

Miami-Dade 2035 LRTP Revenue and Cost

The Long Range Transportation Plan (LRTP) Update to the Year 2035 spans from 2010 to 2035. Projects in the 2035 Cost Feasible LRTP are grouped in four (4) priority Categories, as follows:

Priority I (2010-2014) – Projects programmed already in the 2010 to 2014 Transportation Improvement Program (the 2010 TIP)

Priority II (2015-2020) – Projects planned to be funded in the 2035 LRTP between 2015 and 2020.

Priority III (2021-2025) – Projects planned to be funded in the 2035 LRTP between 2021 and 2025.

Priority IV (2026-2035) – Projects planned to be funded in the 2035 LRTP between 2026 and 2035.

Priority I Projects (2010-2014) = the 2010 TIP

Revenue and Cost of Plan by Period - Year 2010-2014 (Millions in 2009 \$)

	Priority I (2010-2014)	
	Cost	Revenue
Highway: Capital and O&M *	5,487	5,487
Transit: Capital and O&M	2,121	2,121
Total	7,608	7,608

Detailed list of funded projects can be viewed at:

http://www.miamidade.gov/mpo/docs/MPO_tip_2010_final_20090528.pdf

*Highway O&M costs include: State highways O&M costs and County roadways O&M costs.

Priorities II, III and IV Projects (2015-2035) = Projects planned to be funded between 2015 and 2035

Expected Revenue and Cost of Plan - Year 2015-2035 (Millions in YOY \$)

Transportation Mode	Cost	Revenue	Surplus/Def.	Source
SIS	3,977	3,977	-	SIS/FIHS Construction/Right of Way
Florida Turnpike Enterprise (FTE)	585	585	-	Local and Statewide Turnpike Enterprise Revenue
MDX	2,539	2,555	16	MDX Net Revenue
Other Roadways*	3,327	1,702		Other Arterial Construction/Right of Way
		1,076		TMA Funds
		315		Districtwide TRIP funds
		120		Secondary Gas Tax (SGT)**
		35		5 cent Local Option Gas Tax
		84		Road Impact Fees (RIF)**
Subtotal: Other Roadways	3,327	3,332	5	
County Roads O&M	1,475	1,475		6 Cent LOGT, County Fuel Tax, 9th Cent Gas Tax. Additional funding from SGT and RIF capital revenue surplus
Subtotal: Highway	11,903	11,924	21	
Transit Capital	5,195	5,195	-	PTP Surtax and Federal Grants
Transit O&M	18,506	18,506	-	Direct Operating Revenue, Federal/State Grants, PTP Surtax, New and existing General Fund and Local Option Gas Tax
Subtotal: Transit	23,701	23,701	-	
Total	35,604	35,625	21	

*Includes Bicycle/Pedestrian and Congestion Management set-asides.

**Secondary Gas Tax and Road Impact Fee revenues can be utilized for O&M.

Expected Cost of Plan - Year 2015-2035 (Billions in YOY \$)

		Cost Feasible Plan	
Highway*		11.6	32.6%
	Capital	5.2	14.5%
Transit	O&M	18.5	52.0%
	Subtotal	23.7	66.5%
Congestion Management		0.2	0.6%
Bicycle/Pedestrian		0.1	0.3%
Total		35.6	100%

*Highway capital costs and Roadway O&M costs. State capital funds set aside about 50% for Highway O&M costs.

Expected Revenue and Cost of Plan by Period - Year 2015-2035 (Millions in YOY \$)

	Priority II (2015-2020)		Priority III (2021-2025)		Priority IV (2026-2035)		Total (2015-2035)	
	Cost	Revenue	Cost	Revenue	Cost	Revenue	Cost	Revenue
Highway Capital	2,397	2,397	3,035	3,056	4,996	4,996	10,429	10,449
County Roads O&M	320	320	321	321	834	834	1,475	1,475
Subtotal: Highway	2,717	2,717	3,357	3,377	5,830	5,830	11,903	11,924
Transit Capital	1,113	1,113	1,270	1,270	2,812	2,812	5,195	5,195
Transit O&M	3,922	3,922	3,867	3,867	10,717	10,717	18,506	18,506
Subtotal: Transit	5,035	5,035	5,137	5,137	13,529	13,529	23,701	23,701
Total	7,752	7,752	8,494	8,514	19,358	19,359	35,604	35,625

**INTERGOVERNMENTAL COORDINATION AND REVIEW
AND
PUBLIC TRANSPORTATION COORDINATION
JOINT PARTICIPATION AGREEMENT**

THIS JOINT PARTICIPATION AGREEMENT is made and entered into this 22nd day of Feb, 2012 by and between: the FLORIDA DEPARTMENT OF TRANSPORTATION; the MIAMI-DADE Metropolitan Planning Organization; the SOUTH FLORIDA REGIONAL PLANNING COUNCIL; MIAMI-DADE COUNTY, a political subdivision of the State of Florida and operator of publicly owned transportation systems in Miami-Dade County; the SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY; and the MIAMI-DADE EXPRESSWAY AUTHORITY.

RECITALS

WHEREAS, the Federal Government, under the authority of 23 United States Code (U.S.C.) and any subsequent applicable amendments requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process in designated metropolitan areas to develop and implement plans and programs consistent with the comprehensively planned development of the metropolitan area;

WHEREAS, 23 U.S.C. Section 134, and Section 339.175, Florida Statutes (FS), provide for the creation of metropolitan planning organizations to develop transportation plans and programs for metropolitan areas;

WHEREAS, 23 Code of Federal Regulations (CFR) Section 450.314 require that the State, the metropolitan planning organization, and the operators of publicly owned transportation systems shall enter into an agreement clearly identifying the responsibilities for cooperatively carrying out such transportation planning (including corridor and subarea studies pursuant to 23 CFR Sections 450.212 and 450.318) and programming;

WHEREAS, pursuant to Section 20.23, FS, the Department has been created by the State of Florida, and the Department has the powers and duties relating to transportation, all as outlined in Section 334.044, FS;

WHEREAS, pursuant to 23 U.S.C. Section 134, 49 U.S.C. Section 5303, 23 CFR Section 450.310, and Section 339.175(2), FS, the Miami-Dade Metropolitan Planning Organization (MPO) has been designated and its membership apportioned by the Governor of the State of Florida, with the agreement of the affected units of general purpose local government, to organize and establish the Metropolitan Planning Organization;

WHEREAS, pursuant to an interlocal agreement executed on March 2, 1977, and filed with the Clerk of the Circuit Court of Miami-Dade County, the Miami-Dade Metropolitan Planning Organization was established;

WHEREAS, pursuant to the Home Rule Amendment to the Florida Constitution (Article VIII, Section 11 Florida Constitution of 1885 and Article VIII, Section 6 Florida Constitution of 1968) the electors of Miami-Dade County have adopted a Home Rule Charter which grants the Miami-Dade County Board of County Commissioners the power, among other things, to provide and operate air, water, rail and bus terminals, port facilities and public transportation systems (Article 1, Sec. 1.01);

WHEREAS, pursuant to such Charter, Miami-Dade County ("County") operates the public mass transit system, the airport system of the county (comprised of Miami-International Airport and regional and general aviation airports), and the Port of Miami through its Transit, Aviation and Seaport Departments;

WHEREAS, pursuant to Chapter 2003-159, Laws of Florida (Sections 343.53 and 343.54 F.S.), the South Florida Regional Transportation Authority was created and established to own, operate, maintain, and manage a transit system in the tri-county area of Broward, Miami-Dade and Palm Beach counties;

WHEREAS, the Miami-Dade Expressway Authority is a state sanctioned, locally administered, public agency created in 1994 by the State of Florida and the Board of County Commissioners of Miami-Dade County, to oversee, operate and maintains local expressways;

WHEREAS, pursuant to Section 339.175(10)(a)2, FS, the Metropolitan Planning Organization shall execute and maintain an agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the Metropolitan Area;

WHEREAS, the aforesaid agreement must describe the means by which activities will be coordinated and specify how transportation planning and programming will be part of the comprehensively planned development of the Metropolitan Area;

WHEREAS, the Miami-Dade MPO has executed and maintains a Memorandum of Understanding dated November 30, 1995 with Miami-Dade County for the staffing and provision of transportation planning and programming services including the participation of the Directors of the Miami-Dade County's Transit, Aviation and Seaport Departments on the Transportation Planning Council to assure the overall technical adequacy and intermodal coordination of the MPO's planning program;

WHEREAS, pursuant to Section 186.504, FS, and Chapter 29J-1.001, Florida Administrative Code (FAC), the South Florida Regional Planning Council was established and operates with a primary purpose of intergovernmental coordination and review;

WHEREAS, pursuant to Section 186.505(24), FS, the South Florida Regional Planning Council is to review plans of metropolitan planning organizations to identify inconsistencies between those agencies' plans and applicable local government comprehensive plans adopted pursuant to Chapter 163, FS;

WHEREAS, the South Florida Regional Planning Council, pursuant to Section 186.507, FS, is required to prepare a Strategic Regional Policy Plan, which will contain regional goals and policies that address regional transportation issues;

WHEREAS, based on the South Florida Regional Planning Council's statutory mandate to identify inconsistencies between plans of metropolitan planning organizations and applicable local government comprehensive plans, and to prepare and adopt a Strategic Regional Policy Plan, the South Florida Regional Planning Council is appropriately situated to assist in the intergovernmental coordination of the intermodal transportation planning process;

WHEREAS, pursuant to Section 186.509, FS, and Chapter 29 J-3, FAC, the South Florida Regional Planning Council has adopted a conflict and dispute resolution process;

WHEREAS, the purpose of the dispute resolution process is to reconcile differences in planning and growth management issues between local governments, regional agencies, and private interests;

WHEREAS, the parties hereto have determined that the voluntary dispute resolution process is useful in the process of resolving conflicts and disputes arising in the transportation planning process;

WHEREAS, pursuant to 23 CFR Section 450.314 and Section 339.175(10)(a)3, FS, the Miami-Dade Metropolitan Planning Organization must execute and maintain an agreement with the operators of public transportation systems, including transit systems, commuter rail systems, airports, and seaports, describing the means by which activities will be coordinated, and specifying how public transit, commuter rail, aviation, and seaport planning (including corridor and subarea studies pursuant to 23 CFR Sections 450.212 and 450.318) and programming will be part of the comprehensively planned development of the Metropolitan Area;

WHEREAS, it is in the public interest that the MPO, operators of public transportation systems, including transit systems, commuter rail systems, port and aviation authorities, jointly pledge their intention to cooperatively participate in the planning and programming of transportation improvements within this Metropolitan Area;

WHEREAS, the undersigned parties have determined that this Agreement satisfies the requirements of and is consistent with 23 CFR Section 450.314 and Section 339.175(10), FS; and

WHEREAS, the parties to this Agreement desire to participate cooperatively in the performance, on a continuing basis, of a coordinated, comprehensive transportation planning process to assure that highway facilities, mass transit, rail systems, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

ARTICLE 1 RECITALS; DEFINITIONS

Section 1.01. Recitals. Each and all of the foregoing recitals be and the same are hereby incorporated herein and acknowledged to be true and correct. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

Section 1.02. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

“Agreement” means and refers to this instrument, as amended from time to time.

“Corridor or Sub-area Study” shall mean and refer to studies involving major investment decisions or as otherwise identified in 23 CFR Section 450.318.

“Department” shall mean and refer to the Florida Department of Transportation, an agency of the State of Florida, created pursuant to Section 20.23, FS.

“FHWA” means and refers to the Federal Highway Administration.

“Long Range Transportation Plan” is at a minimum a 20-year plan which: identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation enhancement activities; and, in ozone/carbon monoxide nonattainment areas, is coordinated with the State Implementation Plan, all as required by 23 U.S.C. Section 134(i), 23 CFR Section 450.322, and Section 339.175(7), FS.

“Metropolitan Area” means and refers to the planning area as determined by agreement between the Miami-Dade Metropolitan Planning Organization and the Governor in the urbanized areas designated by the United States Bureau of the Census as described in 23 U.S.C. Section 134(b)(1) and Section 339.175, FS, which shall be subject to the Metropolitan Planning Organization’s planning authority.

“MDX” means and refers to the Miami Dade Expressway Authority, a state sanctioned, locally administered, public agency.

“MPO” means and refers to the metropolitan planning organization formed pursuant to Interlocal Agreement dated March 2, 1977 as amended or superseded from time to time.

“Regional Planning Council” means and refers to the South Florida Regional Planning Council created pursuant to Section 186.504, FS, and identified in Chapter 27E-1 FAC.

“SFRTA” means and refers to the South Florida Regional Transportation Authority, a body politic and corporate, an agency of the state, created by Chapter 2003-159, Laws of Florida (Section 343.53, F.S.) ;

“Transportation Improvement Program (TIP)” is the staged multi-year program of transportation improvement projects developed by a metropolitan planning organization consistent with the Long-Range Transportation Plan and developed pursuant to title 23 U.S.C. Section 134(j), 49 U.S.C. Section 5304, 23 CFR Section 450.324 and Section 339.175(8), FS.

“Unified Planning Work Program” is a biennial program developed in cooperation with the Department and public transportation providers, that lists all planning tasks to be undertaken during a two-year time frame, with a complete description thereof and an estimated budget, all as required by 23 CFR Section 450.308, and Section 339.175(9), FS.

ARTICLE 2 PURPOSE

Section 2.01. Coordination with public transportation operators. As set forth in Article 3 of this Agreement, the purpose of this Agreement is to provide for coordination and cooperation with the Department, MPO, the South Florida Regional Transportation Authority, and the County (as operator of the County’s public transit system, seaport and airports) in the development and preparation of the Unified Planning Work Program, the Transportation Improvement Program, the Long-Range Transportation Plan, and any applicable Corridor or Subarea Studies.

Section 2.02. Intergovernmental coordination; Regional Planning Council. As set forth in Article 4 of this Agreement, the purpose of this Agreement is to provide a process through the Regional Planning Council for intergovernmental coordination and review and identification of inconsistencies between proposed Metropolitan Planning Organization transportation plans and local government comprehensive plans adopted pursuant to Chapter 163, FS, and approved by the Florida Department of Community Affairs.

Section 2.03. Dispute resolution. As set forth in Article 5 of this Agreement, a purpose of this Agreement is to provide a process for conflict and dispute resolution.

ARTICLE 3 COOPERATIVE PROCEDURES FOR PLANNING AND PROGRAMMING WITH OPERATORS OF PUBLIC TRANSPORTATION SYSTEMS

Section 3.01. Cooperation with operators of public transportation systems; coordination with local government approved comprehensive plans.

(a) The Metropolitan Planning Organization shall coordinate and cooperate with the South Florida Regional Transportation Authority, and the County (as operator of the county’s public transit system, seaport and airports) to optimize the planning and programming of an integrated and balanced intermodal transportation system for the Metropolitan Area.

(b) The Metropolitan Planning Organization shall implement a continuing, cooperative, and comprehensive transportation planning process that is consistent, to the maximum extent feasible, with port and aviation master plans, rail master plans (to include SFRTA) and public transit development plans of the units of local governments whose boundaries are within the Metropolitan Area.

(c) The Metropolitan Planning Organization shall ensure that representatives of the county’s seaport, transit and aviation departments are provided membership on the Metropolitan Planning Organization’s Transportation Planning Council. Membership of the Metropolitan Planning Organization shall comply with the requirements of Chapter 339, Florida Statutes.

(d) The Metropolitan Planning Organization shall ensure that representatives of ports, transit authorities, and airports within the Metropolitan Area are provided membership on the Metropolitan Planning Organization’s Technical Advisory Committee.

Section 3.02. Preparation of transportation related plans.

(a) Although the adoption or approval of the Unified Planning Work Program, the Transportation Improvement Program, and the Long-Range Transportation Plan is the responsibility of the Miami-Dade Metropolitan Planning Organization, development of such plans or programs shall be viewed as a cooperative

effort involving the Department, the South Florida Regional Transportation Authority, and the County (as operator of the County's public transit system, seaport and airports). In developing its plans and programs, the Miami-Dade Metropolitan Planning Organization shall solicit the comments and recommendations of the parties to this Agreement in the preparation of such plans and programs.

(b) At the commencement of the process of preparing the Unified Planning Work Program, the Transportation Improvement Program, or the Long-Range Transportation Plan, or preparing other than a minor amendment thereto (as determined by the Metropolitan Planning Organization), the Metropolitan Planning Organization shall extend notice to the Department, the South Florida Regional Transportation Authority, the Miami Dade Expressway Authority and the County advising each as to the scope of the work to be undertaken and inviting comment and participation in the development process. The MPO shall ensure that the chief operating officials of the Department, the South Florida Regional Transportation Authority, the Miami Dade Expressway Authority and the County (as operator of the County's public transit system, seaport and airports) shall receive approximately 15 days written formal notice of all public workshops and hearings relating to the development of such plans and programs. It is stipulated by the parties to this Agreement that the inadvertent failure by the Miami-Dade Metropolitan Planning Organization to properly extend written or other notice shall not invalidate, or be the basis for lodging a claim to invalidate, the adoption of the aforementioned plans and programs.

(c) Local government comprehensive plans.

(1) In developing the TIP, Long-Range Transportation Plan, or Corridor or Subarea Studies, or preparing other than a minor amendment thereto (as determined by the MPO), the Miami-Dade Metropolitan Planning Organization, the County (as operator of the County's public transit system, seaport and airports), and South Florida Regional Transportation Authority shall analyze for each local government in the Metro Area: (i) the comprehensive plan future land use elements; (ii) the goals, objectives, and policies of the comprehensive plans; and (iii) the zoning, of each local government in the Metropolitan Area. Based upon the foregoing review and a consideration of other growth management factors, the MPO, the South Florida Regional Transportation Authority, and the County (as operator of the County's public transit system, seaport and airports), and the Miami-Dade Expressway Authority, shall provide written recommendations to local governments in the Metropolitan Area in the development, amendment, and implementation of their comprehensive plans, only when significant or necessary. A copy of the recommendations shall be sent to the Regional Planning Council.

(2) The Miami-Dade Metropolitan Planning Organization agrees that, to the maximum extent feasible, the Long-Range Transportation Plan and the project and project phases within the Transportation Improvement Program shall be consistent with the future land use element and goals, objectives, and policies of the comprehensive plans of local governments in the Metropolitan Area. If the MPO's Transportation Improvement Program is inconsistent with a local government comprehensive plan, the MPO shall so indicate, and the MPO shall present, as part of the Transportation Improvement Program, justification for including the project in the program.

(d) Multi-modal transportation agency plans.

(1) In developing the Transportation Improvement Program, Long-Range Transportation Plan, or a Corridor or Subarea Studies, or preparing other than a minor amendment thereto (as determined by the Metropolitan Planning Organization), the Miami-Dade Metropolitan Planning Organization shall analyze the affected master plans of the Port of Miami, the Miami-Dade County Aviation Department, the South Florida Regional Transportation Authority, and the Miami Dade County Expressway Authority. Based upon the foregoing review and a consideration of other transportation-related factors, the Miami-Dade Metropolitan Planning Organization, shall from time to time and as appropriate, provide recommendations to the parties to

this Agreement as well as local governments within the Metropolitan Area, for the development, amendment, and implementation of their master, development, or comprehensive plans.

(2) In developing or revising their respective master or development or comprehensive plans, the parties to this Agreement shall analyze the draft or approved Unified Planning Work Program, Transportation Improvement Program, Long-Range Transportation Plan, or Corridor and Subarea Studies, or amendments thereto. Based upon the foregoing review and a consideration of other transportation-related factors, the parties to this Agreement shall from time to time and as appropriate, provide written recommendations to the Metropolitan Planning Organization MPO with regard to development, amendment, and implementation of the plans, programs, and studies.

(3) The Miami Dade Metropolitan Planning Organization agrees that, to the maximum extent feasible, the Transportation Improvement Program shall be consistent with the affected master plans and development plans of the parties to this Agreement.

(e) By letter agreement, or other procedure to that effect, to be executed by the Miami-Dade Metropolitan Planning Organization and the affected Port of Miami, Miami Dade County Aviation Department, South Florida Regional Transportation Authority, Miami Dade County Expressway Authority and public transit providers represented by Metropolitan Planning Organization members, the Miami-Dade Metropolitan Planning Organization and the affected agency or authority shall mutually develop a process for planning coordination, forwarding recommendations, and project programming consistency to be referred to as the "letter agreement". The parties to this Agreement agree that the Miami Dade Metropolitan Planning Organization shall include in the Transportation Improvement Program those state-funded airport and seaport projects that directly relate to surface transportation activities when considering airport and seaport projects. The process agreed to in the letter agreement shall provide flexible deadlines for inter-agency comment on affected plans referenced in this section. Upon approval, the letter agreement shall be appended to this Agreement and shall be an exhibit hereto. The signatories to the letter agreement may revise or terminate the Agreement upon 30 days written notice to all other parties to this Agreement without approval of other parties hereto.

ARTICLE 4 INTERGOVERNMENTAL COORDINATION AND REVIEW

Section 4.01. Coordination with Regional Planning Council. The Regional Planning Council shall perform the following tasks:

(a) Within 30 days of receipt, review the draft of the proposed Transportation Improvement Program, Long-Range Transportation Plan, Corridor and Subarea Studies, or amendments thereto, as requested by the Metropolitan Planning Organization, to identify inconsistencies between the foregoing plans and programs and applicable local government comprehensive plans adopted pursuant to Chapter 163 *et seq.*, FS, for counties and cities within the Metropolitan Area and the adopted Strategic Regional Policy Plan.

(1) The parties hereto recognize that, pursuant to Florida law, the Long-Range Transportation Plan and the Transportation Improvement Program of the Miami-Dade Metropolitan Planning Organization must be considered by cities and counties within the Metropolitan Area in the preparation, amendment, and update/revision of their comprehensive plans. Further, the Long-Range Transportation Plan and the projects and project phases within the Transportation Improvement Program are to be consistent with the future land use element and goals, objectives, and policies of the comprehensive plans of local governments in the Metropolitan Area to the maximum extent feasible. Therefore, promptly upon completion of its review of the draft proposal, the Regional Planning Council shall advise the Metropolitan Planning Organization and each affected county or city of its findings;

(2) If, after completing its review of the draft proposal, the South Florida Regional Planning Council deems that the plans and programs submitted are not acceptable, the Regional Planning Council shall

promptly advise the Miami-Dade Metropolitan Planning Organization in writing of its concerns and identify those portions of the submittals which need to be reevaluated and potentially modified; and

(3) Upon final adoption of the proposed Transportation Improvement Program, Long-Range Transportation Plan, Corridor and Subarea Studies, or amendments thereto, the Miami-Dade Metropolitan Planning Organization may request that the South Florida Regional Planning Council consider adoption of regional transportation goals, objectives, and policies in the Strategic Regional Policy Plan implementing the adopted Transportation Improvement Program, Long-Range Transportation Plan, Corridor and Subarea Studies, or amendments thereto. If the proposed plan, program, or study, or amendments thereto, was the subject of previous adverse comment by the South Florida Regional Planning Council, the Metropolitan Planning Organization will identify the change in the final adopted plan intended to resolve the adverse comment, or alternatively, the Metropolitan Planning Organization shall identify the reason for not amending the plan as suggested by the South Florida Regional Planning Council.

(b) Provide the availability of the conflict and dispute resolution process as set forth in Article 5 below.

ARTICLE 5 CONFLICT AND DISPUTE RESOLUTION PROCESS

Section 5.01. Disputes and conflicts under this Agreement. This process shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. Except as otherwise provided in this Article 5, only representatives of the agencies with conflicts or disputes shall engage in conflict resolution.

Section 5.02. Initial resolution. The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the officials of the following organizations formally appointed by each organization for this purpose:

for the Florida Department of Transportation: Director of Transportation Development

for the Miami-Dade Metropolitan Planning Organization: Director

for the South Florida Regional Planning Council: Executive Director

for the Miami Dade County Expressway Authority: Director

for the Port of Miami: Seaport Director

for the Miami Dade County Aviation Department: Director

for the Miami Dade Transit: Director

for the South Florida Regional Transportation Authority: Executive Director

Section 5.03. Resolution by senior agency official. If the conflict remains unresolved, the conflict shall be resolved by the highest-ranking appointed or elected official of the following organizations:

for the Florida Department of Transportation: District Secretary

for the Miami-Dade Metropolitan Planning Organization: Chair, Governing Board

for the South Florida Regional Planning Council: Chair

for the Miami Dade County: Chair, Board of County Commissioners

for the Miami Dade County Expressway Authority: Chair

for the South Florida Regional Transportation Authority: Chair, Governing Board

Section 5.04. Alternative Regional Planning Council dispute resolution. If a resolution is not possible, the parties may undertake dispute resolution pursuant to the Regional Planning Council procedure set forth in Chapter 29, FAC. All parties to the dispute must agree to undertake this procedure before it may be invoked.

Section 5.05. Resolution under Chapter 164, Florida Statutes. If the parties cannot reach a resolution through Sections 5.02, 5.03, or 5.04, any party may, to the extent permitted by Chapter 164, Florida Statutes, endeavor to initiate a resolution of the conflict under the Governmental Disputes resolution provisions provided in Chapter 164, Florida Statutes.

ARTICLE 6 MISCELLANEOUS PROVISION

Section 6.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 6.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties hereto with the same formalities as the original Agreement.

Section 6.03. Duration; withdrawal procedure.

(a) Duration. This Agreement shall have a term of five (5) years and shall automatically renew at the end of said five (5) years for another five (5) year term and every five (5) years thereafter. At the end of the five (5) year term and at least every five (5) years thereafter, the parties hereto shall examine the terms hereof and agree to amend the provisions or reaffirm the same. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

(b) Withdrawal procedure. Any party may withdrawal from this Agreement after presenting in written form a notice of intent to withdrawal to the other parties to this Agreement and the MPO, at least ninety (90) days prior to the intended date of withdrawal; provided, that financial commitments made prior to withdrawal are effective and binding for their full term and amount regardless of withdrawal.

Section 6.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice is required to be given and shall be addressed as follows:

FLORIDA DEPARTMENT OF TRANSPORTATION
Attention: Director of Transportation Development
1000 NW 111th Avenue
Miami, Florida 33172

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

Attention: MPO Director
111NW 1st Street, Suite 920
Miami, Florida 33128

SOUTH FLORIDA REGIONAL PLANNING COUNCIL

Attention: Executive Director
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021

MIAMI-DADE COUNTY

Attention: Office of the Chair, Board of County Commissioners
111 NW 1st Street, Suite 220
Miami, Florida 33128

MIAMI DADE EXPRESSWAY AUTHORITY

Attention: Executive Director
3790 NW 21st Street
Miami, Florida 33142

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Attention: Executive Director
800 N.W. 33rd Street
Pompano Beach, Florida 33064

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 6.05. Interpretation.

(a) Drafters of Agreement. All parties hereto were each represented by, or afforded the opportunity for representation by legal counsel, and participated in the drafting of this Agreement and in the choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.

(b) Severability. Invalidity of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.

(c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:

- (1) The singular of any word or term includes the plural;
- (2) The masculine gender includes the feminine gender; and
- (3) The word "shall" is mandatory, and "may" is permissive.

Section 6.06. Attorney's Fees. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney's fees in connection with such proceeding.

Section 6.07. Agreement execution; use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 6.08. Effective date. This Agreement shall become effective upon its execution by all parties hereto.

Section 6.09. Other authority. In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is required under applicable law to enable the parties to enter into this Agreement or to undertake the provisions set forth hereunder, or to observe, assume or carry out any of the provisions of the Agreement, said parties will initiate and consummate, as provided by law, all actions necessary with respect to any such matters for required.

Section 6.10. Parties not obligated to third parties. No party hereto shall be obligated or liable hereunder to any party not a signatory to this Agreement. There are no express or intended third party beneficiaries to this Agreement.

Section 6.11. Rights and remedies not waived. In no event shall the making by the Department of any payment to the Metropolitan Planning Organization constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the Metropolitan Planning Organization, and the making of any such payment by the Department while any such breach or default exists shall in no way impair or prejudice any right or remedy available to the Department in respect of such breach or default.

IN WITNESS WHEREOF, the undersigned parties have executed this Joint Participation Agreement on behalf of the referenced legal entities.

(Signatures on following pages)

Signed, Sealed, and Delivered in the presence of:

[Every participant identified in this Agreement shall sign and date this Agreement with the appropriate witnesses]

FLORIDA DEPARTMENT OF
TRANSPORTATION

By: [Signature]
Name: Gu's PEGO
Title: DISTRICT SECRETARY

Attest:

[Signature]
Name: Margaret Higgins
Title: Executive Secretary

Witnesses:

[Signature]
Name: Aileen Bouele

Name: _____

Legal Review - FDOT

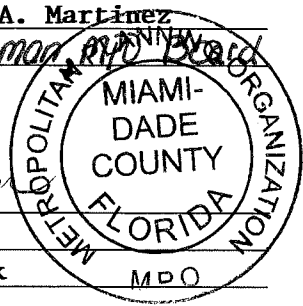
By: [Signature] Carmen C. Ferreira, Esq.

MIAMI-DADE METROPOLITAN PLANNING
ORGANIZATION

By: [Signature]
Name: Joe A. Martinez
Title: Chairman, MPO Board

Attest:

[Signature]
Name: Zainab Salim
Title: MPO Board Clerk



Witnesses:

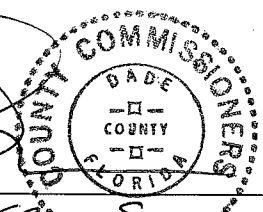
Approved as to form
and Legal Sufficiency
Name: [Signature]
Assistant County Attorney
Name: 2/10/12
Date

MIAMI-DADE COUNTY

By: [Signature]
Name: Joe A. Martinez
Title: Chairman, Board of County Commissioners

Attest:

Harvey Ruvin
Clerk of the Board
By: [Signature]
Deputy Clerk Gene Spender
2/22/12



Witnesses:

Approved as to form
and Legal Sufficiency
Name: [Signature]
Assistant County Attorney
1/19/12
Name: Date

SOUTH FLORIDA REGIONAL PLANNING
COUNCIL

By: _____
Name: _____
Title: _____

Attest:

Name: _____
Title: _____

Witnesses:

Name: _____
Name: _____

Signed, Sealed, and Delivered in the presence of:

[Every participant identified in this Agreement shall sign and date this Agreement with the appropriate witnesses]

FLORIDA DEPARTMENT OF
TRANSPORTATION

By: _____

Name: _____

Title: _____

Attest:

Name: _____

Title: _____

Witnesses:

Name: _____

Name: _____

MIAMI-DADE METROPOLITAN PLANNING
ORGANIZATION

By: _____

Name: Joe A. Martinez

Title: Chairman, MPO Board

Attest: _____

Name: Zainab Salim

Title: MPO Board Clerk

Witnesses:

Approved as to form
and Legal Sufficiency

Name: _____

Assistant County Attorney

Name: _____

Date

MIAMI-DADE COUNTY

By: _____

Name: Joe A. Martinez

Title: Chairman, Board of County Commissioners

Attest:

Harvey Ruvin
Clerk of the Board

By: _____

Deputy Clerk Gen. Spencer
2/22/12

Witnesses:

Approved as to form
and Legal Sufficiency

Name: _____

Assistant County Attorney

Name: _____

Date

SOUTH FLORIDA REGIONAL PLANNING
COUNCIL

By: _____

Name: James F. Murley

Title: Interim Executive Director

Attest:

Name: _____

Title: _____

Witnesses:

Name: _____

Name: _____

Signed, Sealed, and Delivered in the presence of:

[Every participant identified in this Agreement shall sign and date this Agreement with the appropriate witnesses]

FLORIDA DEPARTMENT OF
TRANSPORTATION

By: _____
Name: _____
Title: _____

Attest:

Name: _____
Title: _____

Witnesses:

Name: _____

Name: _____

MIAMI-DADE METROPOLITAN PLANNING
ORGANIZATION

By: _____
Name: _____
Title: _____

Attest:

Name: _____
Title: _____

Witnesses:

Name: _____

Name: _____

MIAMI-DADE COUNTY

By: _____
Name: _____
Title: _____

Attest:

Harvey Ruvin
Clerk of the Board
By: _____
Deputy Clerk

Witnesses:

Name: _____

Name: _____

SOUTH FLORIDA REGIONAL PLANNING
COUNCIL

By: _____ 9-29-11
Name: James E. Murley
Title: Interim Executive Director

Attest:


Name: RONDA H. NOAH
Title: DIRECTOR OF OPERATIONS

Witnesses:


Name: KATHY LERCH

Name: ISABEL MORENO

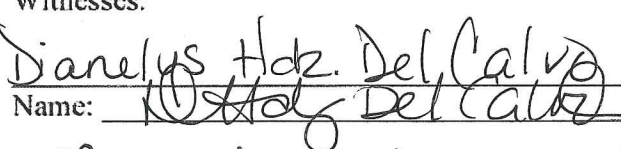
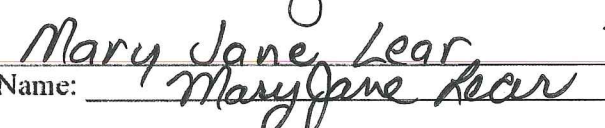
**SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY**

By: 
Name: JOSEPH GIULIETTI
Title: EXECUTIVE DIRECTOR

Attest:


Name: SANDRA K. THOMPSON
Title: EXECUTIVE Administrative Coord.

Witnesses:


Name: Dianelys Hdz. Del Calvo

Name: Mary Jane Lear

**MIAMI-DADE COUNTY EXPRESSWAY
AUTHORITY**

By: _____
Name: _____
Title: _____

Attest:

Name: _____
Title: _____

Witnesses:

Name: _____

Name: _____

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Name: _____
Title: _____

Attest:

Name: _____
Title: _____

Witnesses:

Name: _____

Name: _____

MIAMI-DADE COUNTY EXPRESSWAY
AUTHORITY

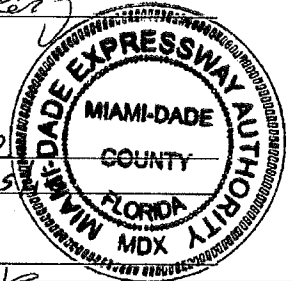
By: *Javier Rodriguez*
Name: JAVIER RODRIGUEZ
Title: EXECUTIVE DIRECTOR

Attest:

M. L. Navia
Name: M. L. NAVIA
Title: Board Secretary

Witnesses:

Pamela S. Leshe
Name: Pamela S. Leshe
Theresa Carlie
Name: Theresa Carlie



RESOLUTION NO. 2012-1

A RESOLUTION OF THE SOUTHEAST FLORIDA TRANSPORTATION COUNCIL ENCOURAGING BROWARD COUNTY TRANSIT, MIAMI-DADE TRANSIT, PALM-TRAN, TRI-RAIL AND THE FLORIDA DEPARTMENT OF TRANSPORTATION TO WORK COLLECTIVELY TO DEVELOP A SEAMLESS, INTEROPERABLE, SIMPLIFIED FARE COLLECTION SYSTEM; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Miami-Dade Transit and Tri-Rail have implemented an interoperable transit fare collection system, and

WHEREAS, Miami-Dade Transit and Tri-Rail's interoperable transit fare collection system (EASY CARD) is the first multi-agency regional system that is compliant with the American Public Transportation Association's Contactless Fare Media Standard that has been adopted in public transport as the national standard, and

WHEREAS, Broward County Transit and Palm-Tran have been analyzing ways to develop a seamless interoperable and simplified transit fare collection system for the past decade, and

WHEREAS, The lack of a interoperable transit fare collection system makes transferring between Miami-Dade Transit/Tri-Rail's system to Broward County Transit and Palm Tran's systems extremely difficult; and

WHEREAS, A seamless interoperable and simplified transit fare collection system would promote increased ridership, improved access to employment centers, recreational, medical, educational, and cultural activities in the Southeast Florida region; and

WHEREAS, A seamless interoperable and simplified fare collection system would help to build a robust economic base in the Southeast Florida region, assist in reducing congestion, and truly connect this region's public transportation system into one whole without any barriers for transit users,

NOW, THEREFORE, BE IT RESOLVED BY THE SOUTHEAST FLORIDA TRANSPORTATION COUNCIL:

SECTION 1. The Southeast Florida Transportation Council strongly encourages Broward County Transit and Palm Tran to complete their current analysis and collectively have all

transportation operators move forward in developing a seamless interoperable and simplified fare collection system that is compatible with Miami-Dade and Tri-Rail's system.

SECTION 2. The Southeast Florida Transportation Council shall distribute this resolution to the legislative delegations and County Commissions of Broward, Miami-Dade and Palm Beach, the Governor, the Secretary of the Florida Department of Transportation (FDOT), the Secretaries of FDOT Districts 4 and 6, members of the media, the Treasure Coast and South Florida Regional Planning Councils, the Broward County Planning Council, and any and all interested parties.

SECTION 3. If any section, sentence, clause or phrase of this Resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this Resolution.

SECTION 4. This resolution shall become effective upon adoption.

The foregoing Resolution was offered by Deputy Mayor Susan Haynie who moved its adoption. The motion was seconded by Commissioner Richard Blattner, and upon being put to a vote, the vote was as follows:

Robert Friedman, Chairman	-Aye (Commissioner Susan Haynie)
Bruno A. Barreiro, Vice Chairman	-Aye
Mayor Richard Kaplan	-Aye (Commissioner Richard Blattner)

The Chairman thereupon declared the Resolution duly adopted this 23rd day of April 2012.

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL

By: 
MPO Director



Public Participation Plan



MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION



NON-DISCRIMINATION, AMERICANS WITH DISABILITIES ACT (ADA), AND PARTICIPATION INFORMATION

The Miami-Dade MPO 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 Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act. To request this document in accessible format please call Elizabeth Rockwell at (305) 375-1881.

If you are interested in participating in the transportation planning process, please contact the Miami-Dade MPO at (305) 375-4507 or mpo@miamidademipo.org, or visit www.miamidademipo.org.

Miami-Dade MPO Governing Board Adoption Date: December 18, 2014



TABLE OF CONTENTS

I. INTRODUCTION.....	1
History.....	1
The Metropolitan Planning Organization for the Miami Urbanized Area	2
Why is Public Involvement Necessary?	3
Intermodal Surface Transportation Efficiency Act.....	3
The Transportation Equity Act for the 21 st Century.....	3
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.....	4
Moving Ahead for Progress in the 21st Century Act (MAP-21).....	4
Florida Department of Transportation Regulations	5
Title VI of the Civil Right Act, 42 – U.S.C. 2000	6
Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations	6
Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency.....	6
II. KEY ELEMENTS FOR SUCCESSFUL PUBLIC INVOLVEMENT	7
Public Involvement Process	7
Setting Goals and Objectives.....	7
Review of Previous Public Involvement Plans	8
Gathering and Documenting Information	8
Determining the Affected Community's Characteristics	8
Selecting the Most Appropriate Outreach Strategy.....	10
Documenting Activities and Correspondence	10
Getting the General Public Involved	11
Working with Limited English Proficiency Persons	11
Title VI and ADA Compliance.....	11
Working with Environmental Justice Populations	12
Coordination with Disadvantaged and Disabled Committees	13
Commission on Disability Issues.....	13
Transportation Disadvantaged Local Coordinating Board	13
Public Involvement Committees.....	14
Public Involvement Management Team.....	14
Regional Public Participation Subcommittee	14
III. OPPORTUNITIES FOR THE GENERAL PUBLIC TO GET INVOLVED	15
Required Major Planning Documents	15
Long Range Transportation Plan	15
Transportation Improvement Program	17
Unified Planning Work Program.....	18
Programs	19



<i>Transportation Alternatives Program</i>	19
<i>Congestion Management Program</i>	19
<i>Bicycle/Pedestrian Program</i>	20
<i>Transportation Disadvantaged Program</i>	20
Transportation Studies/Projects Outreach	21
Community Outreach Events	21
Community Action Agency Centers	23
Citizen Advisory Committees	23
<i>Citizens Transportation Advisory Committee</i>	23
<i>Bicycle/Pedestrian Advisory Committee</i>	23
<i>Transportation Aesthetic Review Committee</i>	24
<i>Freight Transportation Advisory Committee</i>	24
Website	24
Media Relations	24
Social Media	25
Public Hearing Advertisements	25
Transportation Disadvantaged Voluntary Dollar Program	25
 IV. EVALUATION METHODOLOGY	 26
 V. CONCLUSION	 30
 VI. BIBLIOGRAPHY	 31
 LIST OF TABLES	
Table 1 Primary and Secondary GIS Layers for Sociocultural Effects	9
Table 2 Evaluation of Example Public Involvement Tools	28
 LIST OF FIGURES	
Figure 1 Development of a Public Involvement Plan	22
Figure 2 Public Involvement Plan Evaluation Process	27
 APPENDICES	
Appendix A Acronyms	
Appendix B Transportation Outreach Planner Public Involvement Strategies	
Appendix C Limited English Proficiency Plan	
Appendix D Community Action Agency Centers	
Appendix E Policy on Utilizing Facebook	
Appendix F Resolutions Supporting the Public Participation Plan	



I. INTRODUCTION

Public Involvement (PI) is an integral process that tries to involve all persons in a community, regardless of race, income, or status being affected positively or negatively by a future transportation project. PI is two-way communication aimed at incorporating the views, concerns, and issues of the public into the transportation decision making process, and it is on-going in all phases of a project. It allows the public to hear and be heard.

PI should be inclusive of all decision makers and stakeholders, and should include as many groups and individuals as possible, especially those who will be most affected. The most appropriate outreach tools should be used for each audience. It is important to know a community's context to determine the most appropriate outreach techniques and establish the measures to be used to evaluate those techniques.

A project record is important to maintain as it lets the public know its comments and concerns have been heard and ensures that commitments are carried throughout all phases of the project. Documentation shows that a process was used in evaluating alternatives and determining the solution.

This Public Participation Plan (PPP) is a dynamic document that, as per 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." To assist the reader in better understanding the material within this document, a list of acronyms is provided in Appendix A.

History

Organizations similar to the modern Metropolitan Planning Organization (MPO) have existed since the 1950's. These MPO predecessors have served to prepare special urban transportation studies under the auspices of the state highway agencies. In the 1950's, as a response to the explosive



growth of suburbs, the federal government expanded requirements for regional planning and prompted the formation of a variety of new intergovernmental bodies, including Councils of Government, in major urban areas. The Federal Highway Act of 1962 created the federal requirement for urban transportation planning, largely in response to the construction of the Interstate Highway System, and the planning of routes through and around urban areas. The Act required that transportation projects in urbanized areas with a population of 50,000 or more be based on a continuing, comprehensive, and cooperative urban planning process between the states and local governments.

The Bureau of Public Roads, which later became the Federal Highway Administration (FHWA) in 1967, required the creation of planning agencies or organizational arrangements that would be capable of carrying out the required planning process. This new requirement, along with the growing impulse of the highway program and the federal financing of planning processes, led to the development of MPOs. In metropolitan areas, MPOs are responsible for the transportation planning process in cooperation with State Departments of Transportation and transit agencies. They serve as a forum to provide short and long-term plans addressing transportation-related concerns in the region (USDOT, Citizen's Guide).

Since the 1980s a number of MPOs have been formed, most of which are stand-alone agencies or are housed within a city or county organization. This trend has encouraged local governments to cooperate in addressing transportation issues in the regional context.

The Metropolitan Planning Organization for the Miami Urbanized Area

For populations over 200,000 Florida State Statute 339.175 states, “encourage[s] and promote[s] the safe and efficient management, operation and development of the surface transportation system”, and therefore, designates MPOs as Transportation Management Areas (TMA), which have to be certified every four years.

In 1977, the Miami-Dade MPO was created under the authority of Chapter 163 of the Florida Statutes as a mechanism to conduct a continuing, cooperative, comprehensive, and coordinated (4-C) planning process for the transportation needs of the Miami urbanized area. Today, the Miami-Dade MPO is led by an Executive Director with a professional staff providing technical and administrative support to the office and the MPO Governing Board (MPO Board) consisting of twenty-three (23) voting members. The Transportation Planning Council (TPC) is responsible for



the overall technical adequacy of the MPO planning program and advises the MPO Board on proposed program actions. This committee relies on four standing sub-committees concerned with major products of the transportation planning program: Transportation Planning Technical Advisory Committee (TPTAC), Transportation Improvement Program (TIP) Committee, Unified Planning Work Program (UPWP) Committee, and Long Range Transportation Plan (LRTP) Committee.

The primary functions of the Miami-Dade MPO are detailed in the “Prospectus for Transportation Improvements”, which is available online at www.miamidademppo.org for the general public, stakeholders, and staff to review. This document is a useful tool to learn the MPO’s structure and the legal requirements and regulations the agency must follow.

Why is Public Involvement Necessary?

Transportation projects can greatly impact the economics and social structure of a society, which is why public participation is extremely important. There are many instances from the past when public involvement did not receive the attention it deserved in the transportation planning process. In order to assure the equal treatment of individual neighborhoods and ensure environmental justice in transportation projects, state and local transportation agencies have begun to utilize PI.

Through PI, affected communities as well as transportation planners and decision-makers are made aware of the likely benefits and consequences of a project. In order to conduct successful public involvement outreach, the following regulations and programs have been incorporated into the Miami-Dade MPO’s PPP:

Intermodal Surface Transportation Efficiency Act

The establishment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 changed the role of PI in the field of transportation planning and programming. With the implementation of the ISTEA, transportation planning began to assume a performance measure approach to PI. This ensures that PI commences in the initial phases of a project and that agencies customize their PPP in response to local conditions, attitudes, and needs.

The Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21) enacted on June 9, 1998, outlines PI participation by mandating that “an annual listing of projects for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the MPO for



public review. The listing shall be consistent with the categories identified in the transportation improvement program.”

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety and public transportation totaling \$244.1 billion, SAFETEA-LU represented the largest surface transportation investment in our Nation's history to date. The two landmark bills that brought surface transportation into the 21st century, ISTEA and TEA-21, shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU built on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure. SAFETEA-LU retained all of the public involvement language from the previous acts and added new requirements. The new requirements included the development of an MPO Public Participation Plan (PPP) in consultation with interested parties, the addition of bicycle and pedestrian facilities users and the disabled as interested parties, public meetings held at convenient times and accessible locations, and the use of electronic methods and visualization techniques to provide information to the public. These regulations are found in Title 23 U.S. Code, Sections 450.210 and 450.316 to guide the development of statewide, local, and metropolitan plans and programs.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

H.R. 4348, the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) was passed in the Congress on June 29, 2012 and signed into law (Public Law No:112-141) by the President on July 6, 2012. The Act extends federal highway and transit funding through federal fiscal year 2014. MAP-21 continued the major PI guidelines from SAFETEA-LU (Title 23, 450.316) that states the PPP “shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
- Providing timely notice and reasonable access to information about transportation issues and processes;
- Employing visualization techniques to describe metropolitan transportation plans and TIPs;
- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;



- Holding any public meetings at convenient and accessible locations and times;
- Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
- Coordinating with the statewide transportation planning, public involvement, and consultation processes under subpart B of this part; and
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.”

Florida Department of Transportation Regulations

Chapter 339.175, F.S. requires public involvement in the development of the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Chapter 286, F.S., commonly known as “The Sunshine Law”, addresses public access to governmental proceedings at the state and local level. The Sunshine Law requires that meetings of boards or commissions be open to the public, reasonable notice of such meetings be given, and minutes taken and made available to the public in a timely manner.

Chapter 339.175(16), F.S. requires each MPO to appoint a citizen advisory committee, representing a cross-section of the community (including minorities, the elderly and the disabled), to provide public input to the transportation planning process.



Title VI of the Civil Right Act, 42 – U.S.C. 2000

This act provides in section 601 that: “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial Assistance.”

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations

This order was created in 1994 in response to the concerns raised in Title VI. It explains the federal government’s commitment to promote environmental justice, which means that everyone within the United States deserves equal protection under the country’s laws. The order states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency

This Executive Order stated that individuals who do not speak English well and who have a limited ability to read, write, speak, or understand English are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit or encounter. It reads in part that “Each Federal agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency’s programs and activities.”

National Environmental Policy Act of 1969

This law requires that any project receiving Federal funds or other Federal approvals (including transportation projects) undergo an analysis of potential impacts. It is under the NEPA umbrella that social, economic, and environmental impacts and concerns are addressed.



II. KEY ELEMENTS FOR SUCCESSFUL PUBLIC INVOLVEMENT

The mission for the Miami-Dade MPO's Public Involvement Office (PIO) is “to educate the community regarding transportation issues and opportunities” and the goals are consistent with the emphasis established in TEA-21 and SAFETEA-LU and carried into MAP-21 as follows:

“The Metropolitan Planning Organization for the Miami Urbanized Area shall develop and implement a proactive PI process which provides complete and easily understood information with timely public notice, full access to key decisions and processes and supports an early and continuing involvement of the public in the development and implementation of transportation plans and programs that affect the citizens of the Miami-Dade Urbanized Area.”

To accomplish these goals, the following objectives have been established to ensure the resulting transportation improvement satisfies the community's needs:

- Achieve adequate support for transportation related plans by providing timely and reliable information to the public.
- Create a process tailored to local circumstances.
- Establish an adequate mechanism to evaluate the openness, fairness, and responsiveness of the process.
- Solicit informed public input to effectively develop transportation plans and programs.

Carefully considering these elements before a project begins will help ensure a proactive approach when deciding which PI techniques and strategies to implement in a project, program, or study. Successful PI activities can be included, if appropriate, for the specific project or proposal, and noted deficiencies should be addressed and improved upon.

Public Involvement Process

The Miami-Dade MPO strives to implement successful PI strategies for programs and required documents by applying the following procedures:

Setting Goals and Objectives

In order to design and implement an effective PI Program, the goals and objectives of each project, study, or required document must be clearly defined. Specific project goals and



objectives should also coincide with the main goals and objectives of the Miami-Dade MPO's public involvement mission statement.

Review of Previous Public Involvement Plans

To develop the best possible PI program, past projects and case studies should be considered as valuable reference resources. The previous success or failure of the application of PI tools and strategies can help when creating a unique PI program and deciding which tools to utilize. If the project is a required work product (TIP, UPWP, or LRTP) there is a documented history of the outcome of public involvement activities that can be referred to. Project and program evaluation reports should be considered before and during the development of a plan, project, or program. This will aid in setting milestones and will contribute to the creation of a successful PI program.

Gathering and Documenting Information

When selecting the most appropriate PI outreach tools and strategies to apply it is important to make informed decisions. The Miami-Dade MPO utilizes the Transportation Outreach Planner (discussed in the next section) and Public Involvement Database to more efficiently identify and gather information about the public and stakeholders affected by transportation decisions in Miami-Dade County.

Determining the Affected Community's Characteristics

The Transportation Outreach Planner is a regional, web-based tool located at <http://mpotransportationoutreachplanner.org> that enables staff to review the social, economic, and geographic characteristics of an area before PI outreach is initiated. This tool enables the identification of attitudes and issues facing a community, facilitating PI efforts to conduct more effective outreach and accomplish stated Title VI goals. The program is currently composed of three (3) segments: customized demographic reports, Community Background Reports (CBR), and a listing of public involvement strategies. The customized demographic reports section is important to developing the most effective public information campaign. Users can search for demographic data at the 2010 Census block group level, which are aggregated to the geographic boundaries they require. These data include poverty rates and income level, race and ethnicity, age distribution, housing tenure, education level, and percentage of disabled persons. Table 1 depicts primary and secondary GIS layers that have been determined necessary for the evaluation of sociocultural effects by the FDOT. This helps to accomplish the sociocultural effects



evaluations within the Efficient Transportation Decision Making (ETDM) Process Report that has been reviewed and utilized in the creation of the program.

TABLE I
PRIMARY AND SECONDARY GIS LAYERS FOR SOCIOCULTURAL EFFECTS

PRIMARY LAYERS	SECONDARY LAYERS
<ul style="list-style-type: none">➤ Total Population➤ Total, percent, and density of African Americans➤ Total, percent, and density of Hispanics➤ Total, percent, and density of Asians➤ Total, percent, and density of Native Americans➤ Total, percent, and density of all other minorities➤ Population aged 65 or older➤ Population with income-to-poverty ratio under 125% of poverty status➤ Total, percent, and density of population that do not speak English➤ Total, percent, and density of population with disabilities➤ Age distribution➤ Household size➤ Educational level of population aged 25 or older➤ Vehicles per household➤ Average household income	<ul style="list-style-type: none">➤ Places of worship➤ Schools➤ Medical/Health Facilities (Hospitals)➤ Fire Departments➤ Intermodal Facilities➤ Cultural Centers➤ Police Departments➤ Community Centers➤ Social Service Facilities➤ Civic Centers➤ Government Buildings➤ Cemeteries➤ Community boundaries➤ Future Land Use Map➤ Emergency Response Service Zones➤ Historic Structures➤ Parks➤ Transit Routes/ Service Areas➤ Transportation Disadvantaged Service Plan Data Layers➤ Population and Employment Forecasts➤ Bridges➤ Work Force Development Data➤ ROW Lines➤ Business Districts

The CBRs are available for each municipality in Miami-Dade County, communities within these municipalities, and the unincorporated areas of the county. Each CBR provides boundary definitions, type of community, important historical events, community dynamics, and a business landscape. This information can be of vital use, especially for those who may sometimes need to approach a community that may be unreceptive due to historical decisions about infrastructure construction.

Finally, public involvement strategies are provided in a standardized format listing definitions, descriptions, target demographic group(s), steps needed to implement the strategy, and case studies associated with each strategy, whenever possible.



Selecting the Most Appropriate Outreach Strategy

The goals and objectives, community characteristics, and lessons learned from previous projects should be considered when selecting the most appropriate outreach strategy for a specific project, study, or required document. This will maintain effective and proactive PI programs and ensure that resources are used in the most efficient way possible. The outreach strategy applied in each special project or required document is unique and depends upon the selection and combination of PI techniques applied. The ability to choose from a variety of outreach activities is essential for ensuring community participation in a dynamic environment. As such, the public involvement strategies within the Transportation Outreach Planner stand alone as a viable resource (Appendix B). This collection of PI techniques provides building blocks, which can be utilized to tailor effective PI programs. Although one project may not use all PI techniques, the careful use of a variety of these techniques will ensure that plans, designs, and construction phases are in accordance with the needs of the affected community.

Documenting Activities and Correspondence

The Miami-Dade MPO PI Database stores all correspondence from local agencies and the general public as well as captures all outreach and media events. The agency list consists of approximately 500 businesses and organizations that staff can draw from when organizing community outreach events. The general public list contains all persons who have had contact with the MPO, including but not limited to, phone calls, emails, faxes, and comment cards. This section includes a person's contact information, method of contact, and their concern.

Each comment, concern, or question submitted to the Miami-Dade MPO is reviewed and a letter is mailed to the person informing them their information will be sent to the appropriate agency. The information is then directed to the agency where the appropriate action or response is taken. Once the request leaves the Miami-Dade MPO office, staff requests that the responsible agency send back their response so that it can then be entered into the database. This information can be queried and used to generate reports regarding the person's information. Individuals who provide email addresses, and agree to being placed on the MPO Distribution List, receive PI information via email. The database also serves to record outreach and media events. Each outreach and media event that a staff member attends is documented with the event title, location, contact information, and a brief



evaluation of the success of the event. This process is useful when planning and reflecting upon past outreach initiatives.

Getting the General Public Involved

It is important that the general public get involved in the transportation planning process and that their suggestions on how to improve their transportation system is considered and studied, if deemed implementable. To ensure their participation, the general public is informed at meetings, workshops, outreach events, and within collateral materials that they can get involved with the planning process by mailing, phoning, faxing, emailing, or by visiting the following:

Miami-Dade MPO
111 NW 1st Street, Suite 920
Miami, FL 33128
Phone: (305) 375-4507
Fax: (305) 375-4950
Email: mpo@miamidademipo.org

Working with Limited English Proficiency Persons

Limited English Proficiency (LEP) plays an integral role in the transportation planning process to ensure all persons are appropriately reached in the community. As defined in the 2010 United States Census, an LEP person is any individual who speaks a language at home other than English as their primary language, and who speak or understands English “not well” or “not at all”. A LEP Plan has been developed to ensure access to the Miami-Dade MPO’s programs and activities where it is determined that a substantial number of residents, within an area of the County, do not speak or read English proficiently (Appendix C). The production of multilingual publications and documents and/or interpretation at meetings or events are provided to the degree that funding permits based on current laws and regulations.

Title VI and ADA Compliance

The Miami-Dade MPO 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.



Public meetings are held in locations that comply with ADA regulations to ensure the participation from all persons with disabilities. In addition, all meeting notices contain the following statement: *“It is the policy of Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act. The facility is accessible. For sign language interpreters, assistive listening devices, or materials in accessible format, please call 305-375-4507 at least five business days in advance.”*

Working with Environmental Justice Populations

Environmental Justice populations encompass minority and low-income persons who experience adverse effects from a transportation related project. A minority population is “any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/ transient persons”, and a low-income population is “any readily identifiable group of low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons”.

Adverse effects include “totality of effects on human health or environment and denial of, reduction in, or significant delay in receipt of benefits, and disproportionately high and adverse effect on human health or the environment of EJ populations. An adverse effect that is predominantly borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.”

To ensure that minority and low-income populations do not experience adverse effects, the Miami-Dade MPO adheres to the following Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.



Meaningful public engagement allows: potentially affected community members to have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health, the public's contribution to influence the regulatory agency's decision, the concerns of all participants involved to be considered in the decision-making process, and the decision-makers to seek out and facilitate the involvement of those potentially affected. The following efforts can be utilized to reach low-income and/or minority populations that may be potentially affected by a proposed project:

- Contact social agencies and private organizations
- Advertise in target publications and community newsletters, other than in English
- Provide opportunities for public input, in addition to traditional open houses

Coordination with Disadvantaged and Disabled Committees

Coordination occurs with the following established disadvantaged and disabled committees within Miami-Dade County to ensure these persons are included in the planning process:

Commission on Disability Issues

The Miami-Dade County Commission on Disability Issues (CODI) advises the Board of County Commissioners (BCC) on county government issues that affect people with disabilities. The BCC may refer items to CODI, or CODI may forward opinions or recommendations to the Board. CODI also provides advice to the County Manager's Office and to the various County departments. While CODI's primary role is to advise the BCC, it can, and often does, make recommendations on municipal, state, and federal issues. The MPO's citizen advisory committees can send issues specifically related to ADA to CODI, and rely on them to assist in advising them on such topics. The general public can learn more about CODI by visiting www.miamidade.gov/codi or calling the Miami-Dade County Office of ADA Coordination at (305) 375-3566.

Transportation Disadvantaged Local Coordinating Board

The Miami-Dade County Transportation Disadvantaged Local Coordinating Board (LCB) was established to identify local service needs and provide information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged through the Florida Association of Coordinated Transportation System (FACTS), as required by Chapter 427, Florida Statutes. The LCB's main objectives are:



- To achieve compliance with state requirements for transportation disadvantaged planning.
- To make the public transit system accessible to people who are physically and mentally challenged and currently are unable to use the public transit system.

The Miami-Dade MPO is designated, pursuant to Chapter 427, Florida Statutes, by the Florida Commission for the Transportation Disadvantaged as the “planning agency” that oversees the CTC’s activities. Miami-Dade Transit (MDT) has been the CTC for Miami-Dade County since 1990. The general public can learn more about the LCB by visiting www.miamidademipo.org or calling the MPO at (305) 375-4507.

Public Involvement Committees

The Miami-Dade MPO coordinates the following groups to ensure there is a widespread dissemination of information to the general public as well as to share ideas and support one another in these efforts:

Public Involvement Management Team

The Public Involvement Management Team (PIMT) is comprised of all the Public Involvement Officers/Managers that work for the various transportation agencies in Miami-Dade County. The goal of the PIMT is to work together to learn about and share public involvement initiatives that will be effective in reaching out to all persons, ensuring the participation of minority and low-income areas.

Regional Public Participation Subcommittee

The Public Involvement Managers from the Miami-Dade, Broward, and Palm Beach MPOs, and FDOT Districts 4 and 6 meet on an as-needed basis and work together to share ideas and create strategies to reach out to the South Florida general public. The goal of this group is to develop a unified approach to outreach and develop effective strategies that can be implemented in each MPO’s respective district.



III. OPPORTUNITIES FOR THE GENERAL PUBLIC TO GET INVOLVED

By 2010 Miami-Dade County's population was approximately 2.496 million (Census, 2010). This number is expected to exceed three million residents by 2035 (LRTP, 2009). The County's large size, rapid growth rate, and changing cultural dynamics must be considered when choosing the most appropriate outreach strategies to keep the general public involved in and aware of the planning process.

Required Major Planning Documents

The MPO generates three major planning documents that require public input and community consensus: the Long Range Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. At a minimum, each major planning document should:

- Provide access to information
- Provide adequate public notice
- Consider and respond to public input
- Employ visualization techniques
- Make information available via the internet
- Hold meetings at convenient times/locations
- Seek out the traditionally underserved
- Provide for additional public review if necessary

Following is a brief description of the major planning documents that the general public can comment upon to ensure they are part of the planning process:

Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) is developed to guide future transportation investments in Miami-Dade County. The plan assesses socioeconomic data, community demographics, and transportation trends to predict the county's transportation needs for the next twenty years. The plan contains a list of reasonably feasible surface transportation projects contemplated for construction within the plan period. Each LRTP has a project cycle that lasts five years. Following is a list of suggested outreach strategies to develop the LRTP and maintain a proactive public outreach program:



- Beginning in the first month of the cycle, on-call meetings and monthly steering committee meetings take place. These tasks will be continuously executed throughout the duration of the plan cycle.
- Commencing as early as the second month of the cycle, plan-related material will be posted on the MPO website.
- In the fourth and fifth months, the goals, objectives, and policies (GOP's) of the LRTP are to be refined.
- During the fifth through seventh months, the PI Plan and Program will be developed.
- A series of promotional brochures will be developed and distributed to the public:
 - The first brochure serves to promote the LRTP and introduce the plan to the public.
 - The second brochure will be developed and distributed halfway through the LRTP process in the second year of the cycle. It provides more detailed material including census data, traffic problem areas and possible solutions to traffic problems. This PI tool also invites the public to participate in the LRTP process and encourages feedback from the community.
 - The final brochure will be developed towards the end of the cycle and serves as the executive summary. It will be distributed once the plan is completed.
- Community outreach workshops/events will be held during the entire LRTP cycle.
- Executive summary documents will be published after the document has been adopted.
- LRTP related issues and products will be presented to the TPC and CTAC.
- LRTP materials will be discussed and distributed at local community outreach events.
- A public hearing will be held at an MPO Governing Board meeting and must be advertised 14-days prior to going before the MPO Governing Board for adoption.
- Prior to the public hearing, the draft document will be posted on the MPO website for a 30-day period to give the general public the opportunity to provide final comments.



- Amendments to the LRTP will be advertised 14-days prior to going before the MPO Governing Board for adoption.

The general public can access the LRTP on the MPO website at www.miamidademipo.org or call (305) 375-4507 to speak with the Project Manager for more information.

Transportation Improvement Program

The Transportation Improvement Program (TIP) prioritizes transportation improvement projects for federal, state, and local funding. It includes a prioritized listing of transportation improvement projects for Miami-Dade County within the next five fiscal years. Basically, the TIP puts the LRTP into action. It must also attempt to meet clean air standards (1990 Clean Air Act Amendments). The TIP not only lists specific projects, but includes the anticipated schedule and cost for each project.

Once compiled, review of the TIP begins and projects receive air quality and environmental justice analyses during which time there is a 45-day public review (23 CFR 450.316.1.i). Since the TIP is a dynamic document, projects may be added to meet changing priorities or to take advantage of a special opportunity. For this reason, the TIP may be changed after it is approved, and is amended in order to add, change, or delete projects. Amendments to the TIP must be advertised 14-days prior to going before the MPO Governing Board for adoption (23 CFR 450.326).

Since public outreach and access to information is critical to the development of the TIP, the Miami-Dade MPO developed an Interactive Transportation Improvement Program (InteracTIP). This innovative web-based technology was designed to automate the development of the TIP every year while at the same time accomplishing the following:

- Improving consistency.
- Reformatting the book into a more user-friendly document.
- Developing the ability to create special reports answering questions from the general public as well as public officials.
- Facilitating the analysis of the report.
- Providing the public with access to information in a meaningful and easy-to-read format via the internet.



The application includes a “Transportation Improvements” option that allows users to pull up a map or list of transportation projects near a specific location in the county. Project specific information can also be obtained by selecting a project on the “Project Page” application. InteractTIP is a “Best Practice” that provides the general public, the business community, and decision makers with a valuable information tool that will educate, engage, and make the public aware of the transportation projects affecting their communities. The general public can access the InteractTIP on the MPO website at www.miamidademppo.org

Unified Planning Work Program

The Unified Planning Work Program (UPWP) describes transportation planning activities for Miami-Dade County scheduled to be completed during a two-year period or as determined by respective funding sources. The document outlines the transportation planning studies and activities that will support the comprehensive and multimodal TIP approved for the metropolitan area in the LRTP. The UPWP also includes the Municipal Grant Program (MGP), whereby municipalities are granted funds on a competitive basis to prepare relevant transportation planning studies. The work outlined in the UPWP is to be undertaken in a cooperative manner between state, county, and local municipalities.

As a whole, the UPWP outlines transportation planning efforts that will assist in further defining the comprehensive and multimodal transportation plans for the area. The following are strategies to ensure participation:

- Call for Ideas – The “Call for Ideas” brochure is a pamphlet which briefly describes the UPWP and solicits ideas to solve transportation issues. The UPWP Committee receives input from the community through the proposals submitted to the MPO as a result of the electronic and hardcopy mass distribution of a “Call for Ideas” brochure. Both the UPWP and “Call for Ideas” brochure are posted on the web.
- Presentation to the MPO Governing Board and Advisory Committees - Preliminary drafts of the UPWP are presented to the MPO Governing Board and its advisory committees to provide feedback and suggestions. Revisions to the document are made accordingly.

The general public can view the UPWP’s schedule at www.miamidademppo.org or call (305) 375-4507 to request a copy.



Programs

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a federal program that funds a variety of alternative transportation projects such as bicycle and pedestrian facilities. The Miami-Dade MPO solicits new projects each year from eligible local governments and agencies. The Miami-Dade MPO prioritizes the proposed projects through a TAP Review Committee and as well as input from the Citizens Transportation Advisory Committee, the Bicycle/Pedestrian Advisory Committee, and the Transportation Aesthetics Review Committee. The final list of prioritized projects is presented to the Transportation Planning Council and approved by the MPO Governing Board. The general public can view the TAP solicitation package on the MPO website at www.miamidademipo.org or call (305) 375-4507 to request a copy of the package.

Congestion Management Program

The Congestion Management Program (CMP) is a systematic process for defining what levels of congestion are acceptable to communities; developing performance measures to monitor congestion levels; identifying alternative solutions to manage congestion; prioritizing funding for those strategies and assessing the effectiveness of those actions, as required by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The MPOs are responsible for the development of the CMPs. In coordination with other transportation agencies, Miami-Dade MPO developed the first CMP in 1996.

Since then, the CMP has been updated every 5 years and in between, the MPO has developed other studies to identify projects that can be implemented in a short/medium term. In addition, the process has been evolved from a stand along process, to an element of the Transportation Improvement Program (TIP) and finally to be incorporated in the Long Range Transportation Plan (LRTP).

Because congestion management is a systematic process that is a decision-making tool for local entities that will analyze and summarize information used in the selection and implementation of cost-effective programs and strategies, there are no specific outreach plans mandated in this process. The general public can view CMP studies on the MPO website at www.miamidademipo.org or call (305) 375-4507 to speak with the Project Manager.



Bicycle/Pedestrian Program

The Bicycle and Pedestrian (B/P) Program strives to increase the number of people who bicycle and walk while reducing the number of traffic crashes that involve pedestrians and bicyclists. This program utilizes a variety of public involvement tools and strategies to inform the Miami-Dade County general public of their transportation options. The Bicycle Pedestrian Advisory Committee (BPAC) meetings and community outreach events, the B/P Kiosk, the website, presentations to schools and local organizations, safety information, maps, and future project plans are made available to the public. An email and standard mailing list is maintained for distributing BPAC agendas and other B/P related information. This program also maintains the B/P Kiosk, a display strategically located in the Government Center Metrorail Station. The kiosk is updated regularly and is accessible to the public.

The B/P Program coordinates its events with local government and non-government safety and health providers, such as the Safe Kids Coalition, the Injury Prevention Coalition, and FDOT's Community Traffic Safety Team (CTST) program. Safety tips, local bike and pedestrian route maps, and MPO materials are distributed at scheduled events. In addition, comment cards are made available and are filled out by the general public to collect feedback from the community, which are later input into the MPO PI Database.

The large number of bicyclists and pedestrians at elementary schools make them a target audience for this program's activities. As such, the B/P Program supports 'Walk to School Day' events each October to promote walking and increase pedestrian safety awareness. The general public can get more information about the B/P program at www.miamidademipo.org or contact the B/P Coordinator at dhenderson@miamidademipo.org or (305) 375-4507.

Transportation Disadvantaged Program

This program ensures that opportunities for public involvement shall be provided for all persons, including those with disabilities, to participate in the transportation planning process. As such, per State Statute 427 and Chapter 41-2, the Miami-Dade County Transportation Disadvantaged Local Coordinating Board (LCB) is recognized as the advisory body to "identify local service needs and to provide information, advice, and direction to the local Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged through the Florida Coordinated Transportation System (FCTS)."



The Transportation Disadvantaged Service Plan (TDSP) is an annually updated plan jointly developed by the Miami-Dade MPO and Miami-Dade Transit (MDT), which is the current CTC for Miami-Dade County. The TDSP contains a development, service, and quality assurance component for both sponsored and non-sponsored trips for the poor, disabled, seniors, unemployed, homeless and children, and adults at-risk. The TDSP is developed through a process that includes input from public, private, and non-profit transportation providers, human services providers, and the general public.

The Miami-Dade County LCB reviews and approves the TDSP, which is then submitted to the Florida Commission for the Transportation Disadvantaged (CTD) for final approval. The LCB also identifies local service needs and provides information, advice, and direction to the CTC on the coordination of services to be provided to the transportation disadvantaged through the FCTS. The general public can view the document on the MPO website at www.miamidademopo.org or call (305) 375-4507 to speak with the Project Manager.

Transportation Studies/Projects Outreach

Any major project or study partially funded by the Miami-Dade MPO shall include a PI component. When determining the best outreach strategies to implement from the PI Toolbox for the project or study, the results should be reviewed and analyzed. PI activities should then be decided by recognizing the purpose, target area, and other specialized needs as shown in Figure 1 (page 22). The Consultant shall work with staff to review the plan for the study/project and use the Transportation Outreach Planner to properly identify the demographics of the community they will be working with. This ensures a comprehensive outreach effort to the community.

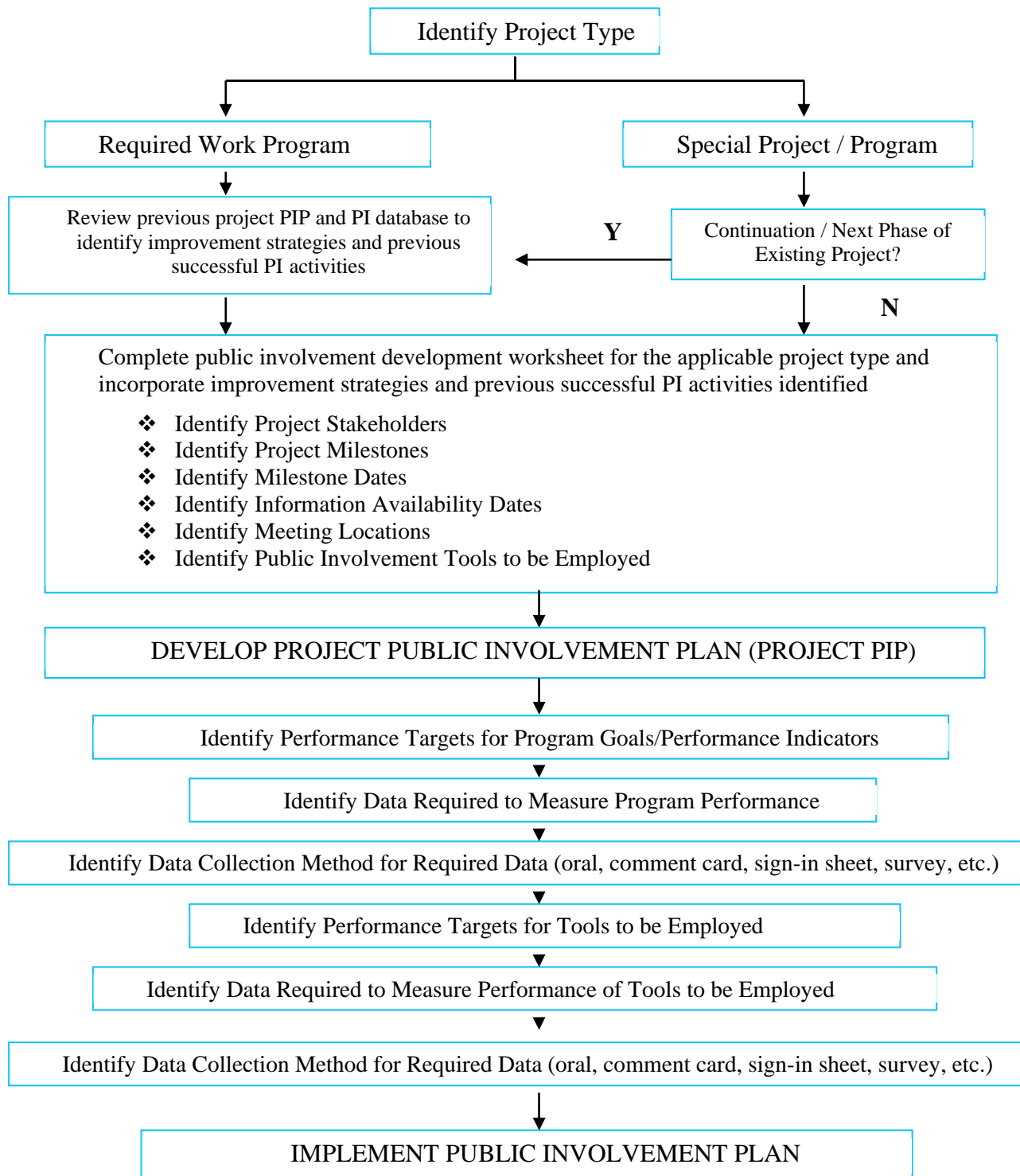
Community Outreach Events

Staff attends community outreach events (COEs) to target different sectors of the community to ensure that the public is provided with an equal opportunity to participate as follows:

- **General Public Events** – Events with MPO Governing Board members, the library system, and Miami-Dade Transit (MDT) to reach out to the public and gather valuable feedback.
- **Business Events** – Events with South Florida Commuter Services to visit businesses and attend various workshops to find out the transportation needs of the employers and employees.



FIGURE I- DEVELOPMENT OF A PUBLIC INVOLVEMENT PLAN





- **Student Events** – Visit various High Schools and colleges to provide information about the MPO's function and how they can get involved in the process. The objective is to obtain feedback on transportation needs, and educate students about their transportation options.

These events provide an opportunity for the general public to adequately provide transportation recommendations and comments to the Miami-Dade MPO. Comment cards are made available to be filled out by participants at events with information being input into the PI Database and responded to accordingly.

Community Action Agency Centers

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 the poor and disabled. A list of these centers can be viewed in Appendix D. Staff has been given permission, by these centers to attend their meetings on a regular basis, and to speak directly with these individuals regarding their transportation needs and concerns. These needs are relayed back to the appropriate operating agencies for consideration and implementation.

Citizen Advisory Committees

There are four citizen advisory committees that directly report to the MPO Governing Board to ensure participation from the general public is included in the transportation planning process. All meetings are held at convenient and accessible locations and times (450.316(a)(1)(v)). A person interested in serving on any of the following committees is encouraged to contact the MPO at (305) 375-4507 or mpo@miamidademopo.org:

Citizens Transportation Advisory Committee

The Citizens Transportation Advisory Committee (CTAC) usually meets on the fourth Wednesday of each month (except August) at 5:30 PM. CTAC was created in 1983 under the Authority of Chapter 163 of the Florida Statutes to ensure that proposed transportation projects are responsive to the community's perceived needs and goals. The CTAC advises the MPO Governing Board and serves as a public forum to raise issues pertinent to the transportation planning process.

Bicycle/Pedestrian Advisory Committee

The Bicycle/Pedestrian Advisory Committee (BPAC) usually meets on the fourth Tuesday of each month (except August) at 5:30 PM. BPAC participates in the planning process and



advises the MPO Board on issues regarding bicycle and pedestrian modes of transportation. Citizens and professionals with an interest in walking and bicycling participate in the BPAC's meetings to review project plans and programs and discuss issues of relevance to non-motorized transportation users.

Transportation Aesthetic Review Committee

The Transportation Aesthetic Review Committee (TARC) usually meets on the first Wednesday of each month (except August) at 4:00 PM. The TARC advises the MPO Governing Board on the aesthetic and architectural aspects of planned transportation projects. This group of mostly design professionals (architects, engineers, planners, etc.) and other concerned residents reviews the aesthetic impact of bridges and other high visibility transportation projects on the community.

Freight Transportation Advisory Committee

The Freight Transportation Advisory Committee (FTAC) usually meets on the fourth Wednesday of each month at 2:00 PM. Members strive to promote and facilitate the planned movement of freight throughout Miami-Dade County. This Committee works with local, state, and federal agencies to improve and maintain freight movement infrastructure that is crucial to the economy of south Florida.

To obtain a current schedule of all MPO related meetings, the general public can contact the MPO at (305) 375-4507, mpo@miamidadempopo.org, or visit www.miamidadempopo.org

Website

The MPO website, located at www.miamidadempopo.org, is an interactive experience that provides user-friendly data and information about the various Miami-Dade MPO related transportation functions and activities. The general public can access meeting dates, members' information, interactive maps, links to related sites, and download electronic versions of newsletters, the Unified Planning Work Program, the Transportation Improvement Plan, and the Long Range Transportation Plan as well as most studies produced by the agency. In addition, the main portions of the website can be read in fifty-three (53) languages utilizing the 'Google Translate' plug-in.

Media Relations

The Miami-Dade MPO works in close collaboration with various types of media outlets to guarantee that two-way communication efforts penetrate all appropriate markets. Several multi-cultural media



relation strategies and activities are planned and executed in an on-going effort to reach out to the communities with the spoken word. The objective is to reach out to different segments of the population, generate the public interest in the organization various projects, elicit responses from the public, and provide feedback or response to public inquiries. Miami-Dade TV maintains a cable television network that is part of basic cable service within the County. Miami-Dade TV broadcasts and webcasts all MPO Governing Board meetings. E-blasts are distributed to local media outlets (newspaper, TV, and radio) to provide information on specific issues being conducted or considered by the Miami-Dade MPO. The objective is to target articles and news ideas to media outlets based on their audience.

Social Media

Facebook and YouTube are utilized to spread the word about what is occurring at the MPO. Policy for utilizing Facebook can be viewed in Appendix E. In addition, e-Blasts are sent out regularly to the MPO's ever growing email distribution list. These methods have become some of the primary means through which stakeholders, the general public, and community groups remain informed about Miami-Dade MPO activities. The general public can follow the MPO on Facebook at www.facebook.com/miamidademipo and request to be added to the email distribution list by calling (305) 375-4507 or emailing mpo@miamidademipo.org.

Public Hearing Advertisements

Upcoming public hearings are advertised in the local newspaper with the largest circulation and posted on the MPO's website at www.miamidademipo.org. In addition, the Miami-Dade County Local Coordinating Board's (LCB) Annual Public Hearing is posted in the Florida Administrative Review (FAR) located at www.flrules.org, as well as on the MPO website.

Transportation Disadvantaged Voluntary Dollar Program

In a campaign called "Put Your Dollar to Work", the general public can get involved in helping those who need transportation services by voluntarily contributing one dollar or more to the Transportation Disadvantaged (TD) Trust Fund. This opportunity is available due to the passage of a law passed by the 1994 Florida Legislature. Funding for the program comes from revenues collected from the vehicle registrations. For every registration or renewal \$1.50 is earmarked for the TD Trust Fund. For more information about the program, please call your local Tax Collector's office or contact John Irvine, CTD Public Relations Manager, at (800) 983-2435 or john.irvine@dot.state.fl.us.



IV. Evaluation Methodology

To assess existing and future PI activities, the Miami-Dade MPO shall utilize various evaluation methods to gauge the level of success for each strategy and ensure compliance with state and federal agency regulations.

To maintain an up-to-date and effective public involvement program, the Miami-Dade MPO must continuously evaluate the effectiveness of its PI strategies. General outreach strategies (GOS) such as outreach events, CAA meetings, the website, the Annual Report, etc., can be evaluated on a yearly basis. In contrast, due to their dynamic nature, applicable studies and required documents shall be evaluated at their completion, and shall meet the goals set by their specific PIP as depicted in Figure 2 (page 27).

When evaluating a strategy it is suggested to refer to the approach depicted within the Florida Department of Transportation's (FDOT) "Public Involvement Handbook" that recommends:

- Identifying applicable performance measures and targets for each strategy that are should either be measurable, verifiable, or cost effective.
- Utilizing evaluation methods such as surveys in the form of face-to-face, email, mail, and phone calls.
- Utilizing statistical analysis to determine the effectiveness of a strategy.
- Engage in staff debriefings, especially after a study has been completed.
- Improvements to the Public Involvement Program should be made to increase public awareness and to improve the quantity and quality of information provided to the public.

As per the FDOT's "Public Involvement Handbook", examples are shown in Table 2 (pages 28-29) that "...illustrate various public involvement techniques, criteria for success, and methods to achieve the public involvement goals. For the purposes of this table, performance measures are not specifically identified because these are usually determined at the planning stage of each public involvement activity. By being aware of the goals of public involvement, and knowledgeable of the project, quantifiable performance measures can be determined."



FIGURE 2
PUBLIC INVOLVEMENT PLAN EVALUATION PROCESS

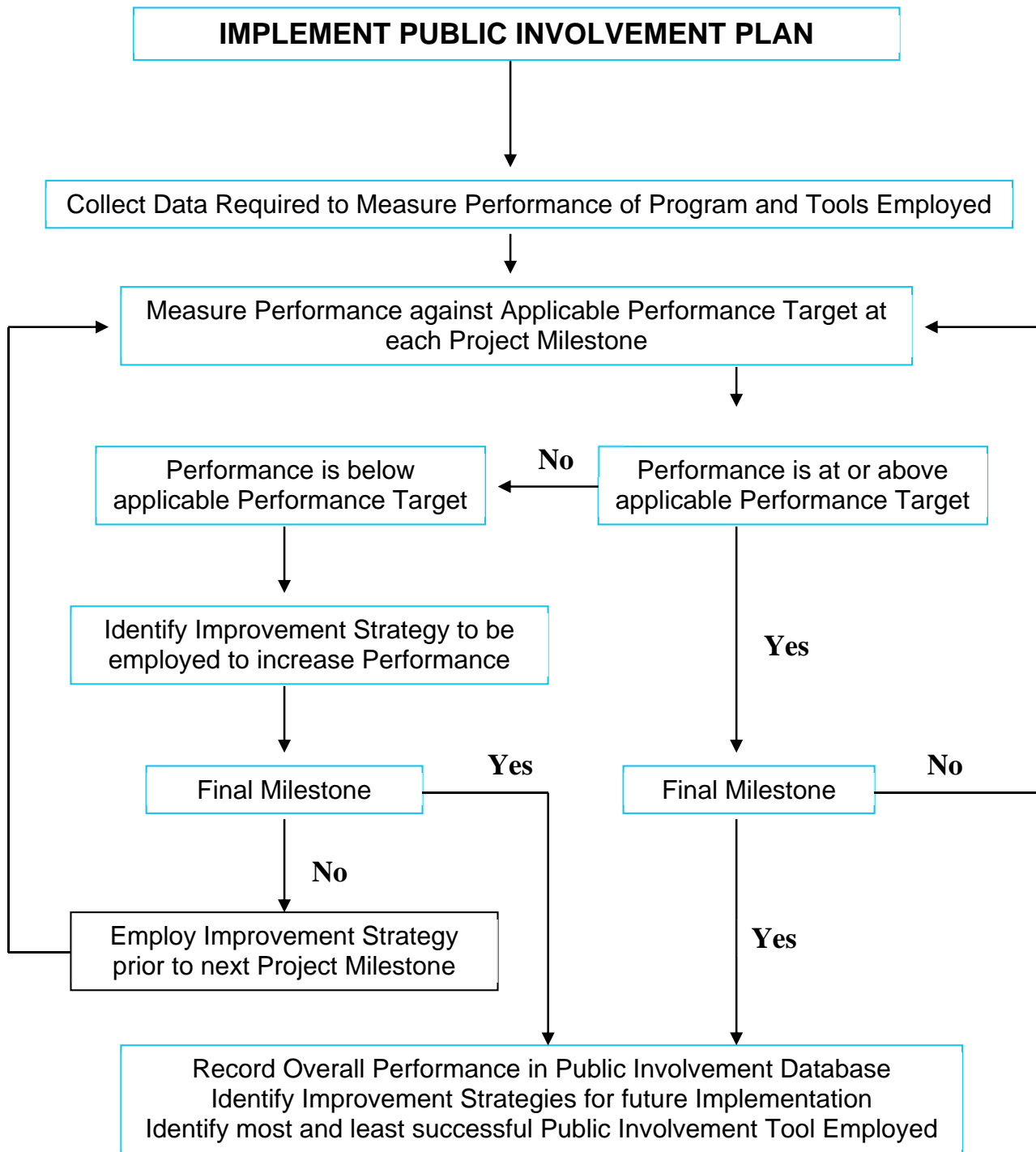




TABLE 2
EVALUATION OF EXAMPLE PUBLIC INVOLVEMENT TOOLS

TOOL	GOAL	INDICATOR
Project/Plan logo	Develop a logo for all major project materials	Recognition of the project
Fact Sheets	Distribute information facts to prepare people to assist in decision making and project/plan understanding	Quality and relevance of comments received
Posters and flyers	Inform the community of public involvement activity or project/plan information	Minimum of ?% of meeting attendees/ survey respondents indicated that they saw a poster/flyer
Comment forms	Create a form that will elicit relevant project/plan comments	?% of meeting attendees filled out a form OR ?% of visitors to a website submitted a form OR ?% of mail recipients return the form
Project Specific Newsletters	Increase understanding and encourage the public to assist in the decision-making process	Minimum of ?% of meeting attendees/ survey respondents indicated that they received a newsletter OR Reaches a minimum of ?% persons that area affected by a project/plan
Other Newsletters (Cities, Homeowners Associations, etc.)	Increase understanding and encourage the public to assist in the decision-making process	If no project specific newsletter: Minimum of ?% of meeting attendees/ survey respondents were reached OR Reaches a minimum of ?% persons that area affected by a project/plan If in addition to project specific newsletter: Minimum of ?% of meeting attendees/ survey respondents were reached
Direct Mailings	Provide legal notification to affected community	Mailed piece received by all intended property owners; none returned
Ads/Press Releases	Provide legal notification to affected community	Confirmation that ad or press release was published



TOOL	GOAL	INDICATOR
Project Specific Websites	Inform the public of upcoming opportunities to participate in decision-making	Minimum of 75% hits per month Increase of at least 25% over the life of the project/plan. Expectations may be higher depending on the size of the study area.
TV Message Boards	Inform the public of upcoming opportunities to participate in decision-making	Minimum of 75% of meeting attendees/survey respondents indicated that they saw the meeting notice
Surveys	Encourage relevant responses by explaining importance of receiving feedback	75% of contacted persons participate in the survey OR 75% of mail recipients return the survey
Public Access TV	Inform the public of upcoming opportunities to participate in decision-making	Minimum of 75% of meeting attendees/survey respondents indicated that they saw the meeting notice
Email Announcements/ Internet Message Boards	Inform the public of upcoming opportunities to participate in decision-making	Minimum of 75% of meeting attendees/survey respondents indicated that they saw the meeting notice
Small Group Meetings	Increase understanding; relevant project/plan comments received	Evaluation form indicating project/plan understanding increased; relevant comments received
Public Hearings	Meet legal requirements and ascertain that the community understands the project/plan	Quality and relevance of comments received
Project Open Houses/ Workshops	Increase understanding; provide avenue to receive comments	75% of affected population (based on study area) in attendance; relevant comments received
Citizen Advisory Committees	Create a representative group of individuals to review project materials	All segments of affected community are represented



V. Conclusion

Public involvement incorporates the general public into the transportation decision-making process that can potentially affect their neighborhood. It ensures that Miami-Dade MPO planning activities provide an equal opportunity for all individuals to participate and comply with Title VI specifications. The Miami-Dade MPO strives to identify residential, employment, and transportation patterns within the county, ensuring that the benefits and burdens of transportation investments can be fairly distributed. Feedback is highly valued by the MPO Governing Board, and public opinion is an integral part of the Board's decision-making process.

As the umbrella organization for Miami-Dade County's transportation agencies, the Miami-Dade MPO is in a favorable position to collect, disseminate, and implement public opinion into the planning process. The MPO collects feedback through general outreach activities and its four citizen advisory committees with applicable comments and suggestions channeled to the appropriate transportation agency where the concern can be further investigated. Also, feedback can result in the undertaking of a new study or project, or the termination or modification of an ongoing project or program.

Individuals know the intricacies of their community better than anyone else. It is for this reason that the early involvement of affected neighborhoods is essential in the transportation planning process. It is for this reason that careful and continuous application of PI strategies throughout the life of a transportation project, program, or study can ensure proper participation and a successful PI process for all.



VI. Bibliography

Federal Highway Administration, 23 CFR Subpart C - *Metropolitan Transportation Planning and Programming 23 CFR 450.300 through 23 CFR 450.336*.

Florida Department of Transportation. *Public Involvement Handbook*. March 2011.

Florida Department of Transportation, et al. *Accomplishing Sociocultural Effects Evaluations within the ETDM*. October 2003.

Florida Department of Transportation, *State of Florida's Community Impact Assessment/ Sociocultural Effects Evaluation and Strategic Plan*, September 1999.

Florida Department of Transportation, *An Overview of Transportation and Environmental Justice*, December 2000.

Gannett Fleming and Civil Works. *Public Involvement Effectiveness Evaluation Program*. November 2001 (Gannett 2001).

International Association for Public Participation (IAP2), *Public Involvement Toolbox*: www.iap2.org. 2003.

Metropolitan Planning Organization (MPO) for the Miami Urbanized Area. *MPO Strategic Business Plan*, November 2003.

Metropolitan Planning Organization (MPO) for the Miami Urbanized Area. Ed. *Prospectus for Transportation Improvements*. 2010.

Miami-Dade County MPO, *Miami-Dade Transportation Plan for the Year 2035*, Miami-Dade MPO, August 2009: p. 6 (LRTP 2009).

National Coalition for Dialogue & Deliberation (NCDD), *Core Principles for Public Engagement*, May 1, 2009.

US Department of Transportation, *A Citizen's Quick Reference Guide to Transportation Decisionmaking* (USDOT, Citizen's Guide).

US Department of Transportation, *Transportation and Environmental Justice Website*: www.fhwa.dot.gov/environment/ej2.htm

US Department of Transportation, *Community Impact Assessment: A Quick Reference for Transportation*: <http://environment.fhwa.dot.gov/projdev/tdmcia.asp>

US Census Bureau 2010: <http://2010.census.gov/2010census>

Appendix A

List of Acronyms

Acronyms

ADA	-----	American with Disabilities Act
BPAC	-----	Bicycle Pedestrian Advisory Committee
CAA	-----	Community Action Agency
CAP	-----	Community Awareness Plan
CCI	-----	Community Characteristics Inventory
CFR	-----	Code of Federal Regulation
CMS	-----	Congestion Management System
COE	-----	Community Outreach Events
CSS	-----	Context Sensitive Solutions
CTAC	-----	Citizens' Transportation Advisory Committee
CTC	-----	Community Transportation Coordinator
CTD	-----	Florida Commission for the Transportation Disadvantaged
DOT	-----	Department of Transportation
DCMMP	-----	Dade County Mobility Management Process
EJ	-----	Environmental Justice
ELL	-----	English Language Learners
EO	-----	Executive Order
ETDM	-----	Efficient Transportation Decision Making
FAR	-----	Florida Administrative Review
FCTS	-----	Florida Coordinated Transportation System
FDOT	-----	Florida Department of Transportation
FHWA	-----	Federal Highway Administration
FIHS	-----	Florida Interstate Highway System
FS	-----	Florida Statute
FTA	-----	Federal Transit Administration
FTAC	-----	Freight Transportation Advisory Committee
FTP	-----	Florida Transportation Plan

GIS	-----	Geographic Information Systems
GOS	-----	General Outreach Strategy
HOA	-----	Homeowner's Association
ISTEA	-----	Intermodal Surface Transportation Efficiency Act
LEP	-----	Limited English Proficiency
LCB	-----	Local Coordinating Board
LRTP	-----	Long Range Transportation Plan
MDT	-----	Miami-Dade Transit
MDTV	-----	Miami-Dade Television
MPO	-----	Metropolitan Planning Organization
NEPA	-----	National Environmental Policy Act
PD&E	-----	Project Development & Environment Study
PI	-----	Public Involvement
PIO	-----	Public Involvement Office
PIEEP	-----	Public Involvement Effectiveness Evaluation Program
PIMT	-----	Public Involvement Management Team
PM	-----	Project Manager
PPP	-----	Public Participation Plan
ROW	-----	Right-of-Way
SCE	-----	Sociocultural Effects
STIP	-----	State Transportation Improvement Program
TAP	-----	Transportation Alternatives Program
TARC	-----	Transportation Aesthetics Review Committee
TD	-----	Transportation Disadvantaged

TDSP -----	Transportation Disadvantage Service Plan
TEA-21 -----	Transportation Equity Act for the 21 st Century
TIP -----	Transportation Improvement Program
TMA -----	Transportation Management Area
TPC -----	Transportation Planning Council
TPTAC -----	Transportation Planning Technical Advisory Committee
UPWP -----	Unified Planning Work Program
USC -----	United States Code
USDOT-----	U.S. Department of Transportation

Appendix B

Transportation Outreach Planner

Public Involvement Strategies

Public Involvement Strategy	Intent of Use											
	Communicate Information	Conflict Resolution	Create a Core Participation Group	Education	Interactive Techniques	Media Strategies	Obtaining Feedback	Outreach to Underserved Populations	Outreach to Persons with Disabilities	Planning Meetings	Promotions	Technology
1. Accessibility & Outreach Strategies for Persons with Disabilities									X			
2. Brainstorming							X	X	X	X		
3. Briefings	X					X		X	X			
4. Brochures	X			X							X	
5. Charrettes							X	X		X		
6. Civic Advisory Committees			X									
7. Collaborative Task Forces		X	X					X	X			
8. Community Advisory and Policy Boards			X									
9. Computer Presentations and Simulations				X	X							X
10. Conferences and Summits	X			X						X		
11. Creative Promotions											X	
12. Crisis Management		X										
13. Cross-Cultural Training				X				X	X			
14. Crowd Sourcing					X							X
15. Discounts and Special Promotions								X			X	
16. Drop-In Centers	X			X			X					
17. Editorial Boards	X					X						
18. Facilitation		X					X					
19. Focus Groups		X					X	X	X			
20. Games and Contests				X	X						X	
21. Guest Columns and Editorials	X					X						
22. Handheld Instant Voting					X		X		X			X
23. Interactive Television				X	X							X
24. Interactive Video Displays and Kiosks				X	X							X
25. Internet-Based Communication/Social Media	X			X	X	X	X				X	X
26. Key Person Interview		X					X	X	X			
27. Mailing Lists and Direct Mail	X										X	
28. Geographic Information Systems (GIS) Mapping				X								X
29. Mash-Ups				X								X
30. Media Plan	X					X					X	
31. Negotiation and Mediation		X					X					
32. News and Feature Stories	X					X						
33. Newsletters	X			X								

Public Involvement Strategy	Intent of Use											
	Communicate Information	Conflict Resolution	Create a Core Participation Group	Education	Interactive Techniques	Media Strategies	Obtaining Feedback	Outreach to Underserved Populations	Outreach to Persons with Disabilities	Planning Meetings	Promotions	Technology
34. Non-Traditional Events					x			x	x			
35. On-Line Jams				x	x							x
36. On-Line Services	x			x	x		x		x			x
37. Open House/Open Forum Hearings	x			x	x		x	x	x	x	x	
38. Strategies for Non-English Speaking Populations	x			x		x	x	x		x	x	x
39. Paid Advertising	x					x					x	
40. Paratransit Applications									x			
41. Personal Information Sharing					x							x
42. Press Conferences	x					x						
43. Press Releases	x					x					x	
44. Principles of Persuasion												
45. Public Deliberation		x					x					
46. Public Information Materials	x			x							x	
47. Public Meetings/Hearings	x						x			x		
48. Public Opinion Surveys							x					
49. Public Service Announcements	x			x		x						
50. Remote Sensing Applications									x			x
51. Role Playing				x	x							
52. School Curriculum (K-12)	x											
53. Simulations				x	x							x
54. Site Visits		x		x			x	x	x			
55. Small Group Techniques					x					x		
56. Social Marketing												
57. Social Networking	x				x	x	x	x	x		x	x
58. Speaker's Bureau	x	x		x							x	
59. Teleconferencing					x					x		x
60. Telephone Hotlines							x	x	x			
61. Text Markup Software					x		x					x
62. Transportation Fairs	x			x		x					x	
63. Video Techniques	x			x								x
64. Visioning							x	x	x	x		
65. Visualization Techniques					x							x
66. Web Sites	x			x	x							x
67. Wikis				x	x							x
68. Workshops and Retreats				x			x	x	x	x		

Appendix C

Limited English Proficiency Plan

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION LIMITED ENGLISH PROFICIENCY (LEP) PLAN

INTRODUCTION

The Miami-Dade Metropolitan Planning Organization (MPO) is responsible for an on-going, cooperative, and comprehensive transportation planning process in Miami-Dade County. This planning process guides the use of Federal and State dollars spent on existing and future transportation projects or programs. Limited English Proficiency (LEP) plays an integral role in this process to ensure all citizens are appropriately reached in the community. This document details the Miami-Dade MPO LEP Plan, which has been developed in conjunction with public involvement best practice standards.

BACKGROUND

On August 11, 2000, the President signed **Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency**, to clarify Title VI of the Civil Rights Act of 1964. Its purpose was to ensure accessibility to programs and services to eligible persons who are not proficient in the English language.

This Executive Order Stated that individuals who do not speak English well and who have a limited ability to read, write, speak, or understand English are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit, or encounter. It reads in part,

Each Federal agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency's programs and activities.

Not only do all Federal agencies have to develop LEP Plans as a condition of receiving Federal financial assistance, recipients have to comply with Title VI and LEP guidelines of the Federal agency from which funds are provided.

Federal financial assistance includes grants, training, and use of equipment, donations of surplus property, and other assistance. Recipients of federal funds range from State and local agencies, to nonprofits and other organizations. Title VI covers a recipient's entire program or activity. This means all components of a recipient's operations are covered. Simply put, any organization that receives Federal financial assistance is required to follow this Executive Order.

The US Department of Transportation (DOT) published **Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient Person** in the December 14, 2005, Federal Register. The guidance explicitly identifies MPO organizations that must follow this guidance:

The guidance applies to all DOT funding recipients, which include State Departments of Transportation, State Motor Vehicle Administrations, airport operations, Metropolitan Planning Organizations, and regional, State, and local transit operators, among many others. Coverage extends to a recipient's entire program or activity, i.e., to all parts of a recipients operations. This is true even if only one part of

the recipient receives the Federal assistance. For example, if DOT provides assistance to a State Department of Transportation to rehabilitate a particular highway on the National Highways System, all of the operations of the entire State Department of Transportation—not just the particular highways program or project—are covered by the DOT guidance.

Who is an LEP individual?

An LEP person is any individual who speaks a language at home other than English as their primary language, and who speak or understands English “less than very well”.

The intent of this LEP Plan is to ensure access to the Miami-Dade MPO’s programs and activities where it is determined that a substantial number of residents, within an area of the County, do not speak or read English proficiently (see Table 1 on page 3). The production of multilingual publications and documents and/or interpretation at meetings or events will be provided to the degree that funding permits based on current laws and regulations.

LAWS AND POLICIES GUIDING LIMITED ENGLISH PROFICIENCY PLANS

As part of the Miami-Dade MPO certification by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the LEP Plan will be assessed and evaluated. The following matrix illustrates these laws, policies, and considerations:

Title VI of the Civil Rights Act of 1964	Limited English Proficiency Executive Order 13166
Federal Law	Federal Policy
Enacted in 1964	Enacted in August 2000
Considers all persons	Considers eligible population
Contains monitoring and oversight compliance review requirements	Contains monitoring and oversight compliance review requirements
Factor criteria is required, no numerical or percentage thresholds	Factor criteria is required, no numerical or percentage thresholds
Provides protection on the basis of race, color, and national origin	Provides protection on the basis of national origin
Focuses on eliminating discrimination in federally funded programs	Focuses on providing LEP persons with meaningful access to services using four factor criteria
Annual Accomplishment and Upcoming Goals Report to FHWA	Annual Accomplishment and Upcoming Goals Report to FHWA

DETERMINING LEP NEEDS

As a recipient of federal funding, the Miami-Dade MPO has made reasonable steps to ensure meaningful access to the information and services it provides. As noticed in the Federal Register/Volume 70, Number 239/Wednesday, December 14, 2005/Notices, there are four factors to consider in determining “reasonable steps”.

1. The number and proportion of LEP person in the eligible service area
2. The frequency with which LEP persons encounter MPO programs
3. The importance of the service provided by MPO programs

4. The resources available and overall cost to the MPO

The DOT Policy Guidance provides recipients of Federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four factors listed above. The following is an assessment of need in Miami-Dade County in relation to the four factors and the transportation planning process.

LEP Assessment for Miami-Dade MPO

Factor 1: The number and proportion of LEP persons in the eligible service area.

The Miami-Dade MPO analyzed the U.S. Census Bureau's 2012 American Community Survey 1-year estimates to identify Miami-Dade County's LEP population, which includes persons 5 years and over that speak English "less than very well." Further, only the top four language groups were examined. The ACS is a continuous nationwide survey of addresses conducted monthly by the U.S. Census Bureau. It is intended to measure changing socioeconomic characteristics and conditions of the population on a recurring basis.

Table 1: The Top Four Languages Spoken at Home in Miami-Dade County by LEP Persons (US Census Bureau's 2012 American Community Survey)									
Population 5 years and older	Number of LEP Persons	Percentage of LEP Persons	LEP Persons who speak "Spanish"		LEP Persons who speak "Indo- European" languages		LEP Persons who speak "Asian and Pacific Islander" languages		LEP Persons who speak "Other" languages
Total	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total Percent
2,438,164	821,661	33.7%	742,995	90.4%	67,581	8.2%	8,813	1.0%	3,480 0.4%

Analysis findings indicate that 33.7 percent of the Miami-Dade County population speaks English "less than very well." Of the LEP persons within the Miami-Dade MPO area, just over ninety (90) percent speak Spanish at home, making this the most significant percentage of the area's population. About eight (8) percent speak an Indo-European language, such as French, Creole, Portuguese, Russian, or German. One (1) percent speak Asian and Pacific Islander languages, such as Chinese, Korean and Japanese. Finally, less than one (>1) percent speak "other" languages at home.

Factor 2: The frequency in which LEP Persons encounter MPO programs and activities

There are many LEP persons encountering Miami-Dade MPO programs and activities. As such, collateral materials are currently being translated to Spanish and Creole to assist LEP individuals. When available, information is posted on the MPO website both in Spanish and Creole.

Factor 3: The importance of the service provided by the MPO program

MPO programs use federal funds to plan for future transportation projects, and therefore, do not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like for shelter). Further, involvement by any citizen with the MPO or its committees is voluntary. However, the Miami-Dade MPO must ensure that all segments of the population, including LEP persons, are involved to have had the opportunity to be consistent with the goal of the Federal Environmental Justice program and policies.

The impact of proposed transportation investments on underserved and under-represented population groups is part of the evaluation process in use of Federal funds in three major areas for the MPO:

1. Unified Planning Work Program (UPWP),
2. Transportation Improvement Program (TIP),
3. Long Range Transportation Plan (LRTP), covering 20+ years.

Inclusive public participation is a priority consideration in other Miami-Dade MPO plans, studies, and programs as well. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and continued involvement are encouraged throughout the process. The Miami-Dade MPO is concerned with input from all stakeholders, and every effort is taken to make the planning process as inclusive as possible.

As a result of the LRTP process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have their own policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor 4. The resources available and overall MPO cost

To serve both the Hispanic and Haitian LEP populations, the Miami-Dade MPO intends to make Executive Summaries for the UPWP, TIP, LRTP, and collateral materials available in Spanish and Creole. To accommodate the cost, these summaries may be presented in alternative formats, such as brochures or newsletters, which are designed to capture all of the significant points of the full document. The MPO will continue efforts to collaborate with state and local agencies to provide language transportation and interpretation services when practical and in consideration of the funding available. The translation of these documents will begin after the final English version has been completed. Spanish and Creole language outreach materials from organizations such as federal, state, and local transportation agencies will be used when possible.

MEETING THE REQUIREMENTS

Engaging the diverse population within the Miami-Dade MPO area is important. The MPO is committed to providing quality services to all citizens, including those with limited English proficiency. Spanish and Creole are the most dominant languages spoken by LEP individuals in Miami-Dade MPO's service area. All language access activities detailed below will be coordinated in collaboration with the MPO Governing Board and staff.

Safe Harbor Stipulation

Federal law provides a "safe harbor" stipulation so recipients of federal funding can ensure compliance with their obligation to provide written translations in languages other than English with greater certainty. A "safe harbor" means that as long as a recipient (the MPO) has created a plan for the provision of written translations under a specific set of circumstances, such action will be considered strong evidence of compliance with written translation obligations under Title VI.

