



# 2022 ANNUAL REPORT

of the Miami-Dade Transportation  
Planning Organization



**TP**   
Miami-Dade Transportation  
Planning Organization



Miami-Dade Transportation Planning Organization  
**GOVERNING BOARD**



**Esteban Bovo, Jr.**  
Chairman  
City of Hialeah



**Oliver G. Gilbert III**  
Vice Chairman  
Miami-Dade County



**Marleine Bastien**  
Miami-Dade County



**Juan Carlos Bermudez**  
Miami-Dade County



**Kevin M. Cabrera**  
Miami-Dade County



**Danielle Cohen Higgins**  
Miami-Dade County



**Alix Desulme**  
City of North Miami



**Christi Fraga**  
City of Doral



**René Garcia**  
Miami-Dade County



**Roberto Gonzalez**  
Miami-Dade County



**Keon Hardemon**  
Miami-Dade County



**Rodney Harris**  
City of Miami Gardens



**Eileen Higgins**  
Miami-Dade County



**Steven D. Losner**  
City of Homestead



**Roberto Martell**  
Municipal Representative



**Kionne L. McGhee**  
Miami-Dade County



**Raquel A. Regalado**  
Miami-Dade County



**David Richardson**  
City of Miami Beach



**Anthony Rodriguez**  
Miami-Dade County



**Shelly Smith Fano**  
Miami-Dade Expressway Authority



**Micky Steinberg**  
Miami-Dade County



**Francis Suarez**  
City of Miami



# Message from the EXECUTIVE DIRECTOR

Welcome to the Miami-Dade Transportation Planning Organization (TPO) 2022 Annual Report. Over the past year, the TPO Governing Board approved various advances of the Strategic Miami Area Rapid Transit (SMART) Program, including the plan’s transition to the programming and implementation phase, and the continuation of the highly successful Demonstration Program with eleven new projects. In addition, TPO’s SMART STEP Program was nationally recognized for multiple community-scale bicycle and pedestrian projects that were implemented with an accelerated project delivery. This new award winning program is possible due to the extraordinary agency collaboration with municipal and transportation partner agencies, including the Florida Department of Transportation and Miami-Dade County Department of Transportation and Public Works. The below summary provides an overview of the TPO Governing Board’s funding efforts to advance Miami-Dade County’s transportation needs and priorities:

### Securing Funding Opportunities for the SMART Plan

The TPO Governing Board prioritized and adopted funding for SMART Plan projects totaling over \$470 million in the FY 2023-27 Transportation Improvement Program (TIP).

PROJECT	FUNDING COMMITMENT
SMART Program General Funding (TPO Flex+)	\$ 155,712,000
South Dade TransitWay Facility Improvements	\$ 108,998,000
Northeast Corridor	\$ 101,700,000
North Corridor	\$ 41,963,000
Beach Corridor	\$ 31,098,000
East-West Corridor	\$ 25,000,000
Flagler Street Demonstration	\$ 5,753,000
<b>SUBTOTAL</b>	<b>\$ 470,224,000</b>

### SMART Demonstration Projects

The TPO Governing Board prioritized and approved eleven SMART Plan Demonstration projects totaling over \$9.3 million in State and local funds.

PROJECT	FUNDING COMMITMENT
City of Miami Beach - South Beach Trolley Service	\$ 5,001,451
City of Opa-Locka - South Route Shuttle Bus Service	\$ 698,950
DTPW - Waterford District On-Demand Transit Project	\$ 690,000
FIU/Panther Station On-Demand Responsive Service	\$ 559,884
SFRTA - LCD Monitors at Miami Dade Tri-Rail Stations	\$ 538,100
Town of Miami Lakes – Freebee Service	\$ 407,000
Town of Cutler Bay - Go Connect	\$ 352,000
Key Biscayne Freebee Public Transit Serv. Expansion	\$ 333,357
City of Miami Beach - Middle Beach On-Demand Transit	\$ 316,000
City of Hialeah - Citywide On-Demand Transit Service	\$ 296,763
Village of Biscayne Park-On Demand Transit Service	\$ 120,000
<b>SUBTOTAL</b>	<b>\$ 9,313,505</b>

### Transportation Alternatives (TA) Program

TPO collaborated with transportation partners to identify and fund seven projects totaling over \$5.3 million, including local and federal funds.

PROJECT	FUNDING COMMITMENT
Town of Cutler Bay - Marlin Road Improvements	\$ 545,000
City of South Miami – Sunset Drive Beautification	\$ 787,500
Town of Cutler Bay – SW 200th St/SW 103rd Ave roundabout	\$ 362,500
Village of Pinecrest – Kendall Drive Shared Use Path	\$ 720,000
City of Homestead–Biscayne Everglades Greenway Phase 2	\$ 1,000,000
City of Miami Springs - Citywide Sidewalk Connectivity	\$ 904,500
Village of Virginia Gardens – Pedestrian Systems Enhancements	\$ 1,000,000
<b>SUBTOTAL</b>	<b>\$ 5,319,500</b>

### Safe Routes to School

The TPO Governing Board prioritized and approved over \$1.8 million for four Miami-Dade County public schools.

PROJECT	FUNDING COMMITMENT
Homestead Middle School	\$ 379,063
North Miami Beach Senior High School	\$ 748,075
Miami Jackson Senior High School	\$ 433,589
Ruben Dario Middle School	\$ 247,601
<b>SUBTOTAL</b>	<b>\$ 1,808,328</b>

### Funding Opportunities for Local Partners

TPO assisted partner agencies in securing funds through the TPO prioritization process, totaling nearly \$250 million.

PROJECT	FUNDING COMMITMENT
Ludlam Trail Pedestrian Bridges	\$ 64,500,000
DTPW Electric 40-foot buses (63) VW Settlement	\$ 19,800,000
Venetian Causeway Bridge Replacement	\$ 108,000,000
NW 107th Avenue between 106th Ave and NW 122 Ave	\$ 2,500,000
Miami Gardens Drive from NW 82 Ave to NW 57th Ave	\$ 40,000,000
Quail Roost Drive from 137 Ave to 127 Ave	\$ 6,000,000
SW 157th Ave from SW 42 Street to SW 8th Street	\$ 5,000,000
Metrorail/Metromover Guideway Bridge Inspections	\$ 1,250,000
<b>SUBTOTAL</b>	<b>\$ 247,050,000</b>

In closing, the Miami-Dade TPO continues to lead the State of Florida with the application of new and emerging technologies in our transportation network. I invite you to review the pages that follow for updates on Advanced Air Mobility, as well as expansion of our transit system, and other technologies tested in Miami-Dade County for statewide rollout.

Please stay informed and participate in Miami-Dade County’s transportation planning process by visiting our website [miamidadetpo.org](http://miamidadetpo.org).

