displacement.

MIAMI-DADE TPO GOVERNING BOARD FIRST MEETING AT NEW LOCATION



DECEMBER 17, 2020



**Museum Tower
150 West Flagler Street
Suite 1900
Miami, FL 33130**

2020 IN REVIEW

- JAN**
 - TPO Resolution #03-2020 selecting the Locally Preferred Alternative (LPA) for the Beach Corridor
- FEB**
 - TPO Resolution #05-2020 urging Miami-Dade County to include language in the North Corridor's request for proposals to consider all modes of transportation as specified by the LPA
- MAR**
 - Governor Ron DeSantis issues Executive Order (EO) #20-51 establishing a Novel Coronavirus (COVID-19) response protocol and directs public health emergency
 - EO #20-69 is issued allowing governmental public meetings to be held in a virtual environment
- APR**
 - TPO Resolution #11-2020 approving the Fiscal Years (FYs) 2021 and 2022 Unified Planning Work Program (UPWP)
 - TPO Resolution #12-2020 enacting the Miami-Dade TPO Continuity of Operations Plan (COOP) authorizing emergency actions during a declared state of emergency to ensure compliance with federal and state requirements
 - TPO Resolution #13-2020 temporarily rescinding certain outreach strategies under the TPO's Public Participation Plan in accordance with COVID-19 related federal, state, and local EOs
- MAY**
 - TPO Resolution #14-2020 approving the annual FYs 2021-2025 Transportation Improvement Program (TIP)
- JUN**
 - \$1.04 million awarded by the Federal Transit Administration (FTA) for the South Dade Transitway through their Transit-Oriented Development (TOD) Planning Pilot Program
 - TPO Resolution #20-2020 approving the annual TPO List of Program Priorities (LOPP)
- JUL**
 - TPO Resolution #21-2020 approving a study of the concept of telecommuting as part of an overall strategy to reduce congestion in Miami-Dade County
- AUG**
 - The Tamiami Station Breaks Ground along the East-West Corridor
 - U.S. Department of Transportation Awards \$99.9 Million to the South Dade Transitway via FTA's CIG Small Starts Program
- SEP**
 - The Brightline Aventura Station Breaks Ground along the Northeast Corridor
- OCT**
 - TPO Resolution #32-2020 endorsing "Walk to School Day" safety initiatives throughout the school year
 - TPO Resolution #36-2020 supporting the Southeast Florida 2045 Regional Transportation Plan (RTP)
 - TPO Resolution #38-2020 selecting the East-West Corridor LPA as Bus Rapid Transit (BRT)
- NOV**
 - Miami-Dade County approved general terms with Brightline for commuter rail access as well as station area development along the Northeast Corridor
- DEC**
 - Beach Corridor: FTA awards a \$900k TOD planning grant for four stations along the proposed Bay Crossing Trunkline and six stations along the proposed Metromover extension to NW 41st Street.



**Miami-Dade Transportation
Planning Organization**

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#MiamiSMARTPlan**

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