However, failure to provide written translations under the circumstances does not mean there is noncompliance, but rather provides for recipients a guide for greater certainty of compliance in accordance with the four factor analysis (Page 2-4).

Evidence of compliance with the recipient's written translation obligations under "safe harbor" includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000 persons, whichever is less, of eligible persons served or likely to be affected. Translation can also be provided orally.

The "safe harbor" provision applies to the translation of written documents only. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and reasonable to provide.

Providing Notice to LED Persons

USDOT guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of services available free of charge in a language the LEP persons would understand. Example methods for notification include:

1. Signage that indicates when free language assistance is available with advance notice;
2. Stating in outreach documents that language services are available;
3. Working with community-based organizations and other stakeholders to inform LEP individuals of MPO services and the availability of language assistance;
4. Using automated telephone voice mail or menu to provide information about available language assistance services;
5. Including notices in local newspapers in languages other than English;
6. Providing notices on non-English-language radio and television about MPO services and the availability of language assistance; and
7. Providing presentations and/or notices at schools and community based organizations (CBO).

The MPO will publicize the availability of Spanish and Creole interpreter services, free of charge, at least seven (7) days prior to MPO Governing Board and committee meetings, workshops, forums, or events, which will be noticed on the MPO website, in meeting notices (packets), and using the following additional tools as appropriate: public outreach materials, community-based organizations, local newspapers, and Miami-Dade County school and library systems.

Currently, the Miami-Dade MPO places meeting notices in the “El Nuevo Herald” and “El Diario Las Americas” newspapers that serve the Hispanic community, and in “Haiti en Marche” that serves the Haitian community. As covered under Title VI requirements for nondiscrimination, at each meeting, the Miami-Dade MPO will provide Title VI material and include this material in an alternative language, when applicable.

Language Assistance

A goal of the Miami-Dade MPO Public Participation Plan is to provide user-friendly materials that will be appealing and easy to understand. The Miami-Dade MPO may provide Executive Summaries in alternative format, such as brochures or newsletters, depending on the work product. The Miami-Dade MPO intends to translate the Executive Summaries for the UPWP, TIP, and LRTP in Spanish and Creole.

The Miami-Dade MPO defines an interpreter as a person who translates spoken language orally, as opposed to a translator, who translates written language and transfers the meaning of written text from one language into another. The Miami-Dade MPO will request interpreter services from the Miami-Dade County ADA Office, Internal Services Department, and translation services from the Miami-Dade County Community Information and Outreach (CIAO), as needed.

Miami-Dade MPO Staff Training

In order to establish meaningful access to information and services for LEP individuals, the MPO will properly train its employees to assist in person, and/or by telephone. LEP individuals who request assistance Miami-Dade MPO Governing Board members will receive a copy of this LEP Plan, and have access to training, assuring that they are fully aware of and understand the plan and its implementation.

REFERENCES

- Federal Transit Administration. Circular 4702.1B: *Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients* (October 2012).
- Federal Transit Administration, Office of Civil Rights. *Implementing the Department of Transportation's Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers* (April 2007).
- Metropolitan Transportation Commission. *Four-Factor Analysis: Limited English Proficient Needs Assessment* (March 2013).
- The White House, Office of the Press Secretary. Executive Order 13166: *Improving Access to Services for Persons with Limited English Proficiency* (August 2000).
- U.S. Census Bureau, American Community Survey (2012).
- U.S. Department of Transportation. *Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient Persons*. (December 2005).

Appendix D

Community Action Agency Centers

CAA CENTER	ADDRESS
Accion CAA	Accion CAA 858 W. Flagler Street, Miami, FL 33128
Allapattah CAA	Ebenezer United Methodist Church 2001 NW 35 th Street, Miami, FL 33142
Brownsville CAA	Bethune Head Start Center 2900 NW 43 rd Terrace, Miami, FL 33142
Coconut Grove CAA	Frankie S. Rolle NSC 3750 South Dixie Highway, Miami, FL 33133
Culmer CAA	Culmer Center 1600 NW 3 rd Avenue, Miami, FL 33136
Edison CAA	Edison CAA Enrichment Center 150 NW 79 th Street, Miami, FL 33150
Florida City CAA	Florida City Neighborhood Center 1600 NW 6 th Court, Miami, FL 33034
Goulds CAA	Isaac A. Withers 21300 SW 122 nd Avenue, Miami, FL 33170
Hialeah CAA	Park Place Apartments 250 East 2 nd Avenue, 2 nd Floor, Miami, FL 33010
Liberty City CAA	Liberty City CAA Center 6100 NW 7 th Avenue, Miami, FL 33127
Naranja Plant/Leisure City CAA	Naranja Neighborhood Center 13955 SW 264 th Street, Miami, FL 33032
Opa-Locka CAA	Dr. Robert B. Ingram Elementary 600 Ahmad Street, Miami, FL 33054
Perrine CAA	Perrine CAA Service Center 17801 Homestead Avenue, Miami, FL 33157
South Beach CAA	Miami-Beach Service Center 833 6 th Street, 2 nd Floor, Miami, FL 33139
South Miami CAA	HUD Senior Citizen Center 6701 SW 62 nd Avenue, Miami, FL 33143
Wynwood CAA	De Hostos Neighborhood Center 2902 NW 2 nd Avenue, Miami, FL 33127

Appendix E

Policy on Utilizing Facebook

Miami-Dade MPO Facebook Policy

Policy regarding how to administer the Miami-Dade MPO Facebook page is as follows:

- The following information will be posted on the Facebook page:
 - MPO Governing Board meetings and agendas
 - MPO Governing Board member changes
 - All citizen committee meeting dates and agendas
 - Information as it relates to the Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP), and Unified Planning Work Program (UPWP)
 - Completed studies/projects
 - Outreach event information and pictures
 - Bicycle/Pedestrian highlights and events
 - Other information as deemed appropriate by the MPO Executive Director
- Comments:
 - A Facebook Comment Policy has been developed, and is to be posted on the Page.
 - Any transportation planning related comment(s) received will be captured in the public involvement database and handled as dictated under “Documenting Activities and Correspondence” on Page 10 of this document .
- “Like” feature:
 - Only other applicable government agencies can be “Liked”. No personal Facebook pages are to be “Liked”.

This policy is subject to change.

Miami-Dade Metropolitan Planning Organization Facebook Comment Policy

The purpose of this page is to promote the Miami-Dade Metropolitan Planning Organization (MPO). We encourage you to share your thoughts and comments on the Miami-Dade MPO's transportation planning process.

The views expressed in comments reflect those of the author and do not reflect the views of the Miami-Dade MPO.

We reserve the right to remove any posts that contain vulgar or abusive language, personal attacks of any kind, or offensive terms that target specific groups. In addition, we may remove comments that are spam, that promote commercial services/products, or are clearly off topic, inappropriate, or unrelated.

The Miami-Dade MPO does not guarantee or warrant that any information posted by individuals is correct, and disclaims any liability for any loss or damage resulting from reliance on any such information.

The Miami-Dade MPO does not verify, does not warrant or guarantee, and assumes no liability for posts by individuals. The Miami-Dade MPO does not endorse, support, or otherwise promote any private or commercial entity or the information, products, or services contained on those websites that may be reached through links on our page.

Please be aware that Florida has a broad public records law. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. To protect your privacy, please do not post confidential information.

The Miami-Dade MPO reserves the right to modify this policy at any time.

Appendix F

Resolutions Supporting the Public Participation Plan

CTAC RESOLUTION #5-14

RESOLUTION RECOMMENDING THE MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION (MPO) GOVERNING BOARD ADOPT THE UPDATED MPO PUBLIC PARTICIPATION PLAN (PPP)

WHEREAS, the Miami-Dade Metropolitan Planning Organization (MPO) established the Citizens Transportation Advisory Committee (CTAC) to advise it on transportation related matters; and

WHEREAS, federal and state regulations require that the Miami-Dade MPO adopt a PPP, which provides a guide to developing proper public involvement plans for transportation related studies, projects, and planning documents as well as for general outreach activities for Miami-Dade County; and

WHEREAS, the CTAC has reviewed the updated PPP and has found the document to be a comprehensive guide for the purpose of properly reaching out to the community and achieving stated goals.

NOW, THEREFORE, BE IT RESOLVED BY THE CITIZENS TRANSPORTATION ADVISORY COMMITTEE OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1: That the Miami-Dade PPP be approved and adopted by the MPO Governing Board.

The foregoing resolution was offered by Alan B. Fishman, who moved its adoption. The motion was seconded by Bob Powers, and upon being put to a vote, the vote was as follows:

Rolando Acosta	-Absent	Lesline McKenzie	-Absent
Andrew Burgess	-Absent	Bob Powers	-Aye
Carol Coletta	-Absent	Ramon Ramos	-Absent
Juan Cuba	-Aye	Hilario G. Rojas	-Aye
Gary J. Dufek	-Absent	Jed R. Royer	-Absent
Richard Eze	-Absent	Pasco "Pat" Santangelo	-Aye
Margarita M. Fernandez	-Aye	Kimberly Stefanski	-Absent
Daniel Fils-Aime	-Aye	Lee Sverdlin	-Aye
Alan B. Fishman	-Aye	Joanne R. Urquiola	-Absent
Hudson Gaulman, Jr.	-Aye	Norman Wartman	-Aye
Hernan Guerrero	-Absent	Jason Valdivia	-Absent
David B. Haber	-Absent	Naomi L. Wright	-Absent
Marlon L. Kelly, Sr.	-Absent	Paul Yavis	-Absent
Zvi Krugliak	-Absent	Daniel Yglesias	-Absent
Daniel Manichello	-Absent		

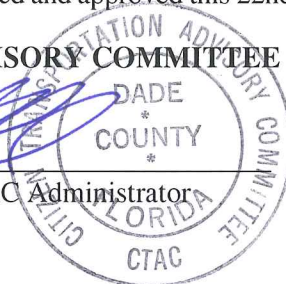
Chair Dr. Claudius A. Carnegie - Aye

The Chairperson thereupon declared the resolution duly passed and approved this 22nd day of October 2014.

CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)

By


Elizabeth Rockwell, CTAC Administrator



TPC RESOLUTION #24-14

**RESOLUTION RECOMMENDING APPROVAL OF THE
MIAMI-DADE MPO PUBLIC PARTICIPATION PLAN**

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and

WHEREAS, the Public Involvement Plan is reviewed and revised every three years to meet the needs of the dynamic metropolitan area it represents, ensure compliance with stated Federal and State regulations, and coincide with the Federal triennial certification process administered by both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the TPC has reviewed the Public Participation Plan, made a part hereof, and finds it consistent with the goals and objectives of the 2040 Long Range Transportation Plan for the Miami Urbanized Area,

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION PLANNING COUNCIL OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA that the attached Miami-Dade MPO Public Participation Plan is hereby recommended for approval to the MPO Governing Board.

The adoption of the foregoing resolution was moved by Mr. Gaspar Miranda. The motion was seconded by Mr. O. Tom Ruiz, and upon being put to a vote, the vote was as follows:

Jesus Guerra, Chairperson	-Aye	Alina T. Hudak	-Aye (G. Miranda)
Julio Brea	-Aye	Bill Johnson	-Absent
Hon. Joe M. Corradino	-Aye	Juan Kuryla	-Absent
William L. Cross	-Absent	Ysela Llort	-Aye (A. Hernandez)
Carlos Cruz-Casas	-Aye	Jack Osterholt	-Absent
Harold Desdunes	-Aye	Jack Osterholt	-Absent
Aleem A. Ghany	-Aye (J. O'Brien)	Debora Rivera	-Aye (A. Boucle)
Dr. Emilio T. Gonzalez	-Aye (J. Ramos)	Javier Rodriguez	-Aye
Jose R. Gonzalez	-Aye	O. Tom Ruiz	-Aye
Jorge E. Hernandez	-Absent	Vivian G. Villaamil	-Absent

The Chairperson thereupon declared the resolution duly passed and approved this 8th day of December, 2014.

**METROPOLITAN PLANNING ORGANIZATION
M.P.O.**

By Zainab Salim
Zainab Salim, Clerk
MPO



MPO RESOLUTION #41-14**RESOLUTION APPROVING THE MIAMI-DADE MPO PUBLIC PARTICIPATION PLAN**

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and

WHEREAS, the Public Participation Plan is reviewed and revised every three years to meet the needs of the dynamic metropolitan area it represents, ensure compliance with stated Federal and State regulations, and coincide with the Federal triennial certification process administered by both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the TPC has reviewed the Public Participation Plan, made a part hereof, and finds it consistent with the goals and objectives of the 2040 Long Range Transportation Plan for the Miami Urbanized Area,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA, that the attached Miami-Dade MPO Public Participation Plan is hereby approved.

The adoption of the foregoing resolution was moved by Board Member Jose "Pepe" Diaz. The motion was seconded by Board Member Francis Suarez, and upon being put to a vote, the vote was as follows:

Chairwoman Rebeca Sosa-Absent
Vice Chairman Oliver G. Gilbert, III-Aye

Board Member Bruno A. Barreiro	-Absent	Board Member Philip Levine	-Aye
Board Member Philippe Bien-Aime	-Absent	Board Member Daniella Levine Cava	-Aye
Board Member Esteban Bovo Jr	-Absent	Board Member Jean Monestime	-Aye
Board Member Jose "Pepe" Diaz	-Aye	Board Member Dennis C. Moss	-Absent
Board Member Audrey M. Edmonson	-Absent	Board Member Jeff Porter	-Aye
Board Member Maurice Ferre	-Aye	Board Member Javier D. Souto	-Aye
Board Member Perla Tabares Hantman	-Absent	Board Member Francis Suarez	-Aye
Board Member Carlos Hernandez	-Absent	Board Member Xavier L. Suarez	-Aye
Board Member Sally A. Heyman	-Aye	Board Member Juan C. Zapata	-Aye
Board Member Barbara J. Jordan	-Absent		

The Chairperson thereupon declared the resolution duly passed and approved this 18th day of December, 2014.

METROPOLITAN PLANNING ORGANIZATION

By Zainab Salim
 Zainab Salim, Clerk
 Miami-Dade MPO





MIAMI-DADE 2040

Long Range Transportation Plan

Congestion Management Process Report

October 23, 2014



MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION



Photo by Asad Gilani

This page intentionally left blank





MIAMI-DADE

2040 LONG RANGE TRANSPORTATION PLAN

Metropolitan Planning Organization for the Miami Urbanized Area

This document was prepared by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area in collaboration with Florida Department of Transportation, Miami-Dade Expressway Authority, Florida's Turnpike Enterprise, South Florida Regional Transportation Authority, Miami-Dade League of Cities, Miami-Dade County Regulatory and Economic Resources Department, Miami-Dade County Public Works and Waste Management Department, Miami-Dade Transit Agency, Miami-Dade Aviation Department, Miami-Dade Seaport Department, Miami-Dade County Office of Strategic Business Management, City of North Miami, City of Hialeah, City of Miami, City of Miami Beach, City of Miami Gardens, City of Homestead, Miami-Dade County Public Schools, Miami-Dade MPO Citizens Transportation Advisory Committee, Bicycle/Pedestrian Advisory Council, Freight Transportation Advisory Committee, Transportation Aesthetics Review Committee, Broward MPO, Palm Beach MPO, and South Florida Regional Planning Council.

The Miami-Dade MPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or 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 U.S. Department of Transportation.



MOBILITY OPTIONS ———
2040 Miami-Dade
Transportation Plan
————— EYES ON THE FUTURE

CONGESTION MANAGEMENT PROCESS REPORT

Prepared for:

Metropolitan Planning Organization for the Miami Urbanized Area
111 NW 1st Street
Suite 920
(p) 305.375.4507 – (f) 305.375.4950

Prepared by:

Gannett Fleming, Inc.

In Association with:

AECOM Technical Services, Inc.
Cambridge Systematics, Inc.
Charesse Chester & Associates, Inc.
Decisions Lens, Inc.
Kittelson & Associates, Inc.
Parsons Brickerhoff
The Corradino Group

OCTOBER 2014



Table of Contents

Introduction of Congestion Management Process	1
Background.....	1
Federal and State Requirements on CMP.....	1
Miami-Dade MPO CMP	2
Components of the 2014 CMP Update.....	3
CMP Objectives	5
CMP Network.....	6
CMP Performance Measures	8
Performance Measures for On-Going Monitoring and Evaluation.....	8
CMP Data Collection Plan	11
Analysis of Congestion Problems and Needs	15
Methodology for Identifying Congested Corridors	15
Methodology for Identifying Hotspots	19
CMP Corridors and Hotspots Recommended for CMP Funding	21
CMP Strategies and CMP Projects.....	24
Development of CMP Strategy Toolbox	24
Identification of CMP Strategies	25
Implementation of CMP Strategies	35
Evaluation of CMP Strategies.....	35
CMP Visualization.....	38
Appendix A: CMP Strategy Toolbox	42

List of Tables

Table 1: CMP Objectives Adopted from the 2040 LRTP	5
Table 2: CMP Roadway Network Centerline Miles and Lane Miles	6
Table 3: CMP On-Going Monitoring and Evaluation PMs	9
Table 4: Potential Sources for Travel Time and Speed Data	12
Table 5: Evaluation Matrix for Congested Corridors	16
Table 6: Two Lists of Top 30 Congested Corridors	17
Table 7: Final List of Congested Corridors in Three Tiers	18
Table 8: Final List of Hotspots in Three Tiers.....	20
Table 9: CMP Corridors/Hotspots Recommended for CMP Funding	22
Table 10: CMP Corridors/Hotspots Recommended for CMP Funding	24
Table 11: CMP Strategies - Interchange at I-95 and I-195	25
Table 12: CMP Strategies - Intersection at NW S River Dr and NW 33rd Ave	26
Table 13: CMP Strategies - MacArthur Causeway Eastern Terminus (Watson Island to Alton Rd)	26
Table 14: CMP Strategies - Intersection at NW 29th St and NW 42nd Ave - north leg	27
Table 15: CMP Strategies - Intersection at Ives Dairy Rd and Highland Lakes Blvd - south leg	27
Table 16: CMP Strategies - Coral Way from SW 37th Ave to US-1	28
Table 17: CMP Strategies - US-1 between SW 344 St and I-95	28
Table 18: CMP Strategies - NW 27th Ave/SW 27th Ave from SW 8th St to NW 36th St	29
Table 19: CMP Strategies - Ponce De Leon Blvd between SW 57th Ave and NW 42nd Ave	29
Table 20: CMP Strategies - NW 7th St between NW 72nd Ave and NW 7th Ave	30
Table 21: CMP Strategies - NW 2nd Ave between Golden Glades Interchange and Miami- Dade/Broward County Line.....	30
Table 22: CMP Strategies - SW 8th St from SR-826 to I-95	31
Table 23: CMP Strategies - NW 57th Ave from NW 135th St to SR-826	31
Table 24: CMP Strategies - NW 167th St between NW 2nd Ave and NE 15th Ave	32
Table 25: CMP Strategies - SR-934 between NW 84th Ave and W 4th Ave.....	32
Table 26: CMP Strategies - Miami Ave; SW 2nd Ave; SW 1st St; Flagler St; NW 7th Ave bridges over Miami River	32
Table 27: SW 22nd St from SR-826 to SW 37th Ave.....	33
Table 28: CMP Strategies - SR-997 at SW 312th St	33
Table 29: CMP Strategies - NW 12th St (MIA Perimeter Rd)/MIA access/circulation road	34
Table 30: CMP Strategies - NW 12th St (MIA Perimeter Rd)/MIA access/circulation road	34
Table 31: CMP Strategies - City of Miami Beach ITS and Parking Management System.....	35
Table 32: CMP Funding in \$YOE (FY 2020 – FY 2040)	35
Table 33: Cost Feasible CMP Projects.....	36



Table 34: Intelligent Transportation Systems (ITS) and Transportation System Management (TSM) Strategies	42
Table 35: Travel Demand Management (TDM) Strategies	44
Table 36: Land Use Strategies	45
Table 37: Parking Strategies	46
Table 38: Regulatory Strategies	47
Table 39: Transit Strategies	48
Table 40: Highway Strategies	49
Table 41: Bicycle and Pedestrian Strategies	50
Table 42: Access Management Strategies	51

List of Figures

Figure 1: Elements of the CMP	3
Figure 2: Miami-Dade County CMP Roadway Network	7
Figure 3: NPMRDS and HERE Data Coverage Comparison	12
Figure 4: Locations of FDOT D6 TMC ITS Devices	14
Figure 5: Locations of Corridors and Hotspots Recommended for CMP Improvements	23

Introduction of Congestion Management Process

Background

Pursuant to Title 23 U.S. Code § 134 – Metropolitan Transportation Planning, a congestion management process (CMP) is required in Transportation Management Areas (TMA), which are metropolitan areas with population greater than 200,000. Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A congestion management process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages.¹

The concept of CMP evolved from Congestion Management System, which was first introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and continued under the Transportation Equity Act for the 21st Century (TEA-21). Starting from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), it has been referred to a congestion management process, reflecting that the goal of the law is to utilize a process that is an integral component of metropolitan transportation planning.

The CMP is intended to be an on-going process, fully integrated into the metropolitan transportation planning process; the CMP is also a living document, continually evolving to address the results of performance measures, concerns of the community, new objectives and goals of the MPO, and up-to-date information on congestion issues. CMP shall be developed and implemented as an integrated element of the metropolitan planning process.

Federal and State Requirements on CMP

Title 23 CFR Section 450.320 documents Federal Requirements on CMP in TMAs. These requirements are summarized below²:

- The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies.
- The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP.
- The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation

¹ Congestion Management Process: A Guidebook, Federal Highway Administration, U.S. DOT, April 2011.

² <http://www.ecfr.gov/cgi-bin/text-idx?SID=b0632257c9446466293356edff3c53bb&node=23:1.0.1.5.11.3.1.11&rgn=div8>, accessed on June 20, 2014



system management and operations activities. The congestion management process shall include: (1) Methods to monitor and evaluate the performance of the multimodal transportation system and its congestion; (2) Definition of congestion management objectives and appropriate performance measures that are tailored to the specific needs of the area with other stakeholders in the covered area; (3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions; (4) Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies, such as demand management measures, traffic operational improvements, public transportation improvements, ITS technologies, and where necessary, additional system capacity; (5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy proposed for implementation; and (6) Implementation of a process for periodic assessment of the effectiveness of implemented strategies.

- In TMAs designated as nonattainment for ozone or carbon monoxide pursuant to the Clean Air Act, the congestion management process shall provide an appropriate analysis of reasonable travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs is proposed to be advanced with Federal funds.

Miami-Dade MPO CMP

The Miami-Dade Metropolitan Planning Organization (MPO) has an established congestion management process. This report documents the update to the 2009 Miami-Dade Congestion Management Process, which described in detail Miami-Dade MPO's CMP and executive mechanism, identified congested spots and corridors, and identified strategies for these hotspots and corridors. In this 2014 CMP update, all the 2009 CMP components were re-evaluated and updated. Congestion management strategies were developed for the identified hotspots and congested corridors and funding sources were identified for implementing these strategies.

Components of the 2014 CMP Update

According to the FHWA *Congestion Management Process: A Guidebook*, a successful CMP model is built upon eight actions including:

1. Develop regional objectives for congestion management: it may not be feasible or desirable to try to eliminate all congestion; therefore it is important to define objectives for congestion management that achieve the desired outcome.
2. Define CMP network: this action defines both the geographic scope and system elements that will be analyzed in the CMP.
3. Develop multimodal performance measures (PMs): this action involves developing PMs that will be used to measure congestion on both a regional and local scale.
4. Collect data/monitor system performance: after PMs are defined, data should be collected and analyzed to determine system performance.

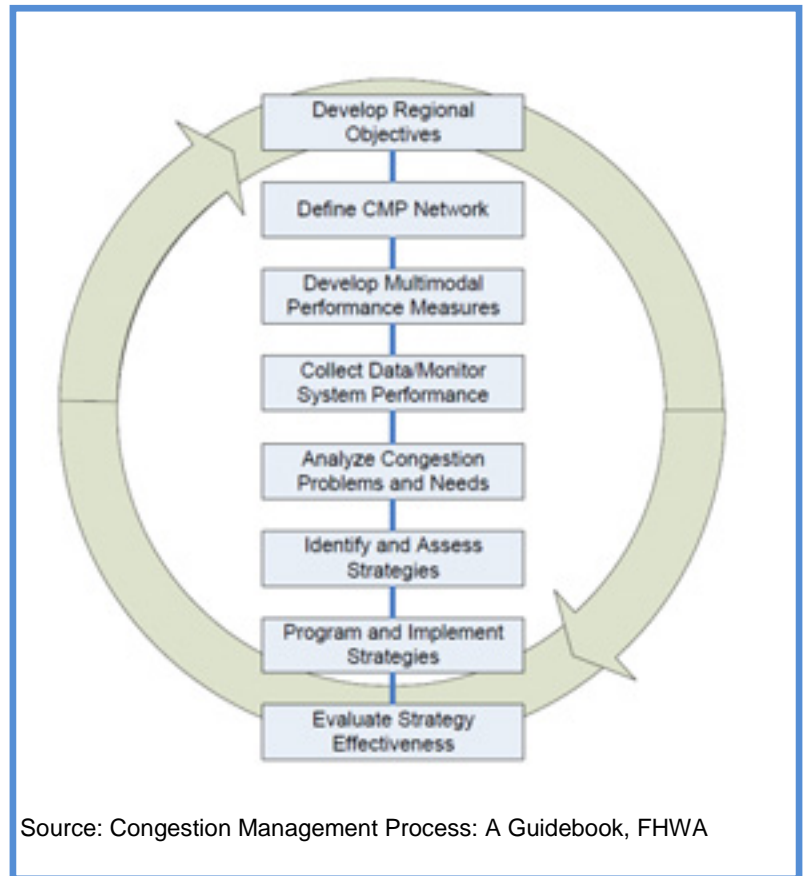


Figure 1: Elements of the CMP

5. Analyze congestion problems and needs: this action involves identification of existing and future congestions, and causes of unacceptable congestion.
6. Identify and assess strategies: this action involves both identifying and assessing potential strategies to mitigate congestion.
7. Program and implement strategies: this action involves including strategies in the LRTP, determining funding sources, prioritizing strategies, allocating funding in the TIP, and ultimately, implementing these strategies.
8. Evaluate strategy effectiveness: this action involves assessment of implemented CMP strategies and is designed to inform future decision making about effectiveness of transportation strategies in the region.



This eight-step CMP model was followed by the study team in the 2014 Miami-Dade CMP update process. With the understanding that CMP is an on-going process which requires continuous data collection, performance monitoring and strategies assessment, CMP PMs and data required (actions 3 and 4 above) are divided into two sets that serve two purposes in this update:

- For the purpose of on-going monitoring and evaluation:
 - PMs developed to be used on continuously monitoring the performance of congested corridors and hotspots identified in Miami-Dade County
 - Data required to determine PMs for continuous monitoring and evaluation
- For the purpose of identifying future congestion:
 - PMs developed to identify future congestion
 - Data required to determine PMs for identification of future congestion

Different from the 2009 CMP documentation, the 2014 CMP is documented as a chapter of the 2040 LRTP with the intention of integrating the CMP fully into the LRTP update process. The content of the chapter is organized around the eight actions in the order presented above.

CMP Objectives

The starting point of CMP update is the update of objectives for congestion management. Defining congestion management objectives are also required as part of the CMP per Federal regulation 23 CFR 450.320 (c) 2. In the 2014 CMP update, CMP objectives were drawn from Miami-Dade County's 2040 LRTP goals and objectives. **Table 1** documents the 2040 LRTP goals and corresponding objectives addressing congestion management:

Table 1: CMP Objectives Adopted from the 2040 LRTP

2040 LRTP Goals	2040 LRTP Objectives
<ul style="list-style-type: none"> Improve transportation system and travel – LRTP Goal1 	<ul style="list-style-type: none"> Enhance mobility for freight and people - LRTP Objective 1.2 Reduce congestion - LRTP Objective 1.3 Promote system reliability - LRTP Objective 1.6 Promote non-motorized projects through new projects or reconstruction - LRTP Objective 1.9
Support economic vitality – LRTP Goal 4	<ul style="list-style-type: none"> Increase access to employment sites - LRTP Objective 4.1 Increase and improve passenger and good access to airports and seaports - LRTP Objective 4.3 Enhance the efficient movement of freight goods - LRTP Objective 4.5
Protect and preserve the environment, quality of life and promote energy consumption – LRTP Goal 5	<ul style="list-style-type: none"> Coordinate transportation investments with other public and private decisions to foster livable communities - LRTP Objective 5.10
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight – LRTP Goal 6	<ul style="list-style-type: none"> Improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities - LRTP Objective 6.1 Improve goods movement by enhanced intermodal access and other infrastructure that serve major freight origins and destinations in Miami-Dade County (And Regional) - LRTP Objective 6.4

Source: Gannet Fleming, Inc. and Cambridge Systematics, Inc

These objectives serve as one of the primary points of connection between the CMP and LRTP, and define the direction for development of CMP PMs.



CMP Network

Before conducting any CMP analysis, a specific geographic area and network of surface transportation facilities should be defined. In the previous 2009 CMP update, the CMP area of application consisted of the urbanized Miami area; the CMP network was defined based on the MPO's designated Major Road Network. In the 2014 CMP update, the CMP area is defined as the Miami-Dade County portion of the regional travel demand model (SERPM 7.0) area, and the CMP roadway network is defined as the Miami-Dade County portion of the SERPM 7.0 network. **Table 2** presents the approximate centerline miles and lane miles of the CMP roadway network. **Figure 2** shows the map of the CMP roadway network.

Table 2: CMP Roadway Network Centerline Miles and Lane Miles

Facility Type	Centerline Miles*	Lane Miles
Freeways	69	276
Uninterrupted Roadways	38	151
Higher Speed Interrupted Facility	560	2,241
Lower Speed Facility and Collector	812	3,250
Ramps	52	209
HOV	4	14
Toll	90	359
Total	1,625	6,500

* Centerline Miles shown in this table is a rough estimate using SERPM model.

Source: SERPM E+C Model as of March 21st, 2014, and Cambridge Systematics, Inc analysis.

Different from the 2009 update, in the 2014 CMP update process, transit, freight, and non-motorized modes are evaluated through the 2040 LRTP update process as a separate effort, thus are not included in the CMP update process.

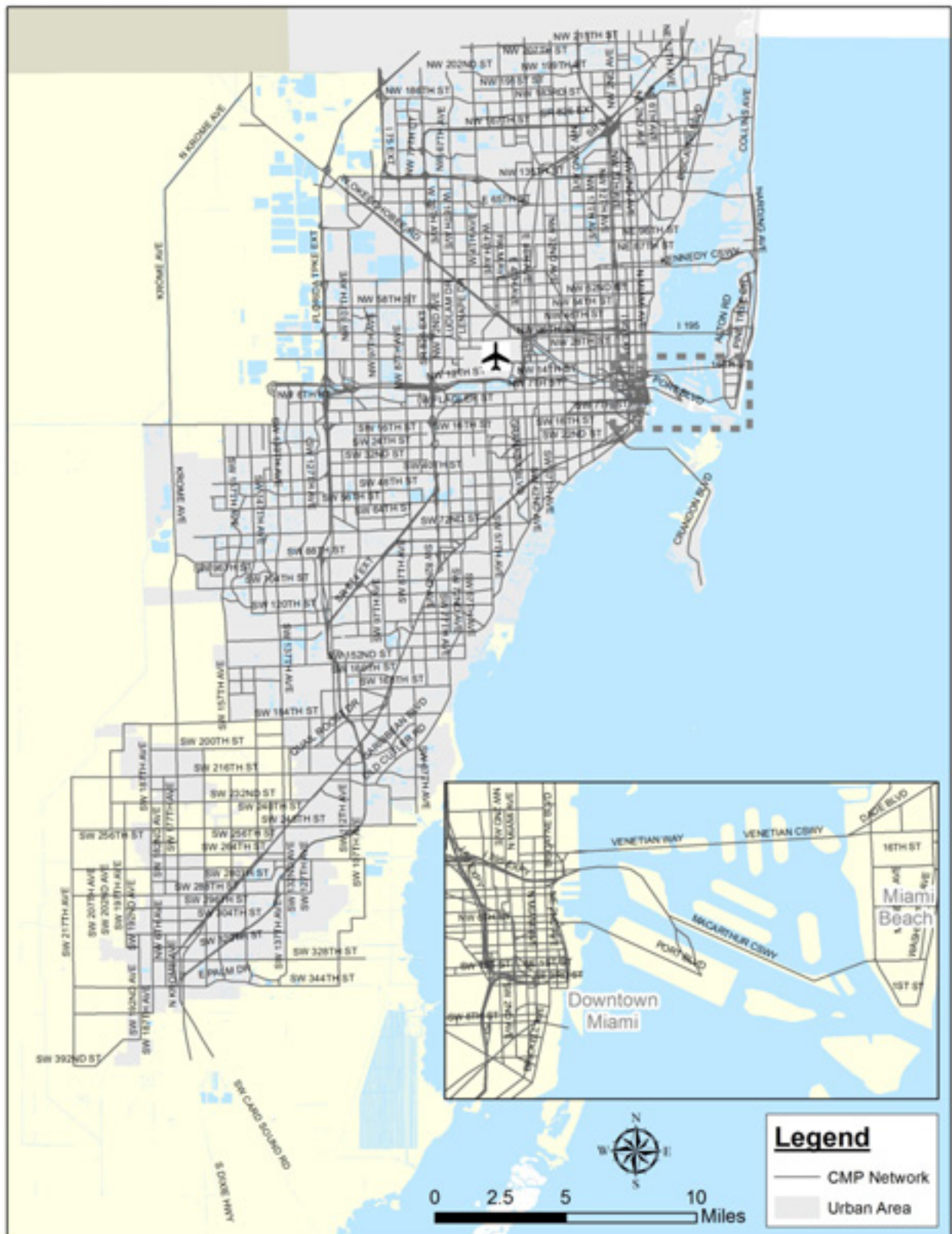


Figure 2: Miami-Dade County CMP Roadway Network

CMP Performance Measures

CMP is a performance-based process. The Federal Highway Administration (FHWA) supports performance-based programs like the CMP. Mobility performance measures, along with other measures, are emphasized in the federal transportation legislation MAP-21. CMP PMs are used to characterize current and future conditions on the transportation system in the region. They provide an indicator of Miami-Dade MPO's progress in meeting their goals. As mentioned previously, with the understanding that CMP is an on-going process which requires continuous data collection, performance monitoring and strategies assessment, CMP PMs and data required are divided into two sets that serve two purposes in this update: 1) on-going monitoring and evaluation; and 2) identifying future congestion. There are a large range of measures that can be considered for use in the CMP. They generally represent four dimensions of congestion recommended by the FHWA CMP Guidebook:

- intensity
- duration
- extent, and
- variability

The PMs recommended here are most appropriate for use in Miami-Dade MPO's CMP, and are most consistent with Miami-Dade's 2040 LRTP PMs and FHWA recommendations. Some of these PMs are not supported by data currently available or affordable in Miami-Dade, however, they provide guidance to future data collection efforts when resources become available or affordable.

Performance Measures for On-Going Monitoring and Evaluation

A number of PMs are recommended to serve the CMP goals and objectives identified previously, they are described below:

- Average travel time: This measure assesses the quality of travel and could be applied at the level of facility, corridor, and systemwide.
- Hours of delay: This measure assesses the quality of travel and could be applied at the point, segment, facility, corridor, and systemwide level.
- Planning time index: This measure assesses the quality of travel and could be applied at the facility, corridor, and systemwide level.
- Percent sidewalk and bike lane coverage: These measures evaluate the accessibility of nonmotorized transportation options and could be applied at the facility, corridor, and systemwide level.
- Percent of population within 20 minutes of employment center: This measure evaluates accessibility to jobs and could be assessed at a system level.
- Connector level of service: This measure evaluates the accessibility to hubs and could be applied at the facility and system level.
- Truck hours of delay: This measure assesses the quality of truck travel and could be applied at the point, segment, facility, corridor, and systemwide level.

- Transit, sidewalk, and trail miles per highway centerline miles: These measures evaluate the accessibility of nonmotorized transportation options and could be applied at the facility, corridor, and systemwide level.
- Truck travel time: This measure assesses the quality of truck travel and could be applied at the facility, corridor, and systemwide level.

Table 3 links the LRTP goals and objectives served by the above described CMP PMs.

Table 3: CMP On-Going Monitoring and Evaluation PMs

2040 LRTP Goals	2040 LRTP Objectives	CMP Performance Measures
Improve transportation system/travel	<ul style="list-style-type: none"> • Enhance mobility for freight and people • Reduce congestion • Promote system reliability • Promote nonmotorized projects through new projects or reconstruction 	<ul style="list-style-type: none"> • Average travel time • Hours of delay • Planning time index* • Percent sidewalk and bike lane coverage*
Support economic vitality	<ul style="list-style-type: none"> • Increase access to employment sites • Increase and improve passenger and good access to airports and seaports • Enhance the efficient movement of freight goods 	<ul style="list-style-type: none"> • Percent of population within 20 minutes of employment center* • Connector level of service* • Truck hours of delay*
Protect and preserve the environment	<ul style="list-style-type: none"> • Coordinate transportation investments with other public and private decisions to foster livable communities 	<ul style="list-style-type: none"> • Transit, sidewalk, and trail miles per highway centerline miles
Enhance integration and connectivity of the transportation system	<ul style="list-style-type: none"> • Improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities • Improve goods movement by enhanced intermodal access and other infrastructure that serve major freight origins and destinations in Miami-Dade County (And Regional) 	<ul style="list-style-type: none"> • Connector level of service* • Truck travel time*

* PMs denoted with “*” are PMs not included in the LRTP PMs.

Currently FHWA is working on development of PMs at the national level. The Miami-Dade CMP PMs will be updated to be consistent with the FHWA PMs when they are finalized.

Performance Measures for Identifying Future Congestion

The SERPM 7.0 E+C model, dated March 21, 2014, was used to evaluate future congestion. The SERPM model provides future network data, estimated future traffic, and volume assignment. Miami-Dade's 2040 LRTP also used the SERPM model to conduct various analyses. A number of measures provided by the model were chosen as the PMs for identifying future congestion, including:

- AM-peak, PM-peak, and off-peak volumes;
- Level of service E capacity;
- AM-peak, PM-peak, and off-peak congested travel time;
- Free flow travel time;
- Link daily volume

Performance Measures used to identify future congested corridors:

Three measures were used to identify future congested corridors, they are:

- Service volume ratio (SVR): AM-peak, PM-peak, and Off-Peak Volumes/LOS E capacity
- Travel time ratio (TTR): Congested travel time/free flow travel time (AM/Off-/PM peak periods)
- Segment Daily throughput

Performance Measures used to identify future congested hotspots – intersections, interchanges, and short link:

- Total Vehicle Delay: $\text{Link Daily Volume} * [(\text{AM Peak Congested Travel Time} - \text{Free Flow Travel Time}) + (\text{PM Peak Congested Travel Time} - \text{Free Flow Travel Time}) + (\text{Off Peak Congested Travel Time} - \text{Free Flow Travel Time})]$

An important aspect of PMs development is to update the PMs when new objectives are identified for the region, or additional data source become available to the region. Miami-Dade MPO should update the PMs accordingly to serve a region's objectives and to reflect the best utilization of easily accessible data.

CMP Data Collection Plan

An integral part of developing PMs is to support the process with a realistic data collection plan. The Miami-Dade MPO has been collecting and using performance measures data to support long range planning and congestion management processes for nearly a decade. Like many transportation agencies, the Miami-Dade MPO collects, maintains, and reports on a wide variety of internal and external performance measures. Many of these measures are used in the congestion management process. The methodologies for calculating CMP performance measures call for multiple inputs; data used for the inputs can come from a number of sources. This section identifies data critical to calculating CMP measures.

A challenge of performance measurement is making sure critical processes and responsibilities for data processing, analysis, and distribution work as effectively as possible. A data inventory assessment will identify all priority data sets to support key MPO business needs including performance reporting and congestion management. During the inventory process, a verification of data availability and quality will occur through communication with data owners. Along with traditional methods, Miami-Dade MPO should take advantage of current technologies and tools for data collection, processing, and analysis.

Changes occurring at the federal level will affect performance reporting at the state and MPO levels. As the national performance measurement program evolves, the CMP's performance measures will similarly evolve. Future performance reporting will focus on travel time reliability and the Miami-Dade MPO should change its data collection accordingly. The Miami-Dade MPO should access the National Performance Measurement Research Data Set (NPMRDS) provided free of charge to all MPOs by FHWA. Acquiring data into the future may require utilizing ITS data for speeds and volumes or obtaining speed and volume data from the Regional Integrated Transportation Information System (RITIS).

Table 4 provides the major sources for travel time and speed data in Miami-Dade County. **Figure 3** compares the network coverages of the two low cost sources, NPMRDS and HERE³ data, and their current data availability.

³ HERE is a Nokia company, formerly known as NAVTEQ.

Table 4: Potential Sources for Travel Time and Speed Data

	Cost	Granularity	Data Availability	Volume	Coverage
NPMRDS	Provided free of charge to MPOs by FHWA	5 minute speed data for both automobiles and trucks separately	New data is reported monthly - Historical data is made available	Does not include vehicle volumes	Covers the entire National Highway System (NHS)
HERE	Purchased by FDOT for internal use	5 minute speed data – granularity is fine as 20 second data	Real time data can be accessed any time – Historical data requires an archiving system e.g. RITIS	Does not include vehicle volumes	Larger network than the NPMRDS but has less data coverage
INRIX	Must be purchased form INRIX	5 minute speed data – granularity is as fine as 2 minute data	One time purchase affords unlimited access to data for the covered period	Does not include vehicle volumes	Covers more roads than the HERE data

Source: Cambridge Systematics, Inc.

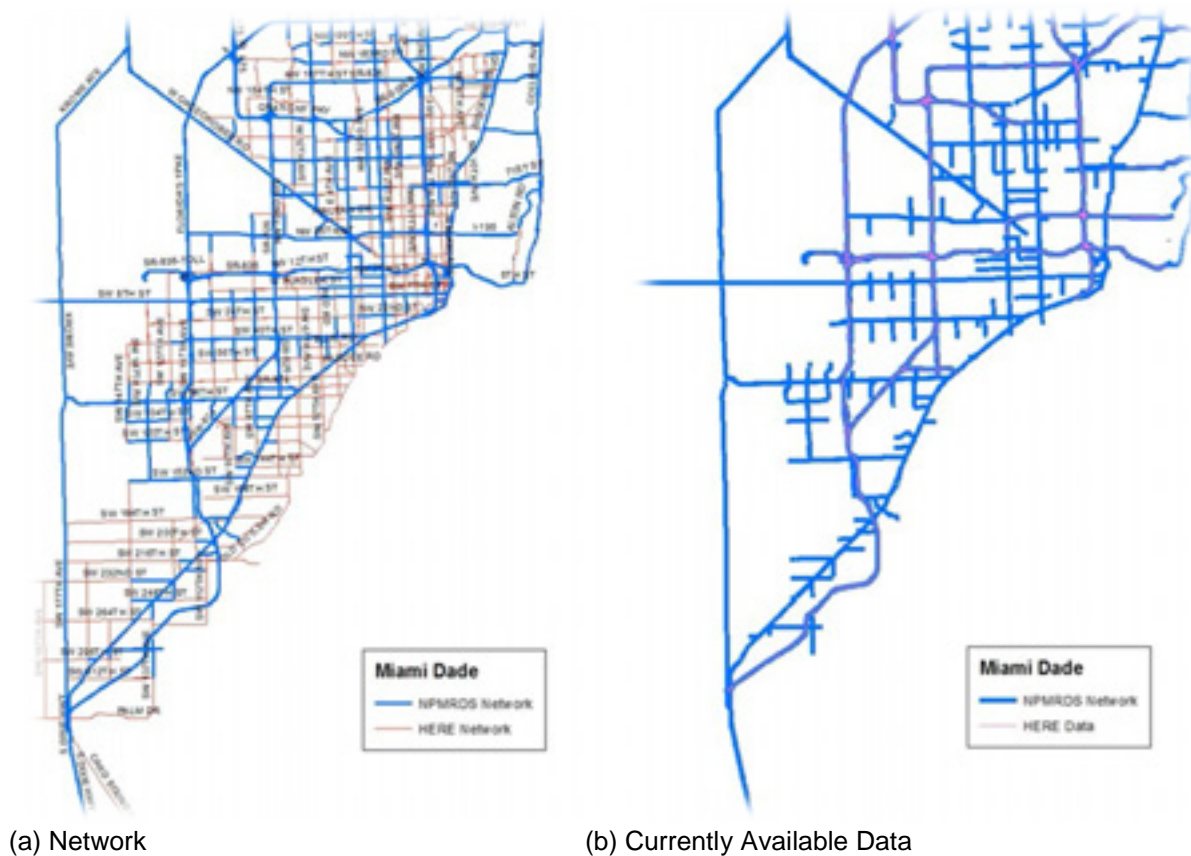


Figure 3: NPMRDS and HERE Data Coverage Comparison

Data available to the Miami-Dade MPO originates from multiple sources. Count station data is a reliable source for automobile and truck volumes at 15-minute, hourly and daily increments. Miami-Dade and FDOT have located hundreds of permanent and temporary count stations throughout the county. The data produced by the count stations is updated annually. FDOT District 6 Traffic Management Center (TMC) also installed ITS devices, e.g. CCTVs and detectors, along major highways districtwide, which are used to monitor real time traffic conditions and collecting traffic volume and speed data. **Figure 4** maps out the locations of these ITS devices. Intersection specific data is required for arterial performance measurement. This data is obtained from the local municipalities through the collection of signal timing plans. To analyze highway adequacy an agency must have robust geometric data. The geometric data set accounts for area type, facility type, segment distance, number of thru and turning lanes, posted speed limit, median type, and the presence of bike lanes and sidewalks. The volume, signal timing, and geometric data obtained through aerial imagery are used to report on Miami-Dade's highway adequacy.

Common CMP data that should be collected annually to report on Miami-Dade's highway adequacy include:

- Traffic volume counts
- Speed and travel time data
- Aerial photography-based congestion data
- Crash data
- Data for transit and non-motorized mode
- Travel survey data

Common data sources for the above mentions data are:

- Count station data
- Archived ITS and operations data
- Other electronic traffic datasets: cellphone data, etc.
- Aerial photography

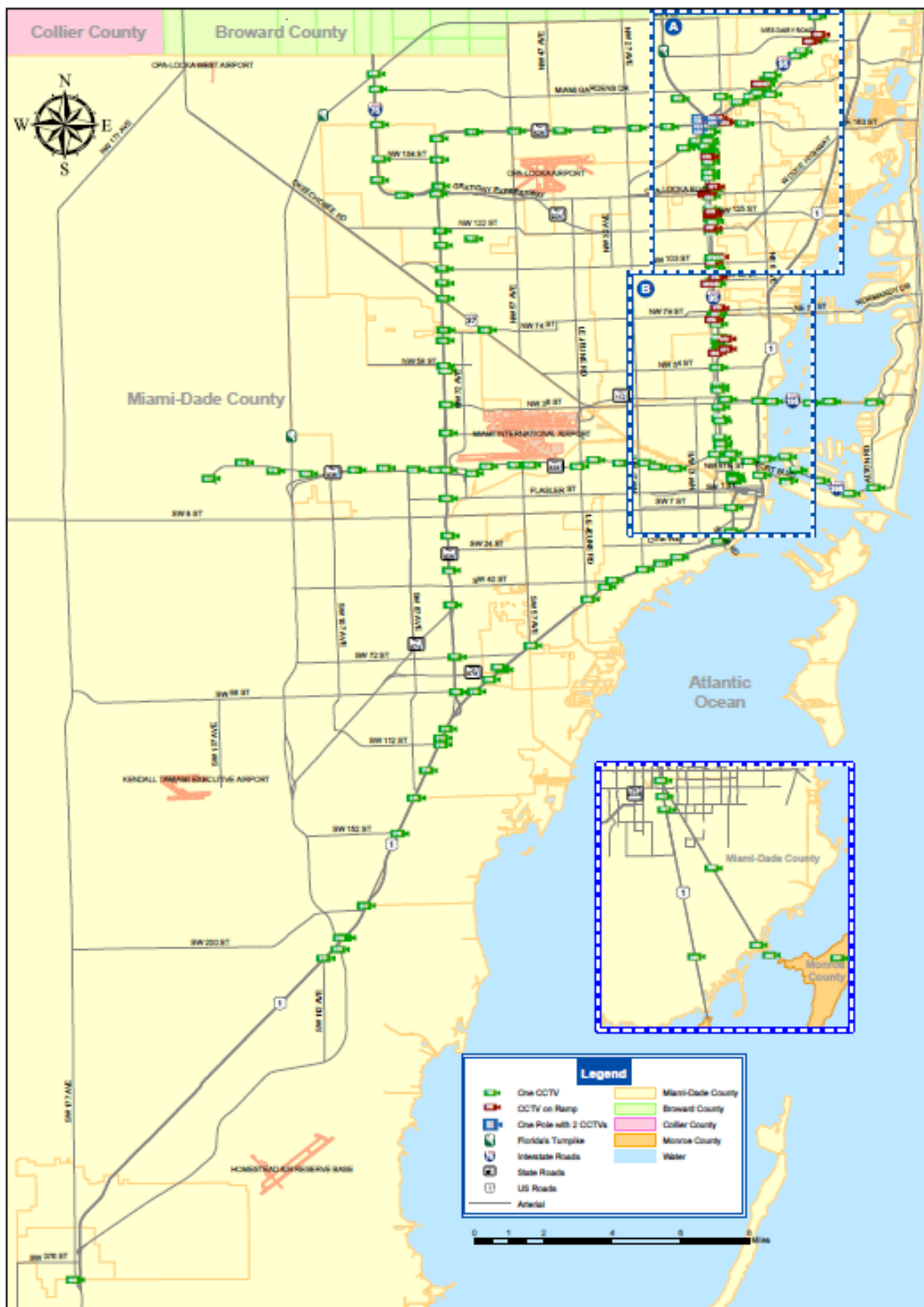


Figure 4: Locations of FDOT D6 TMC ITS Devices

Analysis of Congestion Problems and Needs

After PMs are established, they should be used to identify congestion problems and needs of the region. For the 2014 CMP update multiple PMs were selected to identify congested corridors. To prioritize congested corridors based on these PMs, an evaluation methodology was developed to integrate these PMs in to a single measure, which was then used to rank congested corridors. Identification of hotspots, comparing with congested corridors, is a much simpler process. Only one PM was used to rank hotspots.

Methodology for Identifying Congested Corridors

Step 1. Calculate link performance measures

The smallest unit in SERPM 7.0 E+C network is link. For each link, a set of measures is reported in the loaded network output file. Some of these measures like peak period volumes, LOS E capacity, etc. are selected to calculate CMP PMs. The first step of the evaluation is to calculate these PMs for each link in the model network using the following measures:

- AM-peak volume
- PM-peak volume
- Off-peak volume
- LOS E Capacity Volume
- AM-peak travel time
- PM-peak travel time
- Off-peak travel time
- Free flow travel time
- Daily volume

Step 2. Rank link performance measures

- After link PMs are calculated, these link measures were ranked individually in a descending order, with the largest number ranked as “1”. Through this approach, all the link PMs are normalized and can be compared or summed up.

Step 3. Sum up ranks of link performance measures for three time period: AM-peak, PM-peak, and Off-peak

- After step 2, relevant ranked PMs are then summed up to achieve one overall rank following the formula presented below:
- $\text{Link SVR Rank} = \text{Rank (AM-peak SVR)} + \text{Rank (Off-peak SVR)} + \text{Rank (PM-peak SVR)}$
- $\text{Link TTR Rank} = \text{Rank (AM-peak TTR)} + \text{Rank (Off-peak TTR)} + \text{Rank (PM-peak TTR)}$

Step 4. Aggregate link SVR rank, TTR rank, and daily volume into Segment ranks

SERPM model uses Segment ID to connect links into corridors. In order to measure congestion at the corridor level, the link SVR rank, link TTR rank, and link daily volume are aggregated into segment SVR rank

(Rank A), segment TTR rank (Rank B), and segment daily volume rank (Rank C) using segment ID. The segments shorter than 2 miles were not considered corridors and eliminated from the list. **Table 5** summarizes step 1 through 4 into a tabulated format.

Table 5: Evaluation Matrix for Congested Corridors

Link Measures	PMs	Integrated Link PMs	Segment Measures
<ul style="list-style-type: none"> AM-peak volume PM-peak volume Off-peak volume LOS E Capacity Volume 	Service volume ratio (SVR): <ul style="list-style-type: none"> AM-peak SVR = AM-peak volume/LOS E capacity; Off-peak SVR = Off-peak volume/LOS E capacity Pm-peak SVR = PM-peak volume/LOS E capacity 	Link SVR Rank = Rank (AM-peak SVR)+Rank (Off-peak SVR)+Rank (PM-peak SVR)	Rank segments using average aggregated segment SVR (Rank A)
<ul style="list-style-type: none"> AM-peak travel time PM-peak travel time Off-peak travel time Free flow travel time 	Travel time ratio (TTR): <ul style="list-style-type: none"> AM-peak TTR = AM-peak travel time/free flow travel time; Off-peak TTR = Off-peak travel time/free flow travel time; PM-peak TTR = PM-peak travel time/free flow travel time; 	Link TTR Rank = Rank (AM-peak TTR)+Rank (Off-peak TTR)+Rank (PM-peak TTR)	Rank segments using average aggregated segment TTR (Rank B)
<ul style="list-style-type: none"> Daily volume 	Daily volume	Daily volume	Rank segments using average aggregated segment volume (Rank C)

Source: Cambridge Systematics, Inc.

Step 5. Combine three segment measures into a single measure

In order to show different results when emphasizing different congestion aspects (intensity, duration, extent, and variability), two different weighting schemes were used to combine the three segment measures achieved in step 4.

To emphasize more on congestion intensity and variability, the weighting scheme used is:

$$\text{Weighted Rank} = 0.4 \times \text{Rank A} + 0.4 \times \text{Rank B} + 0.2 \times \text{Rank C} \quad (\text{Weighted rank (1)})$$

To emphasize more on congestion extent and duration, the weighting scheme used is:

$$\text{Weighted Rank} = 0.3 \times \text{Rank A} + 0.3 \times \text{Rank B} + 0.4 \times \text{Rank C} \quad (\text{Weighted Rank (2)})$$

Using these two weighting schemes, all segments were assigned with two different rank scores. Two lists of top 30 ranked corridors then were achieved by sorting these two sets of rank scores, as shown in **Table 6**. List (1) was identified using weighted rank (1), and list (2) used weighted rank (2).

**Table 6: Two Lists of Top 30 Congested Corridors**

Congested Corridors (1)	Rank (1)	Congested Corridors (2)	Rank (2)
MacArthur Causeway between Watson Island and Alton Rd	1	MacArthur Causeway between Watson Island and Alton Rd	1
NW 21st St between MIA and NW 37th Ave	2	NW 21st St between MIA and NW 37th Ave	2
NW 7th St between NW 72nd Ave and NW 5th St	3	NW 2nd Ave between Golden Glades Interchange and Miami-Dade/Broward County line	3
Ponce De Leon Blvd between SW 57th Ave and Le Jeune Rd	4	NW 7th St between NW 72nd Ave and NW 5th St	4
NW 2nd Ave between Golden Glades Interchange and Miami-Dade/Broward County line	5	NW 12th St between NW 107th Ave and MIA	5
NW 12th St between NW 107th Ave and MIA	6	SR 934 between NW 84th Ave and W 5th Ave	6
NW 167th St between NW 2nd Ave and NE 15th Ave	7	Ponce De Leon Blvd between SW 57th Ave and Le Jeune Rd	7
SR 934 between NW 84th Ave and W 5th Ave	8	NW 167th St between NW 2nd Ave and NE 15th Ave	8
NW/E 36 St between S River Dr and Biscayne Blvd	9	US 1 between SW 344 St and SW 22nd St	9
US 1 between SW 344 St and SW 22nd St	10	NW 82nd St between NW 14th Ave and Kennedy Causeway	10
SW 16th St between SW 37th Ave and SW 17th Ave	11	Collins Ave between 96th St/Broad Causeway and 63rd St	11
NW 82nd St between NW 14th Ave and Kennedy Causeway	12	Ocean Blvd/Collins Ave between 96th St/Broad Causeway and Miami-Dade/Broward County line; Harding Ave between 71st St/Normandy Dr and 96th St/Broad Causeway	12
Ocean Blvd/Collins Ave between 96th St/Broad Causeway and Miami-Dade/Broward County line; Harding Ave between 71st St/Normandy Dr and 96th St/Broad Causeway	13	NW 27th Ave between S. Bayshore Dr/Miami Ave and NW 215th St	13
Collins Ave between 96th St/Broad Causeway and 63rd St	14	W Okeechobee Rd between just before and after Turnpike Ext., and between W. 28th Ave and NW 27th Ave	14
NW 12th St between NW 107th Ave and NW 132nd Ave	15	NW/E 36 St between S River Dr and Biscayne Blvd	15
Coral Way/Miracle Mile between SW 57th Ave and SW 37th Ave	16	NW 12th St between NW 107th Ave and NW 132nd Ave	16
NW 27th Ave between S. Bayshore Dr/Miami Ave and NW 215th St	17	SW 7th St between SW 27th Ave and SE 2nd Ave	17
NW 28th St between N River Dr and NW 14th Ave	18	Opa Locka Blvd/NW 135 St between NW 37th Ave and NW 2nd Ave	18
SW 288th St between SW 182nd Ave and E. of SW 137th Ave	19	SW 8th St between SW 139th Ave and Brickell Ave	19
Main Hwy between SW 72nd St and Grand Ave	20	NW 103rd St/49th St between W. Okeechobee Rd and NE 6th Ave	20
NW 39th St between NW 27th Ave and I-95	21	Biscayne Blvd between NE 6th Ave (N. of NW 82nd St) and NE 215th St	21
Old Cutler Rd between SW 120th St and SW 72nd St	22	NE 203rd St between NW 6th Ave and Biscayne Blvd	22
W Okeechobee Rd between just before and after Turnpike Ext., and between W. 28th Ave and NW 27th Ave	23	W. Dixie Hwy between NW 119th St and NE 203rd St	23
Opa Locka Blvd/NW 135 St between NW 37th Ave and NW 2nd Ave	24	NW 79th St between E 4th Ave/East Dr and NE 10th Ave (before Kennedy Causeway)	24
W. Dixie Hwy between NW 119th St and NE 203rd St	25	Hialeah Dr/NW 54th St between W Okeechobee Rd and Biscayne Blvd	25
NW 47th Ave between SR 826 and NW 215th St	26	NW 47th Ave between SR 826 and NW 215th St	26
NW 95th St between NW 36th Ave and NE 10th Ave	27	Coral Way/Miracle Mile between SW 57th Ave and SW 37th Ave	27
SW 7th St between SW 27th Ave and SE 2nd Ave	28	SW 42nd Ave between SW 72nd St and 135th St/Opa Locka Blvd	28
SW 8th St between SW 139th Ave and Brickell Ave	29	NW 95th St between NW 36th Ave and NE 10th Ave	29
NW 103rd St/49th St between W. Okeechobee Rd and NE 6th Ave	30	NW 62nd St between Okeechobee Rd and Biscayne Blvd	30

Source: Cambridge Systematics, Inc.

Step 6. Combine two lists of congested corridors

Among the two lists of top 30 congested corridors identified through step 6, 24 corridors are in both lists; within which nine corridors are identified in both lists as top 10 corridors. The study team decided to group these corridors into three tiers, with Tier 1 being the nine corridors identified in both lists as top 10 corridors, the rest of the 24 corridors that show up in both lists as Tier 2, and the remaining 12 corridors that only show up in one of the lists as Tier 3. Tier 1 corridors are considered the most congested corridors with the greatest confidence. The results are documented in **Table 7**.

Table 7: Final List of Congested Corridors in Three Tiers

No.	Congested Corridors	Tier
1	MacArthur Causeway eastern terminus (Watson Island to Alton Rd)	Tier 1
2	W 21st St/MIA access/circulation road	Tier 1
3	NW 7th St between NW 72nd Ave and NW 5th St	Tier 1
4	Ponce De Leon Blvd between SW 57th Ave and Le Jeune Rd	Tier 1
5	NW 2nd Ave between Golden Glades Interchange and Miami-Dade/Broward County line	Tier 1
6	NW 12th St (MIA Perimeter Rd)/MIA access/circulation road	Tier 1
7	NW 167th St between NW 2nd Ave and NE 15th Ave	Tier 1
8	SR 934 between NW 84th Ave and W 4th Ave (Red Road)	Tier 1
9	US 1 between SW 344 St and I-95	Tier 1
10	NW/E 36 St between S River Dr and Biscayne Blvd	Tier 2
11	NW 82nd St between NW 14th Ave and Kennedy Causeway	Tier 2
12	Ocean Blvd/Collins Ave between 96th St/Broad Causeway and Miami-Dade/Broward County line; Harding Ave between 71st St/Normandy Dr and 96th St/Broad Causeway	Tier 2
13	Collins Ave between 96th St/Broad Causeway and 63rd St	Tier 2
14	NW 12th St between NW 107th Ave and NW 132nd Ave	Tier 2
15	Coral Way/Miracle Mile between SW 57th Ave and SW 37th Ave	Tier 2
16	NW 27th Ave between S. Bayshore Dr/Miami Ave and NW 215th St	Tier 2
17	W Okeechobee Rd between just before and after Turnpike Ext., and between W. 28th Ave and NW 27th Ave	Tier 2
18	Opa Locka Blvd/NW 135 St between NW 37th Ave and NW 2nd Ave	Tier 2
19	W. Dixie Hwy between NW 119th St and NE 203rd St	Tier 2
20	NW 47th Ave between SR 826 and NW 215th St	Tier 2
21	NW 95th St between NW 36th Ave and NE 10th Ave	Tier 2
22	SW 7th St between SW 27th Ave and SE 2nd Ave	Tier 2
23	SW 8th St between SW 139th Ave and Brickell Ave	Tier 2
24	NW 103rd St/49th St between W. Okeechobee Rd and NE 6th Ave	Tier 2
25	SW 16th St between SW 37th Ave and SW 17th Ave	Tier 3
26	NW 28th St between N River Dr and NW 14th Ave	Tier 3
27	SW 288th St between SW 182nd Ave and E. of SW 137th Ave	Tier 3
28	Main Hwy between SW 72nd St and Grand Ave	Tier 3
29	NW 39th St between NW 27th Ave and I-95	Tier 3
30	Old Cutler Rd between SW 120th St and SW 72nd St	Tier 3
31	Biscayne Blvd between NE 6th Ave (N. of NW 82nd St) and NE 215th St	Tier 3
32	NE 203rd St between NW 6th Ave and Biscayne Blvd	Tier 3
33	NW 79th St between E 4th Ave/East Dr and NE 10th Ave (before Kennedy Causeway)	Tier 3
34	Hialeah Dr/NW 54th St between W Okeechobee Rd and Biscayne Blvd	Tier 3
35	SW 42nd Ave between SW 72nd St and 135th St/Opa Locka Blvd	Tier 3
36	NW 62nd St between Okeechobee Rd and Biscayne Blvd	Tier 3

Source: Cambridge Systematics, Inc.



Methodology for Identifying Hotspots

Hotspots are roadway infrastructures that are shorter than two miles. Given the links in SERPM 7.0 E+C model network are mostly shorter than two miles, they were used directly to identify hotspots, with the links longer than two miles eliminated. The methodology for identifying hotspots is simple. Only one PM was used in the process – total vehicle delay, which is calculated using the following measures from the loaded model network output file:

- Daily volume
- AM-peak travel time (AM TT)
- Off-peak travel time (Off Peak TT)
- PM-peak travel time (PM TT)
- Free flow travel time (Free Flow TT)

Following the equation below, the total vehicle delay is calculated for each link within the model network:

Total Vehicle Delay

$$= \text{Link Daily Volume} \times [(\text{AM TT} - \text{Free Flow TT}) + (\text{PM TT} - \text{Free Flow TT}) + (\text{Off Peak TT} - \text{Free Flow TT})]$$

After total vehicle delay was calculated for each link, the top 30 links with the highest total vehicle delay were then selected as the top hotspots. These top 30 locations (links) were then grouped into three tiers, with the top 10 being the most congested locations. **Table 8** presents the final list of hotspots in Miami-Dade County.

**Table 8: Final List of Hotspots in Three Tiers**

No.	Hotspots	Tier	On a Congested Corridor?
1	East leg of the intersection at NW S River Dr and NW 33rd Ave - EB	Tier 1	
2	East leg of the intersection at NW S River Dr and NW 33rd Ave - WB	Tier 1	
3	South leg of the intersection at NE 203rd St and Highland Lakes Blvd	Tier 1	
4	South of the south leg of the intersection at NW 21st St and Perimeter Rd at MIA - SB	Tier 1	Yes, NW 12th St between NW 107th Ave and MIA
5	South leg of the intersection at NW 21st St and Perimeter Rd at MIA - NB	Tier 1	Yes, NW 12th St between NW 107th Ave and MIA
6	South of the south leg of the intersection at NW 21st St and Perimeter Rd at MIA - NB	Tier 1	Yes, NW 12th St between NW 107th Ave and MIA
7	South leg of the intersection at NW 29th St and NW 42nd Ave (Le Jeune Rd) - SB	Tier 1	Yes, SW 42nd Ave between SW 72nd St and 135th St/Opa Locka Blvd
8	I-95 NB/SB on-ramp to I-95 EB (after two ramps merging into one, before merging into I-95)	Tier 1	
9	I-95 WB on-ramp to I-95 NB/SB (before diverging point)	Tier 1	
10	NW 27th Ave between NW 17th St and NW 20th St	Tier 1	Yes, NW 27th Ave between S. Bayshore Dr/Miami Ave and NW 215th St
11	East leg of the intersection at NW 21st St and Perimeter Rd at MIA - WB	Tier 2	Yes, NW 21st St between MIA and NW 37th Ave
12	South leg of the intersection at NW 20th St and NW 27th Ave	Tier 2	Yes, NW 27th Ave between S. Bayshore Dr/Miami Ave and NW 215th St
13	East of east leg of the intersection at NW 21st St and Perimeter Rd at MIA, before where the southbound off-ramp from SR 112 merges in - WB	Tier 2	Yes, NW 21st St between MIA and NW 37th Ave
14	West leg of the intersection at S Dixie Hwy and SW 27th Ave	Tier 2	Yes, US 1 between SW 248 Ave and SW 22nd St
15	West leg of the intersection at S Dixie Hwy and SW 22nd Ave	Tier 2	Yes, US 1 between SW 248 Ave and SW 22nd St
16	West leg of the Intersection at NW 21st St and SR 112 SB off-ramp - WB	Tier 2	Yes, NW 21st St between MIA and NW 37th Ave
17	West leg of the intersection between S Dixie Hwy and SW 32nd Ave	Tier 2	Yes, US 1 between SW 248 Ave and SW 22nd St
18	MacArthur Cswy between Watson Island Fountain St (Palm Island) - WB	Tier 2	Yes, MacArthur Causeway between Watson Island and Alton Rd
19	East leg of the intersection at NW 21st St and Perimeter Rd at MIA - EB	Tier 2	Yes, NW 21st St between MIA and NW 37th Ave
20	MacArthur Cswy between Fountain St (entrance to Palm Island) and Bridge Rd (entrance to Star Island) - WB	Tier 2	Yes, MacArthur Causeway between Watson Island and Alton Rd
21	MacArthur Cswy between Fountain St (entrance to Palm Island) and Bridge Rd (entrance to Star Island) - EB	Tier 3	Yes, MacArthur Causeway between Watson Island and Alton Rd
22	I-95 SB before I-95 on-ramp merging point	Tier 3	
23	I-95 NB before I-95 on-ramp merging point	Tier 3	
24	SR 826 NB between SW 40th St and SW 24th St	Tier 3	
25	SR 826 NB between SW 24th St and SW 8th St (just north of the on-ramp from SW 24th St EB	Tier 3	
26	I-95 NB between NE Miami Gardens Dr and NE 203rd St	Tier 3	
27	I-95 SB between NE Miami Gardens Dr and NE 203rd St	Tier 3	
28	SR 826 SB between the on- and off- ramps from/to W 68th St	Tier 3	
29	I-95 NB between NW 69th St and NW 79th St	Tier 3	
30	I-95 SB between NW 82nd St and NW 95th St	Tier 3	

Source: Cambridge Systematics, Inc.



CMP Corridors and Hotspots Recommended for CMP Funding

One important task of the 2014 CMP update is to identify funding sources for CMP projects recommended through the CMP. CMP projects were identified using the final list of congested corridors and hotspots presented previously, and supplemented with high-priority 2035 LRTP congestion management projects carried forward as unfunded needs. The methodology used to identify CMP projects for the 2040 plan is described below:

1. All Tier 1 congested corridors are proposed for CMP improvements
2. 2035 LRTP CMP projects that had aggregate score of over 35 are proposed for CMP improvements
3. Tier 1 hotspots were checked against the corridors proposed for CMP improvements. Only hotspots outside of those corridors are proposed for CMP improvements.

After the process described above, a total of 20 CMP corridors and hotspots were identified as candidates for CMP funding. These 20 CMP corridors and hotspots were then prioritized using “average vehicle delay”. The formula applied to calculate average vehicle delay using model data is presented below:

Average Vehicle Delay

$$= \frac{\sum_{i=1}^n (\text{Link Volume}_i) \times [(\text{AM } TT_i - \text{Free Flow } TT_i) + (\text{PM } TT_i - \text{Free Flow } TT_i) + (\text{Off Peak } TT_i - \text{Free Flow } TT_i)]}{\sum_{i=1}^n \text{Link Distance}_i}$$

The corridor or hotspot with the highest average vehicle delay was ranked as the most congested. The prioritized congested corridors and hot spots are presented in **Table 9**. Projects IDs starting with “2014 CMP-” denote corridors identified using tier 1 congested corridors; Projects IDs starting with “LRTP-” denote the corridors carried over from the 2035 LRTP; and Projects IDs starting with “2014 CMP HS-” denote hotspots identified using tier 1 hotspots. **Table 9** lists the locations of these corridors and hotspots. **Figure 5** visually presents the locations and limits of these facilities.

**Table 9: CMP Corridors/Hotspots Recommended for CMP Funding**

Rank.	Projects ID	CMP Corridors/Hotspots
1	2014 CMP HS-4	Interchange at I-95 and I-195
2	2014 CMP HS-1	Intersection at NW S River Dr and NW 33rd Ave
3	2014 CMP-1	MacArthur Causeway eastern terminus (Watson Island to Alton Rd)
4	2014 CMP HS-3	Intersection at NW 29th St and NW 42nd Ave (Le Jeune Rd) - north leg
5	2014 CMP HS-2	Intersection at Ives Dairy Rd (NE 203rd St) and Highland Lakes Blvd - south leg
6	LRTP-FDOT132	Coral Way from SW 37th Ave to US-1
7	2014 CMP-9	US 1 between SW 344 St and I-95
8	LRTP-CoM106	NW 27th Ave/SW 27th Ave from SW 8th St (Tamiami Trail) to NW 36th St
9	2014 CMP-4	Ponce De Leon Blvd between SW 57th Ave (Red Road) and NW 42nd Ave (Le Jeune Rd)
10	2014 CMP-3	NW 7th St between NW 72nd Ave and NW 7th Ave
11	2014 CMP-5	NW 2nd Ave between Golden Glades Interchange and Miami-Dade/Broward County line
12	LRTP-FDOT137	SW 8 th St (Tamiami Trail) from SR-826 (Palmetto Expressway) to I-95
13	LRTP-FDOT112	NW 57th Ave (Red Rd) from NW 135th St to SR 826 (Palmetto Expressway)
14	2014 CMP-7	NW 167th St between NW 2nd Ave and NE 15th Ave
15	2014 CMP-8	SR 934 (Hialeah Expressway) between NW 84th Ave and W 4th Ave (Red Road)
16	LRTP-CoM100	Miami Ave; SW 2nd Ave; SW 1st St; Flagler St; NW 7th Ave bridges over Miami River
17	LRTP-PW101	SW 22nd St (Coral Way) from SR-826 (Palmetto Expressway) to SW 37th Ave
18	LRTP-HS104	SR 997 (Krome Ave) at SW 312th St (Campbell Dr)
19	2014 CMP-2	NW 21st St/MIA access/circulation road
20	2014 CMP-6	NW 12th St (MIA Perimeter Rd)/MIA access/circulation road

Source: Cambridge Systematics, Inc. and Gannett Fleming, Inc

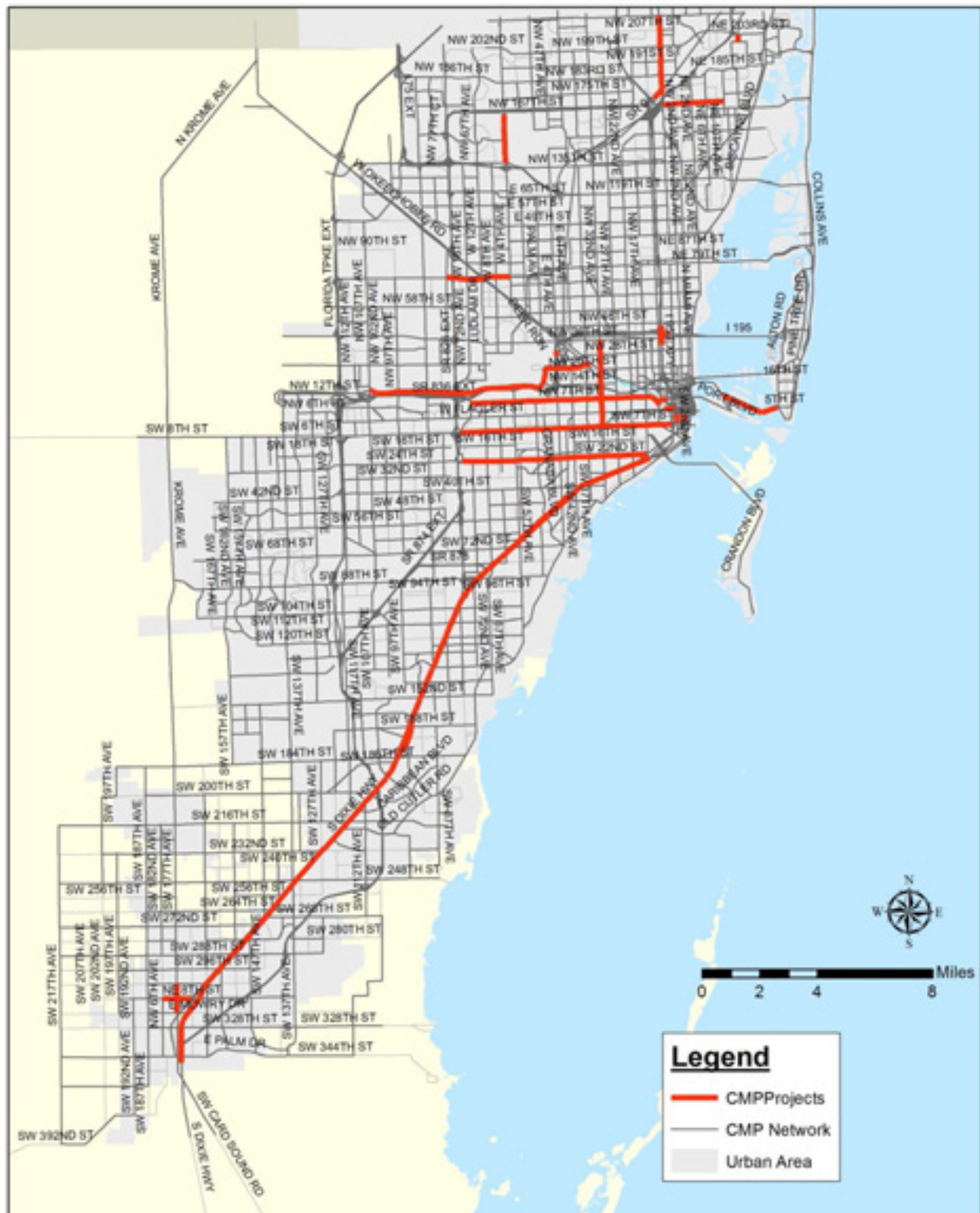


Figure 5: Locations of Corridors and Hotspots Recommended for CMP Improvements

Source: Cambridge Systematics, Inc

CMP Strategies and CMP Projects

This section documents identification and implementation of CMP strategies. A literature review was done to identify CMP strategies commonly applied in different metropolitan areas. A CMP strategy toolbox was developed to help identify the most effective CMP strategies efficiently. This toolbox was then utilized to identify strategies for the CMP corridors and hotspots recommended for CMP funding.

Development of CMP Strategy Toolbox

A wide range of congestion management strategies have been implemented in different areas across the nation. As part of the CMP update, the study team reviewed CMP strategy toolboxes developed by various metropolitan areas including NYMTC, MARC, DRCOG, MAG, and SLC WFRG. Based on the literature review, a CMP toolbox was developed for Miami-Dade MPO, considering the region's demographics and congestion pattern. The toolbox is organized into nine CMP strategy categories: ITS and TSM, TDM, Land Use, Parking, Regulatory, Transit, Highway, Bicycle and Pedestrian, and Access Management. Within each category, there are a number of strategies. **Table 10** lists the nine categories, number of CMP strategies included in each category, general benefits and costs pertinent to each category, and most representative strategies. The strategies under each category, their definition, benefits, general costs, and implementation timeframe are documented in Appendix A.

Table 10: CMP Corridors/Hotspots Recommended for CMP Funding

Major Categories	Intensity /Number of Strategies	Benefits	Costs	Examples
Intelligent Transportation Systems (ITS) and Transportation System Management (TSM) Strategies	19 strategies	Reduce travel time, reduce stops, reduce delays, increase safety	Mostly low to moderate	Signal coordination, ramp metering, highway information systems, service patrols
TDM	9 strategies	Reduce peak period travel, reduce SOV VMT	Mostly low to moderate	Alternative work hours, telecommuting, road pricing, toll roads
Land Use	5 strategies	Decrease SOV trips, increase walk trips, increase transit modeshare, air quality benefits	Low to moderate	Infill, TOD development, densification
Parking	7 strategies	Increase transit use, reduce VMT, generate revenue	Low to moderate	Preferential parking for HOVS, park and ride lots, advanced parking systems
Regulatory	5 strategies	Decrease VMT, air quality benefits, increase safety, generate revenue	Low to moderate	Carbon pricing, VMT fee, pay as you drive insurance, auto restriction zones, truck restrictions
Transit	15 strategies	Shifting modeshare, increasing transit ridership, reduce VMT, provide air quality benefits	Low to high	Increasing coverages and frequencies, new fixed guideways, travelways, signal priority, intelligent transit stops (tech improvements)

Major Categories	Intensity /Number of Strategies	Benefits	Costs	Examples
Highway	9 strategies	Increase capacity, mobility, and traffic flow	Moderate to high	HOV lanes, super street arterials, highway widening, acceleration and deceleration lanes, design improvements
Bicycle and Pedestrian	8 strategies	Decrease auto modeshare, reduce VMT, provide air quality benefits	Mostly low	New sidewalks and bike lanes, improved facilities near transit stations, bike sharing, and exclusive rights of way
Access Management	9 strategies	Increase capacity, efficiency, and mobility, reduce travel time	Mostly moderate to high	Turn restrictions, turn lanes, frontage roads, roundabout intersections

Identification of CMP Strategies

Based on a review of roadway conditions and the congestion pattern, a number of congestion mitigation strategies were identified for each congested facility. These congestion strategies and their estimated costs are documented in this section. Please note that only roadway and transit capital costs are included, assuming all highway O&M costs will be covered by FDOT Operations & Maintenance funding.

1. Interchange at I-95 and I-195

A review of the geometric condition of this congested interchange suggests that the large amount of merging and diverging vehicles, and the speed differential on I-95 in between the on-/off-ramps to I-195/SR 112 contribute to congestion on I-95, while the large amount of traffic going from I-95 to I-195 and from I-195 to I-95 combining with short merging and diverging distance of the interchange ramps contribute to the congestion on the I-195 ramps. The recommended congestion strategies and their costs for this facility are:

Table 11: CMP Strategies - Interchange at I-95 and I-195

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
Speed harmonization/queue warning on I-95 and I-195	\$12,000,000	Active Traffic Management Concept of Operations, Washington State DOT, Dec 2008	2008	1.082	\$12,984,000
Roadway signage improvements on ramps from I-195 to I-95	insignificant				

Source: Cambridge Systematics, Inc

2. Intersection at NW S River Dr and NW 33rd Ave

A review of the geometric condition of this location suggests that two-lane access road and bridge to the area and the large amount of turning vehicles make it hard for other vehicles to pass. The recommended congestion strategies and their costs for this facility are:

Table 12: CMP Strategies - Intersection at NW S River Dr and NW 33rd Ave

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
Access management	\$1,000,000	estimate	2013	1	\$1,000,000
Widen the road and bridge to at least three lanes to provide at a minimum, a turn lane for the turning vehicles	\$2,303,273	estimate	2013	1	\$2,303,273

Source: Cambridge Systematics, Inc

3. MacArthur Causeway Eastern Terminus (Watson Island to Alton Rd)

A review of the geometric conditions and traffic patterns suggest that the large amount of traffic and the signals on the east side of the corridor contribute to the congestion on this corridor. The recommended congestion strategies and their costs for this facility are:

Table 13: CMP Strategies - MacArthur Causeway Eastern Terminus (Watson Island to Alton Rd)

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
Signal timing optimization	\$12,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$13,032
Access management and intersection improvement at Watson Island	\$30,000,000	estimate	2013	1	\$30,000,000

Source: Cambridge Systematics, Inc

4. Intersection at NW 29th St and NW 42nd Ave (Le Jeune Rd) - north leg

A review of the geometric condition and traffic pattern of this segment suggests that the density of signals and large amount of turning vehicles contribute to the congestion on this corridor. The recommended congestion strategies and their costs for this facility are:

Table 14: CMP Strategies - Intersection at NW 29th St and NW 42nd Ave - north leg

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Signal timing optimization	\$45,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$48,870
Intersection improvements at NW 29th St and NW 42nd Ave	\$1,000,000	estimate	2013	1	\$1,000,000
Access improvements	\$1,000,000	estimate	2013	1	\$1,000,000

Source: Cambridge Systematics, Inc

5. Intersection at Ives Dairy Rd (NE 203rd St) and Highland Lakes Blvd - south leg

A review of the geometric condition and traffic pattern of this segment suggests that the large amount of turning vehicles turning west contributes to the congestion on this segment. The recommended congestion strategy and its costs for this facility are:

Table 15: CMP Strategies - Intersection at Ives Dairy Rd and Highland Lakes Blvd - south leg

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Signal detector improvement - pilot	\$50,000	estimate	2013	1	\$50,000

Source: Cambridge Systematics, Inc

6. Coral Way from SW 37th Ave to US-1

A review of the geometric condition and traffic pattern of this segment suggests that the large amount of vehicles, on-street parking activities, and turning activities contribute to the congestion on this segment. The recommended congestion strategies and their costs for this facility are:

Table 16: CMP Strategies - Coral Way from SW 37th Ave to US-1

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Communication network and roadway surveillance coverage*	\$32,831,400**	FDOT D4 ATMS	2011	1.036	\$34,013,330
Signal timing optimization	\$54,000	http://www.itscosts.its.dot.gov/	2009	1.086	\$58,644
Real Time Parking Availability Information	\$1,000,000	estimate	2013	1	\$1,000,000

Source: Cambridge Systematics, Inc

* Communications networks and roadway surveillance coverage (US 1 already has communications network):

- Between SR 821/Florida Turnpike Homestead Extension and I-95/US 1(about 51 miles): SW 88th St (Kendall Dr.); SW 40th St; SW 24th St (Coral Way); SW 8th St, NW 7th St, NW 12th St (between SR 821 and NW 42nd Ave);
- Between SR 112/SR 835 and US 1/SW 88th St (about 27 miles): SW 107th Ave, SW 87th Ave, SW 57th Ave, SW 42th Ave (Le Jeune Rd), SW 27th Ave, US 1

** Assumes that the 40% of the system devices will be replaced between FY 2030 and FY 2040.

7. US 1 between SW 344 St and I-95

A review of the geometric condition and traffic pattern of this segment suggests that the high throughput on US 1, densely located signals, and large activity centers and residential areas along the corridor all contribute to the congestion. The recommended congestion strategies for this facility are:

Table 17: CMP Strategies - US-1 between SW 344 St and I-95

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Enforce "don't block box" initiatives	Insignificant				
Signal timing optimization	\$210,000	http://www.itscosts.its.dot.gov/	2009	1.086	\$228,060
Communication network and roadway surveillance coverage*	insignificant; connect US 1 to the network				

Source: Cambridge Systematics, Inc

* Communications networks and roadway surveillance coverage (US 1 already has communications network):

- Between SR 821/Florida Turnpike Homestead Extension and I-95/US 1(about 51 miles): SW 88th St (Kendall Dr.); SW 40th St; SW 24th St (Coral Way); SW 8th St, NW 7th St, NW 12th St (between SR 821 and NW 42nd Ave);
- Between SR 112/SR 835 and US 1/SW 88th St (about 27 miles): SW 107th Ave, SW 87th Ave, SW 57th Ave, SW 42th Ave (Le Jeune Rd), SW 27th Ave, US 1

8. NW 27th Ave/SW 27th Ave from SW 8th St (Tamiami Trail) to NW 36th St

A review of the geometric condition and traffic pattern of this segment suggests that the high throughput, densely located signals and access points along the corridor all contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 18: CMP Strategies - NW 27th Ave/SW 27th Ave from SW 8th St to NW 36th St

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Communication network and roadway surveillance coverage*	\$32,831,400	FDOT D4 ATMS	2011	1.036	\$34,013,330
Signal timing optimization	\$30,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$32,580
Median/access improvements	\$3,025,000	estimate	2013	1	\$3,025,000

Source: Cambridge Systematics, Inc

* Communications networks and roadway surveillance coverage:

- Between SR 821/Florida Turnpike Homestead Extension and I-95/US 1(about 51 miles): SW 88th St (Kendall Dr.); SW 40th St; SW 24th St (Coral Way); SW 8th St, NW 7th St, NW 12th St (between SR 821 and NW 42nd Ave);
- Between SR 112/SR 835 and US 1/SW 88th St (about 27 miles): SW 107th Ave, SW 87th Ave, SW 57th Ave, SW 42th Ave (Le Jeune Rd), SW 27th Ave, US 1

9. Ponce De Leon Blvd between SW 57th Ave (Red Road) and NW 42nd Ave (Le Jeune Rd)

A review of the geometric condition and traffic pattern of this segment suggests that congestion along this segment is caused by traffic generated by University of Miami and diverted from US 1. The recommended congestion strategies and their costs for this facility are:

Table 19: CMP Strategies - Ponce De Leon Blvd between SW 57th Ave and NW 42nd Ave

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Signal timing optimization	\$18,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$19,548

Source: Cambridge Systematics, Inc

10. NW 7th St between NW 72nd Ave and NW 7th Ave

A review of the geometric condition and traffic pattern of this segment suggests that the high throughput, densely located signals and access points along the corridor all contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 20: CMP Strategies - NW 7th St between NW 72nd Ave and NW 7th Ave

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
Communication network and roadway surveillance coverage*	\$32,831,400	FDOT D4 ATMS	2011	1.036	\$34,013,330
Signal timing optimization	\$63,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$68,418

Source: Cambridge Systematics, Inc

* Communications networks and roadway surveillance coverage (US 1 already has communications network):

- Between SR 821/Florida Turnpike Homestead Extension and I-95/US 1 (about 51 miles): SW 88th St (Kendall Dr.); SW 40th St; SW 24th St (Coral Way); SW 8th St, NW 7th St, NW 12th St (between SR 821 and NW 42nd Ave);
- Between SR 112/SR 835 and US 1/SW 88th St (about 27 miles): SW 107th Ave, SW 87th Ave, SW 57th Ave, SW 42th Ave (Le Jeune Rd), SW 27th Ave, US 1

11. NW 2nd Ave between Golden Glades Interchange and Miami-Dade/Broward County line

A review of the geometric condition and traffic pattern of this segment suggests that the high throughput, densely located access points along the corridor all contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 21: CMP Strategies - NW 2nd Ave between Golden Glades Interchange and Miami-Dade/Broward County Line

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
Signal timing optimization	\$24,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$26,064

Source: Cambridge Systematics, Inc

12. SW 8th St (Tamiami Trail) from SR-826 (Palmetto Expressway) to I-95

A review of the geometric condition and traffic pattern of this segment suggests that the high throughput, densely located signals and access points along the corridor, connection to downtown Miami all contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 22: CMP Strategies - SW 8th St from SR-826 to I-95

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
Communication network and roadway surveillance coverage*	\$32,831,400	FDOT D4 ATMS	2011	1.036	\$34,013,330
Signal timing optimization	\$105,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$114,030

Source: Cambridge Systematics, Inc

* Communications networks and roadway surveillance coverage (US 1 already has communications network):

- Between SR 821/Florida Turnpike Homestead Extension and I-95/US 1 (about 51 miles): SW 88th St (Kendall Dr.); SW 40th St; SW 24th St (Coral Way); SW 8th St, NW 7th St, NW 12th St (between SR 821 and NW 42nd Ave);
- Between SR 112/SR 835 and US 1/SW 88th St (about 27 miles): SW 107th Ave, SW 87th Ave, SW 57th Ave, SW 42th Ave (Le Jeune Rd), SW 27th Ave, US 1

13. NW 57th Ave (Red Rd) from NW 135th St to SR 826 (Palmetto Expressway)

A review of the geometric condition and traffic pattern of this segment suggests that the high throughput, densely located signals and access points along the corridor all contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 23: CMP Strategies - NW 57th Ave from NW 135th St to SR-826

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
Signal timing optimization	\$24,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$26,064
Access improvements	\$2,000,000	estimate	2013	1	\$2,000,000

Source: Cambridge Systematics, Inc

14. NW 167th St between NW 2nd Ave and NE 15th Ave

A review of the geometric condition and traffic pattern of this segment suggests that the high throughput, densely located signals and access points along the corridor all contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 24: CMP Strategies - NW 167th St between NW 2nd Ave and NE 15th Ave

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Signal timing optimization	\$30,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$32,580
Access improvements	\$1,000,000	estimate	2013	1	\$1,000,000

Source: Cambridge Systematics, Inc

15. SR 934 (Hialeah Expressway) between NW 84th Ave and W 4th Ave (Red Road)

A review of the geometric condition and traffic pattern of this segment suggests that the high truck volume and speed differential both contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 25: CMP Strategies - SR-934 between NW 84th Ave and W 4th Ave

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Signal timing optimization	\$18,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$19,548
Intersection improvements for trucks	\$3,000,000	estimate	2013	1	\$3,000,000
TDM Strategies	insignificant				

Source: Cambridge Systematics, Inc

16. Miami Ave; SW 2nd Ave; SW 1st St; Flagler St; NW 7th Ave bridges over Miami River

A review of the geometric condition and traffic pattern of this segment suggests that the draw bridges are the bottlenecks of the roadways. The recommended congestion strategy and its cost for this facility are:

Table 26: CMP Strategies - Miami Ave; SW 2nd Ave; SW 1st St; Flagler St; NW 7th Ave bridges over Miami River

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Advanced bridge closing signs/ rerouting information signs	\$1,200,000	FDOT Pay Item Cost History	2012	1.015	\$1,218,000

Source: Cambridge Systematics, Inc

17. SW 22nd St (Coral Way) from SR-826 (Palmetto Expressway) to SW 37th Ave

A review of the geometric condition and traffic pattern of this segment suggests that the high throughput and densely located traffic signals both contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 27: SW 22nd St from SR-826 to SW 37th Ave

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
Communication network and roadway surveillance coverage*	\$32,831,400	FDOT D4 ATMS	2011	1.036	\$34,013,330
Signal timing optimization	\$42,000	http://www.itscosts.it s.dot.gov/	2009	1.086	\$45,612

Source: Cambridge Systematics, Inc

* Communications networks and roadway surveillance coverage (US 1 already has communications network):

- Between SR 821/Florida Turnpike Homestead Extension and I-95/US 1 (about 51 miles): SW 88th St (Kendall Dr.); SW 40th St; SW 24th St (Coral Way); SW 8th St, NW 7th St, NW 12th St (between SR 821 and NW 42nd Ave);
- Between SR 112/SR 835 and US 1/SW 88th St (about 27 miles): SW 107th Ave, SW 87th Ave, SW 57th Ave, SW 42th Ave (Le Jeune Rd), SW 27th Ave, US 1

18. SR 997 (Krome Ave) at SW 312th St (Campbell Dr)

A review of the geometric condition and traffic pattern of intersection suggests that the intersection experience high turning volumes. The recommended congestion strategy and its cost for this facility are:

Table 28: CMP Strategies - SR-997 at SW 312th St

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
Intersection Improvements - redesign to meet minimum turn radius requirements	\$500,000	estimate	2013	1	\$500,000

Source: Cambridge Systematics, Inc

19. NW 12th St (MIA Perimeter Rd)/MIA access/circulation road

A review of the geometric condition and traffic pattern of intersection suggests that the high throughput and limited capacity with the circulation road at MIA contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 29: CMP Strategies - NW 12th St (MIA Perimeter Rd)/MIA access/circulation road

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2013\$
Active traffic management strategies on MIA circulator road and between MIA and NW 37th Ave*	\$8,000,000	estimate	2013	1	\$8,000,000
Real Time Parking Availability Information	\$1,000,000	estimate	2013	1	\$1,000,000

Source: Cambridge Systematics, Inc

* Active traffic management strategies include dynamic lane control, dynamic speed control, real-time information, etc. It requires installation of speed/volume detectors, travel time collection devices, traffic monitoring cameras, dynamic message signs, lane markings, etc.

20. NW 12th St (MIA Perimeter Rd)/MIA access/circulation road

A review of the geometric condition and traffic pattern of intersection suggests that the high throughput and limited capacity with the circulation road at MIA contribute to the congestion. The recommended congestion strategies and their costs for this facility are:

Table 30: CMP Strategies - NW 12th St (MIA Perimeter Rd)/MIA access/circulation road

CMP Strategies	Estimated Costs	Reference	Year Estimates	of Inflation (CPI)	2014\$
Communication network and roadway surveillance coverage*	\$32,831,400	FDOT D4 ATMS	2011	1.036	\$34,013,330

Source: Cambridge Systematics, Inc

* Communications networks and roadway surveillance coverage (US 1 already has communications network):

- Between SR 821/Florida Turnpike Homestead Extension and I-95/US 1 (about 51 miles): SW 88th St (Kendall Dr.); SW 40th St; SW 24th St (Coral Way); SW 8th St, NW 7th St, NW 12th St (between SR 821 and NW 42nd Ave);
- Between SR 112/SR 835 and US 1/SW 88th St (about 27 miles): SW 107th Ave, SW 87th Ave, SW 57th Ave, SW 42th Ave (Le Jeune Rd), SW 27th Ave, US 1

21. City of Miami Beach ITS and Parking Management System (PMS)

The City of Miami Beach is an important economic generator for Miami-Dade County. Collins Ave in Miami Beach is ranked 12 among the congested corridors and is included in the tier 2 corridors. The City of Miami Beach Commission recently approved moving forward with an Intelligent Transportation Systems (ITS) and Parking Management Systems (PMS) project that received City Commission approval on July 23, 2014. The costs of both projects are estimated to be \$14.5 million (2013\$). The City has applied for \$14.5 M TIGER funding for this project, with the City contributing \$4.5 M local match. In the event the project does not get TIGER funding, the City will use the \$4.5 M local funding to fund a reduced scope. Given the importance of

the City in promoting economic activity, the arterial ITS and PMS projects approved by City of Miami Beach are also included in the list of CMP projects.

Table 31: CMP Strategies - City of Miami Beach ITS and Parking Management System

CMP Strategies	Estimated Costs	Reference	Year of Estimates	Inflation (CPI)	2013\$
ITS and PMS	\$14,500,000	City of Miami Beach	2013	1	\$14,500,000

Source: City of Miami Beach

Implementation of CMP Strategies

Implementation of congestion mitigation strategies are constrained by available funds for congestion management in the region. Miami-Dade MPO established a set aside to fund CMP projects. Five percent of Other Arterials funds and Local Gas Tax were set aside as funding for CMP improvements, as presented in Error! Reference source not found..

Table 32: CMP Funding in \$YOE (FY 2020 – FY 2040)

2040 L RTP Congestion Management Set Aside	2020	2021-2025	2026- 2030	2031- 2040	Total
Other Arterials (5%)	\$4.8 M	\$21.5 M	\$20.3 M	\$44.4 M	\$91 M
Local Gas Tax (5%)	\$4.1 M	\$24.6 M	\$25.2 M	\$25.9 M	\$80 M
TOTAL	\$9 M	\$46 M	\$45 M	\$70 M	\$171 M

Source: Gannett Fleming, Inc.

Based on funding availability in different time periods from 2020 to 2040, CMP projects were assigned to different timeframe. Using *Table D-1 Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars* from FDOT 2040 Revenue Forecast Handbook, inflation factors were applied to project costs to reflect future value. **Table 32** documents the total CMP project needs and the cost feasible projects.

Evaluation of CMP Strategies

Evaluation of CMP strategy effectiveness is an essential element of the CMP. The primary goal of the evaluation is to understand the effectiveness of implemented strategies at addressing congestion as intended, and to make changes based on the findings as necessary. Findings that show improvement in congested conditions due to specific implemented strategies can be used to encourage further implementation of these strategies, while negative findings may be useful for discouraging or downplaying the effectiveness of similar strategies in similar situations. CMP strategy evaluation can be either at the system level or at the project level. Traffic data before and after implementation of a strategy, should be collected in order to understand the real impact of a strategy. Therefore, strategy evaluation methodology should be determined before a strategy is implemented, and data collection should be conducted before implementation of a project.



Table 33: Cost Feasible CMP Projects

CMP Corridors/Hotspots	CMP Strategies	2013\$	2020 (Capital)	2021-2025 (Capital)	2026-2030 (Capital)	2031-2040 (Capital)	Total
Network*	Communication network and roadway surveillance coverage	\$34,013,330	\$4,763,730	\$27,483,664		\$19,727,732	\$51,975,125
Interchange at I-95 and I-195	Speed harmonization/queue warning on I-95 and I-195	\$12,984,000		\$17,528,400			\$17,528,400
	Roadway signage improvements on ramps from I-195 to I-95	insignificant					\$0
Intersection at NW S River Dr and NW 33rd Ave	Access management	\$1,000,000	\$1,210,000				\$1,210,000
	Widen the road and bridge to at least three lanes to provide at a minimum, a turn lane for the turning vehicles	\$2,303,273		\$987,936	\$2,498,634		\$3,486,571
MacArthur Causeway eastern terminus (Watson Island to Alton Rd)	Signal timing optimization	\$13,032	\$15,769				\$15,769
	Access management and intersection improvement at Watson Island	\$30,000,000			\$7,481,616	\$51,374,455	\$58,856,071
Intersection at NW 29th St and NW 42nd Ave (Le Jeune Rd) - north leg	Signal timing optimization	\$48,870	\$59,133				\$59,133
	Intersection improvements at NW 29th St and NW 42nd Ave	\$1,000,000			\$1,590,000		\$1,590,000
	Access improvements	\$1,000,000			\$1,590,000		\$1,590,000
Intersection at Ives Dairy Rd (NE 203rd St) and Highland Lakes Blvd - south leg	Signal detector improvement - pilot	\$50,000	\$60,500				\$60,500
Coral Way from SW 37th Ave to US-1	Signal timing optimization	\$58,644	\$70,959				\$70,959
	Real Time Parking Availability Information	\$1,000,000			\$1,590,000		\$1,590,000
US 1 between SW 344 St and I-95	Enforce "don't block box' initiatives	insignificant					\$0
	Signal timing optimization	\$228,060	\$275,953				\$275,953
NW 27th Ave/SW 27th Ave from SW 8th St (Tamiami Trail) to NW 36th St	Signal timing optimization	\$32,580	\$39,422				\$39,422
	Median/access improvements	\$3,025,000			\$4,809,750		\$4,809,750
Ponce De Leon Blvd between SW 57th Ave (Red Road) and NW 42nd Ave (Le Jeune Rd)	Signal timing optimization	\$19,548	\$23,653				\$23,653
NW 7th St between NW 72nd Ave and NW 7th Ave	Signal timing optimization	\$68,418	\$82,786				\$82,786
NW 2nd Ave between Golden Glades Interchange and Miami-Dade/Broward County line	Signal timing optimization	\$26,064	\$31,537				\$31,537
SW 8 th St (Tamiami Trail) from SR-826 (Palmetto Expressway) to I-95	Signal timing optimization	\$114,030	\$137,976				\$137,976
NW 57th Ave (Red Rd) from NW 135th St to SR 826 (Palmetto Expressway)	Signal timing optimization	\$26,064	\$31,537				\$31,537
	Access improvements	\$2,000,000			\$3,180,000		\$3,180,000
NW 167th St between NW 2nd Ave and NE 15th Ave	Signal timing optimization	\$32,580	\$39,422				\$39,422
	Access improvements	\$1,000,000			\$1,590,000		\$1,590,000
SR 934 (Hialeah Expressway) between NW 84th Ave and W 4th Ave (Red Road)	Signal timing optimization	\$19,548	\$23,653				\$23,653
	Intersection improvements for trucks	\$3,000,000			\$4,770,000		\$4,770,000
	TDM Strategies	insignificant					\$0
Miami Ave; SW 2nd Ave; SW 1st St; Flagler St; NW 7th Ave bridges over Miami River	Advanced bridge closing signs/rerouting information signs	\$1,218,000	\$1,473,780				\$1,473,780



CMP Corridors/Hotspots	CMP Strategies	2013\$	2020 (Capital)	2021-2025 (Capital)	2026-2030 (Capital)	2031-2040 (Capital)	Total
SW 22nd St (Coral Way) from SR-826 (Palmetto Expressway) to SW 37th Ave	Signal timing optimization	\$45,612	\$55,191				\$55,191
SR 997 (Krome Ave) at SW 312th St (Campbell Dr)	Intersection Improvements - redesign to meet minimum turn radius requirements	\$500,000	\$605,000				\$605,000
NW 21st St/MIA access/circulation road	Active traffic management on MIA circulator road and between MIA and NW 37th Ave**	\$8,000,000			\$12,720,000		\$12,720,000
	Advanced Parking System	\$2,000,000			\$3,180,000		\$3,180,000
NW 12th St (MIA Perimeter Rd)/MIA access/circulation road	Communications networks and roadway surveillance coverage – please refer to the strategy for “Network”						\$0
City of Miami Beach	ITS and Parking Management System (PMS)***	\$14,500,000					\$0
Cost Feasible Projects Total			\$9,000,000	\$46,000,000	\$45,000,000	\$71,102,187	\$171,102,187

Source: Cambridge Systematics.

* Communications networks and roadway surveillance coverage (US 1 already has communications network):

- Between SR 821/Florida Turnpike Homestead Extension and I-95/US 1(about 51 miles): SW 88th St (Kendall Dr.); SW 40th St; SW 24th St (Coral Way); SW 8th St, NW 7th St, NW 12th St (between SR 821 and NW 42nd Ave);
- Between SR 112/SR 835 and US 1/SW 88th St (about 27 miles): SW 107th Ave, SW 87th Ave, SW 57th Ave, SW 42th Ave (Le Jeune Rd), SW 27th Ave, US 1

** Active traffic management strategies include dynamic lane control, dynamic speed control, real-time information, etc. It requires installation of speed/volume detectors, travel time collection devices, traffic monitoring cameras, dynamic message signs, lane markings, etc.

*** The City of Miami Beach has applied for \$14.5 M TIGER funding for this project, with the City contributing \$4.5 M local match. In the event the project does not get TIGER funding, the City will use the \$4.5 M local funding to fund a reduced scope.

CMP Visualization

To help general public, stakeholders, and transportation professionals to understand the congestion conditions in the region and the impact of proposed CMP projects, a couple of visualization tools were utilized in this CMP update:

1. Internet and mobile application resources are gathered to visually present real-time congestion conditions of the region;

- a. Website:

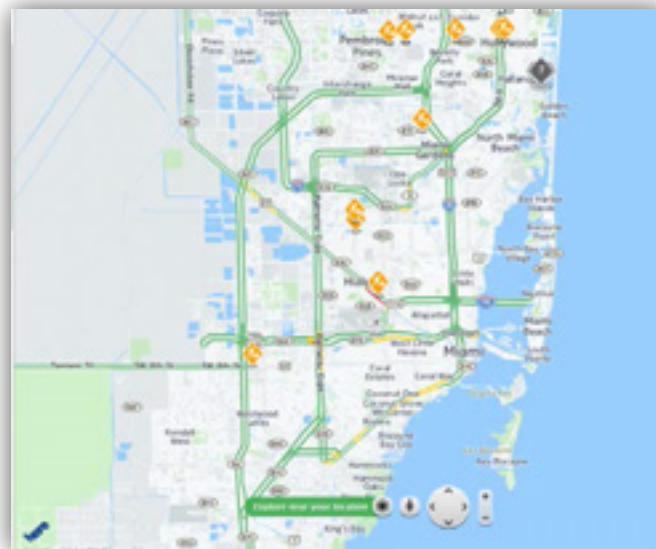
- i. FDOT District 6 TMC Real-Time Traffic Video:
http://sunguide.info/sunguide/index.php/travel_info



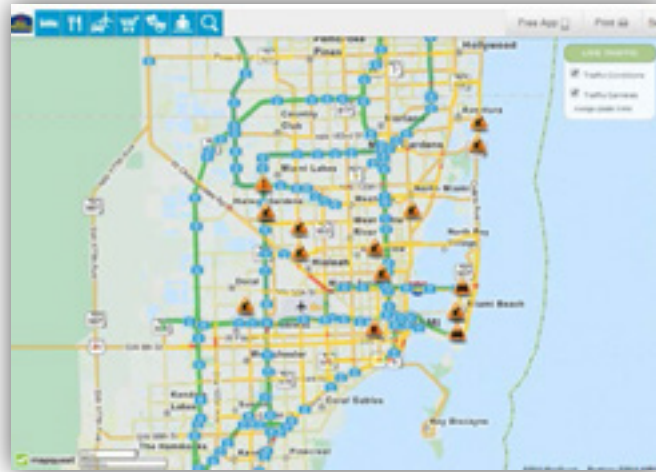
- ii. Google Maps: <https://www.google.com/maps>



iii. HERE- City and County Maps: <http://here.com/>



iv. MapQuest: <http://www.mapquest.com/traffic/>



b. Mobile Applications

- i. Florida 511 Traveler Information System: IOS, Android
- ii. Google Maps: IOS, Android, Blackberry (\$1.99)
- iii. Beat the Traffic: IOS, Blackberry, Android
- iv. INRIX Traffic: IOS, Blackberry, Android

2. Visual demonstrations of CMP strategies were introduced to help public understand these strategies and how they can help mitigate congestion.