- Aileen Bouclé, AICP, Executive Director



# EXPAND MOBILITY & CONNECT COMMUNITIES

Miami-Dade County

## SMART PROGRAM DEMONSTRATION PROJECTS

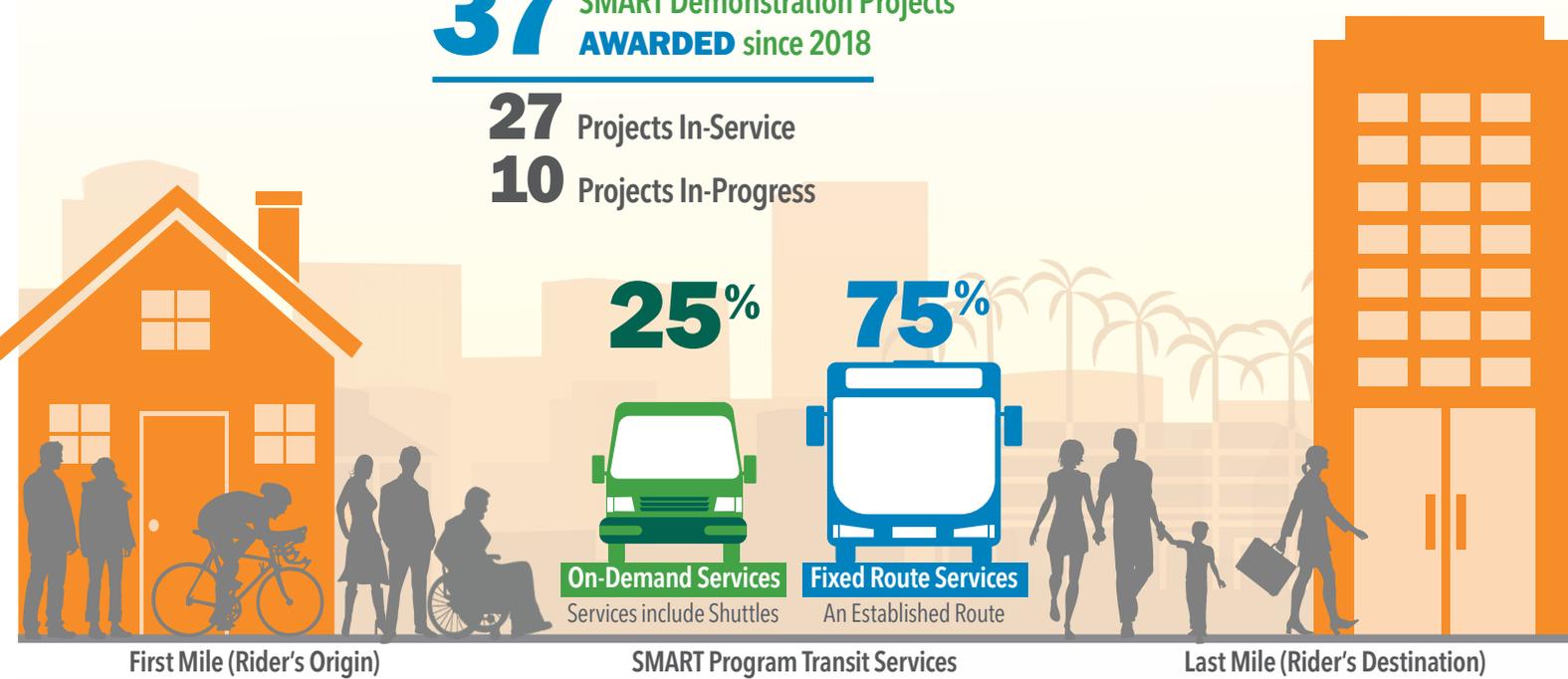
The Strategic Miami Area Rapid Transit (SMART) Program advances the implementation of five rapid transit corridors within Miami-Dade County. In 2018, TPO developed the SMART Demonstration Program to complement the SMART Program through partnerships with local transportation agencies and municipalities throughout the County. Continuing through 2022, demonstration projects focus on **increasing first mile/last mile connectivity** to existing and future SMART Program transit stations, on-demand services, and enhanced integration of transit services at county and municipal levels. This program includes a mixture of federal, state, and local funding.

### QUICK FACTS:

**37** SMART Demonstration Projects AWARDED since 2018

**27** Projects In-Service

**10** Projects In-Progress



### TOTAL RIDERSHIP

# 6.25 Million

Since program inception

### ANNUAL FUNDING

(In Millions)



FY = Fiscal Year

### Transportation Partners:



Scan the QR code to view more information about the SMART Program Demonstration Projects.



# Award Winning SMART STEP

The Miami-Dade TPO Urban Mobility & Non-Urban Core Task Forces were created to focus on addressing bicycle and pedestrian mobility challenges in Miami-Dade County. The two Task Forces initiated the award winning SMART Street Transportation Enhancements Program (STEP) to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. Eleven projects have been identified with six completed and the others in various stages of implementation.

The implemented projects listed below focused on increasing resources for the visually and hearing impaired, implementing a scramble crosswalk in an urban area with high bicycle and pedestrian activity, adding ADA treatments to improve pedestrian crossing, enhancing and prioritizing safe pedestrian mobility for an adjacent age-friendly community, and implementing green color bicycle lanes. Ongoing projects that are yet to be completed include a focus on upgrading intersections, adding a pedestrian connection to the Palmetto Metrorail Station, and improving bicycle/pedestrian crossings.

**SW 6th Street & SW 8th Avenue (Lighthouse for the Blind)**  
Miami, FL

**Project Cost**  
**\$45,350**

**FDOT**

Increase resources for the visually and hearing impaired by adding the Polara PedApp smartphone application to safely cross the intersection.

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

**Project Cost**  
**\$267,000**

**MIAMI-DADE COUNTY**

Enhance and prioritize safe pedestrian mobility by installing crosswalk pavement markings and access to Amelia Earhart Park for the adjacent elderly community.

**SE 8th Street & Brickell Avenue**  
Miami, FL

**Project Cost**  
**\$126,344**

**FDOT**

Enhance and prioritize bicycle/pedestrian mobility by implementing a scramble crosswalk providing the pedestrian a phase to safely maneuver throughout the intersection, including moving diagonally.

**NW 157th Street (W Bunche Park Drive) & NW 22nd Avenue**  
Miami Gardens, FL

**Project Cost**  
**\$74,618**

**MIAMI-DADE COUNTY**

Enhance and prioritize bicycle/pedestrian mobility by improving pedestrian crossings and implementing green color bicycle lanes.

**SW 92nd Street & SW 122nd Avenue**  
Unincorporated Municipal Service Area (UMSA)

**Project Cost**  
**\$23,177**

**MIAMI-DADE COUNTY**

Enhance and prioritize pedestrian mobility by improving the pedestrian crossings and installing/upgrading existing ADA ramps at all corners of the intersection.

**NW 74th Street & NW 107th Avenue**  
Doral, FL

**Project Cost**  
**\$120,300**

**DORAL FLORIDA**

Enhance safety and connectivity along an existing shared use path for pedestrians/bicyclists along a multi-lane/heavily traveled intersection.





To stay ahead of the rapidly evolving mobility landscape, the Miami-Dade TPO Governing Board adopted Resolution #24-2022 on June 2, 2022, authorizing the assessment of Urban Air Mobility (UAM) technology and policy framework requirements for the eventual integration of UAM into the County's transportation network. As a result, the TPO initiated a groundbreaking new UAM Study that was formally kicked off on August 1, 2022, with an expected duration of ten months.

As part of the overall Study, TPO completed a *UAM Interim Progress Report – State of the Industry* in November 2022. The Report identified four main types of infrastructure necessary for UAM to become a reliable component of the urban and suburban transportation system: vertiports, energy infrastructure, safety/security, and airspace. The TPO project team partnered with the Miami-Dade County UAM Working Group to conduct an extensive review of current technologies, industry literature, concepts of operations (ConOps), and future applications.

Miami-Dade County's UAM Working Group was established with the objective of exploring the emerging industry and helping prepare the County for UAM operations. The UAM Working Group is comprised of representatives from public agencies and private industry including the Miami-Dade TPO, the Miami-Dade Aviation Department (MDAD), Seaport Department, the Florida Department of Transportation (FDOT), University of Miami, consulting firms, and electric vertical takeoff and landing (eVTOL) and UAM manufacturers. As a result of TPO's leadership related to UAM, FDOT invited the TPO to actively participate in the Statewide Advanced Air Mobility Working Group (AAMWG). The group is focusing on advancing AAM throughout the State of Florida and beyond, in coordination with multiple public agencies and private sector industry representatives.

## SMART TRAILS UPDATE



### > The Underline



The Underline Phase 2 is a 2.14-mile segment currently under construction from Coral Way (SW 13th Street) to SW 19th Avenue that will provide direct connections to the Vizcaya Metrorail Station, as well as three amenity areas. In October 2022, the Miami-Dade County Board of County Commissioners approved the award of The Underline's Phase 3 construction contract between Miami-Dade County Department of Transportation and Public Works (DTPW) and NV2A Central Joint Venture to connect the cities of Miami, Coral Gables, and South Miami, as well as unincorporated Miami-Dade County. Phase 3 is the third and final segment consisting of 7.36-miles stretching from SW 19th Avenue to the Dadeland South Metrorail Station, with an expected completion in 2026.