(a) Speed Harmonization



(b) Real Time Parking Availability Information

These tools are accessible through the 2040 LRTP website.



Appendix A: CMP Strategy Toolbox

Table 34: Intelligent Transportation Systems (ITS) and Transportation System Management (TSM) Strategies

Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
Traffic Signal Coordination and Modernization This strategy improves traffic flow and reduces emissions by minimizing stops on arterial streets. Enhancements to timing/coordination plans and equipment to improve traffic flow and decrease the number of vehicle stops. May include: <ul style="list-style-type: none">• Modern technology that provides for real-time traffic and transit management• Equipment that may permit immediate knowledge of malfunctions• Responsive control that allows traffic signals to alter timing in response to immediate traffic flow conditions, rather than at predetermined times• Transit signal priority system that can extend “green-time” a few seconds to allow buses to progress through an intersection	<ul style="list-style-type: none">• Improve travel time• Reduce the number of stops• Reduce VMT by vehicle miles per day, depending on program• Reduce VHD and PHT• Reduced air pollution, fuel consumption and travel time• Increase "capacity" of an intersection to handle vehicles, reduced number of vehicle strategies	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Ramp Metering This allows freeways to operate at their optimal flow rates, thereby speeding travel and reducing collisions. May include bus or high-occupancy vehicle bypass lanes. May require ramp widening to avoid extensive vehicle queuing.	<ul style="list-style-type: none">• Decrease travel time• Decrease accidents• Improve traffic flow on major facilities• Improved speed on freeway• Decreased crash rate on freeway	L	<ul style="list-style-type: none">• Medium-term: 5 to 10 years
Highway Information Systems These systems provide travelers with real-time information that can be used to make trip and route choice decisions.	<ul style="list-style-type: none">• Reduce travel times and delay• Some peak-period travel shift	L	<ul style="list-style-type: none">• Medium-term: 5 to 10 years
Advanced Traveler Information Systems This provides an extensive amount of data to travelers, such as real time speed estimates on the web or over wireless devices, and transit vehicle schedule progress. Provides travelers with real-time information that can be used to make trip and route choice decisions. Information accessible on the web, dynamic message signs, 511 systems, Highway Advisory Radio (HAR), or handheld wireless devices.	<ul style="list-style-type: none">• Reduce travel times and delay• Some peak-period travel and mode shift	L	<ul style="list-style-type: none">• Medium-term: 5 to 10 years
Targeted and Sustained Enforcement of Traffic Regulations Improves traffic flow by reducing violations that cause delays; Includes automated enforcement (e.g., red light cameras)	<ul style="list-style-type: none">• Improve travel time• Decrease the number of stops	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Special Events and Work Zone Management Includes a suite of strategies including temporary traffic control, public awareness and motorist information, and traffic operations	<ul style="list-style-type: none">• Minimize traffic delays• Improve mobility• Maintain access for businesses and residents	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Road Weather Management Identifying weather and road surface problems and rapidly targeting responses including advisory information, control measures, and treatment strategies	<ul style="list-style-type: none">• Improve safety due to reduced crash risk• Increased mobility due to restored capacity, delay reductions, and more uniform traffic flow	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Roadway Signage Improvements Adequate or additional signage that facilitates route-finding and the decision-making ability of roadway users. Signs with clearer/larger lettering that can be read from a greater distance	<ul style="list-style-type: none">• Reduced level of driver uncertainty and fewer erratic driving maneuvers• Reduced delay for upstream approaching vehicles• Psychological encouragement to unsure motorists• Less chance of crashes caused by sudden lane changes, extremely slow-moving vehicles or sudden stops	L	Short-term <ul style="list-style-type: none">• Production of signs and installation can occur shortly after site visits and design of new signing plans. Design should follow the guidance of the Manual on Uniform Traffic Control Devices (MUTCD).
Dynamic Speed Control "Go Slow, Go Fast"	<ul style="list-style-type: none">• Air Quality Benefit Medium• Positive user impacts	L	<ul style="list-style-type: none">• 1-2 years
Freeway Incident Detection and Management Systems This is an effective way to alleviate non-recurring congestion. Systems typically include video monitoring, dispatch systems, and sometimes roving service patrol vehicles.	<ul style="list-style-type: none">• Reduce accident delay• Reduce travel time• Decrease VHT and PHT	M	<ul style="list-style-type: none">• Medium- to Long-term: likely 10 years or more
Service Patrols Service vehicles patrol heavily traveled segments and congested sections of the freeways that are prone to incidents to provide faster and anticipatory responses to traffic incidents and disabled vehicles	<ul style="list-style-type: none">• Reduce incident duration time• Restore full freeway capacity• Reduce the risks of secondary accidents to motorists	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Converting Streets to One-Way Operations Establishes pairs of one-way streets in place of two-way operations. Most effective in downtown or very heavily congested areas	<ul style="list-style-type: none">• Increase traffic flow	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Traffic Surveillance and Control Systems Often housed within a Traffic Management Center (TMC), monitors volume and flow of traffic by a system of sensors, and further analyzes traffic conditions to flag developing problems, and implement adjustments to traffic signal timing sequences, in order to optimize traffic flow estimating traffic parameters in real-time.	<ul style="list-style-type: none">• Decrease travel times and delay• Some peak-period travel and mode shift	M	<ul style="list-style-type: none">• Medium-term: 5 to 10 years
Electronic toll collection (ETC) Equipment that electronically collects tolls from users without requiring vehicles to stop at a toll booth	<ul style="list-style-type: none">• Fewer vehicle stops and less traveler delay at toll stations• Cost savings due to no (or fewer) toll booth facilities or lanes• Significant decrease in pollutant emissions from stop-and-go traffic at toll booths/plazas	M	Short- to medium-term: <ul style="list-style-type: none">• Physical implementation of electronic toll collection equipment can be completed in a short time period for a roadway, unless additional right-of-way is needed.
Communications networks and roadway surveillance coverage <ul style="list-style-type: none">• Base infrastructure (fiber, cameras, etc.) required to support all operational activities.• Communications networks that allow remote roadway surveillance and system control from a TMC and provision of data for immediate management of transportation operations and distribution of information	<ul style="list-style-type: none">• Increased capability for regional-level coordination of operations and traveler information.	M	Medium- to long-term <ul style="list-style-type: none">• Small-scale items and opportunistic expansion can be done quickly. Larger-scale regional network components require more time for planning and funding.



Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
Transit vehicle travel information Communications infrastructure, GPS technology, vehicle detection/monitoring devices and signs/media/Internet sites for providing information to the public such as the arrival times of the next vehicles	<ul style="list-style-type: none">• More satisfied customers and increased ridership due to enhanced and reliable information sources• Improved operations and management of transit service	M	Medium <ul style="list-style-type: none">• Time is required for detailed planning, design and funding procurement
Transit intersection queue jump lanes and signal priority <ul style="list-style-type: none">• Additional travel lane at a signalized intersection that allows buses to proceed via their own “green-time” before other vehicles• Done by restriping within existing road footprint or this may require construction	<ul style="list-style-type: none">• Reduced bus travel delays due to traffic signals and traffic congestion• Reduced bus travel delays due to traffic signals and traffic congestion• Improved operational efficiency of transit service within a corridor• Increased ridership and reduced congestion due to time savings• Safer driving conditions for all vehicles due to fewer severe and sudden lane changes by buses• Increased ridership and reduced congestion due to time savings• Safer driving conditions for all vehicles due to fewer severe and sudden lane changes by buses	M	Short-term: 1 to 5 years <ul style="list-style-type: none">• All phases–planning, engineering and implementing–a queue-jump lane can be reasonably completed in less than one year.• Longer time is needed if new lane must be constructed
Reversible Traffic Lanes These are appropriate where traffic flow is highly directional.	<ul style="list-style-type: none">• Increase peak direction capacity• Reduce peak travel times• Improve mobility	H	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Cordon area congestion fees An established cordon area or zone in which vehicles are charged a fee to enter. Such a fee can be variable (by time of day) or dynamic (based on real-time congestion conditions). Should include electronic payment/collection methods using cameras or transponders	<ul style="list-style-type: none">• Reduced pollution and congestion within the cordon area• Revenues for roadway maintenance and new transit, bicycle and pedestrian facilities• Overall reduced congestion due to less VMT• Provide incentive to use transit, bike, or walk	H	Medium- to long-term <ul style="list-style-type: none">• Extensive time is required for the entire process including political and public discussions, possible ballot measures, construction and implementation



Table 35: Travel Demand Management (TDM) Strategies

Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
Alternative Work Hours This allows workers to arrive and leave work outside of the traditional commute period. It can be on a scheduled basis or a true flex-time arrangement. Can also include a compressed work week.	<ul style="list-style-type: none">• Reduce peak-period VMT• Improve travel time among participants• Reduction in SOV trips (maybe modify with "during peak")	L	<ul style="list-style-type: none">• Employer-based• Short-term: 1 to 5 years
Telecommuting This involves employees to work at home or regional telecommute center instead of going into the office. They might do this all the time, or only one or more days per week. Also include teleconferencing and videoconferencing.	<ul style="list-style-type: none">• Reduce VMT• Reduce SOV trips• Fewer drivers during morning and afternoon rush hours.• Increased employee productivity, improved employee retention and recruitment, reduced overhead costs and lower demand for physical office and parking space• Decreased commuting time and expenses for employees	L	<ul style="list-style-type: none">• Employer-based• Short-term: 1 to 5 years
Alternative travel mode events and assistance <ul style="list-style-type: none">• Variety of events that promote, encourage and educate people about alternative travel modes (e.g. Bike to Work Day, RideSmart Thursdays and employer transportation fairs)• Programs that provide free or low-cost transit services (e.g. EcoPass) or other incentives	<ul style="list-style-type: none">• Fewer single-occupant vehicles on the road and less overall traffic congestion• Lower commuting costs	L	<ul style="list-style-type: none">• Short-term
Public Education Campaigns E.g. driving habits, trip chaining, idle reduction, jackrabbit starts, Clean the Air Challenge	<ul style="list-style-type: none">• Air Quality Benefit Medium• Positive user impacts	L	<ul style="list-style-type: none">• Immediate
Commuter Services Please note that the costs and impacts are statistics between Oct. 1st 2007 and Sept. 30th 2008 - in December 2008, the 95 Express Lanes opened, so the statistics are likely over-estimates of the benefits of commuter services	<ul style="list-style-type: none">• Reduce VMT• Reduce SOV trips• Lower commuting cost	L	<ul style="list-style-type: none">• Immediate
Ridesharing This is typically arranged/encouraged through employers or transportation management agencies, which provides ride-matching services. Programs to promote carpooling and vanpooling, including ridematching services and policies that give ridesharing vehicles priority in traffic and parking.	<ul style="list-style-type: none">• Reduce work VMT• Reduce SOV trips• Lower commuting costs• Reduce parking congestion• Promote transit, biking and walking	M	<ul style="list-style-type: none">• Employer-based• Short-term: 1 to 5 years
Road Pricing Involves pricing facilities to encourage off-peak or HOV travel, and includes time-variable congestions pricing and cordon (area) tolls, high occupancy/ toll (HOT) lanes, and vehicle-use fees	<ul style="list-style-type: none">• Decrease peak period VMT• Decrease SOV trips	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Guaranteed Ride Home Policies Provides a guaranteed ride home at no cost to the employee in the event an employee or a member of their immediate family becomes ill or injured, requiring the employee to leave work	<ul style="list-style-type: none">• Decrease work VMT• Decrease SOV trips	H	<ul style="list-style-type: none">• Employer-based• Short-term: 1 to 5 years
Non-traditional toll roads For non-traditional toll roads, travelers choose to pay for passage on roads. They are implemented similarly to traditional toll roads, but with non-traditional implementation: <ul style="list-style-type: none">• Managed Lanes – A toll lane or lanes designed to increase freeway efficiency through a combination of operational and design actions; and• HOT Lanes – High Occupancy Vehicle (HOV) toll lanes that allow a limited number of low-occupancy vehicles to use the lane if a fee is paid. Typically free for HOVs	<ul style="list-style-type: none">• Generate revenue to maintain its system and to address transportation improvements regionwide• Reduce congestion in corridors and systems• Provide travel time savings to users of the system	H	<ul style="list-style-type: none">• Mid term (3 to 10 years) for implementation• Long term (11+ years) before strategy becomes effective



Table 36: Land Use Strategies

Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
Mixed-Use Development This allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles	<ul style="list-style-type: none">• Increase walk trips• Decrease SOV trips• Decrease in VMT• Decrease vehicle hours of travel	L	<ul style="list-style-type: none">• Long-term: 10 or more years
Infill and Densification This takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.	<ul style="list-style-type: none">• Decrease SOV• Increase transit, walk, and bicycle• Doubling density decreases VMT per household• Medium/high vehicle trip reductions• Air quality benefit to densification	L	<ul style="list-style-type: none">• Long-term: 10 or more years
Efficient land use and development practices <ul style="list-style-type: none">• Areawide policies and strategies that result in a more transportation-efficient regional development pattern (e.g. urban growth boundary)• Localized planning, zoning, ordinances and site approval strategies that result in more transportation-efficient developments (e.g. mixed-land-uses, higher density, urban centers, well connected transit, pedestrian and bicycling facilities)	<ul style="list-style-type: none">• Less motor vehicle use through greater bicycling, walking and transit use• Related health benefits and economic savings via less infrastructure needs• Reduce VMT• Reduce SOV trips• Increase alternative modes share	M	Short- to long-term <ul style="list-style-type: none">• Small-scale retrofit practices, re-zonings or comprehensive plan amendments can be done in a short to moderate timeframe. Regional-scale policy changes may take a long time to adopt and result in development changes on the ground and integration with transportation systems.
Transit-Oriented Development This clusters housing units and/or businesses near transit stations in walkable communities.	<ul style="list-style-type: none">• Decrease SOV share• Shift carpool to transit• Increase transit trips• Decrease VMT• Decrease in vehicle trips• Increase transit mode share	NA	<ul style="list-style-type: none">• Long-term: 10 or more years
Transportation Management Associations Nonprofit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center, or industrial park. They are generally public-private partnerships consisting primarily of area businesses with local government support.	<ul style="list-style-type: none">• Reduce VMT• Reduce SOV trips• Increase alternative modes share• Increase transit mode share	NA	<ul style="list-style-type: none">• Employer-based• Short-term: 1 to 5 years



Table 37: Parking Strategies

Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
Employer/Landlord Parking Agreements Employers can negotiate leases so that they pay only for the number of spaces used by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing non-driving employees with the cash equivalent of a parking space	<ul style="list-style-type: none">• Reduce work VMT• Increase non-auto mode shares	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Preferential or Free Parking for HOVs and Parking Management Strategies include reducing the availability of free parking spaces, particularly in congested areas, or providing preferential or free parking for HOVs. This provides an incentive for workers to carpool.	<ul style="list-style-type: none">• Reduce work VMT• Increase vehicle occupancy	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years
On-Street Parking and Standing Restrictions Enforcement of existing regulations can substantially improve traffic flow in urban areas. Peak-period parking prohibitions can free up extra general purpose travel lanes or special us or HOV “diamond” lanes.	<ul style="list-style-type: none">• Increase peak period capacity• Reduce travel time and congestion on arterials• Increase HOV and bus mode shares	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Park and Ride Lots Park-and-Ride lots provide parking in areas that are convenient to other modes of transportation, and are commonly located adjacent to train stations, bus lines, or HOV lane facilities	<ul style="list-style-type: none">• Increase transit use and ridesharing• Decrease VMT	M	<ul style="list-style-type: none">• Medium-term: 5 to 10 years
Real Time Parking Availability Information Helps drivers find or reserve parking using real-time information about the status of parking availability	<ul style="list-style-type: none">• Decrease congestion on local streets• Some peak-period travel and mode shift	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Location-Specific Parking Ordinances Parking requirements can be adjusted for factors such as availability of transit, a mix of land uses, or pedestrian-oriented development that may reduce the need for on-site parking. This encourages transit-oriented and mixed-use development.	<ul style="list-style-type: none">• Reduce VMT• Increase transit and non-motorized mode shares	NA	<ul style="list-style-type: none">• Long-term: 10 or more years
Local and Regional Excise Taxes A flat fee-per-space on parking spaces provided by businesses designed to discourage automobile-dependent development, encourage more efficient land use, and - to the extent the fees are passed on to parkers - encourage non-motorized and transit choices. The revenue generated by such a tax (on parking spaces, not their use) could be used for transit and other transportation investments not eligible for highway dollars.	<ul style="list-style-type: none">• Generate revenue to maintain its system and to address transportation improvements regionwide• Reduce congestion in corridors and systems• Promote transit, biking, and walking• Increase access to and increase use of alternative modes	NA	<ul style="list-style-type: none">• Medium-term Implementation should take between 3 to 10 years.



Table 38: Regulatory Strategies

Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
Trip Reduction Ordinance Draws commuters to use other ways to travel to work besides driving alone. Requires employers to promote commute alternatives.	<ul style="list-style-type: none">• Improve air quality• Decrease traffic congestion• Minimize energy consumption	L	• Medium-term: 5 to 10 years
Congestion Pricing Controls peak-period use of transportation facilities by charging more for peak-period use than for off-peak. Congestion pricing fees are charged to drivers using congested roadways during specific times of the day. This strategy is evaluated in order to maintain a specific level of service on a given road or all roads (areawide systems) in a region. For example, an average fee of \$0.65 cents/mile could be applied to 29 percent of urban and 71 percent of rural vehicle miles traveled (VMT) to better manage travel demand and the resulting congestion for a roadway	<ul style="list-style-type: none">• Decrease VMT• Increase transit and nonmotorized mode shares	M	• Medium-term: 5 to 10 years
Auto Restriction Zones (Pedestrian Malls) Allows for a more equitable community, where all residents have an equal access to services within the area. Provides commercial access for pedestrians and non-car users. The most common form of an auto-restriction zone (pedestrian zones) in large cities is the pedestrian mall. Pedestrian malls generally consist of a storefront-lined street that is closed off to most automobile traffic.	<ul style="list-style-type: none">• Increase capacity• Decrease travel times• Increase safety• Improve bicycle and pedestrian-friendly roadways	M	• Medium-term: 5 to 10 years
Truck Restrictions Aims to separate trucks from passenger vehicles and pedestrians. Prohibits trucks from traveling on certain roadways, and may call for weight restrictions on certain bridges.	<ul style="list-style-type: none">• Increase capacity• Decrease travel times• Increase safety• Improve bicycle and pedestrian-friendly roadways	M	• Medium-term: 5 to 10 years
Arterial Access Management Involves the application of local and state planning, and regulatory tools in efforts to preserve and/or enhance the transportation functions of roadways. Includes land use ordinances and techniques, corridor preservation, transportation improvements, and techniques in finance.	<ul style="list-style-type: none">• Increase capacity• Decrease travel times• Increase safety• Improve bicycle and pedestrian-friendly roadways	M	• Medium-term: 5 to 10 years



Table 39: Transit Strategies

Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
Enhanced Transit Amenities Includes vehicle replacement/upgrade, which furthers the benefits of increased transit use	<ul style="list-style-type: none">• Decrease daily VMT• Decrease congestion• Increase ridership	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and construction)
Realigned Transit Service Schedules and Stop Locations Service adjustments to better align transit service with ridership markets	<ul style="list-style-type: none">• Increase transit ridership• Decrease daily VMT	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Improved Bicycle and Pedestrian Facilities at Transit Stations Includes improvements to facilities that provide access to transit stops as well as provisions for bicycles on transit vehicles and at transit stops (bicycle racks and lockers)	<ul style="list-style-type: none">• Increase bicycle mode share• Decrease motorized vehicle congestion on access routes	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and construction)
Reducing Transit Fares This encourages additional transit use, to the extent that high fares are a real barrier to transit.	<ul style="list-style-type: none">• Reduce daily VMT• Reduce congestion• Increase ridership	M	<ul style="list-style-type: none">• Short-term: Less than one year
Employer Incentive Programs Encourages additional transit use through transit subsidies of mass transit fares provided by employers	<ul style="list-style-type: none">• Increase transit ridership• Decrease travel time• Decrease daily VMT	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Electronic Payment Systems and Universal Farecards Interchangeable smartcard payment system (including RFID) that can be used as a fare payment method for multiple transit agencies throughout the region	<ul style="list-style-type: none">• Increase transit ridership• Decrease travel time	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years
Intelligent Transit Stops Ranges from kiosks, which show static transit schedules, to real-time information on schedules, locations of transit vehicles, arrival time of the vehicle, and alternative routes and modes	<ul style="list-style-type: none">• Decrease daily VMT• Decrease congestion• Increase ridership	M	<ul style="list-style-type: none">• Medium-term: 5 to 10 years (includes planning, engineering, and construction)
Electronic fare collection Equipment that allows riders to electronically pay a transit fare by using credit, debit and magnetic fare cards	<ul style="list-style-type: none">• Improved service efficiency, passenger convenience and passenger loading time• Increased ridership• Acquisition of more accurate and comprehensive ridership and trip data• Improved analysis and forecasting of trip ridership patterns and fare structure impacts• Reduced overall operating cost of fare collection and processing• Increased revenue through less fare evasion and greater accountability	M	<ul style="list-style-type: none">• Medium-term It is estimated that a full deployment of an electronic fare payment system could take from three to five years
Express Bus Service Expansion Bus service with high-speed operations, usually between two commuter points.	<ul style="list-style-type: none">• Reduce VMT• Reduce SOV trips• Increase transit ridership & mode share	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and construction)
Local circulator expansion Fixed-route service within an activity area, such as a CBD or campus, designed to reduce short trips by car.	<ul style="list-style-type: none">• Reduce VMT• Reduce SOV trips• Increase transit ridership & boardings	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and construction)
Implementing Rail Transit This best serves dense urban centers where travelers can walk to their destinations. Rail transit from suburban areas can sometimes be enhanced by providing park- and- ride lots.	<ul style="list-style-type: none">• Reduce daily VMT• More consistent and sometimes faster travel times versus driving• Reduce SOV trips	H	<ul style="list-style-type: none">• Long-term: 10 or more years (includes planning, engineering, and construction)
New Fixed Guideway Transit Travelways <ul style="list-style-type: none">• Exclusive guideways (e.g. light rail, heavy/commuter rail) and street travelways (e.g. 16th Street Mall, bus rapid transit (BRT)) devoted to increasing the person-carrying capacity within a travel corridor (see section 3.F. for information on HOV lanes)	<ul style="list-style-type: none">• More consistent and sometimes faster travel times for transit passengers versus driving• Increased person throughput capacity within a corridor due to people switching from single occupant motor vehicles to transit• Stimulation of efficient mixed-use or higher-density development	H	<ul style="list-style-type: none">• Medium- to long-term Development and implementation of a rail project is a major undertaking that can take 10 or more years from initial planning phases through NEPA studies to an opening day.• On-street conversion of travel lanes to BRT may not take quite as long.
Increasing Bus Route Coverage or Frequencies This provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use. May require investment in new buses which would create a capital cost per passenger trip. May also include new routes or extensions to existing routes.	<ul style="list-style-type: none">• Increase transit ridership• Decrease travel time• Reduce daily VMT• Improved convenience and travel reliability• Reduced traffic congestion due to trips switched from driving alone to transit	H	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and construction)
Dedicated Rights-of-Way for Transit Reserved travel lanes or rights-of-way for transit operations, including use of shoulders during peak periods	<ul style="list-style-type: none">• Increase transit ridership• Decrease travel time	H	<ul style="list-style-type: none">• Medium-term: 5 to 10 years (includes planning, engineering, and construction)
BRT High-capacity, highly efficient bus service designed to compete with rail in terms of quality of service.	<ul style="list-style-type: none">• Reduce VMT• Reduce SOV trips• Increase transit ridership & mode share	H	<ul style="list-style-type: none">• Long-term: 10 or more years (includes planning, engineering, and construction)



Table 40: Highway Strategies

Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
Increasing Number of lanes without Highway widening This takes advantage of “excess” width in the highway cross section used for breakdown lanes or median.	<ul style="list-style-type: none">• Increase capacity	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Geometric Design Improvements This includes widening to provide shoulders, additional turn lanes at intersections, improved sight lines, auxiliary lanes to improve merging and diverging. Interchange modifications to decrease weaving sections on a freeway, paved shoulders and realignment of intersecting streets. Consider revising to discuss added segment capacity and added intersection capacity	<ul style="list-style-type: none">• Increase mobility• Reduce congestion by improving bottlenecks• Increase traffic flow and improve safety• Decrease incidents due to fewer conflict points	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Super Street Arterials This involves converting existing major arterials with signalized intersections into “super streets” that feature grade-separated intersections.	<ul style="list-style-type: none">• Increase capacity• Improve mobility	M	<ul style="list-style-type: none">• Medium-term: 5 to 10 years (includes planning, engineering, and implementation)
Acceleration/Deceleration lanes <ul style="list-style-type: none">• Deceleration lane provided on a freeway just before an exit off-ramp allowing vehicles to reduce speed outside the through-lanes• Acceleration lane provided as an extension of a freeway on-ramp or an arterial street turn-lane for vehicles to increase speed and merge more smoothly into the through-lane	<ul style="list-style-type: none">• Slower-moving turning or exiting vehicles are removed from through lanes resulting in fewer delays for upstream traffic• Accelerating vehicles are provided more distance to reach the speed of through traffic, resulting in fewer delays caused by merging and weaving vehicles• In certain situations, can greatly reduce delays (caused by braking) for upstream vehicles during peak traffic flow periods	M	<ul style="list-style-type: none">• Medium-term Right-of-way is an important factor in the time required for implementation and construction.
Highway Widening by Adding Lanes This is the traditional way to deal with congestion.	<ul style="list-style-type: none">• Increase capacity, reducing congestion in the short term• Long-term effects on congestion depend on local conditions• Reduced traffic and congestion on parallel streets	H	<ul style="list-style-type: none">• Long-term: 10 or more years (includes planning, engineering, and construction)
HOV Lanes This increases corridor capacity while at the same time provides an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, and rideshare matching services.	<ul style="list-style-type: none">• Reduce Regional VMT• Reduce regional trips• Increase vehicle occupancy• Improve travel times• Increase transit use and improve bus travel times	H	<ul style="list-style-type: none">• Medium-term: 5 to 10 years (includes planning, engineering, and construction)
Grade separated railroad crossings Roadway underpass or overpass of a railroad line	<ul style="list-style-type: none">• Significant reduction in travel delays at high volume locations• Likely elimination of car-train crashes• Decreased noise from train horns/whistles	H	<ul style="list-style-type: none">• Medium- to long-term Implementation requires significant negotiation with railroads and local communities
New Freeways Construction of new, access-controlled, high-capacity roadways in areas previously not served by freeways.	<ul style="list-style-type: none">• Reduce arterial street network congestion• Reduce travel times & delay	H	<ul style="list-style-type: none">• Long-term: 10 or more years (includes planning, engineering, and construction)
New Arterial Streets Construction of new, higher-capacity roads designed to carry large volumes of traffic between areas in urban settings.	<ul style="list-style-type: none">• Provide connectivity• Carry traffic from local & collector streets to other areas	H	<ul style="list-style-type: none">• Medium-term: 5 to 10 years (includes planning, engineering, and construction)



Table 41: Bicycle and Pedestrian Strategies

Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
New Sidewalks and Designated Bicycle Lanes on Local Streets. Enhancing the visibility of bicycle and pedestrian facilities increases the perception of safety. In many cases, bike lanes can be added to existing roadways through restriping. Use of bicycling and walking is often discouraged by a fragmentary, incomplete network of sidewalks and shared use facilities.	<ul style="list-style-type: none">• Increase mobility and access• Increase nonmotorized mode shares• Separate slow moving bicycles from motorized vehicles• Reduce incidents	L	• Short-term: 1 to 5 years (includes planning, engineering, and construction)
Improved Bicycle Facilities at Transit Stations and Other Trip Destinations. Bicycle racks and bike lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.	<ul style="list-style-type: none">• Increase bicycle mode share• Reduce motorized vehicle congestion on access routes	L	• Short-term: 1 to 5 years (includes planning, engineering, and construction)
Design Guidelines for Pedestrian-Oriented Development Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.	<ul style="list-style-type: none">• Increase pedestrian mode share• Discourage motor vehicle use for short trips• Reduce VMT, emissions	L	• Short-term: 1 to 5 years
Improved Safety of Existing Bicycle and Pedestrian Facilities. Maintaining lighting, signage, striping, traffic control devices, and pavement quality, and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.	<ul style="list-style-type: none">• Increase nonmotorized mode share• Reduce incidents• Increase monitoring and maintenance costs	L	• Short-term: 1 to 5 years
Bike Sharing Programs Short-term bicycle rental program supported by a network of automated rental stations	<ul style="list-style-type: none">• Increase non-motorized mode share• Discourage motor vehicle use for short trips• Decrease VMT	L	• Short-term: 1 to 5 years
Promote Bicycle and Pedestrian Use Through Education and Information Dissemination Bicycle and pedestrian use can be promoted through educational programs and through distribution of maps of bicycle facility/multi-use path maps.	<ul style="list-style-type: none">• Shift trips into non-SOV modes such as walking, bicycling, transit• Increase bicycle/pedestrian mode share	L	• Short-term: 1 to 5 years
Exclusive Non-Motorized Rights-of-Way. Abandoned rail rights-of-way and existing parkland can be used for medium- to long distance bike trails, improving safety and reducing travel times.	<ul style="list-style-type: none">• Increase mobility• Increase nonmotorized mode shares• Reduce congestion on nearby roads• Separate slow-moving bicycles from motorized vehicles• Reduce incidents	M	• Medium-term: 5 to 10 years (includes planning, engineering, and construction)
Adopt and implement a Complete Streets policy Policy that takes into account all users of streets rather than just autos, with a goal of completing the streets with adequate facilities for all users. A "Complete Street" is one designed and operated to enable safe access for all users including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.	<ul style="list-style-type: none">• Increase safety by improving the overall (pedestrian and bicycle) transportation system environment• Reduce congestion in corridors and systems• Provide cost savings by reducing longer distance travel, increasing shorter distance travel, and use by non-motorized modes• Provide travel time savings to users of the system• Increase access to and use of alternative modes• Protect natural environment through sound land use and transportation sustainability policies• Increase community involvement and activity in developing policy and promoting projects• Promote incentive to use transit, bike, or walk	NA	• Near term (1-2 years)



Table 42: Access Management Strategies

Strategies/Projects	Congestion and Mobility Benefits	Costs	Implementation Timeframe
Left Turn Restrictions; Curb Cut and Driveway Restrictions Turning vehicles can impede traffic flow and are more likely to be involved in crashes.	<ul style="list-style-type: none">• Increased capacity, efficiency on arterials• Improved mobility on facility• Improved travel times and reduced delay for through traffic• Fewer incidents	L	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Turn lanes and New or Relocated Driveways and Exit Ramps In some situations, increasing or modifying access to a property can be more beneficial than reducing access.	<ul style="list-style-type: none">• Increased capacity, efficiency• Improved mobility and safety on facility• Improved travel times and reduced delay for all traffic	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Interchange Modifications Conversion of a full cloverleaf interchange to a partial cloverleaf, for example, reduces weaving sections on a freeway.	<ul style="list-style-type: none">• Increased capacity, efficiency• Improved mobility on facility• Improved travel times and reduced delay for through traffic• Fewer incidents due to fewer conflict points	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Roadway Restrictions Closes access during rush hours (AM and PM peak hours) and aids in the increase of safety levels through the prevention of accidents at problem intersections. This measure may be effective along mainline segments of a highway, which operate at poor service levels.	<ul style="list-style-type: none">• Increase capacity, efficiency on arterials• Improve mobility on facility• Improve travel times and decrease delay for through traffic• Decrease incidents	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Access Control to Available Development Sites Coordination of access points to available development sites allows for less interference in traffic flow during construction and/or operation of new developments	<ul style="list-style-type: none">• Increase capacity, efficiency on arterials• Improve mobility on facility• Improve travel times and decrease delay for through traffic• Decrease incidents	M	<ul style="list-style-type: none">• Short-term: 1 to 5 years (includes planning, engineering, and implementation)
Intersection turn lanes Additional left-turn or right-turn lanes that separate turning vehicles from through-traffic	<ul style="list-style-type: none">• Greater number of vehicles can pass through the intersection in given amount of time, resulting in a lower level of travel delays and stopped time• Can reduce the likelihood of rear-end crashes	M	<ul style="list-style-type: none">• Medium-term Agencies must be sure to plan for possible time needed to obtain right-of-way.
Roundabout intersections An intersection modification that does not use traffic signal or stop sign controls. Provides continuous movement via entrance and exit lanes to/from a typically circular distribution roadway	<ul style="list-style-type: none">• Greater capacity than traditional 3- or 4-way intersections in many situations• Fewer crashes over time• Lower air pollutant emissions due to fewer stopped vehicles	M	<ul style="list-style-type: none">• Medium-term Completion time for a replacement roundabout is related to the amount of planning and public outreach time needed and the right-of-way acquisition process
Frontage Roads and Collector-Distributor Roads Frontage roads can be used to direct local traffic to major intersections on both super arterials and freeways. Collector-distributor roads are used to separate exiting, merging, and weaving traffic from through traffic at closely spaced interchanges.	<ul style="list-style-type: none">• Increased capacity, efficiency• Improved mobility on facility• Improved travel times and reduced delay for through traffic• Fewer incidents due to fewer conflict points	H	<ul style="list-style-type: none">• Medium-term: 5 to 10 years (includes planning, engineering, and implementation)
New grade separated intersections An overpass or underpass for one roadway to avoid intersecting with a cross street	<ul style="list-style-type: none">• Increased capacity and fewer stops• No stops for through traffic• Fewer turning movement conflicts	H	<ul style="list-style-type: none">• Medium- to long-term Completion of a grade-separated intersection can take from five to 15 years, including planning, engineering, environmental analysis and construction phases.



This page intentionally left blank



MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION

111 NW 1st Street
Suite 920
Miami, FL 33128
305-375-4507
www.miamidade.gov/MPO

Learn more by visiting: www.MiamiDade2040LRTP.com



Photo by Asad Gilani

**INTERLOCAL AGREEMENT CREATING THE SOUTHEAST FLORIDA
TRANSPORTATION COUNCIL FOR REGIONAL TRANSPORTATION
PLANNING AND COORDINATION IN SOUTH FLORIDA**

This Interlocal Agreement is made and entered into this 9th day of January, 2006, by and between the Miami-Dade Metropolitan Planning Organization (herein after the MDMPO), the Broward County Metropolitan Planning Organization (herein after the BCMPO), and the Palm Beach Metropolitan Planning Organization (herein after the PBMPO); each entity created pursuant to the provisions of Chapters 163.01 and 339.175, Florida Statutes.

WHEREAS, the MDMPO, the BCMPO and the PBMPO have coordinated transportation planning activities across county lines and on a regional basis for a number of years as an informal activity; and,

WHEREAS, following the 2000 Census, the United States Bureau of the Census has designated the Miami Urbanized Area, which includes portions of Miami-Dade, Broward and Palm Beach counties; and,

WHEREAS, the economic health of the region is greatly affected by availability and convenience of transportation services; and,

WHEREAS, there is a need to address transportation on a regional basis to meet growing travel demands and obtain federal and state funding in the current competitive process; and,

WHEREAS, Chapter 339.175(5)(i)(2), F.S. provides for creation of an administrative entity to coordinate regional transportation planning goals and activities consistent with federal and state law; and,

WHEREAS, the MDMPO, the BCMPO and the PBMPO desire to create a formal mechanism to coordinate transportation planning activities in the South Florida region.

NOW, THEREFORE, in consideration of the mutual covenants set forth herein, the MDMPO, the BCMPO and the PBMPO agree as follows:

Section 1. Name. The administrative entity created pursuant to this agreement shall be designated as the Southeast Florida Transportation Council (herein after the SEFTC).

Section 2. Purpose and Duties. The purpose of this agreement is to create and establish the duties and responsibilities of a separate administrative entity to serve as a forum for coordination and communication among the MPO's, Florida Department of Transportation Districts 4 and 6, the Florida Turnpike Enterprise,

the South Florida Regional Transportation Authority, the South Florida Regional Planning Council, the Treasure Coast Regional Planning Council, Monroe County, Martin County MPO, St. Lucie County MPO and other agencies and organizations involved in transportation planning and programs in South Florida. This coordination will be conducted in accordance with the requirements of Chapter 339.175, F.S. and the Transportation Equity Act for the 21st Century (TEA 21) and subsequent legislative actions deemed appropriate for inclusion by the MPO's. Coordination will include long range transportation planning, short range programming and activities to support regional multimodal transportation projects. The results of the coordination process will be provided to the various agencies as guidance in the development of required transportation plans and programs within the urbanized area.

The duties of the SEFTC entity shall include the development of:

- a Regional Long Range Transportation Plan;
- a process for prioritization of regional projects;
- a regional public involvement process; and
- performance measures to assess the effectiveness of regional coordination activities.

In performing the duties of the SEFTC, agreement of all voting members shall be required for adoption of recommendations to the MPO's for inclusion in their respective transportation plans and programs.

Section 3. Organization, Boundaries and Membership. The SEFTC membership shall consist of voting members representing agencies and organizations involved in transportation planning and programming required by Chapter 339.175, F.S. and TEA 21 and its successors. The initial boundaries of the SEFTC shall encompass the Miami Urbanized Area as designated by the U. S. Bureau of the Census.

The voting membership of the SEFTC shall consist of representatives of the entities charged by federal and state law with the responsibility for transportation planning and shall include the Chair of each Metropolitan Planning Organization who is a party to this agreement. An alternate, who is a member of the respective MPO, may be designated by that MPO and shall serve in the absence of the respective Chair with all the powers and duties of the member Chair. Each member shall have one vote. A simple majority of the voting membership shall constitute a quorum and be required to pass motions except as otherwise noted herein.

The SEFTC may appoint committees to review and provide recommendations to the members related to transportation matters of a regional nature. These committees will operate under the same general procedures as the SEFTC.

Section 4. Conduct of Meetings. Officers shall include a Chair and a Vice-Chair. The Chair and Vice-Chair shall be elected annually during the first meeting of each calendar year and shall serve for one-year terms. If the Chair is unable to fulfill the duties of office for any reason, the Vice-Chair shall perform the duties of Chair. Meetings shall be held at least quarterly on a rotating basis with the meeting host rotating each quarter among the member MPO's. The Chair shall conduct the meetings but shall have no extraordinary membership powers or responsibilities. Special meetings may be called by a majority of the members. Reasonable notice must be provided to all members for special meetings. The host MPO shall be responsible for ensuring the notice requirements of Chapter 286.011, F.S. have been met and that meetings are held in a facility accessible to persons with disabilities in compliance with Title II of the Americans with Disabilities Act.

Meetings shall be conducted in accordance with any applicable statute, then any procedural rules adopted by the SEFTC, and finally with Robert's Rules of Order. For the purposes of the SEFTC, the Chair shall have the ability to make and second motions to be considered by the membership.

Section 5. Staffing, Professional Services and Financial Support. Pursuant to Chapter 339.175(5)(i)(2), F.S., the Parties agree that the Directors of the member MPO's will be responsible for carrying out the regional work programs and coordinating process as directed by the SEFTC, provided, however, that should a direction of the SEFTC directly conflict with the officially-adopted policy direction of a member MPO, staff of that MPO may ask that the work in question be performed by staff of some other MPO. Expenses concerning projects assigned to a lead Metropolitan Planning Organization may be paid by the regional set-aside specified in its Unified Planning Work Program. The provision of professional services to the administrative entity, including legal review, shall be as agreed by the Parties from time to time, with the exception that no legal counsel shall be required to render advice to the entity or representation to the members thereof absent each individual member's waiver of any conflict and authorization of joint representation, as provided for by Florida Bar Rule 4-1.7. Notwithstanding the foregoing, the Parties do not authorize this administrative entity to incur for itself any cost or expense, nor to obtain or retain funds from any source. The entity created by this Agreement is not authorized to conduct any banking or other financial transactions of any kind, nor to receive or disburse any funds. Instead, all financial support for this entity, including the payment of costs and expenses related to its operation, shall be borne by member MPO's, on an equitable basis as decided among the MPO's. The voting members of the SEFTC may, by separate resolution, adopt more specific financial support allocation methods as may be deemed necessary, and may appoint a lead MPO to receive and administer funds for the entity. The Parties agree to work together to seek new sources of funding to assist the member MPO's with the added costs and expenses associated with the operations of this new administrative entity.

Section 6. Record Keeping – The staff of the host MPO shall provide a recording secretary for that meeting. Record keeping and other clerical responsibilities shall be the duty of the Metropolitan Planning Organization staff consistent with the rotation for hosting the meeting. All minutes shall be distributed to other members prior to the next quarterly meeting date. Duplicate records of the official proceedings of the Committee will be kept in each Metropolitan Planning Organization office. The SEFTC shall designate one of the member MPO's to be the records custodian for all official records. Records shall be maintained in accordance with the public records law, Chapter 119, Florida Statutes.

Section 7. Conflict Resolution – The conflict resolution process will focus primarily on surface transportation plans and programs with regional significance as determined by the SEFTC. Each MPO will retain the authority to limit the decision-making authority of its respective Chair or designated alternate to such action as agreed to by a majority of its respective MPO Board. The process will generally follow the steps as set forth in this section.

The initiating party shall send letters to the other party (ies) and the SEFTC, setting forth the issue. At the next SEFTC meeting, the Board will direct the MPO directors to review the initiation letter and provide a recommendation and supporting rationale at the following SEFTC meeting as to the involvement of the Board in addressing the issue. Should the Board decide to consider the issue, the initiating party shall have sixty (60) days to provide a report to the SEFTC setting forth the issue and the related concerns and impacts. The Board will schedule a settlement meeting for the following SEFTC meeting, unless an emergency situation occurs which requires a special meeting be held prior to the regular meeting. Prior to the settlement meeting, the SEFTC will prepare and distribute a report assessing the issues identified in the dispute.

At the settlement meeting, all parties will present their interests and concerns, explore options, and seek a mutually acceptable settlement. If an acceptable agreement cannot be reached, some or all parties may agree to additional settlement meetings or may go outside the SEFTC conflict resolution process and seek mediation or an administrative or judicial determination.

Section 8. Risk of Loss – The Parties acknowledge that as a mere administrative entity, the SEFTC cannot sue or be sued, nor bear any legal liability. Therefore, the Parties agree that each shall continue to maintain such insurance coverage as may be required to cover the additional risks associated with membership and participation in the SEFTC entity. Members covered by a self-insurance program shall notify their respective covering-entities of this agreement so that any added risk may be factored. The Parties further agree that under no circumstances shall any member of the SEFTC seek to recover against any other member for any loss associated with this Agreement or the work of the SEFTC.

Section 9. Duration of Agreement – This Agreement shall have a term of 5 years and shall automatically renew at the end of said 5 years for another 5-year term and every five years thereafter. At the end of the 5-year term and at least every 5 years thereafter, the Parties hereto shall examine the terms hereof and agree to amend provisions or reaffirm the same. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

Section 10. Termination - This Agreement shall continue in force until terminated with or without cause by a unanimous vote of the member MPO's.

Section 11. Modification – This Agreement may only be modified by a unanimous vote of the members. This Agreement and any amendments or modifications to the Agreement shall become effective upon execution and recordation in the official public records of the each county of each voting member.

Section 12. Rescission - Any MPO may terminate its participation in this Agreement upon thirty (30) days written notice. The 30-day notice requirement shall commence upon giving of the notice. Notice of intent to terminate shall be given in writing to the other member agencies. Said notice shall be transmitted to the official office of the member agencies by certified mailed, return receipt requested. The mailing address for each member is as follows:

Miami-Dade MPO
Stephan P. Clark Center
111 N W 1st Street, Suite 910
Miami, Florida 33128

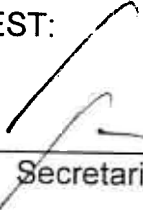
Broward County MPO
115 South Andrews Avenue, Room 329H
Fort Lauderdale, Florida 33301

Palm Beach MPO
160 Australian Avenue, Suite 201
West Palm Beach, Florida 33406

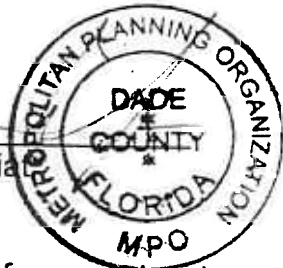
IN WITNESS WHEREOF, the parties herein have executed this Interlocal Agreement by their duly authorized officials as of the day and year written above.

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

ATTEST:



Secretariat



Approved as to form and legal sufficiency.

BY:



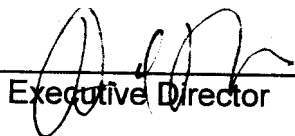
Chair



County Attorney

BROWARD COUNTY METROPOLITAN PLANNING ORGANIZATION

ATTEST:



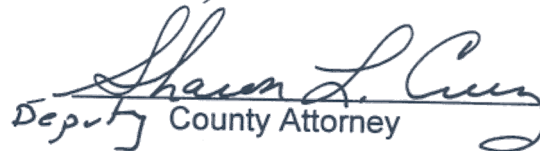
Executive Director

Approved as to form and legal sufficiency.

BY:



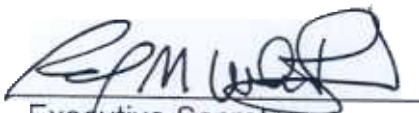
Chair



Deputy County Attorney

PALM BEACH METROPOLITAN PLANNING ORGANIZATION

ATTEST:



Executive Secretary

Approved as to form and legal sufficiency.

BY:



Chair



County Attorney

Revised April 6, 2005

Prospectus For Transportation Improvements

January 2010 Update

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



PREFACE

The Prospectus describes the established framework for executing the Metropolitan Planning Organization (MPO) process of planning multimodal transportation improvements in the Miami Urbanized Area. This edition has been revised to reflect all regulatory and administrative changes that have occurred since the last edition was published in 1995.

The original Prospectus, published in 1977, was prepared in response to requirements of the Federal Aid Highway Act of 1962. The Act mandated that as a condition for the receipt of federal funds, each urban area with a population over 50,000 in the United States was required to carry on a continuing, cooperative, and comprehensive transportation planning process. The purpose of the mandate was to ensure that: 1) the transportation planning process remain a continuing effort responsive to land use and demographic changes, 2) participation be shared by all concerned, and 3) the transportation planning process be coordinated with other developmental urban planning aspects. This process, known as the “3-C” planning process, has been retained from that beginning. This document, therefore, serves as the policy/management guide for the Miami Urbanized Area MPO.

The Prospectus is divided into five parts. Part 1.0 contains introductory information on how the MPO relates to Miami-Dade County’s metropolitan government and briefly relates historical references concerning the establishment of the MPO.

Chapter 2.0 describes the MPO structure including its legal basis, the management services contract with the County, and the components of its organizational structure.

Chapter 3.0 provides information on the components of the MPO’s organizational structure

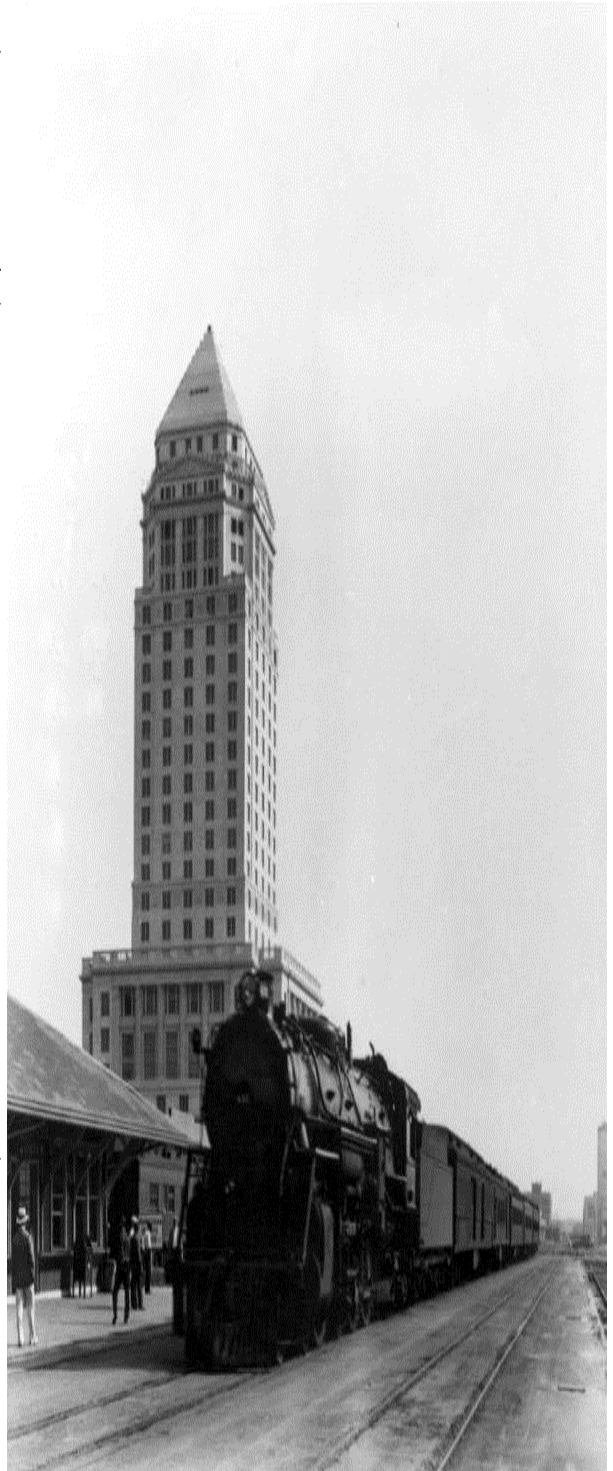
Chapter 4.0 gives a description and function of agencies participating in the transportation planning process

Chapter 5.0 provides a detailed description of the elements of the transportation planning program and process including the 20-year Long Range Transportation Plan, the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).

Chapter 6.0 is a description of the program management, monitoring, review and reporting procedures established to ensure continuing effectiveness of the overall urban transportation planning program.

Chapter 7.0 provides for a Public Involvement Process that complies with the federal requirements of Section 450.316(b)(1) of Title 23 of the Code of Federal Register Part 50.

Finally, several appendices provide information on agreements and other procedural documentation relevant to the MPO process in the Miami Urbanized Area.



Miami-Dade County provides equal access and equal opportunity in employment and services. It is the policy of Miami-Dade County to comply with all of the requirements of the Americans With Disabilities Act. For sign language interpreter services call 305.375.4507 five days in advance.

Table of Contents

Chapter 1	An Introduction to the Transportation Planning Process for the Miami Urbanized Area	
1.1	Introduction.....	5
1.2	Goals and Objectives	5
Chapter 2	Structure of the Metropolitan Planning Organization	
2.1	Legal Basis: Federal Law	7
2.2	Legal Basis: State Statutes	7
2.3	Management Services Contract.....	8
Chapter 3	Organization Structure	
3.1	MPO Governing Board	11
3.2	Miami-Dade County Manager.....	11
3.3	Legal Counsel	11
3.4	Director of the MPO Secretariat	11
3.5	Transportation Planning Council	12
3.6	Citizens' Transportation Advisory Committee	13
3.7	Bicycle/Pedestrian Advisory Committee.....	13
3.8	Transportation Aesthetics Review Committee	13
3.9	Freight Transportation Advisory Committee	13
3.10	Review by Miami-Dade County Municipalities	14
3.11	Transportation Disadvantaged Local Coordinating Board.....	14
3.12	Southeast Florida Transportation Council (SEFTC)	14
Chapter 4	Participating Agencies	
4.1	Functional Responsibilities of Participating Agencies	15
4.2	County Manager.....	15
4.3	County Attorney	15
4.4	Miami-Dade County Public Works Department.....	15
4.5	Miami-Dade Transit	16
4.6	Miami-Dade Department of Planning and Zoning.....	16
4.7	Miami-Dade Seaport Department	16
4.8	Miami-Dade County Aviation Department	16
4.9	Miami-Dade County Department of Environmental Resources Management	17
4.10	Florida Department of Environmental Regulation.....	17
4.11	Florida Department of Transportation.....	17
4.12	South Florida Regional Planning Council	17
4.13	Miami-Dade Expressway Authority	17
4.14	Miami-Dade County School Board	18
4.15	South Florida Regional Transportation Council.....	18
Chapter 5	Transportation Planning Program and Procedures	
5.1	The Transportation Plan: Development, Adoption and Implementation	20
5.2	The Long Range Transportation Plan: Amendments.....	21
5.3	General Plan Amendment Process.....	21
5.4	Plan Amendment Schedule	21
5.5	Initiation of Amendments	22
5.6	Impact Fee Process.....	22
5.7	Unified Planning Work Program.....	22
5.8	Annual Cycle of MPO Documents	23
Chapter 6	Program Monitoring, Review and Reporting	
6.1	Program Management.....	25
6.2	Monitoring	25
6.3	Review	25
6.4	Reporting	25
Chapter 7	Public Involvement Procedures	
7.1	Goal	26
7.2	Objectives	26

Table of Contents

(Continued from page 3)

7.3	Additional Elements Considered in the Process.....	26
7.4	Title VI of the Civil Rights Act of 1964.....	
7.5	Methodology.....	26
7.5.1	Early Involvement	27
7.5.2	Timely Public Notice.....	27
7.5.3	Coordination.....	28
7.5.4	Notification.....	28
7.5.5	Document Accessibility	28
7.5.6	Physical Accessibility	28
7.5.7	Openness.....	28
7.5.8	Public Involvement Techniques	29
7.5.9	Monitoring Program.....	29
7.5.10	Consideration Given to Received Comments.....	30
7.5.11	Process Review.....	30
7.6	Future Amendments to the Current Process	30

Figures

1	MPO Master Organization Chart	10
2	Transportation Plan Development, Adoption and Organization Chart Implementation Process	19
3	Annual Development & Activity Cycle of Formal Transportation Planning Documents.....	24

Appendix A

	Interlocal Agreement Creating the Metropolitan Planning Organization For the Miami Urbanized Area.....	31
--	--	----

Appendix B

	First Amendment to the Interlocal Agreement Creating the Metropolitan Planning Organization For the Miami Urbanized Area.....	41
--	---	----

Appendix C

	Urban Transportation Planning Agreement between the Florida Department of Transportation And the Metropolitan Planning Organization.....	45
--	--	----

Appendix D

	Rules of MPO-Charter 35H-I, Rules Governing Internal Organization	59
--	---	----

Appendix E

	Florida Statutes 339.175 & 339.176 Pertaining to Metropolitan Planning Organization Provisions.....	69
--	---	----

CHAPTER 1

Introduction to the Transportation Planning Process for the Miami Urbanized Area

1.1 Introduction

The Metropolitan Planning Organization (MPO) for the Miami Urbanized Area guides the transportation planning process in Miami-Dade County. The MPO was created as required under Section 163.01, Chapter 163, Florida Statutes, and established by Interlocal Agreement between Miami-Dade County and the Florida Department of Transportation (FDOT).

The MPO Governing Board (MPO Board) is composed of twenty-three (23) voting members charged with making transportation planning decisions in the Urbanized Area with the assistance of technical recommendations and citizen comments. The Governing Board includes: the thirteen (13) member Board of County Commissioners (BCC); an elected municipal official to represent municipal interests appointed by the Governor of Florida; a citizen who does not hold elective office and resides in the unincorporated area of Miami-Dade County; a member of the Miami-Dade County Expressway Authority; and a member of the Miami-Dade County Public School Board. During the 1999 legislative session, the Florida Legislature revised Florida Statutes to permit an elected official from each city with over fifty thousand (50,000) residents in Miami-Dade County to serve on the Governing Board. These cities include: The cities of Miami, Hialeah, Miami Gardens, Miami Beach, North Miami, and Homestead. The FDOT has two (2) nonvoting representatives on the MPO Board. Membership of the Miami-Dade County MPO is constituted under the Chartered County option allowed by the State Statutes.

1.2 Goals and Objectives

A major role of the MPO is to ensure conformance with federal regulations requiring that highways, mass transit and other

transportation facilities and services are properly developed and deployed in relation to the overall plan of urban development and to approve plans for regional and state transportation network accessibility.

In addition, federal guidelines require that the use of Federal Aid for transportation be consistent with MPO endorsed plans and programs. The FDOT adopts the MPO's Long Range Transportation Plan (LRTP) as the plan for implementing transportation system improvements in Miami-Dade County.

Federal, state and local transportation planning funds are utilized on an ongoing basis to insure the effectiveness of the MPO process. The MPO Board meets monthly in the Miami-Dade County Commission Chamber. All meetings of the Governing Board are open to the public. In performing its major functions, the MPO:

- ♦ Develops an LRTP for the urban area that specifies transportation improvements for at least a twenty-year horizon.
- ♦ Compiles an annually updated Transportation Improvement Program (TIP). The TIP lists projects selected from the adopted LRTP to be implemented during a five-year cycle.
- ♦ Prepares the Unified Planning Work Program (UPWP) which outlines the planning projects that will assist in further defining the comprehensive and multimodal transportation plans for the area.
- ♦ Maintains a Citizen's Transportation Advisory Committee (CTAC) to provide a broad cross-section of citizen perspectives in the planning and development of the urban area transportation system. Minorities, the elderly and persons with disabilities are appropriately represented through this committee's composition.
- ♦ Coordinates the activities of the Transportation Planning Council (TPC). The TPC advises the MPO Board on technical matters.

The TPC includes directors of County departments participating in the transportation planning process, senior staff of the FDOT, the Florida Department of Environmental Protection, South Florida Regional Transportation Authority, the Miami-Dade Expressway Authority, a representative of the Miami-Dade League of Cities, the Miami-Dade County Public Schools and representatives from the cities of Miami, Hialeah, Miami Gardens, Miami Beach, North Miami, and Homestead.

- ♦ Assess visual impacts of transportation projects through the Transportation Aesthetics Review Committee (TARC). The TARC reviews high visibility transportation projects to assure that aesthetic considerations are an integral and early part of the planning, design and construction process.
- ♦ Facilitates public involvement at all levels of the MPO process. Transportation issues are submitted routinely to the CTAC for review and plans are available for comment prior to their adoption.
- ♦ Maintains a bicycle/pedestrian program to ensure that transportation plans provide for the use of non-motorized alternatives recommended by the Bicycle/Pedestrian Advisory Committee (BPAC).
- ♦ Ensures that access to transportation is provided to disadvantaged persons. The Transportation Disadvantaged Local Coordinating Board (LCB) monitors transportation service opportunities for children at-risk, the elderly, the poor, and the disabled.
- ♦ Addresses the multimodal transportation needs of freight movement throughout the county recommended by the Freight Transportation Advisory Committee.

In performance of these duties, the MPO is assisted by professional staff from local and state transportation agencies. Other entities including the South Florida Regional Planning Council, South Florida Regional Transportation Authority, the Miami-Dade Expressway Authority, Florida Department of Transportation District VI, FDOT Turnpike

Enterprise and the Broward and Palm Beach County MPOs work together to achieve coordination in regional transportation planning.

CHAPTER 2

Structure of the Metropolitan Planning Organization

2.1 Legal Basis: Federal Laws

Section 134 of Title 23 of the U.S. Code states that it is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner that will serve the states and local communities efficiently and effectively. To this end, it empowers the U.S. Secretary of Transportation to cooperate with state and local officials in the development of transportation plans and programs, formulated on the basis of transportation needs with due consideration to comprehensive long-range land use plans and overall social, economic, environmental, system performance, and energy conservation goals and objectives. It also indicates that the transportation planning process must include an analysis of alternative transportation system management and investment strategies to make more efficient use of existing facilities. The process is to consider all modes of transportation and needs to be continuing, cooperative, and comprehensive, to the degree appropriate based on the complexity of the transportation problems being assessed.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) amended title 23 U.S.C., and the Federal Transit Act (FTA) by revising sections 134 of Title 23 and 8 of the FTA. The legislation recognized that the nation's transportation systems are intricately tied to our economy, public health and quality of life. ISTEA dictated intermodal and multimodal approaches to transportation planning to meet mobility needs. This approach includes a significantly enhanced role for the MPO, as the urban area forum for establishing transportation policy and for implementing this policy through the metropolitan planning and project selection process. ISTEA called for the TIP to present a priority list of projects to be

carried out and for inclusion of a project only if full funding can be available within the time period contemplated for completion of the project. ISTEA consisted of three major provisions:

1. the ability to transfer funds between categorical funding programs depending on the best strategy,
2. implementation of the Clean Air Act Amendment of 1990 (CAAA), to attain national ambient air quality standards, and
3. the development of the TIP with public participation from interested individuals and groups.

Federal legislation also authorizes the Secretary of Transportation to make grants or loans to assist states and local public bodies and agencies in financing transportation projects, which enhance the effectiveness of public transportation. Planning funds are apportioned to states in accordance with a fair and equitable formula. The formula is approved by the Secretary and considers, but is not necessarily limited to, population, status of planning, and metropolitan area transportation needs. In addition to the guidelines for the distribution of transportation planning funds contained in U.S.C. Title 23, Title 49 of the Code of Federal Regulations details the nature and distribution formulas for transit planning funds as authorized by the Urban Mass Transportation Act of 1964 and ISTEA.

The success of ISTEA resulted in a congressional reauthorization of this legislation. On May 22, 1998, the President of the United States signed into law the Transportation Equity Act for the 21st Century (TEA-21)

2.2 Legal Basis: State Statutes

The Metropolitan Planning Organization for the Miami Urbanized Area was created March 23, 1977 under the authority of Chapter 163 of the Florida Statutes. Section

163.01 of the Statute provides that governmental agencies may enter into Interlocal Agreements permitting the joint exercise of such powers or authority that the agencies share in common or that each might exercise separately.

The Board of County Commissioners (BCC) of Miami-Dade County and the FDOT, using an Interlocal Agreement, gave the MPO the authority to organize itself to conduct a “continuing, cooperative and comprehensive transportation planning and programming process”. The agreement was designed to make the MPO an effective instrument for developing plans and programs that would thereafter be implemented.

Although the membership of the MPO Board is largely composed of individuals who serve on the BCC, the two boards are separate and distinct. The BCC, a general-purpose local governing body consisting of locally-elected officials, exercises the powers delegated to it by the Metropolitan Charter. The MPO Board, on the other hand, possesses no powers of local self-government and acts within the realm of transportation policy only. While the BCC is responsible primarily to the electorate of Miami-Dade County, the MPO Board is primarily responsible to the State Governor and to the federal agencies that provide funding for transportation projects and mandate planning requirements as a precondition for funding. In other major metropolitan areas, MPO Boards are markedly different than local governmental boards and are composed of officials representing the various municipalities in the given urban area. The unique structure used by Miami-Dade County, however, enhances coordination between the two boards, and tends to facilitate the process of advancing from plans to implementation of transportation projects.

The existing Interlocal Agreement provides that the MPO may:

- ♦ Enter into contracts or agreements with local and/or state agencies to utilize the staff resources of those agencies.
- ♦ Administer its affairs and business.
- ♦ Enter into agreements with the Department of Transportation and operators of public mass transportation services.
- ♦ Enter into contracts for professional services.
- ♦ Accept funds, grants, assistance gifts, or bequeaths from local, state and federal sources.
- ♦ Acquire, own, operate, maintain, sell or lease any real or personal property.
- ♦ Promulgate rules to effectuate its powers, responsibilities, and obligations provided that said rules do not supersede or conflict with applicable local and state laws, rules and regulations.

The agreement also specifies that the MPO will provide for an appropriate organization to administer its business and affairs, set up a community involvement structure and establish a process to evaluate the technical adequacy of transportation planning activities.

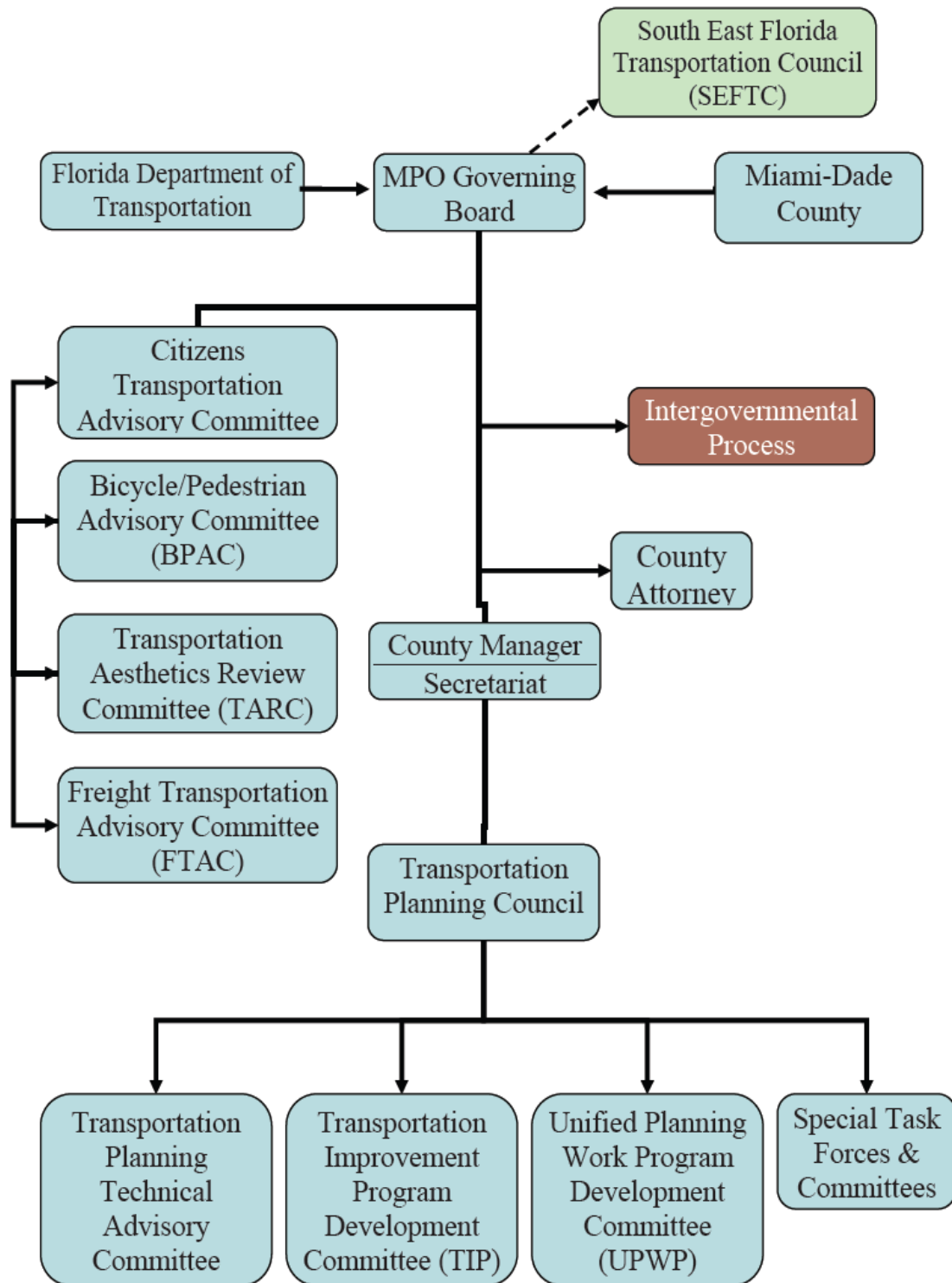
2.3 Management Services Contract

To carry out its duties, the MPO entered into a Management Services Agreement with the Miami-Dade Board of County Commissioners. Major elements of this agreement are:

- ♦ The County shall furnish the MPO with the professional, technical, administrative and clerical service, the supplies, the equipment, the office and other space, and such other incidental items as may be required and necessary to manage the business and affairs of the MPO and to carry on the transportation planning and programming process.
- ♦ The County Manager of Miami-Dade County shall be responsible to the MPO Board for the conduct of the transportation planning process as well as the appointment, assignment, direction and control of all personnel necessary thereto; the development of an appropriate organizational structure and the development of procedures to monitor and co-

ordinate the planning process.

- ◆ The County Manager shall prepare annually a detailed listing of all tasks necessary and incidental to carrying out the planning process.
- ◆ The head of each county department or agency participating in the transportation planning process shall be deemed a technical advisor in the field of his competency and shall be expected to provide the MPO with expert advice or perform such duties incidental hereto as the County Manager shall assign.
- ◆ The County Attorney shall be the legal advisor to the MPO and shall represent the MPO in all legal matters, provided that, with the concurrence of the County Attorney, the MPO may employ special counsel for specific needs.
- ◆ A Secretariat Staff Office is to be designated by the County Manager and serve at his/her pleasure.
- ◆ The County Manager shall prepare an annual budget on an October 1 to September 30 fiscal year basis. The budget shall identify funding sources, participating agencies and the level of participation by the various agencies.



CHAPTER 3

Organization Structure

The organizational structure of the MPO is designed for the administration, coordination and monitoring of a cooperative venture of participating agencies. These agencies perform interdependent functions supporting development of an integrated transportation plan and programs to implement. The work of the organization is carried out within the structure and process shown in Figure I. Following is a brief description of major MPO structural elements:

3.1 MPO Governing Board

The MPO Governing Board is composed of twenty-three (23) voting members, and two (2) nonvoting members. The nonvoting members are accorded the same rights and privileges as other members, except the right to present resolutions or motions or to vote on them.

The Governing Board is vested with the responsibility for exercising the powers of the MPO including the final decision on all policy matters, adoption or endorsement of transportation plans and programs, adoption of budgets, approval of agreements or contracts, adoption of rules, and establishing or changing its internal operating structure. In addition to the structure shown in Figure I, the Board may appoint special committees and task forces composed of public and/or official representatives for the purpose of seeking advice and recommendations as necessary.

3.2 Miami-Dade County Manager

The County Manager of Miami-Dade is responsible for the conduct of the transportation planning process including appointment, assignments, direction and control of all necessary MPO personnel. The County Manager recommends to the Governing Board the appropriate structure to carry out

the responsibilities set forth in the agreement between the MPO and the BCC, and recommends procedures by which the transportation planning process may be monitored and coordinated. The County Manager is the principal advisor to the Governing Board in all matters under its jurisdiction.

3.3 Legal Counsel

The County Attorney of Miami-Dade County is the legal counsel to the MPO. The legal counsel attends all meetings of the MPO and approves the form and legal sufficiency of all contracts and agreements entered into by the MPO.

3.4 Director of the MPO Secretariat

The Director of the MPO Secretariat is designated by, and serves at the pleasure of the County Manager. The Secretariat staff coordinates the activities of the component structure comprising the MPO; prepares the meeting agendas for the Governing Board and the Transportation Planning Council (TPC); prepares resolutions, agreements and other documents; schedules and gives notice of meetings; records and keeps minutes; prepares an annual report; develops operating procedures for conduct of the Secretariat function; coordinates the implementation of policies established by the Governing Board as reflected in the transportation planning program, and performs other administrative and technical duties as may be assigned by the County Manager.

3.5 Transportation Planning Council

The Transportation Planning Council (TPC) is composed of voting and nonvoting members. The Director of the MPO Secretariat chairs the Council. Council members are appointed by the County Manager and

are normally the Directors of county departments participating in the transportation planning process and their designees. Other voting members include senior technical staff and respective alternates from the FDOT, the Florida Department of Environmental Protection, the South Florida Regional Transportation Authority, the Miami-Dade County Public School Board, the Miami-Dade Expressway Authority and the Miami-Dade County League of Cities. Nonvoting members include technical staff of pertinent federal, state, and regional agencies. Only in the absence of the respective directors at Council meetings may the alternates exercise their right to vote.

The MPO Secretariat staff develops and prepares the TPC agenda, gives notice of its meetings, keeps minutes and records of its proceedings, prepares resolutions and reports, and sees that the policies and directives of the Council are carried out. Membership on the Council is as follows:

Transportation Planning Council	
Chairperson:	MPO Secretariat Director
Director or Designee:	Miami-Dade Department of Planning & Zoning Miami-Dade Public Works Department Miami-Dade Seaport Department Miami-Dade Aviation Department Miami-Dade Department of Environmental Resources Management Miami-Dade Transit Miami-Dade Expressway Authority
Representative:	City of Hialeah City of Miami City of Miami Beach City of Miami Gardens City of North Miami City of Homestead South Florida Regional Transportation Authority Florida Department of Transportation Florida Department of Environmental Protection Miami-Dade County League of Cities Miami-Dade Public School Board
Non-Voting:	South Florida Regional Planning Council

The TPC is responsible for the overall technical adequacy of the MPO planning program and advises the Governing Board on the various proposed program actions. While the agencies participating in the planning process are responsible for the day-to-day conduct and management of transportation planning work activities, as specified in

the Unified Planning Work Program (UPWP), the TPC has ultimate responsibility for the technical adequacy of the various products that are transmitted to the Governing Board for acceptance and adoption.

The TPC relies on three standing committees concerned with major products of the transportation planning program. These committees are:

- ♦ Transportation Planning Technical Advisory Committee (TPTAC)
- ♦ Transportation Improvement Program (TIP) Development Committee
- ♦ Unified Planning Work Program (UPWP) Development Committee

In addition, the TPC establishes inter-agency task forces and special committees to ensure coordination of important concerns as needs arise. The TPC Chairman or the County Manager names members and chairpersons of TPC Committees and Task Forces and the MPO Secretariat staff provides coordination and guidance for their activities. The function of a standing TPC Committee or a Task Force is to provide oversight and pertinent recommendations on key activities and products before they are considered by the TPC. As such they:

- ♦ Review and monitor overall schedules for undertaking critical work elements leading to transportation planning decisions, with a concern for important milestones where TPC and MPO Board consideration is desired.
- ♦ Review generalized work programs developed by Project Managers before work is begun.
- ♦ Establish consistent formats for the transportation planning process.
- ♦ Review milestone products and other documents to ensure technical adequacy.

Standing committees and task forces provide periodic status reports to the TPC and offer suggestions to the TPC on the advisability of recommending approval of transportation planning documents (e.g. the

Unified Planning Work Program and the Transportation Improvement Program by the Governing Board).

3.6 Citizens' Transportation Advisory Committee

The Citizens' Transportation Advisory Committee (CTAC) consists of two members appointed by, and serving at the pleasure of, each voting MPO Board Member. CTAC appointments are made at the Board's discretion and may be based on recommendations by the County Manager.

The members are appointed from both the general public and from civic organizations, in order to provide citizens with the opportunity to become involved in the transportation planning process either by geographic area or because of a special interest.

The CTAC evaluates the recommendations generated during the development of the MPO's transportation plan, and serves as a forum to raise issues pertinent to the process. One of the CTAC's main responsibilities is to ensure that proposed transportation projects are responsive to the community's perceived needs and goals.

The duties of the CTAC include, but are not limited to reviewing the program's technical work products prior to their submission to the MPO Board for approval; monitoring the public involvement process and recommending improvements to increase its effectiveness or overcome perceived deficiencies; and dealing with other transportation planning matters as necessary. The CTAC also advises the Board of County Commissioners on all other transportation matters.

3.7 Bicycle/Pedestrian Advisory Committee

The Bicycle/Pedestrian Advisory Committee (BPAC) consists of twenty-two (22) voting members appointed by the MPO Governing Board. Members are sought

from organizations and groups such as bike clubs, civic organizations, walking/running clubs, educators engineers and the elderly. The responsibilities of the BPAC include assisting with the development of the non-motorized component of the Long Range Transportation Plan, reviewing transportation plans and programs and providing an opportunity for the public to speak on issues that affect people who walk and ride a bicycle.

3.8 Transportation Aesthetics Review Committee

The Transportation Aesthetics Review Committee (TARC) was created by the MPO as a permanent part of the MPO review process for the architectural and aesthetics review of major bridges and transportation projects. Each voting MPO Board Member is permitted one at large appointee. There is no geographic requirement. Although, most appointees have a design background (including architects, landscape architects planners, and engineers other interested persons are welcome).

The mission of the TARC is to ensure that high visibility transportation projects are reviewed for their aesthetic impact on the community before contracts are finalized, and to advise the MPO Board on aesthetic aspects of transportation projects.

3.9 Freight Transportation Advisory Committee

The MPO Freight Transportation Advisory Committee (FTAC) was created as a formal committee of the MPO planning process for advising the MPO Board on matters of multimodal freight transportation.

The mission of the Miami-Dade MPO Freight Transportation Advisory Committee is to address the multimodal transportation needs of freight movement throughout Miami-Dade County.

The FTAC is composed of no more than

twenty-three (23) voting members who represent the stakeholders of the freight and goods movement industry in Miami-Dade County. Members are selected from private sector freight firms involved in break-bulk, marine cargo, logistics, local distribution, air cargo, terminal, rail freight, warehouse, and over-the-road operations, among others. The voting members are joined by ex-officio public sector agencies on the committee representing freight-associated transportation agencies.

3.10 Review by Miami-Dade County Municipalities

The Miami Urbanized Area has thirty-four (34) incorporated municipalities. The transportation planning and programming process directly impacts the interests and activities of these entities. To provide a mechanism to evaluate the products and recommendations made from the transportation planning process, a municipal review procedure, also referred to as the “intergovernmental process”, has been established to allow for the proper consideration of the interests of the municipalities. This procedure provides elected and appointed municipal officials with a continuing opportunity to give timely and organized input to the transportation planning process. All planning proposals and other formal matters relating to urban area transportation programs and projects are routinely submitted in draft form to municipal authorities.

3.11 Transportation Disadvantaged Local Coordinating Board

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is charged with providing the MPO with an annual evaluation of the Community Transportation Coordinator (CTC). Both the LCB and the MPO are active participants in the creation, implementation, and evaluation of the Transportation Disadvantaged Service Plan, and the

adherence to service standards as set by the Commission for the Transportation Disadvantaged (CTD), and the LCB.

The MPO assists in the staffing of the Board and the appointment of a local elected official to serve as the Chairperson of the LCB.

3.12 Southeast Florida Transportation Council (SEFTC)

The South East Florida Transportation Council (SEFTC) is an entity created, under Florida Statutes Chapter 334.175(5)(i)(2), to serve as a forum for coordination and communication among the Broward MPO, the Miami-Dade MPO, the Palm Beach MPO, the Florida Department of Transportation District 4 and 6, the Florida’s Turnpike Enterprise, the South Florida Regional Transportation Authority, the South Florida Regional Planning Council, the Treasure Coast Regional Planning Council, Monroe County, Martin County MPO, St. Lucie MPO and other agencies and organizations involved in transportation planning and programs in South Florida. This coordination will be conducted in accordance with the requirements of Chapter 339.175, F.S., the Safe, Accountable, Flexible, and Efficient Transportation Equity Act— A Legacy for users (SAFETEA-LU) and subsequent legislative actions.

CHAPTER 4

Participating Agencies

The staff resources of the MPO are those of its participating agencies as well as those assigned to the Secretariat Office. Personnel are assigned from the participating agencies to perform specific MPO duties as the need arises. Agencies regularly providing staff resources for the completion of MPO program activities are as follows:

- ◆ Office of the County Manager
- ◆ County Attorney
- ◆ Miami-Dade Transit
- ◆ Miami-Dade Department of Planning and Zoning
- ◆ Miami-Dade Public Works Department
- ◆ Miami-Dade Seaport Department
- ◆ Miami-Dade Aviation Department
- ◆ Miami-Dade Department of Environmental Resources Management
- ◆ Miami-Dade Public Schools
- ◆ South Florida Regional Transportation Authority
- ◆ Florida Department of Transportation
- ◆ South Florida Regional Planning Council
- ◆ Miami-Dade Expressway Authority

4.1 Functional Responsibilities of Participating Agencies

Each agency participating formally in the MPO program has been assigned a level of responsibility commensurate with its normal involvement in the development and operation of urban transportation system facilities. The County's Aviation Department and Seaport Department, for example, not only have a relationship to the main effort, but also are included so as to maintain the integrity of the total multimodal transportation system concept. The County's Environmental Resources Management Department is includ-

ed so that the environmental impact of the projects in the LRTP and TIP can be estimated to ensure compliance with the Clean Air Act Amendments (CAAA) of 1991.

4.2 County Manager

The County Manager oversees the effectiveness of the transportation planning process and the timely completion of work products, and is ultimately responsible for the efficient management of the administrative affairs of the organization. The MPO Secretariat Director and staff are housed in the County Manager's Office and the Manager participates in the transportation planning and programming process by performing these functions:

- ◆ Acts as principal advisor to the Governing Board.
- ◆ Provides overall direction of the County transportation planning process.
- ◆ Provides overall supervision of the County technical staff.

4.3 County Attorney

The Miami-Dade County Attorney is the legal counsel to the MPO. The legal counsel attends all meetings of the MPO Board and performs the following functions:

- ◆ Provides legal advice to the Governing Board.
- ◆ Reviews and approves all legal documents, contracts and other instruments for form and legal sufficiency.
- ◆ Represents the MPO in all legal actions.

4.4 Miami-Dade County Public Works Department

It is the responsibility of this agency to carry out highway surveillance activities. In addition, this agency assigns professional,

technical or other personnel to:

- ◆ Assist in developing MPO plans and priorities for arterial street improvements and in the preparation of the TIP.
- ◆ Perform highway surveillance studies and furnish traffic data as necessary.
- ◆ Estimate auto traffic generation for Development Impact Committee reviews.
- ◆ Provide technical support to the MPO on the resolution of highway issues and evaluation of proposals originating from citizen groups.

4.5 Miami-Dade Transit

Miami-Dade Transit (MDT) is the primary public mass transit operator in the metropolitan area. Additionally, this agency does the following in the context of the MPO program:

- ◆ Assist in developing MPO plans and priorities for urban area transit improvements.
- ◆ Responsible for grant management and financing activities related to the People's Transportation Plan; to include the usage and reporting of all surtax proceeds and related revenues.
- ◆ Perform transit ridership and surveillance studies and furnish transit data as necessary.
- ◆ Develop plans for fixed route and paratransit services.
- ◆ Develop plans for elderly and handicapped transportation services.
- ◆ Develop reports to document local compliance with all federal and state transit service planning requirements.
- ◆ Serve as the County's Liaison for public transportation policy issues with the Metropolitan Planning Organization, federal, state and municipal agencies.
- ◆ Provides modal integration through their Bike and Ride Program

4.6 Miami-Dade Department of Planning and Zoning

The Department of Planning and Zoning (DPZ) functions as the official area-wide comprehensive planning agency in performing MPO-related technical planning activities. DPZ has responsibility for the following:

- ◆ Review the Transportation Plan for consistency with other elements of the Comprehensive Development Master Plan and other functional plans
- ◆ Collect, develop, and evaluate land use and socioeconomic data for input into travel demand forecasts.
- ◆ Prepare land use and socioeconomic forecasts.
- ◆ Assist in assessing environmental impacts of proposed transportation projects.

4.7 Miami-Dade Seaport Department

It is the responsibility of this agency to ensure that appropriate consideration is given to its landside access requirements. The agency has the responsibility for performing the following tasks:

- ◆ Evaluate highway and transit plans with respect to impact on the Seaport.
- ◆ Prepare ground transportation capital development plans for inclusion in the TIP and LRTP as necessary.

4.8 Miami-Dade County Aviation Department

It is the responsibility of this agency to ensure that appropriate consideration is given to its landside access requirements. The agency is responsible for performing the following tasks:

- ◆ Evaluate highway and transit plans with respect to impact upon airports in the County.

- ◆ Develop airport ground transportation capital plans for inclusion in TIP and LRTP as necessary.

4.9 Miami-Dade County Department of Environmental Resources Management

It is the responsibility of this agency to monitor motor vehicle emissions and to determine the impact of these emissions on air quality standards. The agency is responsible for performing the following tasks:

- ◆ Evaluate highway and transit plans with respect to air quality and other environmentally-related areas.
- ◆ Conduct surveillance activity relating to vehicular emissions.

4.10 Florida Department of Environmental Regulation

The Department of Environmental Protection's responsibility for transportation planning is to provide technical assistance to reduce the adverse effects transportation has on our air quality. In Southeast Florida cars and trucks are the major source of air pollution. By working with the MPO the department is able to address and incorporate air quality concerns into the established planning process.

This process includes implementing congestion management, ridesharing, bicycling and pedestrian activities, parking management, transit, alternative transportation, operational improvements, conformity with state plans, programs designed to reduce vehicle trips and/or occupancy, coordination of land use and other transportation control measures that will result in a lessening of vehicle emissions.

4.11 Florida Department of Transportation

It is the responsibility of this agency to participate in all pertinent MPO planning activities, and to work towards effective coordination between state and county transportation programs. This agency also provides liaison between the MPO and the various agencies of the United States Department of Transportation (USDOT).

The District Secretary for District VI appoints the person(s) to represent the FDOT on the MPO Governing Board and Transportation Planning Council (TPC). In addition, FDOT assigns professional, technical and other personnel to perform the following tasks:

- ◆ Assist in the development of MPO plans and priorities for primary road construction and improvements in the urban area.
- ◆ Provides traffic data for projects in the MPO jurisdiction.

4.12 South Florida Regional Planning Council

It is the responsibility of the South Florida Regional Planning Council (SFRPC) to maintain an ongoing review of the MPO Transportation Plan to ensure that it is consistent with the transportation provisions of the Regional Policy Plan for South Florida.

4.13 Miami-Dade Expressway Authority

The Miami-Dade Expressway Authority (MDX) is an independent special district of the State of Florida. The Board of the MDX is comprised of twelve (12) Miami-Dade County residents and the FDOT District VI Secretary. Nine (9) are appointed by the Miami-Dade Board of County Commissioners, and three (3) are appointed by the Governor of Florida. The MDX is vested with the authority to own, lease, operate, acquire, construct, maintain, and improve express-

ways and toll road facilities.

The MDX assists the transportation planning process by:

- ◆ Assisting the MPO in developing plans and priorities for expressway and toll road construction and improvements in the urban area.
- ◆ Facilitating partnerships to develop, finance and operate future toll roads and other transportation facilities such as multimodal corridors, intermodal facilities and greenways.
- ◆ Determining surplus toll revenue that may be available for use in improving local transportation infrastructure and services.
- ◆ Participating in the development and maintenance of local congestion management and intelligent transportation system activities.

4.14 Miami-Dade County School Board

It is the responsibility of this agency to participate in pertinent MPO planning activities and to monitor issues related to student pedestrian safety, general transportation issues affecting students, school speed zones, traffic flashers and safe routes to schools, etc.

4.15 South Florida Regional Transportation Authority

Palm Beach, Broward and Miami-Dade Counties' respective MPOs, South Florida Regional Transportation Authority (SFRTA), and FDOT recognize that existing surface transportation facilities serving the regional tri-county area are inadequate to address the mobility needs of the residents and visitors to the area. The reasons for the existence of the SFRTA is to provide for efficiencies in the delivery of existing regional service; provide improved services with existing resources; provide regional surface transportation information to the public and provide a regional forum for deliberation on surface transportation issues of mutual interest.

This agency represents the former Regional Transportation Organization and the Tri-County Commuter Rail Authority.

CHAPTER 5

Transportation Planning Program and Procedures

5.1 The Transportation Plan: Development, Adoption and Implementation

A central feature in the MPO's program efforts is the development and maintenance of an updated Long Range Transportation Plan (LRTP). The LRTP must include a financial feasibility assessment indicating the funding necessary to implement improvements for its duration. The LRTP must include both long-range and short-range strategies, and it must comply with all other state and federal requirements. The LRTP is required to be intermodal reflecting the widest consideration of modal options to most effectively and efficiently serve mobility needs within metropolitan areas and in terms of nationwide economic goals. Also, the LRTP is subject to air quality conformity requirements established by section 176 of the CAAA. The process for plan development, adoption and implementation is depicted in Figure II.

A Long Range Transportation Plan covering at least a twenty-year (20) horizon is required of all recipients of federal funds. An annual update of the plan is mandatory with a major updating effort normally occurring every three years. It is developed by technical staff and represents all transportation modes. All of the various county, state and federal agencies with transportation planning and implementation responsibilities participate in formulation of the plan through their staff activities and in the LRTP Steering Committee's ongoing work. Input from Miami-Dade County municipalities is requested and considered on a regular basis. The plan is coordinated with regional agencies and entities as well.

Also, the LRTP is coordinated for consistency with the County's Comprehensive Development Master Plan (CDMP). Provi-

sions of Chapter 163, F.S. limit Miami-Dade County's funding or construction of transportation improvements to projects and facilities that are contained in the CDMP. Because the exclusion of a transportation project or facility from the CDMP could effectively prevent Miami-Dade County's participation in the project, notwithstanding the project's inclusion in the MPO's Transportation Plan, it may be necessary to amend the CDMP to implement proposals contained in the MPO's Transportation Plan. Prior to its adoption by the MPO Board, the plan is endorsed by the Transportation Planning Council (TPC) and made available for review by civic and public organizations including municipalities, the Citizen Transportation Advisory Committee (CTAC) and citizens in general.

The Transportation Improvement Program (TIP) document is the short range element of the Long Range Transportation Plan (LRTP). This plan element consists of a five-year program of projects of which one year is current (the annual element) and four are proposed. Each year, the TIP is modified by adding a new fifth year and advancing the first of its future years to current status. The improvements identified in the TIP are carried out through orders of priority expressed through technical analyses conducted for the preparation of the Transportation Plan. These analyses are part of the work defined in the Unified Planning Work Program (UPWP). TIP's are required to be prioritized and financially constrained. The TIP must include transportation management system strategies proposed for implementation during the time frame of the TIP. In air quality non-attainment or maintenance areas, such as Miami-Dade County, transportation control measures (TCMs) are a priority.

The TIP also identifies all sources of funding that are known or anticipated to be available during the program period. The TIP may be amended at any time during a

program year by the same procedures required for developing and adopting the original document. Specific projects indicated for implementation are consistent with the LRTP, and are drawn from the current year of the approved TIP. The Transportation Plan documents are adopted by the Governing Board of the MPO, and accepted by the state and federal agencies involved in local transportation planning and implementation i.e. the Florida Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Projects approved by the MPO Board in the TIP are subsequently implemented by the Board of County Commissioners and, when required, by federal and/or state agencies.

5.2 The Long Range Transportation Plan: Amendments

While the improvements and priorities included in the Transportation Plan are based on sound analytical assessment of transportation needs, adjustments to the plan may be periodically necessary to reflect changes in transportation demand and conditions and findings of detailed project studies, as well as MPO Board-approved requests from its own members or citizen groups and municipalities.

5.3 General Plan Amendment Process

Three major steps are involved in amending the plan:

1. Technical review and analysis,
2. Citizen involvement, and
3. Policy decision

All proposed amendments are to be initially subjected to a technical analysis whereby the proposal(s) will be compared with the current plan and the technical and fiscal implications of the change assessed and documented. The direct impact of the

change on the affected local area, as well as the impact on other projects in the plan, is evaluated. Because of the limited nature of transportation funding resources, impacts resulting from amendments are particularly relevant when priorities for given projects are proposed to be advanced and therefore priorities for the other projects are likely to be negatively impacted. Citizen review procedures in the amendment process are accomplished through the regular citizen activities defined in the MPO process. The Citizens Transportation Advisory Committee plays a key role in this regard.

5.4 Plan Amendment Schedule

The Transportation Plan is subject to an annual review and amendment process that culminates in October of each year. The regular plan amendment process calls for the MPO Board to consider amendment proposals during October of every year. In order for amendment proposals to be reviewed by the appropriate committees and advertised for public hearing with proper advance notice, requests for amendment should be received by the MPO director by August 1st of each year.

This procedure ensures an up-to-date planning input of projects to be included in the FDOT's Five Year Work Program, which is endorsed by the MPO in December of each year. Amendments resulting from this process are also considered as primary input in the preparation of the TIP, adopted by the MPO Board in May of each year.

Amendment proposals to the Plan outside of the regular October cycle must obtain consensus from the Transportation Planning Council to ensure consistency with the goals and objectives of the Transportation Plan for the Miami Urbanized Area. Requirements for technical review, citizen involvement, and policy deliberation are the same as for amendments made as part of the annual cycle.

5.5 Initiation of Amendments

The Transportation Planning Council (TPC), following a technical review by the Long Range Transportation Plan Steering Committee, initially considers proposed amendments to the LRTP.

Amendments can be officially proposed by members of the MPO Board, the County Manager, any County department, FDOT, other modal agencies, neighboring MPOs, Miami-Dade County municipalities, and CTAC. Any other interested organization or individual wishing to request an amendment to the Transportation Plan generally requests the amendment through the agency that has jurisdiction over the subject facility, thereby making the appropriate agency a 'sponsor' of the amendment.

Requests for amendment are submitted to the MPO director in writing by an elected official, department director or other authorized signatory of the requesting body. Information detailed in a request for amendment includes description and scope of the project, nature of the proposed change to the LRTP, project cost and funding information. The MPO has developed a standard format for presenting this information.

5.6 Impact Fee Process

As adopted by local ordinance #88-112 on December 6, 1988, the transportation planning process of the MPO is utilized in Miami-Dade County to assure that expenditures of road impact fee revenues on highway projects are properly prioritized and scheduled. This planning process considers recommendations from a Joint County/Municipal Staff Committee. TPTAC functions as the County representative on this Joint Staff Committee. Highest priority for impact fee trust account expenditures are for roadway improvements determined by the MPO Board as most needed to serve new development. The annual program for expenditure of roadway improvement projects utilizing road impact fee trust fund

monies is presented to the MPO Board at the time of the annual TIP approval action. The administration for this process conforms to the rules established in the Miami-Dade Road Impact Fee Manual.

5.7 Unified Planning Work Program

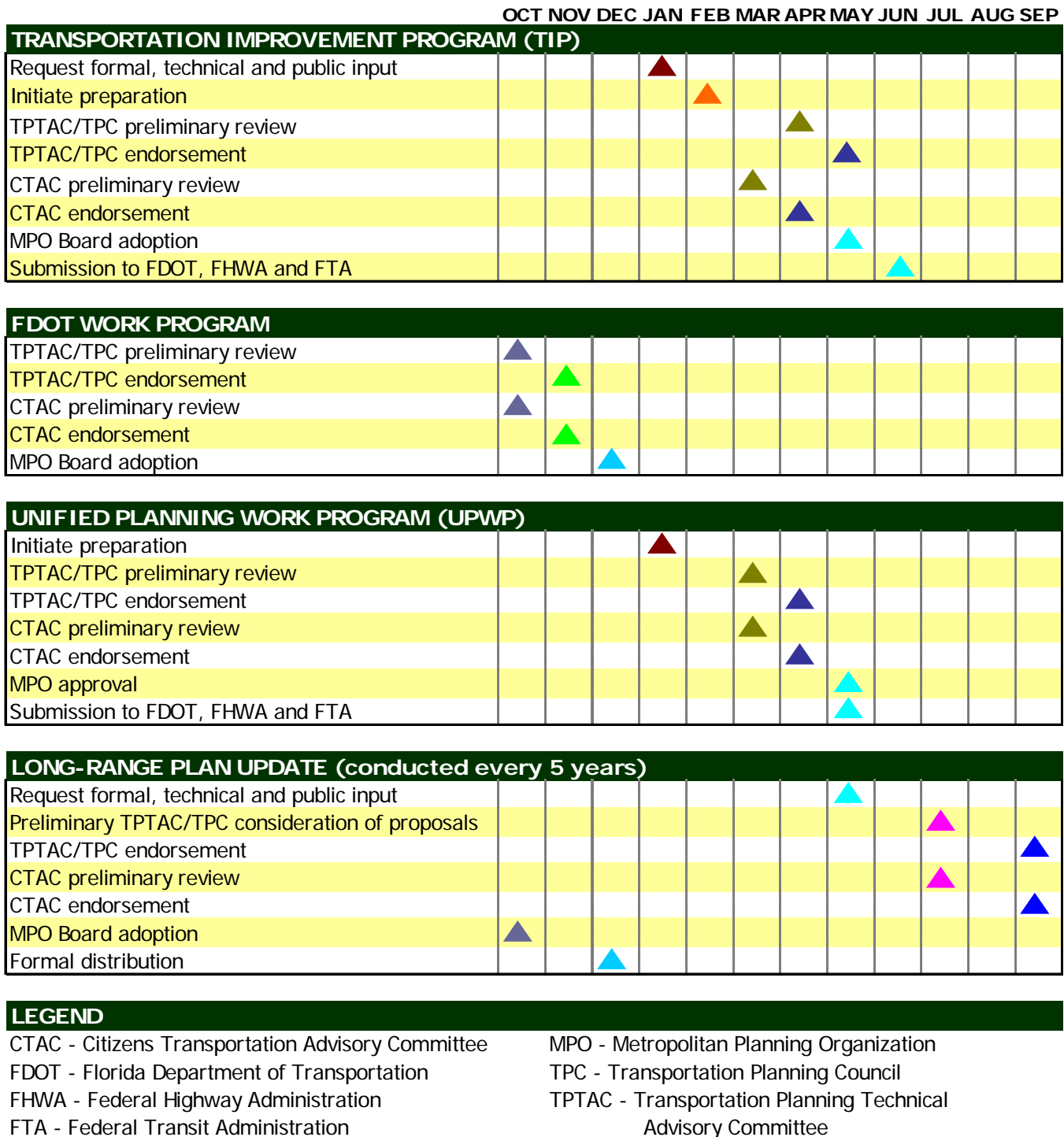
The annual program of technical studies and related activities that support the transportation planning and improvement programs is contained in the Unified Planning Work Program (UPWP). Example of activities included in the UPWP are: regional support work, Long Range Transportation Plan, Transportation Improvement Program, data surveillance; travel modeling and forecasting; community involvement; highway, transit, special technical studies, and other aspects of technical support necessary to the transportation planning process. In the UPWP document, the local or state agencies involved in each phase of the program are indicated, as is the transportation process. The work program is in support of goals and objectives established by the MPO, and relates to state and national transportation program areas of emphasis. The levels and sources of federal, state or local funds to support the program are described and products from the various technical or support activities are identified.

The UPWP includes a discussion of all urban area transportation planning activities and a description of transportation related air quality planning activities and documentation of all work to be performed with federal planning assistance under sections 5303, 5307 or 26(a)(2) of the FTA 49 U.S.C. and 23 U.S.C. The document is developed under the guidance of the Transportation Planning Council and is approved by the MPO Board and the appropriate state and federal agencies.

5.8 Annual Cycle of MPO Documents

The information presented in Figure 3 shows the annual review and approval cycle of major MPO plans and programs. Many aspects are taken into account in the establishment of these procedures and calendar dates. Elements such as the administrative fiscal years of the agencies involved, dates when documents are required by the funding federal agencies, state requirements concerning FDOT plans and programs and the allowance of reasonable periods of time for formal review by the various committees involved are all aspects considered in the development of this annual cycle.

Figure 3 also shows a cycle for the FDOT Five Year Work Program. While this is not a formal MPO document, it is an item of critical significance to the program since the projects included in the work program for any given time period are also submitted by the FDOT for inclusion in the MPO's TIP for the same period.

FIGURE 3**Annual Development & Activity Cycle of Formal Transportation Planning Documents**

CHAPTER 6

Program Monitoring, Review and Reporting

6.1 Program Management

The Director of the MPO Secretariat acts as the overall program administrator and manager. Technical management control over each project in the transportation planning program is exercised by the respective project manager to whom the task is assigned. Ultimate review of program work products rests with the Transportation Planning Council (TPC) and its task forces and committees.

6.2 Monitoring

A monitoring process is applied to the transportation planning and programming process by the TPC through the director of the MPO Secretariat to ensure that:

- ◆ Programs and projects are consistent with adopted MPO policies.
- ◆ Programs and projects are responsive to identified issues and problems.
- ◆ Changes are consistent with Comprehensive Development Master Plan and Transportation Plan recommendations.
- ◆ The surveillance program produces the data required to support transportation planning recommendations.
- ◆ The products of the planning work program serve their intended purpose and are cost effective.

6.3 Review

Responsibility for the overall direction and control of administrative and technical review rests with the TPC and its committees. The review process is used to develop recommendations for desirable changes in current and proposed transportation plans and programs in terms of policy, technical procedures, administration and coordination.

6.4 Reporting

A reporting system is used to review the status, progress, and achievements of the MPO at all levels. Quarterly reports on the status of the UPWP are prepared by the Director of the MPO Secretariat based on project reports furnished by individual project managers. They are submitted to the TPC for review and acceptance before transmittal to the funding agencies.

The Director of the MPO Secretariat prepares additional summary reports to the MPO Board, TPC, and others informing them of performance, progress and compliance with goals and objectives of the overall MPO program.

CHAPTER 7

Public Involvement Procedure

7.1 Goal

The Public Involvement Plan's (PIP) main goal is to involve the public in the transportation planning and decision making process by providing information to the general public regarding MPO transportation plans and programs, and to consider all comments and incorporate the agreed upon modifications prior to the adoption of the plans. This is a two-way exchange of information. To supplement the following information, a stand along PIP with detailed information has been created.

7.2 Objectives

To develop effective citizen participation by attracting a larger number of interested citizens and organizations that will provide decision-makers with reliable community input.

- ♦ To achieve adequate support for transportation related plans by providing timely and reliable information to the public.
- ♦ To create a process tailored to local circumstances
- ♦ To establish an adequate mechanism to evaluate the openness, fairness, and responsiveness to the process.
- ♦ To solicit informed public input to effectively develop transportation plans and programs.

7.3 Additional Elements Considered in the Process

A well-organized citizen participation program involves elements that must be considered in the process. Among them are:

- ♦ Defining the role of the public in the process.
- ♦ Determining the methodology and strategies to be included in the process. Including a

broad mix of techniques and combine them as appropriate.

- ♦ Establishing a commitment for the level of resources (funding and staffing) according to the priority of the plan.
- ♦ Establishing procedures to evaluate the desired participants, needs for public education, selection of the appropriate techniques, response to public comments and effectiveness of the process.

7.4 Title VI of the Civil Rights Act of 1964

42 United States Code (U.S.C.) 2000d-2000d-7 Title VI of the Civil Rights Act of 1964 as amended provides that: "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, participation in, or be denied the benefits of, or be subjected to discrimination under any program, or activity receiving Federal financial assistance".

To comply with Title VI the MPO has established the following goals:

- ♦ To maintain membership composition in the Citizens' Transportation Advisory Committee (CTAC) that represents the demographics of the citizenry of Miami-Dade County.
- ♦ To develop better documentation efforts related to Title VI and to implement a mechanism to evaluate the MPO's public involvement activities.
- ♦ To provide information to FHWA that demonstrates the participation of minority and female consultants in the contracting process.
- ♦ To provide additional opportunities to the community to participate in the MPO pro-

grams and activities.

- ◆ To establish specific public involvement programs for the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).
- ◆ To evaluate review time for public comment in the TIP development process.
- ◆ To provide additional staff resources for Public Involvement Section of MPO.
- ◆ To increase public participation at public hearings.
- ◆ To implement Sociocultural Effects strategies and techniques into the MPO planning process.
- ◆ To address the distribution of benefits and impacts of the transportation investment program.

7.5 Methodology

7.5.1 Early Involvement

To comply with this requirement it is important to involve the public from the beginning of the planning process. It is therefore necessary to define the role of each participating group as follows:

Participating Agencies: Work with the public to provide access to general information; provide time for public response; prepare documentation for public distribution that is both concise and easy to understand; keep the public informed about the transportation plans and programs.

General Public: Members of this group shall be able to participate in the meetings; learn about the process; identify the needs of the community at large; evaluate projects and propose alternative solutions.

Decision-Making Officials: Assure that

the public involvement process is established according to federal requirements and the needs of the community; assure that there are enough resources to implement the program; provide time for public comments; consider the public responses and concerns to the plans and programs presented to the community; evaluate the impacts of such comments. The following process will be followed:

Transportation plans will continue being developed and evaluated without changing the current process. In this case, plans shall be reviewed and endorsed by the Citizens Transportation Advisory Committee (CTAC); by the Transportation Plan Technical Advisory Committee (TPTAC) and by the Transportation Planning Council (TPC). Finally, after these endorsements, the MPO Board may approve the plans.

CTAC is involved from the beginning of the process. However, to provide for additional early involvement, the Chair of the CTAC or his/her designee, will be a member of those steering committees established for each work element within the Unified Planning Work Program (UPWP). The UPWP contains the planning studies to be conducted for future transportation projects.

7.5.2 Timely Public Notice

Revisions to the public involvement procedure will be available 45 calendar days prior to its adoption by the MPO Board. During this period, comments from state and local agencies, as well as from private organizations and the general public will be received and proper consideration will be given.

All transportation plans and other formal documents detailing the MPO process will be available for comments at least 14 calendar days prior to their adoption. These include but are not limited to the Transportation Improvement Program (TIP), the Long Range Transportation Plan (LRTP) and the Unified Planning Work Program (UPWP).

7.5.3 Coordination

Representatives of transportation related agencies, state and local officials and public citizens are part of the existing policy and technical committees, such as the CTAC, the TPTAC and the TPC. Also, representatives of local, state and federal environmental resource and permitting agencies shall be involved as appropriate. Close coordination between the MPO and FDOT is a strong element of the process.

Provisions will be made for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies; commuter railroad operators; airport and port authorities; toll or expressway authorities; private transportation providers; the elderly and handicapped; minorities; the business community; freight movement operators, and city officials when appropriate. Many of these organizations are already active in the MPO Transportation Planning Process.

Finally, the process shall provide for mutual collaboration between government agencies and citizen organizations.

7.5.4 Notification

As part of the public involvement process, ads are published in a local newspaper to indicate the availability of documents for comments. For example, documents that are advertised are: adoption and/or amendments of the TIP, LRTP, and UPWP.

Copies of the documents will be sent to city, county and state officials for their review and information. When required, additional efforts shall be taken to notify specific groups that could be potentially impacted by such MPO plans.

7.5.5 Document Accessibility

Transportation plan documents may be requested by phone, fax, e-mail or in person from the Miami-Dade MPO Secretariat. Major documents may also be downloaded

from the MPO website. The distribution of these documents will be made by regular mail, fax or e-mail as appropriate. Easy to understand documents (brochures, newsletters and notifications) will be prepared for the general public when appropriate.

Coordination will take place with organizations representing minorities, the elderly, and persons with disabilities, to provide information regarding the transportation plans.

7.5.6 Physical Accessibility

It is the policy of the MPO to comply with the Americans with Disabilities Act (ADA). Opportunities for public involvement shall be provided for all persons, including those with disabilities, to participate in the transportation planning process.

In order to accommodate elderly persons and persons with disabilities, the MPO considers access to public transit services, physical facility access, and parking availability when selecting locations for MPO activities. The MPO is an active participant on the Transportation Disadvantaged Local Coordinating Board (LCB).

Additional provisions are made upon request for vision or hearing impaired persons. The availability of these services is included in advertising for MPO meetings and activities.

7.5.7 Openness

To provide for open public participation, at the beginning of each CTAC, BPAC, and TPC meeting, a 5-10 minute session will be formally scheduled to receive comments from the general public.

To encourage regional scale citizen participation and awareness, copies of these procedures and future transportation plans will be submitted to Broward County and Palm Beach County MPOs, for information and comment.

7.5.8 Public Involvement Techniques

These are the mechanisms used to inform the public and encourage their participation in the Miami-Dade Transportation Plan. Multiple methods and strategies have been developed to involve larger numbers of groups in the Public Involvement Process (PIP). The program, to be established by the MPO, will combine different techniques according to the individual characteristics of each plan or project. The following are the proposed steps to be followed in this phase:

1. The MPO shall develop a public involvement resource bank containing names, addresses and particular interests of organizations and individuals who are willing to participate in the PIP. Organizations which can reach persons not traditionally involved will also be included. These organizations and individuals will be contacted and assigned to a particular task group as appropriate.
2. An ad shall be published asking for interested organizations and individuals to participate in this process. Letters shall be mailed to different groups, to promote active involvement by the community and businesses in the PIP.
3. The following is a menu with a variety of strategies and techniques that shall be considered in the PIP. Elements of this menu shall be implemented as personnel and monetary resources allow for the development of project or plan:
 - Establishment of advisory committees
 - Public Meetings
 - Development of citizen workshops for special topics
 - Preparation of transportation newsletters and brochures to provide information to the public about government plans. Community fact sheets shall address local problems at neighborhood levels.
 - Publication of newspaper ads

- Public Service Announcements
- Document availability on the MPO web-site.
- Highlight dates and venues for public involvement activities on the website.
- Community meetings
- Transportation displays in shopping and activity centers.
- Mail surveys.
- When appropriate, subcommittees of the TPTAC and TPC shall be created including representatives of the general public (individuals and/or organizations).
- Press conferences, when appropriate.
- Encourage elected officials, civic leaders and businesses to write newspaper articles on key issues.

Other techniques and strategies that may be considered as appropriate, but require additional resources are:

- ◆ Electronic conference meetings
- ◆ Transportation Forums.
- ◆ Designation of a staff person to be in charge of each public involvement program
- ◆ Establishment of a formal Citizen Participation Office
- ◆ Establishment of a hotline number to provide information regarding transportation related plans
- ◆ Development of Transportation Fairs
- ◆ Production of TV and radio spots
- ◆ An educational and public awareness program to provide general knowledge of transportation terminology and planning procedures to the public will be developed by the MPO.
- ◆ A web site that is updated daily which provides downloadable plans and agendas.

7.5.9 Monitoring Program

To keep a record of the distribution of

documents, a list containing the names of the persons or the entities, who request such documents, will be maintained at the MPO Secretariat.

Quantitative and qualitative analysis as appropriate shall be made to evaluate the responsiveness of the community to the proposed public involvement process and its effectiveness in the transportation planning process.

Other mechanisms to measure the effectiveness of this process will include conducting public opinion research surveys. The results of these surveys shall be discussed, in public forums and with elected officials, for proper actions. These surveys may be administered using standard forms, telephone inquiries, the newspaper or any other appropriate way to reach the interested sector.

7.5.10 Consideration Given to Received Comments

A summary and analysis of written or oral comments are received for transportation plans shall be included in the document, indicating whether and how the draft document changed based on each comment.

If the final document differs significantly from the one available for the public, a second opportunity for public comment on the revised document shall be given to the general public.

A procedure for considering public comments shall be prepared if needed.

7.5.11 Process Review

This public involvement process shall be periodically reviewed by the MPO in terms of its effectiveness in assuring full and open access for the public to the transportation planning process.

Copies of the approved process shall be submitted to FDOT, FHWA and FTA for their comments.

7.6 Future Amendments to the Current Process

This PIP can only be modified, altered, changed, or improved by action of the MPO Board by means of an amendment to the Prospectus. The amendment will be documented and presented to all committees. It will be the result of actions intended to improve the established process once it has been in place, and tested; and once it has been decided that further refinement is needed; or, as a result of accumulated experiences, which prove that the process needs to be improved.

APPENDIX A

INTERLOCAL AGREEMENT CREATING THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA

THIS PAGE IS LEFT BLANK INTENTIONALLY

REC: 843 PAGE 505

386229

RECORDED IN THE PUBLIC
RECORDS OF LEON CO. FLA.
IN THE BOOK & PAGE IND.

MAR 4 3 59 PM 1977

AT THE TIME & DATE NOTED
PAUL F. HARTSFIELD
CLERK OF CIRCUIT COURT

INTERLOCAL AGREEMENT

March THIS AGREEMENT, made and entered into this *2nd* day of *March*, 1977, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION hereinafter called the DEPARTMENT, the BOARD OF COUNTY COMMISSIONERS, DADE COUNTY, FLORIDA hereinafter called the County and the DADE COUNTY SCHOOL BOARD, hereinafter called the School Board:

W I T N E S S E T H:

WHEREAS, the Department, the County and the School Board, under the authority of Section 163.01, Chapter 163 Florida Statutes may enter into an interlocal agreement to carry out a project which is advantageous to the parties and which agreement permits the joint exercise of such powers or authority which the agencies share in common or which might be exercised separately, and

WHEREAS, the U.S. Department of Transportation, under the authority of 23 U.S.C. 104 (f) (3), 134 and 315, and Section 3, 4 (a) and 5 of the UMT Act (49 U.S.C. 1602, 1603 (a), and 1604) and the delegation of authority by the Secretary of the U.S. Department of Transportation at 49 CFR 1.48 (b) and 1.50 (f), Chapter I of title 23 and Chapter VI of title 49 of the Code of Federal Regulations has promulgated rules which provide that as a condition for the receipt of Federal Capital or operating assistance the Governor of each State shall designate a Metropolitan Planning Organization for each urbanized area which MPO is to have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensive planned development of the urbanized area, and stipulates that the State and the Metropolitan Planning Organization shall enter into an agreement clearly identifying the responsibilities for cooperatively carrying out such transportation planning, and

WHEREAS, it is the purpose of this agreement to create and establish a Metropolitan Planning Organization and to confer upon it the power, authority and responsibility necessary to organize and structure itself in a manner most suitable for conducting a continuing, cooperative and comprehensive transportation planning process in cooperation with the Department of Transportation.

WHEREAS, Chapter 334, Florida Statutes grants the broad authority for the Department's role in transportation; Section 334.02(5), Florida Statutes, evidences the legislative intent that the Department be the custodian of the state highway and transportation systems, and be given sufficiently broad authority to function

adequately and efficiently in all areas of appropriate jurisdiction; Section 334.211(2) Florida Statutes, requires the Department to develop comprehensive plans, in conjunction with local governmental bodies and regional planning agencies, for all standard metropolitan statistical areas, and

WHEREAS, in fulfillment of the aforesaid purpose and in the exercise of the various powers granted by Chapter 334, Florida Statutes, the parties to this agreement shall observe all provisions of Section 163.3161 - 163.3211, the Local Government Comprehensive Planning Act and its successors, and shall take particular care that the planning processes and planning integrity of local governments as set forth in the Local Government Comprehensive Planning Act and as evidenced by the legislative intent expressed in Sections 334.02(7), Florida Statutes not be infringed upon.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations herein, the parties agree as follows:

1.00 Definitions

The terms employed in this Agreement shall have the following meanings unless the context clearly implies a different intent:

- .01 "GOVERNOR" shall mean the Governor of the State of Florida.
- .02 "COUNTY" shall mean the Board of County Commissioners, Dade County, Florida.
- .03 "SCHOOL BOARD" shall mean the Dade County School Board.
- .04 "MPO" shall mean the Metropolitan Planning Organization for the Miami Urbanized Area designated by the Governor.
- .05 "DEPARTMENT" shall mean the State of Florida Department of Transportation.
- .06 "A-95 AGENCY" shall mean the areawide clearinghouses established pursuant to United States Office of Management and Budget Circular A-95.
- .07 "GOVERNING BOARD" shall mean those persons designated by the Governor to serve on the MPO.
- .08 "MTA" shall mean the publicly owned mass transit operator in Dade County known as the Metropolitan Transit Agency, an agency of the Metropolitan Dade County government.
- .09 "STATE" shall mean the State of Florida and its various departments, agencies and/or officials.
- .10 "URBANIZED AREA" that area wholly contained within Dade County which by definition and boundary limitations is to be urbanized for planning projects.

ILLEGIBLE

ILLEGIBLE

- .11 "UMTA" shall mean the Urban Mass Transportation Administration of the U.S. Department of Transportation.
- .12 "FHWA" shall mean the Federal Highway Administration of the U.S. Department of Transportation.
- .13 "SECRETARIAT" shall mean that person who shall be appointed to serve as Secretary to the MPO and as the administrator of its business and affairs in accordance with the rules, regulations and procedures adopted by the MPO pursuant to Section 5.06.

2.00 Purpose

For the reasons recited in the preamble, which are hereby adopted as part hereof, this agreement is to create and establish an MPO for the Miami Urbanized Area for the purpose of implementing and ensuring a continuing, cooperative and comprehensive transportation planning process that results in coordinated plans and programs consistent with the comprehensively planned development of the said urbanized area, in cooperation with the Department, and in accordance with Federal requirements.

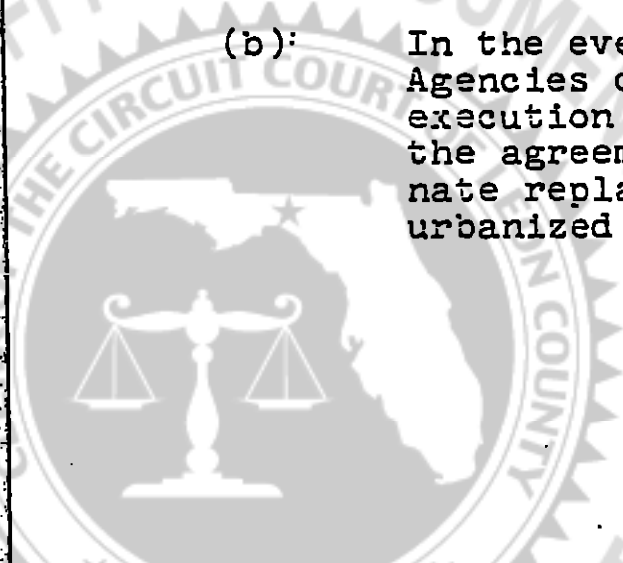
3.00 The Project

The project is defined as the continuing, cooperative, and comprehensive transportation planning process for the Miami urbanized area, including the programming of transportation improvements for such area.

4.00 MPO - Created and Established

The MPO for transportation planning in the Miami Urbanized Area is hereby created, established, and vested with the power, rights, privileges, immunities and responsibilities to perform all obligations provided in Section 163.01 Florida Statutes, subject to the limitations imposed by Section 5.00 of this agreement. The MPO shall be headed by a Governing Board designated by the Governor of Florida. The Governing Board of the MPO shall consist of nine (9) members of the Dade County Commission and one (1) member of the Dade County School Board as voting members, plus two (2) non-voting members of the Florida Department of Transportation. Provided:

- (a) The designees selected to serve from the above named Commission, Board and Agency shall be appointed by the Governor and serve at his pleasure.
- (b) In the event that any of the Commissions, Boards or Agencies decline to participate in forming the MPO by execution of the Interlocal Agreement or withdraw from the agreement at a future date, the Governor shall designate replacement(s) from any appropriate entity in the urbanized area.



(c) Further, if the performance of a member of the MPO is unsatisfactory to the Governor and the member is, therefore, removed from the MPO, the Governor shall appoint a replacement from any appropriate entity in the urbanized area.

(d) Where vacancies on the MPO occur for any reason, the Governor may also exercise the option of designating no replacement to fill the vacancies.

5.00 MPO - Powers

The MPO, in cooperation with the Department, shall have the power to carry on the project as defined in Section 3.00 of this agreement. In addition, the MPO shall have the power to:

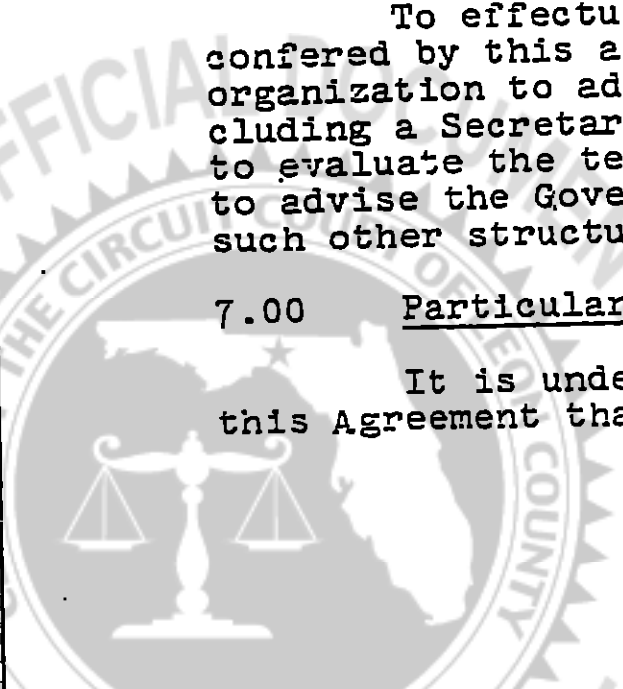
- .01 Enter into contracts or agreements, other than Interlocal Agreements, with local and/or State agencies to utilize the staff resources of those agencies.
- .02 Administer its affairs and business.
- .03 Enter into agreements other than Interlocal Agreements, with the Department, operators of public mass transportation services, and the areawide and regional A-95 agencies.
- .04 Enter into contracts for professional services.
- .05 Acquire, own, operate, maintain, sell, or lease any real or personal property, subject to written approval of the parties to this agreement.
- .06 Promulgate rules to effectuate its powers, responsibilities, and obligations provided said rules do not supercede or conflict with applicable local and state laws, rules and regulations.
- .07 Accept funds, grants, assistance gifts, or bequeaths from local, state, and federal sources.

6.00 MPO - Organization

To effectuate the powers, duties, functions and authority conferred by this agreement, the MPO shall provide for an appropriate organization to administer the affairs and business of the MPO, including a Secretariat, a Public Involvement structure, a structure to evaluate the technical adequacy of the work product, as well as to advise the Governing Board in the decision making process, and such other structures or committees as it may deem necessary.

7.00 Particular Covenants

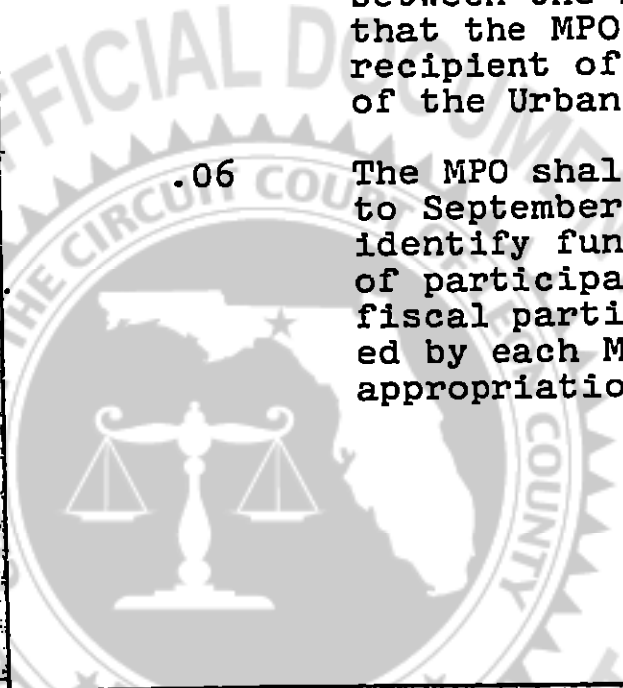
It is understood and agreed by and between the parties to this Agreement that:



RECORDING NOTICE

Document legibility unsatisfactory
for clear reproduction in the public
records.

- .01 The MPO shall enter into an Urban Transportation Planning Agreement with the Department, which agreement shall set forth the responsibilities of each entity with respect to jointly and cooperatively carrying out the transportation planning and programming activities required by this agreement and by the applicable federal, state and local laws and regulations as they now exist, or as they hereafter may be changed or modified.
- .02 The MPO shall enter into a Memorandum of Understanding with Metropolitan Dade County, operator of the Metropolitan Transit Agency, which Memorandum of Understanding shall set forth procedures to optimize the role of public mass transit within Dade County as a function of the planning and programming process of the MPO.
- .03 The MPO shall enter into a Memorandum of Understanding with Metropolitan Dade County (on behalf of the Metropolitan Dade County Planning Department) and the South Florida Regional Planning Council as the areawide A-95 agencies, which Memorandum of Understanding shall prescribe the means by which the activities of the MPO and the A-95 agencies will be coordinated as required by Part IV of OMB Circular A-95. This Agreement shall specify how transportation planning and programming will be part of the comprehensively planned development of the urbanized area.
- .04 Plans and programs developed within the framework of the urban transportation planning process may be modified in a manner consistent with the procedure established for initial development.
- .05 The MPO shall receive its proportionate share of the one-half percent Metropolitan Planning (PL) funds made available by 23 U.S.C. 104 (f). It is understood that the PL Funds are apportioned by the Federal Government and are distributed to the State on a reimbursable basis to the MPO. The State shall distribute the PL Funds to assist in carrying out those projects defined in the annual Unified Work Program. Such reimbursement shall be in accordance with the terms and conditions stated in the Agreement between the MPO and the Department. It is also understood that the MPO, to the extent possible, shall be the local recipient of any Federal funds distributed under Section 9 of the Urban Mass Transportation Act of 1954, as amended.
- .06 The MPO shall establish an annual budget on a October 1 to September 30 fiscal year basis. The budget shall identify funding sources, participating agencies, and levels of participation by the various agencies. The amount of fiscal participation shall be determined by resolution adopted by each MPO participant, subject to approval and lawful appropriation by the respective member bodies.



- .07 It is understood and agreed by the Board of County Commissioners and the Dade County School Board that when the Governor designates any member of either body to serve as a member of the MPO, that member is hereby authorized to so serve in accordance with the provision of this agreement.
- .08 The MPO in cooperation with the Department shall ensure the technical adequacy of the transportation planning process. The appointment of planners, engineers and members of other appropriate disciplines to serve in an advisory capacity shall be subject to the concurrence of the employer of any such person so appointed.
- .09 The MPO shall develop and establish a Public Involvement Program and a Citizen's Participation Structure.
- .10 Any rules and regulations, promulgated by the MPO in accordance with Section 5.06 of this agreement, which relate to the planning process or the technical adequacy of the plans shall be developed in cooperation with the Department.

8.00 Pursuant to Federal, State, and Local Law

In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is requisite under applicable law to enable the MPO to enter into this Agreement or to undertake the Project hereunder, or to observe, assume, or carry out any of the provisions of the Agreement, the MPO, will to the extent of its legal capacity, work towards the accomplishment and fulfillment of said needs.

9.00 Submission of Proceedings, Contract, and Other Documents

The MPO shall submit to the Department such data, reports, records, contracts, and other documents relating to the Project as the Department may require.

10.00 Rights of Review

All parties to the Agreement, the FHWA, and UMTA shall have the rights of technical review and comment of MPO projects.

11.00 Contracts of the MPO

All contractual agreements, if involving FHWA, UMTA, and/or Department funds, must be appropriately approved by the affected federal agency and the Department.

Except as otherwise authorized in writing by the Department, FHWA, and UMTA, where state or federal funds are to be used, the MPO shall not execute any contract or obligate itself in any other manner with any third party with respect to the Project without the prior

written concurrence of the Department, FHWA, and UMTA. Subletting of consultants contracts involving funds administered by FHWA shall be in accordance with the requirements of Paragraph 65(5) of Volume 4, Chapter 1 Section 2, Subsection 2, of the Federal-Aid Highway Program Manual.

12.00 Miscellaneous Provisions

.01 How Contract Affected by Provisions Being Held Invalid

If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of applicable law.

.02 State or Territorial Law

Nothing in the Agreement shall require the MPO to observe or enforce compliance with any provision thereof, perform any other act or do any other thing in contravention of any applicable state law: Provided, that if any of the provisions of the Agreement violate any applicable state law, the MPO will at once notify the Department in order that appropriate changes and modifications may be made by the Department and MPO to the end that the MPO may proceed as soon as possible with the Project.

13.00 Execution of Agreement

This Interlocal Agreement may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

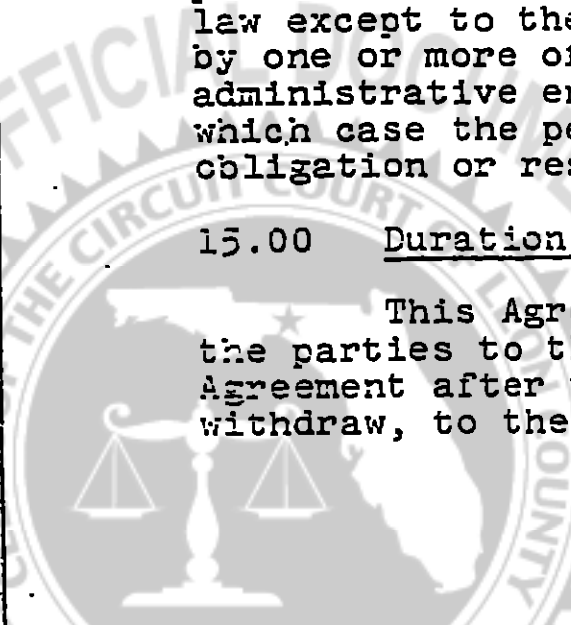
14.00 Constitutional or Statutory Duties and Responsibilities of Parties to the Agreement

This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case the performance may be offered in satisfaction of the obligation or responsibility.

15.00 Duration of Agreement and Withdrawal Procedure

This Agreement shall remain in effect until terminated by the parties to the Agreement. Any party may withdraw from said Agreement after presenting, in written form, a notice of intent to withdraw, to the other parties, at least 60 days prior to the

RECORDING NOTICE
Document legibility unsatisfactory
or poor reproduction in the public
records.



intended date of withdrawal, provided financial commitments made prior to withdrawal are effective and binding for their full terms and amount regardless of withdrawal.

16.00 Amendment of Agreement

Amendments to this Agreement may be initiated by the MPO. Amendments shall be formally ratified and approved by the parties to this Agreement and approved by the Department of Legal Affairs pursuant to Section 163.01(11), Florida Statutes.

17.00 Confirmation of Agreement

The Agreement shall be reviewed annually by the MPO to confirm the validity of the contents and to recommend the type of amendments, if any, that are required.

18.00 Agreement Format

All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

IN WITNESS WHEREOF, the undersigned parties have caused this Interlocal Agreement to be duly executed in their behalf and hereby establish the above designated MPO this 9th day of March, 1977.

THE SCHOOL BOARD OF
DADE COUNTY, FLORIDA

By: [Signature]
Title: Chairman

Attest: [Signature]
Secretary Seal

BOARD OF COUNTY COMMISSIONERS
DADE COUNTY, FLORIDA

By: [Signature]
Title: County Manager

Attest: _____

By: _____
Title: _____

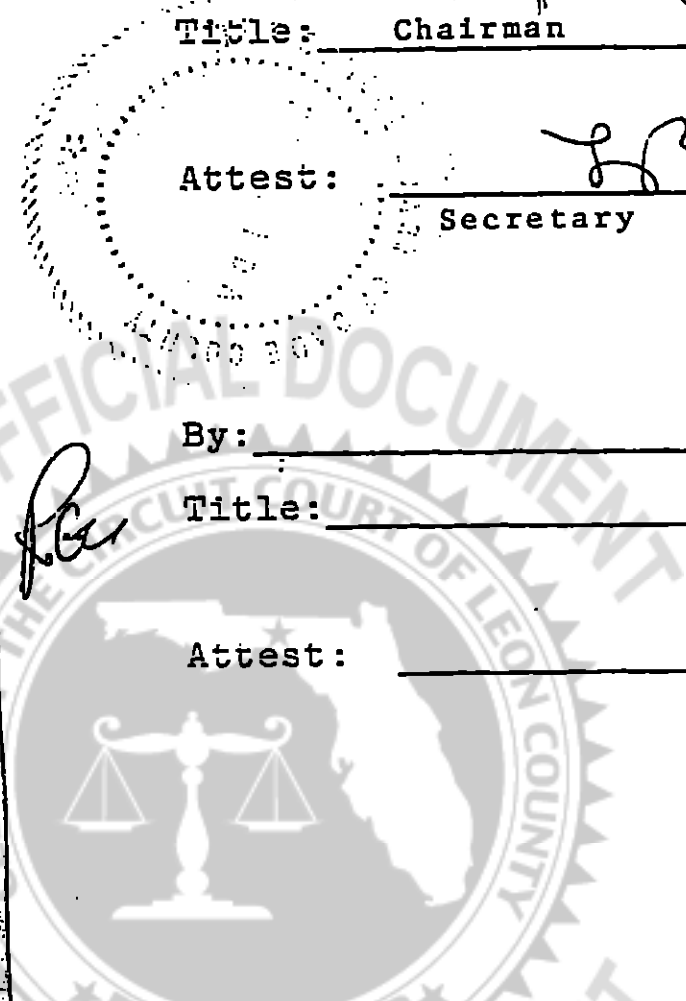
Attest: _____

By: [Signature]
Title: DIRECTOR OF ADMINISTRATION

Attest: [Signature]

FWB
FISCAL APPROVED
FEB 24 1977

RECORDING NOTICE
current legibility unsatisfactory
clear reproduction in the public
records.



APPENDIX B

FIRST AMENDMENT TO THE INTERLOCAL AGREEMENT CREATING THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA

THIS PAGE IS LEFT BLANK INTENTIONALLY

FIRST AMENDMENT TO INTERLOCAL AGREEMENT

This First Amendment to Interlocal Agreement is entered into this 25th day of April, 2005, by the State of Florida Department of Transportation, Miami-Dade County, Florida and the School Board of Miami-Dade County, Florida:

WITNESSETH:

WHEREAS, the above named entities are parties to an Interlocal Agreement dated March 2, 1977 in the form recorded in the Official Records of Miami-Dade County, Florida, in O.R.B. 9611 at Page 337; and

WHEREAS, the parties wish to amend their Interlocal Agreement to reflect statutory and other changes as provided below

NOW, THEREFORE, in consideration of the mutual covenants expressed herein and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties amend their Interlocal Agreement as follows:

1. The second Whereas clause is deleted in its entirety and the following substituted therefor:

WHEREAS, the U.S. Department of Transportation, under authority of 23 U.S.C. 134 and Section 8 of the Federal Transit Act (49 U.S.C. 1607) and its implementing regulations contained in Chapter I, parts 420 and 450 of title 23 of the Code of Federal Regulations requires an urbanized area such as the Miami Urbanized Area have a Metropolitan Planning Organization (MPO) and requires the MPO perform a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals leading to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods within such urbanized area; and

2. "Miami-" is added before the word Dade contained in Subsections .02 and .03 of Section 1.00. Subsection .06 of Section 1.00 is deleted. The words "MTA" and "Metropolitan Transit Agency" are deleted from Subsection .08 of Section 1.00 and "MDT" and "Miami-Dade Transit" are substituted therefor. The words "UMTA" and "Urban Mass Transportation Administration" are deleted from Subsection .011 of Section 1.00 and "FTA" and "Federal Transit Administration" are substituted therefor. The Interlocal Agreement is further amended to replace every reference therein to "UMTA" with "FTA."

3. The statutory reference contained in the first sentence of Section 4.00 is deleted and the following substituted therefor: "Sec. 339.175 Fla Stats. (2001), as same may be amended by the Florida Legislature." The second sentence of Section 4.00 through the end of Section 4 is deleted in its entirety and the following substituted therefor:

"The MPO shall be headed by a Governing Board designated and appointed as provided in Secs. 339.175(2) and 339.176 Fla. Stats. (2001), as same may be amended by the Florida Legislature."

4. Subsection .03 of Section 7.00 is deleted in its entirety. The words "Section 9 of the Urban Mass Transportation Act of 1964" appearing in the last sentence of Subsection .05 of Section 7.00 are deleted and the following substituted therefor: "49 U.S.C. §5307." The last sentence of Subsection .06 of Section 7.00 is amended to read as follows: "The amount of fiscal participation shall be determined by the MPO Governing Board subject to approval and lawful appropriation of the respective member bodies."

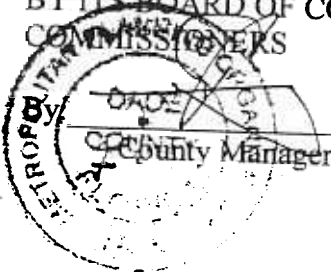
IN WITNESS WHEREOF, the parties have caused this First Amendment to Interlocal Agreement to be executed on their behalf as of the date first noted above.

ATTEST:

By: _____

(Seal)

MIAMI-DADE COUNTY
BY ITS BOARD OF COUNTY
COMMISSIONERS



SCHOOL BOARD OF MIAMI-
DADE COUNTY, FLORIDA

By: _____

Superintendent

ATTEST:

By: _____

(Seal)

APPROVED AS TO FORM

STATE OF FLORIDA
DEPARTMENT OF
TRANSPORTATION

By: _____

District VI Secretary

ATTEST:

By: _____

(Seal)

APPENDIX C

URBAN TRANSPORTATION PLANNING AGREEMENT
BETWEEN THE FLORIDA DEPARTMENT OF
TRANSPORTATION AND THE METROPOLITAN PLANNING
ORGANIZATION

THIS PAGE IS LEFT BLANK INTENTIONALLY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DIVISION OF PLANNING AND PROGRAMMING

URBAN TRANSPORTATION PLANNING AGREEMENT

THIS AGREEMENT, made and entered into on the date specified herein by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida, hereinafter called the Department, and the METROPOLITAN PLANNING ORGANIZATION for METROPOLITAN DADE COUNTY, FLORIDA, hereinafter called the MPO:

W I T N E S S E T H:

WHEREAS, the parties of this Agreement desire to participate cooperatively in the performance, on a continuing basis, of a coordinated, comprehensive transportation planning and programming process to assure that highway, mass transit, rail, water, air and other transportation facilities will be properly located and developed in relation to the urbanized area's overall plan of development; and

WHEREAS, the Federal Government, under authority of 23 U.S.C. 134 and Sections 3 (a) (2), 4(a), 5(g) (1), and 5(l) of the Urban Mass Transportation Act of 1964, as amended 49 U.S.C. 1602 (a) (2), 1603(a), and 1604(g)(1) and (l), requires that each urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning that results in plans and programs consistent with the comprehensively planned development of the urbanized area, and stipulates that the State and the Metropolitan Planning Organization (MPO) shall enter into an agreement clearly identifying the responsibilities for cooperatively carrying out such transportation planning; and

WHEREAS, the existence, organization, powers, jurisdiction, and responsibilities of the Metropolitan Planning Organization for Metropolitan Dade County, Florida were established in Interlocal Agreement dated March 2, 1977, between the Department of Transportation, State of Florida, Metropolitan Dade County, and the Dade County School Board; and

WHEREAS, Chapter 334, Florida Statutes grants the broad authority for the Department's role in transportation; Section 334.02(5), Florida Statutes evidences the legislative intent that the Department be the custodian of the state highway and transportation systems and be given sufficiently broad authority

to function adequately and efficiently in all areas of appropriate jurisdiction; Section 334.211(2) Florida Statutes, requires the Department to develop comprehensive plans, in conjunction with local governmental bodies and regional planning agencies, for all standard metropolitan statistical areas; and

WHEREAS, in fulfillment of the purpose and in the exercise of the various powers granted by Chapter 334, Florida Statutes, the parties to this Agreement shall observe all provisions of Section 163.3161 - 163.3211, the Local Government Comprehensive Planning Act and its successors, and shall take particular care that the planning processes and planning integrity of local governments as set forth in the Local Government Comprehensive Planning Act and as evidenced by the legislative intent expressed in Section 334.02(7), Florida Statutes not be infringed upon.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties agree as follows:

1.00 Purpose

For the purposes recited in the preamble, and which purposes are adopted as a part hereof, this agreement is to set forth the responsibilities of the Department and the MPO in carrying out the continuing, cooperative, and comprehensive transportation planning and programming process in Metropolitan Dade County, Florida, and to describe the cooperative procedures under which such planning and programming will be carried out.

2.00 The Project

The Project is defined as the continuing, cooperative, and comprehensive transportation planning process for Metropolitan Dade County, Florida, including the programming of transportation improvements for such area.

3.00 Definitions

- .01 "MPO" shall mean the Metropolitan Planning Organization designated by the Governor for the Miami urbanized area.
- .02 "DEPARTMENT" shall mean the Florida Department of Transportation.
- .03 "A-95 AGENCY" shall mean the areawide clearinghouses pursuant to United States Office of Management and Budget Circular A-95.
- .04 "MTA" shall mean the Dade County Metropolitan Transit Agency.

- .05 "UMTA" shall mean the Urban Mass Transportation Administration of the U.S. Department of Transportation.
- .06 "FHWA" shall mean the Federal Highway Administration of the U.S. Department of Transportation.

4.00 PRODUCT DEVELOPMENT ROLES AND RESPONSIBILITIES

- .01 The MPO in cooperation with the Department shall carry out the urban transportation planning process as required by the applicable federal regulations as they now exist or as they may hereafter be changed or modified. The MPO and the Department hereby agree to comply with all federal, state or local laws and regulations that pertain to the urban transportation planning process. The MPO shall develop and implement a Public Involvement Program and a Citizens Participation Structure. It is intended that the citizens of Dade County will have an opportunity to become informed of the transportation needs of the community, participate in the planning process, and support those resolutions and programs which are developed as a result of this agreement. The planning process envisaged by this agreement will cover all of the area defined as urbanized within Dade County, and adjacent vital non-urbanized areas in accordance with planning projections.
- .02 The MPO, in cooperation with the Department, shall develop and maintain plans and programs, including at least the following as presently required by 23 Chapter I, Part 450.
 - a) A multi-year multi-modal planning program (Prospectus),
 - b) A Transportation Plan consisting of a long-range element and a Transportation Systems Management Element,
 - c) A Unified Planning Work Program prepared on an annual or biannual basis,
 - d) An annually updated Transportation Improvement Program, and
 - e) Other documents and reports necessary to support the urban transportation planning process.
- .03 The MPO shall, on an annual basis, approve the Prospectus and the Transportation Plan and submit them and any modifications thereto to the Department for review. The Department shall, by formal administrative action, either concur in the documents as submitted or return

them to the MPO with suggested revisions. The MPO, after consideration of any suggested revisions, shall submit the documents to the appropriate agencies for Federal approval. The Department may submit any comments concerning any documents to the appropriate Federal agencies.

- .04 The MPO shall produce and approve a final draft of the annual Unified Planning Work Program. The MPO shall submit this draft of the Unified Planning Work Program and any modifications thereto to the Department and to the state and areawide A-95 clearinghouses no less than one hundred twenty (120) days before the end of the Department's fiscal year. The Department shall review the Unified Planning Work Program and, in cooperation with the MPO, evaluate any comments received from the A-95 agencies. The Department shall submit the document with its comments to the Federal Region IV Inter-modal Planning Group. Eligibility for payment under Section 112 of the 1973 Federal-aid Highway Act will be contingent upon Federal approval of the Unified Planning Work Program.
- .05 The Transportation Improvement Program including an annual element and a program element for four (4) or more succeeding years shall be endorsed annually by the MPO. The Department shall, by formal administrative action, either concur in the document as submitted or return it to the MPO with suggested revisions. The MPO, after consideration of any suggested revisions, shall submit the Transportation Improvement Program no less than thirty (30) days before the end of the Department's fiscal year:
- a) to the Governor of Florida
 - b) to the Urban Mass Transportation Administration
 - c) to the Federal Highway Administration (through the Department)
 - d) to the State, Regional and areawide A-95 clearinghouses

Additions, deletions and modifications to projects in the Transportation Improvement Program shall be made only when formally approved by the MPO, in cooperation with the Department and other affected agencies.

- .06 The Department, in cooperation with the MPO, shall make every effort to include all projects programmed in the Transportation Improvement Program in the Department's Five Year Construction Plan in the earliest year possible. It is recognized by the MPO that all projects must be properly phased as to preliminary engineering,

design, and right-of-way acquisition prior to scheduled actual construction. When such projects involve Department activity, it is understood and agreed that Department scheduling determinations are required subject to the cooperative nature of this agreement.

- .07 The Department shall at least annually notify the MPO of actions taken relative to the Department's Five Year Construction Plan. In the event that proposed program changes jeopardize or affect adversely the Department's or MPO's objective of obligating all available federal funds or necessary production requirements, the Department may defer the obligation of such funds to a later period of time in accordance with a reasonable development schedule. The Department is authorized to advance or delay proposed projects to accommodate development time variances, provided however, that in the event any change of more than one year is to be made, the Department shall notify the MPO at the time of such change.
- .08 The official file of the project shall be kept in two counterparts each of which shall be deemed to be an original. One counterpart shall be kept and maintained by the Department, and the other by the MPO. The official file shall include the officially approved network and all relevant supporting data. No change shall be made to the approved network or the supporting data without joint written concurrence of the parties. Each counterpart shall be kept and maintained such as to be an exact duplicate of the other. The development of a transportation plan, including the long-range and transportation system management elements, shall be based upon the official transportation network and supporting data file. The traffic data required by FHWA for individual project design will be computed by the Department utilizing its official file. Traffic design data shall be supplied to the MPO for projects within its jurisdiction as expeditiously as possible in the same manner that other data are communicated that are necessary to keep the two official project files identical.
- .09 The MPO and the Department hereby recognize the responsibility of the areawide A-95 clearinghouse (specifically to the Dade County Planning Department and the South Florida Regional Planning Council) to review all pertinent projects included within the Unified Planning Work Program and the Transportation Improvement Program.

- .10 The Department hereby recognizes the right and responsibility of the Metropolitan Dade County Board of County Commissioners to represent the MTA as the public transit operator in Dade County, and for the County Commissioners or their designated representative to review and comment on MPO actions with respect to activities arising from the Unified Planning Work Program and the Transportation Improvement Program which would impact public transit operations in the urban area, as recognized in Section 7.02 of the Interlocal Agreement between the Department, the Board of County Commissioners, and the School Board.

5.00 Pursuant to Federal, State, and Local Law

In the event that any election, referendum, approval, permit notice, or other proceeding or authorization is requisite under applicable law to enable either the MPO or the Department to enter into this Agreement or to undertake the Project hereunder, or to observe, assume or carry out any of the provisions of the Agreement, the effected party hereby agrees to initiate and consummate, as provided by law, all actions necessary with respect to any such matters.

6.00 Submission of Proceedings, Contract, and other Documents

The MPO and the Department shall submit to each other such data, (reports, records, contract, and other documents relating to the Project) as may be reasonably required by either party to fulfill its obligations under this agreement.

7.00 Rights of Review

The Department, the FHWA and UMTA shall have the right of technical review of the Project and inspection of records pertaining to this project.

8.00 Miscellaneous Provisions

- .01 Government Not Obligated to Third Parties - The Department shall not be obligated or liable hereunder to any party other than the MPO.
- .02 How Contract Affected by Provisions Being Held Invalid- If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of applicable law.
- .03 State or Territorial Law - Nothing in the Agreement shall require the MPO to observe or enforce compliance with any provision thereof, perform any other act or do any other thing in contravention of any applicable

state law: Provided, that if any of the provisions of the Agreement violate any applicable state law, the MPO will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and MPO to the end that the MPO may proceed as soon as possible with the Project.

- .04 Responsibility for Claims and Liability - The MPO shall save harmless the Department from all claims and liability due to the MPO's negligent acts or the negligent acts of its subcontractors, agents, or employees. The Department shall save harmless the MPO from all claims and liability due to the Department's negligent acts or the negligent acts of its subcontractors, agents, or employees. The liability of each party under this section is subject to the provision of Section 768.28, Florida Statutes.

9.00 Execution of Agreement

This contract may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

10.00 Constitutional or Statutory Duties and Responsibilities of the Parties to the Agreement

This agreement shall not be construed nor deemed to authorize the delegation of the constitutional or statutory duties of any of the parties.

In addition, this agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law except to the extent of actual and timely performance thereof by one or more of the parties to this agreement on any legal or administrative entity created or authorized by this agreement, in which case the performance may be offered in satisfaction of the obligation or responsibility.

11.00 Duration of Agreement and Withdrawal Procedure

This agreement shall remain in effect until terminated by either or both parties to the Agreement. Either party may withdraw from said Agreement after presenting in written form a notice of intent to withdraw to the other party, at least 60 days prior to the intended date of withdrawal.

12.00 Amendment of Agreement

Amendments to this Agreement may be initiated by the MPO or the Department. Amendments shall be formally ratified and approved by resolution of the MPO and notification by the Department by letter signed by the Florida Secretary of Transportation.

13.00 Confirmation of Agreement

The Agreement shall be reviewed annually by the MPO and the Department to confirm the validity of the contents and to recommend the types of amendments, if any, that are required.

14.00 Agreement Format

All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

IN WITNESS WHEREOF, the MPO has caused this contract to be duly executed in its behalf, and thereafter the Department has caused the same to be duly executed in its behalf this 4th day of April, 1977.

Approved:

Ray S. L. Andrews
Director of Planning and
Programming

STATE OF FLORIDA DEPARTMENT
OF TRANSPORTATION

BY: Billy S. Pellam
Director of Administration

ATTEST: Carolyn Scarabin (SEAL)
Executive Secretary

METROPOLITAN PLANNING ORGANIZATION

BY: Stephen P. Lee
TITLE: Chairman

APPROVED AS TO FORM
AND LEGALITY

ATTEST: Stephen P. Lee (SEAL)
TITLE: Secretary

APPROVED AS TO CORRECT LEGALITY AND EXECUTION
FLORIDA DEPARTMENT OF TRANSPORTATION

Stephen P. Lee
Attorney

BY: George L. Vard
ATTORNEY

My [Signature]
3-30-77

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding hereafter to be called the **MPO Management Services Agreement**, made and entered into this 30th day of November, 1995, by and between the **Metropolitan Planning Organization** hereinafter called the **MPO** and the **Board of County Commissioners, Dade County, Florida** hereinafter called the **County**:

WITNESSETH:

WHEREAS, the MPO, pursuant to the power conferred upon it by Sections 5.01 and 5.03 of the Interlocal Agreement between the Board of County Commissioners, the Dade County School Board and the Florida Department of Transportation dated March 2, 1977, may enter into agreements, other than interlocal agreements, with local and/or state agencies to utilize the staff resources of such agencies or for the performance of certain services by such agencies, and

WHEREAS, pursuant to the aforesaid Interlocal Agreement and the companion Urban Transportation Planning Agreement between the MPO and the FDOT dated March 23, 1977, it is contemplated that Dade County personnel will perform a substantial portion of each task necessary to carry out the transportation planning and programming process mandated by Federal regulations as a condition precedent to the receipt of Federal funds for the planning, construction or operation of transportation programs and projects, and

WHEREAS, it is deemed by the parties to be appropriate and necessary that the duties and obligations of the County in relation to its role as a participating agency in the planning process be defined and fixed by formal agreement.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations herein, the parties agree as follows:

1.00 Purpose

For the reasons recited in the preamble, which are hereby adopted as part hereof, this agreement is to provide for professional services to carry out the terms of the Urban Transportation Planning Agreement between the MPO and the FDOT and to provide personnel for the administration of the MPO.

2.00 Definitions

- .01 "County" shall mean the Board of County Commissioners, Dade County, Florida.
- .02 "FDOT" shall mean the Florida Department of Transportation
- .03 "MPO" shall mean the Metropolitan Planning Organization for the Miami Urbanized Area designated by the Governor
- .04 "County Manager" shall mean the County Manager of Dade County, Florida.

.05 "UPWP" shall mean the Annual Unified Planning Work Program required by Federal Regulations. (Subpart A 450.114 (c))

3.00 Scope of Services

It is agreed by the County that it shall furnish the MPO with the professional, technical, administrative and clerical services, the supplies, the equipment, the offices and other space, and such other incidental items as may be required and necessary to manage the business and affairs of the MPO and to carry on the transportation planning and programming process specified by the Urban Transportation Planning Agreement between the MPO and the FDOT dated March 23, 1977; provided, it is understood and agreed that, unless otherwise provided for, the performance of such service and functions shall be limited to those specified and allocated to the County in the annual Unified Planning Work Program (UPWP) budget and all approved budgets under Federal or State grant contracts with the MPO. It is further agreed:

.01 County Manager

The County Manager of Dade County shall be responsible to the MPO for the conduct of the transportation planning process as well as the appointment, assignment, direction, and control of all personnel necessary thereto; the development of an appropriate organizational structure to carry out the responsibilities set forth in this agreement; and the development of procedures to monitor and coordinate the planning process.

.02 Commitment of Personnel

The County Manager shall annual have prepared a detailed listing of all tasks necessary and incident to carrying out the planning process, the man-hours required to carry out such tasks, and the required skills or qualifications of the personnel assigned to MPO duties shall, when performing such duties, be under the direction of the person in charge of, and bearing the responsibility for, producing the required work product.

.03 Technical Advisors

The head of each county department or agency participating in the transportation planning process shall be deemed a technical advisor in the field of his/her competency and shall be expected to provide the MPO with expert advice or perform such duties incident thereto as the County Manager shall assign.

.04 County Attorney

The County Attorney shall be the legal advisor to the MPO and shall represent the MPO in all legal matter provided, that with the concurrence of the County Attorney, the MPO may employ special council for specific needs.

.05 Secretariat

A Secretariat, to be designated by the County Manager and serving at his pleasure, shall report to the Governing Board of the MPO and shall have the following duties and functions: coordinating the activities of the various structures established by the Interlocal Agreement heretofore mentioned; preparing the agendas of the Governing Board and Technical Advisors; preparing resolutions and other appropriate documents; scheduling meetings; giving notice; keeping minutes; coordinating and monitoring the activities of the various sub-structures; preparing an annual report; preparing such interim reports as may be required; developing and implementing operating procedures necessary to carry out the functions and duties of the secretariat; directing the implementation of policies established by the Governing Board; and performing such other duties as may be assigned by the Governing Board.

.06 Annual Budget

The County Manager shall have prepared an annual budget on a October 1 to September 30 fiscal year basis. The budget shall identify funding sources, participating agencies and the level of participation by the various agencies.

.07 Financial Administration

- .07.1 The Records and accounts** of the MPO shall be administrated by the County in accordance with accounts and accounting procedures which shall be developed by the County for the MPO.
- .07.2 Contracts and bids** for the purchase of materials and services shall be in accordance with County procedures for the same purposes, with the exception that action of the MPO Governing Board with respect to such requests shall be final. There shall be no need to submit these contracts and bids to the Board of County Commissioners or any committee of the Board of County Commissioners for consideration.
The MPO Governing Board shall issue requests for proposals and qualifications (RFP/RFQ), bids and any addenda. Additionally, the Metropolitan Planning Organization Secretariat shall fulfill the responsibilities of the Contract Coordination Office as set forth in Metro-Dade County Administrative Order No. 3-16 (revised March 3, 1994), page 9, number 4 relating to MPO procurements.
- .07.3 Purchasing** of materials, supplies, equipment and services shall be through the Purchasing Agent of Dade County in accordance with County procedures and practices.

- 07.4 **Expenditures** of money shall only be made in accordance with procedure which shall be developed by the County for the MPO.
- 07.5 **Deposit of Funds** - All monies received by the MPO shall be deposited with the County in a trust account and applied only in accordance with the provisions of the procedures established pursuant to Section 3.07.4 of this agreement.

4.00 Reimbursement of County

The MPO hereby agrees that it shall reimburse the County for all services rendered under this agreement as specified in the UPWP budget and all approved budgets under Federal or State grant contracts with the MPO and in accordance with the procedures established pursuant to 3.07 of this agreement. It is further agreed that in the event the County renders services for which no cash reimbursement is provided, the delivery of the specified work products of the transportation planning process such as the UPWP, the Transportation Improvement Program, the Prospectus of the Transportation Plan shall be considered sufficient reimbursement in lieu thereof.

5.00 Consultants

It is agreed by the parties that nothing in this agreement shall limit or preclude the prerogative of the MPO to enter into contracts for other professional consultant services to perform such tasks as the MPO may deem appropriate provide the control and direction of such consultants and the administration of such contracts shall be under the County Manager.

6.00 Transitory Provision

During the interim period between the effective date of this agreement and the commencement of the UPWP for FY 77-78, the County shall be reimbursed for all services rendered as provided in the FY 76-77 UPWP budget and all approved budgets under Federal or State grant contracts with the County.

7.00 How Contract Affected by Provisions Being Held Invalid

If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of applicable law.

8.00 Execution of Agreement

This Agreement may be simultaneously executed in several counterparts, each of this so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

9.00 Duration of Agreement and Withdrawal Procedure

This Agreement shall remain in effect until terminated by the parties to the Agreement. Any party may withdraw from said Agreement after presenting, in written form, a notice of intent to withdraw, to the other parties, at least 60 days prior to the intended date of withdrawal, provided financial commitments made prior to withdrawal are effective and binding for their full terms and amount regardless of withdrawal.

10.00 Amendment of Agreement

The County and the MPO may upon initiation of with party amend this agreement to cure and ambiguity, defect, omission or to grant any additional powers, or to confer additional duties which are consistent with the intent and purpose of this agreement.


11.00 Confirmation of Agreement

The Agreement shall be reviewed annually by the MPO to confirm the validity of the contents and to recommend the type of amendments, if any, that are required.

12.00 Agreement Format

All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

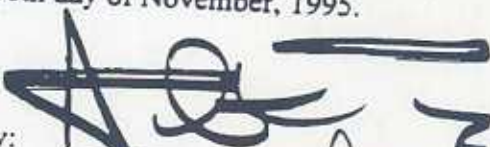
In Witness Whereof, the undersigned parties have caused this Memorandum of Understanding to be duly executed in this behalf this 30th day of November, 1995.

By: 
Armando Vidal, P.E.
Title: County Manager

Attest: Harvey Ruvin
Clerk of the Board of County Commissioners

By: 
Title: Deputy Clerk



By: 
Arthur E. Teele, Jr.
Title: Chairperson, MPO Governing Board

Attest: 
Jose-Luis Mesa
Title: Director, MPO



APPENDIX D

RULES OF MPO-CHAPTER 35H-I, RULES GOVERNING INTERNAL ORGANIZATION

THIS PAGE IS LEFT BLANK INTENTIONALLY



RULES
OF
METROPOLITAN PLANNING ORGANIZATION
FOR THE
MIAMI URBANIZED AREA

CHAPTER 35H-1

RULES GOVERNING INTERNAL ORGANIZATION

PART I

GOVERNING BOARD

35H-1.01	Description of Organization
35H-1.02	Governing Board - Composition
35H-1.03	Governing Board - Appointment
35H-1.04	Governing Board - Chairperson and Vice Chairperson
35H-1.05	Quorum
35H-1.06	Minutes
35H-1.07	Resolution and Motions
35H-1.08	Regular Meetings
35H-1.09	Special Meetings, Emergency Meetings, Hearings & Workshops
35H-1.10	Agenda
35H-1.11	Conduct of Meetings
35H-1.12	Rules of Debate
35H-1.13	Adjournment
35H-1.14	Files of the MPO
35H-1.15	Committees

35H-1.01 DESCRIPTION OF ORGANIZATION - The Metropolitan Planning Organization for the Miami Urbanized Area is a quasi-legislative agency created by Interlocal Agreement pursuant to Florida Statutes Chapter 163 and is vested with the power and authority to conduct a continuing, cooperative and comprehensive transportation planning and programming process for the Miami Urbanized Area.

35H-1.02 GOVERNING BOARD - COMPOSITION - The Metropolitan Planning Organization is headed by a Governing Board consisting of voting members and non-voting members. The non-voting members shall sit with the same rights and privileges as other members except that non-voting members shall not have the right to present resolutions, motions or second same or to vote upon any motions or resolutions of the MPO.



35H-1.03 **GOVERNING BOARD - APPOINTMENT** - The Governing Board of the MPO shall be appointed by the Governor of Florida and shall serve at his pleasure provided.

(1) In the event that any of the Commissions, Boards or Agencies decline to participate or withdraw from the MPO, the Governor shall designate replacement(s) from any appropriate governmental entity in the urban area.

(2) Further, if the performance of a member of the MPO is unsatisfactory to the Governor and the member is, therefore, removed from the MPO, the Governor may appoint a replacement from any appropriate governmental entity in the urbanized area.

(3) Where vacancies on the MPO occur for any reason, the Governor may also exercise the option of designating no replacement to fill the vacancies.

35H-1.04 **GOVERNING BOARD - CHAIRPERSON AND VICE CHAIRPERSON**
The Chairperson and Vice Chairperson of the MPO Governing Board shall be, elected for a term of two (2) years by a majority vote of the whole number of voting members of the Governing Board at the first meeting in January of each off-numbered year. No member of the MPO shall serve as Chairperson or Vice Chairperson of the MPO for more than two consecutive terms. The Chairperson shall preside at all meetings, hearings and conferences when present. In the absence of the Chairperson, the Vice Chairperson shall preside.

35H-1.05 **QUORUM** - A majority of the whole number of voting members of the Governing Board shall constitute a quorum. No resolution or motion shall be adopted by the Governing Board except upon the affirmative vote of a majority of the members present.

(1) Any member of the Governing Board who announces a conflict of interest on a particular matter shall leave the meeting chamber until the consideration of the matter is concluded. Any such member who does not leave the chambers shall be deemed absent for purposes of constituting a quorum, counting the vote, or for any other purpose.

(2) Should no quorum attend within thirty minutes after the hour appointed for the meeting of the Governing Board, the Chairperson or the Vice-Chairperson or in their absence, the Secretariat, may adjourn the meeting. In that event, those members present may, by unanimous agreement, select another hour or day. The name of the members present and their action at such meeting shall be recorded in the minutes by the MPO Board Clerk.

35H-1.06 **MINUTES** - All official actions of the Governing Board are recorded and kept in permanent minute files by the MPO Board Clerk of the MPO Office which are open to public inspection during regular office hours at the principal office of the MPO in Miami, Florida.

35H-1.07 **RESOLUTIONS AND MOTIONS** - All actions of the Governing Board shall be by resolution or motion as follows:

- (1) Action by resolution shall be required for:
 - (a) all matters relating to approval of agreements or contracts of any nature;
 - (b) adoption of budgets; approval of transportation plans programs or amendments thereto;
 - (c) adoption of policy directives;
 - (d) adoption of rules of procedure; establishment for changes in internal organizational structure; and
 - (e) any other matters deemed by the Governing Board to be of sufficient importance to warrant adoption by formal resolution.



- (2) All official and formal resolutions of the MPO shall be recorded and kept in the MPO Board Clerk's permanent files located within the MPO Secretariat.
- (3) Action by motion shall be for:
 - (a) approval of purely administrative matters including directives or authorizations to the Chairperson, Committees, the technical staff, the public involvement structure or the Secretariat.
- (4) All official and formal motions shall be recorded in the minutes of the meeting at which the action is taken.

35H-1.08 REGULAR MEETINGS - The MPO's regularly scheduled monthly meetings shall be posted one year in advance. Any changes to these dates may be made by the Chairperson provided that advance notice of any rescheduled meeting shall be made public at least seven (7) days before such meeting is scheduled to take place. A regular meeting may be canceled by the Chairperson or Vice-Chairperson provided advance notice of such cancellation shall be made public at least seven (7) days before such meeting was to have taken place.

35H-1.09 SPECIAL MEETINGS, EMERGENCY MEETINGS, HEARINGS & WORKSHOPS

(1) A special meeting of the MPO Governing Board may be called by the majority of the members of the MPO. The Secretariat shall notify each member of the MPO of such special meeting stating the date, hour and place of the meeting and the purpose for which such meeting is called, and no other business shall be transacted at that meeting.

(2) No less than seven (7) days before such special meeting, the MPO Board Clerk shall give public notice of the date, hour and place of the special meeting including a statement of the general subject matter to be considered unless such notice is impossible under the circumstances.

(3) An emergency meeting of the MPO may be called by the Chairperson whenever, in his/her opinion, an emergency exists which requires immediate action by the MPO. Whenever such emergency meeting is called, the Chairperson shall notify the MPO Board Clerk who shall forthwith notify each MPO member, stating the date, hour and place of the meeting and the purpose for which it is called, and no other business shall be transacted at that meeting. At least twenty-four hours shall elapse between the time the MPO Board Clerk receives notice of the meeting and the time the meeting is to be held.

(4) If after reasonable diligence, it becomes impossible to give notice to each member, such failure shall not affect the legality of the meeting if a quorum be in attendance. The minutes of each special or emergency meeting shall show the manner and method by which notice of such special or emergency meeting was given to each member of the MPO, or shall show a waiver of notice. All special or emergency meetings shall be open to the public and shall be held and conducted in a suitable facility within Miami-Dade County, Florida. Minutes thereof shall be kept by the MPO Board Clerk.

(5) Anything herein to the contrary notwithstanding, notice of any special emergency meeting of the MPO may be waived only by a majority of the entire membership of the MPO. No special or emergency meeting shall be held unless notice thereof has been given in compliance with this section, or notice thereof is waived by a majority of the entire membership of the MPO.



(6) Public hearings and workshops may be called by the MPO Governing Board and may be scheduled before or after regular meetings at the same meeting place or may be scheduled at other times and places provided:

(a) The MPO Board Clerk shall give public notice of the date, hour and place of the hearing or workshop including a statement of the general subject matter to be considered no less than seven (7) days before the event.

(b) No formal business, for which notice has not been given, shall be transacted at such public hearings or workshops.

35H-1.10 AGENDA - There shall be an official agenda for every meeting of the MPO Governing Board, which shall determine the order of business conducted at the meeting.

(1) The MPO Governing Board shall not take action upon any matter, proposal, or item of business which is not listed upon the official agenda, unless two-thirds (2/3) of the voting of the entire MPO shall have first consented to the presentation thereof for consideration and action.

(2) No resolutions or other matter listed on the agenda for public hearing or the vote thereon may be deferred until a later time unless two-thirds (2/3) of the voting members present shall vote in favor of such deferral.

(3) The agenda shall be prepared by the Secretariat.

(4) Matters may be placed on the agenda by any MPO member, the County Manager, the County Attorney or the Secretariat.

(5) A copy of each resolution shall be furnished to the MPO members not later than four (4) calendar days before a vote may be called on the resolution.

(6) The provisions of subsection (5) of this rule shall be deemed waived unless asserted by a voting member before a vote may be called on the resolution.

(7) This rule is not applicable to special or emergency meetings called pursuant to Rule 35H01.09.

35H-1.11 CONDUCT OF MEETINGS - All meetings of the MPO Governing Board shall be conducted in accordance with the following:

(1) The Chairperson shall preside at all meetings at which he/she is present

(2) In the absence of the Chairperson, the Vice-Chairperson shall preside

(3) The presiding officer shall preserve strict order and decorum at all meetings.

(4) The Chairperson shall state every question coming before the Governing Board and announce the decision of the Governing Board on all matters coming before it.

(5) A majority vote of the members present shall govern and conclusively determine all questions of order not otherwise covered.

(6) The presiding officer may vote on all questions, his/her name being called last.

(7) The MPO Board Clerk shall, upon request, certify all resolutions adopted by MPO.

(8) The County Attorney or his/her designee shall act as parliamentarian, and shall advise and assist the presiding officer in matters of parliamentary law.

(9) The County Attorney or his/her designee shall be available to the MPO at all meetings.



(10) The Chairperson shall take the chair at the hour appointed for the meeting, and shall call the MPO to order immediately.

(11) In the absence of the Chairperson and the Vice-Chairperson, the MPO Board Clerk shall then determine whether a quorum is present and in the event shall call for the election of a temporary Chairperson. Upon the arrival of the Chairperson, or the Vice-Chairperson, the temporary Chairperson shall relinquish the chair upon the conclusion of the business immediately before the MPO.

(12) Before proceeding with the business of the MPO, the MPO Board Clerk or his/her designee shall call the roll of the members in alphabetical order, and the names of those present shall be entered in the minutes.

(13) In the event the roll call reflects the absence of any members, that fact shall be noted in the voting of resolutions.

(14) Any member who intends to be absent from any MPO meeting shall notify the MPO Board Clerk of the intended absence as soon as he/she conveniently can.

(15) All meetings of the Governing Board shall be open to the public. Promptly at the hour for each meeting, the members of the Governing Board, the MPO attorney, the County Manager and the Secretariat shall take their regular stations in the meeting chamber, and the business of the Governing Board shall be taken up for consideration and disposition in accordance with the agenda for the meeting.

(16) The minutes of prior meetings may be approved by a majority of the members present, and upon such approval shall become the official minutes.

(17) Upon every roll call vote the names of the members shall be called alphabetically by surname, except that the names shall be rotated after each roll call vote, so that the member who voted first on a preceding roll call shall vote last upon the next subsequent matter; provided, however, that the Chairperson, if presiding, shall always cast his/her vote last. Upon relinquishing the chair, the Chairperson may vote in alphabetical order with the other members, and the then presiding officer shall cast his/her vote last.

(18) The MPO Board Clerk shall call the roll, tabulate the vote, and announce the results.

(19) The vote upon any resolution, motion, or other matter may be voice vote, provided that the Chairperson or any member may require a roll call to be taken upon any resolution or motion.

(20) All proceedings and the order of business at all meetings of the MPO Governing Board shall be conducted in accordance with the official agenda. Any departure from the order of business set forth in the official agenda shall be made only upon majority vote of the voting members of the MPO Governing Board present at the meeting.

(21) Any citizen shall be entitled to be placed on the official agenda of a regular meeting of the MPO Governing Board and be heard concerning any matter within the scope of the jurisdiction of the MPO Governing Board.

(22) Any citizen shall be entitled to speak on any matter appearing on the official agenda under the sections entitled, "Public Hearings," and "MPO Committees and Special Reports".

(23) No citizen shall be permitted to address the MPO Governing Board on any matter not appearing on the official agenda, unless the MPO Governing Board shall first grant permission to be heard by a two-thirds vote of the entire body.

(24) No citizen shall be entitled as a matter of right to address the MPO Governing Board on any matter listed on the official agenda which is not scheduled for public hearing



discussion or debate. Citizens shall not be permitted to speak on any matters listed on the official agenda other than those appearing under the section entitled, "Public Hearings" and "Public Presentation of matters by citizens," unless the MPO Governing Board shall first grant permission to be heard by majority vote of the members present at the meeting.

(25) Each person, other than members of the MPO staff, who address the MPO Governing Board shall give the following information in an audible tone of voice for the minutes:

- (a) His/her name;
- (b) His/her address;
- (c) Whom he/she speaks for him/herself, a group of persons, or a third party; if the person says that he/she represents an organization, he/she shall also indicate the number of members in the organization, the annual dues paid by the members, the date of the most recent meeting of the organization's board or governing council, and whether the view expressed by the speaker represents an established policy of the organization approved by the board or governing council.

- (d) Whether he/she is being compensated by the person or persons for whom he speaks; and

- (e) Whether he/she or any member of his/her immediate family has a personal financial interest in the pending matter, other than that set forth in (d).

(26) Each person shall limit his/her address to the time limit specified by the Chairperson.

(27) All remarks shall be addressed to the MPO Governing Board as a body and not to any member thereof. No person, other than Governing Board members and the person having the floor, shall be permitted to enter into any discussion, either directly or through a member, without the permission of the presiding officer. No question shall be asked a Governing Board member except through the presiding officer.

35H-1.12 RULES OF DEBATE - The conduct of business of the Governing Board of the MPO shall be governed by Mason's Manual of Legislative Procedure (1953 Edition) in all cases to which they are applicable except as otherwise provided by the following:

- (1) When a motion is presented and seconded, it is under consideration and no other motion shall be received thereafter, except to adjourn, to lay on the table, to postpone, or to amend until the question is decided. These motions shall have preference in the order in which they are mentioned and the first two shall be decided without debate. Final action upon a pending motion may be deferred until a date certain by a majority of the members present.

- (2) Upon relinquishing the chair, the presiding officer may move, second and debate, subject only to such limitations of debate as are by these rules imposed upon all members.

- (3) Every member desiring to speak for any purpose shall address the presiding officer, and upon recognition shall confine himself to the question under debate, avoiding all personalities and indecorous language.

- (4) A member once recognized, shall not be interrupted when speaking unless the Chairperson has called him/her to order or as herein otherwise provided. If a member while speaking, be called to order, he/she shall cease speaking until the question of order be determined by the presiding officer, and if in order he/she shall be permitted to proceed. Any member may appeal to the Governing Board from the decision of the Chairperson upon a question or order, when without debate the Chairperson shall submit to the Governing Board the



question, "Shall the decision of the chair be sustained?" and the Governing Board shall decide by a majority vote.

(5) The member moving the adoption of a motion or resolution shall have the privilege of closing the debate.

(6) Upon any roll call there shall be no discussion by any member before casting his/her vote, and he shall vote yes or no.

(a) Any member, upon voting, may give a brief statement to explain his/her vote.

(b) A member shall have the privilege of filing with the MPO Board Clerk a written explanation of his/her vote.

(7) Any member who announces a conflict of interest on a particular matter and a decision to refrain from voting or otherwise participating in the proceedings related to that matter shall leave the meeting chambers until the consideration of that matter is concluded. Any such member who does not leave the chambers shall be deemed absent for purposes of constituting a quorum, counting the vote, or for any other purpose.

(8) An action of the Governing Board may be reconsidered only at the same meeting at which the action was taken or at the next regular meeting thereafter.

(a) A motion to reconsider may be made only by a member who voted on the prevailing side of the question and must be concurred in by a majority of those present at the meeting.

(b) A motion to reconsider shall not be considered unless at least the same number of members are present as participated in the original vote under consideration, on upon affirmative vote of two-thirds (2/3) of those members present.

(c) Adoption of a motion to reconsider shall rescind the action reconsidered.

35H-1.13 ADJOURNMENT - A motion to adjourn shall always be in order and decided without debate.

35H-1.14 FILES OF THE MPO - The MPO Board Clerk shall keep and maintain the official files of the MPO, which files shall be open for public inspection during normal business hours at the MPO's principal office in Miami, Florida.

35H-1.15 COMMITTEES- The Chairperson of the MPO Governing Board shall be empowered to:

- (1) Establish standing and ad hoc MPO advisory committees composed of MPO members who volunteer to serve;
- (2) Determine the subject matter of each committee;
- (3) Appoint the Chairperson, Vice-Chairperson and membership of each standing and ad hoc committee;
- (4) Determine the number of MPO members on each committee; and
- (5) Establish any additional procedural rules of order consistent with this rule which is necessary for the efficient and effective operation of the committee system.

Standing and ad hoc committees shall be advisory and shall not be empowered to lay items on the table or delay items indefinitely.

APPENDIX E

FLORIDA STATUTES 339.175 & 339.176 PERTAINING TO
METROPOLITAN PLANNING ORGANIZATION PROVISIONS

THIS PAGE IS LEFT BLANK INTENTIONALLY

Select Year: 2010

The 2010 Florida Statutes

[Title XXVI](#)
PUBLIC
TRANSPORTATION

[Chapter 339](#)
TRANSPORTATION FINANCE AND
PLANNING

[View Entire Chapter](#)

339.175 Metropolitan planning organization.—

(1) PURPOSE.—It is the intent of the Legislature to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas of this state while minimizing transportation-related fuel consumption, air pollution, and greenhouse gas emissions through metropolitan transportation planning processes identified in this section. To accomplish these objectives, metropolitan planning organizations, referred to in this section as M.P.O.'s, shall develop, in cooperation with the state and public transit operators, transportation plans and programs for metropolitan areas. The plans and programs for each metropolitan area must provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as an intermodal transportation system for the metropolitan area, based upon the prevailing principles provided in s. [334.046](#)(1). The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive, to the degree appropriate, based on the complexity of the transportation problems to be addressed. To ensure that the process is integrated with the statewide planning process, M.P.O.'s shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. For the purposes of this section, those facilities include the facilities on the Strategic Intermodal System designated under s. [339.63](#) and facilities for which projects have been identified pursuant to s. [339.2819](#)(4).

(2) DESIGNATION.—

(a)1. An M.P.O. shall be designated for each urbanized area of the state; however, this does not require that an individual M.P.O. be designated for each such area. Such designation shall be accomplished by agreement between the Governor and units of general-purpose local government representing at least 75 percent of the population of the urbanized area; however, the unit of general-purpose local government that represents the central city or cities within the M.P.O. jurisdiction, as defined by the United States Bureau of the Census, must be a party to such agreement.

2. More than one M.P.O. may be designated within an existing metropolitan planning area only if the Governor and the existing M.P.O. determine that the size and complexity of the existing metropolitan planning area makes the designation of more than one M.P.O. for the area appropriate.

(b) Each M.P.O. designated in a manner prescribed by Title 23 of the United States Code shall be created and operated under the provisions of this section pursuant to an interlocal agreement entered into pursuant to s. [163.01](#). The signatories to the interlocal agreement shall be the department and the governmental entities designated by the Governor for membership on the M.P.O. Each M.P.O. shall be considered separate from the state or the governing body of a local government that is represented on the governing board of the M.P.O. or that is a signatory to the interlocal agreement creating the M.P.O. and shall have such powers and privileges that are

provided under s. [163.01](#). If there is a conflict between this section and s. [163.01](#), this section prevails.

(c) The jurisdictional boundaries of an M.P.O. shall be determined by agreement between the Governor and the applicable M.P.O. The boundaries must include at least the metropolitan planning area, which is the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, and may encompass the entire metropolitan statistical area or the consolidated metropolitan statistical area.

(d) In the case of an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act, 42 U.S.C. ss. 7401 et seq., the boundaries of the metropolitan planning area in existence as of the date of enactment of this paragraph shall be retained, except that the boundaries may be adjusted by agreement of the Governor and affected metropolitan planning organizations in the manner described in this section. If more than one M.P.O. has authority within a metropolitan area or an area that is designated as a nonattainment area, each M.P.O. shall consult with other M.P.O.'s designated for such area and with the state in the coordination of plans and programs required by this section.

(e) The governing body of the M.P.O. shall designate, at a minimum, a chair, vice chair, and agency clerk. The chair and vice chair shall be selected from among the member delegates comprising the governing board. The agency clerk shall be charged with the responsibility of preparing meeting minutes and maintaining agency records. The clerk shall be a member of the M.P.O. governing board, an employee of the M.P.O., or other natural person.

Each M.P.O. required under this section must be fully operative no later than 6 months following its designation.

(3) VOTING MEMBERSHIP.—

(a) The voting membership of an M.P.O. shall consist of not fewer than 5 or more than 19 apportioned members, the exact number to be determined on an equitable geographic-population ratio basis by the Governor, based on an agreement among the affected units of general-purpose local government as required by federal rules and regulations. The Governor, in accordance with 23 U.S.C. s. 134, may also provide for M.P.O. members who represent municipalities to alternate with representatives from other municipalities within the metropolitan planning area that do not have members on the M.P.O. County commission members shall compose not less than one-third of the M.P.O. membership, except for an M.P.O. with more than 15 members located in a county with a 5-member county commission or an M.P.O. with 19 members located in a county with no more than 6 county commissioners, in which case county commission members may compose less than one-third percent of the M.P.O. membership, but all county commissioners must be members. All voting members shall be elected officials of general-purpose local governments, except that an M.P.O. may include, as part of its apportioned voting members, a member of a statutorily authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of Space Florida. As used in this section, the term "elected officials of a general-purpose local government" shall exclude constitutional officers, including sheriffs, tax collectors, supervisors of elections, property appraisers, clerks of the court, and similar types of officials. County commissioners shall compose not less than 20 percent of the M.P.O. membership if an official of an agency that operates or administers a major mode of transportation has been appointed to an M.P.O.

(b) In metropolitan areas in which authorities or other agencies have been or may be created by law to perform transportation functions and are performing transportation functions that are not under the jurisdiction of a general-purpose local government represented on the M.P.O., they shall be provided voting membership on the M.P.O. In all other M.P.O.'s where transportation authorities or agencies are to be represented by elected officials from general-purpose local governments, the

M.P.O. shall establish a process by which the collective interests of such authorities or other agencies are expressed and conveyed.

(c) Any other provision of this section to the contrary notwithstanding, a chartered county with over 1 million population may elect to reapportion the membership of an M.P.O. whose jurisdiction is wholly within the county. The charter county may exercise the provisions of this paragraph if:

1. The M.P.O. approves the reapportionment plan by a three-fourths vote of its membership;
2. The M.P.O. and the charter county determine that the reapportionment plan is needed to fulfill specific goals and policies applicable to that metropolitan planning area; and
3. The charter county determines the reapportionment plan otherwise complies with all federal requirements pertaining to M.P.O. membership.

Any charter county that elects to exercise the provisions of this paragraph shall notify the Governor in writing.

(d) Any other provision of this section to the contrary notwithstanding, any county chartered under s. 6(e), Art. VIII of the State Constitution may elect to have its county commission serve as the M.P.O., if the M.P.O. jurisdiction is wholly contained within the county. Any charter county that elects to exercise the provisions of this paragraph shall so notify the Governor in writing. Upon receipt of such notification, the Governor must designate the county commission as the M.P.O. The Governor must appoint four additional voting members to the M.P.O., one of whom must be an elected official representing a municipality within the county, one of whom must be an expressway authority member, one of whom must be a person who does not hold elected public office and who resides in the unincorporated portion of the county, and one of whom must be a school board member.

(4) APPORTIONMENT.—

(a) The Governor shall, with the agreement of the affected units of general-purpose local government as required by federal rules and regulations, apportion the membership on the applicable M.P.O. among the various governmental entities within the area. At the request of a majority of the affected units of general-purpose local government comprising an M.P.O., the Governor and a majority of units of general-purpose local government serving on an M.P.O. shall cooperatively agree upon and prescribe who may serve as an alternate member and a method for appointing alternate members who may vote at any M.P.O. meeting that an alternate member attends in place of a regular member. The method shall be set forth as a part of the interlocal agreement describing the M.P.O.'s membership or in the M.P.O.'s operating procedures and bylaws. The governmental entity so designated shall appoint the appropriate number of members to the M.P.O. from eligible officials. Representatives of the department shall serve as nonvoting members of the M.P.O. governing board. Nonvoting advisers may be appointed by the M.P.O. as deemed necessary; however, to the maximum extent feasible, each M.P.O. shall seek to appoint nonvoting representatives of various multimodal forms of transportation not otherwise represented by voting members of the M.P.O. An M.P.O. shall appoint nonvoting advisers representing major military installations located within the jurisdictional boundaries of the M.P.O. upon the request of the aforesaid major military installations and subject to the agreement of the M.P.O. All nonvoting advisers may attend and participate fully in governing board meetings but shall not have a vote and shall not be members of the governing board. The Governor shall review the composition of the M.P.O. membership in conjunction with the decennial census as prepared by the United States Department of Commerce, Bureau of the Census, and reapportion it as necessary to comply with subsection (3).

(b) Except for members who represent municipalities on the basis of alternating with representatives from other municipalities that do not have members on the M.P.O. as provided in paragraph (3)(a), the members of an M.P.O. shall serve 4-year terms. Members who represent

municipalities on the basis of alternating with representatives from other municipalities that do not have members on the M.P.O. as provided in paragraph (3)(a) may serve terms of up to 4 years as further provided in the interlocal agreement described in paragraph (2)(b). The membership of a member who is a public official automatically terminates upon the member's leaving his or her elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the entity's governing board represented by the member. A vacancy shall be filled by the original appointing entity. A member may be reappointed for one or more additional 4-year terms.

(c) If a governmental entity fails to fill an assigned appointment to an M.P.O. within 60 days after notification by the Governor of its duty to appoint, that appointment shall be made by the Governor from the eligible representatives of that governmental entity.

(5) **AUTHORITY AND RESPONSIBILITY.**—The authority and responsibility of an M.P.O. is to manage a continuing, cooperative, and comprehensive transportation planning process that, based upon the prevailing principles provided in s. [334.046\(1\)](#), results in the development of plans and programs which are consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government the boundaries of which are within the metropolitan area of the M.P.O. An M.P.O. shall be the forum for cooperative decisionmaking by officials of the affected governmental entities in the development of the plans and programs required by subsections (6), (7), (8), and (9).

(6) **POWERS, DUTIES, AND RESPONSIBILITIES.**—The powers, privileges, and authority of an M.P.O. are those specified in this section or incorporated in an interlocal agreement authorized under s. [163.01](#). Each M.P.O. shall perform all acts required by federal or state laws or rules, now and subsequently applicable, which are necessary to qualify for federal aid. It is the intent of this section that each M.P.O. shall be involved in the planning and programming of transportation facilities, including, but not limited to, airports, intercity and high-speed rail lines, seaports, and intermodal facilities, to the extent permitted by state or federal law.

(a) Each M.P.O. shall, in cooperation with the department, develop:

1. A long-range transportation plan pursuant to the requirements of subsection (7);
2. An annually updated transportation improvement program pursuant to the requirements of subsection (8); and
3. An annual unified planning work program pursuant to the requirements of subsection (9).

(b) In developing the long-range transportation plan and the transportation improvement program required under paragraph (a), each M.P.O. shall provide for consideration of projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and nonmotorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

(c) In order to provide recommendations to the department and local governmental entities regarding transportation plans and programs, each M.P.O. shall:

1. Prepare a congestion management system for the metropolitan area and cooperate with the

department in the development of all other transportation management systems required by state or federal law;

2. Assist the department in mapping transportation planning boundaries required by state or federal law;

3. Assist the department in performing its duties relating to access management, functional classification of roads, and data collection;

4. Execute all agreements or certifications necessary to comply with applicable state or federal law;

5. Represent all the jurisdictional areas within the metropolitan area in the formulation of transportation plans and programs required by this section; and

6. Perform all other duties required by state or federal law.

(d) Each M.P.O. shall appoint a technical advisory committee, the members of which shall serve at the pleasure of the M.P.O. The membership of the technical advisory committee must include, whenever possible, planners; engineers; representatives of local aviation authorities, port authorities, and public transit authorities or representatives of aviation departments, seaport departments, and public transit departments of municipal or county governments, as applicable; the school superintendent of each county within the jurisdiction of the M.P.O. or the superintendent's designee; and other appropriate representatives of affected local governments. In addition to any other duties assigned to it by the M.P.O. or by state or federal law, the technical advisory committee is responsible for considering safe access to schools in its review of transportation project priorities, long-range transportation plans, and transportation improvement programs, and shall advise the M.P.O. on such matters. In addition, the technical advisory committee shall coordinate its actions with local school boards and other local programs and organizations within the metropolitan area which participate in school safety activities, such as locally established community traffic safety teams. Local school boards must provide the appropriate M.P.O. with information concerning future school sites and in the coordination of transportation service.

(e)1. Each M.P.O. shall appoint a citizens' advisory committee, the members of which serve at the pleasure of the M.P.O. The membership on the citizens' advisory committee must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.

2. Notwithstanding the provisions of subparagraph 1., an M.P.O. may, with the approval of the department and the applicable federal governmental agency, adopt an alternative program or mechanism to ensure citizen involvement in the transportation planning process.

(f) The department shall allocate to each M.P.O., for the purpose of accomplishing its transportation planning and programming duties, an appropriate amount of federal transportation planning funds.

(g) Each M.P.O. shall have an executive or staff director who reports directly to the M.P.O. governing board for all matters regarding the administration and operation of the M.P.O. and any additional personnel as deemed necessary. The executive director and any additional personnel may be employed either by an M.P.O. or by another governmental entity, such as a county, city, or regional planning council, that has a staff services agreement signed and in effect with the M.P.O. Each M.P.O. may enter into contracts with local or state agencies, private planning firms, private engineering firms, or other public or private entities to accomplish its transportation planning and programming duties and administrative functions.

(h) In order to enhance their knowledge, effectiveness, and participation in the urbanized area transportation planning process, each M.P.O. shall provide training opportunities and training funds specifically for local elected officials and others who serve on an M.P.O. The training opportunities

may be conducted by an individual M.P.O. or through statewide and federal training programs and initiatives that are specifically designed to meet the needs of M.P.O. board members.

(i) A chair's coordinating committee is created, composed of the M.P.O.'s serving Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties. The committee must, at a minimum:

1. Coordinate transportation projects deemed to be regionally significant by the committee.
2. Review the impact of regionally significant land use decisions on the region.
3. Review all proposed regionally significant transportation projects in the respective transportation improvement programs which affect more than one of the M.P.O.'s represented on the committee.
4. Institute a conflict resolution process to address any conflict that may arise in the planning and programming of such regionally significant projects.

(j)1. The Legislature finds that the state's rapid growth in recent decades has caused many urbanized areas subject to M.P.O. jurisdiction to become contiguous to each other. As a result, various transportation projects may cross from the jurisdiction of one M.P.O. into the jurisdiction of another M.P.O. To more fully accomplish the purposes for which M.P.O.'s have been mandated, M.P.O.'s shall develop coordination mechanisms with one another to expand and improve transportation within the state. The appropriate method of coordination between M.P.O.'s shall vary depending upon the project involved and given local and regional needs. Consequently, it is appropriate to set forth a flexible methodology that can be used by M.P.O.'s to coordinate with other M.P.O.'s and appropriate political subdivisions as circumstances demand.

2. Any M.P.O. may join with any other M.P.O. or any individual political subdivision to coordinate activities or to achieve any federal or state transportation planning or development goals or purposes consistent with federal or state law. When an M.P.O. determines that it is appropriate to join with another M.P.O. or any political subdivision to coordinate activities, the M.P.O. or political subdivision shall enter into an interlocal agreement pursuant to s. [163.01](#), which, at a minimum, creates a separate legal or administrative entity to coordinate the transportation planning or development activities required to achieve the goal or purpose; provides the purpose for which the entity is created; provides the duration of the agreement and the entity and specifies how the agreement may be terminated, modified, or rescinded; describes the precise organization of the entity, including who has voting rights on the governing board, whether alternative voting members are provided for, how voting members are appointed, and what the relative voting strength is for each constituent M.P.O. or political subdivision; provides the manner in which the parties to the agreement will provide for the financial support of the entity and payment of costs and expenses of the entity; provides the manner in which funds may be paid to and disbursed from the entity; and provides how members of the entity will resolve disagreements regarding interpretation of the interlocal agreement or disputes relating to the operation of the entity. Such interlocal agreement shall become effective upon its recordation in the official public records of each county in which a member of the entity created by the interlocal agreement has a voting member. This paragraph does not require any M.P.O.'s to merge, combine, or otherwise join together as a single M.P.O.

(7) LONG-RANGE TRANSPORTATION PLAN.—Each M.P.O. must develop a long-range transportation plan that addresses at least a 20-year planning horizon. The plan must include both long-range and short-range strategies and must comply with all other state and federal requirements. The prevailing principles to be considered in the long-range transportation plan are: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. The long-range transportation plan must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local

government located within the jurisdiction of the M.P.O. Each M.P.O. is encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions. The approved long-range transportation plan must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. The long-range transportation plan must, at a minimum:

(a) Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. The long-range transportation plan must give emphasis to those transportation facilities that serve national, statewide, or regional functions, and must consider the goals and objectives identified in the Florida Transportation Plan as provided in s. [339.155](#). If a project is located within the boundaries of more than one M.P.O., the M.P.O.'s must coordinate plans regarding the project in the long-range transportation plan.

(b) Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources which are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the long-range transportation plan, the M.P.O. and the department shall cooperatively develop estimates of funds that will be available to support the plan implementation. Innovative financing techniques may be used to fund needed projects and programs. Such techniques may include the assessment of tolls, the use of value capture financing, or the use of value pricing.

(c) Assess capital investment and other measures necessary to:

1. Ensure the preservation of the existing metropolitan transportation system including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and
2. Make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods.

(d) Indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising.

(e) In addition to the requirements of paragraphs (a)-(d), in metropolitan areas that are classified as nonattainment areas for ozone or carbon monoxide, the M.P.O. must coordinate the development of the long-range transportation plan with the State Implementation Plan developed pursuant to the requirements of the federal Clean Air Act.

In the development of its long-range transportation plan, each M.P.O. must provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan. The long-range transportation plan must be approved by the M.P.O.

(8) **TRANSPORTATION IMPROVEMENT PROGRAM.**—Each M.P.O. shall, in cooperation with the state and affected public transportation operators, develop a transportation improvement program for the area within the jurisdiction of the M.P.O. In the development of the transportation improvement program, each M.P.O. must provide the public, affected public agencies,

representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed transportation improvement program.

(a) Each M.P.O. is responsible for developing, annually, a list of project priorities and a transportation improvement program. The prevailing principles to be considered by each M.P.O. when developing a list of project priorities and a transportation improvement program are: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. The transportation improvement program will be used to initiate federally aided transportation facilities and improvements as well as other transportation facilities and improvements including transit, rail, aviation, spaceport, and port facilities to be funded from the State Transportation Trust Fund within its metropolitan area in accordance with existing and subsequent federal and state laws and rules and regulations related thereto. The transportation improvement program shall be consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government whose boundaries are within the metropolitan area of the M.P.O. and include those projects programmed pursuant to s. [339.2819\(4\)](#).

(b) Each M.P.O. annually shall prepare a list of project priorities and shall submit the list to the appropriate district of the department by October 1 of each year; however, the department and a metropolitan planning organization may, in writing, agree to vary this submittal date. The list of project priorities must be formally reviewed by the technical and citizens' advisory committees, and approved by the M.P.O., before it is transmitted to the district. The approved list of project priorities must be used by the district in developing the district work program and must be used by the M.P.O. in developing its transportation improvement program. The annual list of project priorities must be based upon project selection criteria that, at a minimum, consider the following:

1. The approved M.P.O. long-range transportation plan;
2. The Strategic Intermodal System Plan developed under s. [339.64](#).
3. The priorities developed pursuant to s. [339.2819\(4\)](#).
4. The results of the transportation management systems; and
5. The M.P.O.'s public-involvement procedures.

(c) The transportation improvement program must, at a minimum:

1. Include projects and project phases to be funded with state or federal funds within the time period of the transportation improvement program and which are recommended for advancement during the next fiscal year and 4 subsequent fiscal years. Such projects and project phases must be consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government located within the jurisdiction of the M.P.O. For informational purposes, the transportation improvement program shall also include a list of projects to be funded from local or private revenues.

2. Include projects within the metropolitan area which are proposed for funding under 23 U.S.C. s. 134 of the Federal Transit Act and which are consistent with the long-range transportation plan developed under subsection (7).

3. Provide a financial plan that demonstrates how the transportation improvement program can be implemented; indicates the resources, both public and private, that are reasonably expected to be available to accomplish the program; identifies any innovative financing techniques that may be used to fund needed projects and programs; and may include, for illustrative purposes, additional projects that would be included in the approved transportation improvement program if reasonable additional resources beyond those identified in the financial plan were available. Innovative financing techniques may include the assessment of tolls, the use of value capture financing, or the

use of value pricing. The transportation improvement program may include a project or project phase only if full funding can reasonably be anticipated to be available for the project or project phase within the time period contemplated for completion of the project or project phase.

4. Group projects and project phases of similar urgency and anticipated staging into appropriate staging periods.

5. Indicate how the transportation improvement program relates to the long-range transportation plan developed under subsection (7), including providing examples of specific projects or project phases that further the goals and policies of the long-range transportation plan.

6. Indicate whether any project or project phase is inconsistent with an approved comprehensive plan of a unit of local government located within the jurisdiction of the M.P.O. If a project is inconsistent with an affected comprehensive plan, the M.P.O. must provide justification for including the project in the transportation improvement program.

7. Indicate how the improvements are consistent, to the maximum extent feasible, with affected seaport, airport, and spaceport master plans and with public transit development plans of the units of local government located within the jurisdiction of the M.P.O. If a project is located within the boundaries of more than one M.P.O., the M.P.O.'s must coordinate plans regarding the project in the transportation improvement program.

(d) Projects included in the transportation improvement program and that have advanced to the design stage of preliminary engineering may be removed from or rescheduled in a subsequent transportation improvement program only by the joint action of the M.P.O. and the department. Except when recommended in writing by the district secretary for good cause, any project removed from or rescheduled in a subsequent transportation improvement program shall not be rescheduled by the M.P.O. in that subsequent program earlier than the 5th year of such program.

(e) During the development of the transportation improvement program, the M.P.O. shall, in cooperation with the department and any affected public transit operation, provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with reasonable notice of and an opportunity to comment on the proposed program.

(f) The adopted annual transportation improvement program for M.P.O.'s in nonattainment or maintenance areas must be submitted to the district secretary and the Department of Community Affairs at least 90 days before the submission of the state transportation improvement program by the department to the appropriate federal agencies. The annual transportation improvement program for M.P.O.'s in attainment areas must be submitted to the district secretary and the Department of Community Affairs at least 45 days before the department submits the state transportation improvement program to the appropriate federal agencies; however, the department, the Department of Community Affairs, and a metropolitan planning organization may, in writing, agree to vary this submittal date. The Governor or the Governor's designee shall review and approve each transportation improvement program and any amendments thereto.

(g) The Department of Community Affairs shall review the annual transportation improvement program of each M.P.O. for consistency with the approved local government comprehensive plans of the units of local government whose boundaries are within the metropolitan area of each M.P.O. and shall identify those projects that are inconsistent with such comprehensive plans. The Department of Community Affairs shall notify an M.P.O. of any transportation projects contained in its transportation improvement program which are inconsistent with the approved local government comprehensive plans of the units of local government whose boundaries are within the metropolitan area of the M.P.O.

(h) The M.P.O. shall annually publish or otherwise make available for public review the annual

listing of projects for which federal funds have been obligated in the preceding year. Project monitoring systems must be maintained by those agencies responsible for obligating federal funds and made accessible to the M.P.O.'s.

(9) **UNIFIED PLANNING WORK PROGRAM.**—Each M.P.O. shall develop, in cooperation with the department and public transportation providers, a unified planning work program that lists all planning tasks to be undertaken during the program year. The unified planning work program must provide a complete description of each planning task and an estimated budget therefor and must comply with applicable state and federal law.

(10) **AGREEMENTS.**—

(a) Each M.P.O. shall execute the following written agreements, which shall be reviewed, and updated as necessary, every 5 years:

1. An agreement with the department clearly establishing the cooperative relationship essential to accomplish the transportation planning requirements of state and federal law.

2. An agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the metropolitan areas, specifying the means by which activities will be coordinated and how transportation planning and programming will be part of the comprehensive planned development of the area.

3. An agreement with operators of public transportation systems, including transit systems, commuter rail systems, airports, seaports, and spaceports, describing the means by which activities will be coordinated and specifying how public transit, commuter rail, aviation, seaport, and aerospace planning and programming will be part of the comprehensive planned development of the metropolitan area.

(b) An M.P.O. may execute other agreements required by state or federal law or as necessary to properly accomplish its functions.

(11) **METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL.**—

(a) A Metropolitan Planning Organization Advisory Council is created to augment, and not supplant, the role of the individual M.P.O.'s in the cooperative transportation planning process described in this section.

(b) The council shall consist of one representative from each M.P.O. and shall elect a chairperson annually from its number. Each M.P.O. shall also elect an alternate representative from each M.P.O. to vote in the absence of the representative. Members of the council do not receive any compensation for their services, but may be reimbursed from funds made available to council members for travel and per diem expenses incurred in the performance of their council duties as provided in s. [112.061](#).

(c) The powers and duties of the Metropolitan Planning Organization Advisory Council are to:

1. Enter into contracts with individuals, private corporations, and public agencies.

2. Acquire, own, operate, maintain, sell, or lease personal property essential for the conduct of business.

3. Accept funds, grants, assistance, gifts, or bequests from private, local, state, or federal sources.

4. Establish bylaws and adopt rules pursuant to ss. [120.536](#)(1) and [120.54](#) to implement provisions of law conferring powers or duties upon it.

5. Assist M.P.O.'s in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law.

6. Serve as a clearinghouse for review and comment by M.P.O.'s on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized area transportation and systematic planning processes instituted pursuant to s. [339.155](#).

7. Employ an executive director and such other staff as necessary to perform adequately the

functions of the council, within budgetary limitations. The executive director and staff are exempt from part II of chapter 110 and serve at the direction and control of the council. The council is assigned to the Office of the Secretary of the Department of Transportation for fiscal and accountability purposes, but it shall otherwise function independently of the control and direction of the department.

8. Adopt an agency strategic plan that provides the priority directions the agency will take to carry out its mission within the context of the state comprehensive plan and any other statutory mandates and directions given to the agency.

(12) APPLICATION OF FEDERAL LAW.—Upon notification by an agency of the Federal Government that any provision of this section conflicts with federal laws or regulations, such federal laws or regulations will take precedence to the extent of the conflict until such conflict is resolved. The department or an M.P.O. may take any necessary action to comply with such federal laws and regulations or to continue to remain eligible to receive federal funds.

(13) VOTING REQUIREMENTS.—Each long-range transportation plan required pursuant to subsection (7), each annually updated Transportation Improvement Program required under subsection (8), and each amendment that affects projects in the first 3 years of such plans and programs must be approved by each M.P.O. on a recorded roll call vote, or hand-counted vote, of a majority of the membership present.

History.— s. 1, ch. 79-219; s. 1, ch. 82-9; s. 219, ch. 84-309; s. 3, ch. 84-332; s. 30, ch. 85-55; ss. 1, 2, ch. 87-61; ss. 1, 2, ch. 88-86; s. 1, ch. 88-163; s. 6, ch. 89-301; s. 79, ch. 90-136; s. 4, ch. 92-152; s. 60, ch. 93-164; s. 502, ch. 95-148; s. 54, ch. 95-257; s. 53, ch. 96-323; s. 25, ch. 97-280; s. 70, ch. 98-200; s. 9, ch. 99-256; ss. 33, 103, ch. 99-385; s. 20, ch. 2000-266; s. 23, ch. 2002-183; s. 8, ch. 2003-286; s. 4, ch. 2004-366; s. 6, ch. 2005-281; s. 22, ch. 2005-290; s. 40, ch. 2007-196; s. 70, ch. 2008-4; s. 30, ch. 2008-227.

Note.— Former s. 334.215.

Disclaimer: The information on this system is unverified. The journals or printed bills of the respective chambers should be consulted for official purposes. Copyright © 2000-2011 State of Florida.

The 2000 Florida Statutes

339.175 Voting membership for M.P.O. with boundaries including certain counties.—In addition to the voting membership established by s. 339.175(2) and notwithstanding any other provision of law to the contrary, the voting membership of any Metropolitan Planning Organization whose geographical boundaries include any county as defined in s. 125.011(1) must include an additional voting member appointed by that city's governing body for each city with a population of 50,000 or more residents.

History.—s. 56, ch. 99-385.



**Metropolitan Planning
Organization for the Miami
Urbanized Area**

Stephen P. Clark Center
111 N.W. First Street
Suite 920
Miami, Florida 33128

305.375.4507
305.375.4950

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding hereafter to be called the **MPO Management Services Agreement** made and entered into this 1st day of July, 2013 by and between the **Metropolitan Planning Organization** hereinafter called the **MPO** and **Miami- Dade County, Florida** hereinafter called the **County**.

WITNESSETH:

WHEREAS, the MPO, pursuant to the power conferred upon it by Section 5.01 and 5.03 of the Interlocal Agreement between the Board of County Commissioners, the Dade County School Board and the Florida Department of Transportation dated March 2, 1977, may enter into agreements, other than interlocal agreements, with local and/or state agencies to utilize the staff resources of such agencies or for the performance of certain services by such agencies, and

WHEREAS, pursuant to the aforesaid Interlocal Agreement and Section 339.175, Florida Statutes, the MPO may enter into an agreement with Miami-Dade County for the purpose of utilizing county personnel to perform a substantial portion of each task necessary to carry out the transportation planning and programming process mandated by Federal regulations as a condition precedent to the receipt of Federal funds for the planning, construction or operation of transportation programs and projects, and

WHEREAS, it is deemed by the parties to be appropriate and necessary that the duties and obligations of the County in relation to its role as a participating agency in the planning process be defined and fixed by formal agreement.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations herein, the parties agree as follows:

1.00 Purpose

For the reasons recited in the preamble, which are hereby adopted as part hereof, this agreement is to provide for professional services to carry out the terms of the Urban Transportation Planning Agreement between the MPO and the FDOT and to provide personnel for the administration of the MPO.

2.00 Definitions

- .01 "County" shall mean Miami-Dade County, Florida.
- .02 "FDOT" shall mean the Florida Department of Transportation.
- .03 "MPO" shall mean the Metropolitan Planning Organization for the Miami Urbanized Area designated by the Governor.
- .04 "Executive Director" shall mean the Executive Director of the Metropolitan Planning Organization.
- .05 "UPWP" shall mean the Annual Unified Planning Work Program required by Federal Regulations (Subpart A 450.114 (c)).

3.00 Scope of Services

It is agreed by the County that it shall furnish the MPO with the professional, technical, administrative and clerical services, the supplies, the equipment, the offices and other space, and such other incidental items as may be required and necessary to manage the business and affairs of the MPO and to carry on the transportation planning and programming process specified by the Urban Transportation Planning Agreement between the MPO and the FDOT dated March 23, 1977; provided, it is understood and agreed that, unless otherwise provided for, the performance of such service and functions shall be limited to those specified and allocated to the County in the annual Unified Planning Work Program (UPWP) budget and all approved budgets under Federal or State grant contracts with the MPO. It is further agreed:

.01 Executive Director

An Executive Director of the MPO shall be selected by a majority vote of the whole number of voting members of the Governing Board. The Executive Director shall serve at the pleasure of the MPO Governing Board. The Executive Director shall report to the Governing Board of the MPO. The MPO Governing Board shall determine the compensation and benefits of the Executive Director, based upon recommendations from a committee selected by the MPO Governing Board. The Executive Director shall have the following duties and functions coordinating the activities of the various structures established by the Interlocal Agreement heretofore mentioned: conducting the transportation planning process as directed by the MPO Governing Board; preparing the agenda of the MPO Governing Board, which shall be approved by the Chairperson of the MPO; preparing the agenda for the Technical Advisors; preparing resolutions and other appropriate documents; scheduling meetings; giving notices; keeping minutes; coordinating and monitoring the activities of the various sub-structures; preparing an annual report; preparing such interim reports as may be required; developing and implementing operating procedures necessary to carry out the functions and duties of the Executive Director; directing the implementation of policies established by the MPO Governing Board; performing such other duties as may be assigned by the MPO Governing Board; and reporting directly to the MPO Chairperson regarding the day-to-day operations of the MPO. In the absence of the MPO Chairperson, the Executive Director shall report directly to the MPO Vice Chairperson. The Executive Director shall also be responsible for: the appointment, assignment, direction, and control (including promotions, demotions, discipline and salary adjustments) of all personnel necessary thereto; the development of an appropriate organizational structure to carry out the responsibilities set forth in this agreement; and the development of procedures to monitor and coordinate the planning process.

.02 Technical Advisors

The head of each county department or agency participating in the transportation planning process shall be deemed a technical advisor in the field of his/her competency and shall be expected to provide the MPO with expert advice or perform such duties incident thereto as the County Mayor shall assign.

.03 County Attorney

The County Attorney shall be the legal advisor to the MPO and shall represent the MPO in all legal matters provided, that with the concurrence of the County Attorney, the MPO may employ special counsel for specific needs.

.04 Annual Budget

The Executive Director shall have prepared an annual budget on October 1 to September 30 fiscal year basis which shall be approved by the MPO Governing Board. The budget shall identify funding sources, participating agencies and the level of participation by the various agencies.

.05 Financial Administration

.05.1 The Records and accounts of the MPO shall be administered by the County in accordance with accounts and accounting procedures which shall be developed by the County for the MPO.

.05.2 Contracts and bids for the purchase of materials and services shall be in accordance with County procedures for the same purposes, with the exception that action of the MPO Governing Board with respect to such requests shall be final. There shall be no need to submit these contracts and bids to the Board of County Commissioners or any committee of the Board of County Commissioners for consideration. The MPO Executive Director shall appoint selection/evaluation/negotiation committees and make all contract award recommendations to the MPO Governing Board.

The MPO may authorize the issuance of requests for proposals and qualifications (RFP/RFQ), bids and any addenda. The County shall provide technical and logistical support in the procurement process to ensure compliance with Federal, State and County procurement requirements.

.05.3 Deposit of Funds- All monies received by the MPO shall be deposited with the County in a trust account and applied only in accordance with Federal or State law.

4.00 Reimbursement of County

The MPO hereby agrees that it shall reimburse the County for all services rendered under this agreement as specified in the UPWP budget and all approved budgets under Federal or State grant contracts with the MPO and in accordance with the procedures established pursuant to Section 3.05 of this agreement.

5.00 Consultants

It is agreed by parties that nothing in this agreement shall limit or preclude the prerogative of the MPO to enter into contracts for other professional consultant services to perform such tasks as the MPO may deem appropriate.

6.00 Execution of Agreement

This Agreement may be simultaneously executed in several counterparts, each of this so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

7.00 Duration of Agreement and Withdrawal Procedure

This Agreement shall remain in effect until terminated by the parties to the Agreement; any party may withdraw from said Agreement after presenting, in written form, a notice of intent to withdraw, to the other parties, at least 60 days prior to the intended date of withdrawal provided financial commitments made prior to withdrawal are effective and binding for their full terms and amount regardless of withdrawal.

8.00 Amendment of Agreement

The County and the MPO may upon initiation of either party amend this agreement to cure any ambiguity, defect, omission or to grant any additional powers, or to confer additional duties which are consistent with the intent and purpose of this agreement.

9.00 Confirmation of Agreement

The Agreement shall be reviewed annually by the MPO to confirm the validity of the contents and to recommend the type of amendments, if any, that are required.

10.00 Agreement Format

All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

11.00 Severability

Should any section, sentence or clause of this Agreement be deemed unlawful by a Court of competent jurisdiction, no other provision hereof shall be affected and all other provisions of this Agreement shall continue in full force and effect.

12.00 Effective Date

This Agreement shall be effective upon the filing of a fully executed copy of this Agreement with the Clerk of the Board of Miami-Dade County, Florida, pursuant to Section 163.01(11), Florida Statutes. This agreement, upon the effective date, shall supersede and replace the MPO Management Services Agreement between the MPO and the County entered into on November 30, 1995.

In Witness Whereof, the undersigned parties have caused this Memorandum of Understanding to be duly executed this 1st day of July, 2013.

By: _____

Carlos A. Gimenez

Title: Mayor of Miami-Dade County

By: _____

Rebeca Sosa

Title: Chairwoman, MPO Governing Board

Attest: Harvey Rubin

Clerk of the Board of County Commissioners

Attest: _____

Zainab Salim

Title: Clerk, MPO Governing Board

By: _____

Title: Deputy Clerk



Bruce Fibhaber

Approved by County Attorney
as to form and legal sufficiency

Bruce Fibhaber

Approved by County Attorney
as to form of legal sufficiency



MIAMI-DADE 2040

Long Range Transportation Plan

Data Compilation Review and Development Report

October 23, 2014



Photo by Asad Gilani


This page intentionally left blank



MIAMI-DADE

2040 LONG RANGE TRANSPORTATION PLAN

Metropolitan Planning Organization for the Miami Urbanized Area



This document was prepared by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area in collaboration with Florida Department of Transportation, Miami-Dade Expressway Authority, Florida's Turnpike Enterprise, South Florida Regional Transportation Authority, Miami-Dade League of Cities, Miami-Dade County Regulatory and Economic Resources Department, Miami-Dade County Public Works and Waste Management Department, Miami-Dade Transit Agency, Miami-Dade Aviation Department, Miami-Dade Seaport Department, Miami-Dade County Office of Strategic Business Management, City of North Miami, City of Hialeah, City of Miami, City of Miami Beach, City of Miami Gardens, City of Homestead, Miami-Dade County Public Schools, Miami-Dade MPO Citizens Transportation Advisory Committee, Bicycle/Pedestrian Advisory Council, Freight Transportation Advisory Committee, Transportation Aesthetics Review Committee, Broward MPO, Palm Beach MPO, and South Florida Regional Planning Council.

The Miami-Dade MPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or 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 U.S. Department of Transportation.





MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE

DATA COMPILATION, REVIEW, AND DEVELOPMENT REPORT

Prepared for:

Metropolitan Planning Organization for the Miami Urbanized Area
111 NW 1st Street
Suite 920
(p) 305.375.4507 – (f) 305.375.4950

Prepared by:

Gannett Fleming, Inc.