### > Ludlam Trail



Miami-Dade County Parks, Recreation and Open Spaces (PROS) continued a Project Development and Environment (PD&E) Study for the 5.6-mile-long Ludlam Trail Corridor between 400 feet north of NW 7th Street to SW 80th Street between SW 69th and 70th Avenues, within the former railroad right-of-way. The project is in unincorporated Miami-Dade County and the City of Miami. The purpose of the Ludlam Trail is to provide a new shared-use trail in Miami-Dade County that will include safe and dedicated pathways for walking, running, and cycling. It will encourage active lifestyles and the use of green non-motorized modes of transportation to enhance overall connectivity and accessibility between schools, parks, and transit stops. Ludlam Trail will be a vital component of a seamless network of future greenway and water trails connecting to the Dadeland North Metrorail Station and to other planned trails.

### > Central West Basin Linear Park



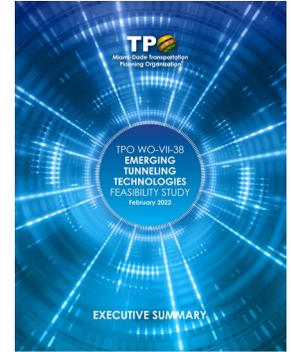
The Central West Basin Linear Park opened in August 2022. The 19.9-acre park is located within the Florida Power and Light (FPL) easement alongside SW/NW 136th Court from SW 6th Street to NW 12th Street. The formerly underused area was revitalized as a safe and beautiful linear park with a shared use path, where residents can enjoy walking, running, or cycling. The park was developed by Miami-Dade County in collaboration with FPL and Miami-Dade Expressway Authority (MDX). It contains a 1.5-mile long, 12-foot-wide asphalt path with solar lighting throughout. The park also has vehicular access control, fencing, wayfinding signage, roadway crossings, and native landscaping.



## Emerging Tunnel Technologies Feasibility Study



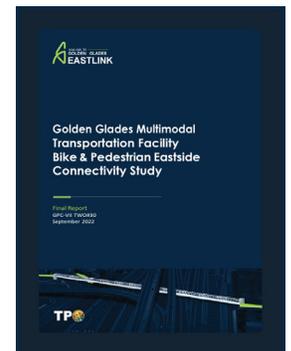
This Study evaluated emerging tunnel technologies and recommended transit tunnel corridors for the advancement of mobility options in Miami-Dade County. The tunnels are proposed for use by electric multi-passenger transit vehicles to accommodate a range of up to 60 passengers. Among all methods, tunnel construction by excavation utilizing a Tunnel Boring Machine (TBM) is the preferred method for its ability to cause the least amount of, if any, surface disruption. This Study used a three-tiered analysis using the LRTP, TIP, previous studies, and other corridors to develop a base network for Tier 1. Twenty-five (25) corridors were recommended based on cost, land-use, mobility, and technical criteria during the Tier 2 analysis. Ultimately, six LRTP priority corridors and two SMART Program corridors were recommended for further study under the Tier 3 analysis next steps.



## Golden Glades Multimodal Transportation Facility (GGMTF) Bike & Pedestrian Eastside Connectivity Study Update



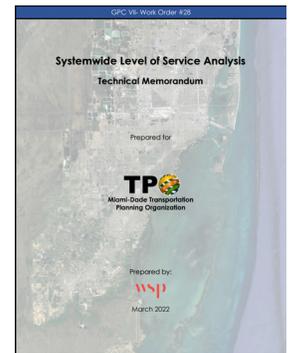
The Miami-Dade TPO updated the GGMTF Bike & Pedestrian Connectivity Study to allow for the future construction of a bicycle and pedestrian bridge across I-95. The Study documented the need to develop a bicycle and pedestrian connection between the GGMTF, the future Golden Glades Truck Travel Center (GGTTC), and surrounding neighborhoods east of I-95. The recommended connection creates a direct connection between the GGTTC driveway and the GGMTF shared-use path. Additionally, the recommended connection point for east of I-95 was determined to be at the intersection of NW 159th Street and NW 6th Avenue. As a result of this effort, the Florida Department of Transportation (FDOT) has identified the necessary footprint to allow for the future construction of a bicycle and pedestrian bridge facility.



## Systemwide Level of Service (LOS) Analysis



The Systemwide LOS Analysis has been developed to evaluate the performance, observed trends, and capacity of the existing transportation system network in Miami-Dade County. This study updates the existing conditions for State and County roadways, transit, and nonmotorized facilities, and focuses on the County's infrastructure to determine if they meet the current travel demands. The assessment of multimodal system needs and recommendations will support the development of program priorities, and will be used to update future transportations plans, such as the 2050 Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Transit Development Plan (TDP).

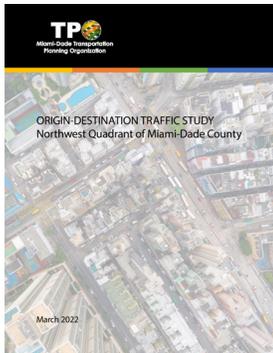


## COVID-19 Travel Behavior Trend Analysis



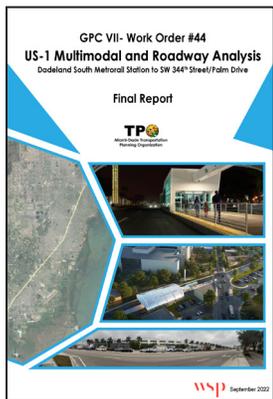
The Miami-Dade TPO undertook a COVID-19 Travel Behavior Trend Analysis to investigate the effects of the COVID-19 pandemic on travel behavior in Miami-Dade County. The objective of the study was to identify any changes in travel behavior trends from the onset of the pandemic, through 2021, that may inform the long-range transportation planning process. This was accomplished by comparing pre-pandemic transportation related data sets to data collected during various phases of the pandemic. Trend analysis for traffic volumes, transit usage, airport/cruise port passengers, and other transportation data were completed using 2019 (pre-pandemic), 2020, and available 2021 data. This analysis is intended to serve as a baseline, as conclusions about impacts on future travel are difficult to discern using current data.





## Origin-Destination Traffic Study: Northwest Quadrant of Miami-Dade County

Miami-Dade County’s Northwest Transportation Planning Area (TPA) plays a vital economic role for the entire Southeast Florida region. This area accommodates a significant amount of industrial land use due to its prime location, zoning, and efficient connections with PortMiami, Miami International Airport (MIA), and the region as a whole. TPO conducted this Study that examines the current and projected travel patterns within the Northwest TPA, providing insight into the effects of the projected growth and identified infrastructure improvements. In particular, the effect of the extension of NW 107th Avenue from NW 106th Street to NW 122nd Street, in regards to local travel patterns, is analyzed and documented. In addition, and building upon this analysis, potential projects have been identified that can improve the mobility within the TPA. Three types of potential mobility improvements were identified including: a transit project, the identification of multiple areas where mobility could be improved using micro-mobility, bicycle, and pedestrian modes, and two roadway projects.



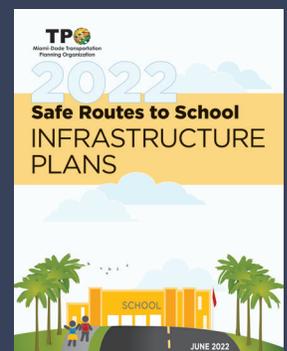
## US-1 Multimodal & Roadway Analysis: Dadeland South Metrorail Station to SW 344th Street/Palm Drive

Miami-Dade TPO completed an analysis to maximize the future capacity along the US-1 corridor from the Dadeland South Metrorail Station to SW 344th Street/Palm Drive, which includes multimodal (non-motorized) improvements, roadway improvements, and adoption of technology (SMART signals). Based on the reviewed transportation and master plans completed along the corridor, a list of 19 pedestrian and bicycle improvement projects (e.g., sidewalk gaps, trail improvements, bicycle facility improvements) are recommended to move forward to the next phase of implementation. High trip generators were identified within the first mile/last mile service areas for each municipality and unincorporated areas along the corridor. This data will serve as a resource tool for the County and municipalities to identify opportunities for pick-up/drop-off stations/locations to extending existing on-demand services or introducing new services (e.g., micro-mobility) in the area. To maximize future roadway capacity, roadway improvements (e.g., adding left/right turn lanes or extending the length of the turn lane storage) are proposed at 12 signalized intersections within the limits. The Study also recommends Miami-Dade County to prioritize the implementation of SMART signals along US-1 and the South Dade TransitWay.