In Association with:

AECOM Technical Services
Cambridge Systematics
Kittleson and Associates
Parsons Brickerhoff
The Corradino Group
Charesse Chester and Associates
Decision Lens

OCTOBER 2014

TABLE OF CONTENTS

INTRODUCTION	1
SOUTHEASTERN REGIONAL PLANNING MODEL (SERPM)	1
STUDY AREA	1
EXISTING TRANSPORTATION NETWORK	3
SOCIOECONOMIC DATA CHARACTERISTICS - YEAR 2010 AND 2040	5
TRIP PRODUCTION VARIABLES	5
POPULATION	5
AGE GROUPS	7
WORKER OCCUPATION.....	9
HOUSEHOLDS	11
HOUSING TYPES	13
GROUP QUARTER.....	15
HOUSEHOLD INCOME	17
TRIP ATTRACTION VARIABLES.....	19
SCHOOL ENROLLMENT	19
EMPLOYMENT	22
REVIEW OF MPO STUDIES	24

Maps and Tables

MAP 2.1 - MIAMI-DADE COUNTY PLANNING DISTRICTS	2
MAP 2.2 – MIAMI-DADE COUNTY'S ROADS BY FACILITY TYPE – 2010	4
MAP 2.3 – 2010 TO 2040 CHANGE IN POPULATION	6
MAP 2.4 – 2010 TO 2040 CHANGE IN AGE GROUPS BY PLANNING AREA	8
MAP 2.5 – 2010 TO 2040 CHANGE IN WORKER OCCUPATION BY PLANNING AREA	10
MAP 2.6 – 2010 TO 2040 CHANGE IN NUMBER OF HOUSEHOLDS	12
MAP 2.7 – 2010 TO 2040 CHANGE IN HOUSING TYPE BY PLANNING AREA	14
MAP 2.8 – 2010 TO 2040 CHANGE IN GROUP QUARTER BY PLANNING AREA	16
MAP 2.9 – 2010 TO 2040 CHANGE IN HOUSEHOLD INCOME BY PLANNING AREA	18
MAP 2.10 – 2010 TO 2040 CHANGE IN K-8TH GRADE ENROLLMENT	20
MAP 2.11 – 2010 TO 2040 CHANGE IN HIGH SCHOOL ENROLLMENT	21
MAP 2.12 – 2010 TO 2040 CHANGE IN TOTAL EMPLOYMENT	23
TABLE 2.1 – CENTER-LINE MILES & VEHICLE MILES TRAVELED BY FUNCTION	3
TABLE 2.2 – 2010 TRANSIT ROUTES MILES BY MODE	3
TABLE 2.3 – COUNTY POPULATION	5
TABLE 2.4 – COUNTY AGE GROUPS	7
TABLE 2.5 – WORKER OCCUPATION	9
TABLE 2.6 – COUNTY HOUSEHOLDS	11
TABLE 2.7 – COUNTY HOUSING TYPES	13
TABLE 2.8 – COUNTY GROUP QUARTER	15
TABLE 2.9 – HOUSEHOLD INCOME CATEGORIES AND FREQUENCIES	17
TABLE 2.10 – SCHOOL ENROLLMENT	19
TABLE 2.11 – EMPLOYMENT CATEGORIES	22
TABLE 2.12 – MPO STUDIES	24

INTRODUCTION

Technical Report No. 2 (TR2) summarizes the data compilation effort and reviews the socioeconomic composition, and existing transportation characteristics of Miami-Dade County, in preparation for the Miami-Dade 2040 Long-Range Transportation Plan Update (2040 LRTP). The County's transportation network performance is impacted by the growth and transformation of population, households, and employment. Because of this inextricable link, it is important to assess the County's socioeconomic data projections to develop an understanding of the region's evolving travel patterns. Growth in population and employment underscores the need for a wide selection of transportation options. Therefore, a thorough understanding of the socioeconomic growth dictates how and where transportation investments should be leveraged over the next 30 years

SOUTHEASTERN REGIONAL PLANNING MODEL (SERPM)

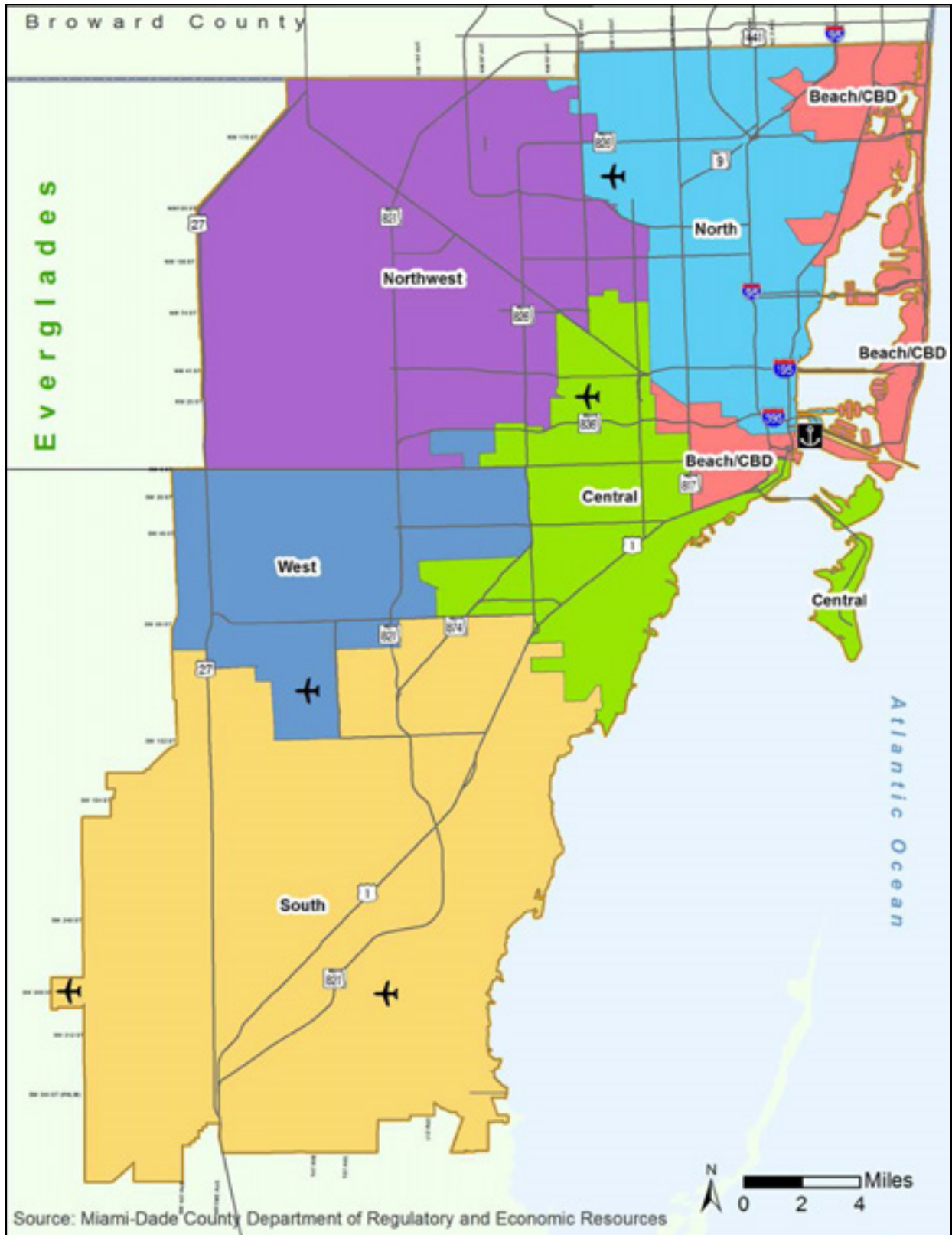
Much of the information contained within this report was utilized as data input to prepare the travel demand modeling process in forecasting the County's transportation needs through the year 2040. The socioeconomic datasets for the base (2010) and horizon (2040) years were prepared by the Miami-Dade County Department of Regulatory and Economic Resources. The Southeastern Regional Planning Model version 7 (SERPM7) is the regional travel demand modeling engine that was employed to forecast travel behavior in Miami-Dade County. SERPM7 is a multimodal travel demand model serving the regional transportation modeling needs for the three counties within Southeast Florida – Palm Beach, Broward, and Miami-Dade Counties. For the 2040 LRTP study, SERPM7 was used to model three alternatives, or networks: existing-plus-committed (E+C), 2040 candidate improvements (i.e. Needs Plan), and 2040 Cost Feasible Plan. Highway and transit travel estimations were modeled in a time-of-day process that provides disaggregate forecasts by peak and off-peak travel periods during the average weekday.

STUDY AREA

Miami-Dade County serves as the geographic boundary that comprises the study area for the 2040 LRTP update. Miami-Dade County includes approximately 1,946 square miles of land area, with an approximate 635 square miles covering the urbanized portion. Miami-Dade is characterized by its pristine climate, diverse cultural and ethnic communities, and an eclectic nightlife. The City of Miami is the largest municipality in the County with a population slightly over 400,000. The County is bounded on the north by Broward County, on the south by Monroe County, on the west by Collier and Monroe Counties, and on the east by the Atlantic Ocean. Moreover, Miami-Dade is part of the 2040 Southeast Florida Regional LRTP study area along with Broward and Palm Beach Counties.

To further analyze the 2040 LRTP study area, the County was divided into two boundary types: Traffic Analysis Zones (TAZ) and Transportation Planning Areas. TAZs are the primary unit of analysis for most travel demand modeling; Miami-Dade County has 1,503 TAZs. For the purposes of transportation planning studies and programs, the County TAZ structure is aggregated into six (6) transportation planning areas. **Map 2.1** contains a map of the planning area boundaries.





MAP 2.1 - MIAMI-DADE COUNTY PLANNING AREAS

EXISTING TRANSPORTATION NETWORK

Miami-Dade County includes a significant transportation network consisting of extensive roadways, bus transit routes, commuter rail service, and freight rail lines. The County also offers internationally renowned seaport and airport facilities. PortMiami is described as the Cruise Capital of the World, boasts twelve (12) cruise lines, and in 2011 attracted over 4 million passengers. During the same time, Miami International Airport ranked number one in international freight and number two in welcoming international passengers compared with all other U.S. airports. The County's 1,870 center-line miles of roadway are among the busiest in the nation. As of 2010, daily vehicle miles traveled (VMT) within the County was 41.7 million. **Table 2.1** provides an account of the existing center-line mileage and vehicle miles traveled by facility type. **Map 2.2** depicts Miami-Dade County's roads by facility type.

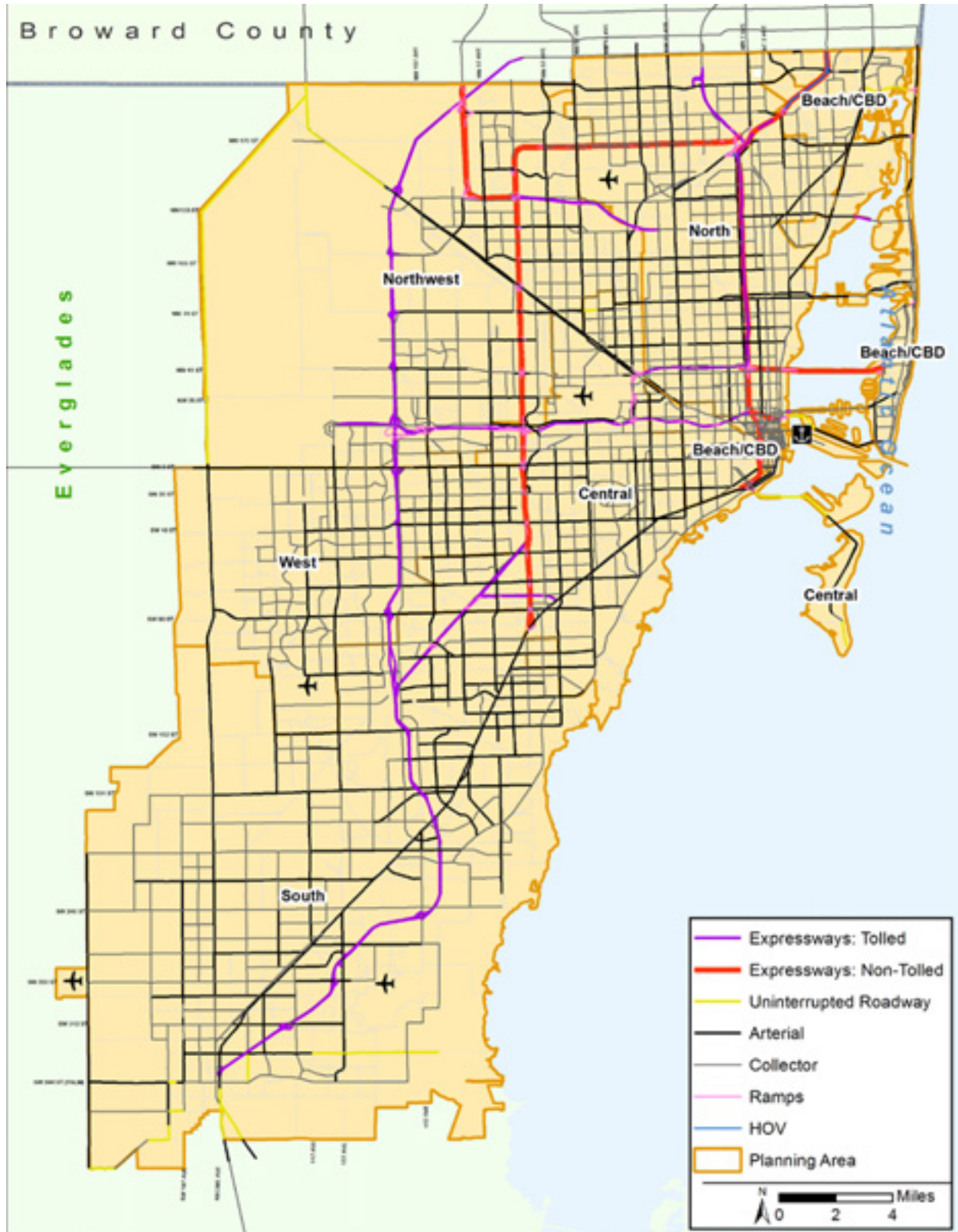
TABLE 2.1 – CENTER-LINE MILES & VEHICLE MILES TRAVELED BY FUNCTION (2010)

Facility Type	Center-line Miles	Vehicle Miles Traveled (VMT in 1,000's)
Expressways: Tolled	103	11,579,415
Expressways: Non-Tolled	57	2,702,610
Uninterrupted Roadway	38	679,088
Arterials	596	15,150,516
Collectors	967	10,023,548
Ramps	103	1,514,863
HOV	6	120,993
Total	1,870	41,771,033

Miami-Dade Transit (MDT) provides transit services and programs for residents and visitors. These transit services and programs are provided via four modes: Metrobus, Metrorail, Metromover, and Paratransit. Metrobus is the primary transit service offered with a fleet of 817 buses serving 95 routes. Metrorail is a 25-mile dual track, elevated rapid rail system with 23 stations connecting the northern and southern areas of the County. The Metromover service is an elevated guideway with rubber-tired vehicles largely serving Downtown Miami and the Financial District. Paratransit is a component of the Special Transportation Services program designed to meet the needs of disadvantaged County residents. Alternatively, Tri-Rail, operated by the South Florida Regional Transportation Authority (SFRTA), provides a 72-mile commuter rail service connecting Broward, Palm Beach, and Miami-Dade Counties. Currently, there are five Tri-Rail stations located within Miami-Dade County. **Table 2.2** summarizes the transit route miles by mode for 2010 derived from SERPM7.

TABLE 2.2 – 2010 TRANSIT ROUTES MILES BY MODE

Facility Type		Route Miles	Percent of Total
Metrobus	Local Bus	2,756	76.7%
	Express Bus	531	14.8%
	Limited Stop Bus	101	2.8%
Metrorail		50	1.4%
Tri-Rail		144	4.0%
Metromover		10	0.3%
Total		3,592	100%



MAP 2.2 – MIAMI-DADE COUNTY'S ROADS BY FACILITY TYPE - 2010

SOCIOECONOMIC DATA CHARACTERISTICS - YEAR 2010 AND 2040

The socioeconomic data for the 2040 LRTP defines the demand on the County's transportation system through the next 30 years. This socioeconomic data reveals trends in housing, demographics, and employment from the base year (2010) to the horizon year (2040). These trends are organized into two categories: trip production variables and trip attraction variables.

TRIP PRODUCTION VARIABLES


The following sections will examine trends in household and person demographics. The person variable trends being examined include total population, age cohorts and worker occupation. The household variable trends include group quarters, housing type, and household income.

Worker occupation should not be confused for employment which will be discussed later as a trip attraction variable. Worker occupation represents the person working while employment represents the job. This distinction is important for the SERPM7 model.

POPULATION

This section examines the growth in population between the year 2010 and the forecast year 2040. The South Planning Area had the highest percentage of the total growth in the County at 27% while the West Planning Area had the lowest percentage of the total growth in the County at 6%. Population in the County is expected to grow by 811,067 across all planning areas. **Table 2.3** provides the expected growth by County planning area.

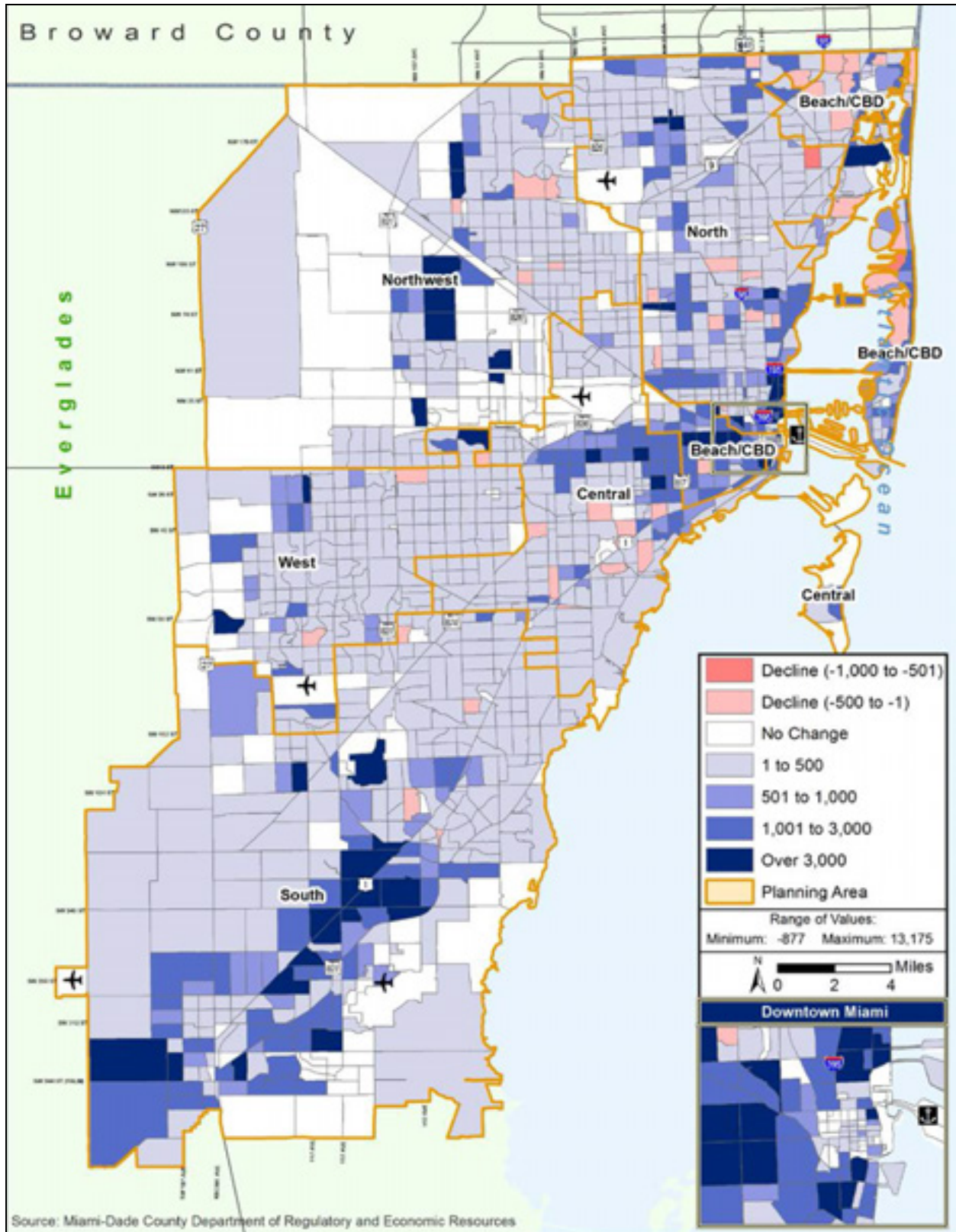
TABLE 2.3 – COUNTY POPULATION



Planning Area	2010	2040	Change	% Growth
Northwest	398,946 (16%)	478,861 (14%)	79,915 (10%)	20%
North	513,938 (21%)	712,036 (22%)	198,098 (24%)	39%
Beach/CBD	380,838 (15%)	543,806 (16%)	162,968 (20%)	43%
Central	375,758 (15%)	480,443 (15%)	104,685 (13%)	28%
South	437,903 (18%)	654,943 (20%)	217,040 (27%)	50%
West	386,927 (16%)	435,288 (13%)	48,361 (6%)	12%
Total	2,494,310 (100%)	3,305,377 (100%)	811,067 (100%)	33%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.3 – 2010 TO 2040 CHANGE IN POPULATION

AGE GROUPS

This section examines the composition of the County's age groups and projected changes. The data is categorized into nine age cohorts. **Table 2.4** exhibits the change in the makeup of population the County is expected to experience from the base year to the year 2040 and the percent of the population each age group represents. While the number of those reaching retirement age (65 and older) is growing their proportion of the total population is projected to remain constant (13% in 2010 and 14% in 2040). **Map 2.4** illustrates the changing age groups by planning area.

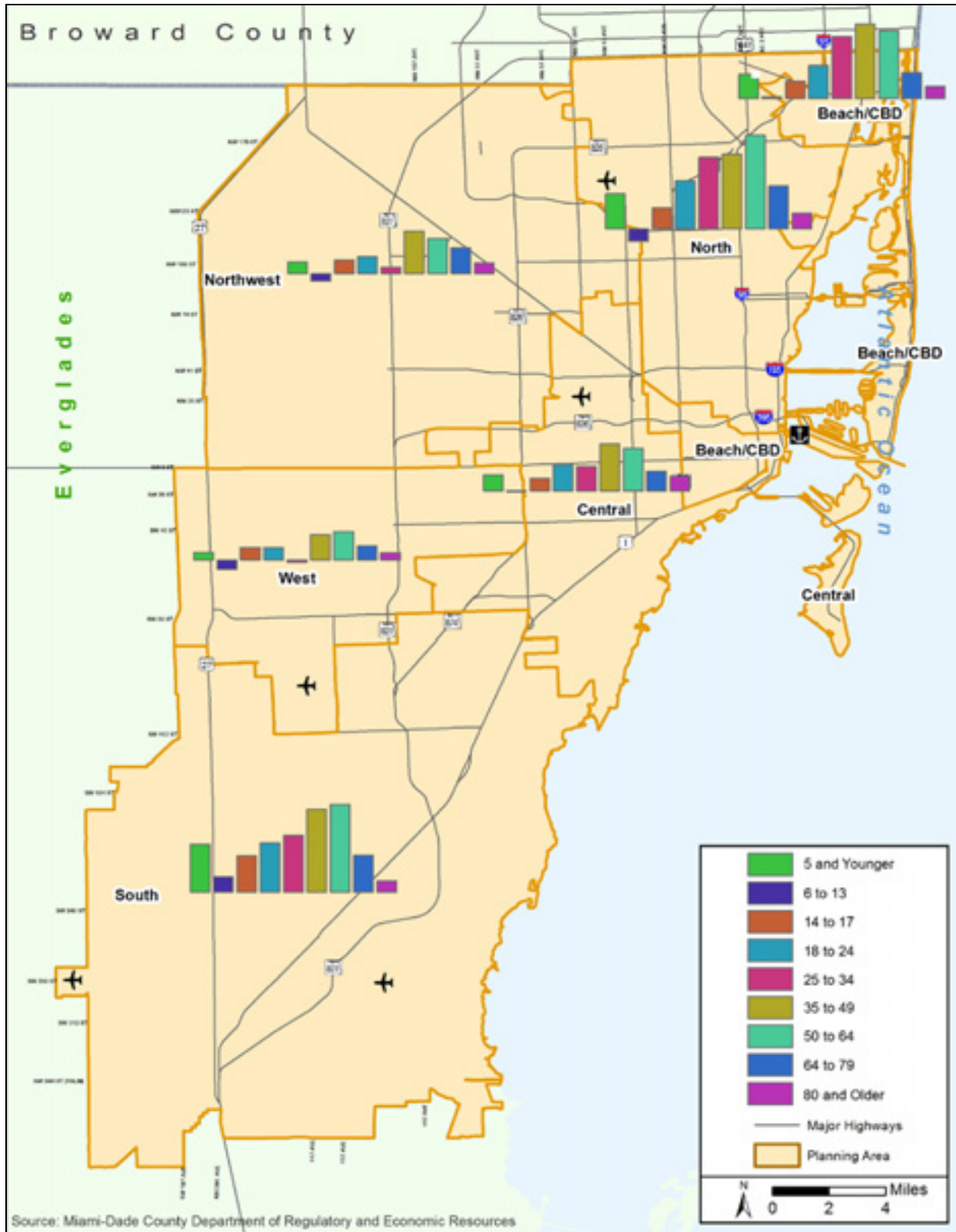


TABLE 2.4 – COUNTY AGE GROUPS

Age Group	2010	2040	Change	% Growth
5 and Younger	178,923 (7%)	251,858 (8%)	72,935 (9%)	41%
6 to 13	237,472 (10%)	231,178 (7%)	-6,294 (-1%)	-3%
14 to 17	128,826 (5%)	186,392 (6%)	57,566 (7%)	45%
18 to 24	247,106 (10%)	342,203 (10%)	95,097 (12%)	38%
25 to 34	340,148 (14%)	452,161 (14%)	112,013 (14%)	33%
35 to 49	570,164 (23%)	747,358 (23%)	177,194 (22%)	31%
50 to 64	439,867 (18%)	621,149 (19%)	181,282 (22%)	41%
64 to 79	253,948 (10%)	338,304 (10%)	84,356 (10%)	33%
80 and Older	97,865 (3%)	134,774 (4%)	36,909 (5%)	38%
Total	2,494,319 (100%)	3,305,377 (100%)	811,058 (100%)	33%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.4 – 2010 TO 2040 CHANGE IN AGE GROUPS BY PLANNING AREA

WORKER OCCUPATION

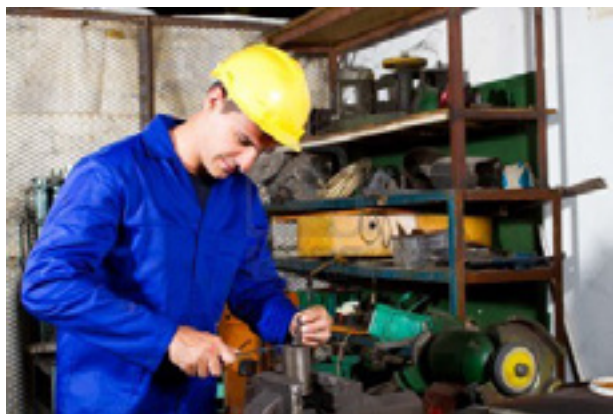
This section examines the composition of the County population's worker occupation. **Table 2.5** shows worker occupations for 2010 and 2040. White collar workers (i.e., doctors, lawyers) represent the largest occupational group in 2010 and the proportion of those working identified as white collar will continue to grow into 2040 representing 67% of the expected growth in the number of workers. The number of unemployed workers is expected to decrease substantially as the economy recovers from the recent economic recession.

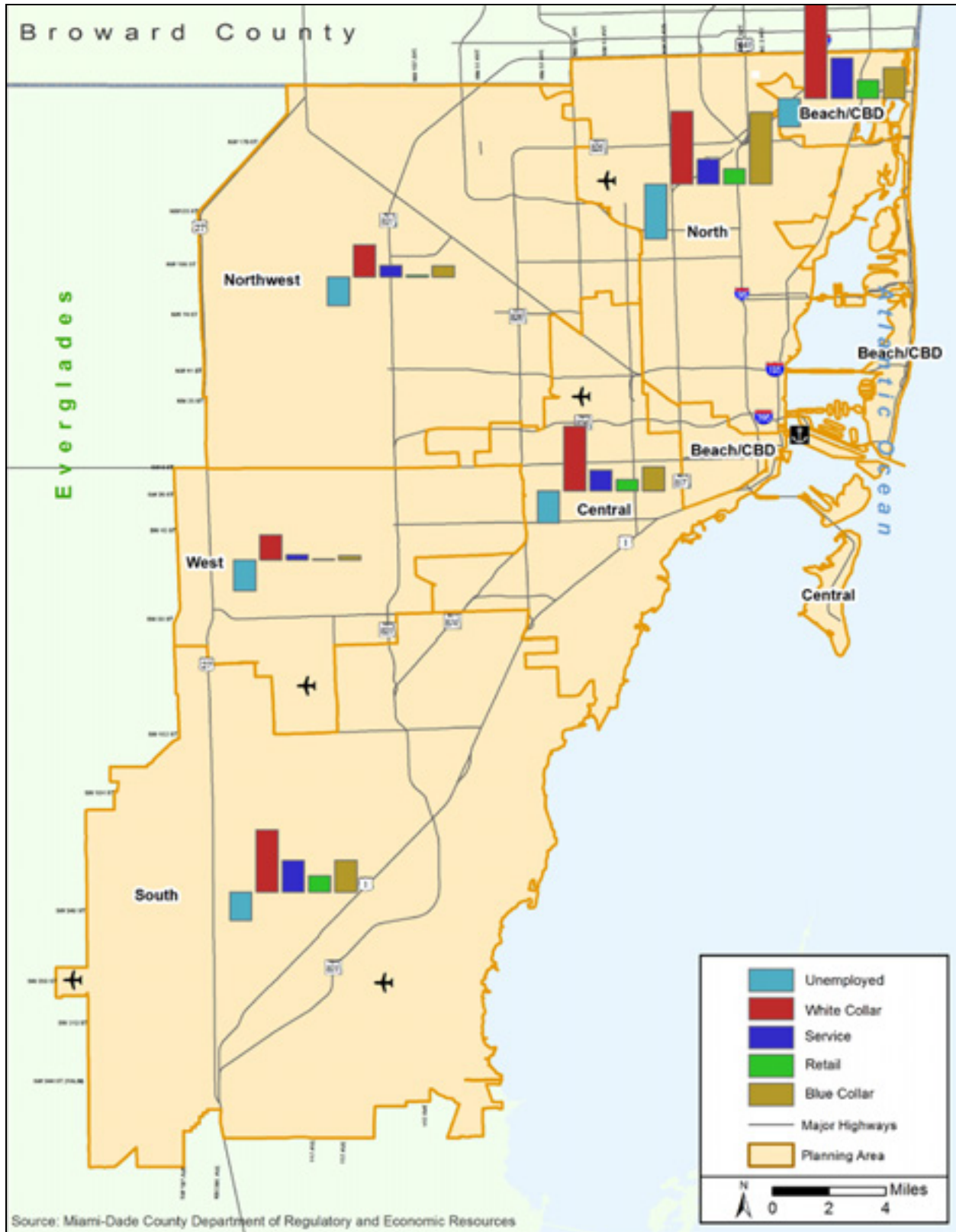


TABLE 2.5 – WORKER OCCUPATION

Occupation	2010	2040	Change	% Growth
Unemployed	162,655 (13%)	35,681 (2%)	-126,974 (-39%)	-78%
White Collar	488,139 (39%)	707,693 (45%)	219,554 (67%)	45%
Service	226,822 (18%)	311,804 (20%)	84,982 (26%)	37%
Retail	147,082 (12%)	187,508 (12%)	40,426 (13%)	27%
Blue Collar	214,766 (18%)	324,020 (21%)	109,254 (33%)	51%
Total	1,239,464 (100%)	1,566,706 (100%)	327,242 (100%)	26%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.5 – 2010 TO 2040 CHANGE IN WORKER OCCUPATION BY PLANNING AREA

HOUSEHOLDS

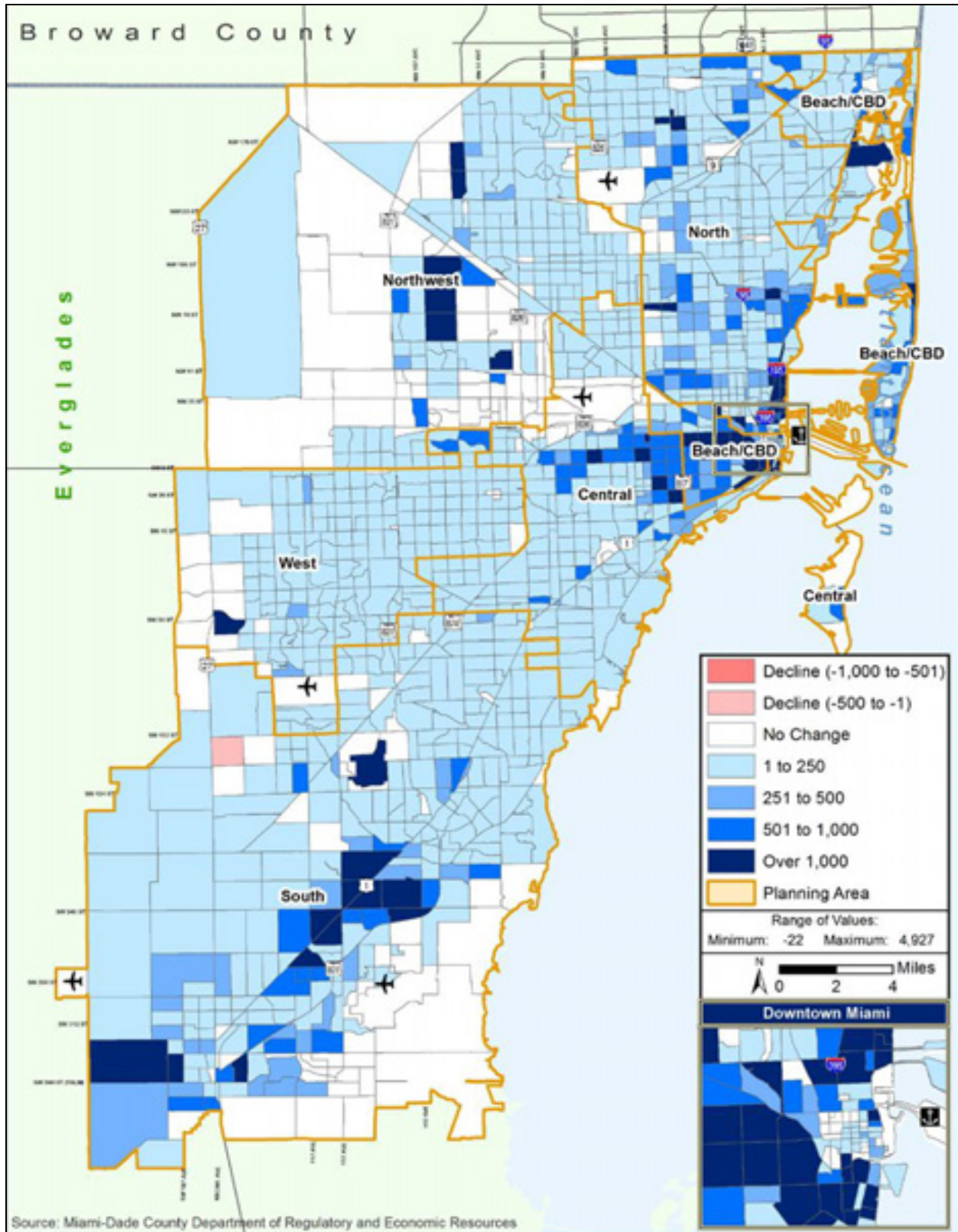
This section examines the growth in the number of households between the year 2010 and the forecast year 2040. The North Planning Area had the highest percentage of the total growth in the County at 31% while the West Planning Area had the lowest percentage of the total growth in the County at 3%. The number of households in the County is expected to grow by 289,425 across all planning areas. **Table 2.6** provides the expected growth by County planning area.

TABLE 2.6 – COUNTY HOUSEHOLDS

Planning Area	2010	2040	Change	% Growth
Northwest	125,057 (14%)	144,278 (12%)	19,221 (7%)	15%
North	167,407 (19%)	257,437 (22%)	90,030 (31%)	54%
Beach/CBD	170,829 (20%)	247,942 (21%)	77,113 (27%)	45%
Central	143,012 (16%)	185,034 (16%)	42,022 (15%)	29%
South	137,042 (16%)	190,818 (17%)	53,776 (19%)	39%
West	123,483 (14%)	130,746 (11%)	7,263 (3%)	6%
Total	866,830 (100%)	1,156,255 (100%)	289,425 (100%)	39%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.6 – 2010 TO 2040 CHANGE IN NUMBER OF HOUSEHOLDS

HOUSING TYPES

This section examines the different housing types found in the County. The data is categorized into three housing types; single-family, multi-family, and mobile homes. Single family homes are dwelling units occupied by one family (family defined by the U.S. Census) which are built with a foundation or pad. Multi-family units include dwelling units occupied by more than one family which are built with a foundation or pad. The third housing type includes mobile homes (homes without a foundation or slab).

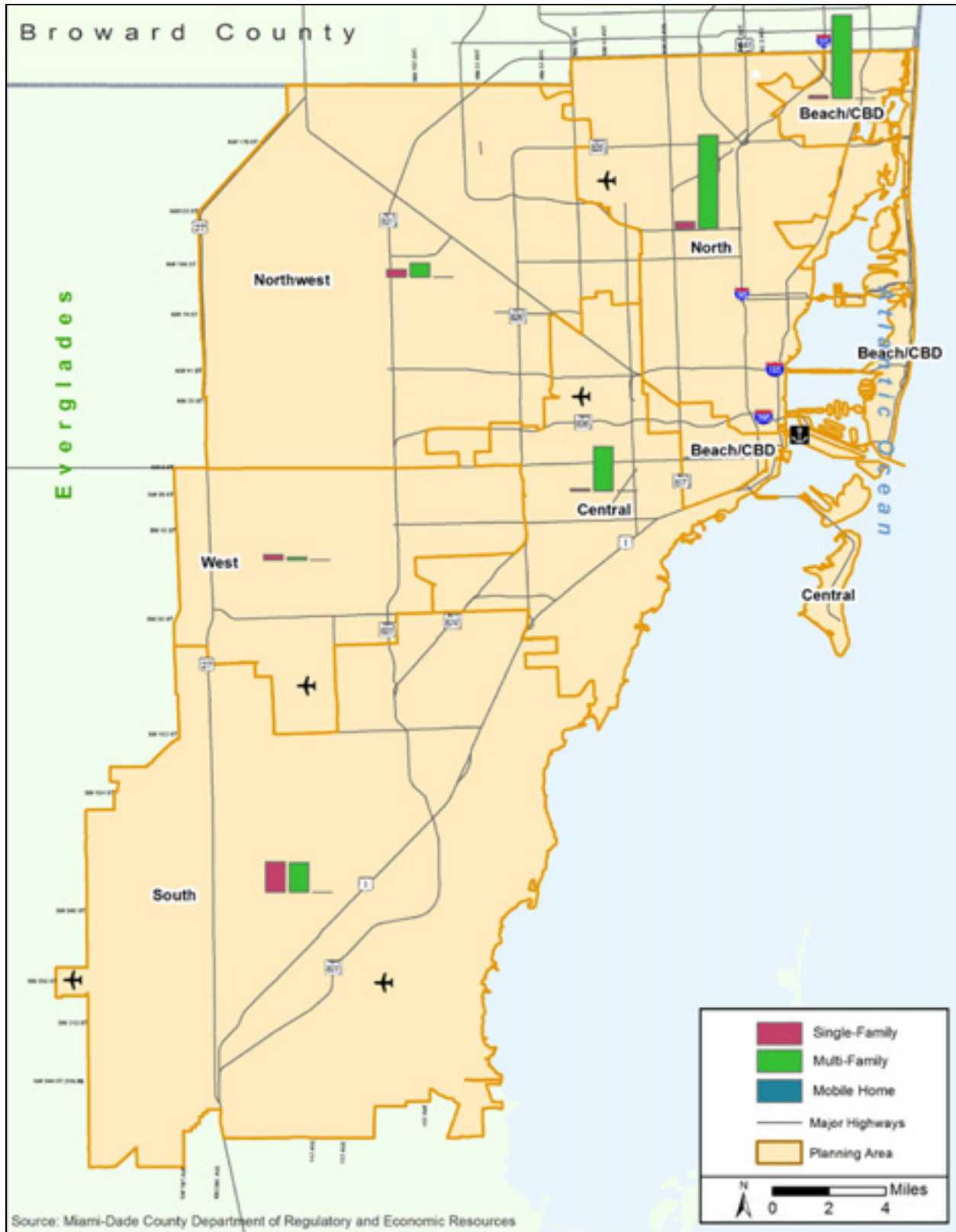
Table 2.7 exhibits the change in the makeup of housing types the County is expected to experience from the base year to the year 2040. **Map 2.7** illustrates the changing housing trends by planning area.

TABLE 2.7 – COUNTY HOUSING TYPES

Housing Type	2010	2040	Change	% Growth
Single-Family	501,897 (58%)	551,324 (48%)	49,427 (17%)	10%
Multi-Family	351,905 (41%)	591,957 (51%)	240,052 (83%)	68%
Mobile Home	13,520 (2%)	13,520 (1%)	0 (0%)	0%
Total	867,322 (100%)	1,156,801 (100%)	289,479 (100%)	68%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.7 – 2010 TO 2040 CHANGE IN HOUSING TYPE BY PLANNING AREA

GROUP QUARTER

This section examines the different group quarters in the County. The data is categorized into three group types; institutionalized groups, non-institutionalized college, and non-institutionalized other groups.

The **Institutionalized** Group, per the US Census, “includes facilities for people under formally authorized, supervised care or custody at the time of interview, such as correctional facilities, nursing facilities/skilled nursing facilities, in-patient hospice facilities, mental (psychiatric) hospitals, group homes for juveniles, and residential treatment centers for juveniles.”

The **Non-Institutionalized College** group quarters refer to those residing in college dormitories. The **Non-Institutionalized Other**, per the US Census, “includes facilities that are not classified as institutional group quarters, such as college/university housing, group homes intended for adult, residential treatment facilities for adults, workers’ group living quarters and Job Corps centers, and religious group quarters.”

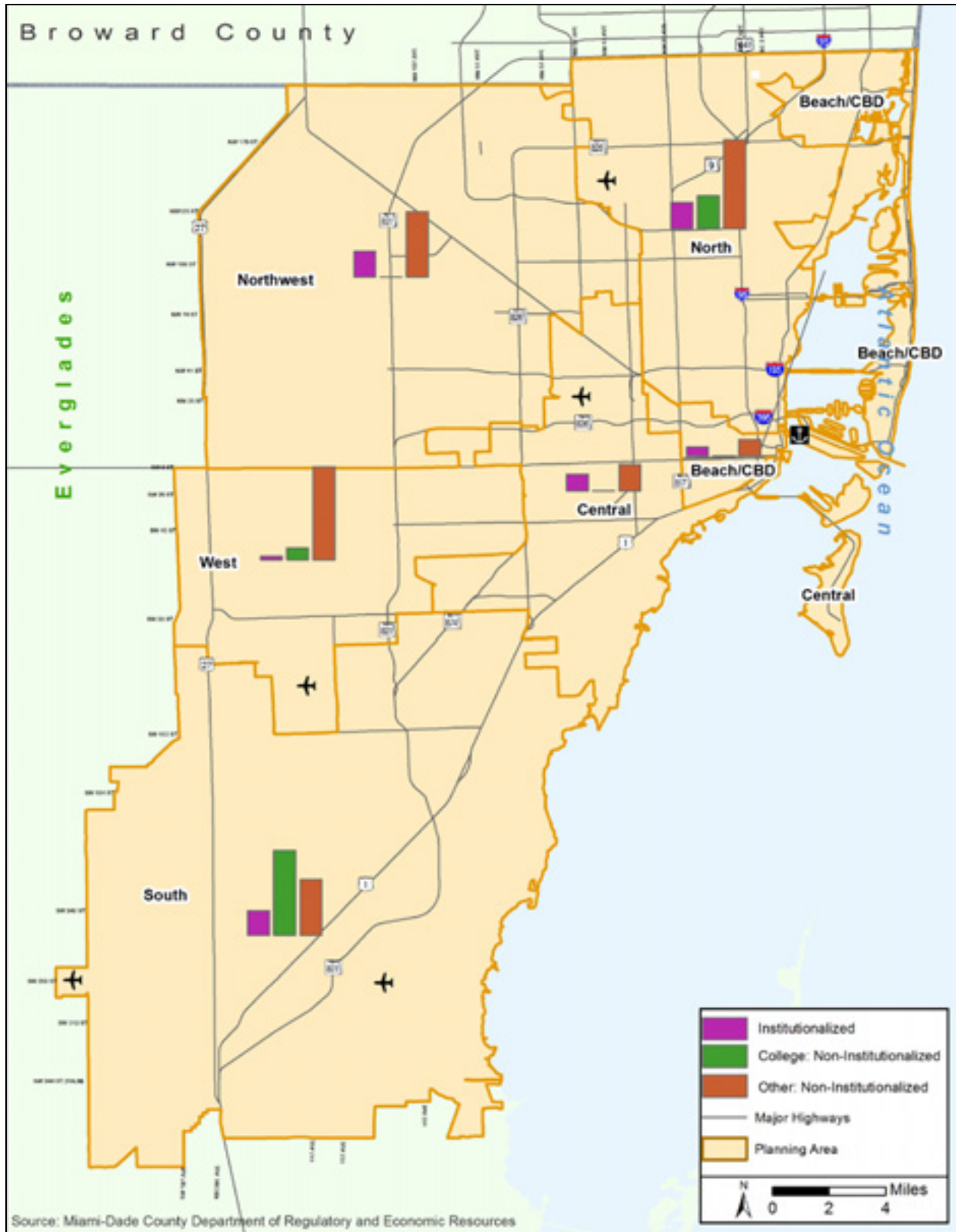
Table 2.8 exhibits the change in the makeup of group quarters the County is expected to experience from the base year to the year 2040. Non-institutionalized college is projected to represent 22% of growth, connecting to a rise in enrollment and on-campus living at local universities and colleges such as the University of Miami and Florida International University. Non-institutionalized other represents 60% of the growth. **Map 2.8** illustrates the group quarter trends by planning area.

TABLE 2.8 – COUNTY GROUP QUARTER

Group Quarter	2010	2040	Change	% Growth
Institutionalized	20,362 (51%)	23,284 (42%)	2,922 (18%)	14%
College: Non-Institutionalized	10,608 (27%)	14,151 (25%)	3,543 (22%)	33%
Other: Non-Institutionalized	8,809 (22%)	18,346 (33%)	9,537 (60%)	108%
Total	39,779 (100%)	55,781 (100%)	16,002 (100%)	40%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.8 – 2010 TO 2040 CHANGE IN GROUP QUARTER BY PLANNING AREA

HOUSEHOLD INCOME

This section examines the annual incomes of County households and projected changes. As shown in **Table 2.9**, the largest income group in 2010 was households earning less than \$25,000 at 29% of households. This income group will grow to 31% of households in 2040, representing 35% of the total increase, and remain the largest group. Though all income groups are projected to grow, households earning more than \$100,000 will continue to grow, representing 16% of the expected growth between 2010 and 2040. **Map 2.9** illustrates the growth of income groups throughout the County's planning areas.

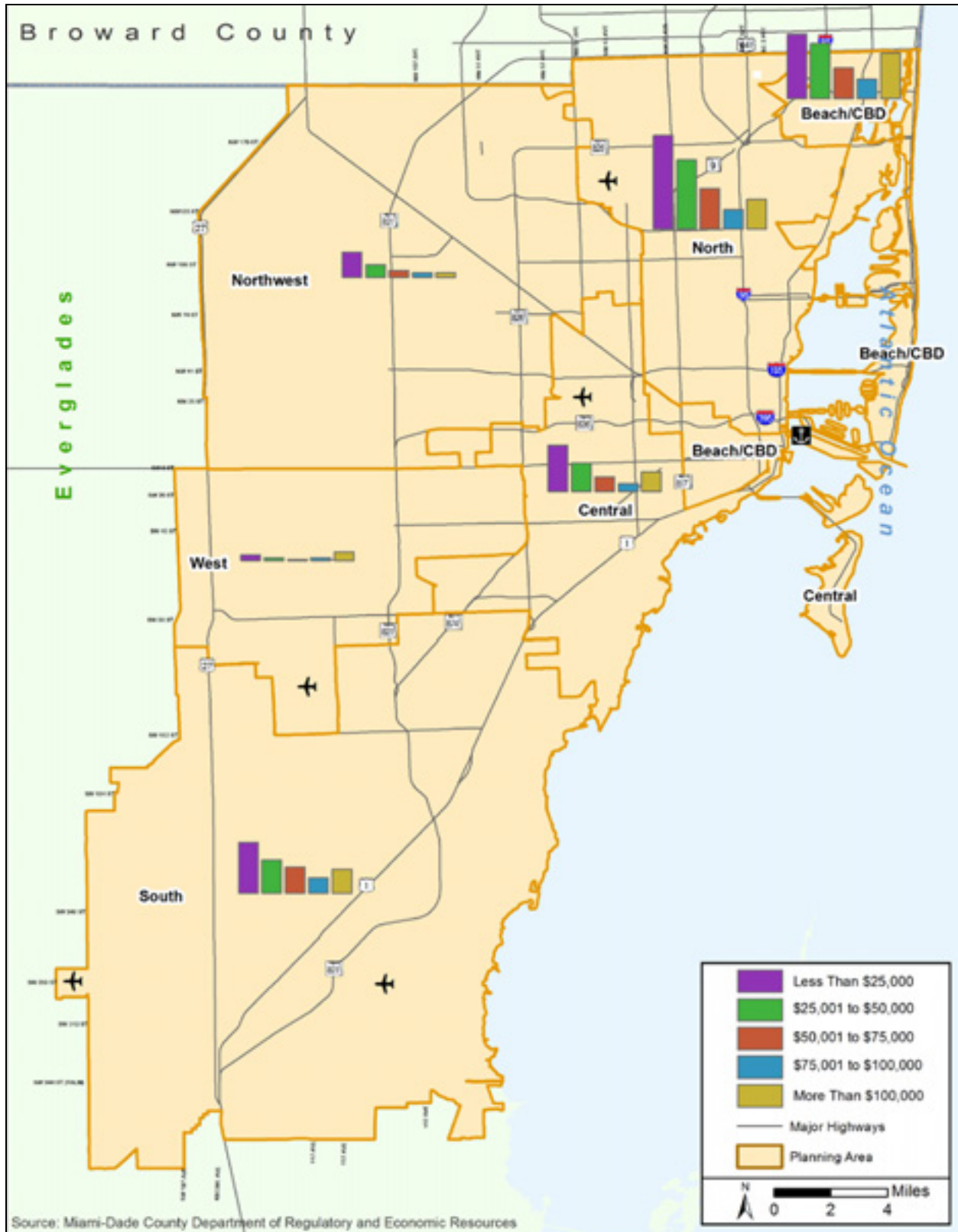


TABLE 2.9 – HOUSEHOLD INCOME CATEGORIES AND FREQUENCIES

Occupation	2010	2040	Change	% Growth
Less Than \$25,000	253,873 (29%)	356,247 (31%)	102,374 (35%)	40%
\$25,000 - \$50,000	222,750 (26%)	294,955 (26%)	72,205 (25%)	32%
\$50,000 - 75,000	149,626 (17%)	192,520 (17%)	42,894 (15%)	29%
\$75,000 - \$100,000	87,929 (10%)	112,727 (10%)	24,798 (9%)	28%
More Than \$100,000	152,652 (18%)	199,806 (17%)	47,154 (16%)	31%
Total	866,830 (100%)	1,156,255 (100%)	289,425 (100%)	33%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.9 – 2010 TO 2040 CHANGE IN HOUSEHOLD INCOME BY PLANNING AREA

TRIP ATTRACTION VARIABLES

The following sections will examine trends in employment and school enrollment, two of the major contributing factors to the attraction of trips.

SCHOOL ENROLLMENT

This section examines the enrollment of students in primary and secondary education in the County. Primary education includes all students enrolled in kindergarten to 12th grade including both public and private institutions. Secondary education includes all higher education including universities, colleges, and vocational schools. **Table 2.10** shows enrollment totals for 2010 and 2040 by educational institution. K-8 enrollment is expected to decrease slightly while enrollment in high schools is expected to increase substantially, representing 46% of the total expected growth in student enrollment.

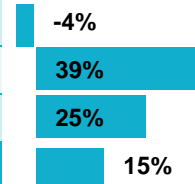
TABLE 2.10 – SCHOOL ENROLLMENT

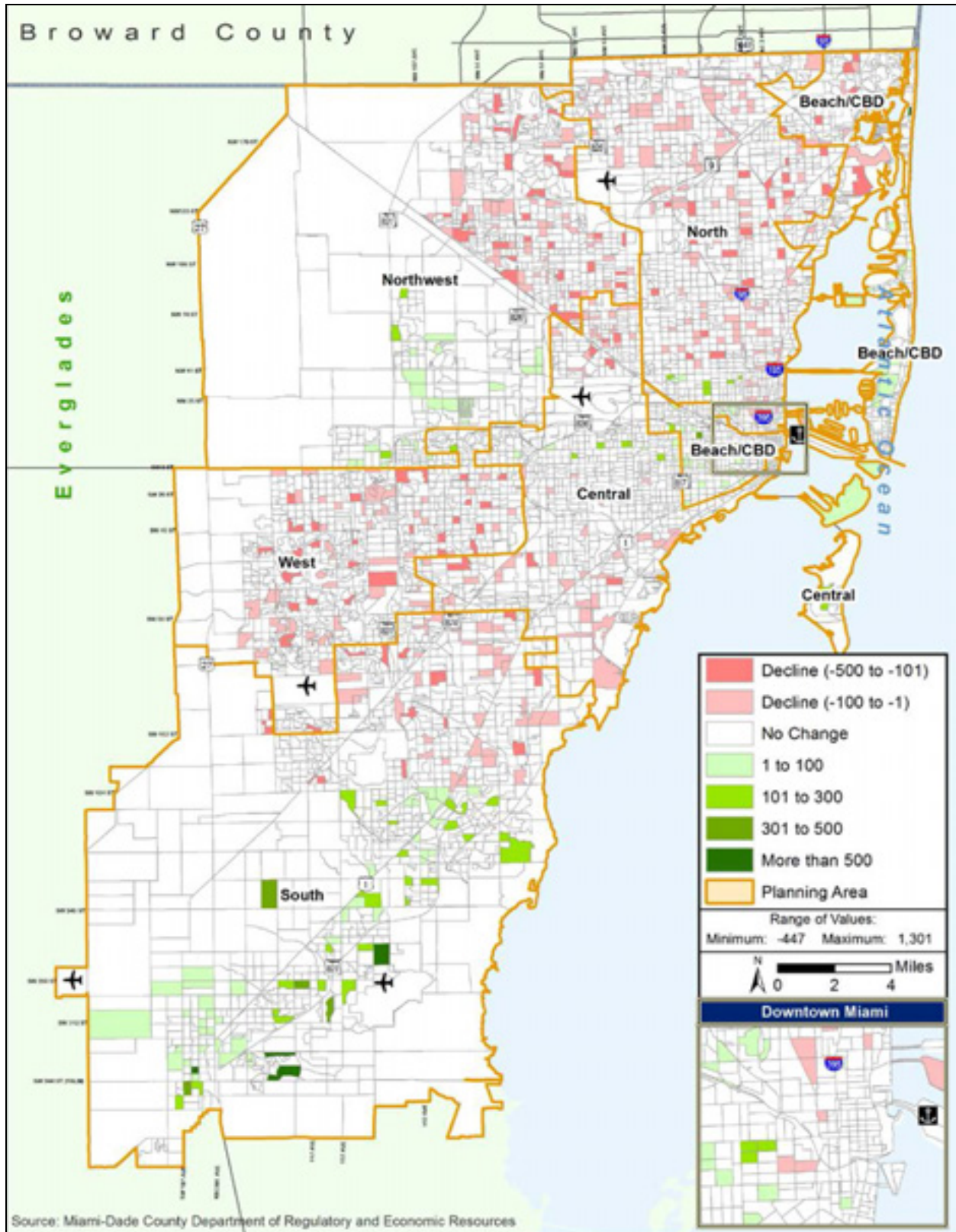
Educational Institution	2010	2040	Change
K-8 Enrollment	272,895 (42%)	262,491 (35%)	-10,404 (-10%)
High School Enrollment	120,169 (19%)	166,637 (23%)	46,468 (46%)
University	252,148 (39%)	315,208 (42%)	63,060 (64%)
Total	645,212 (100%)	744,336 (100%)	99,124 (100%)

Note: Percent in parentheses corresponds to percent of the total value.

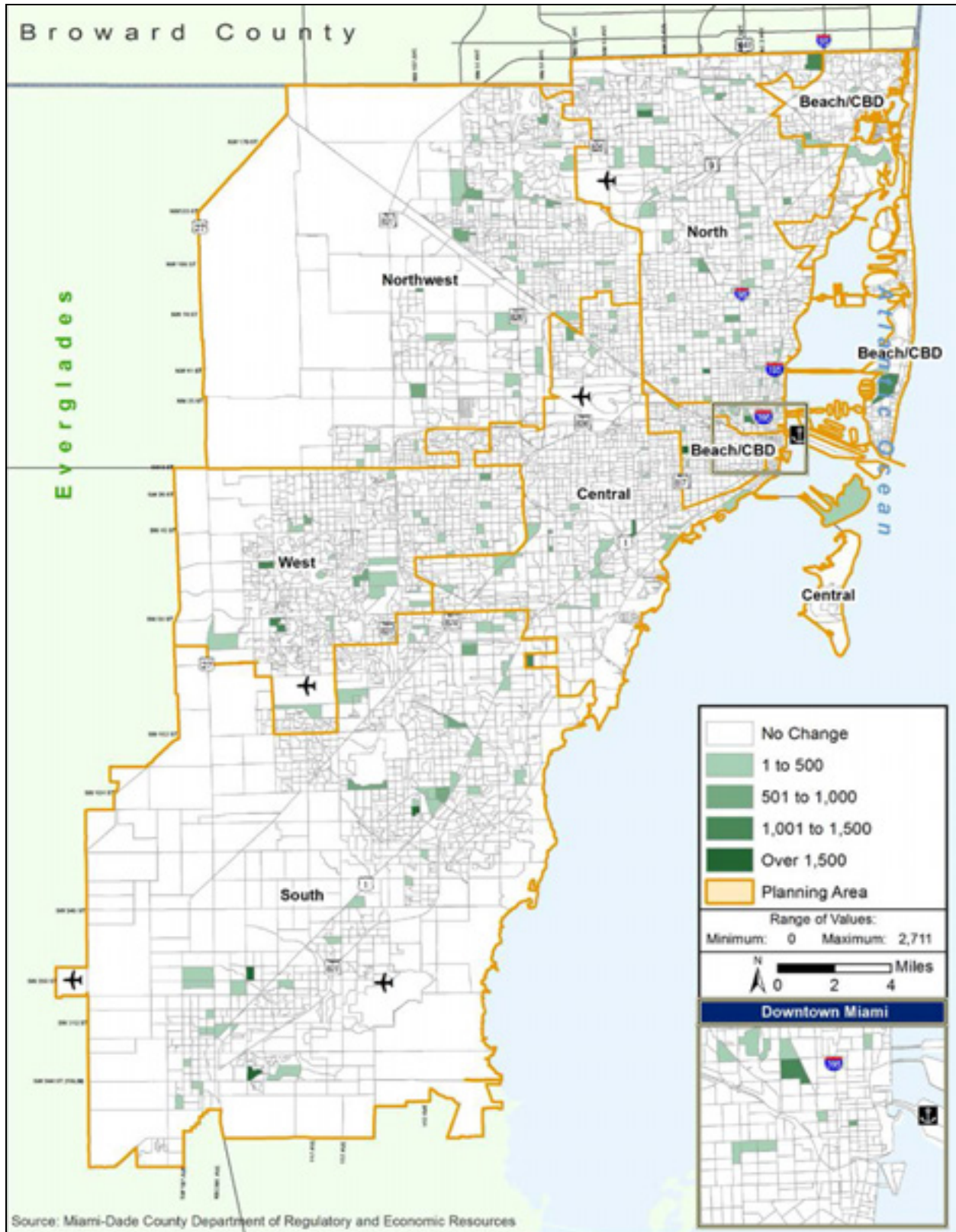


% Growth





MAP 2.10 – 2010 TO 2040 CHANGE IN K-8TH GRADE ENROLLMENT



MAP 2.11 – 2010 TO 2040 CHANGE IN HIGH SCHOOL ENROLLMENT

EMPLOYMENT

This section examines the change in 16 different employment categories throughout the County. **Table 2.11** shows employment totals for 2010 and 2040 by category. Overall the County is projected to surpass two million jobs by 2040. All categories are expected to grow by 2040 except for agriculture/resources. Retail, professional services, and healthcare are the most prevalent employment categories in 2010, each representing more than 10% of total 2010 employment. These three categories will continue to represent the most common employment areas, along with personal services, into 2040. **Map 2.12** provides the expected locations of this job growth between 2010 and 2040.

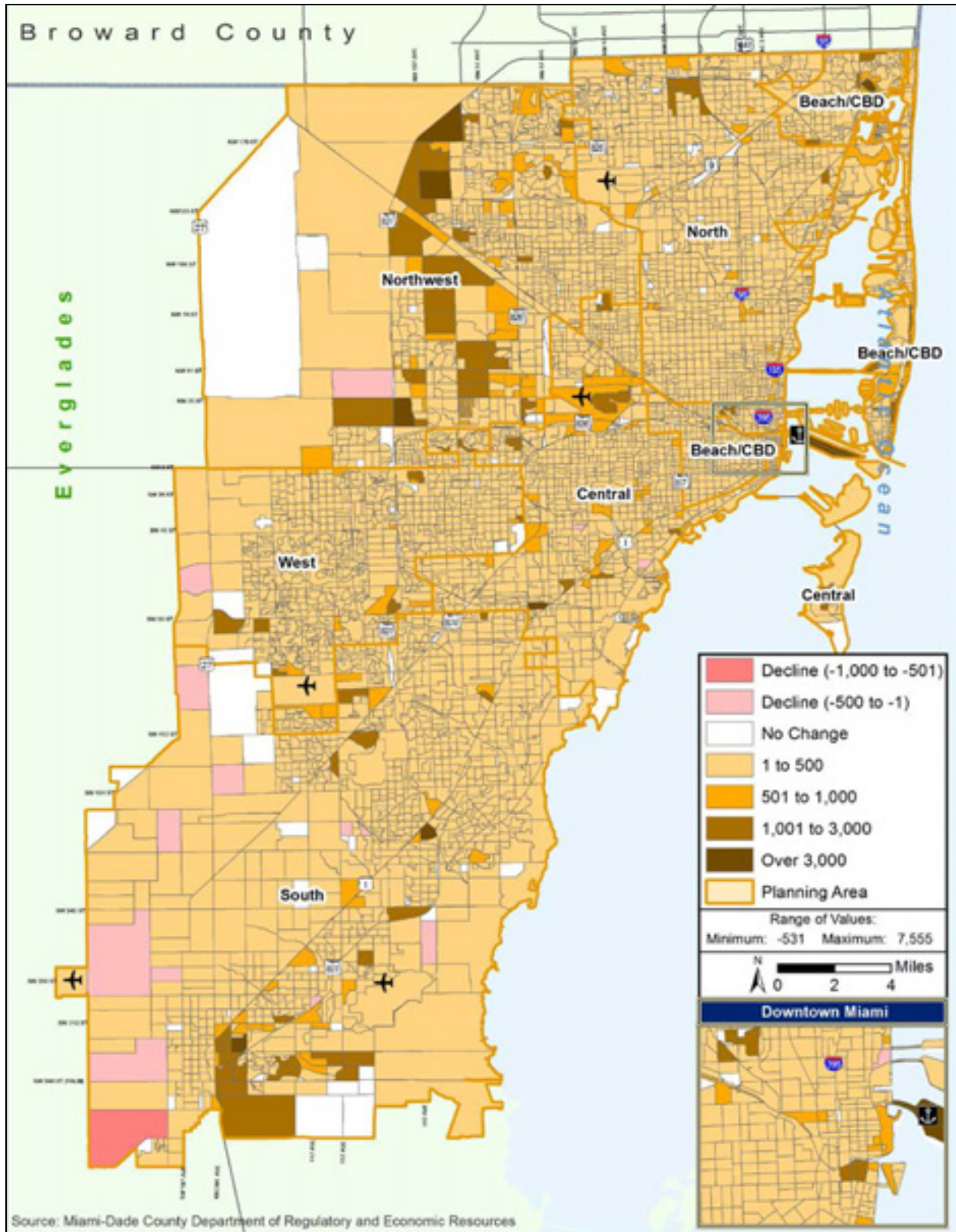


TABLE 2.11 – EMPLOYMENT CATEGORIES

Employment	2010	2040	Change	% Growth
Agriculture/Resources	10,284 (1%)	6,920 (<1%)	-3,364 (-1%)	-33%
Construction	58,892 (4%)	90,767 (4%)	31,875 (5%)	54%
Utilities	3,548 (<1%)	4,680 (<1%)	1,132 (<1%)	23%
Manufacturing	40,826 (3%)	50,356 (2%)	9,530 (1%)	28%
Warehousing	111,038 (8%)	142,043 (7%)	31,005 (5%)	28%
Transportation	60,426 (4%)	77,293 (4%)	16,867 (3%)	28%
Retail	184,163 (13%)	259,812 (13%)	75,649 (12%)	41%
Professional Services	355,181 (25%)	501,216 (24%)	146,035 (23%)	41%
Primary Education	73,703 (5%)	94,374 (5%)	20,671 (3%)	28%
Secondary Education	28,454 (2%)	36,433 (2%)	7,979 (1%)	28%
Personal Services	131,255 (9%)	220,162 (11%)	88,907 (14%)	68%
Amusement	25,144 (2%)	42,050 (2%)	16,906 (3%)	67%
Hotels	22,714 (2%)	38,044 (2%)	15,330 (2%)	67%
Restaurants	79,537 (6%)	133,254 (6%)	53,717 (8%)	68%
Healthcare	155,131 (11%)	259,929 (13%)	104,798 (16%)	68%
Government	75,931 (5%)	97,201 (5%)	21,270 (3%)	28%
Total	1,416,227 (100%)	2,054,534 (100%)	638,337 (100%)	45%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.12 – 2010 TO 2040 CHANGE IN TOTAL EMPLOYMENT

REVIEW OF MPO STUDIES

Since the completion of the previous LRTP update in 2009, a number of studies have been conducted by or in collaboration with the MPO. The topics of these studies include all facets of the County's transportation network and while some of these studies examine specific locations and issues others are broad and may apply to the entire County. These studies provide desirable future transportation improvement projects. These studies were examined to identify and compile the noted improvements so they may be considered for future transportation planning efforts. The 25 studies reviewed are presented in the **Table 2.12**.

TABLE 2.12 – MPO STUDIES

Study Title	Date	Study Purpose
Adding Turbo Lanes to T-intersections Study	2009	Evaluate T-intersections that can be converted to turbo lanes within the county boundaries.
Aesthetic Guidelines for Transportation Projects in Miami-Dade County	2009	Develop a set of countywide aesthetics guidelines and best practices to assist transportation agencies, project managers and consultants, as to how aesthetics can be incorporated into transportation projects.
City of Doral Transportation Master Plan Update	2009	Study the existing and future conditions of the transportation system within the City of Doral.
City of Miami Car-Sharing Feasibility Study	2009	Evaluate the feasibility of implementing a car sharing program in the City of Miami and identify the benefits and the costs to the community.
Congestion Management Process Update	2009	Update the Congestion Management System to reflect the new Federal requirement established under SAFETEA-LU.
Countywide High-Crash Location Safety Study	2009	Identify traffic safety concerns and recommend countermeasures to improve the operational safety of twenty high-crash locations county wide.
Countywide Park and Ride Facilities Study	2009	Examine planned and future Park and Ride facilities at express and priority transit lines.
Florida East Coast Transit Connection Study	2009	Report on recent developments and evaluate the feasibility of implementing transit services along FEC corridor from MIA to the Dadeland to complement a planned bicycle trail.
Hialeah Transit System Express Service Feasibility Study	2009	Examine the City of Hialeah's existing circulator routes to optimize operations, maximizing its positive impacts.
Update of the Miami-Dade County GIS Crash Data System	2009	Update and maintain the Crash Data System for Miami-Dade County Traffic Engineering and MPO.
US-1/SR-878 Intersection Sub-Area Traffic Study	2009	Develop several conceptual improvement strategies to alleviate congestion along US-1 in the vicinity of SR 878.
Improving Access in FIU Biscayne Bay Campus Area	2010	Evaluate the feasibility of adding another entrance to the Florida International University Biscayne Bay Campus.
Near-Term Plan for Improved Transportation Services Study	2010	Updating the Miami-Dade transportation service plan for the next 2 to 5 years, in conjunction with all transportation agencies in the urban area, based on the results of the 20 year Transportation Plan.

Title	Date	Study Purpose
Strategies for Integration of Sustainability and the Transportation System	2010	Identify and evaluate several strategies to improve the sustainability of the county's transportation system with an emphasis on accommodating future travel.
Traffic Safety Plan for Elderly Pedestrians in Miami-Dade County	2010	Identify the most dangerous pedestrian locations and provide engineering or intervention countermeasures towards improving the safety of elderly pedestrians.
City of Miami Health District Bicycle and Pedestrian Mobility Study	2011	Identify initiatives and improvements that may make the Health District area a place where walking and biking are safe, easy, attractive, and convenient modes of transportation.
City of Miami Springs Traffic Circulation and Parking Study for Westward Drive	2011	Perform a traffic circulation and parking analysis to support the City of Miami Spring's initiative of revitalization and renewal of its downtown commercial core.
Implementation of Advanced Warnings in School Speed Zones Study	2011	Evaluate the feasibility of creating an extended school zone to reduce the speed limit of the roadway by 10 miles per hour as a buffer zone before the regular 15 mph school zones.
Signage Program for the Miami Health District	2011	Provide a comprehensive implementation plan that would identify exact locations for new signage with descriptive, specific wording for each sign throughout the district.
Connecting NW 25th Street to the HEFT Study	2012	Develop a detailed conceptual plan for a direct connection between NW 25th Street and the Homestead Extension to the Florida Turnpike.
Evacuation Planning Assessment for the US-1 and SW 344th Street Intersection	2012	Assess operational and capacity improvements for this location necessary to accommodate the extraordinary vehicular flows during emergency evacuation periods.
Implementation Plan for Enhanced Bus Service along Biscayne Boulevard	2012	Develop a detailed plan for the staged implementation of Bus Rapid Transit along Biscayne Boulevard.
Interactive Transportation Planning Tool	2012	Develop an interactive planning tool that uses GIS mapping to display 2010 census data, American Community Survey data, regularly collected data, and model results.
Pedestrian Improvements at Railroad Crossings	2012	Review and examine pedestrian accessibility conditions of current railroad crossings; assess non-existing pedestrian crossing and accessibility deficiencies of existing ones; and recommend an improvement action plan.
Transit Options to the Port of Miami	2012	Provide a transit connection between Miami International Airport and the passenger cruise terminals at Port Miami.

These studies in their entirety may be accessed at www.miamidade.gov/mpo/documents.

This page intentionally left blank



This page intentionally left blank





MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION

111 NW 1st Street
Suite 920
Miami, FL 33128
305-375-4507
www.miamidade.gov/MPO

Learn more by visiting: www.MiamiDade2040LRTP.com



Photo by Asad Gilani



MIAMI-DADE 2040

Long Range Transportation Plan

Technical Memorandum:

Financial Resources Review

October 23, 2014



Photo by Asad Gilani

This page intentionally left blank





MIAMI-DADE

2040 LONG RANGE TRANSPORTATION PLAN

Metropolitan Planning Organization for the Miami Urbanized Area

This document was prepared by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area in collaboration with Florida Department of Transportation, Miami-Dade Expressway Authority, Florida's Turnpike Enterprise, South Florida Regional Transportation Authority, Miami-Dade League of Cities, Miami-Dade County Regulatory and Economic Resources Department, Miami-Dade County Public Works and Waste Management Department, Miami-Dade Transit Agency, Miami-Dade Aviation Department, Miami-Dade Seaport Department, Miami-Dade County Office of Strategic Business Management, City of North Miami, City of Hialeah, City of Miami, City of Miami Beach, City of Miami Gardens, City of Homestead, Miami-Dade County Public Schools, Miami-Dade MPO Citizens Transportation Advisory Committee, Bicycle/Pedestrian Advisory Council, Freight Transportation Advisory Committee, Transportation Aesthetics Review Committee, Broward MPO, Palm Beach MPO, and South Florida Regional Planning Council.

The Miami-Dade MPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or 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 U.S. Department of Transportation.



MOBILITY OPTIONS ———
2040 Miami-Dade
Transportation Plan
————— EYES ON THE FUTURE

TECHNICAL MEMORANDUM: FINANCIAL RESOURCES REVIEW

Prepared for:

Metropolitan Planning Organization for the Miami Urbanized Area
111 NW 1st Street
Suite 920
(p) 305.375.4507 – (f) 305.375.4950

Prepared by:

Gannett Fleming, Inc.

In Association with:

AECOM Technical Services
Cambridge Systematics Kittleson and Associates
Parsons Brickerhoff
The Corradino Group
Charesse Chester and Associates
Decision Lens

OCTOBER 2014



Table of Contents

1	Introduction	1
2	Federal Funding	3
3	State of Florida Department of Transportation Funding	6
4	Fuel Taxes and Road Impact Fees	13
5	Local and Regional Agencies	16
6	Summary of Forecasted Revenues	19
7	Potential New Local Funding Sources	20

This page intentionally left blank





1 Introduction

1.1 Purpose

This report supports the Miami-Dade Metropolitan Planning Organization (MPO) in developing its 2040 Long Range Transportation Plan (LRTP). The LRTP will demonstrate Miami-Dade County's plans for future capital investment in transportation infrastructure as well as ongoing operating and maintenance and infrastructure renewal expenses. The Financial Resources Review in this report is a key component of the overall LRTP, as it provides a review of the financial resources that are projected to be available to the County through 2040. The identification of these resources will then be used to prioritize future highway and transit investments in a 'constrained' scenario which is limited to existing and reasonably likely funding sources. In addition, the review addresses potential new funding sources which could be used to fund additional transportation investments in an 'unconstrained' scenario. It is important to note, however, that some of the revenues identified in this review have already been programmed by their respective agencies. Thus, these funds are not available to be prioritized by the MPO for use on identified transportation needs in the County. Revenues of the Miami-Dade Expressway (MDX) and Florida's Turnpike Enterprise (FTE) fall into this category.

The following principal federal, state, and local funding programs which support transportation investment in Miami-Dade County are described and forecasted through 2040 in this review:

- Federal funding programs for both highways and public transportation
- State of Florida Department of Transportation (FDOT) funding programs and revenue estimates
- Fuel tax revenues and road impact fees
- Local agency revenues, including MDX, Miami-Dade Transit (MDT), and the South Florida Regional Transportation Authority (SFRTA)
- Potential new local/regional funding sources

1.2 Methodology and Changes from 2035 LRTP Update

Similar to the 2035 LRTP update, the 2040 LRTP presents both costs and revenue forecasts in year-of-expenditure (YOE) dollars. Federal planning regulations which were enacted in 2007 and corresponding MPO Advisory Council (MPOAC) guidelines require that both cost and revenue forecasts be presented in year-of-expenditure (YOE) dollars, rather than in base year dollars. FDOT revenue forecasts are in YOE dollars, and FDOT provides inflation forecasts were applied to estimate YOE project costs. These requirements address the reality that construction and operating costs and revenues may be subject to different rates of inflation due to different economic factors.

FDOT's guidelines for estimating and presenting future revenues are followed in this review, as laid out in the *2040 Revenue Forecast Handbook*. As discussed in Section 3.1, FDOT provided its revenue forecasts for 2019 and 2020 and then in five-year aggregates for the periods 2021 to 2025 and 2026 to 2030, and a ten-year aggregate for 2031 to 2040. FDOT projections include estimates of both state and federal transportation funds for Miami-Dade Metropolitan Area.

This review describes only those FDOT revenues which are forecasted to flow to Miami-Dade County for capital improvement purposes, that is, for the State Capacity Program. The review does not include FDOT operating and maintenance funds (i.e., the State Non-Capacity Program) that would be applied to facilities in Miami-Dade County. MPOs are responsible for planning – and receive revenue estimates – only for those FDOT programs that are part of the Capacity Program. As a result, only those federal funding programs that are part of the FDOT Capacity Program are described in this review.

Florida's Turnpike Enterprise (FTE) provided 10-year projections of gross toll revenues expected to be collected on the Homestead Extension of Florida's Turnpike system (HEFT). As described in Section 3.3, the assumptions on the approximate share of the HEFT in system-wide operating expenses, debt service, and the ongoing replacement and renewal costs were discussed with FTE staff and used in projecting FTE net revenues.

Projections for MDX came from its 15-year Financial Plan containing a detailed breakdown of revenues, expenses and outstanding debt service. MDX also provided a five-year projection for replacement and renewal expenses. Section 5.2 details assumptions and methodology applied in forecasting MDX net revenues.

In addition to projecting net revenues available for capital for 2019 and 2020 and then in five-year aggregates, this review estimated the net present value of the projected net revenues for MDX and FTE as described in the respective sections of this report. These are rough estimates of the potential future bonding capacity calculated mainly for illustrative purposes.

Revenue growth rates for all existing Miami-Dade County gas taxes and Road Impact Fees (RIF) were developed in consultation with the County's Office of Management and Budget (OMB), as discussed in Section 4. Based on guidance from County staff, forecasts of Miami-Dade Transit (MDT) revenues are based on the latest People's Transportation Plan (PTP) *Pro Forma*. Revenue estimates provided in 2014 MDT *Pro Forma* were not independently verified, but were accepted as is. At the time of this review, the Miami-Dade Citizens' Independent Transportation Trust Fund (CITT) was conducting a review of the MDT *Pro Forma*. Therefore, there is a possibility that at the

completion of the CITT review there might be an update to the *Pro Forma* estimates. Section 5.1 summarizes MDT *Pro Forma* projections.

Unlike the 2035 update, for the 2040 LRTP a different methodology for projection of the Road Impact Fees (RIF) was applied. The 2035 update RIF forecast was based on the Miami-Dade Fiscal Year 2009 Adopted Budget and TIP. These documents projected a significant reduction in RIF revenue. The 2040 LRTP projected Road Impact Fees based on the historic as well as the latest data on building permits issued in the County. It was assumed that with the economic recovery, the number of building permits could recover by 2020 and would grow from thereon at the projected growth rate in population. Details on assumptions and computation are provided in Section 4.4.

Potential revenue sources were estimated based on the publicly available data on the existing tax bases and application of an additional rate of taxation allowed under the existing Florida law. The results are described in Section 7.

1.3 Challenges

Like many other counties and localities around the nation, Miami-Dade County continues to face a challenging environment for long-range transportation planning. The challenges include:

- **Continuing uncertainty regarding the federal transportation policy and availability of long-term funding appropriation.** With the uncertainty around the federal role in long-term transportation funding, the states' role in funding transportation needs is ever-increasing. In addition to the political uncertainty regarding the future federal transportation appropriations, the magnitude of transportation investment needs nationwide has grown over the years. While the annual growth rate in federal transit formula funds in the pre-MAP-21 era was 4 to 5 percent, the magnitude of investment needs increased over this period at a higher rate. The needs continue to grow, but funding within the MAP-21 two-year authorization and currently being discussed in Congress actually are diminishing. Spreading limited federal dollars over an increasing number of projects in need of funding is today's transportation planning reality.

- **A slow economic recovery nationwide and in Florida.** In 2012, Florida's economic growth was in positive territory for the third year after declining in two consecutive years¹ and most of transportation funding sources – gas taxes, property taxes, sales taxes, tolls, rental car taxes, and other taxes – have been experiencing a recovery. The revenues for the Florida State Transportation Trust Fund (December 2013 Forecast by the Revenue Estimating Conference) are projected to grow from \$2.9 billion in 2014 to \$3.9 billion in 2023.²
- **Uncertainty in future gasoline sales and VMT.** Increasing fuel efficiency of cars due to increasing corporate average fuel economy (CAFE) standards for light duty vehicles (LDVs, e.g., automobile, light trucks) and consumers' embrace of hybrid vehicles makes projection of gas tax revenue difficult. In recent years, both Congressional Budget Office (CBO)³ and the US Department of Energy's Energy Information Administration (EIA)⁴ released reports which project long term decline in gasoline tax revenues due to increases in corporate average fuel economy standards for light duty vehicles. As a result of new CAFE standards, announced by the National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency for 2012 to 2025, the fuel economy of new LDVs, measured in terms of their compliance values in CAFE testing, was projected to rise from 32.5 mpg in 2012 to 47.3 mpg in 2025. The reduction in fuel consumed per mile (resulting from technological change) will likely not be offset by increases in VMT (resulting from demographic growth).

1 Florida: An Economic overview, by the Florida Legislature Office of Economic and Demographic Research (EDR), January 28, 2014

2 Revenue Estimating Conference, December 2013 Forecast at <http://edr.state.fl.us/Content/conferences/transportation/Transresults.pdf>

3 http://www.cbo.gov/sites/default/files/cbofiles/attachments/05-02-CAFE_brief.pdf

4 [http://www.eia.gov/forecasts/aeo/pdf/0383\(2013\).pdf](http://www.eia.gov/forecasts/aeo/pdf/0383(2013).pdf)



2 Federal Funding

This section describes the federal aid and grant funding programs whose revenues flow to Miami-Dade County, either directly or through FDOT. Federal revenues include both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds, both formula-based and discretionary programs.

At the time of the 2035 LRTP update, the federal surface transportation legislation – the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU – was approaching its expiration. Once it expired in 2009, the bill was extended ten times until a new transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), was passed and signed into law in 2012. MAP-21 funded surface transportation programs at over \$105 billion for fiscal years 2013 and 2014.⁵ It also supplemented the proceeds of highway-user taxes deposited in the Highway Trust Fund with General Fund revenue to ensure the Highway Trust Fund could meet obligations through FY 2014.

The Highway Trust Fund continues facing insolvency (i.e., an inability to meet committed formula payments to states). The Congressional Budget Office (CBO) projects that, with the expiration of the recently passed stop-gap legislation in Map 2015, the highway account of the Highway Trust Fund will once again have insufficient revenues to meet its obligations, resulting in steadily accumulating shortfalls.⁶ A combination of stagnation/reduction in vehicle miles traveled, increased fuel-efficiency of vehicles, and no change in federal gas tax since 1993 (i.e., inability to keep up with construction cost inflation) has reduced the Highway Trust Fund's ability to provide a reliable source of funding for the nation's highway and transit investments. The National Surface Transportation Policy and Revenue Commission recommended an increase in the gas tax (plus indexing for inflation) as one of a set of policy options. However, at the time of the 2040 LRTP update, an increase in the Federal gas tax still remains a politically unpopular measure.

2.1 Federal Trust Fund Revenues and MAP-21

As noted above, federal funding sources and programs were addressed within the MAP-21 legislative framework. Presented below is a general description of current federal transportation funds.

The Highway Trust Fund (HTF) was created by the Highway Revenue Act of 1956 (Pub. L. 84-627) to ensure a dependable source of funding for the National System of Interstate and Defense Highways and to serve as the source of funding for the remainder of the Federal-aid Highway Program. Like other Federal trust funds, the HTF is a financing mechanism established by law to account for tax receipts that are collected by the Federal Government and are dedicated or “earmarked” for expenditure on special purposes. Originally, the HTF focused solely on highways, but later Congress determined that some revenues from the highway-user taxes dedicated to the HTF should be used to fund transit needs. As a result, the Mass Transit Account was created within the HTF effective April 1, 1983. Since that time, a portion of the revenues earmarked for the HTF has been credited specifically to the Mass Transit Account.

Tax revenues directed to the HTF are derived from excise taxes on highway motor fuel and truck related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. The Mass Transit Account receives a portion of the motor fuel taxes (2.86 cents per gallon), as does the Leaking Underground Storage Tank Trust Fund (0.1 cent per gallon). The General Fund receives 2.5 cents per gallon of the tax on gasoline and some other alcohol fuels plus an additional 0.6 cent per gallon for fuels that are at least 10 percent ethanol. The Highway Account of the HTF receives the remaining portion of the fuel tax proceeds. For example, as of October 1, 1997, the 18.4 cents per gallon gasoline tax was split as follows: 2.86 cents per gallon to the Mass Transit Account, 0.1 cent per gallon to the Leaking Underground Storage Tank Trust Fund, and 15.44 cents to the Highway Account. All of the receipts from the non-fuel taxes are deposited in the Highway Account.

Figure 2–1 summarizes the Congressional Budget Office (CBO) projections of the state of the Highway Account. CBO notes that the Highway Trust Fund cannot incur negative balances and the projected negative balances post 2014 are for illustration of the projected cumulative deficit that would be incurred by the Highway Account if no general fund transfers or other supplemental revenues are provided. Thus, the Highway Trust Fund received supplemental revenue of about \$18.8 Billion from general fund and \$2.4 Billion from Leaking Underground Storage Tank (LUST) Trust Fund under MAP-21.

⁵ <http://www.dot.gov/map21>

⁶ <http://www.cbo.gov/publication/43985>

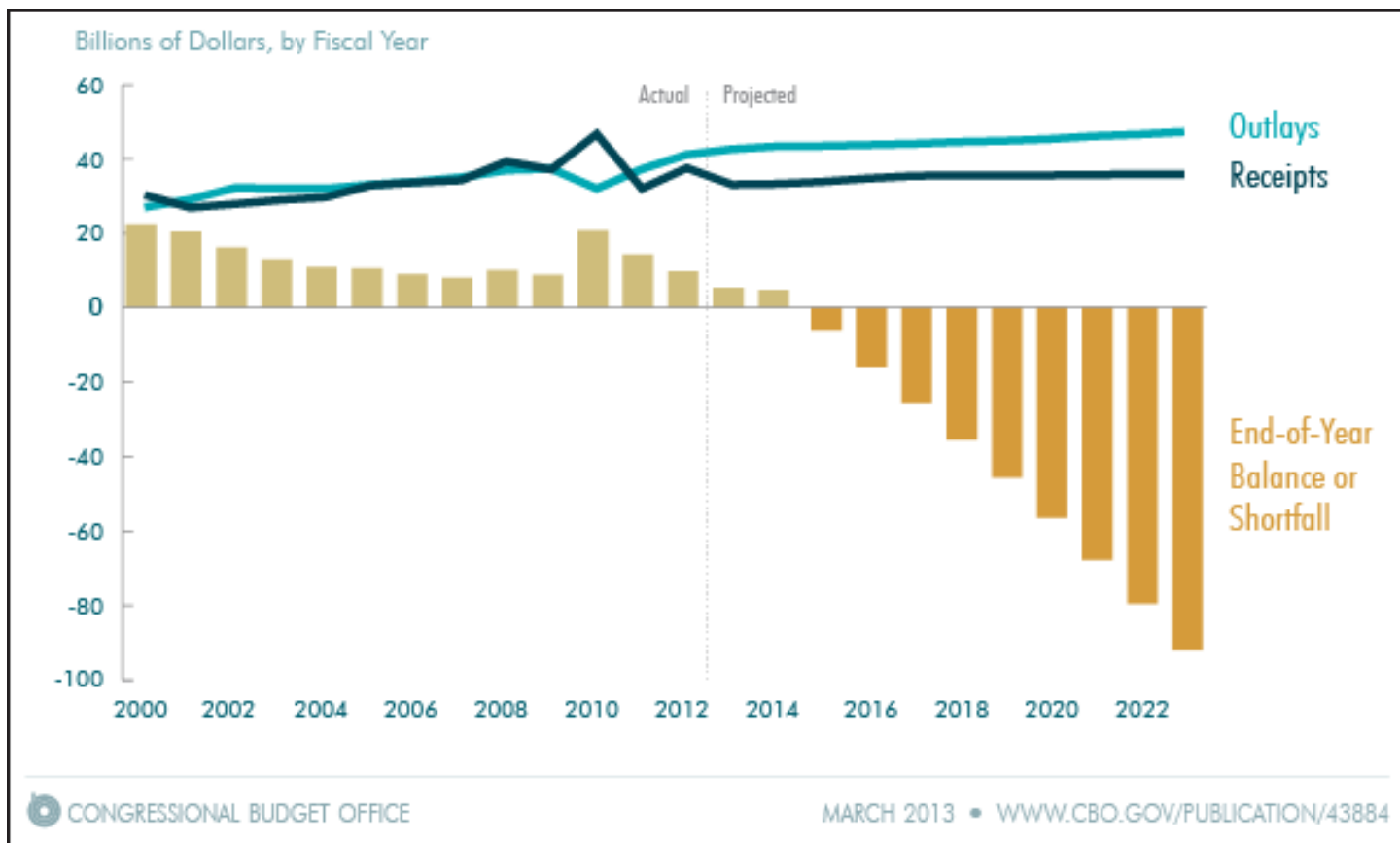


Figure 2–1. Highway Account Receipts, Outlays and Balances, 2000 to 2022

(source: <http://www.cbo.gov/publication/43985>)

2.2 Federal Highway Administration Funding Programs

The Florida Department of Transportation (FDOT) receives federal revenues from five major federal highway programs (along with a number of smaller programs) and allocates the applicable funds to the regional MPOs through specific FDOT funding programs. FDOT's major programs can be divided into two general categories:

- **Capacity Programs:** include each major FDOT program that expands the capacity of existing transportation systems.
- **Non-Capacity Programs:** include the remaining FDOT programs that are designed to support, operate, and maintain the state transportation system.

MPOs are responsible for planning only for those FDOT programs that are part of the Capacity Program. Thus, only those federal funding programs that are part of the FDOT Capacity Program are described in this review.

The major FHWA federal funding programs which funds flow through the FDOT Capacity Program are:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)

- Congestion Mitigation and Air Quality Improvement Program (CMAQ).

Miami-Dade County continues to receive allocation of federal CMAQ funds; the size of such funds diminished over time, however. The other major FHWA funding program, Highway Safety Improvement Program (HSIP), provide funds that largely flow through the FDOT's Non-Capacity Program.

2.2.1 National Highway Performance Program (NHPP)

The NHPP Program was created through consolidation of Interstate Maintenance, National Highway System, and portions of Highway Bridge programs under SAFETEA-LU. The NHPP was authorized in MAP-21 at an average of \$21.8 billion per year to support the condition and performance of the NHS, for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are used to support achievement of performance targets established in States' asset management plans for the NHS. MAP-21 established a performance basis for maintaining and improving the NHS:

- States were required to develop a risk- and performance-based asset management plans for the NHS to improve or preserve asset condition and system performance.



- The FHWA was responsible for establishment of performance measures for Interstate and NHS pavements, NHS bridge conditions, and Interstate and NHS system performance. States were responsible for establishment of targets for these measures, to be periodically updated.
- MAP-21 also required minimum standards for conditions of Interstate pavements (varying by geographic region) and NHS bridges by requiring states to commit resources to improve the conditions until the established minimum was achieved. The minimum standard for NHS bridge conditions established by MAP-21 was if more than 10 percent of the total deck area of NHS bridges in a State is on structurally deficient bridges, the State must devote a portion of NHPP funds to improve conditions.

2.2.2 Surface Transportation Program (STP)

MAP-21 continued the STP, providing an annual average of \$10 billion in flexible funding to be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects and public bus terminals and facilities.

Most current STP eligibilities were continued. Activities of some programs that are no longer separately funded were incorporated, including transportation enhancements (replaced by “transportation alternatives” which encompasses many transportation enhancement activities and some new activities), recreational trails, ferry boats, truck parking facilities, and Appalachian Development Highway System projects. Explicit eligibilities were added for electric vehicle charging infrastructure added to existing or included in new fringe and corridor parking facilities, and projects and strategies that support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

Fifty percent of a State’s STP funds were to be distributed to areas based on population, with the remainder to be used in any area of the State.

2.3 Federal Transit Administration Programs

There are four primary FTA funding programs that flow directly to the MPO or the local transit agency. This section briefly describes each FTA program under MAP-21 and the pertinent project eligibility requirements.

Section 5307 Urbanized Area funds, Section 5337 State of Good Repair Grants and Section 5339 Bus and Bus Facilities Program are formula-based programs, while Section 5309 Bus and Bus-Related funds are generally earmarked and Section 5309 “New Starts” funds are allocated on a competitive basis through a multi-year application process.

Section 5307 Urbanized Area Formula Grants: The largest of FTA’s grant programs which provides grants to urbanized

areas with populations of more than 50,000 to support public transportation. Funding is distributed by formula based on the level of transit service provision, population, and other factors. The program provides grants for capital, planning, job access and reverse commute activities, as well as operating expenses. The program remained largely unchanged with a few exceptions:

- Job access and reverse commute activities now eligible
- Expanded eligibility for operating expenses for systems with 100 or fewer buses
- New discretionary passenger ferry grants
- New takedown for safety oversight

Miami-Dade Transit (MDT) receives Section 5307 funds directly from the FTA and applies them to their capital and operating programs. MDT forecasted the amount of Section 5307 funds that they plan to receive through 2040 in the current People Transportation Plan (PTP) financial plan (called the “2014 MDT *Pro Forma*”).

Section 5337 State of Good Repair Grants: MAP-21 established a new grant program to support public transportation systems in bringing their assets to a state of good repair. This program replaced the fixed guideway modernization program (Section 5309). Funding was limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes. Project eligibility was limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula comprised: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes. MDT is eligible for this funding and has forecasted these funds through 2040 in the *Pro Forma*.

Section 5339 Bus and Bus Facilities Program: This is a new formula grant program, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. This program requires at least a 20 percent local match. MAP-21 eliminated the discretionary nature of the Section 5309 program and replaced it with a formula driven funding mechanism underscoring the need for grantees to prioritize the needs of their systems and align their capital plans with the new streams of formula assistance provided under MAP-21.

Section 5309 Fixed Guideway Capital Investment Grants: Also known as “New Starts/Small Starts,” this discretionary program awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit (BRT), and ferry systems. MAP-21 added new eligibility for core capacity improvement projects, that is, projects that expand capacity by at least 10 percent in existing fixed guideway transit corridors that are at or above capacity, or are expected to be at capacity within five years.

3 State of Florida Department of Transportation Funding

This section describes the State transportation funding programs and the forecasted revenues developed by FDOT that are projected to flow to Miami-Dade County through the year 2040. Revenues that are distributed by FDOT are comprised of three major funding-source categories: federal, state, and FTE. Federal funds include all federal aid (e.g., Surface Transportation Program) and FTE funds include proceeds from the FTE collected tolls, bonds sold for the FTE activities, and concession revenue. State funds include the remaining state revenues, such as motor fuel taxes, motor vehicle fees, and right-of-way bonds. The total forecasted revenues for the state over the plan period are shown in **Figure 3-1**. There are relatively more dollars per year in fiscal years 2014-2015 due to “carry forwards” of funds from prior fiscal years. The forecast is showing that the State’s share in the overall funding mix will be increasing.

3.1 State Program Revenue Estimates

Since 2008, FDOT prepared long-range revenue projections for the state’s major funding categories based upon the state’s Adopted Work Program, current federal and state legislation, forecasts of federal funding, and internal FDOT policies. This review presents the most current available estimates from FDOT.

FDOT combines the Department’s major programs into two general categories:

- Capacity Programs: include each major FDOT program that expands the capacity of existing transportation systems.
- Non-Capacity Programs: include the remaining FDOT programs that are designed to support, operate and maintain the state transportation system. FDOT, based upon input from local MPOs, takes the lead in developing and administering a statewide Non-Capacity Program. According to FDOT, the Department has estimated sufficient revenues to meet safety, preservation and support objectives through 2040 throughout the state, including each metropolitan area. It is not necessary for MPOs to identify projects for these programs, so revenue estimates for these activities have not been developed for metropolitan areas.

Accordingly, with regard to state programs and state funding, MPOs need only identify projects that are funded through state Capacity Programs. The major elements of the Capacity and Non-Capacity Programs and eligible projects are detailed in **Figure 3-2**, taken from the current FDOT *2040 Revenue Forecast Handbook*.

Source	2014-15	2016-20	2021-25	2026-30	2031-35	2036-2040	27-Year Total
Federal	5,113 31%	9,542 27%	9,687 26%	9,719 24%	9,664 23%	9,664 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	29,658 70%	31,119 70%	145,430 67%
FTE	1,680 10%	3,044 9%	2,745 7%	2,931 7%	3,200 8%	3,410 8%	17,011 8%
Total	16,505	34,829	37,516	40,266	42,522	44,193	215,830

Figure 3-1: Projected Total State Revenues (millions of dollars)

(source: FDOT 2040 Revenue Forecast Handbook, July 2013, Table 1, page 6)



2040 Revenue Forecast Programs	Program & Resource Plan (PRP) Program Categories
SIS Highways Construction & ROW —Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike system, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	<ul style="list-style-type: none"> Interstate Construction Turnpike system Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition
Other Arterial Construction/ROW —Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	<ul style="list-style-type: none"> Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation —Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	<ul style="list-style-type: none"> Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
Transit —Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	<ul style="list-style-type: none"> Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
Rail —Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	<ul style="list-style-type: none"> High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
Intermodal Access —Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	<ul style="list-style-type: none"> Intermodal Access
Seaport Development —Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	<ul style="list-style-type: none"> Seaport Development
Documentary Stamps Funds —Improving intermodal facilities and acquisition of associated rights of way.	<ul style="list-style-type: none"> Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

Figure 3–2: FDOT Major Capacity Programs Included in the 2040 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

(source: FDOT)

Figure 3–3 summarizes FDOT’s current revenue forecasts for its major program areas for Miami-Dade County. The Transit revenue forecast of total \$1.119 billion for the 22-year period includes federal and state assistance which flows to Miami-Dade Transit (MDT) through the FDOT Work Program. This figure constitutes about 40 percent of the total state and federal assistance to MDT, with the remaining 60 percent of assistance coming to MDT directly from the federal government.

In the *2040 Revenue Forecast Handbook*, FDOT offers the following guidance for planning for the use of Transportation Management Area (TMA) funds:

- MPOs eligible for TMA Funds were provided estimates of total TMA Funds. MPOs are encouraged to work with FDOT district programming and planning staff to determine how to reflect TMA Funds in the long range plan. Consideration should be given to:
 - Programmed use of TMA Funds (Fiscal Years 2013-2018) among the various categories in the FDOT revenue forecast. These include Other Arterials Construction & ROW, Product Support (e.g., Planning,

PD&E studies, Engineering Design, Construction Inspection, etc.), SIS Highways Construction & ROW, Transit, etc.

- Planned use of TMA Funds based on policies regarding the planned use of funds through the long range plan horizon year.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds, and estimates of TMA funds planned for each major program and time period.

3.2 State Program Descriptions and Project Eligibility

This section presents a brief description of each major sub-program under the State Capacity Program and describes what types of planned projects and programs are eligible for funding across the different major sub-programs. FDOT takes the lead in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and provides detailed information to MPOs. As a result,

FDOT Capacity Program Revenue Forecast FY 2014 - 2040 Estimates for Miami-Dade County (Millions of YOE Dollars)					
Capacity Program Areas	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-40 Subtotal	22-Year Total
SIS/FIHS Construction/ROW	\$410	\$374	\$2,372	\$3,592	\$6,747
Other Arterial Construction/ROW	\$192	\$429	\$405	\$887	\$1,913
Transit	\$94	\$241	\$253	\$531	\$1,119
Total Capacity Programs	\$696	\$1,043	\$3,031	\$5,009	\$9,779
Transportation Management Area (TMA) Funds	\$67	\$168	\$168	\$336	\$739
Districtwide Transportation Alternatives (TALT) Funds	\$6	\$16	\$16	\$32	\$71
Urban Transportation Alternatives (TALU) Funds for TMA	\$7	\$17	\$17	\$33	\$73
Districtwide Transportation Regional Incentive Program (TRIP) Funds	\$1	\$6	\$6	\$13	\$26
TOTAL	\$777	\$1,250	\$3,237	\$5,423	\$10,687

Figure 3–3: FDOT Program Funding Estimates
(source: FDOT)



metropolitan plans and programs that include state and federal funds for these major programs are intended to be coordinated and consistent with state long range plans and programs. Each state program is discussed below. FDOT requested that MPOs take the lead in identifying planned projects and programs funded by the Other Arterials Construction & ROW and Transit programs. MPOs may use the total funds estimated for these two programs to plan for the mix of public transportation and highway improvements that best meets the needs of their metropolitan areas. However, FDOT is responsible for meeting certain statutory requirements for public transportation funding. As a result, MPOs are encouraged to provide at least the level of Transit Program funding for transit projects and programs.

3.2.1 SIS Highways Construction & Right-of-Way

The Strategic Intermodal System (SIS), including the Emerging SIS, includes over 4,300 miles of Interstate, Turnpike system, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The primary purpose of the SIS is to serve interstate and regional commerce and long distance trips.

Metropolitan plans and programs for SIS Highways are intended to be consistent with the 2040 SIS Highways Cost Feasible Plan, as provided to each MPO. Projects associated with aviation, rail, seaport development and intermodal access may be funded under this program, provided that they are included in the SIS Highways Cost Feasible Plan. Capacity improvement projects eligible for funding in the current plan include:

- Construction of additional lanes
- Capacity improvement component of interchange modifications
- New interchanges
- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles
- Bridge replacement with increased capacity
- Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems
- The preferred alternative defined by an approved multi-modal interstate master plan
- Weigh-in-motion stations
- Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development
- New weigh stations and rest areas.

3.2.2 Aviation

FDOT provides financial and technical assistance to Florida's airports. Projects and programs eligible for funding include:

- Assistance with planning, designing, constructing, and maintaining public use aviation facilities
- Assistance with land acquisition
- "Discretionary" assistance for capacity improvement projects at certain airports. In 2012, including Miami International Airport.

3.2.3 Rail

FDOT provides funding for acquisition of rail corridors and assistance in developing intercity passenger and commuter rail service, fixed guideway system development, rehabilitation of rail facilities and high speed transportation. Projects and programs eligible for funding include:

- Financial and technical assistance for intermodal projects
- Rail safety inspections
- Regulation of railroad operations and rail/highway crossings
- Identification of abandoned rail corridors
- Recommendations regarding acquisition and rehabilitation of rail facilities
- Assistance for developing intercity rail passenger service or commuter rail service.

3.2.4 Intermodal Access

FDOT provides assistance in improving access to intermodal facilities and the acquiring of associated rights of way. Projects and programs eligible for funding include:

- Improved access to intermodal or multimodal transportation facilities
- Construction of multimodal terminals
- Rail access to airports and seaports
- Interchanges and highways which provide access to airports, seaports and other multimodal facilities
- Projects support certain intermodal logistics centers.

3.2.5 Other Arterial Construction & Right of Way

The primary purpose of this program is to fund improvements on the part of the State Highway System (SHS) that is not designated as SIS. This includes approximately 8,000 miles of highways. Projects and programs eligible for funding include:

- Construction and improvement projects on state roadways which are not on the Strategic Intermodal System (SIS), including projects that:
 - Add capacity
 - Improve highway geometry
 - Provide grade separations
 - Improve turning movements through signalization improvements and storage capacity within turn lanes.
- Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development
- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Use of these funds for road projects not on the SHS could effectively reduce the amount of funds planned for the SHS and public transportation in the metropolitan area, the FDOT district, and the state.

3.2.6 Transit

FDOT provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program
- Service Development projects, which are special projects that can receive initial funding from the state
- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor

- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy with acquisition, construction, promotion and monitoring of park-and-ride lots
- Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the New Starts Transit Program.

3.2.7 Seaport Development

FDOT provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs.

The following activities are not eligible for funding from the Seaport Development program estimates: planning and engineering to support state programs (see Product Support below), programs not specified above, and financial and technical assistance at other ports.

3.3 Florida's Turnpike Enterprise

Florida's Turnpike Enterprise (FTE) is part of the Florida Department of Transportation, an agency of the State of Florida. FTE manages 461 miles of separate toll road facilities which make up the Florida's Turnpike system. This system has played a major role in meeting the transportation needs of South Florida since its opening in 1957. Today, FTE serves over 2.1 million customer transactions per day providing an essential link between South Florida and Central Florida as well as regional mobility in the Tampa, Orlando, and Miami areas. The 47-mile Homestead Extension of Florida's Turnpike system (HEFT) is a north-south extension of the system running around the west and north sides of the Miami area.

FTE manages a self-supporting operation financed primarily with tolls and concession revenue with no reliance on other FDOT revenues to pay for its operations and maintenance and debt service. FTE makes investments in transportation infrastructure funding capital projects from a mix of existing cash, toll revenues, and through the issuance of tax-exempt debt. FTE has a coordinated process in place to appropriate the revenues to needed transportation projects including those in Miami-Dade County.

In 2011 FTE converted the HEFT to all electronic tolling which removed the need for conventional toll plazas and resulted in reduction in toll operating costs for FTE in FY 2012.



The largest component of the FTE FY2015-2019 capital program consists of widening projects with approximately \$1.0 billion of projects scheduled to add 57 lane-miles of capacity on the HEFT in Miami-Dade County and 49 lane-miles of capacity on the Veterans Expressway in Hillsborough County.⁷ These two facilities were prioritized for investments because they serve as primary evacuation routes prior to major storms and hurricanes making landfall in southern Florida. FTE expects that the additional capacity from these improvements would greatly enhance the capability of these roadways to facilitate large-scale evacuations. FTE is planning additional bond sales of approximately \$1 billion during FY 2014-2018 to support its capital plan through FY 2018.⁸

Since the 2007 legislative amendment to Section 338.165, Florida Statutes, FTE is required to index toll rates on existing tolled facilities to the annual Consumer Price Index (CPI) effective July 1, 2007. Toll rate adjustments for inflation may be made no more frequently than once a year and must be made no less frequently than once every five years. On June 24, 2012, FTE implemented system-wide toll indexing which resulted in effective toll increase of about 29 percent, revenue impact of about 24 percent, and decline in overall in traffic of only about four percent. With the conversion to the electronic tolling system-wide, regular toll indexation to the CPI, and continued strong credit rating (AA-rated by S&M, Moody's and Fitch), FTE is in a favorable position to continue funding its capital program in a sustainable manner.

This Financial Resources Review estimated the amount of net revenue derived from FTE operations in Miami-Dade County that may be available for capital projects from FY 2019 to FY 2040. Thus, the analysis addressed only the portions of the HEFT located in Miami-Dade County. The resulting estimates were not provided by FTE specifically for application in the 2040 LRTP, but rather were based on publicly available FTE financial data including FTE latest bond statements and Comprehensive Annual Financial Reports. FTE provided a 10-year (FY2014 to FY2024) projection of HEFT toll revenue. The main assumptions and underlying growth rates applied in the projections were discussed with the FTE. **Figure 3-4** summarizes the 22-year projection of FTE net revenues available for capital in Miami-Dade County.

FTE forecasted toll revenues for the next ten years for each facility and projected its annual system-wide O&M costs through 2040.⁹ FTE advised that HEFT share in the system-wide Operations and Maintenance (O&M) and Replacement and Renewal (R&R) costs constitute approximately 20 percent of system-wide costs.

The incremental increase in HEFT O&M costs due to the planned widening of the HEFT (FTE FY2015-2019 Work Program) and HEFT share in FTE outstanding debt payments and its planned \$1.0 billion in new debt were also added to the analysis.¹⁰ The HEFT share in the FTE outstanding debt payments (about 20 percent) was based on the share of HEFT toll revenue in overall FTE revenue. FTE pledges its toll revenues for debt repayment. For the new debt of \$1.0 billion, FTE advised that two-thirds of the new debt service should be allocated to HEFT. HEFT-related 2014-2024 gross toll revenues projections were further escalated by the 2.5 percent per year to project toll revenues until 2040 while O&M and R&R expenses were escalated by 3 percent per year. FTE also indicated that capital expenditures totaling \$465 million planned for Miami-Dade County under the FTE FY2015-2019 Work Program were to be funded by HEFT gross toll revenues in years 2019 to 2022.

HEFT-related net revenues or funds available for capital projects starting FY2019 were estimated by subtracting from toll revenues the above mentioned expenses including debt payments. In the resulting forecast, in years 2019 through 2022, FTE projected expenditures in Miami-Dade County exceed FTE projected toll revenues.

FTE does not project the balancing of revenues and expenditures at the county-by-county level; it only provided system-wide values. In order to present a realistic projection of net revenue, and based on guidance from FTE, the excess of expenditures over toll revenues in 2019 to 2022 due to the \$465 million in projects planned for Miami-Dade was assumed to be covered by an internal loan from the FTE central office. This loan would be repaid back to the central office starting in 2023 (the first year of positive net revenues) with installments sized in proportion to the amount of toll revenue available for repayment to avoid a negative balance in any specific year.

Figure 3-4 summarizes the projected FTE net revenues available for capital in Miami-Dade County in YOES. A 6 percent discount rate was applied to estimate the Present Value (PV) of the projected FY2019-2040 net revenues. The NPV of net revenues or \$934 million in **Figure 3-4** represents an approximate magnitude of the potential future bonding capacity which could be backed by the projected net revenues. This estimate is provided for illustrative purposes, demonstrating the capacity of FTE to undertake the HEFT improvements.

⁷ Florida's Turnpike System, Comprehensive Annual Financial Report, June 30, 2012, p 24

⁸ Ibid, p24

⁹ FTE system-wide O&M expense projection through 2040 came from the Bond Statement for FTE 2013C Series Revenue Refunding Bonds

¹⁰ The FTE system-wide outstanding debt service expense projection through 2040 came from the Bond Statement for the FTE 2013C Series Revenue Refunding Bonds. The debt service resulting from the planned issue of additional \$1 billion in debt by FY2019 was calculated as simple mortgage bond payments with a 6 percent coupon rate and 20-year tenor.

Florida Turnpike Enterprise Net Revenue Forecast FY 2019 - 2040 HEFT Only (Millions of YOE Dollars)						
	FY2019-20	FY2021-25	FY2026-30	FY2031-35	FY2036-40	22-Year Total
Gross Toll Revenues	\$390	\$1,137	\$1,316	\$1,489	\$1,685	\$6,016
Estimated Share of O&M Expenses	\$86	\$232	\$267	\$310	\$359	\$1,254
Replacement and Renewal	\$26	\$72	\$83	\$97	\$112	\$389
Estimated Share of Debt Service	\$213	\$496	\$447	\$300	\$67	\$1,523
FY15-FY19 Work Program Projects in Miami-Dade (to be funded by tolls)	\$255	\$211	\$0	\$0	\$0	\$465
Internal Loan to Balance Miami-Dade Work Program Investments in FY19-FY22	\$189	\$106	\$0	\$0	\$0	\$294
Internal Loan Amortization	\$0	\$189	\$106	\$0	\$0	\$294
Net Revenues	\$0	\$42	\$413	\$783	\$1,147	\$2,385

NPV of Net Revenues at 6% discount rate (2019 YOE\$)	\$934
---	--------------

Figure 3-4: FTE Revenues Available for HEFT Capital (millions of dollars)

(note: Miami-Dade County-specific HEFT expense projections were not provided by FTE, but were estimated based on publicly available financial data and guidance from FTE)



4 Fuel Taxes and Road Impact Fees

There are several separate fuel taxes in the State of Florida which provide revenue for transportation improvements to Florida cities and counties:

- Imposed by the State and distributed to the Counties:
 - Constitutional Gas Tax (also known as the “Secondary Gas Tax”)
 - County Gas Tax
- Local option gas taxes which can be imposed by each county according to its discretion:
 - Local Option Six-Cent Gas Tax (the “6-Cent LOGT”)
 - Capital Improvement Local Option Gas Tax (the “5-Cent CI-LOGT”)
 - Ninth-Cent Gas Tax
- Provided directly to the municipalities through revenue sharing by the state:
 - Municipal Gas Tax

This section describes the uses of five gas taxes distributed to Miami-Dade County or imposed by Miami-Dade County. This section does not address the Municipal Gas Tax.

4.1 State Motor Fuel Taxes Distributed to the County

The state motor fuel taxes are levied on every gallon of motor fuel sold in a county at the wholesale level. The State Department of Revenue administers the tax and redistributes net proceeds to the counties. Tax proceeds are to be used for transportation related capital and operating expenditures, and may be used as security for revenue bond financing.

- **Constitutional Gas Tax (Secondary Gas Tax):** Florida levies a two-cent tax per gallon on motor fuels sold known as the Constitutional Gas Tax (also referred to as the Secondary Gas Tax). In Miami-Dade County, 80 percent of the revenue is administered by the Public Works and Waste Management Department (the “PWWD”)¹¹ as part of PWWD’s Construction Fund while the remaining 20 percent flows to the County’s General Fund. By statute, the Constitutional Gas Tax must be used for the acquisition, construction, and maintenance of roads.
- **County Gas Tax:** The County Gas Tax, formerly the Seventh-Cent Gas Tax, is a tax of one cent. Revenue from the County Gas Tax can be used to support both MDT and PWWD countywide operations related to transportation capital and eligible operating expenses.

4.2 Local Gas Taxes

There are three local option gas taxes imposed in Miami-Dade County: (i) the up to six cents Local Option Gas Tax (the “6-Cent LOGT”), (ii) the Ninth-Cent Gas Tax, and (iii) the Capital Improvement Local Option Gas Tax (the “5-Cent CI-LOGT”). All three local option gas taxes are authorized by the State Legislature and are imposed, with local discretion, by Miami-Dade County.

- **6-Cent Local Option Gas Tax:** The 6-Cent LOGT is a tax of 1 to 6 cents on every gallon of motor fuel and special fuel sold at retail in a county. It may be levied by a majority vote of the governing body or by referendum. The proceeds may be used for transportation expenditures, both capital and operating, including public transportation. The 6-Cent LOGT may be used as security for revenue bond financing. Municipalities within each county receive a portion of the total tax proceeds. Miami-Dade County currently levies the full 6 cents, and revenue from the 6-cent LOGT can be applied to all legitimate transportation purposes countywide and can be used both for the PWWD and MDT. Pursuant to Interlocal Agreement, tax proceeds are allocated 70.4 percent to the County and 29.6 percent to the Municipalities.
- **Ninth-Cent Gas Tax:** The Ninth-Cent Gas Tax, formerly the Voted Gas Tax, is a tax of one cent on every gallon of motor fuel and special fuel sold in a county. It may be levied by an extra-majority vote of the governing body or by referendum. Pursuant to Florida Statutes, the Ninth-Cent Gas Tax was required to be levied on special fuels in every county beginning January 1, 1994. The proceeds are to be used for establishing, operating and maintaining a transportation system, including both capital and operating expenditures. Counties are authorized to expend funds in conjunction with the state or federal government for joint transportation projects. The Ninth-Cent Gas Tax may be used as security for revenue bond financing. Revenue from the Ninth-Cent Gas Tax currently supports countywide operations for PWWD and MDT.
- **5-Cent Capital Improvement Local Option Gas Tax:** Passed during the 1993 legislative session, the 5-Cent CI-LOGT is a tax of 1 to 5 cents on every gallon of motor fuel, but not special fuel, sold at retail in a county. It may be levied by a majority plus one vote of the governing body or by referendum. The proceeds may be used for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan, including public transportation. The proceeds may not, however, be used for operations. The 5-Cent CI-LOGT may be used as security for revenue bond financing. Miami Dade County began levying 5-cents per gallon in 1994. The levy was reduced to 3 cents per gallon in 1996, and revenue from the 5-Cent LOGT flows to the Local Option Gas Tax Program, which is administered by the

¹¹ The Department of Solid Waste Management and the Public Works Department merged their activities in 2011.

PWWD. Pursuant to Interlocal Agreement, tax proceeds are allocated 74.0 percent to the County and 26.0 percent to the Municipalities.

4.3 Fuel Tax Revenues Forecast

Projecting gasoline tax revenues in the current environment of slow economic recovery, decrease in vehicle miles traveled (VMT)¹², projected demographic growth, and increasing fuel economy of the new vehicles is very difficult. Miami-Dade County projected 1.5 percent annual growth rate in gas tax revenues for FY 2015 and 2016 and 0.5 percent growth from FY 2017 onwards. This assumption is underlying the current projection of the MDT CI-LOGT (as reflected in the 2014 *Pro Forma*) and all county gas taxes (as reflected FY 2013-14 Adopted Budget). At the direction of the Miami-Dade County Office of Management and Budget, this analysis applied the same annual growth rate to project gas tax revenues as the one applied by the County. The assumption reflects the expectation that the gas revenues will decline in real terms in the forecast period due to more fuel efficient automobiles. This will occur despite significant Miami-Dade County demographic growth (cumulative 32.5 percent increase in population and 45.5 percent increase in employment from 2010 to 2040).¹³

In recent years both Congressional Budget Office (CBO)¹⁴ and the US Department of Energy's Energy Information Administration (EIA)¹⁵ released reports which project long term decline in gasoline tax revenues due to increases in corporate average fuel economy (CAFE) standards for light duty vehicles (LDVs, e.g., automobiles, light trucks). These standards were introduced by Congress in 1978, resulting in increased average fuel economy from 19.9 mpg in 1978 to 29.0 mpg in 2011. The National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency have jointly announced new greenhouse gas emissions and CAFE standards for 2012 through 2025. These standards were included in EIA's Annual Energy Outlook 2013 report, and:

"... as a result [of the 2012–2015 CAFE standards], the fuel economy of new LDVs, measured in terms of their compliance values in CAFE testing, rises from 32.5 mpg in 2012 to 47.3 mpg in 2025. The GHG emissions and CAFE standards are held roughly constant after 2025, but fuel economy continues to rise, to 49.0 mpg in 2040, as new fuel-saving technologies are adopted. In 2040, passenger car fuel economy averages 56.1 mpg and light-duty truck fuel economy averages 40.5 mpg."

According to the FY 2013-14 Miami-Dade Adopted Budget, Miami-Dade County budgeted to receive approximately:

- \$18.1 million in funding from the state-imposed Constitutional Gas Tax (also known as the Secondary Gas Tax), of which:
 - 20 percent or \$3.6 million will be allocated to the Countywide General Fund
 - 80 percent or \$14.5 million will be allocated to the PWWM's Construction Funds
- \$7.8 million in funding from the state-imposed County Gas Tax
- \$39.6 million in funding from 6-cent LOGT, of which:
 - 70.4 percent or 27.9 million to be allocated to the County
 - 29.6 percent or 11.7 million to the Cities
- \$17.9 million in funding from the 5-cent LOGT, of which:
 - 74.0 percent or 13.3 million to be allocated to the County
 - 26.0 percent or 4.7 million to the Cities

The 5-cent CI-LOGT (currently 3 cents/gallon) funding goes to Miami-Dade Transit. The projected near-term funding from all the gas tax funding sources is presented in **Figure 4–1** below.

Fuel Tax Revenue Forecast FY 2019- 2040 (Millions of YOE Dollars)						
	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-35 Subtotal	FY 2036-40 Subtotal	22-Year Total
Constitutional Gas Tax	\$38	\$97	\$99	\$101	\$104	\$439
County Gas Tax	\$16	\$42	\$43	\$44	\$45	\$190
6-cent LOGT	\$83	\$211	\$216	\$222	\$227	\$960
5-cent CI-LOGT*	\$38	\$96	\$98	\$101	\$103	\$435
Ninth Cent Gas Tax	\$21	\$54	\$55	\$56	\$58	\$244
Total Gas Taxes	\$196	\$499	\$512	\$524	\$538	\$2,269

* Currently at 3 cents/gallon

Figure 4–1: Projected Gas Tax Revenues in the County (millions)

(source: Miami-Dade 2013-2014 Adopted Budget and growth rates applied by the County for budgeting and planning)

12 Based on the data from the Florida Bureau of Economic and Business Research, the gallons of motor fuel sold, dropped from 1.0 billion in 2007 to 0.90 billion in 2010 and increased slightly to 0.97 billion in 2013.

13 MPO demographic projections used in the 2040 LRTP Travel Demand Model Forecast.

14 http://www.cbo.gov/sites/default/files/cbofiles/attachments/05-02-CAFE_brief.pdf

15 [http://www.eia.gov/forecasts/aeo/pdf/0383\(2013\).pdf](http://www.eia.gov/forecasts/aeo/pdf/0383(2013).pdf)



4.4 Road Impact Fees

Road Impact Fees (RIF) are assessed in Miami-Dade County by the Department of Planning and Zoning and transferred to the Department of Public Works and Waste Management (DPWWM). These fees are imposed at the district level on developers and new development for the purposes of financing required infrastructure, such as roads, that are necessary to support the new development. All road impact fees flow to the Road Impact Fee Program and are applied to a variety of projects including road and bridge capacity improvements, road widening and resurfacing, traffic control device installation and intersection and safety improvements.

In Miami-Dade County, road impact fees are required to be paid prior to the issuance of any building permit for new development activity. The analysis was based on the data on number of building permits issued in Miami-Dade County for new housing construction (single and multi-family units) from 1999 to 2012. This data is available from the US Census Bureau and is summarized in **Figure 4-2**. The US Census Bureau collects data on housing building permits (single family and multifamily units) only. In the absence of data on new commercial and office space construction in the County, the analysis was based on data on housing-related building permits. The RIF projections therefore are deliberately low, as they exclude a projection of commercial RIF revenue.

A few publications such as the Economist¹⁶ and Knight Frank's Global Cities Survey¹⁷, which ranks cities of most importance to the world's wealthiest people, are pointing to the evidence of a resumed and sustained interest of the foreign investors in Miami real estate market.

Based on the US Census data, there has been a significant reduction in number of housing building permits issued since mid-2000s, dipping in 2009 but showing signs of early recovery in 2012. For the purpose of the forecasting the road impact fees, the assumption was made that the number of building permits issued for single family and multi-family housing could recover to its 1999-2012 average (of about 11,679 units) by year 2020. From thereon, the number of building permits issued was assumed to follow the projected population growth. January 1, 2014 through April 22, 2014 road impact fees published on the Miami-Dade County website were applied to the projected number of units in order to derive the revenue projection.¹⁸

Figure 4-3 summarizes the result of the RIF projection based on assumptions described above.

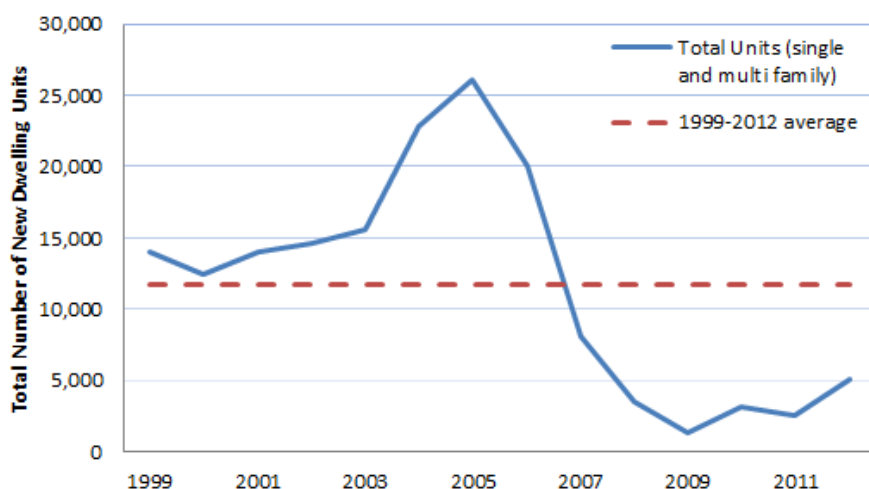


Figure 4-2: Annual Residential Building Permits Issued in Miami-Dade County

(source: US Census)

Road Impact Fee Revenue Forecast FY 2019 - 2040 (Millions of YOY Dollars)					
	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-40 Subtotal	22-Year Total
Road Impact Fees	\$85.52	\$231	\$243	\$521	\$1,080

Figure 4-3: Projected Road Impact Fee Revenues (millions)

(source: US Census data on housing building permits in Miami-Dade County and Miami-Dade County most current RIF fees schedule)

¹⁶ "Erectile resumption: Could the Miami skyline one day resemble Manhattan's?" by the Economist, April 5th, 2014, p 27.

¹⁷ The Wealth Report 2014, by Knight Frank: <http://www.thewealthreport.net/global-cities/#sthash.OZ4mf1T9.dpbs>

¹⁸ <http://www.miamidade.gov/zoning/impact-fees.asp>

5 Local and Regional Agencies

5.1 Miami-Dade Transit (MDT)

Miami-Dade Transit is the 15th largest public transit system in the United States (based on passenger trips) and the largest transit agency in the state of Florida. MDT is responsible for planning for and providing all public transit services in the County. MDT's integrated transportation system consists of four major components:

- **Metrobus:** which provides the broadest and most basic service coverage for most areas of Miami-Dade County,
- **Metrorail:** an elevated 25-mile rapid-transit system that provides service between downtown Miami and Palmetto, Dadeland South, and Miami International Airport (MIA),
- **Metromover:** a 4.4-mile electrically-powered, fully automated people mover system connects with Metrorail at Government Center and Brickell stations and with Metrobus at various locations throughout downtown, and
- **Special Transportation Service (STS):** designed to meet the needs of people with disabilities unable to use fixed-route transit services.

Currently, MDT records over 342,000 daily (weekday) boardings on this unified system, and STS has a daily average of over 4,500 trips.

MDT's capital and operating expenses are funded by a wide range of local, state, and federal sources. The projected future levels of these funding sources are summarized regularly by the County in the People's Transportation Plan *Pro Forma*, which serves as the basis for MDT's revenue projections in the long range plan. The People's Transportation Plan (PTP) is the package of transit improvements that was approved by County voters in 2002 and funded by a new half-cent dedicated sales tax (originally the Charter County Transit Surtax was changed to Charter County and Regional Transportation Surtax in 2010). The *Pro Forma* undergoes regular revisions as revenue forecasts are updated, modifications to services are considered, and operating costs change, but the projections included here are based on the most current *Pro Forma* available to the MPO.¹⁹

On the revenue side, the 2014 *Pro Forma* projects a positive net cash flow in the long-term, provided the realization of the MDT's operating revenue and expenditure assumptions. *Pro Forma*'s key assumptions are:

- Fare increases in 2014 and 2018 and every 3 years thereafter. Each fare increase is \$0.25.
- Federal and State grant revenue grows at average annual growth rate of 2 percent.
- PTP surtax grows at 3 percent in 2015-2019 and 4.5 percent from thereon.

- General Fund Support, including:
 - Miami-Dade County Maintenance of Effort (operating assistance) grows at average annual growth rate 3.5 percent
 - Additional Local Revenue and/or service reduction from FY 2015 onwards – totaling \$192 million from FY 2015-2019 and \$2.6 billion from FY2015-2042. If no service cuts are planned, then additional General Fund support above the Maintenance of Effort may be provided.
 - South Florida Transportation Authority (SFRTA) annual payments, assumed to remain flat at \$0.67 million/year.
- CI-LOGT (3 Cents) grows at 1.5 percent in 2015-2016 and at 0.5 percent in 2017-2042.
- Capital Reimbursement Revenue grows at average annual growth rate 5 percent.
- Operating expenses grow at average annual growth rate of 3.13 percent.
- Rail and Public Works financed with 30-year debt at 6 percent interest rate.
- Bus replacement is financed as 10-year lease-to-own at 6 percent interest rate.

MDT's projected revenues (boarding capacity) and expenses including debt service are summarized in **Figure 5-1**.

The CI-LOGT projection in **Figure 5-1** (22-year total of \$416 million) differs from the projection of CI-LOGT in **Figure 4-1** (22-year total of \$435 million). The reason for this difference is that at the time of this Financial Resources Review, the 2014 MDT *Pro Forma* forecasted \$17.13 million in CI-LOGT (3 cent) for 2014. Miami-Dade 2013-2014 Final Adopted Budget included a projection of \$17.94 million in CI-LOGT for 2014.

MDT projects debt service on its existing debt as well as the new debt to be issued in 2019 to 2040 which is the forecast period for this 2040 LRTP. MDT 2014 *Pro Forma* includes about \$2.55 billion in new debt planned to be issued in 2019-2040. **Figure 5-1**, therefore, shows debt service on the existing debt (for projects included in the current TIP and CIP) and new debt which could provide funding for projects included in MDT long term capital program.

MDT's net revenue of \$590 million for the 21 year forecast period was taken from the PTP ProForma. This represents the available transit bonding capacity for new capital and operating costs, and includes Federal and State Grant funds. The local PTP ProForma was used since it is more specific and inclusive than the generalized FDOT transit revenue forecast.

¹⁹ FY 2013-14 Pro Forma uses 2014 as a base year and projects MDT revenues and expenses through 2042.



Miami-Dade Transit (MDT) Operating Revenue & Expense Forecast FY 2019 - 2040						
(Millions of YOY Dollars)						
	FY19-20	FY21-25	FY26-30	FY31-35	FY36-40	22-Year Total
Revenue						
Operating Revenues (Farebox and other)	\$290	\$828	\$961	\$1,102	\$1,347	\$4,529
Federal Grants	\$133	\$362	\$409	\$463	\$524	\$1,891
State Grants	\$75	\$199	\$216	\$236	\$257	\$983
PTP Surtax	\$502	\$1,467	\$1,825	\$2,268	\$2,826	\$8,887
General Fund Support:						\$0
Miami Dade MOE (3.5 Percent)	\$406	\$1,145	\$1,360	\$1,616	\$1,919	\$6,446
Additional Local Revenue or Service Cut*	\$133	\$384	\$456	\$541	\$643	\$2,157
SFRTA PMT	\$1	\$3	\$3	\$3	\$3	\$15
CI-LOGT (3 Cents)	\$36	\$91	\$94	\$96	\$98	\$416
Capital Reimbursements	\$11	\$33	\$42	\$53	\$68	\$206
Total Operating Revenues	\$1,587	\$4,513	\$5,366	\$6,378	\$7,686	\$25,529
Expenses						
Existing System O&M	\$1,121	\$3,119	\$3,643	\$4,267	\$5,010	\$17,159
SFRTA Contribution	\$8	\$21	\$21	\$21	\$21	\$93
Municipal Contribution	\$116	\$337	\$420	\$522	\$650	\$2,044
Other Expenses	\$22	\$74	\$107	\$148	\$198	\$549
Debt Service - Debt Prior to FY19	\$291	\$747	\$748	\$748	\$719	\$3,253
New Debt Service - Debt issued FY19 & after	\$0	\$74	\$256	\$542	\$844	\$1,715
Debt Service-Bus Replacement & Rezoning Bond	\$29	\$69	\$20	\$4	\$4	\$126
Total Operating Expenses	\$1,587	\$4,442	\$5,214	\$6,250	\$7,446	\$24,940
Total Revenues net of Expenses	\$0	\$71	\$152	\$128	\$239	\$590

Figure 5-1 : Miami-Dade Transit Projected Revenues (millions)

(source: 2014 PTP *Pro Forma*; projected expenses also provided for comparison)

5.2 Miami-Dade Expressway Authority (MDX)

The Miami-Dade Expressway Authority (MDX) is a State-sanctioned, locally administered, independent agency responsible for the operation and maintenance of five major expressway facilities in Miami-Dade County. MDX's purposes and powers include, among others, the power to (1) acquire, hold, construct, improve, maintain, operate, own and lease an expressway system; (2) fix, alter, change, establish, and collect tolls, rates fees rentals, and other charges for the services and facilities of its expressway system; and (3) borrow funds to finance the expressway system. More than 95 percent of MDX revenues come from tolls collected on MDX expressways, with the remaining revenues deriving from violation fees and other miscellaneous sources.

MDX receives no revenue from the state of Florida or from the Miami-Dade County half cent sales tax. The authority uses toll revenue collected to operate and fund the system expansion and improvements. In 2006, MDX adopted its Open Road Tolling (ORT) Master Plan to incrementally close the MDX Expressway System to un-tolled movements, thereby requiring all users of the System to pay for such use. In accordance with the MDX current Toll Policy, a CPI adjustment is planned to be applied to System-wide toll rates on July 1, 2017 and applied every

three years and when implemented will "reflect the cumulative annual changes resulting from the annual application of the index". Toll rates for new facilities or projects that add center-line and/or lane-miles to the MDX System will be established in the amount sufficient to fund the principal and interest along with the operations and maintenance cost attributable to the new facility.²⁰

The periodic inflation adjustment of toll rates on MDX roadways and long term operating efficiencies which are likely to accrue due to the implementation of electronic tolling puts MDX in a stronger position to plan its future capital expenditures in a financially sustainable manner.

For the purposes of the LRTP update, the capital cost of the MDX projects will be fully funded by the Authority based on its financing plan. In addition, the financing plan generally assumes that the system toll revenues during this period are fully spent in the implementation of MDX capital improvement projects, debt service and operation and maintenance of the MDX facilities. However, MDX does have the statutory authority, but not the responsibility, to use any 'excess revenues' it collects from tolls to support other transportation investments within the County. (That is, any revenue left over after all debt payments and all expressway operating and maintenance expenses.)

²⁰ <http://mdxway.com/pdf/TollRatePolicy.pdf>

MDX provided a financial projection covering the fiscal years 2013 to 2027. The Net Revenue projections included projections of toll and other revenue including additional net revenue from implementation of Open Road Tolling on State Road 836 and State Road 112, O&M and R&R expenses, debt service on the existing and new debt of about \$550 million planned to be issued for funding of fiscal years 2014-2018 Work Program. Using basic assumptions on revenues and expenses growth rates agreed with the MDX, the projections were extended out to the plan horizon of 2040. The gross revenues were projected to grow at an annual compounded rate of 2.5 percent and O&M and R&R expenses were projected to grow at an annual compounded rate of 3 percent. MDX anticipates that operating costs may grow faster than toll revenues.

The key indicator of interest to the MPO is net revenues – that is, funds remaining after all operating, replacement and renewal, and debt service expenses are covered. These are the funds that could be available to make capital investments in MDX in the 2040 LRTP forecasted period of fiscal years 2019-2040.

Figure 5–2 shows the projected MDX revenues available for capital in Miami-Dade County in YOES. A 6 percent discount rate was applied to estimate the Net Present Value (NPV) of the projected 2019-2040 net revenues. This value or \$933 million as shown in Figure 5–2 represents the magnitude of the potential future bonding capacity which could be backed by the projected net revenues. This estimate is provided mainly for illustrative purposes.

5.3 Florida Regional Transportation Authority (SFRTA)

SFRTA provides the Tri-Rail commuter rail service along a 70-mile rail corridor connecting Palm Beach, Broward, and Miami-Dade Counties. Tri-Rail serves 18 stations along the corridor and connects with the Metrorail in Miami to provide access to downtown Miami. Tri-Rail was initially created by FDOT in 1987 to provide supplementary commuter access during the widenings of I-95 and FTE, and it was intended to be temporary. However, the service proved popular and has been retained ever since, and line extensions and additional fleet purchases have extended Tri-Rail's reach and service quality. SFRTA promotes transit oriented development and joint development projects around its stations. Most recently, the SFRTA became more directly involved in The Wave, a planned 2.7 mile streetcar system in downtown Fort Lauderdale. The SFRTA became part of The Wave partnership in 2010 and, in 2011, agreed to become the FTA project sponsor and manager of design and construction.

SFRTA is supported by annual capital and operating contributions from each of the three counties, in addition to state and federal grant support and fare revenues. In December 2006, FDOT provided the SFRTA a dedicated stream of funding from the State Transportation Trust Fund in the amount of approximately \$13 million/year to support SFRTA operations. This funding source is about 17-18 percent of SFRTA operating budget. Due to the lack of available local funding, all three counties are currently contributing the statutory minimum amount (\$4.2 million per year) to SFRTA, and the Plan projects that this funding level could continue unchanged into the future according to the FY2014 MDT *Pro Forma* Plan.

Funding from Miami-Dade County to SFRTA (in support of SFRTA's operating expenses) passes through Miami-Dade Transit and is included as an expense item in MDT's *Pro Forma*. Therefore, the revenues that go to SFRTA are not shown as a separate line item in this revenue forecast, but are included in the MDT figures.

	MDX Net Revenue Forecast FY 2019 - 2040 (Millions of YOES Dollars)					
	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-35 Subtotal	FY 2036-40 Subtotal	22-Year Total
Gross Toll Revenues and Interest Earnings	\$444	1,212	\$1,391	\$1,589	\$1,816	\$6,452
Total Operations & Maintenance Expenses	\$99	\$277	\$325	\$377	\$437	\$1,514
Renewal and Replacement	\$10	\$71	\$33	\$38	\$44	\$196
Total Debt Service	\$247	\$623	\$633	\$623	\$618	\$2,743
Net Revenues	\$88	\$240	\$401	\$552	\$717	\$1,998

FY 2019 NPV of Net Revenues at 6% discount rate	\$933
--	--------------

Figure 5–2. Projected MDX Revenues (millions)

(Source: MDX provided their forecast of revenues and expenses through FY 2027, which served as a basis for projections to 2040)

7 Potential New Local Funding Sources

As reported by the Florida Legislative Office of Economic and Demographic Research (EDR) Florida economy is showing signs of slow economic recovery: “in 2012, Florida’s economic growth was in positive territory for the third year after declining two years in a row”.²¹ Unlike the 2035 LRTP Update performed in 2009 - in the midst of unraveling financial crisis - the 2040 LRTP Update is prepared in the environment of slow economic recovery. Revenues are projected to gradually improve as the County economy is showing signs of recovery.

This section examines and assesses a range of potential funding sources. The additional tax rates and new taxes and tax level are intended to provide a basis for comparison; they are not recommendations by the MPO.

7.1 Revenue Sources Under Consideration in Miami-Dade County

Potential new public sector revenues (that is, government-imposed taxes or fees) can be usefully divided into existing sources and new sources. The existing sources may be increased either by Board action (such as the Board of County Commissioners or the MDX Board of Directors) or by countywide referendum, with no approval or new legislation required from the State legislature. New funding sources, by contrast, would generally require a referendum by the voters, legislative grant of significant new authority to the County, and in some cases a state constitutional amendment might be required. (However, changes to some of the “smaller” existing fees could also require state legislative approval.)

The existing and new local public sector sources under consideration by the MPO are summarized in **Figure 7–1**.

Existing Sources	New Sources
Additional ½-cent sales tax (to maximum allowable under Charter County and Regional Transportation System Surtax)	Vehicle miles traveled (VMT) tax
Additional Real Property Ad Valorem Tax	
Additional 2-cent fuel tax (to maximum allowable under existing 1-to-5 cent LOGT)	
Increased tolls on MDX expressways	
Increases in “smaller” taxes/fees, such as hotels, car rentals, and car registration	

Figure 7–1 Potential New Revenues

(source: the additional tax rates were set not to exceed the limits provided in the Florida Code; for the Real Estate Property Tax a reasonable additional mill rate was applied)

21 http://edr.state.fl.us/Content/presentations/economic/FIEconomicOverview_1-28-14.pdf

7.1.1 Additional ½-cent Local Option Sales Tax (or Charter County and Regional Transportation System Surtax)

Sales taxes are the most widely used source of dedicated local and regional funding for transit and they generally provide the greatest yield as well as being among the most broadly acceptable sources of funding. Sales tax receipts are sensitive to the changes in the local economic cycles.

In Miami-Dade County, the Charter County & Regional Transportation System Surtax, (until 2010 referred to as Charter County Transit System Surtax) is a discretionary sales surtax that may be levied at the rate of up to 1 percent of the taxable transactions.²² The tax has no time limit, does not apply to single item sales amounts above \$5,000 or to fuel sales taxes, and must be approved by countywide referendum. Miami-Dade County voters approved a 0.5 percent Chapter County Transit Surtax in 2002 referendum as part of the People’s Transportation Plan. The tax is commonly referred to as the PTP Surtax.

Eligible uses of a local option sales tax include planning, developing, constructing, operating and maintaining roads, bridges, bus systems and fixed guide way systems. At a County’s discretion, the proceeds can be transferred to an expressway or transportation authority to be used to finance the operation and maintenance of a bus system or to construct and maintain roads and service the debt on bonds issued for that purpose.

From 2000 to 2012, taxable sales grew at 3 percent compounded average annual growth rate. Taxable sales decreased in the period from 2007 to 2011 but returned to the pre-financial crisis level in 2012. **Figure 7–2** shows historical trend in taxable sales in Miami-Dade.

22 Section 212.054-.055, Florida Statutes



An additional increase in the current rate by 0.5 percent (half-cent) could result in about \$280 million in 2019 (YOE\$), growing at CPI thereafter. Over a 22-year term this tax could generate about \$8.5 billion (YOE\$) in revenue.

Miami-Dade County has pledged the PTP Surtax to raise Transit System Sales Surtax Revenue Bonds in support of the MDT ongoing bond program.

7.1.2 Additional Real Property Tax

In 2013, Miami-Dade County levied 4.7035 mills (1 mill is \$1 per \$1000²³ in Taxable Value²⁴) on all residential, commercial and industrial properties in the County. Property tax revenues are calculated by multiplying the Taxable Value by the adopted/forecasted millage for the fiscal year. Other taxing jurisdictions levying a property tax include libraries, school districts, municipalities, special districts such as water management, fire protection and others. In Florida, the growth in revenue from property taxes assessed by taxing authorities is capped at a rate equal to the growth in Florida per capita personal income plus new construction, unless the governing board of the taxing authority overrides the cap with a super-majority, unanimous vote, or referendum.

In 2013, Miami-Dade tax roll included \$196 billion in Taxable Value generating tax revenues of about \$923.3 million. The County tax roll included \$239 billion in Taxable Value in 2007 and \$207.6 billion in 2006 showing that the County tax roll has not fully recovered to pre-financial crisis level. In the early to mid- 2000s, the County experienced a high rate of increase in property values with rates of increase in Taxable Value varying between 9 to 20 percent, with the peak in 2006 (20 percent yearly growth). **Figure 7-3** presents data on historical taxable value in Miami-Dade County.

The additional property tax revenues were estimated conservatively assuming only 2.5 percent increase in yearly Taxable Value.

An additional \$0.25 per \$1,000 of taxable property value (0.25 mills) charged on the top of the current County millage rate could generate about \$57 million in additional property tax revenue in 2019 growing with the CPI thereafter. Over a 22-year term this tax could generate about \$1.6 billion (YOE\$) in revenue.

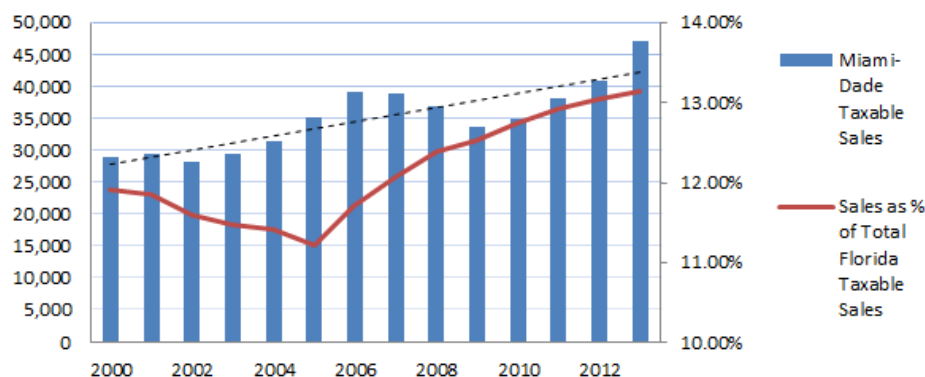


Figure 7-2: Miami Dade Taxable Sales, 2000-2013 (\$ Millions)

(source: Bureau of Economic and Business Research, Florida)

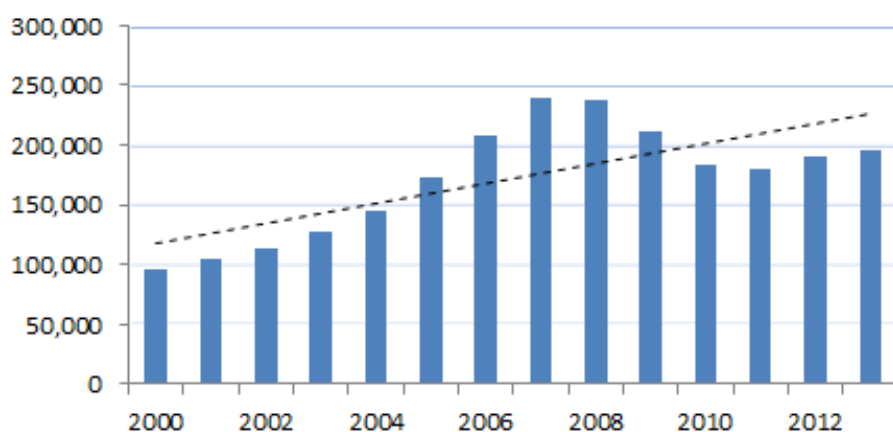


Figure 7-3: Miami-Dade County Taxable Value (\$ Millions)

(source: Florida Department of Revenue)

7.1.3 Additional 2-cent Local Option Fuel Tax

Local Option Fuel Tax (until 1996 referred to as Local Option Gas Tax) can be levied at 1 to 5 cents per gallon of motor fuel (gasoline and gasohol, but not diesel). According to the Florida Department of Revenue "Florida's Transportation Tax Sources Primer"²⁵ with the latest authorization, counties may now levy a tax of up to 11 cents per gallon of gasoline, while the rate for diesel remains standard in every county at 6 cents per gallon. To impose an additional 2 cent per gallon tax would require an extraordinary vote of the county commission or a countywide referendum initiated by the commission. As reported by the Florida Department of Revenue a total of 970 million gallons of motor fuel was sold in Miami-Dade in 2013. This tax base is projected to recover to its pre-financial crisis or 2007 level of about 1.021 billion gallons by 2019.

²³ <http://www.miamidade.gov/budget/library/FY2013-14/proposed/volume1/budget-process-property-taxes.pdf>

²⁴ "Taxable value" means the assessed value of property minus the amount of any applicable exemption provided under s. 3 or s. 6, Art. VII, Florida State Constitution.

²⁵ Florida's Transportation Tax Source, A Primer by Florida Department of Transportation, Office of Comptroller, January 2013.

An additional 2-cent tax on this tax base would generate about \$20 million in annual revenue in 2019 (YOE\$). Over a 22-year term this tax could generate about \$478 million (YOE\$) in revenue. Since the existing tax is levied on per gallon of motor fuel sold basis rather than on per dollar amount of motor fuel sales, the tax revenue is not growing with underlying inflation and could be negatively affected as fleet fuel economy improves in future years. Thus, the revenue generated from this source was projected to decrease in real terms in the forecasted period.

7.1.4 Increased Tolls on MDX Expressways Applied to Transit

Nationwide experience suggests that toll revenues can offer significant funding opportunities for transit, as long as regional, state, and local partners and the public recognize the significance of the transit project to the region. Examples include:

- **Dulles Corridor Metrorail Project:** Toll revenues and the debt backed by toll revenues are funding more than \$3.0 billion, or 54 percent, of the capital costs of the Washington Metropolitan Area Transit Authority's (WMATA) Metrorail Extension to Dulles International Airport. In 2009, recognizing the importance of the investment, the Virginia Department of Transportation transferred the Dulles Toll Road facility to the Metropolitan Washington Airports Authority (MWAA) to help fund the construction of the Metrorail extension to Dulles. To meet the funding requirements, MWAA introduced toll increases of \$0.25 in 2009, 2010, 2011, 2012, and 2013, dedicating all revenues from the increases to the Metrorail extension project. The rates are set to increase again in 2014 from \$1.75 to \$2.50 at the main plaza to help with Phase 2 construction.
- **New York Metropolitan Transportation Authority:** Excess toll revenue from MTA Bridges and Tunnels is applied to support operations and capital programs other MTA operating agencies (New York City Transit, Long Island Rail Road, Metro North Railroad).
- **San Francisco Bay Area:** Excess toll revenues from the Dumbarton, San Mateo-Hayward and San Francisco-Oakland Bay bridges are applied to support the operations and capital programs of the regions more than 20 transit agencies

Florida Statute allows "excess" toll revenues to be used on other projects, but so far this funding flexibility has not been pursued. Since toll rates on MDX's five expressways vary according to the vehicle classification and type of invoicing, this 2040 LRTP Update did not estimate the potential for toll increase on MDX.

7.1.5 Increases In "Smaller" Taxes/Fees, Such As Hotel Occupancy Taxes and Parking Fees

The MPO examined several other fees and taxes including hotel occupancy taxes and parking fees. These fees and taxes have narrower tax bases and generally do not provide sufficient yield to be considered as potential revenue source for capital funding. They are, however, considered in combination with other revenue sources.

Miami-Dade Transit's (MDT) parking policy is designed to capture revenue from non-commuters or infrequent users by offering a significantly discounted monthly parking pass. MDT offers over 9,000 spaces, including surface parking at 11 stations and garage parking at seven stations, for a daily rate of \$4.50 per day, seven days a week. However, monthly fare pass holders may purchase monthly parking permits for \$11.25 per month to avoid the daily parking fee. Parking revenues for MDT were not readily available as they are rolled up into fare revenues in financial statements. With only 9,000 spaces the current revenue is relatively low.

Miami-Dade County Internal Services Department (ISD) manages over 5,000 public parking spaces at approximately 12 parking locations throughout the areas of Downtown Miami and the Civic Center. The parking fees vary depending on location, monthly passes are offered. The ISD collected about \$3 million in parking revenue and spend about \$4 million on the parking operations costs according to the Miami-Dade 2014 adopted budget document.

If an additional \$0.50 per day fee (with no discounts) is imposed as a parking surcharge for the existing 9,000 MDT spaces and 5,000 ISD spaces, it may generate additional \$2 million annually provided all spaces are filled (but this projection does not address a loss in transit ridership resulting from the increased cost of travel). Over a 22-year term, this tax may generate about \$46 million (YOE\$) in revenue.

Miami-Dade collects three types of hotel occupancy taxes or Transient Rental Taxes: a 2 percent Tourist Development Tax, a 3 percent Convention Development and 1 percent Professional Sports Franchise Tax. A 2 percent tourist development surtax is charged on food and beverages sold in the hotels and motels and another 1 percent is charged on food and beverages sold at premises of consumption excluding hotels and motels. With the 6 percent Florida sales tax, an overnight stay at a hotel in Miami-Dade would get an additional tourist tax of 6 percent bringing the total tax charged on the hotel occupancy to 12 percent. Miami-Dade collected 87 million in Transient Rental Taxes in 2012 and over 89 million in 2013. The tax receipts have grown by annual compounded rate of 9.7 percent from 2000 to 2013. The tax receipts fell during the financial crisis but recovered in 2011 to pre-crisis level. An increase in tax rate by another half percentage point (0.5 percent percent) could generate about 9 million in 2019 (YOE\$). Over a 22-year term this tax could generate about \$262 million (YOE\$) in revenue.

Miami-Dade is one of the most dynamic tourism and business travel markets in the U.S. with moderate hotel occupancy taxes relative to other tourism and business travel markets in the county. The Global Business Travel Association reported that in 2011 ten cities with the highest total daily tax burden for travelers were Chicago, New York City, Boston, Kansas City, Seattle, Minneapolis, Cleveland, Indianapolis, Nashville and Houston).



7.1.6 VMT Tax

Application of Vehicle Miles Travel Tax (VMT) to replace the motor fuel-based taxes is now widely debated among transportation professionals and state and federal government officials. A number of states are conducting pilot programs to find ways to effectively and efficiently administer and collect this tax.

The 2040 LRTP Travel Demand Forecast estimated an increase in countywide VMT from weekday VMT of 42.2 million in 2010 to about 55.6 million in 2040. If a 1 cent per mile VMT tax is imposed, it is projected to generate about \$137 million in revenue in 2019 (YOE\$). Over a 22-year term this tax may generate about \$3.3 billion (YOE\$) in revenue.

7.1.7 Summary of Forecasted Potential New Local Funding Sources

The potential new local public sector sources are summarized in **Figure 7-4**.

7.2 Public Private Partnerships

Alternative project delivery options provide opportunities for the County to accelerate implementation, better manage risks, and possibly reduce costs. Possible private sector involvement could include concession contracts (applicable to roads and highways projects as well as transit) and Joint Development/Value Capture mechanisms (applicable mainly to transit/public transportation).

For example, many states have introduced toll highways using a design-build-finance-operate-maintain project delivery arrangement (DBFOM). A selection of these projects is summarized in **Figure 7-5** below.

		Potential New Revenue Forecast FY 2019 - 2040 (Millions of YOE Dollars)					
Source	Rate	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-35 Subtotal	FY 2036-40 Subtotal	22-Year Total
Sales tax (charter county and regional transportation surtax)	0.5% (half-cent)	\$568	\$1,574	\$1,818	\$2,101	\$2,428	\$8,490
Additional Real Property Ad Valorem Tax	\$0.25 per \$1000 in Taxable Value	\$115	\$314	\$356	\$402	\$455	\$1,643
Existing local option gas tax (LOGT)	2¢ per gallon	\$41	\$105	\$108	\$110	\$113	\$478
Additional Parking Fee	\$0.5 per space	\$4	\$11	\$11	\$11	\$11	\$46
Additional Hotel Occupancy Tax	0.5% (half-cent)	\$18	\$49	\$56	\$65	\$75	\$262
VMT Tax	1¢ per mile	\$276	\$713	\$746	\$781	\$818	\$3,335

Figure 7-4: Summary of Forecasted Potential New Funding Sources (millions)

(source: the following table is a summary of all projected new sources described in Sections 7.1.1, 7.1.2, 7.1.3, 7.1.5 and 7.1.6)

Facility	Location	Revenue Date	Project Description	Project Delivery Arrangement	Capital Cost (Millions)	Public Funds (Millions)
91 Express Lanes	Orange County, CA	1995	Variable Toll Highway	DBFOM	\$ 135	\$ -
Downtown Tunnel	Norfolk, VA	2014	Toll Highway	DBFOM	\$ 2,089	\$ 408
Dulles Greenway	Loudon County, VA	1995	Toll Highway	DBFOM	\$ 350	\$ -
Capital Beltway HOT Lanes	Fairfax County, VA	2012	HOT Lanes	DBFOM	\$ 2,068	\$ 495
IH 635 Managed Lanes	Dallas-Fort Worth Metroplex, TX	2016	Variable Toll	DBFOM	\$ 2,615	\$ 490
North Tarrant Express Segments 1 and 2A	Dallas-Fort Worth Metroplex, TX	2015	Toll Highway	DBFOM	\$ 2,047	\$ 573
North Tarrant Express Segments 3A and 3B	Dallas-Fort Worth Metroplex, TX	2017	Toll Highway	DBFOM	\$ 1,637	\$ 164
SH 130	Austin, TX	2012	Toll Highway	DBFOM	\$ 1,328	\$ -
Southern Connector	Greenville, SC	2001	Toll Highway	DBFOM	\$ 240	\$ -

Figure 7–5. Selected P3 Toll Facilities around the U.S.

(source: Federal Highway Administration)

Several Value Capture mechanisms (Tax Increment Financing or TIF, Special Assessment Districts or SAD, and Joint Development) have been applied in Florida to help fund transit projects. The potential for Value Capture mechanisms around fixed guideway transit stations continues to hold promise, provided that zoning, parking, and other land use regulations are supportive of transit. The joint development efforts could include air rights development, parking structures, donation of right-of-way, stations integrated into existing buildings, and other in-kind donations. An example of TIF mechanisms being implemented in other counties is The Wave project, a planned 2.7 mile streetcar system in downtown Fort Lauderdale; SFRTA is the FTA project sponsor for the project and manager of design and construction.

7.3 Conclusions

Miami-Dade County faces far-reaching decisions in the coming months and years about the funding of its transportation needs. Many potential funding options exist that could supplement existing transportation revenues and prevent the deferral of important investments, but each of these options presents challenges for the County that must be addressed. In light of its revenue potential and the existing regulatory and administrative structure surrounding it, the additional half-cent of the Charter County and Regional Transportation System Surtax may be the most feasible new funding source for the County in the near- and medium-term. Restoration of the Capital Improvement Local Options Gas Tax from the current level of 3 cents/gallon to 5 cents/gallon might also provide a plausible funding alternative. The tax was originally imposed at 5 cents/gallon in 1994 but reduced to 3 cents/gallon in 1996. To impose an additional 2-cent tax will require an extraordinary vote of the county commission or a countywide referendum initiated by the commission.

In the long-term, the VMT tax holds promise as a robust, stable funding source, but it seems likely that other states and/or the federal government will have to join in this approach before Florida will consider its use at the state or local level.



This page intentionally left blank





MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION

111 NW 1st Street
Suite 920
Miami, FL 33128
305-375-4507
www.miamidade.gov/MPO

Learn more by visiting: www.MiamiDade2040LRTP.com



Photo by Asad Gilani



L RTP AMENDMENT FORM

Date Submitted: _____

Submitted by: _____

Project Current LRTP Priority: _____

Origin of Request: _____

Project Title: _____

Amendment Proposed: _____

Change to Existing LRTP Project: _____

Addition of New LRTP Project: _____

PROJECT AMENDMENT:

Type of Amendment	Funding		Time Schedule	
	Funding Level		Scope of Work	

Amendment Description (brief): _____

Justification for the Amendment: _____

Requested amendment affect other projects	Yes		If yes...	Local	
	No			State	

Please, indicate affected projects:	1	
2	3	

Project has been previously amended	Yes		If yes...	Date	
	No			MPO Res. #	

Contact Person:		Title	
Phone #:		Fax #:	e-mail:



TIP AMENDMENT FORM

Requesting Entity: _____ Date Submitted: _____

Project ID#: _____ Submitted by: _____

Project Title: _____

Project Estimated Cost: \$ _____

Project Description (brief): _____

PROJECT AMENDMENT

Project Schedule (include Year funding requested; estimated completion or implementation date):

Project Source of Local Matching Funds: _____

Project Environmental Action Type and Status: _____

Date of Environmental Assessment (EA) or expected EA approval Date: _____

If a capital project, provide 2040 LRTP Page Reference: _____

If MDT operating project provide TDP page reference: _____

If FTA funds involved; have the funds been transferred to FTA from FHWA? _____

If Municipality, provide date of study supporting planned service: N/A

Type of Amendment (check applicable)	Funding Source		Time Schedule	
	Phase to be funded		Scope of Work	

Amendment Description (brief): _____

Justification for the Amendment: _____

Does the amendment affect other projects	Yes		If yes...	Local	
	No	X		State	

Please, indicate affected projects:	1	
2	3	

Project has been previously amended	Yes		If yes...	Date	
	No			MPO Res. #	

Contact Person				Title	
Phone #		Fax #		e-mail	

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT


The Miami-Dade MPO assures the Florida Department of Transportation 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.

The Miami-Dade MPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated 3/5/14

by  Chief Executive Officer

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal*

Motor Carrier Safety Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:

- a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
- b. cancellation, termination or suspension of the contract, in whole or in part.

(6.) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION LIMITED ENGLISH PROFICIENCY (LEP) PLAN

INTRODUCTION

The Miami-Dade Metropolitan Planning Organization (MPO) is responsible for an on-going, cooperative, and comprehensive transportation planning process in Miami-Dade County. This planning process guides the use of Federal and State dollars spent on existing and future transportation projects or programs. Limited English Proficiency (LEP) plays an integral role in this process to ensure all citizens are appropriately reached in the community. This document details the Miami-Dade MPO LEP Plan, which has been developed in conjunction with public involvement best practice standards.

BACKGROUND

On August 11, 2000, the President signed **Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency**, to clarify Title VI of the Civil Rights Act of 1964. Its purpose was to ensure accessibility to programs and services to eligible persons who are not proficient in the English language.

This Executive Order Stated that individuals who do not speak English well and who have a limited ability to read, write, speak, or understand English are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit, or encounter. It reads in part,

Each Federal agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency's programs and activities.

Not only do all Federal agencies have to develop LEP Plans as a condition of receiving Federal financial assistance, recipients have to comply with Title VI and LEP guidelines of the Federal agency from which funds are provided.

Federal financial assistance includes grants, training, and use of equipment, donations of surplus property, and other assistance. Recipients of federal funds range from State and local agencies, to nonprofits and other organizations. Title VI covers a recipient's entire program or activity. This means all components of a recipient's operations are covered. Simply put, any organization that receives Federal financial assistance is required to follow this Executive Order.

The US Department of Transportation (DOT) published **Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient Person** in the December 14, 2005, Federal Register. The guidance explicitly identifies MPO organizations that must follow this guidance:

The guidance applies to all DOT funding recipients, which include State Departments of Transportation, State Motor Vehicle Administrations, airport operations, Metropolitan Planning Organizations, and regional, State, and

local transit operators, among many others. Coverage extends to a recipient's entire program or activity, i.e., to all parts of a recipient's operations. This is true even if only one part of the recipient receives the Federal assistance. For example, if DOT provides assistance to a State Department of Transportation to rehabilitate a particular highway on the National Highways System, all of the operations of the entire State Department of Transportation—not just the particular highways program or project—are covered by the DOT guidance.

Who is an LEP individual?

An LEP person is any individual who speaks a language at home other than English as their primary language, and who speak or understands English “less than very well”.

The intent of this LEP Plan is to ensure access to the Miami-Dade MPO's programs and activities where it is determined that a substantial number of residents, within an area of the County, do not speak or read English proficiently (see Table 1 on page 3). The production of multilingual publications and documents and/or interpretation at meetings or events will be provided to the degree that funding permits based on current laws and regulations.

LAWS AND POLICIES GUIDING LIMITED ENGLISH PROFICIENCY PLANS

As part of the Miami-Dade MPO certification by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the LEP Plan will be assessed and evaluated. The following matrix illustrates these laws, policies, and considerations:

Title VI of the Civil Rights Act of 1964	Limited English Proficiency Executive Order 13166
Federal Law	Federal Policy
Enacted in 1964	Enacted in August 2000
Considers all persons	Considers eligible population
Contains monitoring and oversight compliance review requirements	Contains monitoring and oversight compliance review requirements
Factor criteria is required, no numerical or percentage thresholds	Factor criteria is required, no numerical or percentage thresholds
Provides protection on the basis of race, color, and national origin	Provides protection on the basis of national origin
Focuses on eliminating discrimination in federally funded programs	Focuses on providing LEP persons with meaningful access to services using four factor criteria
Annual Accomplishment and Upcoming Goals Report to FHWA	Annual Accomplishment and Upcoming Goals Report to FHWA

DETERMINING LEP NEEDS

As a recipient of federal funding, the Miami-Dade MPO has made reasonable steps to ensure meaningful access to the information and services it provides. As noticed in the Federal Register/Volume 70, Number 239/Wednesday, December 14, 2005/Notices, there are four factors to consider in determining “reasonable steps”.

1. The number and proportion of LEP person in the eligible service area
2. The frequency with which LEP persons encounter MPO programs
3. The importance of the service provided by MPO programs
4. The resources available and overall cost to the MPO

The DOT Policy Guidance provides recipients of Federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four factors listed above. The following is an assessment of need in Miami-Dade County in relation to the four factors and the transportation planning process.

LEP Assessment for Miami-Dade MPO

Factor 1: The number and proportion of LEP persons in the eligible service area.

The Miami-Dade MPO analyzed the U.S. Census Bureau's 2012 American Community Survey 1-year estimates to identify Miami-Dade County's LEP population, which includes persons 5 years and over that speak English "less than very well." Further, only the top four language groups were examined. The ACS is a continuous nationwide survey of addresses conducted monthly by the U.S. Census Bureau. It is intended to measure changing socioeconomic characteristics and conditions of the population on a recurring basis.

Table 1: The Top Four Languages Spoken at Home in Miami-Dade County by LEP Persons (US Census Bureau’s 2012 American Community Survey)										
Population 5 years and older	Number of LEP Persons	Percentage of LEP Persons	LEP Persons who speak “Spanish”		LEP Persons who speak “Indo- European” languages		LEP Persons who speak “Asian and Pacific Islander” languages		LEP Persons who speak “Other” languages	
Total	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total	Percent
2,438,164	821,661	33.7%	742,995	90.4%	67,581	8.2%	8,813	1.0%	3,480	0.4%

Analysis findings indicate that 33.7 percent of the Miami-Dade County population speaks English "less than very well." Of the LEP persons within the Miami-Dade MPO area, just over ninety (90) percent speak Spanish at home, making this the most significant percentage of the area's population. About eight (8) percent speak an Indo-European language, such as French, Creole, Portuguese, Russian, or German. One (1) percent speak Asian and Pacific Islander languages, such as Chinese, Korean and Japanese. Finally, less than one (>1) percent speak "other" languages at home.

Factor 2: The frequency in which LEP Persons encounter MPO programs and activities

There are many LEP persons encountering Miami-Dade MPO programs and activities. As such, collateral materials are currently being translated to Spanish and Creole to assist LEP individuals. When available, information is posted on the MPO website both in Spanish and Creole.

Factor 3: The importance of the service provided by the MPO program

MPO programs use federal funds to plan for future transportation projects, and therefore, do not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like for shelter). Further, involvement by any citizen with the MPO or its committees is voluntary. However, the Miami-Dade MPO must ensure that all segments of the population, including LEP persons, are involved to have had the opportunity to be consistent with the goal of the Federal Environmental Justice program and policies.

The impact of proposed transportation investments on underserved and under-represented population groups is part of the evaluation process in use of Federal funds in three major areas for the MPO:

1. Unified Planning Work Program (UPWP),
2. Transportation Improvement Program (TIP),
3. Long Range Transportation Plan (LRTP), covering 20+ years.

Inclusive public participation is a priority consideration in other Miami-Dade MPO plans, studies, and programs as well. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and continued involvement are encouraged throughout the process. The Miami-Dade MPO is concerned with input from all stakeholders, and every effort is taken to make the planning process as inclusive as possible.

As a result of the LRTP process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have their own policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor 4. The resources available and overall MPO cost

To serve both the Hispanic and Haitian LEP populations, the Miami-Dade MPO intends to make Executive Summaries for the UPWP, TIP, LRTP, and collateral materials available in Spanish and Creole. To accommodate the cost, these summaries may be presented in alternative formats, such as brochures or newsletters, which are designed to capture all of the significant points of the full document. The MPO will continue efforts to collaborate with state and local agencies to provide language transportation and interpretation services when practical and in consideration of the funding available. The translation of these documents will begin after the final English version has been completed. Spanish and Creole language outreach materials from organizations such as federal, state, and local transportation agencies will be used when possible.

MEETING THE REQUIREMENTS

Engaging the diverse population within the Miami-Dade MPO area is important. The MPO is committed to providing quality services to all citizens, including those with limited English proficiency. Spanish and Creole are the most dominant languages spoken by LEP individuals in Miami-Dade MPO's service area. All language access activities detailed below will be coordinated in collaboration with the MPO Governing Board and staff.

Safe Harbor Stipulation

Federal law provides a "safe harbor" stipulation so recipients of federal funding can ensure compliance with their obligation to provide written translations in languages other than English with greater certainty. A "safe harbor" means that as long as a recipient (the MPO) has created a plan for the provision of written translations under a specific set of circumstances, such action will be considered strong evidence of compliance with written translation obligations under Title VI.

However, failure to provide written translations under the circumstances does not mean there is noncompliance, but rather provides for recipients a guide for greater certainty of compliance in accordance with the four factor analysis (Page 2-4).

Evidence of compliance with the recipient's written translation obligations under "safe harbor" includes providing written translations of vital documents for each eligible LEP language group that constitutes

5% or 1,000 persons, whichever is less, of eligible persons served or likely to be affected. Translation can also be provided orally.

The “safe harbor” provision applies to the translation of written documents only. It does not effect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and reasonable to provide.

Providing Notice to LEP Persons

USDOT guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of services available free of charge in a language the LEP persons would understand. Example methods for notification include:

1. Signage that indicates when free language assistance is available with advance notice;
2. Stating in outreach documents that language services are available;
3. Working with community-based organizations and other stakeholders to inform LEP individuals of MPO services and the availability of language assistance;
4. Using automated telephone voice mail or menu to provide information about available language assistance services;
5. Including notices in local newspapers in languages other than English;
6. Providing notices on non-English-language radio and television about MPO services and the availability of language assistance; and
7. Providing presentations and/or notices at schools and community based organizations (CBO).

The MPO will publicize the availability of Spanish and Creole interpreter services, free of charge, at least seven (7) days prior to MPO Governing Board and committee meetings, workshops, forums, or events, which will be noticed on the MPO website, in meeting notices (packets), and using the following additional tools as appropriate: public outreach materials, community-based organizations, local newspapers, and Miami-Dade County school and library systems.

Currently, the Miami-Dade MPO places meeting notices in the “El Nuevo Herald” and “El Diario Las Americas” newspapers that serve the Hispanic community, and in “Haiti en Marche” that serves the Haitian community. As covered under Title VI requirements for nondiscrimination, at each meeting, the Miami-Dade MPO will provide Title VI material and include this material in an alternative language, when applicable.

Language Assistance

A goal of the Miami-Dade MPO Public Participation Plan is to provide user-friendly materials that will be appealing and easy to understand. The Miami-Dade MPO may provide Executive Summaries in alternative format, such as brochures or newsletters, depending on the work product. The Miami-Dade MPO intends to translate the Executive Summaries for the UPWP, TIP, and LRTP in Spanish and Creole.

The Miami-Dade MPO defines an interpreter as a person who translates spoken language orally, as opposed to a translator, who translates written language and transfers the meaning of written text from one language into another. The Miami-Dade MPO will request interpreter services from the Miami-Dade County ADA Office, Internal Services Department, and translation services from the Miami-Dade County Community Information and Outreach (CIAO), as needed.

Miami-Dade MPO Staff Training

In order to establish meaningful access to information and services for LEP individuals, the MPO will properly train its employees to assist in person, and/or by telephone. LEP individuals who request

assistance Miami-Dade MPO Governing Board members will receive a copy of this LEP Plan, and have access to training, assuring that they are fully aware of and understand the plan and its implementation.

REFERENCES

Federal Transit Administration. Circular 4702.1B: *Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients* (October 2012).

Federal Transit Administration, Office of Civil Rights. *Implementing the Department of Transportation's Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers* (April 2007).

Metropolitan Transportation Commission. *Four-Factor Analysis: Limited English Proficient Needs Assessment* (March 2013).

The White House, Office of the Press Secretary. Executive Order 13166: *Improving Access to Services for Persons with Limited English Proficiency* (August 2000).

U.S. Census Bureau, American Community Survey (2012).

U.S. Department of Transportation. *Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient Persons*. (December 2005).



2011-2014 REPORT

NON-DISCRIMINATION AND AMERICANS WITH DISABILITIES ACT (ADA)

The Miami-Dade MPO 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 Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act. To request this document in accessible format please contact Elizabeth Rockwell at (305) 375-1881 or erockwell@miamidademipo.org.

TABLE OF CONTENTS

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT.....	1
MPO TITLE VI COMPLAINT PROCEDURES	4
SECTION I: MIAMI-DADE MPO ORGANIZATION	6
CTAC Membership Composition	6
<i>Vacancy Report.....</i>	<i>6</i>
<i>CTAC Demographic Report.....</i>	<i>6</i>
<i>Citizens Interested in Serving on CTAC.....</i>	<i>6</i>
CTAC Minority Membership	6
<i>Citizen E-mail Distribution Lists</i>	<i>6</i>
<i>CTAC Attendance Policy and Report</i>	<i>6</i>
<i>Public Comment at CTAC Meetings.....</i>	<i>7</i>
<i>Citizen/MPO Board Member Appointment Schedule</i>	<i>7</i>
<i>Advertisement Methods.....</i>	<i>7</i>
SECTION II: DOCUMENTATION AND EVALUATION	8
Public Involvement Documentation	8
<i>MPO Public Involvement (PI) Database</i>	<i>8</i>
Public Involvement Evaluations	8
<i>General Outreach Evaluation</i>	<i>8</i>
<i>Special Project, Studies and Required Document Evaluations</i>	<i>8</i>
<i>Federal Certification</i>	<i>8</i>
SECTION III: MPO CONTRACTS	9
Participation of Minority and Female Consultants.....	9
SECTION IV: PUBLIC INVOLVEMENT	10
Community Participation.....	10
<i>Public Participation Plan.....</i>	<i>10</i>
<i>Transportation Outreach Planner</i>	<i>11</i>
<i>Community Outreach Events.....</i>	<i>11</i>
<i>Community Action Agency</i>	<i>11</i>
<i>Media Relations.....</i>	<i>11</i>
<i>Citizen's Guide</i>	<i>12</i>
<i>MPO Website</i>	<i>12</i>
<i>Social Media and e-Blasts</i>	<i>12</i>
<i>Media Advisories/Press Releases.....</i>	<i>12</i>
<i>Multi-Lingual Advertisements</i>	<i>12</i>
<i>Televised and Webcast Meetings.....</i>	<i>12</i>
<i>Bicycle Pedestrian Program</i>	<i>12</i>

Required Work Documents Public Involvement	13
<i>Unified Planning Work Program</i>	<i>13</i>
<i>Long Range Transportation Plan.....</i>	<i>13</i>
<i>Transportation Improvement Program.....</i>	<i>16</i>
<i>Interactive Transportation Improvement Program</i>	<i>16</i>
TIP Public Comments	17
Public Involvement Teams	17
<i>Public Involvement Management Team</i>	<i>17</i>
<i>Regional Public Participation Subcommittee.....</i>	<i>17</i>
SECTION V: MPO PUBLIC HEARINGS	18
Increase Public Participation	18
<i>Advertisement of Public Hearings</i>	<i>18</i>
<i>Accessible Meeting Times.....</i>	<i>18</i>
<i>Public Comment at Public Hearings</i>	<i>18</i>
SECTION VI: SOCIOCULTURAL EFFECTS	19
Sociocultural Effects Strategies and Techniques	19
<i>Transportation Outreach Planner</i>	<i>19</i>
SECTION VII: MPO SERVICE EQUITY	20
Distribution of Benefits and Impacts.....	20

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

The Miami-Dade MPO assures the Florida Department of Transportation (FDOT) 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.

The Miami-Dade MPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated: March 5, 2014

by Irma San Roman, Miami-Dade MPO Executive Director

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.

- (6.) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

MPO TITLE VI COMPLAINT PROCEDURES

The Miami-Dade MPO adopted the following Title VI Complaint Procedures to ensure all citizens are equally represented and treated fairly:

- 1) Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination based on race, color, national origin, sex, age, handicap/disability, income status or retaliation prohibited by the Title VI of the Civil Rights Act of 1964 and other nondiscriminatory authorities, may file a written complaint. All written complaints submitted to the Miami-Dade County Metropolitan Planning Organization (MPO) shall be referred immediately by the MPO Title VI Specialist to the Florida Department of Transportation (FDOT) District Six Title VI Coordinator for processing in accordance with approved State procedures.
- 2) Verbal and non-written complaints received by the MPO shall be resolved informally by the Miami-Dade MPO Title VI Specialist. If the issue has not been satisfactorily resolved through informal means, or if at any time the person(s) request(s) to file a formal written complaint, the Miami-Dade MPO Title VI Specialist shall refer the Complainant to the FDOT District Six Title VI Coordinator for processing in accordance with approved State procedures.
- 3) The Miami-Dade MPO Title VI Specialist will advise the FDOT District Six Title VI Coordinator within five (5) calendar days of receipt of the allegations. The following information will be included in every notification to the FDOT District Six Title VI Coordinator:
 - a) Name, address, and phone number of the Complainant(s).
 - b) Name(s) and address(es) of Respondent.
 - c) Basis of complaint (i.e., race, color, national origin, sex, age, handicap/disability, income status or retaliation).
 - d) Date of alleged discriminatory act(s).
 - e) Date of complaint received by the MPO.
 - f) A statement of the complaint.
 - g) Other agencies (state, local or Federal) where the complaint has been filed.
 - h) An explanation of the actions the MPO has taken or proposed to resolve the allegation(s) raised in the complaint.
- 4) Within ten (10) calendar days, the Miami-Dade MPO Title VI Specialist will acknowledge receipt of the allegation(s), inform the Complainant of action taken or proposed action to process the allegation(s), and advise the Complainant of other avenues of redress available, such as the FDOT's Equal Opportunity Office (EOO).

- 5) Within sixty (60) calendar days, the Miami-Dade MPO Title VI Specialist will conduct and complete a review of the verbal or non-written allegation(s) and based on the information obtained, will render a recommendation for action in a report of findings to the head of the MPO.
- 6) Within ninety (90) calendar days of the verbal or non-written allegation(s) receipt, the Miami-Dade MPO Title VI Specialist will notify the Complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the Complainant of his/her right to file a formal complaint with the FDOT's EEO, if they are dissatisfied with the final decision rendered by the MPO. The Miami-Dade MPO Title VI Specialist will also provide the FDOT District Six Title VI Coordinator with a copy of this decision and summary of findings.
 - a) The Miami-Dade MPO Title VI Specialist will maintain a log of all verbal and non-written complaints received by the MPO. The log will include the following information:
 - b) Name of Complainant(s).
 - c) Name of Respondent.
 - d) Basis of Complaint (i.e., race, color, national origin, sex, age, handicap/disability, income status or retaliation).
 - e) Date verbal or non-written complaint was received by the MPO.
 - f) Date the MPO notified the FDOT's District Five Title VI Coordinator of the verbal or non-written complaint.
 - g) Explanation of the actions the MPO has taken or proposed to resolve the issue raised in the complaint.

SECTION I: MIAMI-DADE MPO ORGANIZATION

CTAC Membership Composition

Goal: To maintain membership composition in the Citizens' Transportation Advisory Committee (CTAC) that represents the demographics of the citizenry of Miami-Dade County.

Vacancy Report

Vacancy reports are included as an agenda item at every MPO Governing Board meeting. As a result, Board members have been more diligent about making their appointments. Due to the continuation of this procedure, CTAC has maintained a membership composition that more closely represents the demographics of the citizens in Miami-Dade County. Membership drives are conducted to help Governing Board members fill their vacancies.

CTAC Demographic Report

The MPO produces a Demographic Report that provides the Governing Board with both the gender and ethnic breakdown of each of its citizen committees. Table 1 shows the distribution between African-Americans, Caucasians and Latins for the CTAC.

Citizens Interested in Serving

Individuals interested in serving on the CTAC are handled by the MPO Clerk of the Board. An interested person's letter of interest and/or resume is provided to all MPO Governing Board Members,

who have a vacancy, for their review and consideration. One-on-one meetings are then scheduled for the citizen to meet with interested appointers.

CTAC Minority Membership

Objective: To increase minority representation on the CTAC, fill existing vacancies and promote better citizen participation at CTAC meetings.

The Demographic Report in Table 1 shows that there is an even distribution of Latin, African American, and Caucasian women on the committee. It also shows a close margin between the Latin and Caucasian men with the African American men close in numbers. Also, there are now three "other" ethnicities represented on the committee amongst the male counterparts. This shows the diversity amongst the group, and the increase in women's participation level, albeit still low in comparison.

Citizen E-mail Distribution Lists

In an effort to promote better citizen participation, email notifications are sent to approximately 5,000 people through the MPO's master distribution lists. These lists include citizen, business, and MPO committee members advising them of upcoming CTAC meetings.

CTAC Attendance Policy and Report

Attendance is taken at full CTAC meetings. The attendance policy found in Section 1.02 of the CTAC By-Laws states the following:

**Table 1: Citizens Transportation Advisory Committee (CTAC)
Demographic Report**

#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	2	33.33	4	17	6	20
2	Caucasian	2	33.33	9	37	11	36
3	Latin	2	33.33	8	34	10	34
4	Other	0	0	3	12	3	10
Total		6	100	24	100	30	100

“Any member who intends to be absent from a CTAC meeting shall, unless prevented by unusual circumstances, notify the CTAC Secretariat of their intended absence prior to the meeting. Excused absences must meet the criteria set out in MPO Resolution #01-13, which states: That any committee member of the Citizens Transportation Advisory Committee, the Bicycle Pedestrian Advisory Committee, the Transportation Aesthetic Review Committee, the Freight Transportation Advisory Committee, and any MPO Committee composed of citizens shall be automatically removed if, in a given fiscal year: (i) he or she is absent from two (2) consecutive meetings without an acceptable excuse; or (ii) if he or she is absent from three (3) of the committee's meetings without an acceptable excuse. A member of a MPO committee shall be deemed absent from a meeting when he or she is not present at the meeting at least seventy-five (75) percent of the time. An "acceptable excuse" is defined as an absence for medical reasons, business reasons, personal reasons, or any other reason which the MPO Board, by a two-thirds vote of the membership deems appropriate.”

Enforcement of the attendance policy results in an increase in active member participation and assists in removing members who choose not to participate.

Public Comment at CTAC Meetings

The public is invited to comment at all CTAC meetings as one of the first items on the agenda as well as at the end. These efforts have shown a noticeable increase in citizen participation at CTAC meetings.

Citizen/MPO Board Member Appointment Schedule

As stated above, the MPO Clerk of the Board schedules meetings between interested CTAC candidates and respective MPO Governing Board members. This facilitates the CTAC

appointment process and has decreased the number of vacancies.

Advertisement Methods

CTAC meetings and vacancies are advertised through a variety of methods to engage members from disadvantaged and minority communities.

- *Community Events* – MPO staff attends community outreach events in coordination with local Community Action agencies (CAA), South Florida Commuter Services, and local Universities. Information regarding MPO committees and vacancies is distributed at these events.
- *Print Media* – Information regarding the MPO's transportation plans and activities are distributed to the local libraries and MIHE colleges/universities.
- *E-Newsletters* - Committee vacancies and information regarding meetings and events are made available to the public through MPO E-newsletters.
- *Television/Radio* - Staff works with the Miami-Dade County Communications Department and with local English, Spanish, and Creole radio stations to reach the intended target audience, informing minority and disadvantaged communities on issues that affect them.
- *MPO Website* - The MPO has a comprehensive website that is updated daily. The website contains a united calendar of events where MPO sponsored meetings are announced.
- *Social Media* – The MPO's Facebook Page keeps its followers up to date on MPO activities and meetings for them to get involved in the process.

SECTION II: DOCUMENTATION AND EVALUATION

Public Involvement Documentation and Evaluation

Goal: To develop better documentation efforts related to Title VI and to implement a mechanism to evaluate the MPO's public involvement activities.

Public Involvement Documentation

MPO Public Involvement (PI) Database

The MPO PI Database tracks all correspondence that comes in to the MPO office. It contains an agency list, a citizen request section, and outreach events attended.

- *Agency List* - consists of around 600 businesses and organizations that the PIO can draw from when organizing community outreach events.
- *Citizen Request Section* - documents all citizens' contact with the MPO, including but not limited to, phone calls, emails, faxes and comment cards. This section includes the citizen's contact information, method of contact and their concern. Each comment, concern or question submitted to the MPO is reviewed and a letter is mailed to the citizen informing him/her that their request will be directed to the appropriate agency. The information is then directed to the agency where the appropriate action or response is then taken. Once the request leaves the MPO, staff requests that the responsible agency copy their response so that it can then be entered into the database. This information can be queried and used to generate reports regarding the citizen's information, if needed.
- *Community Outreach Events List* - Each event that an MPO staff member attends is entered into the database. Each entry includes the event title,

location, contact information and a brief evaluation of the success of the event. This section serves as a form of documentation of MPO activities and is useful when planning and reflecting upon past outreach events.

Public Involvement Evaluations

To assess existing and future PI activities, the MPO utilizes evaluation methods to better gauge the level of success of its public involvement outreach and ensure compliance with federal agency regulations.

General Outreach Evaluation

MPO evaluates the effectiveness of PI strategies utilized in the transportation planning process. General Outreach Strategies (GOSs) such as PI events, newsletters, the MPO website, general information brochures, etc. are regularly discussed and analyzed. The dynamic nature of the evaluation process requires that the MPO constantly pursue innovative GOSs that will engage the general public. The evaluation process identifies areas where improvement can be made, and enables the MPO to eliminate participation barriers and incorporate minority and low-income populations in the transportation decision making process.

Special Project, Studies and Required Document Evaluations

Each special project, study, and required document is evaluated by the Project Manager at the completion of each project to ensure goals set by the Public Participation Plan (PPP) are met.

Federal Certification

To comply with Florida Statute 339.175, the Miami-Dade MPO must be recertified every four years. The certification evaluation will encompass the individual project specific evaluations performed within each evaluation period.

SECTION III: MPO CONTRACTS

Participation of Minority and Female Consultants

Goal: To provide information to FHWA that demonstrates the participation of minority and female consultants in the contracting process.

Currently, the MPO uses the procedures established by FDOT's DBE Program Plan to comply with Federal, State, and local regulations. All Miami-Dade County certified minority and female consultants are solicited in the request for proposal process. The Miami-Dade County Small Business Department must approve selection of any consultant. This committee ensures set aside goals are met as follows:

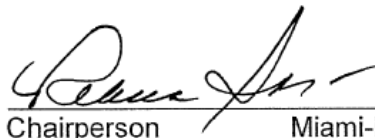
- MPO Request for Proposals Process
- Miami-Dade County Engineering, Architectural, Landscape Architecture and Surveying, and Mapping Professional Service Certification Process
- Certified Minority and Female Firms List provided by the Miami-Dade County Department of Business Development
- Miami-Dade County Affirmative Action Plan

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Miami-Dade MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Miami-Dade MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the (insert name of MPO) in a non-discriminatory environment.

The Miami-Dade MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.


Chairperson

Miami-Dade MPO

3/7/14
Date

SECTION IV: PUBLIC INVOLVEMENT

Community Participation

Goal: To provide additional opportunities to the community to participate in the MPO programs and activities.

The population of Miami-Dade County is expected to grow over 30% between 2010 and 2040, from almost 2.5 million people to over 3.3 million people. Employment is expected to grow over 40% for the time period, from 1.4 million workers to more than 2 million workers. As a global hub, Miami attracts many visitors every year. The Greater Miami Convention and Visitor Bureau estimated the area had 13.9 million overnight visitors in 2013. These overnight visits translate into increased demand on the County's transportation system (2040 LRTP).

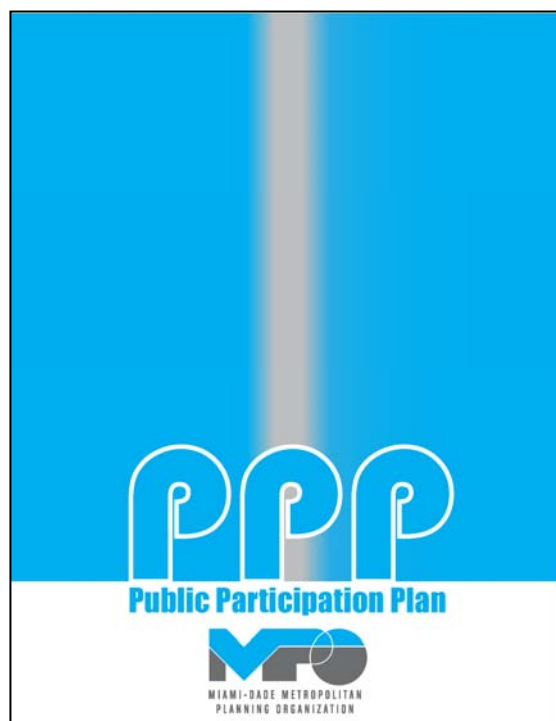
The County's large size, rapid growth rate, and changing cultural dynamics must be considered when choosing the most appropriate outreach strategy to apply when performing general outreach. The MPO considers this ever-changing environment when developing new and innovative public involvement strategies and techniques.

Public Participation Plan

The MPO has developed a comprehensive Public Participation Plan (PPP) that incorporates outreach initiatives for all office activities, including the Long Range Transportation Plan, the Transportation Improvement Program and the Unified Planning Work Program. The PPP is a stand-alone, working document that provides the MPO with the tools, procedures, and structure needed to create, implement, and evaluate public involvement programs, projects, and required documents.

The PPP begins with a brief history pertaining to the foundation of Metropolitan Planning Organizations and then describes the creation and organizational structure of the Miami-Dade Metropolitan Planning Organization. The legal basis for the necessity of PI in state and national organizations is discussed followed by

the implementation of PI strategies. This section explains useful key elements for creating a successful public involvement plan and the application of PI in the MPO's general outreach strategies, special projects, and required major planning documents. This document concludes with the evaluation methodology section, an explanation of PI processes and evaluations for the major planning documents, specific projects and studies conducted by the MPO.



The PPP outlines a process that will allow the MPO to better assess the effectiveness of its outreach efforts, which will lead to the most appropriate application of public involvement strategies. In order to meet the needs of the dynamic metropolitan area it represents, the PPP requires continuous revision. The following are best practices and public involvement tools have been adopted to reach out to Miami-Dade County's multicultural public:

Transportation Outreach Planner

The Transportation Outreach Planner is a regional web-based tool, which enables Transportation Planners and Public Involvement Offices (PIO) to create an effective public involvement (PI) program and accomplish stated Title VI goals that allows the identification of the attitudes and issues facing that particular community.



PI strategies are modified according to community characteristics, such as, but not limited to, literacy rates, income levels, cultural composition, and religious affiliation. For example, if an area has a low literacy rate, it would be more effective to use audio and visual aids rather than to distribute brochures, handouts and other reading materials.

By utilizing this program, staff has access to this invaluable information to tailor its outreach approach to determine a community's stand on a project and work with that community to gather support.

Community Outreach Events

Community outreach events are an effective tool used by the PIO to ensure public participation in the developing of transportation plans and services. The MPO coordinates with various transportation agencies in the county along with the MPO Governing Board Members to take part in their outreach events within the community.

The key to community outreach events, however, must be the MPO's willingness to go out and search for people or groups of people whose transportation needs might have been overlooked in the past. Presenting information at existing community meetings has been successful in extending to individuals who would otherwise not be attending a "transportation" meeting.

Between 2011 and 2014, MPO staff attended one hundred and fifty-nine (159) events.

Community Action Agency

Staff attends various Miami-Dade County Community Action Agency (CAA) meetings to assist them with their transportation needs. Issues are directed to the appropriate agency for follow-up and possible action. The CAA empowers economically disadvantaged individuals, families and communities to achieve self-sufficiency through resource mobilization, service delivery, education, and advocacy. The agency changes people's lives, embodies the spirit of hope, improves communities, and makes America a better place to live. They care about the entire community, and are dedicated to helping people help themselves and each other.

Media Relations

The MPO works in closely with various types of media to guarantee that two-way communication efforts penetrate all appropriate markets. For the 4-year period between 2011 and 2014 several multi-cultural media relation strategies and activities were planned and executed in an on-going effort to reach out to the communities with the spoken word. The objectives were for the MPO to reach out to different segments of the population, generate the public interest in the organization various projects, elicit responses from the public, and provide feedback or response to public inquiries.

The MPO produces materials in coordination with Miami-Dade TV, which maintains a cable television network that is part of basic cable service within the county. In addition to rolling message scripts, Miami-Dade TV broadcasts and webcasts all MPO Governing Board meetings, as well as short informative programs about the department activities or projects of interests.

Citizen's Guide

The MPO, in collaboration with Florida International University, updated the user-friendly pocket transportation guide in English, Spanish and Creole. This mini handbook is full of transportation information that is useful to both residents and visitors. The Citizen's Guide is mass distributed through public libraries, the MPO Governing Board, the Greater Miami Chamber of Commerce, and the Greater Miami Convention and Visitors Bureau.



MPO Website

A new, improved website (and logo) was debuted to better explain the complexity of the MPO's structure, and to better organize the close to 1,000 documents contained within this website. The main pages include: Governance, Community Involvement, Programs, Documents, and Tools. In addition, a text version for ADA compliance is included along with the Google Translate toolbar.

Social Media and e-Blasts

Facebook and YouTube are utilized to spread the word about what is occurring at the MPO. In addition, e-Blasts are sent out regularly to the

MPO's email distribution list and to local media outlets (newspaper, TV, and radio) to provide information on specific issues being conducted or considered by the Miami-Dade MPO. The objective is to target articles and news ideas to media outlets based on their audience. These methods have become some of the primary means through which stakeholders, the general public, and community groups remain informed about Miami-Dade MPO activities.

Media Advisories/Press Releases

Media Advisories and Press Releases are distributed to local media (newspaper, TV, and radio) to provide to the general public information on specific issues being considered by the MPO or their committees. The objective of the PIO is to target articles and news ideas to media outlets based on their audience and appeal.

Multi-Lingual Advertisements

The Miami-Dade MPO is sensitive to the diverse communities that make up Miami-Dade County. MPO public hearing notices are translated to Spanish and Creole and are published in newspapers that target the diverse communities of the county. These papers are selected based on circulation numbers and ability to reach specific target markets, which not only include the general population but the Latin, Haitian, and African American communities.

Televised and Webcast Meetings

The MPO Governing Board meetings are televised live and rebroadcast through the week thereafter. In addition, the meetings are webcast and archived to be viewed at a later date, if desired.

Bicycle Pedestrian Program

The MPO's Bicycle and Pedestrian Program strives to increase the number of people who bicycle and walk while reducing the number of traffic crashes that involve pedestrians and bicyclists. This

program utilizes a variety of PI tools and strategies to inform Miami-Dade County citizens of alternative transportation options. Through community outreach events, the Bicycle/Pedestrian Kiosk and presentations to schools and local organizations. Useful safety information, maps and future project plans are made available to the public.

Required Work Documents Public Involvement

Objective: To establish specific public involvement programs for the Long Range Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) describes transportation planning activities for the Miami Urbanized Area scheduled to be completed during a two fiscal year period or as determined by respective funding sources. The document outlines the planning projects that will support the comprehensive and multimodal Transportation Improvement Program approved for the metropolitan area in the Long Range Transportation Plan.

The work outlined in the UPWP is to be undertaken in a cooperative manner between the various participating Miami-Dade County and regional agencies, municipalities, and the Florida Department of Transportation. The UPWP also includes the Municipal Grant Program, whereby municipalities are granted funds to prepare relevant transportation planning studies.

As a whole, the UPWP outlines planning projects that will assist in further defining the comprehensive and multimodal transportation plans for the area.

To comply with the public involvement process, Miami-Dade County municipalities are formally requested to review the UPWP prior to its adoption. The UPWP committee receives input

from the community and provides equitable, accessible means for feedback through a "Call for Ideas", monthly meetings of the CTAC, and the participatory UPWP revision process.

➤ *Call for Ideas* - The MPO solicits ideas from stakeholders and the general public to help solve the traffic congestion through a "Call for Ideas" campaign. A "Call for Ideas" bulletin is sent to over 5,000 persons and posted in the local libraries, the MPO website, and MIHE universities. Ideas recommended for funding are programmed in the draft Unified Planning Work Program for consideration of award.

➤ *Municipal Grant Program* - One of the elements in the Unified Planning Work Program titled "Municipal Grant Program" encourages Miami-Dade County Municipalities to participate in a competitive program for the performance of relevant transportation planning studies. Every year the MPO solicits all thirty-four cities to submit transportation planning proposals to compete for available funds. This program requires a 20% minimum match to ensure a commitment from the cities.

➤ *Presentation to MPO Governing Board and Committees* - Preliminary drafts of the UPWP are presented to the MPO Governing Board and its advisory committees. Each committee is encouraged to provide feedback and suggestions are reviewed. Revisions to the document are made accordingly.

Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) has been developed to guide future transportation investments in Miami-Dade County. The plan assesses socioeconomic data, community demographics and transportation trends to

predict the county's transportation needs for the next twenty to twenty-five years. It contains a list of reasonably feasible surface transportation projects contemplated for construction within the project period.



The 2040 LRTP for Miami-Dade County represents an advance in the state of long range transportation planning in the County to a level that innovates and maximizes the benefits of public involvement, optimal financial allocation, and regional coordination, to name a few.

Extensive efforts were made to reach and serve disadvantaged populations during the LRTP update process. Online survey advisories were sent to Haitian American Business News, Amigos for Kids and We Care of South Dade, Inc., a not-for-profit organization that oversees a network of low-income programs in south Miami-Dade. Furthermore, local, and state officials were asked to distribute study information to their constituents. LRTP materials were produced in English, Spanish and Creole and mailed to residents in the local MPO's database. Materials were also hand-delivered to venues serving disadvantaged populations, including the Haitian Organization of Women, Homestead City Hall, and Frankie Rolle Neighborhood Service Center. Meeting

surveys, agendas, and comment cards were produced in English, Spanish and Creole. Spanish and Creole-speaking translators were on-hand at public meetings to assist non-English speaking attendees.

The PIP Team identified key groups serving low-income and transit-dependent populations in Miami-Dade County. Public meeting brochures were sent to each group by electronic mail. Additionally, follow-up telephone calls were placed to confirm receipt of the information and encourage a representative of the organization to attend a public meeting.

The PIP Team incorporated several outreach techniques into the public involvement program to engage the transit-dependent population. For example, the PIP Team partnered with the Miami-Dade County Community Action Agency (CAA) boards to reach transit-dependent residents in Florida City/Homestead, Perrine, and Naranja. Presentations were made at board meetings, materials distributed at area meetings, and reminder telephone calls placed to CAA board members in advance of public meetings.

Brochures were delivered to community-based organizations providing social services to underserved residents. This distribution process ensured that residents without transportation or Internet access were aware of the update process. Their members were encouraged to call the Miami-Dade MPO public information office to share their comments.

To ensure public meetings were accessible to the underserved population, the PIP Team held several public meetings at the neighborhood centers and public libraries operating in low-income communities, including: the Frankie Rolle Neighborhood Center (Coconut Grove), Culmer/Overtown Neighborhood Center (Overtown), North Dade Regional Library

(Miami Gardens/Opa-Locka), South Dade Regional Library (Goulds, Homestead, Perrine), and Victor Wilde Community Center (Hialeah).

The use of visualization techniques is an important method of dissemination of technical transportation information to the public and decision makers. A variety of visualization techniques were developed and utilized in the 2040 LRTP. Some examples of the techniques include the following:



Blocks & Ribbons Exercise

The Blocks & Ribbons exercise includes the use of Legos, ribbon and base maps, providing a 3-dimensional interactive medium for participants to visualize population and employment growth (Legos) and address the growth with transportation solutions (ribbon). Blocks and Ribbons was utilized for six public workshops and the LRTP Steering Committee's use. The exercise both engaged users to participate actively and provided them an opportunity to learn about the challenges faced by transportation planners.

Interactive Survey Technology

An audience response system called "Option Finder" provided an interactive survey methodology to gauge public sentiment regarding mobility issues and challenges facing Miami-Dade County. This enabled a real-time assessment of the transportation priorities of participants. At each of the workshops with the public, participants were asked a series of questions and, using a digital keypad resembling a television remote, keyed in their

respective choices. As soon as the choices were selected, the Option Finder system displayed a chart depicting participant's responses. The use of Option Finder successfully engaged participants and facilitated the efficient and accurate collection of public input that ultimately helped shape the outcome of the LRTP.

Interactive LRTP Web Application

An interactive LRTP website was developed to provide users with a variety of information pertaining to the development of the 2040 LRTP. Citizens were able to utilize this website to download materials, stay current with public involvement activities, and provide comments and/or suggestions using online applications of surveys administered at public meetings.

Another interactive feature of the LRTP website is a project mapping element that can be used to view projects in a Google Maps environment, which includes aerial photography and other mapping elements. Cost Feasible Plan project can be accessed through a variety of methods, including by proximity to a particular location, in the path of a particular trip, or simply by project type, such as highway or transit projects.

Integration of Freight Plan and Congestion Management Process

Both the Freight Plan and the Congestion Management Process (CMP) were again integrated into the LRTP process. This integration provides a more meaningful role for both the LRTP and the CMP in the cost efficient improvement of the transportation network in the County at a time when transportation funding projections are more limited than in past plan updates.

Financial Set-Asides

Financial set-asides were established early in the LRTP update process for Congestion Management, Freight, and

Non-Motorized improvements. The fund set-aside for these programs were subtracted from projected revenue estimates prior to the development of the Cost Feasible Plan, ensuring a minimum funding commitment in the plan to those two programs. This represents a commitment very important types of transportation improvements, consistent with public input received in the development of the plan.

Regional RTP Process and the South East Florida Transportation Council (SEFTC)

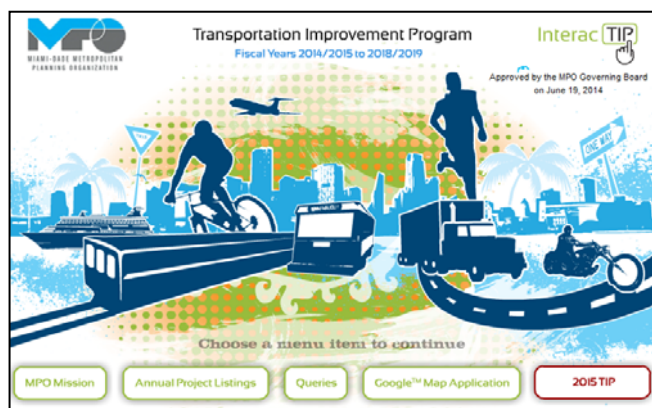
A regional coordination process was conducted for the southeast Florida region to develop a Regional Transportation Plan (RTP) that is focused on highway and transit facilities serving regional travel markets. The 2040 RTP update in southeast Florida was again accomplished via coordination throughout the plan update process through the participation of a regional board, SEFTC, as well as two regional committees that report to the SEFTC: the Regional Transportation Technical Advisory Committee (RTTAC) and the RTTAC Modeling Subcommittee.

Transportation Improvement Program

The Transportation Improvement Program (TIP) prioritizes transportation improvement projects for federal, state, and local funding. The TIP puts the LRTP into action. It includes a prioritized listing of transportation improvement projects for the Miami-Dade County region within the next five fiscal years. It must also attempt to meet clean air standards (1990 Clean Air Act Amendments). The TIP not only lists specific projects, but also includes the anticipated schedule and cost for each project. Since the TIP is a dynamic document, projects may be added to meet changing priorities or to take advantage of a special opportunity. For this reason, the TIP may be changed after it is approved, and is amended in order to add, change or delete projects. Amendments to the TIP must undergo the same review and public outreach as the original TIP. The document undergoes a series of evaluations, and includes ample opportunity for public comment. Once compiled, review of the TIP begins and projects receive air quality and environmental justice

analyses. During this period of time, there is a 45-day public review period.

The TIP Development Schedule consists of a Work Program Public Hearing, TIP Program Development Committee Meetings and review and endorsement by the CTAC, TPTAC, and TPC. A final public hearing is held during an MPO Governing Board meeting, all of which are webcast and televised on Miami-Dade Public Access Television.



Interactive Transportation Improvement Program

The MPO maintains an Interactive Transportation Improvement (InteracTIP) Program. This innovative tool is a web-based technology designed to automate the development of the TIP every year while at the same time: improving consistency, reformatting the book into a more user-friendly document, developing the ability to create special reports answering questions from the general public as well as public officials, facilitating the analysis of the report, and providing the public with access to information in a meaningful and easy-to-read format via the internet. Information availability is critical to ensure that the public is able to participate effectively in the transportation planning process.

InteracTIP provides citizens, the business community, and decision-makers with valuable information tool that will educate,

engage, and make the public cognizant of the transportation projects affecting their communities.

Interactive Google Maps

This application resides on the MPO website and can be accessed to fully display all layers of projects in the TIP. It can be sorted by agency and can be zoomed in and saved in Adobe to create a graphic file that can be emailed.

Citizens TIP Version

A booklet printed in color and illustrated with pictures that highlights TIP projects by agency. It also provides an update on projects completed in the last TIP and those on-going TIP Projects.

TIP Public Comments

Objective: To evaluate review time for public comment in the TIP development process.

Once the document is compiled, review of the TIP begins and projects receive air quality and environmental justice analyses. During this period of time, there is a 45-day public review period.

The TIP is available online, hardcopies are made available at the MPO office and local libraries, and the public can interact with the TIP through the InteracTIP. Citizen committees are informed of TIP proposals through presentations from TIP representatives at committee meetings. Citizens are able to submit amendments until the final call for drafts in the TIP Development Schedule. The public is also made aware of the TIP development process and upcoming projects through the outreach events.

Public Involvement Teams

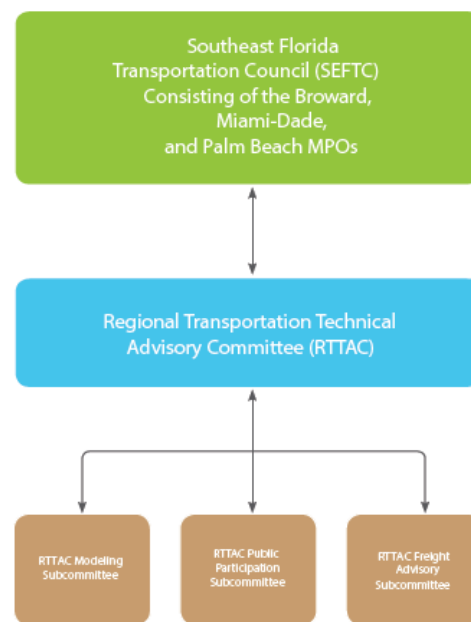
Objective: Work collaboratively to reach out to the public.

Public Involvement Management Team

The MPO coordinates the Miami-Dade Public Involvement Management Team (PIMT), which is a committee comprised of PIMs from the various transportation agencies in the county. Meetings are held to develop a means of communication and collaboration with the goal of working together to develop countywide public involvement initiatives that will be effective in reaching out to the general public, ensuring the participation of minority and low-income areas.

Regional Public Participation Subcommittee

The Public Involvement Managers from the Miami-Dade, Broward, and Palm Beach MPOs, and FDOT Districts 4 and 6 work together to share ideas and create strategies to reach out to the South Florida general public. The goal of this group is to develop a unified approach to outreach and develop effective strategies that can be implemented in each MPO's respective district.



SECTION V: MPO PUBLIC HEARINGS

Increase Public Participation

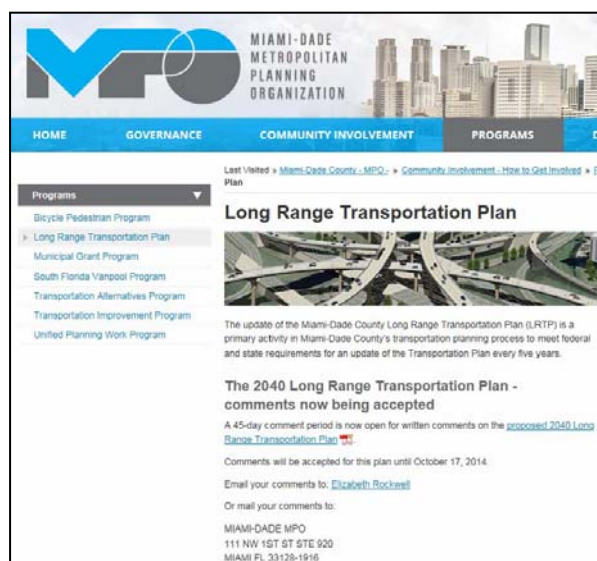
Goal: To increase public participation at public hearings.

Advertisement of Public Hearings

The PIO advertises public hearings through the following variety of methods to make information accessible and to engage members from disadvantaged and minority communities:

- **Community Events** - Information regarding MPO committees and meeting dates, including public hearings, is distributed at these events.
- **Newsletters** - Information regarding meetings and events are made available to the public through MPO e-Newsletters, which can be translated from English into 52 languages using Google Translate.
- **Newspapers** – Advertisements are placed in the Miami Herald (broad based), Miami Times (predominantly African American readership), Community Newspapers (broad based), Haiti en Marche (Haitian readership), Diario de las Americas (Hispanic readership) and Libre (Hispanic). Note: Advertisement in community newspapers has provided more of a grass-root method.

- **Radio and Television Shows** - While working with a variety of radio and television stations, the MPO informs the audiences of any Public Hearings and meetings that will be taking place within the next couple of months.
- **MPO Website** - The MPO has a comprehensive website that is updated daily with applicable advertisements.



Accessible Meeting Times

All CTAC meetings are held at 5:30 PM to enable working citizens to attend. The objective is to encourage greater participation of citizens in the transportation planning process.

Public Comment at Public Hearings

The public is invited to comment in all MPO Governing Board and advisory committee meetings as one of the first items on the agenda. These efforts have shown a noticeable increase in citizen participation at public hearings.

EYES ON THE FUTURE

The Metropolitan Planning Organization seeks resident and business participation to prepare a transportation plan for the future of Miami-Dade. Provide feedback for a safer and more efficient transportation system. Help Guide the Improvement of Your Transportation System!

ATTEND ONE OF THE KICK-OFF PLANNING MEETINGS LISTED HERE AND SHARE YOUR IDEAS:

Wednesday - June 19, 2013
Kendale Lakes Branch Library - 15205 SW 88th Street - Miami, FL 33196

Tuesday - June 25, 2013
North Miami Beach Library - 1601 NE 164th Street
North Miami Beach, FL 33162

Tuesday - June 25, 2013
Coral Gables Branch Library - 3443 Segovia Street - Coral Gables, FL 33146

Wednesday - June 26, 2013
Cutler Bay Town Center - Council Chamber Suite 115
10720 Caribbean Boulevard - Cutler Bay, FL 33189

Wednesday - June 26, 2013
West Dade Regional Library - 9445 Coral Way - Miami, FL 33165

ALL MEETINGS: 6:00 - 8:00 P.M.
(305) 375-4507
www.miamidade2040lrtp.com

SECTION VI: SOCIOCULTURAL EFFECTS

Sociocultural Effects Strategies and Techniques

Goal: To implement Sociocultural Effects strategies and techniques into the MPO planning process.

Transportation Outreach Planner

The Transportation Outreach Planner is a regional, web-based tool that enables Transportation Planners and Public Involvement Officers (PIO) to review the social, economic, and geographic characteristics of an area before public involvement (PI) outreach is initiated. The program is composed of three (3) segments: web-based GIS system, Community Background Reports and a “How to Reach Out to the Community” Guide.

county employees are currently using this tool to select and develop customized neighborhood reports at the Census block group level, which are aggregated to the geographic boundaries they require. These data include poverty rates and income level, race and ethnicity, age distribution, housing tenure, education level, and percentage of disabled persons.

The “How to Reach Out to the Community” Guide consists of public involvement toolbox strategies, which have been collected, researched and presented in a standardized format, listing definitions, descriptions, target demographic group(s), steps needed to implement the strategy and case studies associated with each strategy, whenever possible.

 <u>Customized Demographic Reports</u> Generate a customized demographic report for your transportation project or study within Broward, Miami-Dade and Palm Beach Counties.	 <u>Community Background Reports</u> Provides information on select communities, including history and other issues that may affect public involvement efforts.	 <u>Public Outreach Strategies</u> Get detailed information on the most effective strategies to use on various target populations (including hard-to-reach populations).
---	--	---

This tool facilitates PIO efforts to create an effective PI program and accomplish stated Title VI goals that will ultimately allow the identification of the attitudes and issues facing that particular community.

PI strategies are modified according to community characteristics, such as, but not limited to, literacy rates, income levels, cultural composition and religious affiliation. For example, if an area has a low literacy rate, it would be more effective to use audio and visual aids rather than to distribute brochures, handouts and other reading materials. By utilizing the program the PIO has access to this invaluable information to tailor its outreach approach accordingly.

The GIS component is extremely important to developing the most effective public information campaign. Many planners and

Community Background Reports are available for the municipality level and neighborhood level in unincorporated areas of Miami-Dade County. These reports provide boundary definitions and brief narrative information about the origins of the community's incorporation or relative cohesiveness as well as contemporary community dynamics and important historical events. This information is vital for public involvement officers who may sometimes need to approach a community that may be hostile to public officials due to historical decisions about infrastructure construction.

SECTION VII: MPO SERVICE EQUITY

Distribution of Benefits and Impacts

Goal: To address the distribution of benefits and impacts of the transportation investment program.