## Safe Routes to School 2022 Infrastructure Analysis

Safe Routes to School (SRTS) is a federally funded program aimed at making walking and biking to and from schools safe, practical, and enjoyable. The SRTS Infrastructure Program is managed by the TPO through partnerships with the Florida Department of Transportation (FDOT) District Six, Miami-Dade County Public Schools (M-DCPS), and the Miami-Dade County Department of Transportation and Public Works (DTPW). Based on prioritization rankings of middle and high schools, four were selected for analysis and SRTS infrastructure recommendations: Homestead Middle School, Miami Jackson Senior High School, North Miami Beach Senior High School, and Ruben Darion Middle School. Using the collected data, field observations, and input from residents and the Community Traffic Safety Team (CTST), recommendations for infrastructure improvements were developed for each of the four schools.



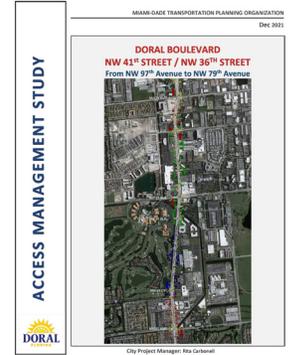


# Miami-Dade TPO Program MUNICIPAL GRANTS

The below studies were completed under the TPO’s Municipal Grant Program (MGP) which is a competitive program that awards funds to Miami-Dade County municipalities for transportation planning studies that support the implementation of complete streets, first/last mile connections, connected and autonomous vehicles, transit supportive projects, and other priority projects that enhance connectivity, accessibility, and integration of the entire transportation network.

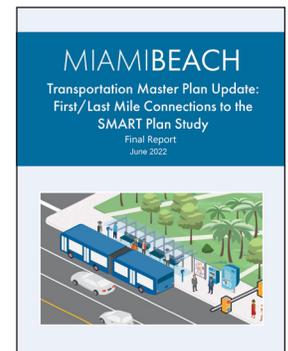
## Doral Boulevard Access Management Study

This Study evaluated the existing access along Doral Boulevard (NW 36th Street/ NW 41st Street from NW 79th Avenue to NW 97th Avenue) and identified alternatives to improve traffic operations and safety within the project limits. As a result, recommendations were based on four alternatives categorized into high, medium, and low priority improvements. The report discusses existing conditions, traffic data collection, crash analysis, field observations, proposed improvements, diversion of vehicular traffic, operational analysis, evaluation of cost to benefit ratio analysis, and recommendations and conclusions.



## Miami Beach Transportation Master Plan Update: First Mile/Last Mile Connections to the SMART Plan

The City of Miami Beach completed the first mile/last mile connections to the SMART Plan Study through the Miami-Dade SMART Moves Program. The study assessed the accessibility of proposed SMART stations within Miami Beach for pedestrians, cyclists, and transit riders. Providing better access to and from transit for multiple transportation modes, rather than focusing on one specific mode, will ultimately lead to improved connections to the future Beach Corridor and Bus Express Rapid Transit (BERT) services. The success of regional transit services, outlined in the SMART Plan, is key to the City of Miami Beach’s broader goals, particularly reducing the driving mode share for travel to, from, and within the City. The Study recommendations include projects ranging from specific street infrastructure improvements intended to enhance access to citywide policy changes which can facilitate SMART station accessibility. Also, the strategies listed in this study are intended to integrate directly into the Miami Beach Transportation Master Plan (TMP) Update, which will include a comprehensive assessment of transportation needs throughout Miami Beach.



## Municipal Grant Program 2022 Recipients

The Municipal Grant Program (MGP), a competitive program within the UPWP, awarded funds to the following Miami-Dade County municipalities to develop micro-level transportation planning studies:

- Doral: Transportation Master Plan Update
- El Portal: NE 2nd Avenue Mobility Study
- Hialeah: First Mile/Last Mile Multimodal Access Study
- Key Biscayne: Crandon Blvd. Safety & Mobility Study
- Miami: Trolley Fleet Vehicle Efficiency Plan
- Miami Shores: Transportation Smart Plan Study
- Miami Springs: Parking Analysis Study
- Palmetto Bay: ADA & Sidewalk Safety Improvements
- Pinecrest: SW 82nd Avenue Complete Street Planning



# FEDERALLY REQUIRED CORE DOCUMENTS



## Transportation Improvement Program (TIP)



In June 2022, after the required 45-day public review period, Miami-Dade TPO Governing Board approved the Fiscal Years (FY) 2023-2027 TIP with a total project volume of \$8.5 billion, a nearly \$1 billion increase from last year. Subsequently, the TIP was reviewed and approved by Florida Department of Transportation (FDOT) and Federal Highway Administration (FHWA). The TIP is a federally required multi-year program that prioritizes transportation improvement projects for federal, state, and local funding to be implemented in Miami-Dade County over the next five years. Included in the TIP are Intermodal, Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. The TIP puts the Long Range Transportation Plan (LRTP) into action and is also the capital improvement element of the LRTP.



## Public Participation Plan (PPP)



Miami-Dade TPO completed a major update to the PPP, which included a 45-day public review period. The document was approved by the Miami-Dade TPO Governing Board in December 2022 as it complied with federal mandate 23 CFR 450.316(1), *“defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the Metropolitan transportation planning process.”* The PPP also meets the public participation requirements necessary for the Miami-Dade County Department of Transportation and Public Works’ (DTPW) Program of Projects.



## Unified Planning Work Program (UPWP)



Miami-Dade TPO developed the two-year agency budget for fiscal years (FY) 2023/24 in the UPWP with the first FY equaling \$13.4 million and the second FY at approximately \$9.0 million for a total of \$22.4 million. The UPWP describes the transportation planning activities to be managed by the Miami-Dade TPO in, and for, Miami-Dade County. Tasks included in this document are scheduled to be conducted during the fiscal period beginning July 1, 2022 and ending on June 30, 2024. The goal of the Miami-Dade TPO’s UPWP is to identify, prioritize, and program projects and studies to be conducted that will support the gathering of data, development of concepts, and visioning to identify transportation needs.

# LEADING THE 2050 REGIONAL TRANSPORTATION PLAN

In December 2022, Miami-Dade TPO officially became the lead agency for the 2050 Regional Transportation Plan (RTP) and Southeast Florida Regional Planning Model (SERPM) 9, on behalf of the Southeast Florida Transportation Council (SEFTC). This effort represents a collaboration with the Broward Metropolitan Planning Organization (MPO) and Palm Beach Transportation Planning Agency (TPA).

TPO has successfully converted the model to an open-source platform, integrated a new roadway network building process, and acquired travel data for model validation and calibration. TPO also refined the Transportation Analysis Zone (TAZ) geographies to be consistent with the 2020 Census and led the integration of the region’s 2020 population, employment, and socioeconomic data into the model.

SERPM 9 is a travel demand modeling tool that utilizes scenarios to prepare forecasts for the development of long and short range transportation planning efforts.

Learn more about SEFTC by scanning the QR code



# Award Winning Taste Transportation



The “Taste of Transportation” virtual outreach event series continued throughout 2022 with Host Chance, the TPO Master Chef, Transportation Partner Chefs, and participating Taste Testers. This virtual public involvement (VPI) strategy is held in collaboration with transportation partner agencies to facilitate the continuation of public input into the transportation planning process. This VPI strategy is an important outreach technique within the TPO public participation toolbox, complementing in-person outreach events.

## Taste of Transportation: TIP Edition

Taste of Transportation events were held, as a first of its kind, during the federally required 45-day public review period of the draft FYs 2023-2027 Transportation Improvement Program (TIP). During a 2-part virtual series, participating Transportation Partner Chefs presented their respective major TIP projects to participating Taste Testers for their input.



## MIAMI-DADE TPO ON THE GO!



“TPO on the Go!” is a video series designed to provide a glimpse into comments received by the community. Participants are taped live during outreach events with questions submitted to applicable transportation partner agencies for responses.