The Transportation Outreach Planner (discussed in Section VII) has already been executed and is available via internet for use by Public Involvement Managers and Transportation Planners. This tool serves as a methodology to evaluate social equity for the Long Range Transportation Plan and is described in Section VII. One of the goals of the Transportation Outreach Planner is to address Environmental Justice and Title VI when developing project proposals. It also enables planning agencies to evaluate public participation in the implementation of projects in minority and low-income areas, measure the positive and negative impacts of the transportation plan in these communities and collect feedback for future analyses.

**Transportation Outreach Planner**

[Home](#) [Customized Demographic Reports](#) [Community Background Reports](#) [Public Outreach Strategies](#) [Metadata](#) [Help](#) [Login](#)

Project Information

The Federal Highway Administration (FHWA) September 2003 Certification Report recommended that the Miami-Dade Metropolitan Planning Organization (MPO) incorporate 'Sociocultural Effect' features in its planning process to ensure community values and concerns receive proper attention throughout the entire transportation development process. In response, the Miami-Dade MPO created the Community Characteristics Project (CCP) in order to review the social, economic, and geographic characteristics of an area before public involvement (PI) efforts are initiated. In 2010 the Broward and Palm Beach MPOs joined the program, and the CCP was renamed the "Transportation Outreach Planner".





2010 Census Demographic Reporting Tool

Introducing a New, Interactive Mapping and Reporting Tool.

Now you can locate 2010 census data and 2009 American Community Survey (ACS) data by census block groups, census places, and neighborhoods for Broward, Miami Dade, and Palm Beach counties. Interactive graphs illustrating changes from 1990, 2000, and 2010 are just the tip of the iceberg. [Explore it now!](#)

The 2000 Census Demographic Reporting Tool has been archived [here](#).





Customized Demographic Reports

Generate a customized demographic report for your transportation project or study within Broward, Miami-Dade and Palm Beach Counties.



Community Background Reports

Provides information on **select** communities, including history and other issues that may affect public involvement efforts.



Public Outreach Strategies

Get detailed information on the most effective strategies to use on various target populations (including hard-to-reach populations).



MIAMI-DADE 2040

Long Range Transportation Plan

Public Involvement Technical
Memorandum

October 23, 2014



MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION



Photo by Asad Gilani

This page intentionally left blank





MIAMI-DADE

2040 LONG RANGE TRANSPORTATION PLAN

Metropolitan Planning Organization for the Miami Urbanized Area

This document was prepared by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area in collaboration with Florida Department of Transportation, Miami-Dade Expressway Authority, Florida's Turnpike Enterprise, South Florida Regional Transportation Authority, Miami-Dade League of Cities, Miami-Dade County Regulatory and Economic Resources Department, Miami-Dade County Public Works and Waste Management Department, Miami-Dade Transit Agency, Miami-Dade Aviation Department, Miami-Dade Seaport Department, Miami-Dade County Office of Strategic Business Management, City of North Miami, City of Hialeah, City of Miami, City of Miami Beach, City of Miami Gardens, City of Homestead, Miami-Dade County Public Schools, Miami-Dade MPO Citizens Transportation Advisory Committee, Bicycle/Pedestrian Advisory Council, Freight Transportation Advisory Committee, Transportation Aesthetics Review Committee, Broward MPO, Palm Beach MPO, and South Florida Regional Planning Council.

The Miami-Dade MPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or 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 U.S. Department of Transportation.



MOBILITY OPTIONS —————
2040 Miami-Dade
Transportation Plan
————— EYES ON THE FUTURE

PUBLIC INVOLVEMENT TECHNICAL MEMORANDUM

Prepared for:

Metropolitan Planning Organization for the Miami Urbanized Area
111 NW 1st Street
Suite 920
(p) 305.375.4507 – (f) 305.375.4950

Prepared by:

Gannett Fleming, Inc.

In Association with:

AECOM Technical Services, Inc.
Cambridge Systematics, Inc.
Charesse Chester & Associates, Inc.
Decisions Lens, Inc.
Kittelson & Associates, Inc.
Parsons Brickerhoff
The Corradino Group

OCTOBER 2014

Table of Contents

1.0 Introduction and Executive Summary	1
2.0 Public Involvement Plan	1
2.1 Outreach Strategies	2
2.2 Business Community Outreach.....	3
2.3 Environmental Justice and Title VI.....	4
2.4 Outreach Process to Transit Dependent Populations.....	7
3.0 Communication and Distribution Tools	9
3.1 Community Flyers and Brochures	9
3.2 Advertisements	12
3.3 Social Media	19
3.4 Newspaper Article	19
3.5 Videos.....	19
3.6 Interactive Website.....	19
4.0 Public Outreach.....	21
4.1 Partnering with Municipalities to Share Information	21
4.2 Public Kick-Off Meetings	22
4.2 Goals and Objectives Reference Guide	29
4.3 Comment Cards.....	32
4.4 Kick-Off Virtual Meeting.....	34
4.5 Reaching Millennials.....	34
4.6 Technology	35
5.0 Phase II Public Meetings.....	36
6.0 Phase III Virtual Meetings	40
6.1 2040 LRTP Final Video	40
6.3 Special Recognition	41

List of Figures

Figure 1: Underserved Communities in Miami-Dade County	2
Figure 2: Information Distribution	5
Figure 3: Information Distribution	6
Figure 4: Community Flyers (Creole & Spanish)	9
Figure 5: Community Flyer (English)	10
Figure 6: Community Brochure in English	11
Figure 7: Community Brochure in Spanish	12
Figure 8: Miami-Dade 2040 LRTP Email Invitation	13
Figure 9: Miami Herald Neighbors	14
Figure 10: Miami Herald Neighbors	15
Figure 11: El Nuevo Herald	16
Figure 12: El Nuevo Herald	17
Figure 13: Le Floridien	18
Figure 14: Screenshot of the MPO YouTube Channel	19
Figure 15: Screenshot of the Official 2040 LRTP Website	20
Figure 16: City of North Miami Beach Website Posting	22
Figure 17: Sample Survey	23
Figure 18: Attendees Participate in Goals and Objectives Ranking Exercise	29
Figure 19: Goals and Objectives Reference Guide – English	30
Figure 20: Goals and Objectives Reference Guide - Spanish	31
Figure 21: Comment Cards	32
Figure 22: Kick-Off Meeting Sample Comments	33
Figure 23: Goals Ranking Results	34
Figure 24: Miami-Dade College North and Wolfson Campuses	35
Figure 25: Cutler Bay Resident Using the Polling Device	35
Figure 26: Participants Using the "Blocks and Ribbons" Exercise	36
Figure 27: Map 1 - Results of the "Blocks and Ribbons" Exercise at Victor Wilde Center in Hialeah, Florida	37
Figure 28: Map 2 - Results of the "Blocks and Ribbons" Exercise at Victor Wilde Center in Hialeah, Florida	38
Figure 29: Phase II Meeting Sample Comments	39
Figure 30: MPO Staff Members Receive the "Award of Excellence" Honor at the Gold Coast Chapter Annual Ceremony	41

List of Tables

Table 1: List of the Business Groups	3
Table 2: Low-income and Transit Dependant Populations	7
Table 3: Community Based Organizations	8

1.0 Introduction and Executive Summary

In the spring of 2013, the Miami-Dade County Metropolitan Planning Organization (MPO) initiated the 2040 Long Range Transportation (LRTP). The LRTP serves as a blueprint that guides the MPO's transportation plan over the next 20 to 30 years. The plan anticipates the growth and travel demands of Miami-Dade County's residents and visitors. By the year 2040, Miami-Dade County's population will increase by 30% to more than 3.3 million residents. Therefore, the county's transportation plan must accommodate the transportation needs of Miami-Dade County's diverse population over the next 30 years.

According to 23 USC 134(i)(6) – on LRTP requirements & Public Participation, the Miami-Dade MPO is federally mandated to involve “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 a reasonable opportunity to comment on the transportation plan” in the update process.

The Miami-Dade MPO demonstrated this commitment by providing numerous opportunities for public involvement in the transportation planning process, and especially for the development of the 2040 LRTP. The theme of the Miami-Dade 2040 LRTP is “Eyes on the Future” to provide mobility options or travel options for the residents and visitors of Miami-Dade County in the future. The Miami-Dade MPO offered open, effective, and continuous public involvement activities throughout the process through workshops, outreach events, community presentations, telephone contacts, and interactive programs on the project's website www.miamidade2040lrtp.com.

2.0 Public Involvement Plan

The Public Involvement Plan (PIP), prepared at the onset of the development of the 2040 LRTP, served as a roadmap for engaging the public in the update process. It also describes the tools and techniques utilized to reach stakeholders and underserved populations. **Figure 1** shows the underserved communities in Miami-Dade County.

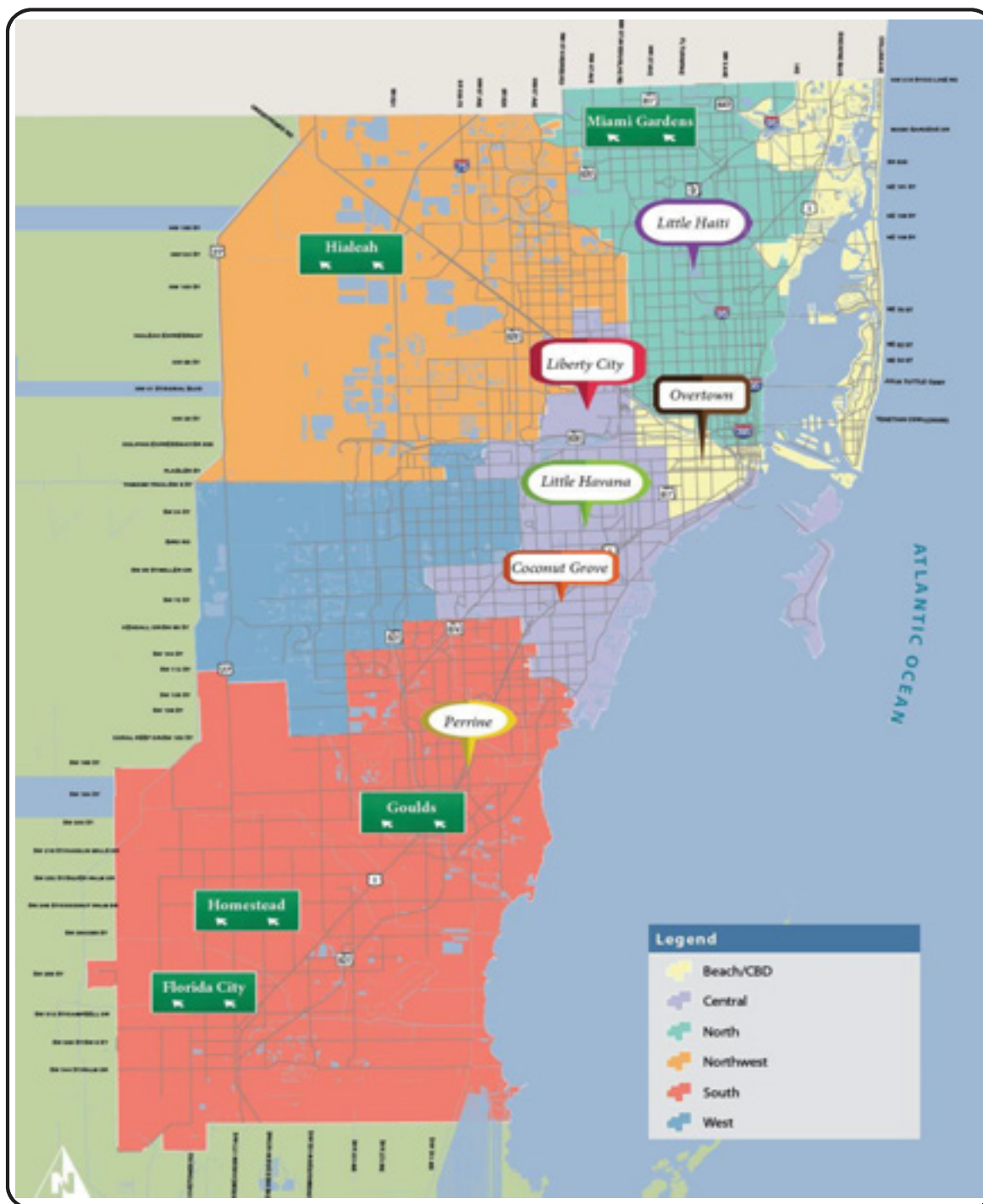


Figure 1: Underserved Communities in Miami-Dade County

2.1 Outreach Strategies

The PIP Team, designated public outreach staff and outreach professionals, utilized the MPO Transportation Planner Outreach tool to research the outreach recommendations for the targeted underserved areas prior to scheduling contact. This insight provided useful approaches to engaging this important demographic. The impact of this information is described in the meeting highlights.

The PIP documented Miami-Dade County's diverse population and the increasing need for multilingual collateral materials. LRTP brochures, meeting materials, and newspaper advertisements were produced in three languages: English, Spanish, and Creole. Translators were present at all public meetings, and website content was available in English and Spanish.

During the 2040 LRTP outreach process, the PIP Team identified key groups to assist with informing stakeholders about the public meetings. Governmental agencies, elected officials, residents, chambers of commerce, homeowners associations, community-based organizations, churches, and local transportation committees were sent electronic notices and encouraged to share the information with their various constituencies.

2.2 Business Community Outreach

The PIP Team recognized the significant role of the local business owners and industry leaders in the transportation planning process. As such, the team sent electronic mail to the Executive Directors of the Chambers of Commerce, community development corporations, and business associations. Organizations operating in a neighborhood hosting a public meeting were also notified by telephone and, in some instances, provided hard copies of meeting invitations to place in their lobby areas. The PIP Team contacted several business groups during the public involvement outreach process. A complete list of the business groups is provided below in **Table 1**.

Table 1: List of the Business Groups

No.	Business Group	Transportation Planning Areas
1	BAME Development Group	Overtown
2	Beacon Council	Miami-Dade County
3	Beacon Council-Urban Planning	Miami-Dade County
4	CAMACOL (Latin Chamber)	Little Havana, Miami-Dade County
5	Chamber South	South Miami-Dade County
6	Coral Gables Chamber of Commerce	Coral Gables
7	Cutler Bay Business Association	Town of Cutler Bay
8	Florida Regional Minority Business Council	Miami-Dade County
9	Downtown Development Authority	Miami
10	Goulds Community Development Corporation, Inc.	Goulds
11	Greater Homestead/Florida City Chamber of Commerce	Homestead, Florida City
12	Greater Miami Chamber of Commerce	Miami-Dade County

Table 1: List of the Business Groups (Continued)

13	Greater Miami Chamber of Commerce – Transportation Chair	Miami-Dade County
14	Hispanic Transit Society of Dade County	Miami-Dade County
15	Hotel Association	Miami-Dade County
16	Little River Business District	Liberty City/Little Haiti
17	Little River Neighborhood Improvement Association	Liberty City/Little Haiti
18	Miami-Dade Chamber of Commerce	Miami-Dade County African- American Businesses
19	Miami-Dade League of Cities	Miami-Dade County
20	Miami-Dade NAACP Economic Development	Miami-Dade County
21	MiMo Biscayne Association	Upper Eastside, Wynwood
22	North Miami Beach Chamber of Commerce	City of North Miami Beach
23	Miami Shores Chamber of Commerce	Village of Miami Shores
24	Palmetto Bay Business Association	Village of Palmetto Bay
25	Pinecrest Business Association	Village of Pinecrest
26	Richmond Heights Community Development Corporation	Richmond Heights
27	St. John Community Development Corporation	Overtown
28	West Kendall Business Association	Kendall

2.3 Environmental Justice and Title VI

Executive Order 12898, signed by President Bill Clinton in February 1994, directed all federal agencies to make environmental justice (EJ) a key part of its mission by identifying and addressing the impact of programs, policies, and activities on both minority and low-income populations. Throughout the 2040 LRTP study process, the provisions of EJ, as defined by the Federal Highway Administration, were followed to ensure consistency with EJ and Title VI of the Civil Rights Act. Every effort was made to include all affected parties from varying socioeconomic groups to ensure that their input was considered in the 2040 LRTP update process. Extensive efforts were also made to reach and serve disadvantaged populations during the process. Online survey advisories were sent to the Haitian American Business News, Amigos for Kids, and We Care of South Dade, Inc., a not-for-profit organization that oversees a network of low-income programs in South Miami-Dade. Furthermore, local and state officials were asked to distribute study information to their constituents. **Figures 2 and 3** show examples of the distributed items.

Village of Pinecrest

Miami-Dade's Transportation Plan

Participate in the Preparation of Plan for the Future of Miami-Dade

EYES ON THE FUTURE

The Metropolitan Planning Organization seeks resident and business participation to prepare a transportation plan for the future of Miami-Dade. Provide feedback for a safer and more efficient transportation system. Help Guide the Improvement of Your Transportation System!

ATTEND ONE OF THE KICK-OFF PLANNING MEETINGS LISTED HERE AND SHARE YOUR IDEAS:

Wednesday - June 19, 2013
Kendale Lakes Branch Library - 15205 SW 88th Street - Miami, FL 33196

Tuesday - June 25, 2013
North Miami Beach Library - 1601 NE 164th Street
North Miami Beach, FL 33162

Tuesday - June 25, 2013
Coral Gables Branch Library - 3443 Segovia Street - Coral Gables, FL 33146

Wednesday - June 26, 2013
Cutler Bay Town Center - Council Chamber Suite 115
10720 Caribbean Boulevard - Cutler Bay, FL 33189

Wednesday - June 26, 2013
West Dade Regional Library - 9445 Coral Way - Miami, FL 33165

Photo by Assad Ghanem

ALL MEETINGS: 6:00 - 8:00 P.M.

(305) 375-4507 www.miamidade2040lrtp.com

VILLAGE OF PINECREST

Village Council

Cindy Lerner, Mayor

Jeff Cutler, Vice Mayor

Joseph M. Corradino

James E. McDonald

Bob Ross

Yocelyn Galiano Gomez, ICMA-CM

Village Manager

Guido H. Inguanzo, Jr., CMC

Village Clerk

Cynthia A. Everett

Village Attorney

12845 Pinecrest Parkway, Pinecrest, Florida 33156

T: 305.234.2121 | F: 305.234.2131

www.pinecrest-fl.gov

Figure 2: Information Distribution

District 1 Community,

The Miami-Dade Metropolitan Planning Organization (MPO) is developing a Long Range Transportation Plan (LRTP) to accommodate Miami-Dade County's anticipated future population growth.

Please see below for the Public Meetings schedule:

Tuesday, April 29, 2014 (6:00pm-8:00pm)

North Dade Regional Library

2455 NW 183rd Street

Miami Gardens, Florida 33056

Tuesday, April 22, 2014 / 6-8pm

Frankie Shannon Rolle Neighborhood Center

3750 S. Dixie Highway Miami, Florida 33133

Thursday, April 24, 2014 / 6-8pm Culmer

Neighborhood Center 1600 NW 3rd Avenue

Miami, Florida 33136

For more information, please dial **(305)375-4507**
or visit: **www.miamidade2040lrtp.com**

Please share this information with others. Thank
you,

Barbara J. Jordan.

Commissioner, District 1
www.miamidade.gov/district01

Wednesday, April 30, 2014 / 6-8pm South Dade

Regional Library 10750 SW 211 Street

Cutler Bay, Florida 33189

Thursday, May 1, 2014 / 6-8pm Victor Wilde

Community Center 1701 W 53rd Terrace

Hialeah, Florida 33012

*This meeting is scheduled from 5:00 - 7:00 p.m.

Tuesday, May 6, 2014 / 6-8pm West Kendall Regional

Library 10201 Hammocks Boulevard

Miami, Florida 33

Figure 3: Information Distribution

2.4 Outreach Process to Transit Dependent Populations

L RTP materials were produced in English, Spanish, and Creole and mailed to residents in the MPO's database. Materials were also hand-delivered to venues serving disadvantaged populations, including the Haitian Organization of Women, Homestead City Hall, and Frankie Rolle Neighborhood Service Center.

The PIP Team identified key groups serving low-income and transit-dependent populations in Miami-Dade County. Public meeting brochures were sent to each group by electronic mail. Additionally, follow-up telephone calls were placed to confirm receipt of the information and encourage a representative of the organization to attend the public meetings. **Table 2** includes the organizations and their targeted constituencies.

Table 2: Low-income and Transit Dependant Populations

Organization	African-Americans	Disabled	Haitian Americans	Hispanics	Homeless	Migrants	Native Americans	Elderly
Amigos For Kids				•				
Biscayne Gardens Civic Association	•	•						
Black Affairs Advisory Board	•		•					
Coconut Grove Collaborative	•							•
Coalition of Farmworkers				•		•		
Goulds CDC	•	•		•				•
Hispanic Coalition				•				•
Miccosukee Tribe of Indians							•	
Miami Lighthouse for the Blind		•						
Richmond Heights Homeowners	•							•
Sagrada de Familia				•				•
Under-represented People Positive Action	•							•
Veccion de Acción				•				•
We Care of South Dade	•	•	•	•	•	•	•	•
Wilde Community Center	•	•		•				•

The PIP Team incorporated several outreach techniques into the public involvement program to engage the transit-dependent population. For example, the PIP Team partnered with the Miami-Dade County Community Action Agency (CAA) boards to reach transit-dependent residents in Florida City/Homestead, Perrine, and Naranja. Presentations were made at board meetings, materials distributed at area meetings, and reminder telephone calls were placed to CAA board members in advance of public meetings.

Brochures were delivered to community based organizations (CBO) providing social services to underserved residents. This distribution process ensured that residents without transportation or Internet access were aware of the update process. Their members were encouraged to call the Miami-Dade MPO public information office to share their comments. Listed in **Table 3** are some of the organizations briefed during this process.

Table 3: Community Based Organizations

No.	Organization	Area
1	Community Action Agency – Coconut Grove CAC	Coconut Grove
2	Community Action Agency – Culmer Center CAC	Overtown
3	Community Action Agency- Florida City CAC	Florida City
4	Community Action Agency – Perrine CAC	Perrine
5	Community Action Agency – South Miami CAC	South Miami
6	Community Action Agency – Naranja CAC	Perrine
7	Goulds Coalition of Ministers & Lay People	Goulds
8	Coalition of Farmworkers Organization	Florida City
9	Victor Wilde Community Center Senior Program	Hialeah
10	We Care of South Dade	Homestead
11	Under-Represented People Positive Action Council	Miami Gardens
12	Sant La Neighborhood Center	Little Haiti

To ensure public meetings were accessible to this population, the PIP Team held several public meetings at the neighborhood centers and public libraries operating in low-income communities including: the Frankie Rolle Neighborhood Center (Coconut Grove), Culmer/Overtown Neighborhood Center (Overtown), North Dade Regional Library (Miami Gardens/Opa-Locka), South Dade Regional Library (Goulds, Homestead, Perrine), and Victor Wilde Community Center (Hialeah). In Hialeah, the public meeting was held earlier in the day in order to accommodate the scheduling preferences of the sizable senior community.

3.0 Communication and Distribution Tools

A set of specific tools were identified to disseminate information about the 2040 LRTP process. Flyers and brochures were produced in hard copy and electronic formats to provide distribution options for the PIP Team and stakeholder groups. Newspaper advertisements and online postings were also included in the communication strategy.

3.1 Community Flyers and Brochures

The first flyer described the activities conducted in Phase I such as the purpose of the process, website information, and the kick-off meeting schedule. Flyers were sent by regular and electronic mail to the MPO's database and made available at public libraries, city halls, and community centers countywide. **Figures 4 and 5** were produced in the following quantities: English (1,500), Spanish (300), and Creole (150).

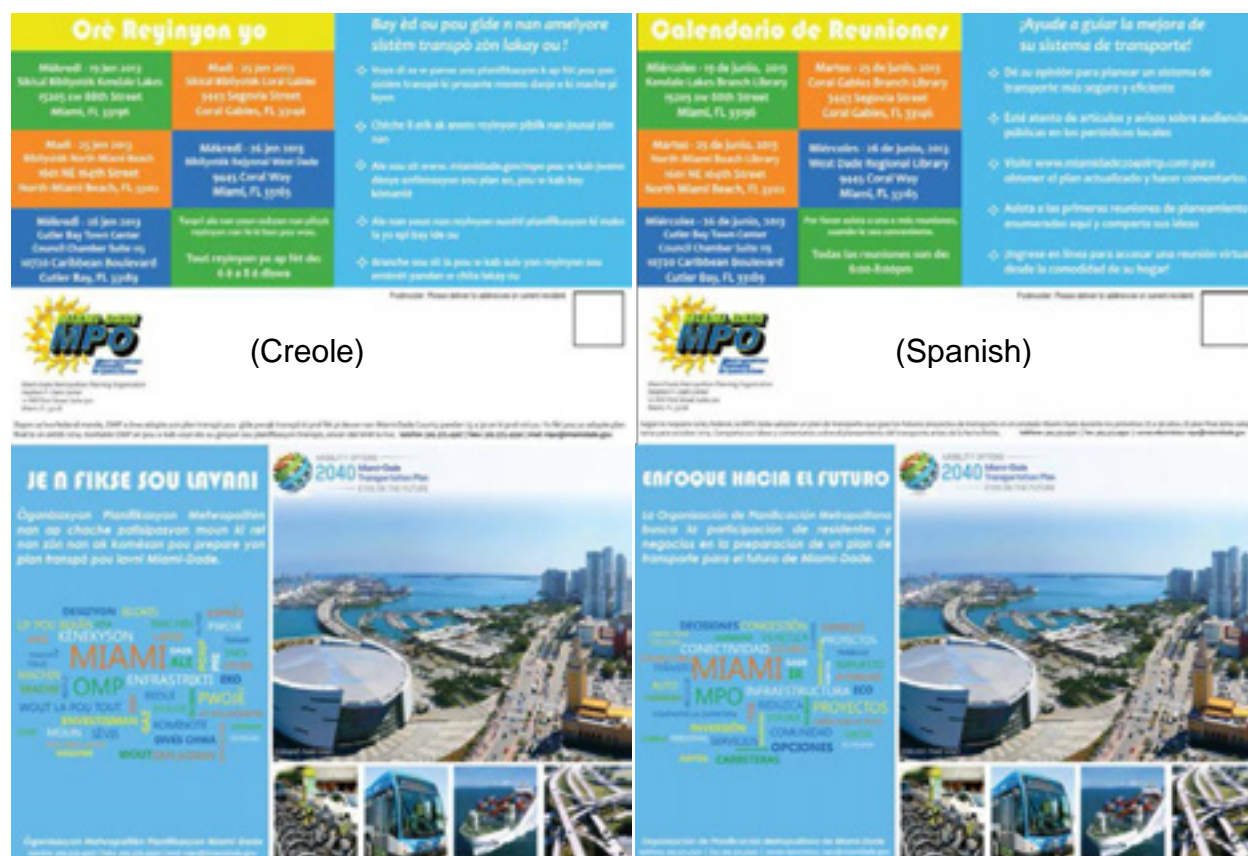


Figure 4: Community Flyers (Creole & Spanish)


Schedule of Meetings

<p>Wednesday - June 19, 2013 Kendale Lakes Branch Library 15205 SW 88th Street Miami, FL 33196</p>	<p>Tuesday - June 25, 2013 Coral Gables Branch Library 3443 Segovia Street Coral Gables, FL 33146</p>
<p>Tuesday - June 25, 2013 North Miami Beach Library 1601 NE 164th Street North Miami Beach, FL 33162</p>	<p>Wednesday - June 26, 2013 West Dade Regional Library 9445 Coral Way Miami, FL 33165</p>
<p>Wednesday - June 26, 2013 Cutler Bay Town Center Council Chamber Suite 115 10720 Caribbean Boulevard Cutler Bay, FL 33189</p>	<p>Please attend one or more meetings at your convenience. All Meetings: 6:00-8:00pm</p>

Help Guide the Improvement of Your Transportation System!

- ❖ Provide feedback for planning a safer and more efficient transportation system
- ❖ Watch for articles and public hearing notices in local newspapers
- ❖ Visit www.miamidade2040lrtp.com to get plan updates and make comments
- ❖ Attend one of the kick-off planning meetings listed here and share your ideas
- ❖ Log in online to access a virtual meeting from the comfort of your home!

Postmaster: Please deliver to addressee or current resident.



Miami-Dade Metropolitan Planning Organization
Stephen P. Clark Center
100 West First Street Suite 300
Miami, FL 33108

As required by Federal Law, the MPO must adopt a transportation plan to guide future transportation projects in Miami-Dade County for the next 25 to 30 years. The final plan must be adopted by October 2014. Share your transportation planning ideas and comments by contacting the MPO before the deadline. **telephone: 305-375-4507 | fax: 305-375-4550 | email: mpo@miamidade.gov**

EYES ON THE FUTURE

The Metropolitan Planning Organization seeks resident and business participation to prepare a transportation plan for the future of Miami-Dade.

MIAMI

DECISIONS CONGESTION EXPRESS

BIKE LANES GOVERNMENT VEHICLE

FUEL CONNECTIVITY FUTURE

TRANSIT MPO INFRASTRUCTURE ECO

CARS WALK SHARE THE ROAD

INVESTMENT GAS RIDE

PEOPLE SERVICES COMMUNITY

TOGETHER INCENTIVES OPTIONS


ROADS MOVING

DADE PUMP PRICES TAX BUSES

REDUCE RAIL GLOBAL MANAGED LANES

COSTS ECONOMY

Miami-Dade Metropolitan Planning Organization
telephone: 305-375-4507 | fax: 305-375-4550 | email: mpo@miamidade.gov



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE

Photo by Aasad Ghani

Figure 5: Community Flyer (English)

During Phase II of the update process, *Get Involved!* brochure, a glossy, 16-page newsletter described the critical steps of identifying the needed improvements to the LRTP. It further described the six (6) Transportation Planning Areas (TPAs) and major projects planned for the various areas. The *Get Involved!* brochure mapped highway and transit needs for each TPA and listed projected residential and employment growth percentages by 2040. This brochure was sent by regular and electronic mail to the MPO's database, posted on the website, and distributed to various facilities throughout the county. The *Get Involved!* brochures in English and Spanish are shown in **Figures 6 and 7**, respectively.



Figure 6: Community Brochure in English



Figure 7: Community Brochure in Spanish

3.2 Advertisements

Public meetings were properly noticed and promoted through advertisements and social media. Advertisements were placed in the *Miami Herald Neighbors*, *El Nuevo Herald*, and *Le Floridien*. *Miami Herald Neighbors* advertisements ran three times in all zones. *El Nuevo Herald* (Spanish), and *Le Floridien* (Creole) quarter-size ads ran twice. Advertisements are shown in **Figures 8 through 13**.

EYES ON THE FUTURE

The Metropolitan Planning Organization seeks resident and business participation to prepare a transportation plan for the future of Miami-Dade. Provide feedback for a safer and more efficient transportation system. Help Guide the Improvement of Your Transportation

Attend one of the kick-off planning meetings listed here and share your ideas:

Wednesday - June 19, 2013 Kendale Lakes Branch Library · 15205 SW 88th Street · Miami, FL 33196
Tuesday - June 25, 2013 North Miami Beach Library · 1601 NE 164th Street North Miami Beach, FL 33162
Tuesday - June 25, 2013 Coral Gables Branch Library · 3443 Segovia Street · Coral Gables, FL 33146
Wednesday - June 26, 2013 Cutler Bay Town Center · Council Chamber Suite 115 10720 Caribbean Boulevard · Cutler Bay, FL 33189
Wednesday - June 26, 2013 West Dade Regional Library · 9445 Coral Way · Miami, FL 33165



All Meetings: 6:00 - 8:00 p.m.

(305) 375-4507 www.miamidade2040lrtp.com

Figure 8: Miami-Dade 2040 LRTP Email Invitation



2NW | THURSDAY, MAY 1, 2014

NW

MiamiHerald.com | MIAMI HERALD

NEIGHBORHOOD NEWS

REACH US

EDITORIAL

Suburban Editor
Juan Chaves
305-576-2675
jchaves@miamiherald.com

Editor
Mark Worth
305-576-2598
mworth@miamiherald.com

Reporters
Dorel Joey Flechas
305-576-3622 (flechas)
MiamiHerald.com; Religion: Ben
Hines, 305-576-2522 ext. 782,
bhines@miamiherald.com

Youth Sports Editor
James Vanzalone
jvanzalone@miamiherald.com

School News
attharson@miamiherald.com

OTHER CONTACTS

Advertising
Lena Gubara, 305-576-4645

Calendar desk/Events
305-576-3355
news@calendar@miamiherald.com

Delivery problems
1-800-THEHERALD
(1-800-840-4372)

Single-copy sales
305-576-5222

• MIAMI-DADE

GIRL SCOUTS HOST COOK-OFF

The Girl Scout Council of Tropical Florida will host a cook-off Saturday evening.

The evening will feature tropical-inspired dishes, ranging from appetizers to dessert, presented by amateur chefs. Local celebrity chefs have been invited to judge the dishes, including Nina Compton, a Chef de Cuisine of Scarpetta at the Fontainebleau, Les Openheim of Catering by Les, and Mishla Gomez of Mishla's Cupcakes.

Guests will have the opportunity to meet with the chefs and vote for the "Best Tropical Taste of the Night." Proceeds from the event will benefit Girl Scout of Tropical Florida programs and properties. Admission

is \$30 per person.

The cook off will take place at 7 p.m. Saturday at the Girl Scout Camp Choce at 8347 SW 160th St., South Miami-Dade.

To register to participate, visit www.girlscoutsofl.org.

FUNDRAISER TO FIGHT RARE DISEASE

A local family is hosting a fundraiser to benefit research for rare disorder, Batten disease, at Tropical Park in Miami Sunday.

The Spalde family has organized "Family Fun Day" to honor the memory of their daughter Erika, who lost her battle to the disease at the age of 20.

Erika Spalde was diagnosed with the disease when she was 5 years old. The debilitating disease, which begins in childhood, affects an estimated two to four children in every 100,000 in the United States.

Those afflicted suffer from the gradual onset of vision problems, seizures, behavior changes and loss of speech and motor skills. Currently, the disease is always fatal.

The fundraiser will mark the 1 year anniversary of her passing.

The event will celebrate her memory with several bounce houses, face-painting and pony rides. There will also be food trucks and merchandise vendors on the premises.

In addition, guests can enjoy special performances and a live DJ.

The event will run from 11 a.m. to 4 p.m. at Tropical Park at 7900 SW 40th St., Miami. Guests are asked to donate \$5 as the admission fee.

For more information, visit www.facebook.com/erikaspalde.

• MIAMI GARDENS

FORUM TO FOCUS ON PERCEPTIONS OF CITY

Councilwoman Felicia Robinson is partnering with two Miami Gardens organizations to host a forum and panel discussion on the idea of perceptions of the city versus reality and their effects on the community starting 9 a.m. Saturday at the Betty T. Ferguson Center, 3000 NW 89th St.

The event is free and open to the public, but children must be at least 13 years old to attend. It will feature both continental breakfast and lunch and the discussion will also have various breakout sessions.

For more information and registration, visit letstalkmia.eventbrite.com.

• PINECREST

EVENT TO TEACH KIDS FITNESS

Pinecrest Parks and Recreation will host Fit Kids Day on Saturday at Evelyn Greer Park to bring awareness to childhood obesity.

The event will introduce kids and their families to sports and physical activities including tennis, soccer, martial arts, baseball, lacrosse and Zumba. Trainers and nutritionists will promote healthy living with educational sessions and food demonstrations too.

The event is free and open to the public, with activities running from 10 a.m. to 2 p.m. at the park, 8200 SW 124th Street.

The event has even spread to neighboring communities, with Key Biscayne holding its own Fit Kids Day on Friday.

2040 Long Range Transportation Plan Public Meetings

The Miami-Dade Metropolitan Planning Organization (MPO) is developing a long range transportation plan (L RTP) to accommodate Miami-Dade County's anticipated future population growth. The L RTP's "Needs Plan" proposes roadway and transportation improvements, and the Miami-Dade MPO needs input from the general public on the proposed improvements. Plan to attend the public meeting closest to you to provide feedback on the improvements planned for your neighborhood.

Tuesday, April 22, 2014
Frankie Shannon Rolle Neighborhood Center
3750 S. Dixie Highway
Miami, Florida 33133

Thursday, April 24, 2014
Culmer Neighborhood Center
1600 NW 3rd Avenue
Miami, Florida 33136

Tuesday, April 29, 2014
North Dade Regional Library
2455 NW 183rd Street
Miami Gardens, Florida 33056

Wednesday, April 30, 2014
South Dade Regional Library
10750 SW 211 Street
Cutter Bay, Florida 33189

Thursday, May 1, 2014
Victor Wilde Community Center
1701 W 53rd Terrace
Hialeah, Florida 33012

*This meeting is scheduled from 5:00 - 7:00 p.m.

Tuesday, May 6, 2014
West Kendall Regional Library
10201 Hammocks Boulevard
Miami, Florida 33196

***All Meetings: 6:00 - 8:00 P.M.**
(305)375-4507 www.miamidade2040lrtp.com

2014
Summer Camp
Have fun in the sun every day of the 3!
General Day Camp & Specialty Camps including:
Sports • Performing Arts
JUNE 10 - AUGUST 8 • 2, 4, 6 & 8 WEEK SESSIONS
OVER 90 EXCITING ACTIVITIES!
REGISTER NOW

Dave and Mary Alper JCC on the Jay Morton-Levinthal Campus
17155 SW 112th Avenue
www.alperjcc.org • 305.271.9000 x271

Figure 9: Miami Herald Neighbors





28th | SUNDAY, JUNE 23, 2013

MIAMI HERALD

FOR ALL YOUR DENTAL NEEDS

Dental Options™

GENERAL, COSMETIC & SPECIALTY DENTISTRY

- ✓ Gentle & Quality Care
- ✓ Extended Hours, Saturdays
- ✓ Insurances Accepted
- ✓ Financing Available
- ✓ Multilingual Staff
- ✓ Sedation Available
- ✓ In-House Specialists



Invisalign®, braces, implants, veneers & more

EMERGENCIES SEEN THE SAME DAY

* NEW PATIENT SPECIAL *

DENTAL EXAM (\$150)
DIGITAL X-Rays (\$210)
CLEANING (\$110)

\$59

limited time offer
most members ad

CALL ANY OF OUR CONVENIENT LOCATIONS:

11645 BISCAYNE BLVD. Suite 204
NORTH MIAMI (305) 892-2960

2909 NE 191 ST - Suite 804
AVENTURA (305) 466-1804

General & Cosmetic Dentistry: Alexandra Gordon, DDS www.DENTALOPTIONSPA.com

MIAMI BEACH

CITY OF MIAMI BEACH

PLANNING BOARD

NOTICE TO THE PUBLIC

PUBLIC NOTICE IS HEREBY GIVEN that the Miami Beach Planning Board will hold a meeting on **Tuesday, July 23, 2013 starting at 1:00 p.m.**, in the City Commission Chambers, Third Floor of City Hall, located at 1700 Convention Center Drive, Miami Beach, Florida. During this meeting, the Planning Board will hold discussions and public hearings, not necessarily in the same order as listed below:

Progress Reports

1. **File No. 2034, 2000 Collins Avenue - Units 6, 7, 8, & 10, Barretto, 90-day Progress Report** as mandated by the CUP.

Previously Continued Items

1. **File No. 2105, RM-3 ACCESSORY USE SIGNAGE, AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE LAND DEVELOPMENT REGULATIONS, BY AMENDING CHAPTER 138, "SIGNS", ARTICLE I, "IN GENERAL", SECTION 138-8, "SIGNS FOR OCEANFRONT BUILDINGS," TO MODIFY THE ACCESSORY USE SIGN REQUIREMENTS FOR OCEANFRONT BUILDINGS, BY AMENDING ARTICLE V, "SIGN REGULATIONS BY DISTRICTS", SECTION 138-171, "GENERAL PROVISIONS," AND SECTION 138-172, "SCHEDULE OF SIGN REGULATIONS FOR PRINCIPAL USE SIGNS," TO MODIFY THE REQUIREMENTS FOR HOTELS AND APARTMENT BUILDINGS WITHIN THE RM-3 DISTRICT, PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY AND AN EFFECTIVE DATE.**
2. **File No. 2121, HEIGHT RESTRICTIONS IN PROXIMITY TO SINGLE FAMILY DISTRICTS, AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, FLORIDA BY AMENDING CHAPTER 142, "ZONING DISTRICTS AND REGULATIONS", ARTICLE IV, "SUPPLEMENTARY DISTRICT REGULATIONS", DIVISION 3, "HEIGHT REGULATIONS", BY CREATING SECTION 142-1962 TO ESTABLISH MAXIMUM HEIGHT REGULATIONS FOR ANY NON SINGLE FAMILY PROPERTY LOCATED WITHIN 100' OF A SINGLE FAMILY ZONING DISTRICT, PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, APPLICABILITY, AND AN EFFECTIVE DATE.**
3. **File No. 1090 1500 West Avenue - Mondrian Hotel, The applicant, 1500 West Properties, LLC, is requesting approval for a modification to a Conditional Use Permit pursuant to Chapter 118, Article IV of the Miami Beach City Code, in order to modify certain conditions.**
4. **File No. 2124, 321 Ocean Drive - Mechanical Lifts, The applicant, 321 Ocean Drive, LLC, is requesting a Conditional Use Permit pursuant to Chapter 130, Article II of the Miami Beach City Code, for a mechanical parking system.**
5. **File No. 2095, 300 23rd Street - Villa Azur, The applicant, MAPS Group, LLC, is requesting approval for a Modification to a Conditional Use Permit, pursuant to Chapter 118, Articles IV and V, Division 6, of the Miami Beach City Code, to expand the Neighborhood Impact Establishment to the adjacent space, including a private lounge connected to the existing restaurant.**
6. **File No. 2114, 1747-1750 Bay Road - Transit Towing & Restoration/Detail, The applicants, 1747 Bay Road Properties, LLC and Carlo Miami, LLC, are requesting approval for a division of land/lot split, pursuant to Chapter 118, Article VII, of the Miami Beach City Code, to divide the existing single property into two separate parcels.**

New Applications

1. **File No. 2126, 1341 Cleveland Road, The applicant, Haguel, LLC/Thirty Sportfish is requesting a Conditional Use Permit pursuant to Chapter 118, Article II and Chapter 142, Article IV of the Miami Beach City Code, for the construction of a new L-shaped wood dock, boat lift, and mooring piles, projecting a total of 85 linear feet from the seawall.**

All persons are invited to appear at the meeting or to be represented by counsel or to appear from view by writing addressed to the Planning Board to the Planning Department, 1700 Convention Center Drive, 2nd Floor, City Hall, Miami Beach, Florida 33139. The applications, petitions, and all documents related thereto are available for public inspection during normal business hours in the office of the Department. Requests may be directed to the Department at (305) 417-1700. Any of the above items may be continued to another meeting date and, under such circumstances, further advertised notice may not be provided. Items continued from previous meetings are listed above for informational purposes.

Pursuant to Section 218.01(3), Fla. Stat., the City hereby advises the public that if a person desires to appeal any decision made by the Board with respect to any matter considered at the meeting or its hearing, such person must submit that a written report of the proceedings is made, which report includes the testimony and evidence presented at the hearing or its hearing. This action does not constitute consent by the City for the introduction or admission of otherwise inadmissible evidence and/or other challenge to the proceedings or to the decision of the Board.

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in the proceedings should contact the board administrator no later than four days prior to the proceeding. Telephone (305) 417-1700 for assistance. If hearing required, telephone the Florida Relay Service numbers, 800 877 8777 (305) 417-1700 (305) 417-1700, for assistance.

EYES ON THE FUTURE

The Metropolitan Planning Organization seeks resident and business participation to prepare a transportation plan for the future of Miami-Dade. Provide feedback for a safer and more efficient transportation system. Help Guide the Improvement of Your Transportation System!

ATTEND ONE OF THE KICK-OFF PLANNING MEETINGS LISTED HERE AND SHARE YOUR IDEAS:

Wednesday - June 19, 2013

Kendall Lakes Branch Library - 15205 SW 66th Street - Miami, FL 33196

Tuesday - June 25, 2013

North Miami Beach Library - 1601 NE 164th Street
North Miami Beach, FL 33162

Tuesday - June 25, 2013

Coral Gables Branch Library - 3443 Segoia Street - Coral Gables, FL 33146

Wednesday - June 26, 2013

Cutter Bay Town Center - Council Chamber Suite 115
10720 Caribbean Boulevard - Cutter Bay, FL 33189

Wednesday - June 26, 2013

West Dade Regional Library - 9445 Coral Way - Miami, FL 33165





ALL MEETINGS: 6:00 - 8:00 PM.

(305) 375-4507 www.miamidade2040mtp.com

Figure 10: Miami Herald Neighbors

Page | 15





Figure 12: El Nuevo Herald

LE FLORIDIEN
MAY 1 - 15, 2014 | VOL. 34 NO. 214

NEWS

5

Los Angeles Clippers owner Donald Sterling battling cancer

Embattled Los Angeles Clippers owner Donald Sterling is fighting prostate cancer, Fox News confirms.

"They thought he would die two years ago," an unnamed source told the New York Post. "People have been predicting his imminent demise. I'm sure he has the best...drugs money can buy."

The NBA's advisory/finance committee held its first meeting about Sterling on Tuesday, two days after Silver said he would urge owners to force a sale of the team.

The 10-member committee held a conference call to discuss "the process for termination of Donald T. Sterling's ownership of the Los Angeles Clippers," NBA executive vice president Mike Bass said in a statement.

"The committee unanimously agreed to move forward as expeditiously as possible and will reconvene next



Los Angeles Clippers owner Donald Sterling, right, and V. Stokars, left, watch the Clippers play the Sacramento Kings. (AP/WIDEWORLD)

week."

Commissioner Adam Silver banned Sterling for life and fined him \$2.5 million Tuesday for making racist comments. Sterling can have no association with the league or the team, but Silver wants more.

A forced sale would require approval by three-fourths of the league's 30 owners. Silver said he was confident he would get the votes.

Minnesota owner Glen Taylor chairs the committee that also includes Miami's Micky Arison, the Lakers' Jeanie Buss, Oklahoma City's Clay

Bennett, New York's James Dolan, Boston's Wyc Grousbeck, San Antonio's Peter Holt, Phoenix's Robert Sarver, Indiana's Herb Simon, and Toronto's Larry Tanenbaum.

A number of big names have already expressed interest in buying that team that Sterling has owned since 1981, including Oprah Winfrey and Floyd Mayweather Jr.

First, owners must force Sterling to give it up — which he may choose to fight. According to the league's constitution and bylaws, Silver or an owner would have to file a written charge against Sterling, who would have five days to respond. Silver would then call a hearing of the board of governors, which would vote after hearing the evidence against Sterling.

The Fox News' Jim Gray and the Associated Press contributed to this report.

AROUND FLORIDA

Hollywood man among four sentenced in ID theft, tax refund fraud scheme

A Hollywood man was one of four sentenced for their roles in an identity theft and tax refund fraud scheme involving more than a dozen suspects, U.S. Attorney Winifred A. Furrer announced Wednesday.

Henry Dorvil, 35, of Hollywood, Brandon Johnson, 29, of Miami Gardens, Ronald Gustave, 36, of Miami, and Marie Eliazard, 32, of Miami were part of a ring indicted for filing about \$35 million in refunds with the IRS and cashing refund checks worth an estimated \$14 million, prosecutors said.

They were among those recruited to file false income tax returns using personal identification information stolen from people both living and dead. The ring used the stolen identities to set up businesses, bank accounts and electronic filing identification numbers through two tax preparation companies, trial evidence showed.

Dorvil was sentenced to more than four years in prison, followed by three years of probation, and was ordered to pay \$2,537,417 in restitution. Johnson got nearly three years, plus three years of probation and \$74,050 in restitution, according to court records.

Gustave was sentenced to three years in prison, three years of probation and \$544,054 in restitution. Eliazard got two years in prison, followed by two years of probation and must repay \$1,880,317, records showed.

Florida Mega Millions Winners Claim \$207 Million Prize

A central Florida man and woman who have come forward to claim their half of a Mega Millions jackpot of \$414 million say the money will allow them to do all sorts of things including investing, traveling and going to as many Notre Dame football games as they can.

Raymond Meyer and Robyn Collier, both 35, have claimed their \$207 million prize, the Florida



Raymond Meyer, left, and Robyn Collier, center, hold a check for \$207 million.

Lottery announced Tuesday. A one-time, lump-sum payment of nearly \$115.5 million was made to the Cubic and Scumms Trust, dated April 21, 2014. Meyer and Collier are members of the trust. The jackpot was the third largest in the game's history.

The winning Quick Pick ticket for the March 18 drawing was purchased at a Publix grocery store on

Monter Island, Lottery officials said. The retailer received a \$100,000 bonus commission.

Collier said in a lottery news release that she and Meyer didn't know they had won until the morning after the drawing when the numbers were on the news.

"I paused the TV and ran to get the ticket to double-check the numbers," Collier said. "And when I realized they all matched, I jumped off the couch in excitement and told Raymond we had won."

Meyer said he didn't believe Collier until he saw the store where they purchased the ticket on the news.

"It was definitely a shock, but it is an incredible blessing that will allow us to do many things we would not have had the opportunity to do before," Meyer said.

Reyinyon Piblik pou diskite Plan transpò alontèm kòmanse depi kounye a rive an 2040

Oganizasyon ki la pou fè plan devlopman nan Miami-Dade ki pote non Angle "The Miami-Dade Metropolitan Planning Organization (MPO)" ap prepare yon plan transpò alontèm pou yo ka jans pou ogmante popilasyon an nan Miami-Dade County. Plan transpò alontèm sa a prapouse amelyorasyon nan wout yo ak amelyorasyon nan sistèm transpò a, epi Oganizasyon ki la pou fè plan devlopman nan Miami-Dade County a vle pou popilasyon an ba li kèk ide sou amelyorasyon yo prapouse yo. Fè plan pou w vin pran pa nan reyinyon piblik ki ap fèt pou pre w la pou w ka bay kèk ide sou amelyorasyon yo planifye pou 2040 ou a.

Madi 22 avril 2014
Frankie Shannon Rolfe Neighborhood Center
2750 S. Dixie Highway
Miami, Florida 33133

Jedi 24 avril 2014
Culmer Neighborhood Center
1000 NW 3 Avenue
Miami, Florida 33136

Madi 29 avril 2014
North Dade Regional Library
2455 NW 183 Street
Miami Gardens, Florida 33056

Mèkredi 30 avril 2014
South Dade Regional Library
10750 SW 211 Street
Cutler Bay, Florida 33189

Jedi Premye Mè 2014
Victor Wilde Community Center
1701 W 53 Terrace
Hialeah, Florida 33012

*Reyinyon sa a planifye pou 5:00 - 7:00 p.m.

Madi 6 Mè 2014
West Kendall Regional Library
10201 Hammocks Boulevard
Miami, Florida 33196

***Tout reyinyon ap fèt a: 6:00 - 8:00 P.M.**
(305) 375-4567 www.miamidade2040etp.com

Figure 13: Le Floridien

3.3 Social Media

Postings to Facebook, YouTube, and the Miami-Dade 2040 LRTP website were utilized to ensure younger and tech-savvy residents were aware of the update process. **Figure 14** shows a screenshot of the MPO YouTube Channel.

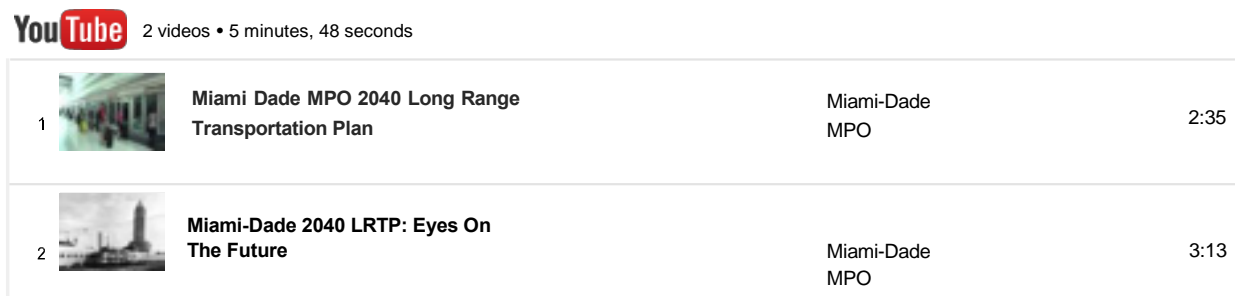


Figure 14: Screenshot of the MPO YouTube Channel

3.4 Newspaper Article

On Thursday, April 24, 2014, The Miami Today ran an article on the Miami-Dade 2040 LRTP process. The article explained the necessity of public participation and the role of the MPO in planning the future of the local transportation system.

3.5 Videos

Four (4) videos were produced for the 2040 LRTP update process: the kick-off, Needs Plan survey, a “virtual meeting” video, and final video. The kick-off video described the existing conditions of the county’s transportation system. It offered instructions on sharing public comments and kick-off public meeting dates. The second video captured the public meeting experience and provided instructions for taking the Needs Plan survey. The “virtual meeting” documents the Cost Feasible Plan, and the final video provides a description of the 2040 LRTP update process from kick-off to the adoption of the Cost Feasible Plan.

3.6 Interactive Website

The official 2040 LRTP website, www.miamidade2040lrtp.com, provides electronic information and documentation about the project and the opportunity to review the Draft Needs Plan, participate in the Miami-Dade 2040 LRTP Survey, and watch informational videos. The website allows residents to share their priorities for highways and transit services in the existing public transportation system. All public meeting materials are posted on the website shown in **Figure 15**.



Figure 15: Screenshot of the Official 2040 LRTP Website

4.0 Public Outreach

Public facilities and neighborhood centers were “brochure” distribution sites. The PIP Team identified sites in transit-dependent communities, including: Culmer Overtown Branch Library, Town Center of Cutler Bay, Florida City Community Action Agency, Frankie Rolle Neighborhood Center, Hialeah Wilde Community Center, Naranja Library, North Dade Regional Library, North Miami City Hall, North Miami Beach Public Library, North Miami Beach City Hall, Perrine Community Action Agency, Phicole Williams Center, and South Dade Regional Library. Presentations were made at the neighborhood centers’ monthly meetings.

The PIP Team sent meeting notices to homeowners associations, community-based groups, churches, Chambers of Commerce and elected officials for distribution to their constituencies. The following groups and/or elected officials offices distributed the materials: Black Affairs Advisory Board, Chamber South, Coconut Grove Collaborative, Coconut Grove Ministerial Alliance, Coconut Grove Village Council, Coconut Grove Village West Home & Tenant Association, Continental Homeowners Association, Coral Gables Estates Homeowners Association, Goulds Ministerial Alliance, Kendall Federation of Homeowners, Overtown NET Office, Richmond Heights Resource Center, Town Park Plaza South, Under-Represented People Positive Action Council, and Virginia Key Bicycle Club.

4.1 Partnering with Municipalities to Share Information

Municipal Managers were contacted and asked to place the meeting notices on their respective city website. This approach proved most effective in reaching residents, business owners, and elected officials. For example, the City of North Miami Beach posted the meeting notices on their website, announced the meeting at council hearings, and posted meeting information on the City’s marquee. The North Miami Beach website post is captured in **Figure 16**. Similar promotions were made by Hialeah, Town of Cutler Bay, Town of Miami Lakes, Miami Gardens, and Village of Pinecrest.

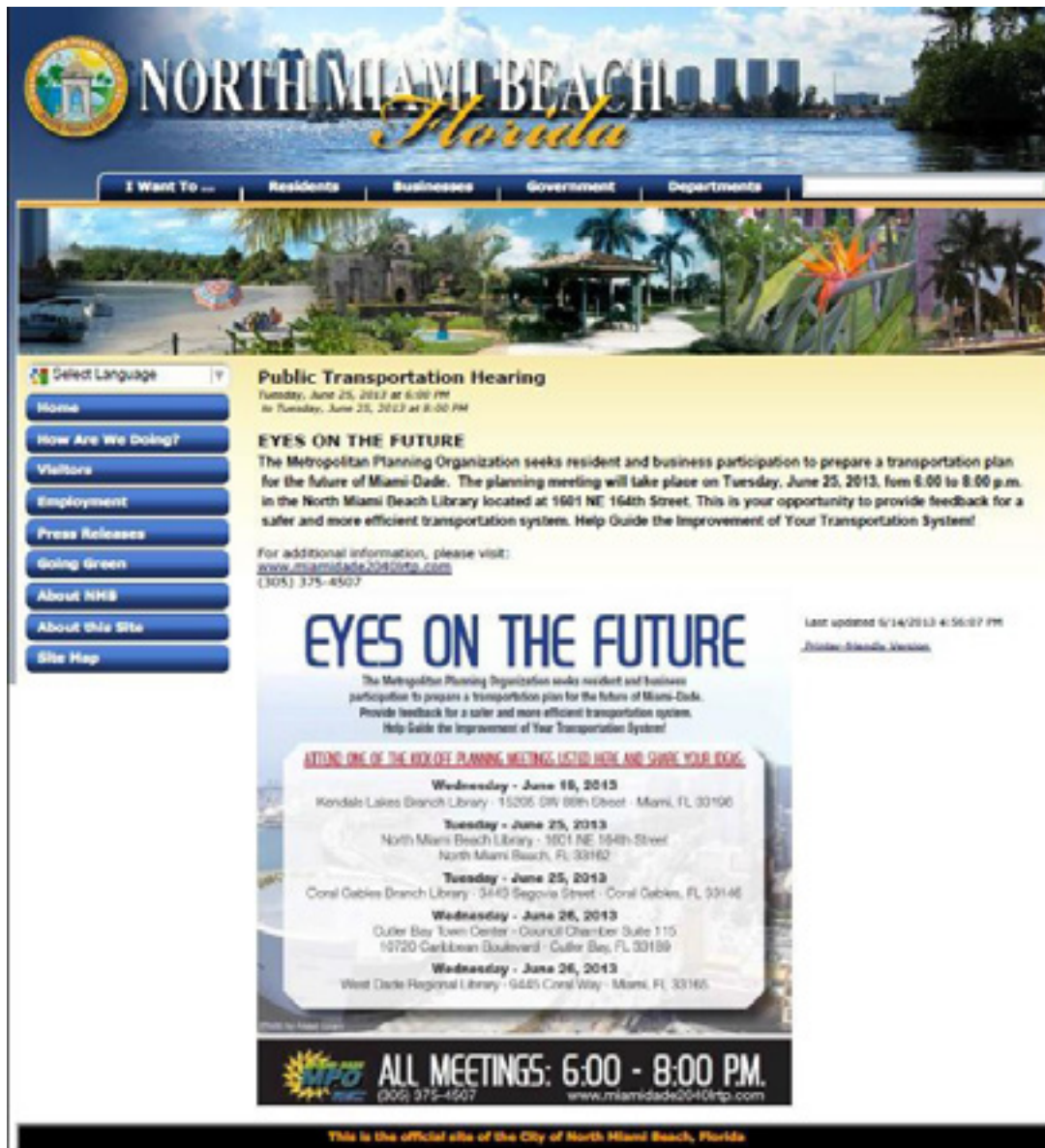


Figure 16: City of North Miami Beach Website Posting

4.2 Public Kick-Off Meetings

Five (5) public kick-off meetings were held, one in each of the Transportation Planning Areas (TPAs). The meetings began with the Goals and Objectives Survey, an evaluation of the existing transportation system, and travel experiences. The survey questions were related to: 1) greenways, pedestrian, and bicycle facilities; 2) paying tolls to avoid traffic congestion; and 3) tourists and community access to airports and seaports. Meeting surveys and comment cards were produced in English and Spanish. Spanish and Creole speaking translators were on-hand to assist non-English speaking participants.

Special attention was given to the Urban Health Partnership (UHP), a not-for-profit senior advocacy organization. UHP requested 2040 LRTP information to distribute to their membership. The MPO provided the Goals and Objectives Survey pictured in **Figure 17** for distribution to the UHP members.



**Miami-Dade 2040 LRTP
Goals and Objectives Survey**



Current Residence

1. Where do you currently live?

1	Beach/CBD
2	Central
3	North
4	Northwest
5	South
6	West
7	I do not live in Miami-Dade County

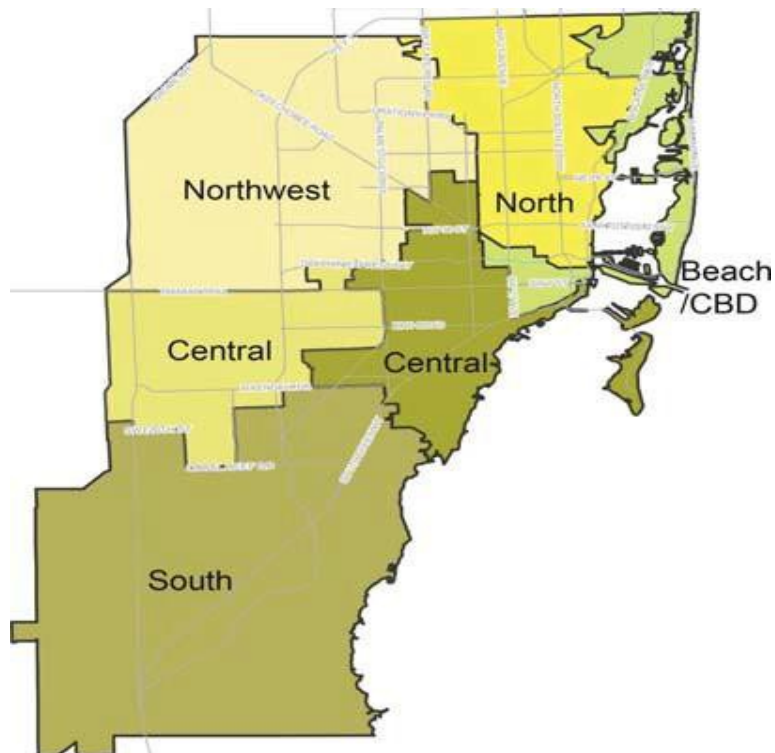




Figure 17: Sample Survey



Miami-Dade 2040 LRTP Goals and Objectives



Length in Miami-Dade		
2. How long have you lived in Miami-Dade County?		
1		Less than 1 year
2		Between 1 and 5 years
3		Between 6 and 10 years
4		Between 11 and 20 years
5		More than 20 years
6		I do not live in Miami Dade county
Age		
3. My age is...		
1		Under the age of 18
2		Between 18 and 34
3		Between 35 and 44 years
4		Between 45 and 64 years
5		65 or older
Improvement existing transportation system...		
4. I feel the best way to improve the existing transportation system is to...		
1		Connect highway system with new roads
2		Increase capacity by adding new lanes to existing roads.
3		Improve rail, bus, and other transit services
4		Reduce congestion with alternatives that do not include road construction such as improved signage, signal improvements and car pool parking lots.
5		Build sidewalks, bicycle lanes and facilities and greenways
Greenways, pedestrian and bicycle facilities		
5. I would like to see more pedestrian, bicycle and greenway facilities in the transportation system		
1		Strongly Disagree
2		Disagree
3		No Opinion
4		Agree
5		Strongly Agree
Environmental concerns		
6. How important are environmental concerns such as air quality, water quality/supply, loss of wildlife habitat/open space, climate change when considering future transportation improvements?		
1		Not Important
2		Somewhat Important
3		No Opinion
4		Important
5		Very Important

Figure 17: Sample Survey (Continued)



Miami-Dade 2040 LRTP Goals and Objectives



Paying tolls to avoid traffic congestion

7. I would be willing to pay higher tolls to use express lanes on existing tolled highways to avoid traffic congestion and save travel time

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

8. I would be willing to pay a toll (user fee) on some existing untolled roads to generate funds to improve transportation

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

Connections across the system

9. I believe that future transportation improvements should focus on making TRANSIT connections across the system to provide more direct access to places of work, shopping, and schools

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

10. I believe that future transportation improvements should focus on making HIGHWAY connections across the system to provide more direct access to places of work, shopping, and schools

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

Existing transportation system rather than building new roads and transit facilities

11. I believe that future TRANSIT improvements should focus on improving the existing transportation system rather than building new roads and transit facilities

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

12. I believe that future HIGHWAY improvements should focus on improving the existing transportation system rather than building new roads and transit facilities

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

Figure 17: Sample Survey (Continued)



Miami-Dade 2040 LRTP Goals and Objectives



Tourist and community access to airports and seaports

13. I believe that TRANSIT improvements are needed to provide better access to Miami-Dade County airports and seaports for tourists and the community

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

14. I believe that HIGHWAY improvements are needed to provide better access to Miami-Dade County airports and seaports for tourists and the community

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

Freight access to airports and seaports

15. I believe that transportation improvements are needed to provide better freight access to Miami-Dade County airports and seaports

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

Economic development focus

16. I believe that transportation projects should be focused in areas needing economic development

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

Reasons you travel to Palm Beach and/or Broward Counties?

17. What is the most common reasons you travel to Palm Beach and/or Broward Counties?

1	My job is there
2	I work there on occasion
3	I attend sporting events
4	I go for other entertainment purposes
5	I go to the other airports
6	I go to the cruise ports
7	I visit family or friends
8	Other personal needs

Figure 17: Sample Survey (Continued)



Miami-Dade 2040 LRTP Goals and Objectives



Travel to Palm Beach and/or Broward Counties

18. How often do you travel to Palm Beach and/or Broward Counties?

1	Almost Daily (20+ times/month)
2	Frequently (11 to 20 times/month)
3	Regularly (6 to 10 times/month)
4	Occasionally (1 to 5 times/month)
5	Rarely (less than 12 times/year)

Adjacent counties coordination

19. When coordinating improvements with adjacent counties, which is the most important to you?

1	Improved express travel, such as I-95 and Turnpike, for auto (travel time and safety)
2	Improved arterial road travel, such as US1 or SR7, for auto (travel time and safety)
3	Improved public transportation
4	Improved non-motorized travel for pedestrians/bicyclists (safety, comfort and convenience)
5	Improved travel by waterways
6	Improved connections between major regional destinations (airports, seaports, sporting venues, major shopping malls, etc.)

Funding

20. I would be willing to pay higher sales tax to generate funds to improve transportation

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree


21. I would be willing to pay higher property tax to generate funds to improve transportation

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree


22. I would be willing to pay higher gas tax to generate funds to improve transportation

1	Strongly Disagree
2	Disagree
3	No Opinion
4	Agree
5	Strongly Agree

Figure 17: Sample Survey (Continued)



Miami-Dade 2040 LRTP
Goals and Objectives



Goal Weighting	
<p>23. Below are the 8 goals of the Long Range Transportation Plan. If you were given \$320 to "spend" across the goals in accordance with their relative importance to you, how much would you spend? For example, if you felt that all of the goals were of equal value, you could spend \$40 across the goals. Or, you may feel as if 1 goal is the most important to you and you could spend all of your money \$320 in that goal. (Notes: Your allocation must equal \$320. Please refer to the attached Goals and Objectives document for clarification of the Goals.)</p>	
\$	Goal
	1. Improve Transportation System and Travel
	2. Increase the Safety of the Transportation System for Motorized and Non-Motorized Users
	3. Increase the Security of the Transportation System for Motorized and Non-Motorized Users
	4. Support Economic Vitality
	5. Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation
	6. Enhance the Integration and Connectivity of the Transportation System, across and between Modes, for People and Freight
	7. Optimize Sound Investment Strategies for System Improvement and Management/Operation
	8. Maximize and Preserve the Existing Transportation System
\$320	Total MUST add up to \$320

Figure 17: Sample Survey (Continued)

During the Goals and Objectives ranking exercise, participants were instructed to rank their transportation needs by spending sixteen (16) \$20 bills on the eight (8) Goals and Objectives. Each oversized ballot box represented a goal: (1) Improve Transportation System & Travel; (2) Increase Safety for Motorized and Non- Motorized Users; (3) Increase Security of the Transportation System; (4) Support Economic Vitality; (5) Preserve the Environment & Quality of Life; (6) Enhance Connectivity in the Transportation System; (7) Optimize Sound Investment Strategies; and (8) Maximize & Preserve Existing Transportation. **Figure 18** shows attendees completing the Goals and Objectives ranking exercise.



Figure 18: Attendees Participate in Goals and Objectives Ranking Exercise

4.2 Goals and Objectives Reference Guide

The Goals and Objectives Reference Guide provided a clear description of each of the proposed goals, and provided a space for participants to record their preferred funding levels. The guide was produced in English and Spanish. The Goals and Objectives Reference Guides are shown in **Figures 19 and 20**.



Figure 19: Goals and Objectives Reference Guide – English

Proposed Plan Goals + Objectives

GOAL 1: Improve Transportation System & Travel

- Enhance mobility for people and freight
- Reduce Congestion
- Maximize multimodal travel options and provide travel choices
- Promote system reliability and fill transit service gaps
- Promote non-motorized projects through new projects or reconstructions

GOAL 2: Increase Safety for Motorized & Non-motorized Users

- Improve safety on facilities and in operations
- Reduce roadway and multi-modal crashes
- Accommodate the safe and convenient movement of pedestrians and non-motorized vehicles

GOAL 3: Increase Security of the Transportation System

- Enhance the capacity of evacuation corridors
- Ensure transportation options are available during emergency evacuations for the transit dependent
- Ensure security at ports, airports, and major intermodal centers/terminals

GOAL 4: Support Economic Vitality

- Increase access to employment sites
- Enhance the efficient movement of freight and goods
- Implement projects that support economic development and redevelopment areas

GOAL 5: Preserve the Environment & Quality of Life

- Minimize and mitigate air & water quality impacts of transportation facilities, services, and operations
- Minimize adverse impacts to established neighborhoods and historic areas
- Coordinate transportation and land use decisions to support livable rural and urban communities

GOAL 6: Enhance Connectivity in the Transportation System

- Improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities
- Provide multi-modal options consistent with the local government comprehensive plan
- Improve goods movement by enhanced intermodal access & other infrastructure

GOAL 7: Optimize Sound Investment Strategies

- Optimize benefits of capital expenditures and operations and maintenance expenses
- Maximize use of State, Federal, and private sector funding sources
- Establish strong regional linkages with Southeast Florida governments to plan for infrastructure

GOAL 8: Maximize & Preserve Existing Transportation

- Repair and maintain existing infrastructure first
- Identify and implement the best available technologies and innovations to improve the system
- Identify and reserve corridors and right-of-way for future transportation facilities and services



Miami-Dade Metropolitan Planning Organization
telephone: 305.375.4507 | fax: 305.375.4950 | email: mpo@miamidade.gov



Figure 19: Goals and Objectives Reference Guide – English (Continued)



Figure 20: Goals and Objectives Reference Guide - Spanish

Plan Propuesto Metas y Objetivos

META 1: Mejorar el Sistema de Transporte y Circulación

- Mejorar el movimiento de las personas y carga
- Reducir la congestión vehicular
- Maximizar las opciones de transporte multimodal y brindar opciones de circulación
- Promover la confiabilidad del sistema y cerrar los breches del servicio de tránsito
- Promover proyectos no motorizados mediante nuevas obras o reconstrucciones

META 2: Mejorar la Protección de los Usuarios Motorizados y no Motorizados

- Mejorar la seguridad en las instalaciones y el servicio
- Reducir los choques en la carretera
- Integrar el movimiento de los peatones y vehículos no motorizados, en forma segura y conveniente

META 3: Mejorar la Seguridad del Sistema de los Transportes

- Aumentar la capacidad de las rutas de evacuación
- Garantizar la seguridad en los puertos, aeropuertos e importantes centros y terminales intermodales
- asegurar que las opciones de transporte estén disponibles para quienes dependen del tránsito durante las evacuaciones de emergencia

META 4: Mejorar/Mantener la Vitalidad Económica

- Aumentar el acceso a los lugares de empleo
- Aumentar el movimiento eficiente de carga y productos
- Implementar proyectos que apoyen el desarrollo económico y áreas de desarrollo

META 5: Preservar el Ambiente y la Calidad de Vida

- Minimizar y mitigar los impactos en la calidad del aire y del agua de las instalaciones, servicios y operaciones de transporte
- Coordinar las decisiones de tránsito y uso de tierras para apoyar las comunidades rurales y urbanas

META 6: Mejorar la Conectividad en el Sistema de Transporte

- Mejorar la conectividad del sistema intermodal (strategic (SI) e instalaciones intermodales
- Brindar opciones multimodales consistentes con el plan integrado del gobierno local
- Mejorar el movimiento de productos del acceso intermodal e infraestructura

META 7: Optimizar las Estrategias de Inversiones

- Optimizar los beneficios de costos de capitales y operaciones y los gastos de mantenimiento
- Maximizar el uso de recursos estatales, federales y del sector privado
- Establecer fuertes vínculos regionales con los gobiernos del sur de la Florida para planificar la infraestructura

META 8: Maximizar y Preservar el Sistema de Transporte Existente

- Regular y mantener la infraestructura existente
- Identificar e implementar las mejores tecnologías e innovaciones disponibles para mejorar el sistema
- Identificar y reservar corredores y derecho de vía para futuras instalaciones y servicios de transporte



Organización de Planificación Metropolitana de Miami-Dade
teléfono: 305.375.4503 | fax: 305.375.4950 | correo electrónico: mpo@miamidade.gov



Figure 20: Goals and Objectives Reference Guide - Spanish (Continued)

4.3 Comment Cards

Comment cards were provided to document the public feedback received at the public meetings, see Figure 21.

COMMENT CARD

2040 Miami-Dade Long Range Transportation Plan



Name: _____

Organization: _____

Address: _____

Zip Code: _____

Telephone: _____

Fax: _____

Email: _____

Comments: _____

MOBILITY OPTIONS

2040 Miami-Dade Transportation Plan

— EYES ON THE FUTURE —

Please write your comments and contact information on the lines provided and mail or fax card to:
Elizabeth Rockwell at Miami-Dade MPO

Miami-Dade MPO
111 NW 1st Street, Suite 920,
Miami, FL 33128
[Fax: 305-375-4950]

www.miamidade2040lrtp.com

Figure 21: Comment Cards

Sample comments received during the kick-off meetings are documented below in **Figure 22.**

<p>Kendall Lakes Branch Library 15204 SW 88th Street Miami, Florida 33196 Wednesday, June 19, 2013</p> <p>Comment: Metrorail should expand to Kendall- either along Kendall Drive/Killian or a combination of both. Connect to zoo, Tamiami Airport and Miami Dade College/Palms Shopping Center.</p> <p>Comment: Complete Metrorail, busway to Kendall.</p> <p>Comment: More services and faster for the community.</p>
<p>North Miami Beach Library 1601 NE 164th Street North Miami Beach, Florida 33162 Tuesday, June 25, 2013</p> <p>Comment: We need Metrorail to come up to NW 27th Avenue to County Line to Connect to Broward.</p> <p>Comment: A very good pro-active approach to involving the community. More advertisement needed to involve larger cross-section of the community and their input.</p> <p>Comment: Florida International University north campus only has one way in and out. They do a lot of activities, interactions with nearby schools, but there are no sidewalks.</p> <p>Comment: Very informative. Improvement in driving skills and traffic control devices would go to help solve the coming and present congestion.</p>
<p>Coral Gables Branch Library 3443 Segovia Street Coral Gables, Florida 33146 Tuesday, June 25, 2013</p> <p>Comment: We need Metrorail to come up to NW 27th Avenue to County Line to Connect to Broward.</p> <p>Comment: A very good pro-active approach to involving the community. More advertisement needed to involve larger cross-section of the community and their input.</p> <p>Comment: Florida International University north campus only has one way in and out. They do a lot of activities, interactions with nearby schools, but there are no sidewalks.</p> <p>Comment: Very informative. Improvement in driving skills and traffic control devices would go to help solve the coming and present congestion.</p>

Figure 22: Kick-Off Meeting Sample Comments

4.4 Kick-Off Virtual Meeting

After the final kick-off public meeting, an on-demand video was produced to allow residents to review the transportation planning materials, provide feedback during a comment period, and complete the survey. The video describes the update process, the public involvement process, and the ranking of the Goals and Objectives.

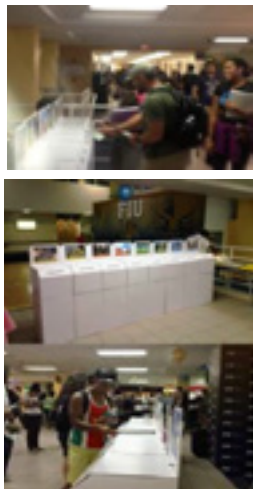
4.5 Reaching Millennials

The PIP Team conducted the same Goals and Objectives ranking and exercise on three (3) college campuses: Florida International University (FIU) Modesto A. Maidique Campus, and Miami- Dade College (MDC) Wolfson and North campuses. Students and staff were instructed to spend their sixteen (16) \$20 bills on their transportation priorities, similar to the exercise at the Kick-Off Public Meetings.

FIU, located in the western part of Miami-Dade County, serves a diverse group of students. On September 4, 2013, the PIP Team offered this 54,000-plus student body an opportunity to participate in the Goals and Objectives ranking exercise. As seen in **Figure 23**, surveys were conducted in two sessions, 9:00 a.m. – Noon and 1:00 – 4:00p.m. During the morning session, the 157 participants ranked their priorities as: (1) Improve Transportation System & Travel; (2) Preserve the Environment & Quality of Life; and (3) Enhance Connectivity in the Transportation System. In the afternoon session, the 61 participants ranked their top two priorities similarly, but ranked Goal 8, Maximize & Preserve Existing Transportation, as the third most important goal.



Florida International University - Graham Center 11200 SW 8th Street, Miami, Florida 33199
2013 Community Fair
2040 LRTP Goals Ranking Results Wednesday, September 4, 2013
9:00 a.m. – 4:00 p.m.



No.	9:00 a.m. – 12 Noon	1:00 – 4:00 p.m.
Goal 1 – Improve Transportation System & Travel	668	184
Goal 2 – Increase Safety for Motorized & Non-motorized Users	262	64
Goal 3 – Increase Security of the Transportation System	206	70
Goal 4 – Support Economic Vitality	172	81
Goal 5 – Preserve the Environment & Quality of Life	466	215
Goal 6 – Enhance Connectivity in the Transportation System	426	124
Goal 7 – Optimize Sound Investment Strategies	108	76
Goal 8 - Maximize & Preserve Existing Transportation	204	162
Total	2512	976
Number of participants	157	61
Each participant was given sixteen (16) \$20 bills		

Figure 23: Goals Ranking Results

On September 17, 2013, the PIP Team visited the MDC's North Campus, which is located in the north central portion of Miami-Dade County. A sizable number of the students use public transportation to access the campus. From 9:00 a.m. – 2 p.m., students and staff were given an opportunity to rank their priorities. This transit- dependent population ranked the following as their top priorities: (1) Improve Transportation System & Travel; (2) Maximize & Preserve Existing Transportation; and (3) Preserve the Environment & Quality of Life. The PIP Team recorded 118 participants in the exercise.

On September 18, 2013, the PIP Team conducted surveys on MDC's Wolfson Campus, which is located in downtown Miami. A total of 127 participants were recorded and ranked their priorities as follows: (1) Enhance Connectivity in the Transportation System; (2) Preserve the Environment & Quality of Life; and (3) Increase Safety for Motorized & Non-motorized Users. **Figure 24** shows students at both campuses completing the Goals and Objectives ranking exercise. Over four hundred people completed the exercise during this special outreach effort.



Figure 24: Miami-Dade College North and Wolfson Campuses

4.6 Technology

The public meetings offered a fun, interactive way to conduct the surveys. Attendees were given polling devices to register their responses and view the results in real-time. This device was viewed by the public as a user-friendly approach to surveying their transportation priorities. **Figure 25** shows a Cutler Bay resident using the polling device to participate in the survey.



Figure 25: Cutler Bay Resident Using the Polling Device

5.0 Phase II Public Meetings

Five (5) Phase II public meetings were held, one in each of the Transportation Planning Areas (TPA). The meetings began with the 2040 LRTP Survey followed by the "Blocks and Ribbons" exercise as pictured in **Figure 26**. The kick-off survey focused on ranking the LRTP goals and objectives. The Phase II survey evaluated travel behaviors and the best approaches for implementing transit and roadway improvements.



Figure 26: Participants Using the "Blocks and Ribbons" Exercise

The blocks and ribbons were utilized to measure transit service and roadway improvements. Maps with yellow and red Legos® representing growth in household and employment (job) growth, respectively, were placed on tables in the center of the meeting room. Purple and orange ribbons, representing transit and highway improvements, respectively, were distributed to the participants. Participants laid out their suggested transit (purple ribbon) lines enhancements and highway corridors (orange ribbon) improvements to alleviate congestion. Initially, unlimited expenditures were allowed, resulting in major roadway and transit service expenditures countywide.

When budget constraints were imposed and participants were instructed to “scale back” their improvements based on the projected funding implemented by corresponding ribbon length, priority improvements were placed on the map. Participants then explained their reasoning for selecting improvements along specific corridors. The results of working groups at the public meetings are pictured below in **Figures 27 and 28**.



Figure 27: Map 1 - Results of the "Blocks and Ribbons" Exercise at Victor Wilde Center in Hialeah, Florida

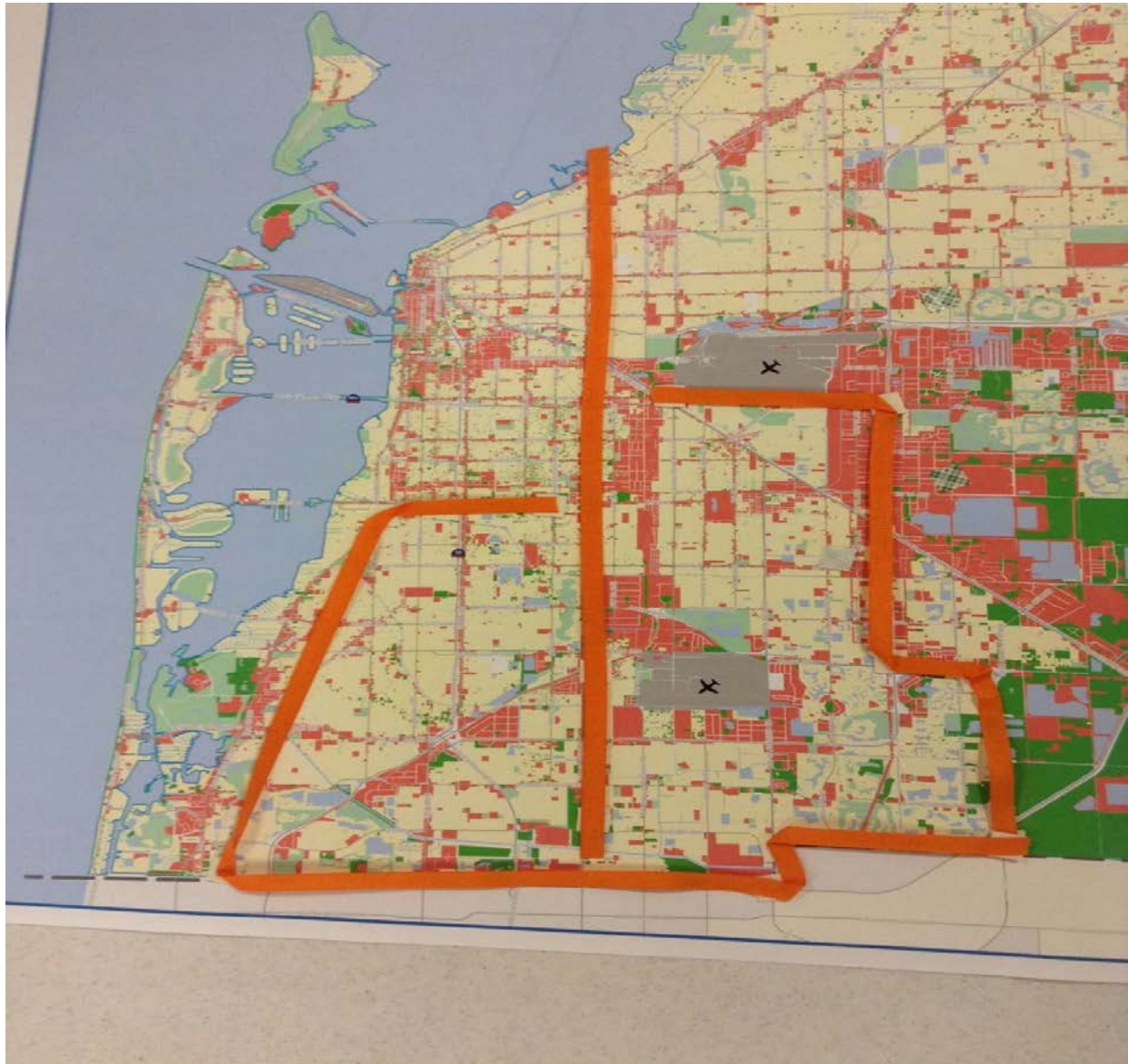


Figure 28: Map 2 - Results of the "Blocks and Ribbons" Exercise at Victor Wilde Center in Hialeah, Florida

In addition to the “Blocks and Ribbons” exercise, the public provided written comments and feedback. **Figure 29** reflects some of the public feedback received during the second round of meetings.

<p>Beach/CBD Culmer/Overtown Neighborhood Center 1600 NW 3rd Avenue, Miami, Florida 33136 Thursday, April 24, 2014</p>
<p>Comment: Interesting, relevant information.</p> <p>Comment: Great job! Please stay connected and keep me informed of upcoming workshops.</p> <p>Comment: Very important information; very well presented; concerned that public participation was limited, not sure why attendance was low and wish I had some information before the meeting.</p>
<p>NORTH North Dade Regional Library 2455 NW 183rd Street, Miami Gardens, Florida 33056 Tuesday, April 29, 2014</p>
<p>Comment: More express transportation connecting Miami-Dade and Broward to the airport and strategic areas of each county.</p> <p>Comment: Don't expand new highways outside of the Urban Development Boundary.</p> <p>Comment: Bus system could use improvement, more new buses, use old transfer system allowing transfer from bus to bus, bus to Metrorail, mostly satisfied with transportation.</p>
<p>SOUTH South Dade Regional Library 10750 SW 211th Street, Cutler Bay, Florida 33189 Wednesday, April 30, 2014</p>
<p>Comment: Make student pricing available to all students.</p> <p>Comment: Need heavy rail from Florida City to Kendall Connection to alleviate US 1 traffic.</p>
<p>NORTHWEST Victor Wilde Community Center 1701 W 53rd Terrace, Hialeah, Florida 33012 Thursday, May 1, 2014</p>
<p>Comment: More bus routes and better frequency.</p> <p>Comment: I am extremely supportive of transportation plans that support older adults, the elderly and disabled. Public transit provides mobility independence.</p>
<p>WEST West Kendall Regional Library 10201 Hammocks Blvd., Miami, Florida 33196 Tuesday, May 6, 2014</p>
<p>Comment: I would love to see free trolleys come out to southwest Miami-Dade. Trolley service works well where I work.</p> <p>Comment: Provide better connectivity for Florida International University.</p>

Figure 29: Phase II Meeting Sample Comments

6.0 Phase III Virtual Meetings

In order to provide online access to the 2040 LRTP update process, the PIP Team produced the Cost Feasible Plan virtual meeting for on-demand viewing. The virtual meeting briefly explained the three phases of the update process: 1) ranking of the Goals and Objectives; 2) development of the Draft Needs Plan; and 3) adoption of the Cost Feasible Plan. The virtual meeting also presented the projects in the 2040 Plan, including: highway, transit, bicycle/pedestrian projects, freight specific, and congestion management projects. Finally, it recognized the importance of public participation in the federally mandated transportation planning update process.

Electronic messages were sent to the Miami-Dade MPO's database, technical committees and community leaders to encourage views of the Miami-Dade 2040 LRTP video posted on the website. The virtual meeting was also posted on Facebook and the Miami-Dade MPO YouTube Channel.

6.1 2040 LRTP Final Video

The final "Eyes on the Future" video recapped the update process. On Thursday, October 23, 2014, the 2040 LRTP video was played for the Miami-Dade MPO Governing Board as a part of the final presentation. The video provided a recap of the update process and described the global influence of the Miami Urbanized Area in the future of transportation planning. The video showcases the MIA Mover, Metrorail, Metromover, Miami International Airport, PortMiami, 450 bicycle/pedestrian facilities, and 6,500 highway miles. It also offered fun facts about many of the county's entertainment, educational, and governmental facilities. From the kick-off video to the final video the Miami-Dade 2040 LRTP public involvement program offered various ways for the public to participate in the update process.

The 2040 LRTP website remains available for review by stakeholders. It offers a comprehensive review of the update process, thoroughly documents public feedback, and serves as a guide for improving Miami-Dade County's existing transportation system. Furthermore, it explains the bold vision the Miami-Dade MPO plans to undertake as it brings improved mobility and connectivity to Miami-Dade County.

6.3 Special Recognition

On December 11, 2014, the Gold Coast Section of the American Planning Association honored the Miami-Dade MPO with its "Award of Excellence" for its innovative approach for engaging residents and Millennials during the 2040 LRTP update process. The Gold Coast Section of the APA recognized the MPO for conducting outreach on three college campuses, and also commended the MPO for utilizing technology to conduct surveys and 3-D visual displays to project employment and job growth at the public meetings. Gold Coast member and MPO staff are pictured in **Figure 30**.



Figure 30: MPO Staff Members Receive the "Award of Excellence" Honor at the Gold Coast Chapter Annual Ceremony

This page intentionally left blank





This page intentionally left blank





MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION

111 NW 1st Street
Suite 920
Miami, FL 33128
305-375-4507
www.miamidade.gov/MPO

Learn more by visiting: www.MiamiDade2040LRTP.com



Photo by Asad Gilani



Miami-Dade MPO GPC V #7

Miami-Dade 2040

Bicycle/Pedestrian Plan



Table of Contents

INTRODUCTION	5
VISION, GOALS, AND OBJECTIVES	7
Vision.....	7
Goals and Objectives	7
LITERATURE REVIEW.....	15
TRANSPORTATION MOBILITY ANALYSIS.....	27
SAFETY	44
ENCOURAGEMENT	51
Programs/Events/Initiatives.....	51
Groups.....	55
SHOWCASE PROJECTS	61
EVALUATION CRITERIA.....	85
Evaluation Criteria	85
RESULTS OF BICYCLE/PEDESTRIAN FACILITY NEEDS ASSESSMENT	87
MINIMUM REVENUE PLAN	88
On-Road Facility Needs Assessment.....	88
Off-Road Facility Needs Assessment.....	88
Cost.....	89

This page intentionally left blank.

Introduction

Miami-Dade County is located in the southeastern part of Florida, and is the most populated county in Florida with approximately 2,591,035 people. The county is bounded by Broward, Monroe, and Collier counties. As the third largest county in Florida in land area, Miami-Dade County contains approximately 2,431 square miles with 35 incorporated municipalities. Miami-Dade County's transportation network consists largely of a grid street system with streets running east-west and avenues running north-south. Exceptions to the grid system include some of the major expressways and roadways such as I-95, SR 836 (Dolphin Expressway), SR 874 (Don Shula Expressway), Homestead Extension of Florida's Turnpike (HEFT), Biscayne Boulevard, and South Dixie Highway. Miami-Dade Transit provides three forms of fixed-route public transportation including Metrorail (heavy rail), Metromover (automated people mover), and Metrobus (fixed route bus). Miami-Dade County provides eight large-scale parks among numerous smaller parks and recreation facilities. Two national parks are located in Miami-Dade County including Everglades National Park and Biscayne National Park.

It is critical to enhance non-motorized transportation mobility and accessibility in Miami-Dade County to connect the county's cities, neighborhoods, and surrounding facilities. Pedestrian and bicycle-friendly environments invite residents to patronize local businesses, walk or bike to work and school, and access public transportation for longer trips. Furthermore, promoting walking and bicycling in Miami-Dade County achieves important sustainability, health, and recreation goals as well.



Atlantic Trail, Multi-Use Pathway in Miami Beach

Miami-Dade County is continually seeking ways to enhance its pedestrian and bicycle facilities. Collectively, the county's 2035 Long Range Transportation Plan, 2035 Miami-Dade MPO Pedestrian and Bicycle Plan, and Miami-Dade Transit Development Plan have been the springboard towards the vision and development plan for the future of pedestrian and bicycle facilities in Miami-Dade County.

The Miami-Dade 2040 Bicycle/Pedestrian Plan presents a vision and improvement strategies developed through public engagement activities and technical analysis to enhance the important non-motorized transportation network of Miami-Dade County. This Plan serves as the non-motorized element of the 2040 Long Range Transportation Plan (LRTP).



Bicycling is an important family and community-building activity

Vision, Goals, Objectives

Vision

The vision of the Miami-Dade 2040 Bicycle and Pedestrian Plan is to enhance the accessibility, safety, public health, social equity, environment, and overall quality of life within Miami-Dade County by creating interconnected bicycle and pedestrian friendly communities throughout the county.

Goals and Objectives

Goal 1

Create a safe, convenient, and accessible series of pedestrian and bicycle friendly facilities that connect local communities, utilizing cooperative efforts of stakeholder entities including the public, governmental agencies, and the private sector.

Objective 1.1

Develop an inter-regional system of pathways connecting all major points of interest including areas of residential development, businesses, employment centers, schools, and other areas of public interest such as health care, recreation, and cultural centers.

Objective 1.2

Create a development plan that defines and evaluates existing and proposed facilities in order to prioritize specific planning and design needed to enhance the mobility for users throughout the network.

Objective 1.3

Provide pedestrian and bicycle facilities that will help to interconnect existing and future networks between neighboring counties, including but not limited to Broward, Collier, and Monroe counties.

Objective 1.4

Incorporate existing public right-of-ways (e.g. utility lines, rail lines, waterways, etc.) and transportation networks in the design of bicycle and pedestrian facilities to minimize the cost to the public.

Objective 1.5

Ensure that the network system is convenient and adequate by utilizing universal pedestrian bicycle facilities that provide access and mobility for all users of the community including children, adults, the elderly and disabled.

Objective 1.6

Expand and develop physical pedestrian and bicycle facilities that help to improve visibility, utility and safety including but not limited to additional bicycle parking, improved lighting along pathways, and improved landscaped pathways, trails, and lanes.

Objective 1.7

Provide a safe and efficient maintenance program that will evaluate and monitor bicycle and pedestrian facilities throughout the pedestrian and bicycle network, ensuring that all facilities are appropriately maintained for access, safety, and usability.

Objective 1.8

Provide a safety guideline program to enforce regulations of safety, operation and proper usage of the bicycle and pedestrian network, ensuring that the interaction between users and the facilities remains safe and accessible at all times.

Objective 1.9

The bicycle and pedestrian network should be implemented to meet ADA design standards as well as the highest obtainable level of safety and design standards.

Goal 2

Create an environment that endorses walking and bicycling as viable forms of transportation, exercise, and leisure that will promote well-being through measures of personal health benefits, environmental awareness, and safety.

Objective 2.1

Provide informational sessions and forums advising the public how using the pedestrian and bicycle network helps to address numerous health concerns including depression, heart disease, high blood pressure, obesity, and stress. Provide both quantitative and qualitative statics that will inform the public about how their change in transportation mode can contribute to a decrease in a number of health concerns.

Objective 2.2

Inform the public, through qualitative and quantitative measurements, about how using the pedestrian and bicycle network helps to decrease motor vehicle usage, in turn reducing vehicle emissions and improving the environment from both a visual and ecological standpoint.

Objective 2.3

Encourage and seek out partnerships through local and regional cycling /walking organizations to provide regular training and safety programs regarding pedestrian and bicycling facilities and the interaction with its users.

Objective 2.4

Encourage and promote safety programs for the public, including Safe Route to School, Safe Route to Parks, and Urban Center Safety and Mobility initiatives.

Objective 2.5

Create and provide information to the public regarding proper usage and safety regulations for the pedestrian and bicycle network through the use of handouts, information sessions and online sources.

Objective 2.6

Provide programs and functions that promote incentives for the public utilizing pedestrian and bicycle facilities. Provide ways for the public to measure their pedestrian and bicycle network usability and institute awards and recognition for users who have implemented the pedestrian and bicycle facilities throughout both their professional and social lives.

Objective 2.7

Promote bicycle commuting by encouraging local employers to provide bicycle parking and changing facilities for their employees. Promote bicycle commuting by encourage local developments to provide additional bicycle parking and pathways for pedestrian and bicycle use beyond City and County published standards.

Goal 3

Foster pedestrian and bicycle planning programs at both the county and local levels.

Objective 3.1

Petition and support the establishment of pedestrian and bicycle planning committees within local governments, encouraging the development of new pathways, enhanced bicycle facilities, and overall improvement of landscaped pathways, trails, and lanes.

Objective 3.2

Support the establishment of forums for bicyclist, pedestrians, public stakeholders, and anyone else of interest to discuss and plan the development of the pedestrian and bicycle systems throughout the county.

Objective 3.3

Develop ways for active participation of the community in programs, policy planning, and development of the pedestrian and bicycle system including but not

limited to online/in-person surveys and public forums/hearings regarding future/proposed pedestrian and bicycle facilities.

Objective 3.4

Support local pedestrian and bicycle plans and encourage their integration with the county wide pedestrian and bicycle plan by utilizing objectives and goals proposed in the local plans intertwined into and directly correlated the county's development plan.

Objective 3.5

Create a method to measure usage of the existing and proposed systems, utilizing the results as guidelines for future priorities regarding pedestrian and bicycle network development.

Objective 3.6

Develop policies that require the integration of pedestrian and bicycle safety and design standards in all future development and transportation projects.

Objective 3.7

In order to promote pedestrian and bicycle friendly environments, provide assistance in planning, land usage and zoning as well as roadway design.

Goal 4

Secure ample funding opportunities for the development and maintenance of a safe and accessible pedestrian and bicycle network for all users through both local sources and the pursuit of applicable federal, state, and private grants.

Objective 4.1

Continuously supply information on all available state and federal grants for pedestrian and bicycle planning and development.

Objective 4.2

Maximize the availability of public and private sector funds when developing a pedestrian and bicycle system.

Objective 4.3

Promote several different opportunities for the general public to contribute to the system to help offset costs endured by the local governments as well as technical assistance on different financing options needed to develop the pedestrian and bicycle network.

Objective 4.4

Warrant designated funds for development of pedestrian and bicycle facilities, including all stages of project development

Goal 5

Invest in accessible and accommodating bicycle and pedestrian facilities that give users of all ages, abilities, and income viable options when making essential trips.

Objective 5.1

Create a network of pedestrian and bicycle facilities that help communities meet social equity goals by providing links for essential trips such as to work, to school, to food sources, or for healthy recreation, recognizing that walking, biking, and public transportation are cheaper forms of personal transportation than private automobiles.

Objective 5.2

Develop enhanced pedestrian and bicycle facilities including but not limited to improved lighting for visibility, separation of facilities for bicyclists and pedestrians, and larger and more open ramps and pathways in order to encourage/attract the elderly and disabled to utilize the pedestrian and bicycle network.

Objective 5.3

Provide sufficient signage and information along the pathways to keep all users updated with pathway types, conditions, and accessibility to locations throughout the entirety of the network.

Objective 5.4

Inform the public through information sessions, forums, and handouts how the bicycle and pedestrian network can be utilized by all people and how it can socially and economically benefit/advance their personal lives.

- Providing informational brochures and pamphlets around the County about pedestrian and bicycle network connections that will help all users travel to and from their origins and destinations without the use of motorized vehicles.
- Provide informational sessions to teach the public about the effects of their daily trips, and how making changes to their transportation modes can alter their lifestyle in both qualitative and quantitative measurements.
- Provide information online about programs that promote the implemented universal pedestrian and bicycle facilities that will be fit to serve all users within the pedestrian and bicycle network.

Literature Review

An important element of a successful multimodal mobility plan is to understand prior initiatives that can provide information about the context within which this plan exists and can provide information about projects that can be used as a starting point for enhancing multimodal mobility. Recommendations and projects identified in prior studies that may affect the outcome of this plan have been identified.

The following data sources, studies, and plan were reviewed as part of this effort. A brief summary of the review of each item is included.

- National Household Travel Survey
- U.S. Census Journey-to-Work
- Miami-Dade MPO 2035 Bicycle and Pedestrian Master Plan
- City of Miami Gardens Pedestrian/Bicycle Master Plan
- City of Doral Bikeway Network Plan
- Miami DDA Bicycle/Pedestrian Plan
- City of Miami Bicycle Plan
- NACTO – Urban Bikeway Design Guide
- USDOT Complete Streets
- Context Sensitive Solutions
- FHWA's How to Develop a Pedestrian Safety Action Plan
- Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)
- Florida Department of Transportation (FDOT) Work Program
- Miami-Dade MPO Transportation Improvement Plan (TIP)



National Household Travel Survey Data

According to the 2009 National Household Travel Survey, nearly one-half of all trips are less than three miles in length. Approximately 28 percent of trips are less than one mile, yet less than one percent of all trips are made by bicycle. CHECK THIS

According to the 2009 National Household Travel Survey, nearly 28 percent of all trips are two miles or less in length. Approximately 17 percent of trips are less than one mile, yet less than two percent of all trips are made by bicycle and less than 11 percent of all trips are made by walking.

Active transportation, such as bicycling, walking, or accessing public transportation, has the potential to serve a greater market share of trips than it currently does. Facilities such as wide sidewalks, pedestrian crossing features at key intersections, bicycle parking areas, and interconnected bike lanes are important for attracting a greater modal share for alternative travel modes. Focusing planning efforts on alternative transportation modes is vital.

US Census Journey-to-Work

The United States Bureau of the Census measures transportation data for work trips only using a sampling of respondents that complete the census long form as part of the annual American Community Survey (ACS). Updated socioeconomic, demographic, and housing information is now available on an annual basis. The 2007-2011 ACS 5-Year Estimates were used for this analysis.

Work trip characteristics in the Miami-Dade County demonstrate that residents are less likely to make work trips on foot or bicycle than by utilizing car, truck, or van. Based on the 2007-2011 American Community Survey 5-Year Estimates, 77.1 percent of residents in Miami-Dade County utilize unshared car, truck, or van to commute to work, while only 9.6 percent of residents utilize shared car, truck, or van to commute to work. Less than three percent of residents in Miami-Dade County commute to work by walking or other

means; however, based on the 5-year estimates, there has been an increase in the number of residents that commute to work by walking or biking. Below provides an estimate for the number of residents that commuted to work by walking or bicycling for the years 2006 and 2011.

	Miami-Dade County		State of Florida	
Description	Number	Percent	Number	Percent
Car, truck, or van	956,248	86.44%	7,334,876	89.83%
Drove alone	851,100	76.94%	6,486,547	79.44%
Carpooled	105,148	9.51%	848,329	10.39%
Public Transportation	60,698	5.49%	160,236	1.96%
Taxicab	1,493	0.13%	6,113	0.07%
Motorcycle	2,292	0.21%	26,456	0.32%
Bicycle	4,933	0.45%	48,401	0.59%
Walked	24,194	2.19%	132,455	1.62%
Other means	14,784	1.34%	98,906	1.21%
Worked at home	41,560	3.76%	357,958	4.38%

Based on the data provided, the number of residents in Miami-Dade County that commute to work by bicycle has increased by 9.6 percent and the number of residents that commute to work by walking has increased by 2.8 percent.

Miami-Dade MPO 2035 Bicycle and Pedestrian Master Plan



The Miami-Dade Metropolitan Planning Organization in conjunction with Gannett Engineering developed a Bicycle and Pedestrian Master Plan for Miami-Dade County with a long-term horizon of 2035. This master plan was built upon a solid foundation of previous studies prepared for Miami Dade County's mobility, aesthetics, and urbanism. The vision of the

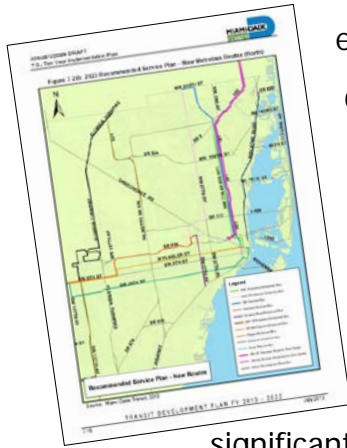
master plan was to foster the development of bicycle and pedestrian friendly communities while improving quality of life and public health for the greater good of life with Miami-Dade County (MPO 2035). The document was used to create an objective-oriented master plan that would help to improve existing bicycle and pedestrian facilities and develop new bicycle and pedestrian facilities intertwined with the surrounding roadway networks. The 2035 Miami-Dade County MPO Bicycle and Pedestrian Master Plan established the following goals:

- Provide a regional system of safe, convenient and accessible bicycle and pedestrian facilities for all users through the coordinated efforts of governmental agencies, the private sector and the public (MPO 2035).
- Promote and encourage cycling and pedestrian travel as viable forms of transportation, as healthy forms of exercise, and as a positive benefit to the environment (MPO 2035).
- Promote coordinated and continuous bicycle and pedestrian planning and development programs at the County and local levels (MPO 2035).

- Provide adequate funding resources for planning, developing and maintain high quality bicycle and pedestrian systems (MPO 2035).

Miami-Dade Transit Development Plan

The Miami-Dade Transit Development Plan is a 10-year for Miami-Dade Transit to help



Source: MD Transit

endorse a sustainable, reliable, and functional transit system that can be utilized by all patrons. The transit plan aims to evaluate the existing transit systems and prioritizing areas that require improvements. The Miami-Dade Transit Development Plan is made up of major components including a performance evaluation, a needs plan, a capital improvement plan, and a financial plan. The transit development plan is aiming to make

significant improvements to the metro bus service, develop 13 new transit hubs, and providing additional metrobus routes through a needs basis.

Recently, the Miami Dade Transit revealed the Miami International Airport Metrorail Station and the Orange Line rail service. This project has helped to jump start development committees and discussion about the growth of the Miami Dade Transit system.

City of Miami Gardens Pedestrian/Bicycle Mobility Plan

In 2013, the City of Miami Gardens in conjunction with Kimley-Horn and Associates, Inc. developed a Bicycle and Pedestrian Mobility Plan. The vision of the mobility plan was to foster the development of bicycle and pedestrian facilities that:

- Enhance the city-wide bicycle/pedestrian safety network
- Provide bicycle facilities and amenities for use as a method of transportation
- Improve traffic flow and safety for intermodal transportation

- Refine goals as identified in the City's Transportation Element of the Comprehensive Development Master Plan

The mobility plan used a combination of data collection, public feedback, and engineering evaluation to determine pedestrian and bicycle facility needs throughout all of the City of Miami Gardens. After the assessments were completed, a list of area wide improvements, site-specific improvements, and non-engineering improvements were compiled.