**February 9: Miami Dade College Wolfson Campus 2022 Black History Month Health Fair**



**August 6: County Commission District 11 2022 Annual Health and Safety Event**



**September 19: Barry University Student Health & Well-Being Fair**



**October 21: Miami Dade College Medical Campus Ride SMART Transportation Fair**





# SMART TRENDS TRANSPORTATION SUMMIT

On June 3, the Miami-Dade TPO hosted the 2022 SMART Trends Transportation Summit, which brought together local and state elected officials, as well as federal transportation partners and industry representatives. The Summit facilitated focused discussions on current trends and transportation issues, along with emphasis on policy, programs, and funding.

The Summit helped usher in the transition of the Miami-Dade Strategic Miami Area Rapid Transit (SMART) Plan to the SMART Program implementation phase. Discussions included investment in SMART transportation infrastructure supporting future economic growth and mobility of the region, especially as it relates to Transit-Oriented Communities (TOC).

Federal Highway Administration (FHWA) provided a detailed presentation regarding the new Federal Bipartisan Infrastructure Law (BIL)/Infrastructure Investments and Jobs Act (IIJA), as well as discussed safe and equitable transportation. Key points included the importance of funding and local opportunities for a “once in a generation” investment in infrastructure through federal grants and funding opportunities with local fund matching requirements.

In a discussion with local elected officials and policymakers, a broad range of transportation needs were considered that facilitate the movement of people and goods. As population growth continues to increase in Southeast Florida, innovative solutions are required to increase the safety and efficiency of the transportation network, while also promoting the expansion of multimodal options.

Florida Department of Transportation (FDOT) Secretary, Jared W. Perdue, P.E., provided an overview on investing in Florida’s transportation system and the current \$12.6 billion budget set to change infrastructure beyond roadways.



Learn more about the Summit by scanning the QR code





# REGIONAL 2022 SAFE STREETS SUMMIT

On February 17 & 18, the Miami-Dade TPO co-hosted the 2022 Safe Streets Summit “Resilient and Adaptive Streets” at the InterContinental Miami Hotel in collaboration with the Broward Metropolitan Planning Organization (MPO) and the Palm Beach Transportation Planning Agency (TPA). Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), transportation agencies from across the State, as well as national speakers attended the event. Transportation professionals, elected officials, community partners, and other advocates of safer and resilient streets and improved access to multimodal transportation gathered for the two-day event.

During the awards ceremony, conference attendees voted to select SMART STEP Project Amelia Earhart Park Entrance for the “People’s Choice Award” for Best Complete Streets Project. Other awards included the Honorable Oliver G. Gilbert III, immediate past Chairman, Miami-Dade TPO Governing Board won the “Miami-Dade County Complete Streets Champion Award,” FDOT District Six won the “Miami-Dade County Complete Streets Community Award,” and the Honorable Daniella Levine Cava, Mayor, Miami-Dade County won the “Miami-Dade County Outstanding Transportation Partner Award in Host County.”



## RAIL~VOLUTION 2022 MIAMI

Miami-Dade TPO co-hosted Rail~Volution 2022 Miami held October 30 thru November 2 at the InterContinental Miami. The conference kicked off at the Perez Art Museum where participants gathered to be inspired to shape more vibrant and equitable communities in Southeast Florida. Throughout the conference, a diverse, cross-sector of stakeholders were engaged for transit-oriented communities, influencing policies, and planning for how projects are delivered. TPO Executive Director Aileen Bouclé, AICP, along with TPO staff led mobile workshops and presented during the following sessions:

- SMART Rapid Transit Across Multiple Corridors
- Long Range Plans in a Fast-Paced World
- SMART STEP to Safety and Connectivity
- Equity Tools for Planners & Transportation Practitioners
- Creative Techniques for Virtual Public Engagement

To close out the conference, on behalf of the Southeast Florida region, TPO hosted the Regional Event opened by the Honorable Oliver G. Gilbert III, Miami-Dade TPO immediate past Chairman, and Aileen Bouclé, AICP, Executive Director, and emceed by the Honorable Joseph M. Corradino, Mayor, Village of Pinecrest. Partners in the Miami Urbanized Area discussed regional topics and the evolution of the SMART Region, one that prioritizes strategic rapid transit investments, through a series of deep-dive sessions with local leaders.





# PEER EXCHANGES AND MAJOR EVENTS

In 2022, the Miami-Dade TPO participated in the following peer exchanges and major events which offered the opportunity to share best practices, lessons learned, and forge relationships with transportation leaders from around the region, nation, and world.

## European Union Officials Peer Exchange

On March 2, Miami-Dade TPO immediate past Chairman, Oliver G. Gilbert III, and TPO Executive Director, Aileen Bouclé, AICP, welcomed European Union (EU) Officials during a peer exchange at the Miami-Dade TPO office. During the visit, Miami-Dade TPO and transportation partners provided EU officials with information regarding Miami-Dade County's transportation system and mobility options being implemented through the SMART Program.

## Miami-Dade TPO/Palm Beach TPA Peer Exchange

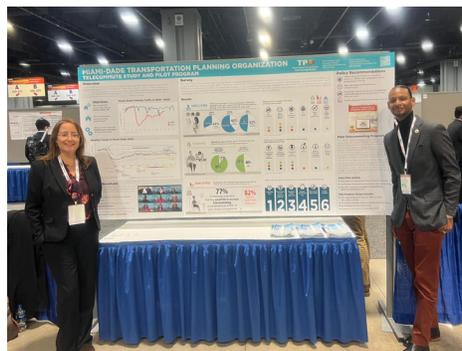
On March 18, Miami-Dade TPO immediate past Chairman, Oliver G. Gilbert III, TPO Board Members Eileen Higgins and Keon Hardemon, and TPO Executive Director, Aileen Bouclé, AICP, hosted a peer exchange workshop with board members and staff from the Palm Beach Transportation Planning Agency (TPA). Additionally, representatives from Miami-Dade County Department of Transportation and Public Works (DTPW), Citizen's Independent Transportation Trust (CITT), Florida Department of Transportation (FDOT) District Six, and Brightline were in attendance to discuss information regarding how mobility options are being collaboratively planned and implemented in Miami-Dade County. Lessons learned were also shared as Palm Beach County strives to enhance transportation options for their growing population. Included during the peer exchange were tours of the Metromover Brickell City Centre TOD and The Underline.

## Transportation Research Board (TRB) 101st Annual Meeting

On January 11, the Miami-Dade was invited to participate during the TRB's "Fresh Ideas for Transportation Planning after the Pandemic" session in Washington, DC. Miami-Dade TPO Executive Director, Aileen Bouclé, AICP, and TPO Mobility Planner, Tewari Edmonson, showcased the TPO's Telecommute Study by presenting results that evaluated telecommuting as a long-term congestion and resilience strategy for the Southeast Florida region. The study also resulted in telecommuting policy recommendations adopted by the Miami-Dade TPO Governing Board, most important of which is a Telecommuting Pilot Program implemented by South Florida Commuter Services (SFCS). The Pilot is aimed at increasing the number of telecommuters in the Southeast Florida region and efforts are focused on identifying sectors with low telecommuting usage to increase inclusivity. The TRB provides leadership in transportation improvements and innovation through trusted, timely, impartial, and evidence-based information exchange, research, and advice regarding all modes of transportation.

## Lane Council of Governments Peer Exchange

On January 26, Miami-Dade TPO Executive Director, Aileen Bouclé, AICP, welcomed Lane Council of Governments (LCOG) Executive Director, Brenda Wilson, during a peer exchange visit at the Miami-Dade TPO office. During the visit, Ms. Bouclé and TPO staff provided Ms. Wilson with an update on the advancement of the SMART Program, land use scenario planning, the financial plan, and the SMART Demonstration Program. An onsite visit then took place at the Government Center Metrorail and Metromover Station facilities, as well as the Brickell City Centre Transit-Oriented Development (TOD) via the Metromover.





## North Carolina Regional Transportation Alliance Regional Leadership Peer Exchange

On March 30, a delegation of over 90 participants from the North Carolina Research Triangle area visited the Southeast Florida region over a three-day period with a focus on regional commuter rail, intercity passenger rail, Bus Rapid Transit (BRT), transit station design and development, freeways and boulevards, linear park facilities, micromobility, climate adaptability and resilience, mobility innovations, and funding. Miami-Dade TPO Vice Chairman, Juan Carlos Bermudez, welcomed the delegation to Miami-Dade County on the second day of their tour which was hosted by representatives from the Miami-Dade TPO, Miami-Dade County DTPW, FDOT District Six, CITT, and The Underline. Information was shared regarding how mobility options through the SMART Program are being collaboratively planned and implemented for the residents of Miami-Dade County and the Southeast Florida region.

## Boston & European SMART Program Peer Exchange

A delegation consisting of Governing Board Members and the Executive Director from the Miami-Dade TPO, as well as elected officials from the cities of North Miami and Miami Gardens, members from the Miami-Dade County League of Cities and the Greater Miami Chamber of Commerce, a staff member from the Miami-Dade Aviation Department, and staff to the elected officials, met with Boston officials, as well as four European nations to discuss transit tunnel technologies, as well as urban air mobility. The peer exchange provided the delegation to see first-hand, innovative opportunities to advance and accelerate the implementation of the SMART Program for the Southeast Florida region.

## San Diego Association of Governments (SANDAG) Board of Directors

On November 18, Miami-Dade TPO Executive Director, Aileen Bouclé, AICP, was invited to present at the SANDAG Board of Directors meeting discussing the similarities between the two regions, as well as the progress being made towards Miami-Dade County's SMART Program. SANDAG is the metropolitan planning organization and council of governments bringing together local decision-makers to develop solutions to regional issues including improving equity, transportation, air quality, clean energy, economic development, goods movement, public health, public safety, housing, etc.

## FDOT/FHWA Safety Peer Exchange

On August 17, Miami-Dade TPO staff participated in the 2022 Florida Department of Transportation (FDOT) / Federal Highway Administration (FHWA) Safety Peer Exchange at the Florida's Turnpike Enterprise Headquarters in Orlando, Florida. The Safety Peer Exchange brought together all MPOs throughout the State to exchange best practices and lessons learned from other states regarding strategies to reduce traffic fatalities and serious injuries. Panelists included representatives from Baltimore Metropolitan Council, Lexington Area MPO, Knoxville Regional TPO, Roanoke Valley TPO, and the Mid-America Regional Council (MARC).





### » Miami-Dade County Launches the SMART Program

During the Miami-Dade TPO SMART Trends Transportation Summit in June 2022, DTPW and Miami-Dade County partners commemorated the official transition of the SMART Plan to the SMART Program and implementation phase. Transforming a plan into action, DTPW and agency partners are now shifting the SMART Program to focus on revitalizing Miami-Dade’s transportation network by 2025 while accomplishing four key objectives: to deliver a safer, cleaner, more efficient, and better-connected system. Once completed, the SMART Program will: reduce traffic congestion and transportation-related emissions, significantly increase transit ridership, and improve travel time and reliability.

### » SMART Program Funding

- In November 2022, Federal Transit Administration (FTA) announced nearly \$1.4 million in funding to support major Transit-Oriented Development (TOD) projects in Miami-Dade County.
- DTPW is receiving \$840,000 to advance the TOD master plan for the Northeast Corridor’s five stations. The funding will be applied toward the creation of TODs along this corridor to improve and expand mobility, connectivity, and accessibility with a mix of housing and retail opportunities.
- The City of Homestead is receiving \$533,000 to plan for the creation of TODs around three Bus Rapid Transit (BRT) stations that are part of the South Dade TransitWay presently under construction.
- Previously, the Florida Department of Transportation (FDOT) committed \$100 million for the construction of the South Dade TransitWay project. Additionally, in May 2020, FTA awarded \$100 million from Capital Investment Grant Small Starts Program towards the construction of the South Dade TransitWay project.

### » Fleet Electrification Project: Battery-Powered Electric Buses

DTPW continued to lower emissions through the delivery of the first 40-foot Proterra ZX5 battery-electric buses from an initial order of 75 vehicles. Electrification of the Metrobus fleet is advancing the County’s climate action strategy. To charge the buses, three bus garages have been retrofitted with 25 chargers each for a total of 75 chargers. Once all 75 electric buses are delivered, 10 percent of DTPW’s Metrobus fleet will consist of zero-emission vehicles. Funding for part of the Proterra procurement came from a \$19.8 million grant from the Volkswagen Clean Air Act Civil Settlement.



### » Golden Glades Multimodal Transportation Facility (GGMTF)

The new GGMTF opened for service on January 2 and is servicing several Metrobus routes, including the 95 Express Golden Glades, as well as routes from Broward County Transit (BCT) and Tri-Rail trains. The facility was built by the FDOT District Six, in partnership with Miami-Dade County. Construction began in December 2018 with a construction cost of \$60 million funded by FDOT District Six. Now completed, the GGMTF is being maintained by Miami-Dade County. The facility is bringing equity, accessibility, and innovation into the region’s public transit system.

### » Downtown Miami Connected Bike Lanes

Improving safety for pedestrians and cyclists is a top priority for DTPW. Throughout 2022, DTPW finalized the building of a comprehensive network of protected bike lanes in the heart of Downtown Miami that was completed in less than 12 months. Now finalized, the network of approximately 5-miles of protected bike lanes throughout Downtown Miami is helping change the way cyclists and pedestrians move around Miami’s central business district.





Two years after the pandemic shrank global air travel to historic lows, Miami International Airport (MIA) had its busiest year in 2022, and was on pace in September to surpass 50 million annual passengers for the first time in its history. MIA’s previous annual record was 45.9 million passengers, set in 2019.

MIA served 38 million passengers through September 2022, which was a 10% increase over the same period of the airport’s record year in 2019. Domestic passengers led the way with an increase of 26% compared to 2019 for 22.3 million travelers year-to-date. The international passenger count of 15.7 million was 7% below its 2019 level but 80% above its 2021 level year-over-year, as global travel continues to rebound steadily.

MIA’s rebound from the pandemic was the strongest among all large U.S. hubs, according to Airports Council International-North America. A report by the industry organization ranked MIA as the fastest-growing large U.S. airport in airline seat capacity through the first half of 2022 compared to the same period in 2019.

After two consecutive years of record-breaking cargo growth, freight shipments at MIA continued to soar with more than two million tons through September, putting the airport on track for a new annual record of 2.8 million tons. Total freight had an increase of 1.5% through September year-over-year, with international freight up 0.74% and domestic tonnage increasing 5.3%.

MIA remained America’s busiest airport for international freight and 4th-busiest for total freight, while rising to 9th-busiest for international freight and 10th-busiest for total freight among the world’s airports.

PortMiami is the “Cruise Capital of the World” and “Global Cargo Gateway.” As one of the nation’s busiest ports, PortMiami completed Fiscal Year (FY) 2022 with the full resumption of cruising and cargo activity. The port, which contributes \$43 billion in annual economic activity and 334,000 direct, indirect, and induced jobs saw over 4 million passengers as the cruise industry came back from the pandemic. Several new build vessels were welcomed at the port and Cruise Terminals F and V were opened. MSC Cruises, in partnership with PortMiami, broke ground on what will be the largest cruise terminal in the Americas, able to service three mega-cruise vessels at the same time.

As part of a strong commitment to environmental sustainability, the Port began work on its’ shore power project which will provide cold-ironing technology at five cruise berths in late 2023. Once completed, PortMiami will be the first east coast port to provide shore power at multiple berths. Phase I provides enough electrical capacity to power three shore power berths at the same time. The Port expects to exceed its pre-pandemic cruise passenger record of 6.8 million by FY 2024.

PortMiami processed nearly 1.2 million TEUs of containerized cargo in FY 2022, the second busiest year in the Port’s history. In 2022, two new cargo services were added, enhancing trade with both Europe and Asia. Due to continuous infrastructure investments and partnerships, the Port has surpassed the 1 million TEU mark for container volumes eight years in a row. The S&P Global and World Bank listed PortMiami as the most efficient port in Florida and the second most efficient port in North America. A federal grant of \$16 million was awarded to PortMiami for the expansion of the port’s intermodal rail system and modernization of cargo truck gates.





### ➤ NE 203rd Street Intersection Enhancement Project



Throughout 2022, FDOT District Six continued constructing a westbound flyover bridge along NE 203rd Street/Ives Dairy Road between State Road (SR) 5/US 1/ Biscayne Boulevard and West Dixie Highway in northeast Miami-Dade County. The purpose of the project is to improve safety by eliminating the Florida East Coast (FEC) Railway at-grade crossing and ease congestion through the intersection. Other features include building a new pedestrian bridge over the railroad tracks, widening the eastbound flyover bridge to add two new lanes, and adding a dedicated bicycle lane along West Dixie Highway between NE 206th Street and NE 202nd Street. The estimated construction cost is \$41.3 million, and the project is expected to last about three years.

### ➤ SR 25/US 27/Okeechobee Road Reconstruction Projects

SR 25/US 27/Okeechobee Road is a major Strategic Intermodal System (SIS) facility in Miami-Dade County. In early 2022, FDOT District Six began the first of several major reconstruction projects along Okeechobee Road designed to improve safety and mobility and ease congestion along a 10-mile stretch from the Broward County line to SR 826/Palmetto Expressway. The corridor is divided into seven project segments, two of which are being constructed by the Florida’s Turnpike Enterprise (FTE). The remaining five segments are managed by FDOT District Six with two under construction.

Segment 1, from the Broward County line to west of the Turnpike, began in February 2022. Construction is expected to last about two-and-a-half years at an estimated cost of \$42.5 million. Segment 2, from east of NW 107th Avenue to east of NW 116th Way, began in May 2022, and will last about four years with an estimated cost of \$105.6 million.



### ➤ SR 826/Sunny Isles Boulevard Bridge Rehabilitation and Roadway Project



Through 2022, FDOT District Six continued a bridge rehabilitation and roadway project along SR 826/Sunny Isles Boulevard between NE 35th Avenue in the cities of North Miami Beach and North Miami, and along Collins Avenue in the City of Sunny Isles Beach. Rehabilitation of the Sunny Isles Bridge over the intracoastal waterway includes repairing structural, mechanical, and electrical bridge components, replacing the bridge deck, and painting the bridge. Roadwork includes repaving and restriping the road, reconstructing traffic islands at North Bay Road, enhancing pedestrian ramps and bike railings, and reconstructing damaged driveways and sidewalks. Construction is scheduled to be completed in spring 2023 at an estimated cost of \$10.8 million.



## CITIZEN'S INDEPENDENT TRANSPORTATION TRUST (CITT)

CITT is a 15-member, volunteer body created to oversee how proceeds from the half-cent sales Surtax are invested in transportation projects. The People's Transportation Plan (PTP) Surtax funds are playing a major role in the advancement of the Strategic Miami Area Rapid Transit (SMART) Program and its related projects.

Along the South Corridor (South Dade TransitWay), Surtax funds are contributing to the expansion and/or modification of terminal Park-and-Ride facilities and stations (SW 344th Street and the Dadeland South Metrorail Station), the construction of new Park-and-Ride facilities (SW 168th Street, SW 112th Avenue, and SW 264th Street), Bus Rapid Transit (BRT) station drop-off/pick up areas, and a Transit-Oriented Development (TOD) at Quail Roost Drive. Surtax dollars are also funding a TOD Master Plan study for the South Dade TransitWay.

For the East-West Corridor, Project Development and Environment (PD&E) and TOD Master Plan studies are being conducted by the Miami-Dade County Department of Transportation and Public Works (DTPW), with both studies being funded by Surtax dollars. There is approximately \$64.4 million Surtax funding that is allocated towards East-West Corridor-related project improvements.

For the Northeast Corridor, Brightline opened the newly constructed Aventura Station. The Northeast Corridor runs from the MiamiCentral Station in Downtown Miami to the Aventura Station, connecting two major residential and employment centers. CITT made a significant investment in both stations, with \$13.9 million towards the MiamiCentral Station and \$76 million for the Aventura Station.



## MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

### SR 836/I-95 Interchange Improvements

MDX partnered with FDOT District Six to acquire right-of-way, design, and construct for SR 836 improvements from NW 17th Avenue to I-95 in conjunction with the I-95/I-395 project. The project includes widening and operational improvements to SR 836 eastbound and westbound, and a new viaduct consisting of an elevated 4-lane structure to bypass traffic on the lower level to improve mobility to and from Downtown Miami and Miami Beach. The design-build contract was executed in July 2018 and completion is anticipated by FY 2024. The total project cost is estimated at \$247.7 million.

### SR 836 New HEFT Ramp Connections

This project consists of new ramps from eastbound SR 836 to northbound Homestead Extension of the Florida's Turnpike (HEFT) and from southbound HEFT to westbound SR 836. Additionally, SR 836 ramp connections are being provided to access the Dolphin Station Park-and-Ride facility. Construction began in the summer of FY 2022 and has a scheduled completion date in FY 2024. The total project cost is estimated at \$52.2 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 residents in the western portion of the County with another transportation option. The total cost for the project is over \$1 billion.

### SR 874 Ramp Connector to SW 128th Street

The new access ramp connection from the southern terminus of SR 874 to SW 128th Street has been substantially completed and is open to traffic. A portion of this project was constructed by Florida's Turnpike Enterprise (FTE) under an interagency agreement with MDX as part of a larger project to widen the HEFT and reconstruct the HEFT/SR 874 Interchange. This project also included the widening of SW 127th Avenue from SW 128th Street to SW 124th Street which was funded by Miami-Dade County. In addition, the widening of northbound SR 874 south of Killian Parkway (SW 104th Street) provides three continuous lanes in the northbound direction. Total cost of the project is estimated at \$115.5 million, including the Miami-Dade County project.



# REGIONAL TRANSPORTATION PARTNERS



## FLORIDA'S TURNPIKE ENTERPRISE (FTE)

### Florida's Turnpike Mainline/SR 821 from Bird Road to Dolphin Expressway

This project is a completion of the widening of Florida's Turnpike Mainline/SR 821 between Bird Road/SW 40th Street and Dolphin Expressway/SR 836. The widening ranged from either eight or ten lanes to twelve or fourteen lanes. This \$137 million project made major modifications to Florida's Turnpike Mainline/SR 821 and SR 836 interchange including the construction of flyover ramps from northbound Florida's Turnpike Mainline/SR 821 to eastbound Dolphin Expressway and from westbound Dolphin Expressway to southbound Florida's Turnpike Mainline/SR 821. The Coral Way/SW 24th Street Bridge over Florida's Turnpike Mainline/SR 821 was also replaced and operations at the SW 8th Street interchange have been modified with safety and capacity improvements for motorists and pedestrians.

### Florida's Turnpike Mainline/SR 821 Widening from I-75 to the Turnpike Mainline/SR 91

This project is a completion of the expansion of an eight-mile section of roadway from four lanes to eight lanes along Florida's Turnpike Mainline/SR 821 from I-75 to Florida's Turnpike Mainline/SR 91. The project also widened 10 existing bridges and installed sound walls along qualifying residential areas adjacent to the corridor. This project was completed on March 1, 2022, 11 months ahead of the contract end date.



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

SFRTA, which operates Tri-Rail, continued to see positive recovery from the pandemic, achieving more than 12,000 weekday passengers in August 2022 for the first time in two and a half years, and reaching 75% of pre-pandemic ridership levels by October 2022. In September 2022, SFRTA received \$12.9 million from the Federal Highway Administration (FHWA) for upgrades to 25 rail crossings on its commuter rail line, including three in Miami-Dade County that will help expand current safety efforts. Additionally, SFRTA received a \$56,500 grant from the Federal Railroad Administration (FRA) for a Railroad Trespassing Suicide Prevention Program.

SFRTA's on-demand first mile/last mile (FMLM) pilot was successfully converted into a permanent service, utilizing Uber and local taxis to help complete their FMLM connections. In cooperation with South Florida Commuter Services (SFCS), FMLM service is being piloted at two additional stations within Miami-Dade County to service passengers connecting at the Miami Airport Station in the Miami Intermodal Center (MIC) and at the Golden Glades Multimodal Transportation Facility (GGMTF).

## brightline BRIGHTLINE

### Aventura Station

Brightline, in partnership with Miami-Dade County and the Citizens' Independent Transportation Trust (CITT), opened the new Brightline Aventura Station on December 20, 2022 located at 19796 West Dixie Highway in northeast Miami-Dade County in the City of Aventura. The Aventura Station fits into Brightline's existing rail system that services Miami, Fort Lauderdale, Boca Raton, and West Palm Beach. Brightline is set to provide frequent, express service from the Aventura Station to MiamiCentral in Downtown Miami during the peak morning commute period and return service during the evening rush hour period. Miami-Dade County is offering subsidized fares for a percentage of riders between the Aventura Station and MiamiCentral. In addition, Brightline is more than 85% complete with Phase 2 extension to the Orlando Station, expected to open in 2023. The Orlando Station will be located in the new Terminal C at the Orlando International Airport.



# TRANSPORTATION RESILIENCE COLLABORATION

## TPO Long Range Transportation Plan (LRTP)

The 2045 LRTP highlights Miami-Dade County’s major sustainability initiatives, including the Resilient305 Strategy, the Miami-Dade GreenPrint, and the Federal Highway Administration (FHWA) Climate Resilience Pilot Program. The 2045 LRTP also lays out action items to develop mobility hubs in Miami-Dade County through the implementation of the SMART Program.



## Reducing Greenhouse Gas Emissions

Miami-Dade County has set ambitious goals to cut climate polluting greenhouse gas emissions 50% by 2030 and to become a net-zero carbon community by 2050 (from a 2019 baseline). These goals are outlined in the Miami-Dade County Climate Action Strategy. The largest source of greenhouse gases is within the transportation sector which accounts for 55% of emissions community wide.



## Planning for Sea Level Rise

Miami-Dade County conducted a vulnerability study of County-owned assets that will be impacted by sea level rise, including transit assets, and is working with all departments to reduce potential risks and prepare for future conditions. The Strategy lays out five adaptation approaches to address sea level rise and flooding.



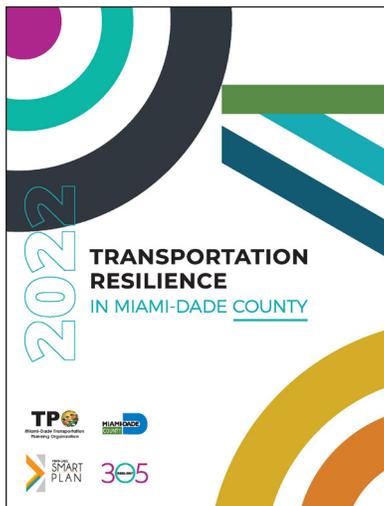
## Envisioning a Resilient Innovative Future

Miami-Dade County is at the cutting edge of transportation technology. In partnership with Miami-Dade County, Ford Motor Company launched its first self-driving vehicle business in Southeast Florida after conducting its first statewide autonomous vehicle test in the county.

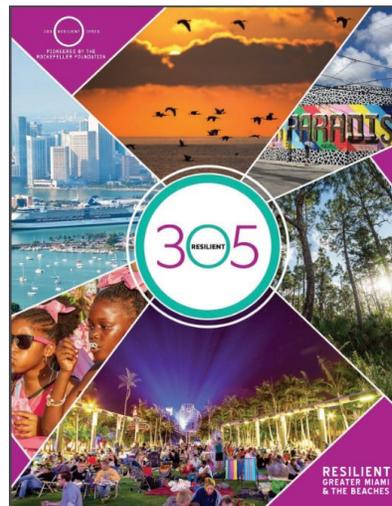


*“In Miami-Dade County, resilience is woven into everything we do. As we work to improve and expand our transportation infrastructure, our plans focus on creating a more resilient, connected, and equitable system that will help put Miami-Dade County on the map as a model for resilient transportation.”*

- Joint statement by the Honorable Oliver G. Gilbert III, Miami-Dade TPO Governing Board immediate past Chairman, and the Honorable Daniella Levine Cava, Miami-Dade County Mayor



Read the 2022 Transportation Resilience Report by scanning the QR code



Read the Resilient305 Strategy Report by scanning the QR code





## ➤ TPO Wins Two Prestigious Awards for SMART STEP

The Miami-Dade TPO’s SMART STEP (Street Transportation Enhancement Program) received multiple awards in 2022 including from the National Association of Regional Councils (NARC) and from the MPO Advisory Council (MPOAC). On June 14, TPO Executive Director, Aileen Bouclé, AICP, accepted the NARC Achievement Award for a Major Metropolitan Area during the NARC Annual Award Ceremony. NARC serves as the national voice for regions by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues.

On October 27, TPO Program Administrator–Governing Board, Zainab Salim, accepted the Statewide Noteworthy Practice Award for the TPO’s SMART STEP from the MPOAC. The MPOAC is made up of 27 MPOs throughout the State of Florida who work together to improve transportation planning and education by engaging and equipping its members to deliver results through shared innovations, best practices, enhanced coordination, communication, and advocacy.

The SMART STEP was created by the TPO’s Urban Mobility and Non-Urban Core Task Forces to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. The TPO is working collaboratively with the Miami-Dade County Department of Transportation and Public Works (DTPW), Florida Department of Transportation (FDOT) District Six, Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities to implement SMART STEP projects countywide.



NARC Achievement Award for a Major Metropolitan Area



MPOAC Statewide Noteworthy Practice Award

## ➤ TPO Recognized for Civil Rights Requirements in MPO Contracting

On January 6, the Miami-Dade TPO was recognized during the Florida Metropolitan Planning Partnership (FMPP) Conference by the Federal Highway Administration (FHWA) Civil Rights Office. TPO was identified as being an early adopter to meet the updated Equal Opportunity Compliance (EOC) contracting requirements through the new FDOT Grant Application Process (GAP) system, including the upload of bidder Disadvantaged Business Enterprise (DBE) Program information for monitoring. The FMPP facilitates collaboration and coordination between the 27 Florida MPOs, FDOT, FHWA, and the Federal Transit Administration (FTA). The FMPP provided attendees with the opportunity to share their successes and advance metropolitan transportation planning in Florida.

## ➤ TPO Executive Director: Special Recognition

On June 15, the Greater Miami Chamber of Commerce (GMCC) presented TPO Executive Director, Aileen Bouclé, AICP, with a Special Recognition Award in acknowledgment of her contributions and dedication to advancing the transportation needs of Miami-Dade County’s businesses, residents, and visitors during the GMCC’s 2022 Goals Conference. The GMCC is the Champion for the Greater Miami Business Community and is heralded for its leadership and commitment to improving the Miami-Dade community.





# MIAMI-DADE TPO STAFF SPOTLIGHTS

*To achieve world-class mobility that promotes equity, accessibility, and economic competitiveness, with emphasis on resiliency and innovation, for the advancement of Miami-Dade County's transportation network and quality of life, for current and future generations.*



## New Hires and Retirements

The TPO welcomed five new team members in 2022 to its staff of professionals who are collectively responsible for fulfilling the transportation planning and prioritization functions of the TPO.



The Miami-Dade TPO Governing Board acknowledged the retirement of Ms. Carmen Villaverde-Menendez after serving 17½ years with Miami-Dade County, 13 of which were with the Miami-Dade TPO. She served as the Executive Assistant for the TPO where she handled the administrative responsibilities associated with supporting the office of the Executive Director.



## Election & Promotion



Ms. Aileen Bouclé, AICP, Miami-Dade TPO Executive Director, was nominated to serve as an Executive Committee Officer of the National Association of Regional Councils (NARC) Executive Director's Council.



Mr. Christopher Rosenberg was promoted to Deputy Administrator-Transportation & Land Use overseeing both the finance and program development sections for the TPO's core documents.



## Recognitions

The below staff were highlighted for their outstanding contributions to the agency.



**Paul Chance**  
Public Involvement Officer



**Tewari Edmonson**  
Transportation Planner



**Wilson Fernandez**  
Program Administrator -  
Transportation



**Jeannie Gaslonde**  
E.I., FCCM  
Transit and Regional Manager

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 TPO at 305-375-4507.

The preparation of this report has been funded in part from the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code), and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the USDOT.

**150 West Flagler Street, Suite 1900  
Miami, FL 33130  
305-375-4507  
miamidadetpo.org**

**#MiamiSMARTProgram**



**Miami-Dade Transportation  
Planning Organization**