City of Doral Bicycle Network Plan

The City of Doral, in conjunction with Kimley-Horn and Associates, Inc. and Alta Planning and Design developed a Bikeway Network Plan to identify potential trail projects that would provide residents and employees with transportation, recreational, and leisure opportunities.

The bicycle network plan development was consistent with the Bicycle Friendly Communities (BFC) model, which includes the "Four E's" of Engineering, Education, Encouragement, and Enforcement. The development of the bicycle plan also included collaboration with the public, Miami-Dade County Bicycle Pedestrian Advisory Committee (BPAC), Miami-Dade Metropolitan Planning Organization (MPO), and Miami-Dade Park and Recreation Department (MDPR).

Miami DDA Bicycle and Pedestrian Plan

Miami-Dade Metropolitan Planning Organization (MPO) in conjunction with Miami Downtown Development Authority (DDA) and Kimley-Horn and Associates, Inc. developed a bicycle/pedestrian mobility plan for the Miami Downtown Development Authority (DDA) area. The mobility plan used a combination of data collection, public feedback, and engineering evaluation to determine pedestrian and bicycle facility needs throughout all of the City of Miami Gardens. After the assessments were completed, a

list of area wide improvements, site-specific improvements, and non-engineering improvements were compiled.

City of Miami Bicycle Master Plan

In 2009, the City of Miami in conjunction with HNTB developed a Bicycle Master Plan for the City of Miami. The vision of the Bicycle Master Plan was to provide a 20 year plan for the City of Miami's bikeway network plan, bicycle parking facilities, and bicycle safety promotion.



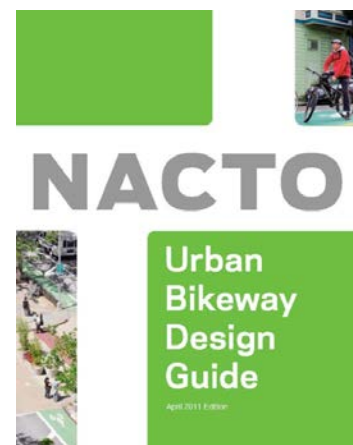
The bicycle master plan was broken into 4 phases including 2010, 2015, 2020, and 2030 based on the priorities and needs within specific districts and corridors throughout the City of Miami. Some of the priority corridors (2010-2015) that were zoned are Biscayne Boulevard, Coral Way, SW 8th Street, SW 1st Street, and NW 3rd Avenue. The districts that were considered priority areas included Brickell, Marlins Stadium, Civic Center, Center Grove, and Wynwood Arts.

NACTO Urban Bikeway Design Guide

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide was developed as part of the Cities for Cycling initiative and offers guidance to cities seeking to improve bicycle transportation and create safe and enjoyable complete streets.

The Guide details state-of-the-practice design treatments that are used in the world's most bicycle friendly cities including:

- Bike Lanes



- Conventional Bike Lanes
- Buffered Bike Lanes
- Contra-Flow Bike Lanes
- Left-Side Bike Lanes
- Cycle Tracks
 - One-Way Protected Cycle Tracks
 - Raised Cycle Tracks
 - Two-Way Cycle Tracks
- Intersections
 - Bike Boxes
 - Intersection Crossing Markings
 - Two-Stage Turn Queue Boxes
 - Median Refuge Island
 - Through Bike Lanes
 - Combined Bike Lane/Turn Lane
 - Cycle Track Intersection Approach
- Bicycle Signals
 - Bicycle Signal Heads
 - Signal Detection and Actuation
 - Active Warning Beacon for Bike Route at Unsignalized Intersection
 - Hybrid Signal for Bike Route Crossing of Major Street
- Bikeway Signing and Marking
 - Bike Route Wayfinding Signage and Markings System
 - Colored Bike Facilities
 - Shared Lane Markings

USDOT Complete Streets

In March 2010, the Secretary of the United States Department of Transportation (USDOT) announced the end of favoring motorized transportation at the expense of non-

motorized transportation. To accomplish this objective, the USDOT is directing state DOTs, MPOs, and local jurisdictions to:

- Treat walking and bicycling as equals with other transportation modes,
- Go beyond minimum standards within a context sensitive solution,
- Collect data on walking and bicycling trips, and
- Improve non-motorized facilities during maintenance projects.

Complete streets are designed and implemented to enable safe access for all users so that pedestrians, bicyclists, transit passengers, and motorists of all ages and abilities are not discriminated against in the design of the transportation network. Complete streets are defined by the National Complete Streets Coalition (NCSC), a national non-profit partnership, as safe, comfortable and convenient for travel by everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

In 1984, the State of Florida adopted a Statute for Bicycle and Pedestrian Ways (Florida Statute 335.065), which is widely regarded as an early form of the complete streets principle. Over the years this initiative has evolved to its current form where it states that both bicycle and pedestrians shall be given full consideration in the planning and development of transportation facilities, with a special emphasis to projects within one mile of an urban area.

Context Sensitive Solutions

The concept of Context Sensitive Solutions (CSS) has been around since late 1960's when the National Environmental Policy Act (NEPA) of 1969 required transportation agencies to consider the possible adverse effects of transportation projects on the environment.

In the late 1990's, the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) jointly sponsored the "Thinking Beyond the Pavement" national conference, which generated the definition of context sensitive design (CSD). It was then that CSS really gained significant momentum.

In the fall of 2006 AASHTO's Center for Environmental Excellence and FHWA sponsored a conference, whose results generated the following definition of CSS:

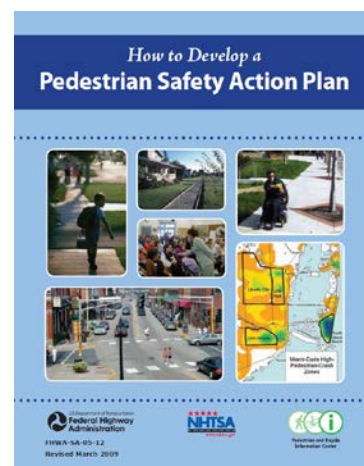
"Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions".

The core principles of CSS are applied to transportation planning and design and are especially relevant within the context of the City of Miami Gardens. One of them emphasizes exercising flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments. In addition, CSS design stresses that in urban environments pedestrians should not be expected to make inconvenient diversions from their travel paths to cross an intersection or a roadway.

How to Develop a Pedestrian Safety Action Plan (FHWA)

The Federal Highway Administration's (FHWA) guide on How to Develop a Pedestrian Safety Action Plan was created to assist state and local agencies in forming and implementing their own Pedestrian Safety Action Plans and enhancing their existing pedestrian safety programs and activities. It includes guidance on:

- Involving stakeholders throughout the planning process
- Collecting data and identifying pedestrian safety problems
- Prioritizing concerns and pedestrian safety improvements
- Selecting engineering countermeasures and other



safety-related treatments

- Providing funding
- Creating a Pedestrian Safety Action Plan

Walking is the fundamental mode of human mobility; however, many of our nation's streets and highways were primarily built to facilitate the smooth flow of motor vehicles. Transportation professionals need to focus on the following areas to make streets safer for pedestrians:

- Slowing vehicle speeds
- Reducing street crossing distances for pedestrians
- Improving the visibility of pedestrians and motorists
- Increasing the level of caution taken by pedestrians and motorists
- Providing pedestrian facilities (sidewalks, crossing islands, etc.) where the needs and potential crash reductions are the greatest

Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)

The Miami-Dade Metropolitan Planning Organization (MPO) updates their LRTP every five years per federal legislation requirements. The LRTP outlines expenditures for surface transportation programs including highways, transit, safety, research and freight. The current LRTP is for long term planning horizon 2035. The 2035 LRTP was adopted by the MPO Governing Board late 2009. The plan addresses several transportation improvements, including mobility, safety, security, economic vitality, environment, connectivity, and system preservation. The plan identifies several projects extending throughout all of Miami-Dade County.

Florida Department of Transportation (FDOT) Work Program

The Florida Department of Transportation (FDOT) prepares an annual work program for projects to be completed in the next five years. Miami-Dade County falls within the jurisdiction of FDOT District Six. The FDOT 2013 – 2017 work program was reviewed to determine what projects are expected to be completed within the next five years. According to Florida Statute 335.065, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility. The Florida Department of Transportation (FDOT) specifies proposed transportation improvements to be implemented throughout all of Miami-Dade County.

Miami-Dade MPO Transportation Improvement Plan (TIP)

The Miami-Dade MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. The TIP in effect at the time of this Plan is the FY 2012/13 to FY 2016/17 TIP approved by the Miami-Dade MPO Governing Board on May 17, 2012. The TIP specifies proposed transportation improvements to be implemented in Miami-Dade County over the coming five years.

TRANSPORTATION MOBILITY ANALYSIS

A general transportation mobility analysis is conducted to identify bicycle and pedestrian mobility issues through data analysis in Miami-Dade County. The analysis was based on existing conditions, data collected for this Plan, and an online bicycle and pedestrian survey. The purpose of this task is to collect data that will allow the study team to properly assess the existing conditions of alternative travel modes in Miami Gardens, and to analyze the future bicycle and pedestrian infrastructure needs.

GIS Data Map Series

Using geographic information systems (GIS), a map series was prepared to illustrate existing transportation mobility conditions and community features in Miami-Dade County that help form the background conditions for improving the County's bicycle and pedestrian mobility.

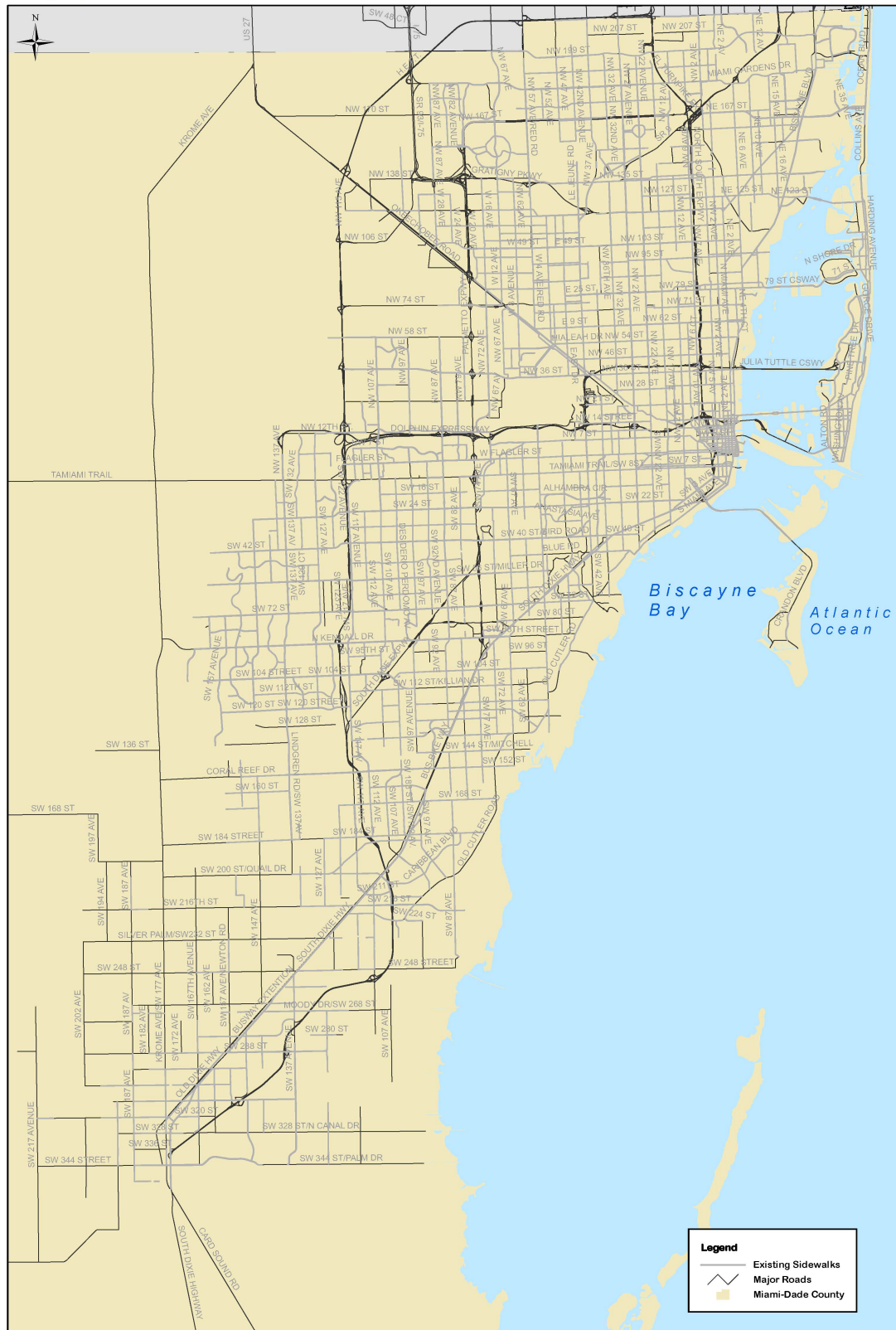
Figures 1 through 7 present the GIS Data Map Series.

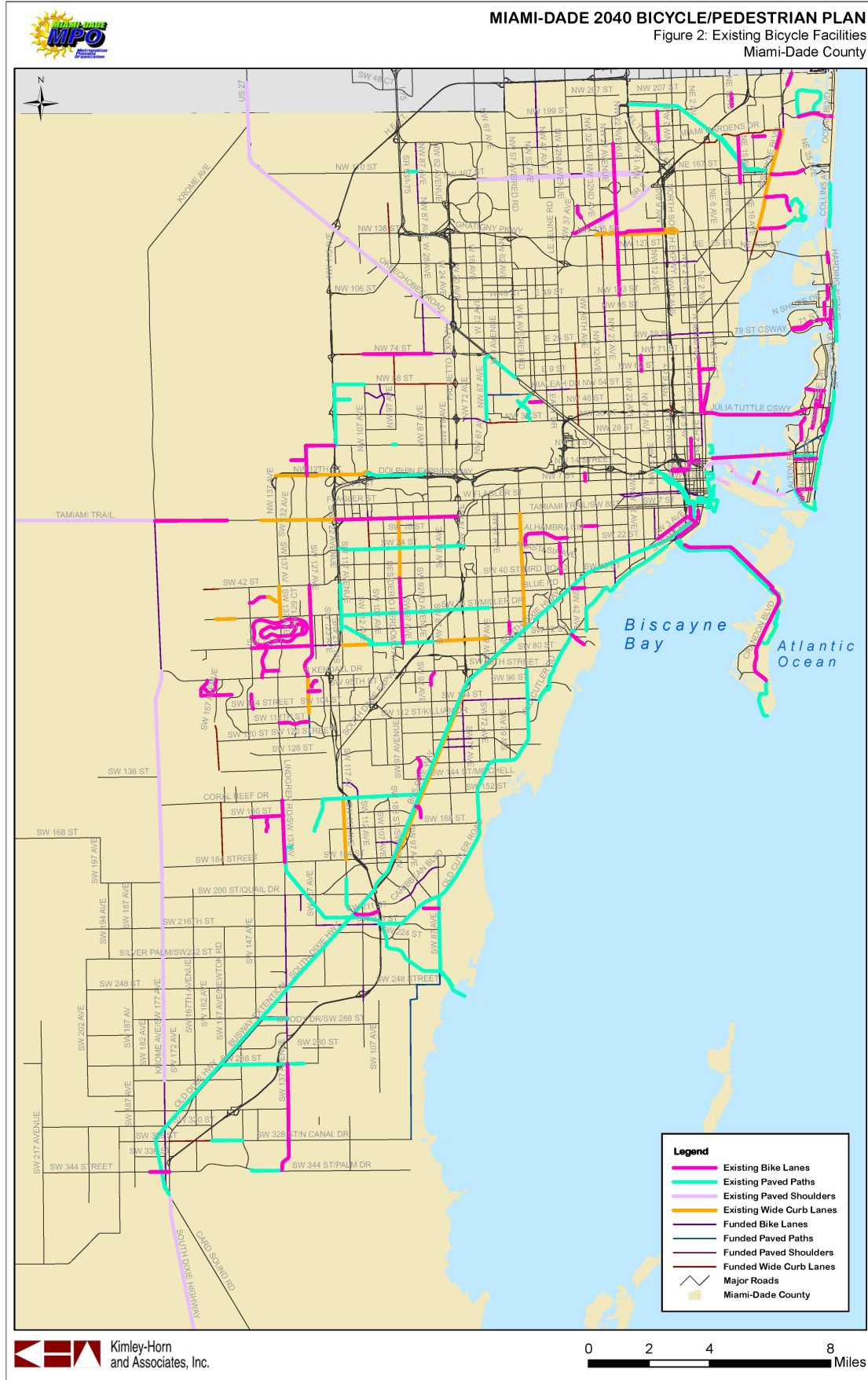
- Figure 1. Existing Pedestrian Facilities
- Figure 2. Existing Bicycle Facilities
- Figure 3. Parks and Schools, with Sidewalks
- Figure 4. Parks and Schools, with Bicycle Facilities
- Figure 5. Metrobus Daily Ridership Ranger Per Stop
- Figure 6. Rail Transit
- Figure 7. 2010 Census Population Density



MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

Figure 1: Existing Pedestrian Facilities
Miami-Dade County

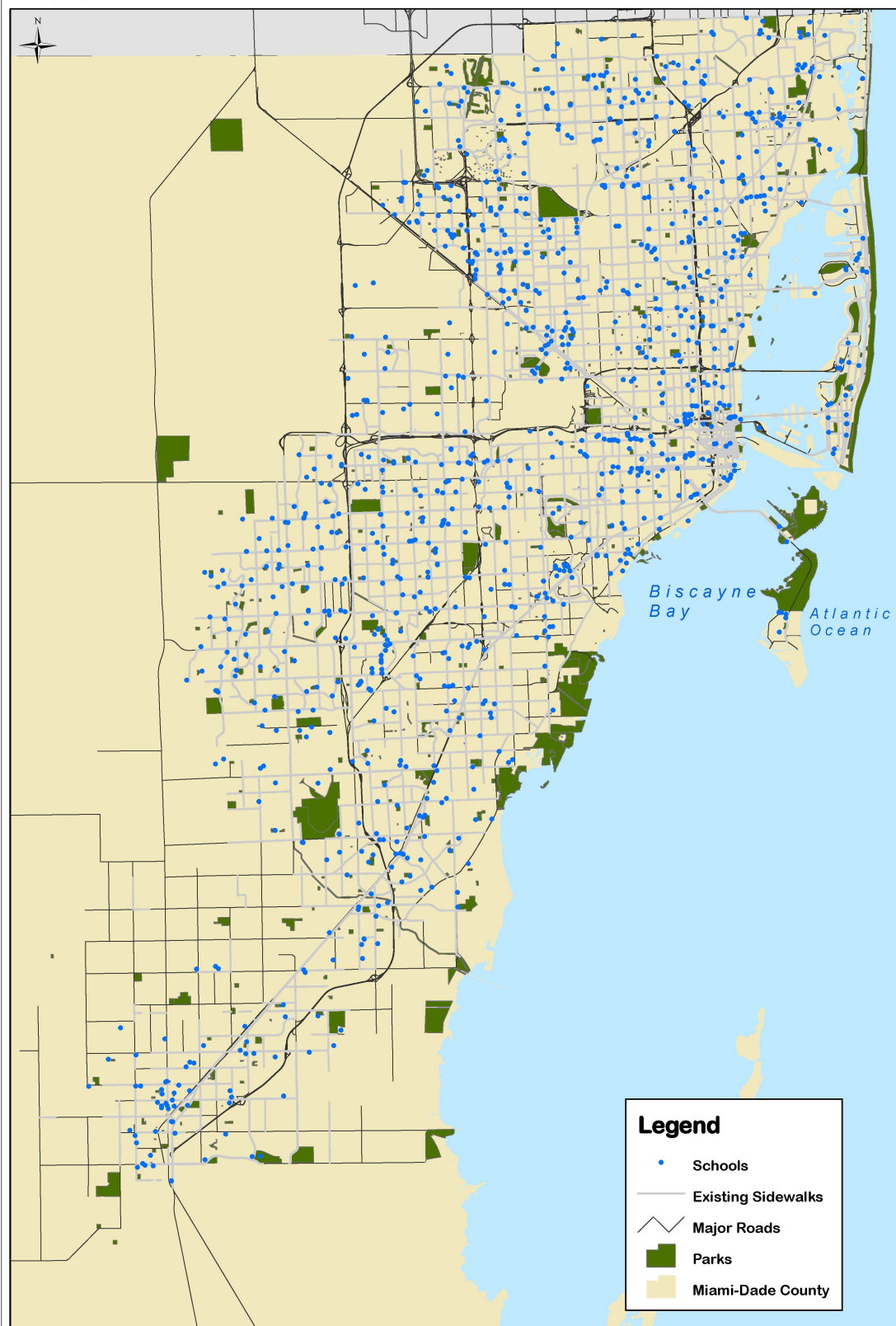






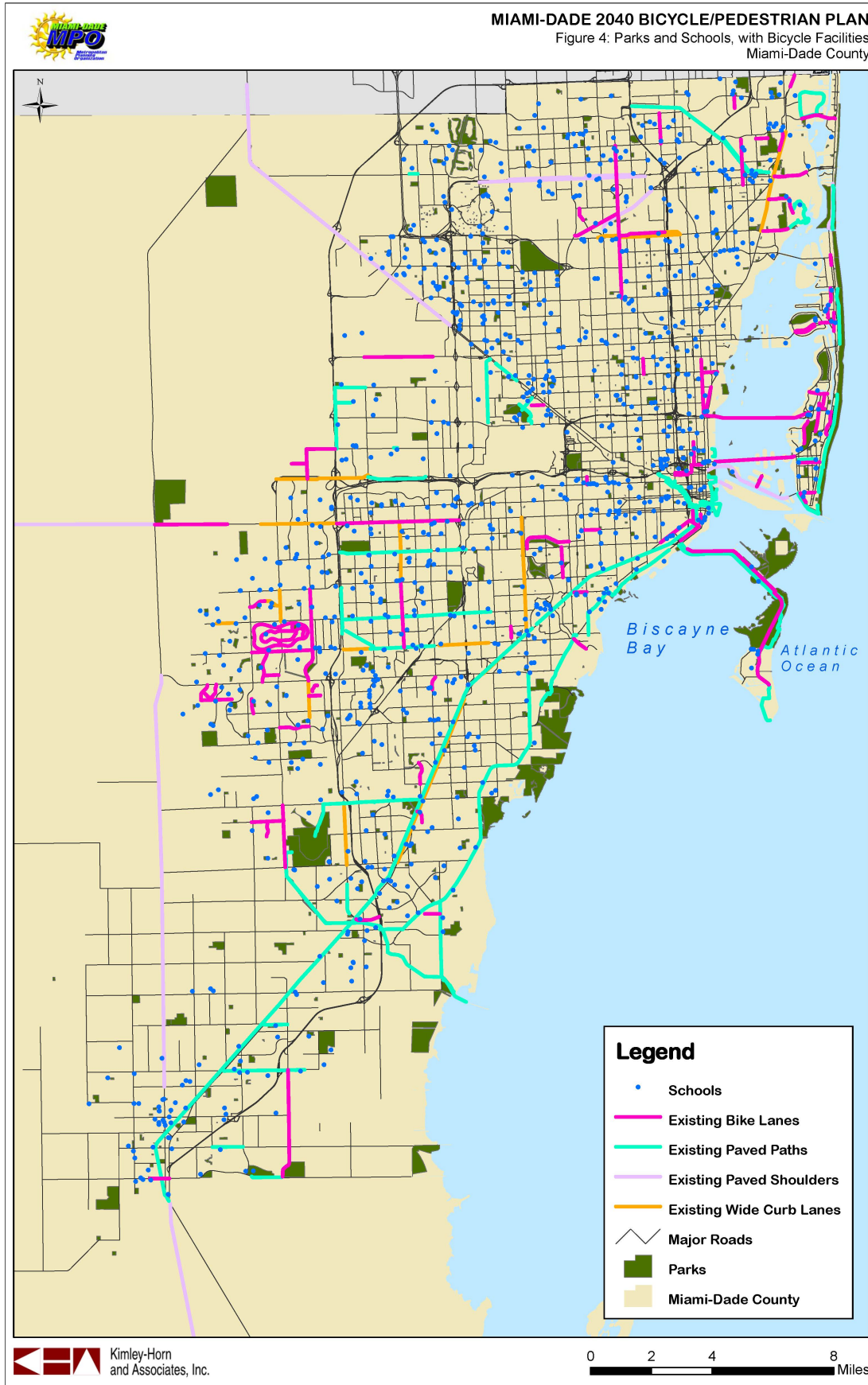
MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

Figure 3: Parks and Schools, with Sidewalks
Miami-Dade County



MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

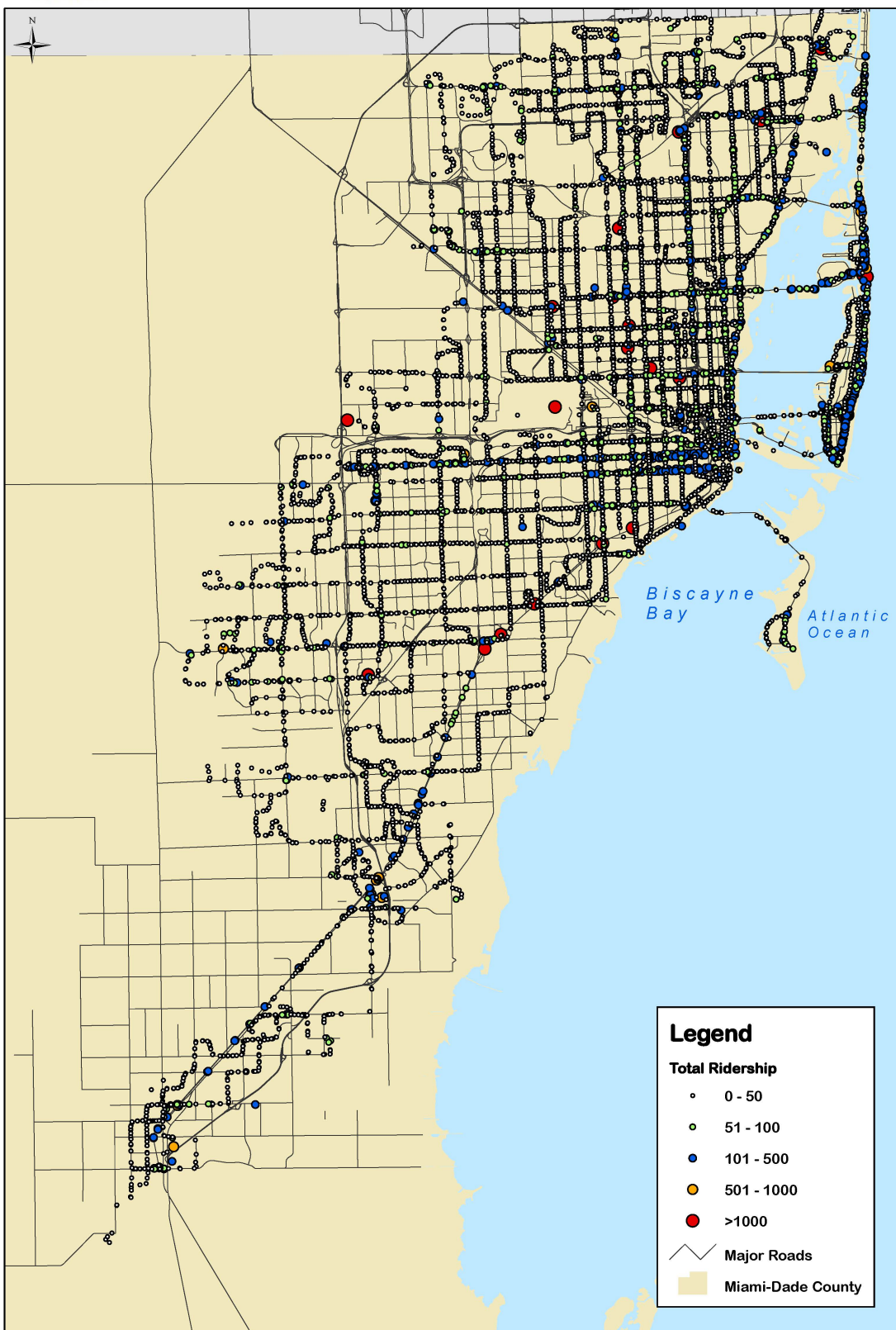
Figure 4: Parks and Schools, with Bicycle Facilities
Miami-Dade County





MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

Figure 5: Metrobus Daily Ridership Range Per Stop
Miami-Dade County



MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

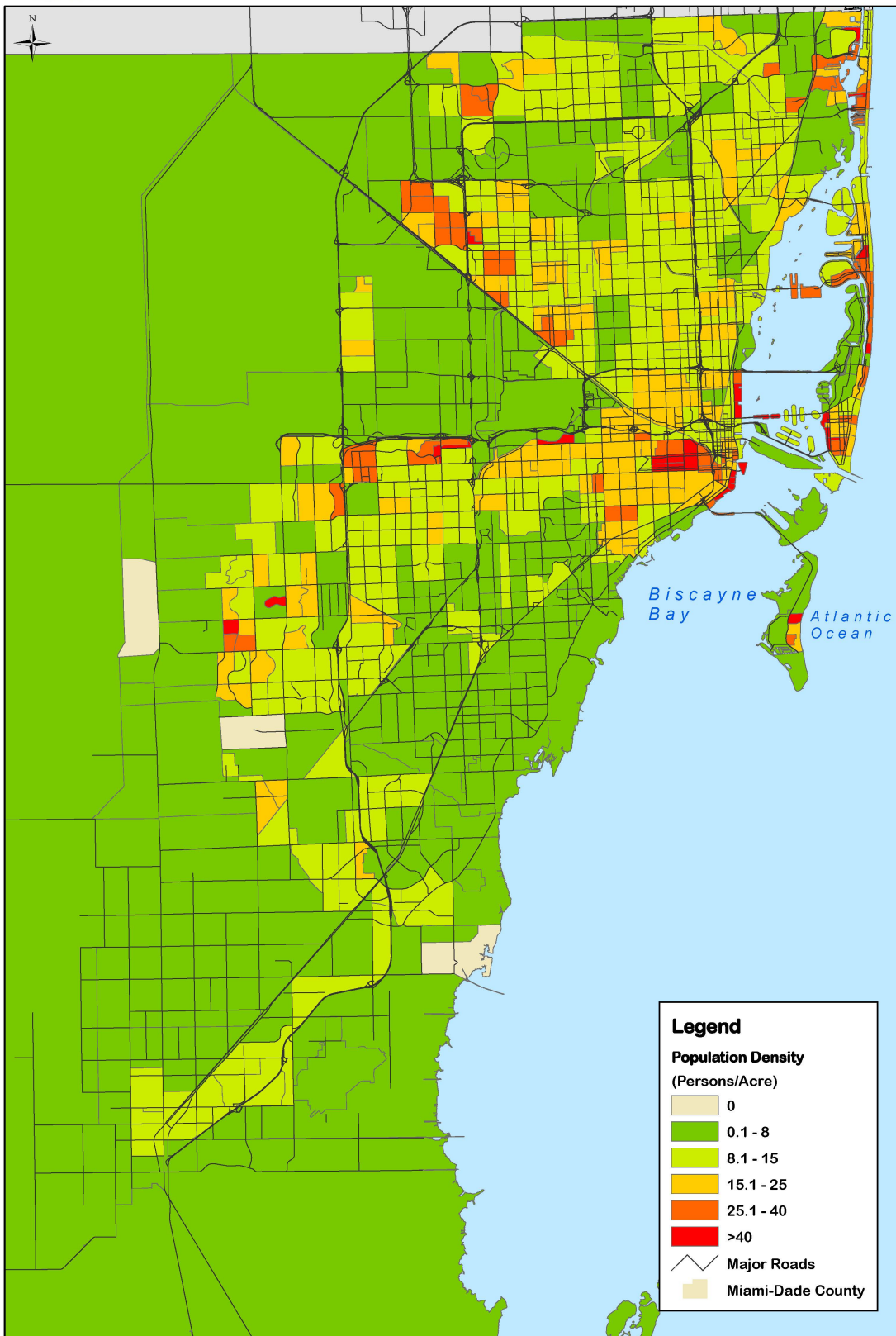
Figure 6: Rail Transit
Miami-Dade County





MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

Figure 7: 2010 Census Population Density
Miami-Dade County



Bicycle Levels of Service

A Bicycle Level of Service (BLOS) analysis was conducted to identify compatibility of bicycle travel along the Base Year (2005) Bicycle Network. The results help understand cycling conditions as experienced by an average user.

The BLOS model is based on a methodology adopted by the FDOT Quality/Level of Service (QLOS) Handbook which includes

- Average effective width of the outside thru lane
- Number of thru lanes
- Motorized vehicle volumes
- Motorized speeds
- Heavy vehicle (truck) volumes
- Pavement conditions

The model identifies the bicycle level of service for a segment of the Bicycle Network on a scale of A through F based on a numerical model score. An LOS of “A” indicates good cycling conditions and “F” indicates the least favorable conditions. In the model, the BLOS are determined by assessing the above variables in the following equation and then applying the LOS thresholds, shown in Table 1, to the calculated scores.

$$\text{BLOS} = 0.507 \ln(\text{Vol}_{15}/L) + 0.199 \text{SP}_t(1 + 10.38 \text{HV})^2 + 7.066(1/\text{PR}_5)^2 - 0.005(\text{W}_e)^2 + 0.760$$

The BLOS model results are not equivalent to the corresponding level of service for the motorized vehicles that has been long recognized by engineers and planners in Florida. As mentioned, BLOS is a measure of compatibility for bicycle travel on a given roadway network and not a measure of capacity. The BLOS level of service is not a function of congestion on the network facility but rather the quality of service experienced by the cyclist along a given segment.

Pedestrian Levels of Service

A Pedestrian Level of Service (BLOS) analysis was conducted to identify compatibility of bicycle travel along the Base Year (2005) Bicycle Network. The results help understand cycling conditions as experienced by an average user.

Bicycle and Pedestrian Levels of Service

BLOS and PLOS were calculated according to the methodology established in the 2009 FDOT Quality/Level of Service (QLOS) Handbook. The BLOS Model is based on the following facility characteristics:

- Average effective width of the outside thru lane
- Number of thru lanes
- Motorized vehicle volumes
- Motorized speeds
- Heavy vehicle (truck) volumes
- Pavement conditions

In the BLOS Model, bicycle levels of service are determined by assessing the above variables in the following equation and then applying the LOS thresholds, shown in Table 1, to the calculated scores.

$$\text{BLOS} = 0.507 \ln(\text{Vol}_{15}/L) + 0.199 \text{SP}_t(1 + 10.38 \text{HV})^2 + 7.066(1/\text{PR}_5)^2 - 0.005(\text{W}_e)^2 + 0.760$$

Similar to the required BLOS roadway characteristic criteria PLOS Model requires additional variable information to complete its assessment and calculate its LOS. The facility characteristics needed to complete the PLOS calculation are listed below:

- Existence of a sidewalk
- Lateral separation of pedestrians from motorized vehicles
- Motorized vehicle volumes
- Motorized vehicle speeds

In the PLOS Model, pedestrian levels of service are determined by assessing the above variables in the following equation and then applying the LOS thresholds, shown in Table 1, to the calculated scores.

$$PLOS = -1.2276 \ln(W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.0091(Vol_{15}/L) + 0.0004SPD^2 + 6.0468$$

Table 1: Bicycle and Pedestrian LOS Categories

LOS	Score
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

In order to provide the most accurate analysis of BLOS and PLOS, a spreadsheet consisting of major state and county road segments located in Miami Gardens was utilized. These segments were split into directions, therefore giving the possibility to have a unique Pedestrian Level of Service on both sides of each road. As the spreadsheet was originally created in 2002, updates were needed to make the information valid for 2011. The traffic volume (ADT), directional factor (D), and hourly factor (K_d) were updated based on information from the Florida Department of Transportation and the Miami-Dade Public Works and Waste Management Department.

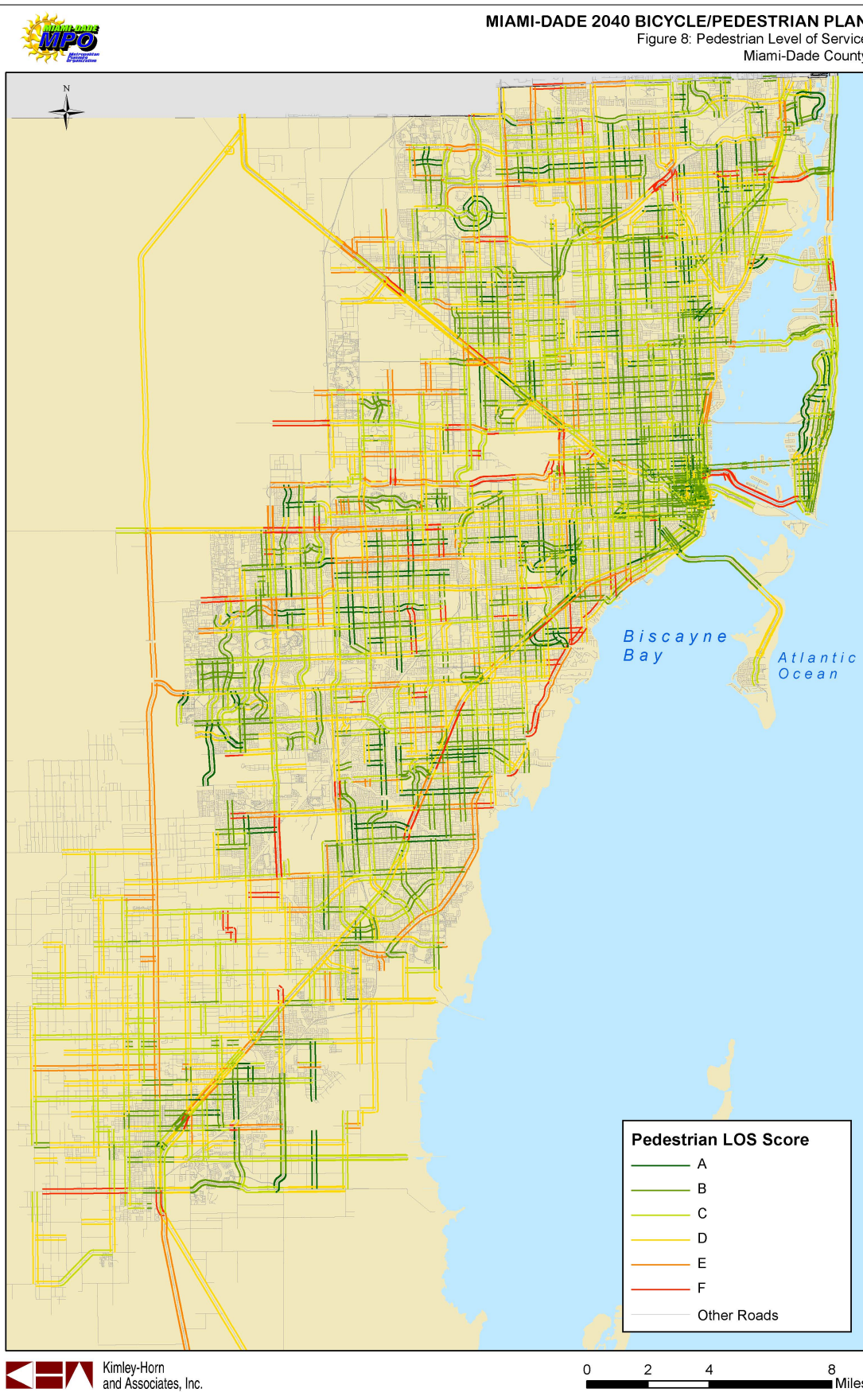
Sidewalk data for the PLOS calculations were updated segment by segment, first by verifying the presence of sidewalks, then measuring the sidewalk width, the buffer width, and the tree spacing in the buffer. The spreadsheet was also revised to correct any segments that were either mislabeled or no longer exist.

Each segment in the spreadsheet received a unique number created so that it could interact with the NAVTEQ street database. The NAVTEQ database is the most comprehensive street database of its kind, and is updated quarterly. Once every segment was given a number, the spreadsheet was joined with the NAVTEQ database to create the maps that provide a visual reference for the levels of service ranging from A to F. Due to varying sidewalk conditions on the different sides of the segments, there are two pedestrian levels of service for each segment showing the PLOS on each side of the segment. Figures 10 and 11 present the BLOS and PLOS ratings calculated for major roadways within the municipal boundaries. The calculation spreadsheets for BLOS and PLOS are included in Appendix A.

MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

Figure 8: Pedestrian Level of Service

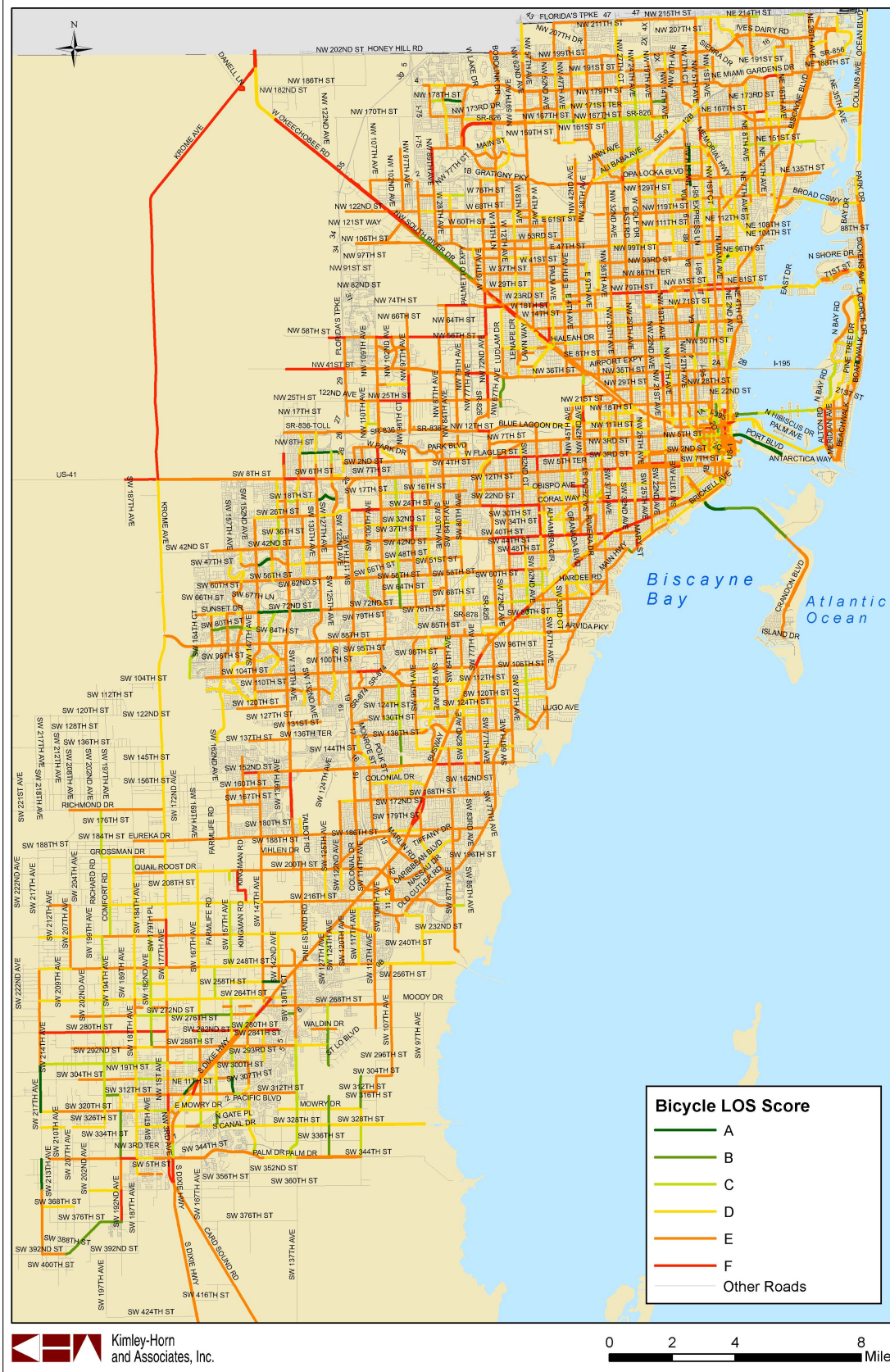
Miami-Dade County



MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

Figure 9: Bicycle Level of Service

Miami-Dade County



The results of the BLOS analysis show that over 60 percent of the major roadways within Miami-Dade County have a BLOS of E and over 4 percent of the major roadway segments within the county boundaries have a BLOS of F. A summary of the BLOS results are presented in Table 2.

Table 2: Miami-Dade County Bicycle Level of Service Summary

BLOS Score	Percentage of Major Roads
A	0.8%
B	1.3%
C	5.7%
D	25.5%
E	62.1%
F	2.8%

As shown in Table 3, the majority of the main roadways within Miami-Dade County have a PLOS of B or C. There are only a few major roadway segments within the municipal boundaries that have a PLOS of F.

Table 3: Miami-Dade County Pedestrian Level of Service Summary

PLOS Score	Percentage of Major Roads
A	6.7%
B	31.7%
C	31.7%
D	21.1%
E	6.1%
F	2.8%

SAFETY

Traffic Crash Data

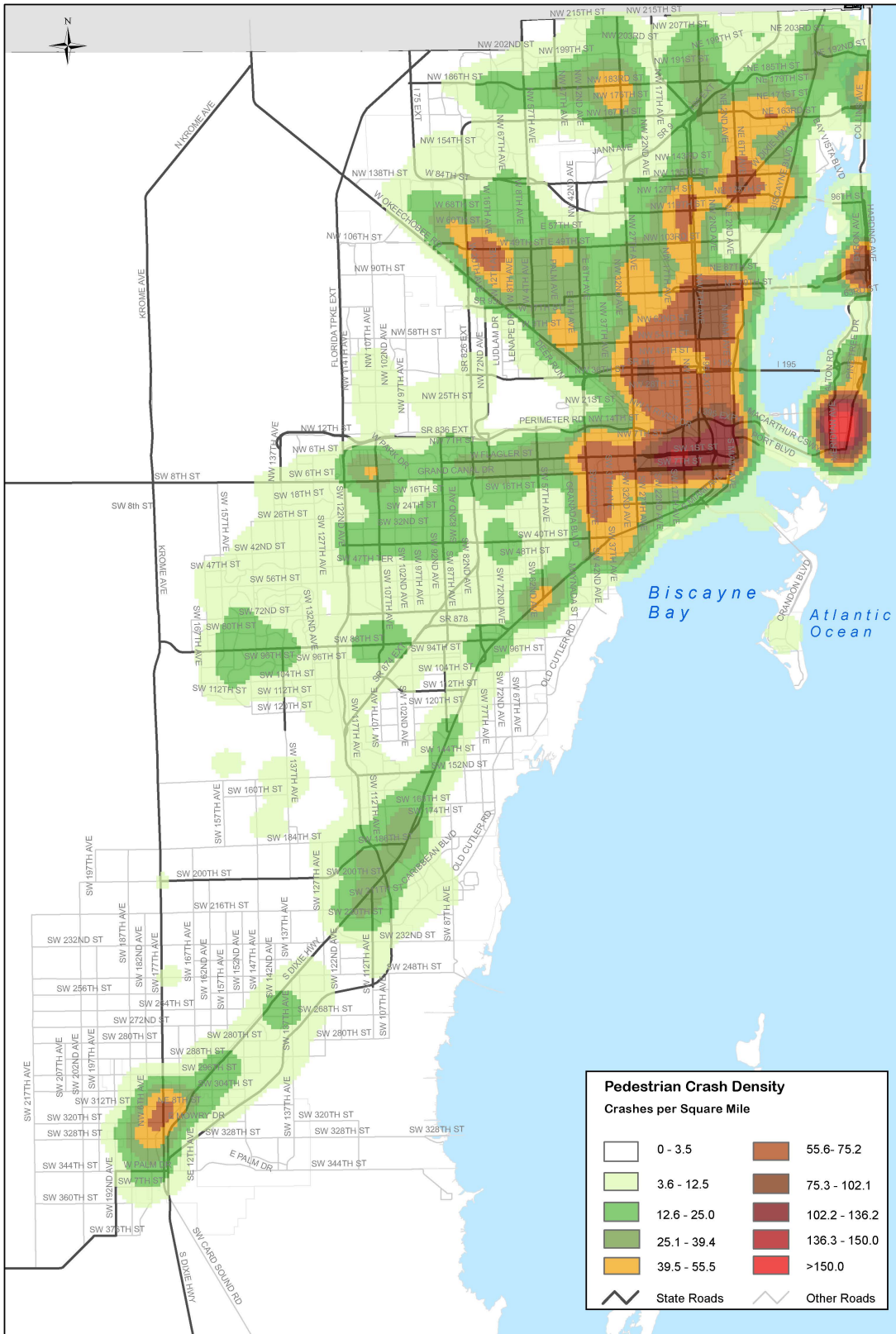
High crash clusters, corridors, and districts were identified based on geographic information systems (GIS) crash data mapping. Figures 15, 16 and 17 depict the bicycle and pedestrian crashes within Miami-Dade County from 2005 to 2011. The Bicycle Crash Density Map shown in Figure 18 depicts the spread of bicycle-related crashes within Miami-Dade County from 2005 to 2011. The darker clusters on the map show the areas with higher concentrations of bicycle-related crashes. Figure 19, the Pedestrian Crash Density Map, shows a similar pattern for the concentration of pedestrian-related crashes. Figure 20 depicts the density of bicycle and pedestrian crashes combined.



MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

Figure 10: Pedestrian Crash Density Map 2005-2011

Miami-Dade County

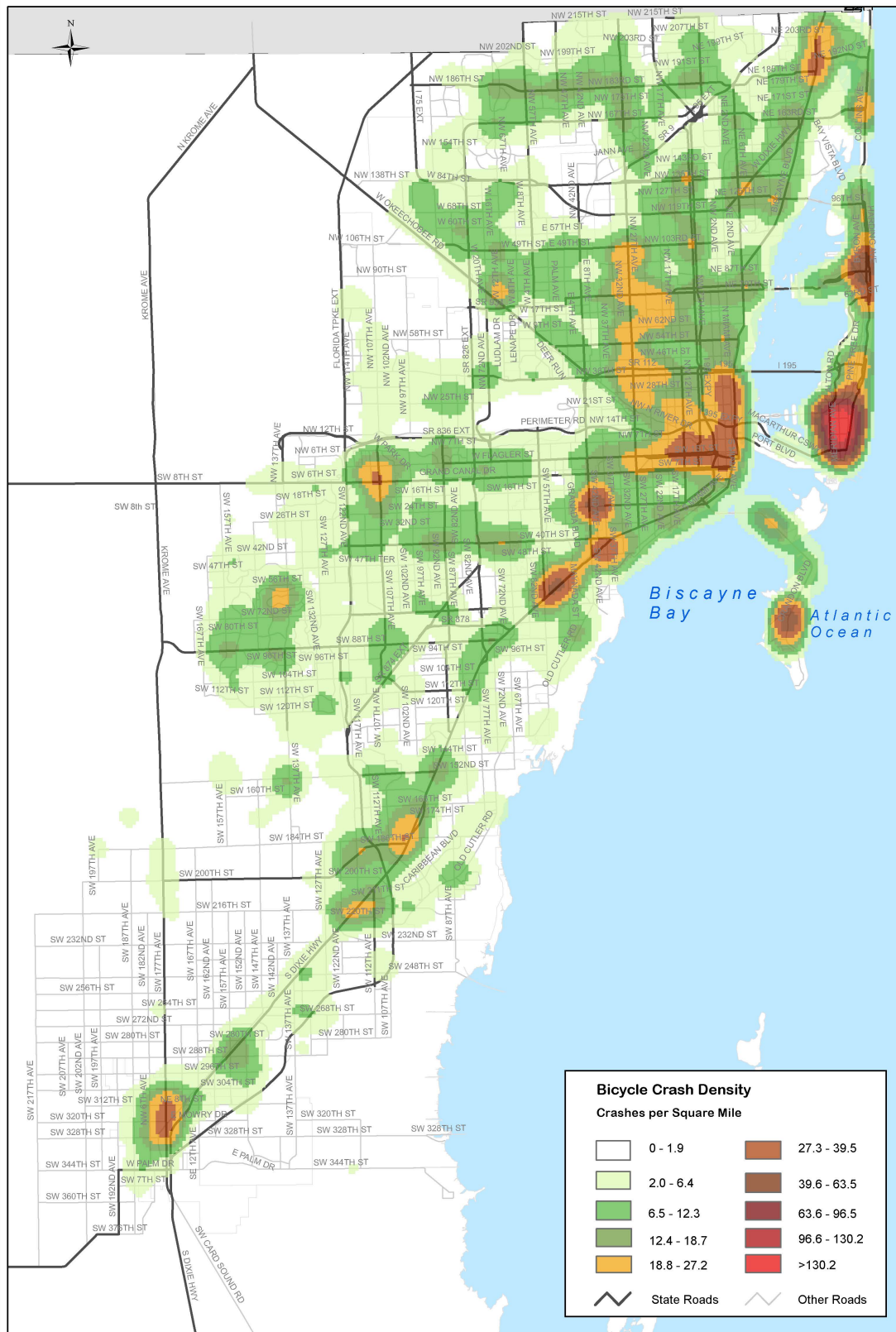




MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

Figure 11: Bicycle Crash Density Map 2005-2011

Miami-Dade County



As seen in Figure 18, the bicycle-related crashes are concentrated along the major districts and roadways within the County. The districts with the highest occurrences of bicycle-related crashes are Miami Beach, Brickell, and Coral Gables. The corridors with the highest occurrences of bicycle-related crashes are US 1, SW 8th Street, SW 27th Avenue, Biscayne Boulevard, Alton Road, and Collins Avenue.

Figure 19 shows similar patterns for the concentration of pedestrian-related crashes; however, midtown, overtown, and wynwood districts also possess high rates of pedestrian-related crashes. The pedestrian-related crashes show similar patterns for the corridors; however, NW 7th Avenue, North Miami Avenue, NW 7th Street, and NW 1st Street also possess high concentrations of pedestrian-related crashes.

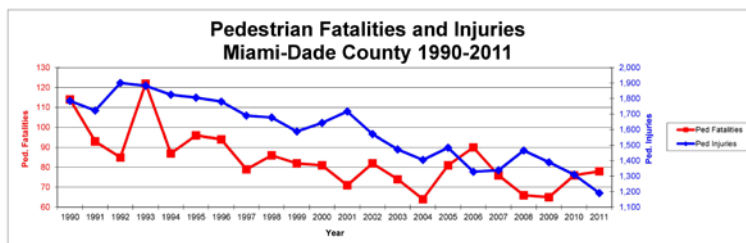
Pedestrian/Bicyclist Injuries and Fatalities Report

The Miami-Dade MPO updates the Pedestrians and Bicyclists Injuries and Fatalities report on an annual basis. A wealth of data stretching back to 1990 demonstrate that the raw number of bicycle and pedestrian fatalities and injuries have declined significantly over the past two decades. However, very recent data indicate that we may have reached a leveling

off (or perhaps a slight increase) of the injury numbers, while fatalities seem to be still slightly decreasing. The numbers demonstrate success in the Federal, State, and Local

**Pedestrian Injuries and Fatalities
Miami-Dade County**

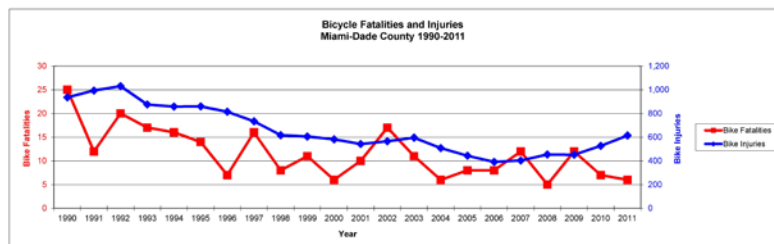
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Ped Fatalities	114	93	85	122	87	96	94	79	86	82	81	71	62	74	64	81	90	76	66	65	76	78
Ped Injuries	1,785	1,723	1,901	1,883	1,825	1,806	1,781	1,678	1,588	1,643	1,717	1,571	1,473	1,405	1,484	1,329	1,338	1,466	1,390	1,310	1,191	



Prepared by Miami-Dade MPO from the Department of Highway Safety and Motor Vehicles' "Traffic Crash Statistics Report 2011."

**Bicyclist Injuries and Fatalities
Miami-Dade County**

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Bike Fatalities	25	12	20	17	16	14	7	16	8	11	6	10	17	11	6	8	8	12	5	12	7	6
Bike Injuries	935	993	1,030	875	857	859	813	733	616	605	582	543	568	596	508	444	391	403	454	452	527	614



Prepared by Miami-Dade MPO from the Department of Highway Safety and Motor Vehicles' "Traffic Crash Statistics Report 2011."

emphasis on non-motorized transportation safety over the last 20 years. The numbers are generally improving, but more improvement is needed.

Safety Programs/Initiatives

Walksafe

The Walksafe program is an elementary school based program that educates students on safety and health through an interactive environment. The program was initiated by the University Of Miami Miller School Of Medicine in 2001 to promote safety education for children and to prevent pedestrian injuries related to children at school. The Walksafe program consists of a 3-day curriculum that is taught to children in the classroom in grades K-5. The class is taught yearly through audio, visual, and motor skills and has shown an increase in pedestrian safety knowledge of school children. The



Source: WalkSafe

WalkSafe program partners with Police Departments and local authorities to ensure that children are provided with safe environments. Based on a 10-year pedestrian injury analysis (1997-2007), the WalkSafe program has resulted in a 43 percent decrease in pedestrian injuries for ages (0-14).

Bikesafe

The Bikesafe program is a middle school based program that educates middle school students on safety and health regarding bicycling. The program was initiated by the University Of Miami Miller School Of Medicine in 2009. The program aims to improve bicycle safety, promote the use of bicycles as transportation, and improve overall bicycle environments for children. In part of the overall improvement of the bicycle environment, the program examines existing sites where incidents have occurred to evaluate and create possible modifications to ensure safe environments in the future. The Bikesafe program collaborates with Bicycle Pedestrian Advisory Committee of Miami Dade MPO.



Safe Routes to Schools

Safe Routes to School is a Federal Highway Administration funded (FHWA) program that looks to provide safer walking and bicycling routes for children to and from the school site. The program's vision is to build sidewalks, bicycle paths, and pedestrian-friendly infrastructure to ensure safe connection to and from the school. The program aims to reduce speeds in school zones and neighborhoods, and install speed bumps to encourage slower speeds for vehicles driving around the school. The program also looks to educate students on pedestrian safety for students walking and riding to and from school. The program also focuses on building parent involvement at school and promoting a community with safe school zones and public involvement in the general safety around schools.



Source: Safe Routes to Schools

Florida Traffic and Bicycle Safety Education Program (FTBSEP)

The Florida Traffic and Bicycle Safety Education Program was developed by University of Florida in conjunction with Florida Department of Transportation. The program aims to educate pedestrians and bicyclists on the roadways safety skills will walking, run, or bicycling. The program is taught to teachers and community members throughout Florida, who then teach the curriculum to students in elementary schools and varying community centers.

CyclingSavvy

Cycling Savvy is an adult cycle education class that aims to teach the public how to be confident on the roadway, tools on how to remain safe on the roadway while cycling, and ways to interpret traffic or road situations that one may come across while cycling. The course is offered with 3 three-hour parts which include bike-handling session, a classroom part, and physical on-road lesson.



ENCOURAGEMENT

Programs/Events/Initiatives

Walk-to-School/Bike-to-School Day

Walk-to-School/Bike-to-School Day is a national event that takes place once a year, and encourages children to safely bike or walk to school.

The program started in 1997, aimed to promote pedestrian and bicycle friendly environments. In 2000, the event became international when the United Kingdom and Canada held Walk to School days. The program has been used to promote safer and

healthier habits for children. In 2012 the program reached its highest enrollment with 4,200 events registered from all 50 states.



Source: Walk/Bike to School

Bike and Hike

Bike and Hike is a recreational bicycle tour program provided by Miami-Dade County in conjunction with ECO Adventures. The program currently provides three different tours



Source: Eco Adventures

including Everglades Pineland Bike & Hike, Redland Historic Bike Tour, and Key Biscayne Bike Adventure. All routes provide tourists with approximately an 8-mile trip and are designed for all types of riders.

Bike 305

The Bike 305 program that promotes a healthy and fun way to explore and connect with Miami Dade County communities through walking, running, or biking. The interactive program aims to provide alternative transportation routes for residents throughout Miami-



Source: Bike 305

Dade County to help reduce traffic congestion and vehicle emissions, create an environment that promotes the use of trails and pathways as forms of transportation and leisure, and to increase property value and tourism development. Currently there are 130 miles built with another 30 miles currently in development; the goal is to have 500 miles of greenways and trails for Miami-Dade County.

Bike Miami Days

The City of Miami sets up a designated day every year where they shut down a portion of Miami to allow for people to bike without the obstruction of vehicular traffic. The program's inception occurred in 2008. Bike Miami Days aims to promote a healthy lifestyle and give residents of the City of Miami an opportunity to explore the areas of city without having to worry about motorized vehicles. Bike Miami Days is promoted and supported by the community and volunteer sources.

Miami Critical Mass

Miami Critical Mass is an event that occurs on the last Friday of every month where bicyclists and skateboarders ride in the streets in large masses. This event is a celebration and promotion of bike riding and reminds vehicular users about sharing the road with bicyclists.

Great Street Program

The Great Street program aims to promote the beautification of existing arterial and collector roads by improving visual aesthetics, providing safer and accessible bicycle and pedestrian environments. The Great Street program will include design elements such as sidewalks with large widths, clearly defined sidewalks for pedestrian use, and pedestrian signalization that operates automated systems rather than a push-activated signal system. The program looks to provide a needs basis for the roadway improvements based on a street hierarchy. By designating the hierarchy of the roadway network in Miami-Dade County it helps to establish the level of development is required on the existing roadways.

Share the Road

Share the Road is a program that aims to promote education for motorists and bicyclists of roadway traffic laws. The program looks to provide education on bicycle and motorist safety, while emphasizing the safe collaboration of all users on the roadway. The program provides training, educational materials, and media events to help distribute and educate the public about the program.

Safe Streets Miami



Source: Green Mobility Network

Safe Streets Miami is a movement to create a more accessible and collaborative environment for all users on Miami's roadways. The movement will look to educate the public about safety between all users, encourage and enhance the level of law enforcement that is provided on Miami's roadways, and seek public participation for input on the movement's development.

Bike SoMi

Bike SoMi is an initiative to promote and develop the City of South Miami into a more bicycle friendly environment. The initiative is focused on providing neighborhood greenways to provide connections to varying destinations including schools, stores, restaurants, and community uses. The initiative has set up a petition to make the City a more bicycle friendly place and also developed a rough draft of the greenway network.



Source: Bike SoMi

DecoBike



The City of Miami Beach in conjunction with DecoBike, LLC developed a public bicycle sharing and rental program in South Beach Miami. The program was started in March 2011 and was the first green public transit program in the county. The program is currently located in three Florida locations (Surfside, Bay Harbor Island, Miami Beach) and one New York location (Long Beach), but is proposed for the City of Miami and City of San Diego.

WalkSafe

WalkSafe is an elementary school based program in Florida that takes on a fun and interactive approach to increase the safety and health of children. It is a proactive approach at preventing pedestrian injuries amongst children, developing safer school environment, and imparting lifelong walk safety skills to the future generations.



Source: WalkSafe

Groups

Bicycle Pedestrian Advisory Committee

The Miami-Dade Bicycle Pedestrian Advisory Committee is an appointed committee that informs the Governing Board of Miami-Dade County on pedestrian and bicycle issues. The advisory committee is used to help develop comprehensive bicycle transportation plan and has contributed towards the development of the Long Range Transportation Plan. The committee has monthly meetings where they discuss public affairs and existing and or upcoming pedestrian and bicycle projects that are occurring in Miami-Dade County.

Emerge Miami

Emerge Miami is an organization aimed to improve the social collaboration between individuals and businesses throughout Miami-Dade County. Emerge Miami serves to promote and advertise bicycle events and programs that seek to promote varying bicycle development and growth.

Green Mobility Network

The Green Mobility Network looks to promote bicycling, running, and walking as modes of transportation and leisure through education and information. It helps to promote communication between government and community groups in design, education and enforcement to obtain safer streets that will serve all users. It will also look to teach all users that cyclists, pedestrians, and motorists should share streets in a safe and mutual environment.



Source: Green Mobility Network

Alliance for Biking and Walking

The Alliance for Biking & Walking looks to promote collaboration between states and local bicycle organizations. The alliance has developed pedestrian and bicycle advocacy groups throughout all of the country to promote the development of bicycle and pedestrian friendly communities. The alliance has helped to support the Green Mobility Network in Miami, Florida.

Florida Bicycle Association

The Florida Bicycle Association was initiated in 1998 as a non-profit educational group that aims to promote communities and the residents within with a practical and safe bicycle environment. The association aims to encourage safe on-road and off-road facilities for bicyclists, speak out for the needs of bicyclists, and promote the lifestyle of bicycling as transportation, leisure, and recreational uses.

South Florida Bike Coalition

The South Florida Bike Coalition was developed in 2007 to provide resources to local bike/pedestrian groups to support



Source: South Florida Bike Coalition

alternative, safe modes of transportation facilities in all of South Florida. The South Florida Bike Coalition is currently organizing the campaign for the "Share the Road" billboards in Miami, and supports and promotes events and movements such as Natasha's Ride and Ride Right/Drive Right.

Facilities

Bicycle Facilities

Bicycle facilities in Miami-Dade County are comprised of two different categories: On-road facilities and off-road facilities.

On-Road Facilities: On-road facilities are comprised of all roadways within Miami-Dade County's roadway network. The county has approximately 160 miles of existing or under-construction on-road facilities.

- Bicycle Lanes: A bike lane is a portion of the roadway that is designated by signs and markings for use by bicyclists. State, County, and local agencies may have different requirements for specific conditions. *Provide example of municipalities.*
- Paved Shoulders: Paved shoulders are a portion of the roadway that is typically delineated by edge line striping and can be used by bicyclists. Some paved shoulders include bicycle lane pavement markings and signing
- Wide Curb Lanes: A wide curb lane is a minimum of 14 feet. *Provide greater detail of why these are included.*
- Multi-use path: a paved path that is physically separated from the roadway and is used to serve bicycle and pedestrian traffic

Off-Road Facilities: Off-road facilities include greenways, trails, and shared-used paths and are considered more suitable for mountain biking.

- Unpaved Trails: The existing trail network is 160 miles long
- Share-use Trails: The existing paved path network is approximately 110 miles long. Paved shoulder can be found along three or four of the main thoroughfares in the region:
 - US 1

- US 41
- US 27
- SR-997/Krome Avenue

Miami-Dade County contains 110.5 miles of paved paths and 149.3 miles of unpaved paths. (MPO 2035). The county also provides 607.5 miles of greenways. (MPO 2035)

Note: Need to get information regarding the off-road facilities and how much is designated to Unpaved Trails and Share-use Trails

Bicycle Parking Facilities

To increase the number of cyclists, parking facilities need to be provided in high demand areas such as commercial retail, office areas, and public transportation locations. Miami-Dade County requires bicycle parking facilities at nearly all commercial retail, restaurants, and parks. Some land uses have specific requirements for bicycle parking facilities based on the number of spaces they provide for their users. Bicycle parking areas are split between short-term and long-term parking areas.

Short-term parking: Short-term bicycle parking is used for short stops or cyclists that are temporarily making a stop and then proceeding. These parking areas usually or should be located within close proximity of land uses. Typical short-term bicycle parking structures that are used are u-racks and rolling racks. Short-term parking areas are provided in large facilities in downtown Miami; however a majority of Miami-Dade County does not provide accessible and visible short-term bicycle parking

Long-term parking: Long-term bicycle parking is used for major office and transit areas for commuters requiring bike transportation. Bicycle facilities including bike lockers have been implemented a number of major public areas and at the following metrorail stations:

- Okeechobee

- Hialeah
- Northside
- Brownsville
- Earlington Heights
- Allapattah
- Vizcaya
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South

Greenways and Trails Network

Greenways: Greenways are connections provided between people and nature. Currently greenways may only be provided through existing easements and roadways, relative to the existing roadway network. Greenways provide pedestrians and bicyclists with the possibility to connect to nature and park in a more safe and accessible way. Greenways provide alternate transportation routes, and provide ways to collaborate transportation with the preservation of nature and the environment. Typical types of greenways found are off-street paths, trails, and water trails. Water trails also are part of greenways systems and provide alternate modes of transportation and leisure.

Bike Trails: Bike trails are provided as use for bicyclists for transportation, leisure, and fitness. Typically bike trails are considered off-street paths and are physically separated

from vehicular traffic; however some bike trails will intertwine between off and on-street paths. Miami Provide a number of bike trails

- Snake Creek Trail - Paved (3.0 miles)
- Rickenbacker Trail - Paved (8.5 miles)
- Commodore Trail - Paved (5.0 miles)
- Old Cutler Trail - Paved (11.0 miles)
- Biscayne Trail - Paved and Dirt (2.7 miles)
- Black Creek Trail - Paved and Dirt (8.7 miles)
- Biscayne-Everglades Greenway - Gravel or Rocks (Not Listed)
- Southern Glades Trail - Gravel or Rocks (13 miles)
- Amelia Trail (Not Listed)
- Miami Dade County Park
- Libraries
- Cultural Attractions

SHOWCASE PROJECTS

Atlantic Trail	
Vision	Continuous mixed-use greenway facility along the barrier island
Existing Conditions	Some portions in Miami Beach already completed such as <ul style="list-style-type: none"> • South Pointe Park to 2nd Street • 5th Street to 23rd Street
Focus Area	<ul style="list-style-type: none"> • 2nd Street to 5th Street • 23rd Street to 4600 Block (existing boardwalk section) • 4600 Block/Indian Beach Park to 6400 Block/Allison Park • North of the City of Miami Beach
Needs Plan	<ul style="list-style-type: none"> • Fill in missing gaps, • 5th Street Shared Space project to connect to Ocean Drive • Improve connectivity to street network



Atlantic Trail (continued)

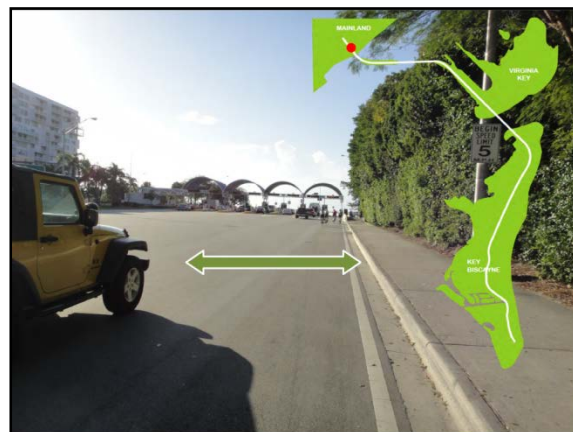


Rickenbacker Causeway

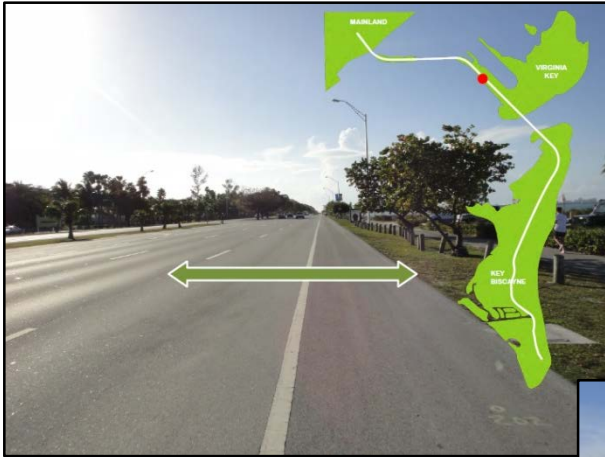
Vision	Implement a linear park with enhanced bicycle and pedestrian facilities.
Existing Conditions	<ul style="list-style-type: none"> • Wide bicycle lanes • Conventional bicycle lanes • Shared-use path • Three vehicular lanes in each direction • Functional classification: Principal Arterial
Focus Area	Brickell Avenue to Crandon Park
Needs Plan	<ul style="list-style-type: none"> • Utilize the liberated space from removing a vehicular lane in each direction to expand bicycle and pedestrian facilities by creating recreational buffer zones • Lower the functional classification to enable a different roadway design standard • Continuous shared-use path • Transform Rickenbacker Causeway into a park so more residents, cyclists, and joggers would be drawn to the highway



Length of the roadway is 2.92 miles



Rickenbacker Causeway (continued)



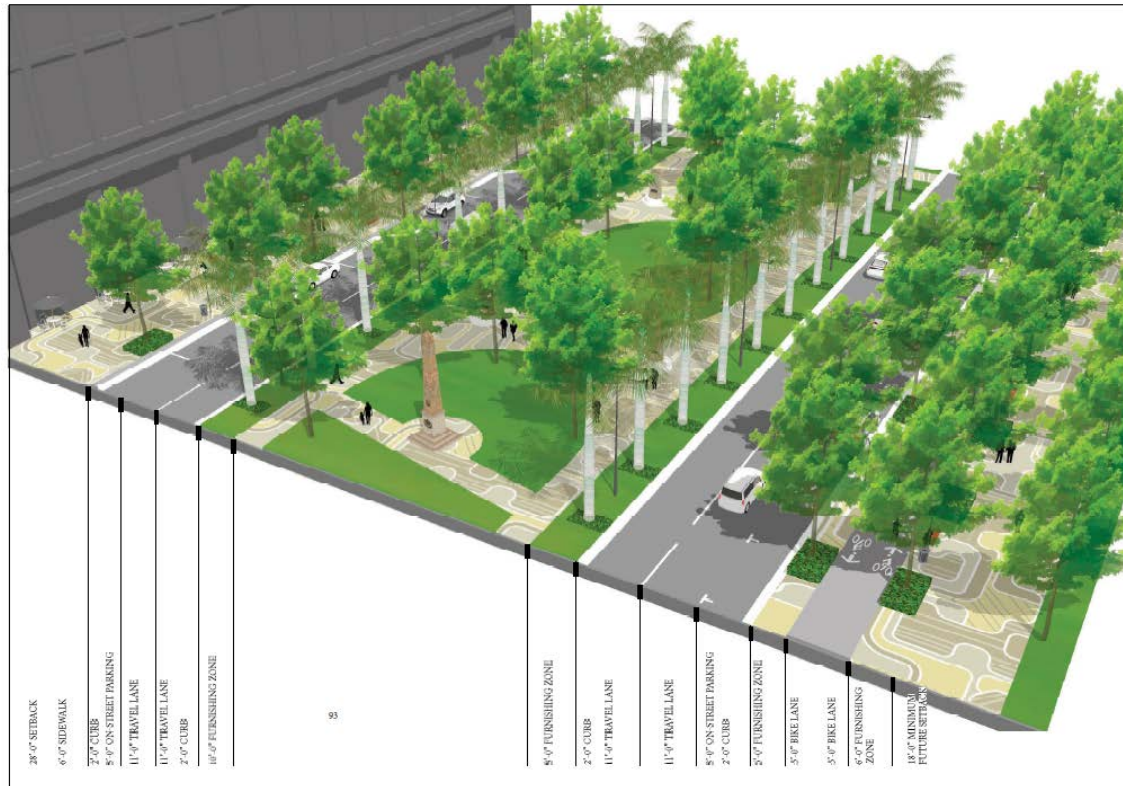
Biscayne Boulevard

Vision	Reconstruct Biscayne Boulevard through Downtown Miami to be more context sensitive to the downtown bayfront environment.
Existing Conditions	<ul style="list-style-type: none"> Varies from six- to eight-lane roadway Parking lots in the median
Focus Area	SE 2 nd Street to NE 11 th Terrace
Needs Plan	<ul style="list-style-type: none"> Implement a grand boulevard concept Pedestrian promenade similar to the Paseo De Prado, Madrid Replace median parking with a pedestrian oriented green median Ensure the new boulevard is treated as both an open space and a well-designed roadway Create greenways and a network of tree-shaded streets safely linking parks and public spaces to one another Design roadways to calm automobile traffic and improve bicycle safety



Location of the Grand Pedestrian Promenade

Biscayne Boulevard (continued)



Snake Creek Trail / I-95 Underpass

Vision	Create a user-friendly Snake Creek Trail underpass at I-95 that meets minimum height and width requirements by using retaining walls and a pumping system.
Existing Conditions	<ul style="list-style-type: none"> Narrow approach Low clearance
Focus Area	South Florida Rail Corridor to I-95
Needs Plan	<ul style="list-style-type: none"> Improve vertical clearance through lowering the trail surface Remove steps and create a more gradual vertical slope Use retaining wall design to meet elevation challenges Underpass would lead to bicyclist energy conservation (Dutch principle) when compared to alternative overpass design



Existing Conditions



Snake Creek Trail / I-95 Underpass (continued)



M-Path/GreenLink

Vision	Fulfill the vision of the M-Path Master Plan as an urban linear park by implementing the M-Path GreenLink, Miami's 10-mile world class urban trail that connects to numerous transit stations.
Existing Conditions	<ul style="list-style-type: none"> • Seven- to Eight-foot path • Discontinuities exist • The path does not meet current trail design standards for bi-directional multi-use paths • Intersection safety concerns • Short-term improvements underway
Focus Area	M-Path from SW 67 th Avenue to SW 7 th Street
Needs Plan	<ul style="list-style-type: none"> • Implement the long-term improvements identified in M-Path Master Plan • Create an urban linear park through the M-Path GreenLink Concept

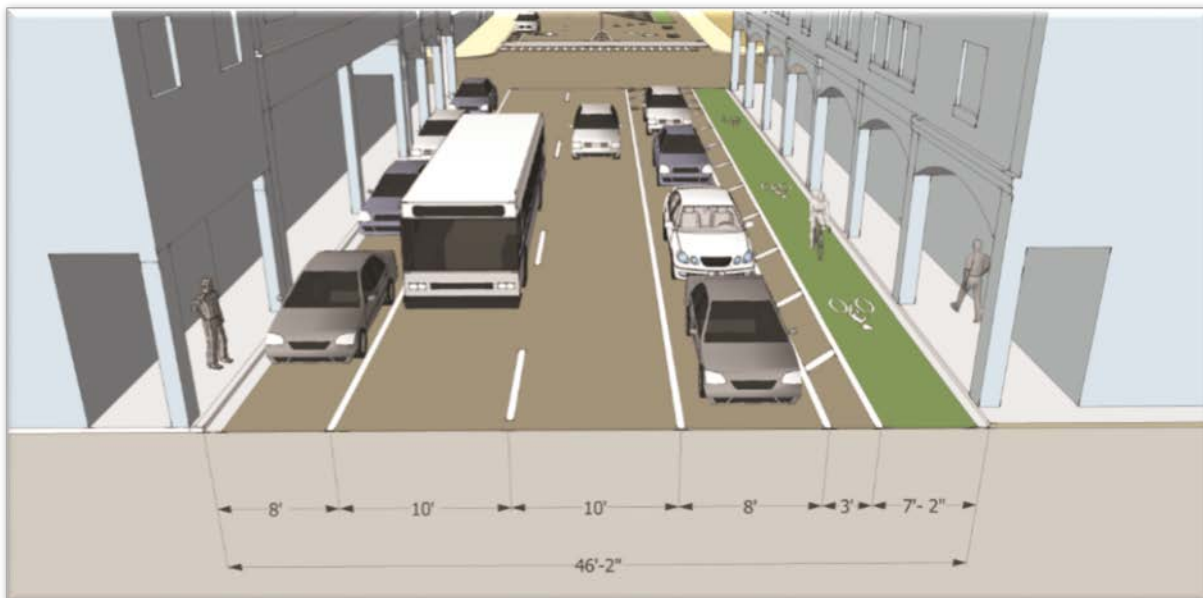


M-Path/GreenLink (continued)



Miami Avenue/NE 1st Avenue Cycle Track

Vision	Implement a protected bike lane.
Existing Conditions	<ul style="list-style-type: none"> Three-lane one-way pairs south of NE 15th Street Four-lane two-way section from NE 15th Street to NE 29th Street
Focus Area	Downtown Miami to Wynwood
Needs Plan	<ul style="list-style-type: none"> Implement a cycle track (protected bike lane) on the one-way pair section through lane reduction Implement buffered bike lanes on the two-way section



Source: The Street Plans
Collaborative



Miami Avenue/ NE 1st Avenue Cycle Track (continued)



Flagler Trail

Vision	Implement a regional trail connecting the downtowns of the eastern cities.
Existing Conditions	<ul style="list-style-type: none">• Florida East Coast (FEC) railroad (freight traffic)• U.S. 1• Dixie Highway
Focus Area	Downtown Miami to West Palm Beach
Needs Plan	<ul style="list-style-type: none">• Implement a regional shared-use path along the corridor• Integrate with stations• Passenger rail access



Flagler Trail (continued)



Ludlam Trail

Vision	Implement a rails-to-trails greenway project in the Ludlam Corridor.
Existing Conditions	<ul style="list-style-type: none"> Abandoned rail corridor FEC Ownership
Focus Area	Dadeland North Station to Miami International Airport
Needs Plan	<ul style="list-style-type: none"> Implement a shared-use path Connect to communities Connecting corridors to build healthier places for healthier people



The above image is a 'before' picture of the A.D. Barnes Park and Ludlam Trail connection point. The image to the right is an 'after' image of the same connection point demonstrating the design guidelines for a park connection.



Ludlam Trail (continued)

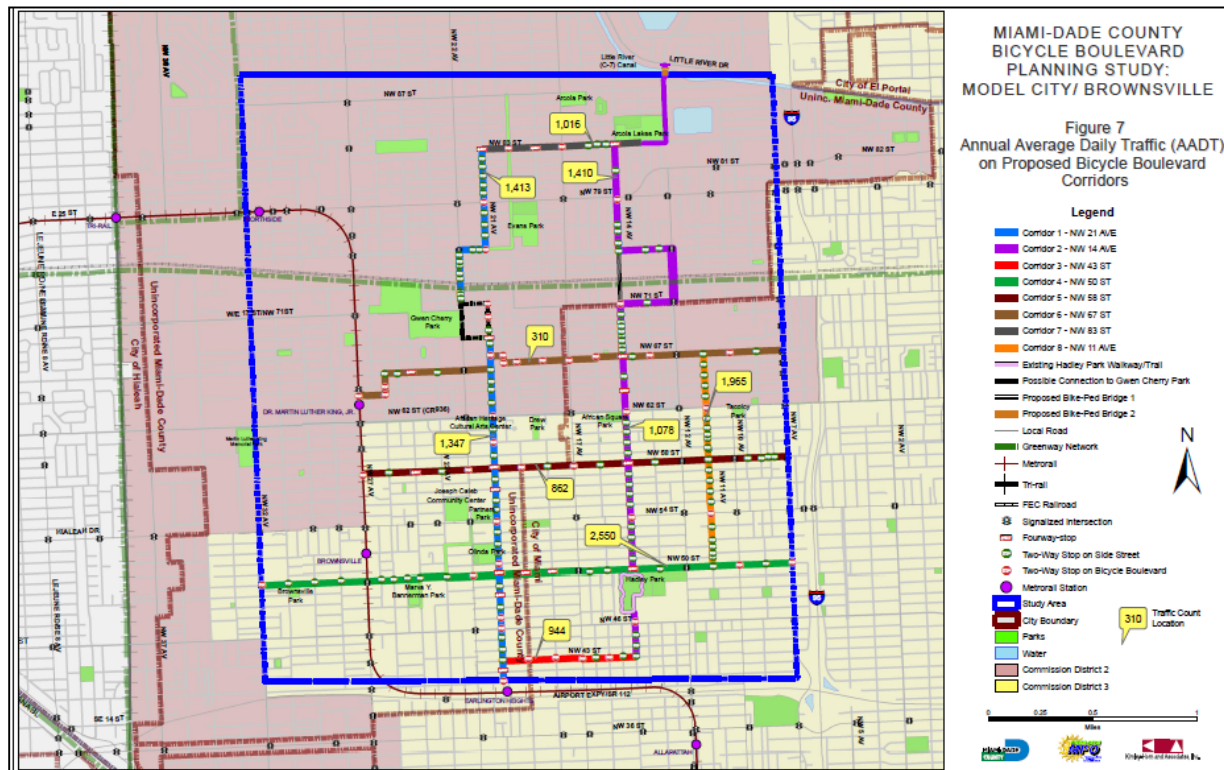


Neighborhood Greenways

Vision	Designate streets where bicycles, pedestrians and neighbors are given priority through traffic calming, bike route marking, signage, and pavement marking techniques.
Existing Conditions	<ul style="list-style-type: none"> The Miami-Dade MPO and Miami-Dade Parks, Recreation and Open Spaces Department prepared a Bicycle Boulevard Planning Study for the Model City/Brownsville area
Focus Area	Model City/Brownsville pilot project, Cities of Miami, Coral Gables, South Miami, and Miami Beach
Needs Plan	<ul style="list-style-type: none"> Bicycle shared lane markings and R4-11 signs Traffic calming Provide safer bicycling and pedestrian connections Markings on the pavement and signage and letting users know where the Neighborhood Greenway goes and what destinations are nearby Improve crossings at main streets



Neighborhood Greenways (continued)



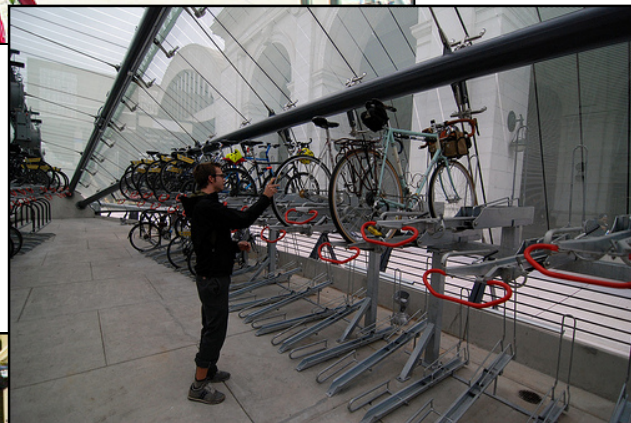
Bicycle Commuter Stations

Vision	Creating a building or structure designed for use as a bicycle parking facility.
Existing Conditions	<ul style="list-style-type: none"> Bicycle parking condition varies depending on location
Focus Area	Downtown Miami/ Brickell/ Dadeland South/ Universities
Needs Plan	<ul style="list-style-type: none"> Indoor or sheltered bike parking Bicycle parking racks to lock bicycles On-site staff during the day A gate or door secured by key or by electronic card access Providing end-of-trip facilities Maintenance services

Focus Study Area	Automated Bicycle Rental System Demand	Bicycle Parking Transit Center Type ^(A)
Dadeland	Low	Type III
Brickell	High	Type III
Downtown	High	Type III
South Beach	Existing	Type III



Bicycle Commuter Stations (continued)




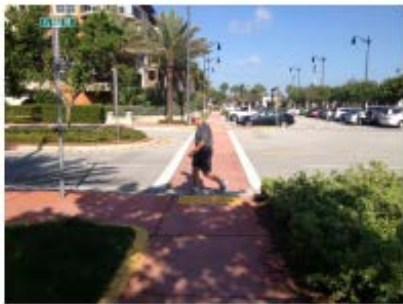
More and Safer Crosswalks

Vision	Increase the frequency of safe crosswalks
Existing Conditions	<ul style="list-style-type: none"> Most arterials have crosswalk spacing $\frac{1}{4}$ - mile to $\frac{1}{2}$ mile
Focus Area	Various locations
Needs Plan	<ul style="list-style-type: none"> Implement crosswalks on all legs of signalized intersections Implement safe crosswalks at unsignalized intersections Implement safe crosswalks at mid-block locations


Pedestrian Crossing Treatments (continued)

At Unsignalized Intersections < 12,000 AADT







At Unsignalized Intersections > 12,000 AADT









More and Safer Crosswalks (continued)



reactive Flashing Beacon

School Safety Enhancement Program

Vision	WalkSafe Take a proactive approach at preventing pedestrian injuries amongst children, as well as directing children towards a healthier and more active lifestyle by walking to and from school safely.
Existing Conditions	<ul style="list-style-type: none"> The University of Miami Miller School of Medicine WalkSafe program actively works with elementary school children to teach safe walking skills and to encourage healthy activity.
Focus Area	Various locations
Needs Plan	<ul style="list-style-type: none"> Decrease the number of children injured as pedestrians Increase physical activity Encourage the use of walkable environments



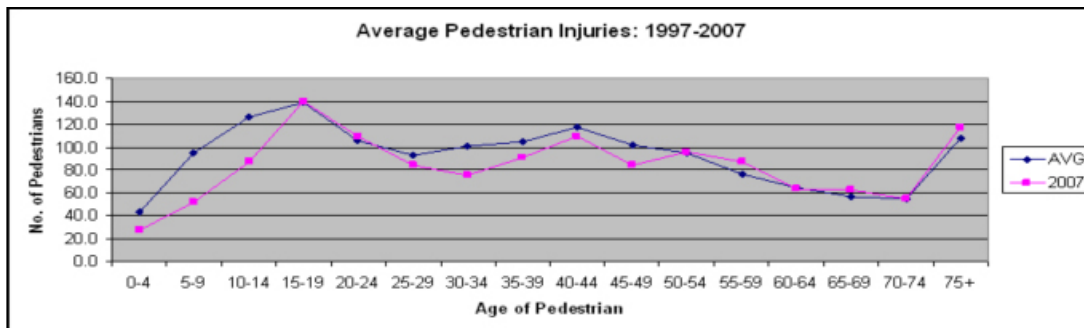
School Safety Enhancement Program (continued)



Health-data from Trauma Centers

Year	0-4 years old Injuries (Fatalities)	5-9 years old Injuries (Fatalities)	10-14 years old Injuries (Fatalities)	Total Injuries (Fatalities)
2001	50 (1)	93 (1)	150 (0)	293 (2)
2002	52 (1)	104 (1)	116 (1)	272 (3)
2003	36 (0)	101 (3)	120 (1)	257 (4)
2004	27 (1)	63 (1)	130 (2)	220 (4)
2005	34 (2)	73 (1)	105 (0)	212 (3)
2006	29 (0)	55 (1)	90 (1)	174 (2)
2007	27 (1)	52 (1)	87 (2)	166 (4)
2008	25 (0)	43 (1)	103 (0)	171 (1)
2009	19 (1)	39 (0)	83 (2)	141 (3)
2010	23 (0)	38 (0)	77 (1)	138 (1)
2011	19 (0)	32 (0)	53 (2)	104 (2)

Reduced juvenile pedestrian hit-by-car trauma center admittances by **65 percent** since 2001



EVALUATION CRITERIA

The bicycle needs assessment process is different from conventional roadway needs assessment that includes analysis of roadway LOS to identify need for new/additional roadway capacity. For this plan, bicycle needs assessment seeks to identify facilities that should be more bicycle-friendly. This section includes a description of the process and results of bicycle and pedestrian facility needs assessment task.

The Plan's Goals and Objectives, developed in consultation with the MPO's BPAC, were used to identify evaluation criteria. The evaluation criteria were broadly divided into four parameters: Existing Conditions, Connectivity, Local Support, and Cost Feasibility. Each parameter included one or more variables measuring different aspects of the parameter.

Evaluation Criteria

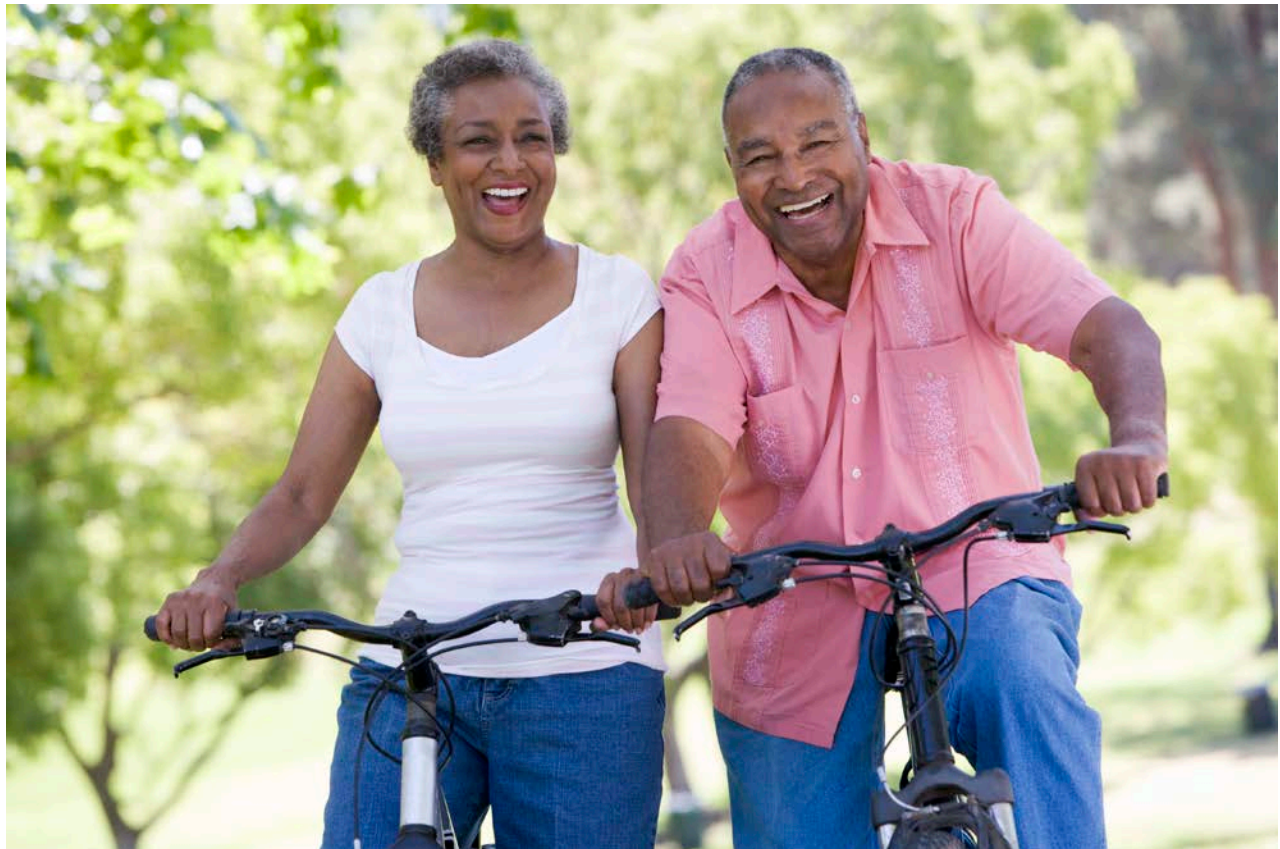
The evaluation criteria are slightly different for on-road facilities and off-road facilities. For example, crash data can be used to evaluate on-road facilities but not off-road facilities.

On-Road Facilities

- Existing Conditions
 - Pedestrian and Bicyclist Crash Data
 - Pedestrian and Bicycle LOS
- Connectivity
 - Schools, Employment Centers, Residential, Public Transit, Parks and Recreation Areas
 - Existing Pedestrian and Bicyclist Facilities
- Local Support
 - Funding
- Cost Feasibility
 - ROW (Right-of-Way) Availability
 - Component of an LRTP Project

Off-Road Facilities

- Existing Conditions
 - Unpaved Path
- Connectivity
 - Schools, Employment Centers, Residential, Public Transit, Parks and Recreation Areas
 - Existing Pedestrian and Bicyclist Facilities
- Local Support
 - Funding
- Cost Feasibility
 - ROW (Right-of-Way) Availability



RESULTS OF BICYCLE/PEDESTRIAN FACILITY NEEDS ASSESSMENT

The non-motorized transportation needs assessment process began by reviewing the needs identified in the 2035 Bicycle and Pedestrian Plan. Projects that have been built within the last five years were removed from the needs assessment list. Projects that have moved up to the Transportation Improvement Program (TIP) were noted and marked as funded. In addition, prior area-wide plans and studies conducted by the MPO and other governmental bodies were reviewed to identify non-motorized transportation needs. These projects were analyzed to identify gaps in the proposed non-motorized system that represent additional needs. A critical review was conducted to identify projects that fill in gaps between proposed facilities or between a proposed facility and a key destination.

Evaluation criteria and weights assigned by BPAC members were used to conduct a needs assessment analysis for on-road and off-road facilities. It was determined that these projects represent an unmet need. The highest priority projects are represented in the Minimum Revenue Plan (Cost Feasible Plan). The unmet needs for which revenue is not anticipated to be available are displayed in the Appendix of the Minimum Revenue Plan.

MINIMUM REVENUE PLAN

The non-motorized needs assessment projects were analyzed using the evaluation criteria identified by BPAC to prioritize the projects for rankings.

On-Road Facility Needs Assessment

The results indicate that there is a high percentage of on-road facility mileage proposed to be implemented in Priority 1. Approximately 44 percent (approximately 56 miles) of the on-road network included in the minimum revenue plan is contained in Priority 1 (Table 4). The percentage was determined by adding the total miles in each priority and dividing it by the summation of the total miles from the four priorities.

Table 4: On Road Facility Needs Assessment

Need	Total Miles	Percentage
Priority 1	56	44.04%
Priority 2	16	12.66%
Priority 3	10	7.71%
Priority 4	45	35.58%
Total	126	

Off-Road Facility Needs Assessment

The results indicate that there is a high need in Priority 1, more than a third (approximately 48 miles) of the roadway network included in this analysis (Table 5). The evaluation criteria percentage was determined by the total miles in each priority and dividing it by the summation of the total miles from the four priorities.

Table 5: Off Road Facility Needs Assessment

Need	Total Miles	Percentage
Priority 1	48	33.95%
Priority 2	31	21.66%
Priority 3	30	21.18%
Priority 4	33	23.21%
Total	142	

Cost

A cost was assigned to each project depending on the type of the project and what the project needed (Table 6) using a broad assumption of cost/mile based on local experience and cost estimates from previous projects.

Table 6: Cost/Mile Assumptions of Projects

Project	Cost/Mile	Description
Bicycle Boulevard	20,000	Pavement markings and signage, traffic calming (includes both directions)
Off Street	500,000	Not along an existing street/sidewalk
Off Street	250,000	Widen existing path 10-12 foot multi-use
Off Street	250,000	Add new sidewalk (one direction)
On Street	10,000	Striping/Sign improvements
On Street	20,000	No curb/drainage alterations, will require adding asphalt
On Street	80,000	Will require curb modifications and parking management strategy
Off Street	400,000	Add new shared use path
Shared Lane	20,000	Reduce lanes, 13ft lane with sharrow, resurfacing

The cost of each project is based on 2014 dollars and is projected to 2040 dollars that includes inflation to provide a Year of Expenditure (YOE) analysis. The multiplier for the four priorities is displayed in Table 7 along with the design cost assumption of 15% of the construction cost.

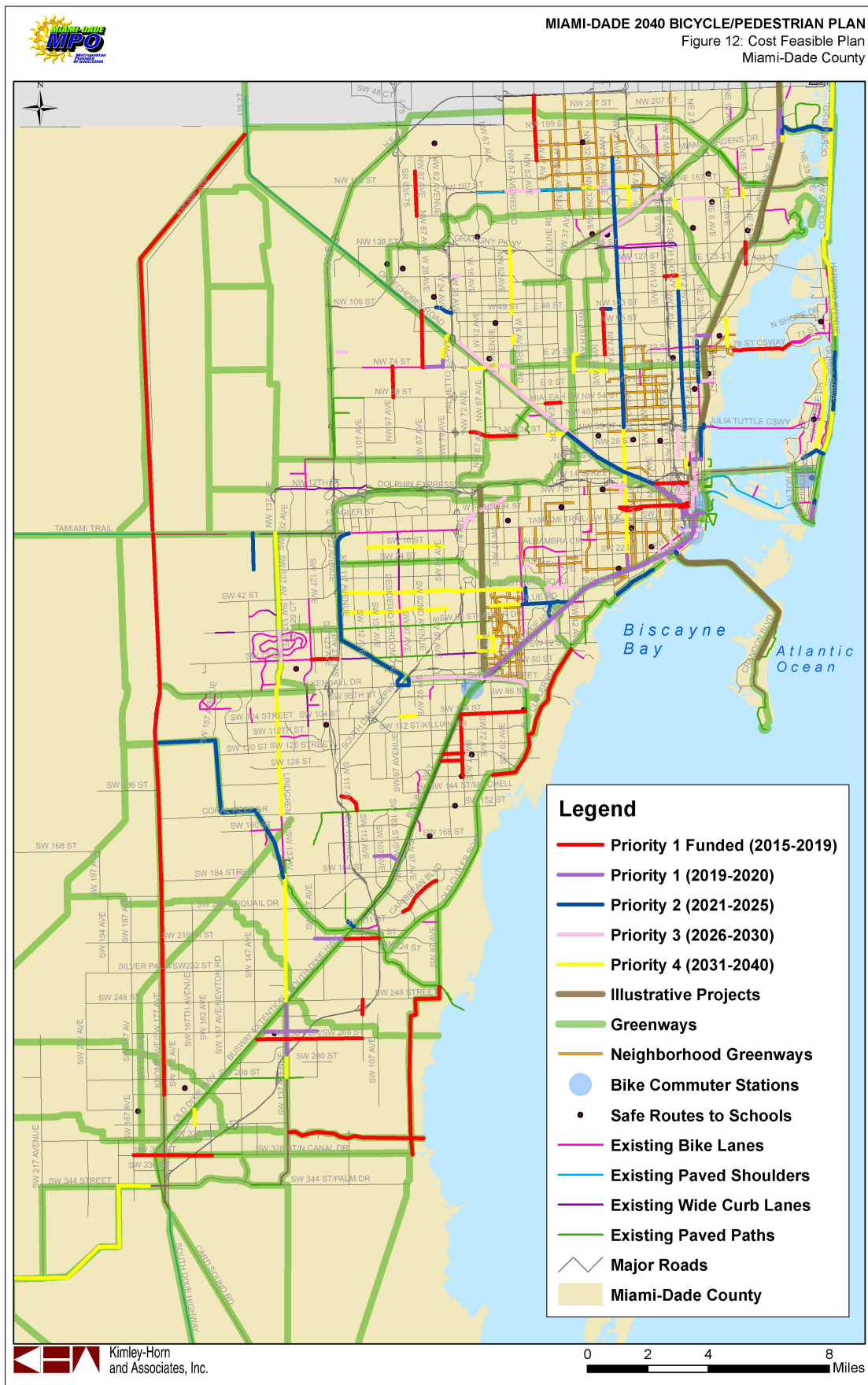
Table 7: Cost Estimates

Design Cost %	15.00%
Priority 1 (2015-2020) YOE Multiplier	1.17
Priority 2 (2021-2025) YOE Multiplier	1.31
Priority 3 (2026-2030) YOE Multiplier	1.54
Priority 4 (2031-2040) YOE Multiplier	1.97

MIAMI-DADE 2040 BICYCLE/PEDESTRIAN PLAN

Figure 12: Cost Feasible Plan

Miami-Dade County



Miami-Dade MPO 2040 Bicycle and Pedestrian Plan
Non-Motorized Element of 2040 Long Range Transportation Plan (LRTP)
Prioritized List of Projects

CATEGORY	TYPE	FACILITY/LOCATION			Length (miles)	Construction Cost (YOE \$)	Design Cost (YOE \$)	Total Cost (YOE \$)
		FACILITY/ITEM	FROM	TO				
PRIORITY 1								
On-Road Bicycle	Bicycle Facility Improvements	SW 328th Street	SW 187th Avenue	SW 162nd Avenue	2.595	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 268th Street	S Dixie Highway	SW 112th Avenue	3.484	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 112th Avenue	SW 256th Street	SW 248th Street	0.484	Funded		
On-Road Bicycle	Bicycle Facility Improvements	Caribbean Boulevard	Marlin Road	SW 87th Avenue	1.545	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 112th Avenue	SW 117th Avenue	SW 152nd Street	0.805	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 72nd Street	SW 127th Avenue	SW 118th Avenue	0.845	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 77th Avenue	SW 104th Street	SW 136th Street	2.079	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 124th Street	SW 77th Avenue	S Dixie Highway	0.649	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 128th Street	SW 77th Avenue	S Dixie Highway	0.688	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 104th Street	SW 77th Avenue	SW 57th Avenue	2.134	Funded		
On-Road Bicycle	Bicycle Facility Improvements	Flagler Street	NW 2nd Avenue	NW 24th Avenue	2.271	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 1st Street	SW 24th Avenue	SW 17th Avenue	0.729	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 1st Street	SW 5th Avenue	SW 2nd Avenue	0.295	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 87th Avenue	NW 74th Street	NW 103rd Street	1.87	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 97th Avenue	NW 74th Street	NW 58th Street	1.029	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 36th Street	NW 72nd Avenue	Curtiss Prkway	1.526	Funded		
On-Road Bicycle	Bicycle Facility Improvements	Hialeah Drive	E 4th Street	E 8th Street	0.5	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 27th Avenue	NW 103rd Street	NW 79th Street	1.512	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NE 79th Street	NE Bayshore Ct	Bay Drive	1.897	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 87th Avenue	NW 154th Street	NW 178th Street	1.478	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 47th Avenue	NW 183rd Street	NW 21st Street	2.164	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 119th Street	NW 7th Avenue	NE 2nd Avenue	0.402	Funded		
On-Road Bicycle	Bicycle Facility Improvements	SW 216th Street	S Dixie Highway	HEFT	1.12	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 16th Avenue	NE 135th Street	NE 123rd Street	0.735	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 11th Street	NW 12th Avenue	SW 2nd Avenue	1.019	Funded		
On-Road Bicycle	Bicycle Facility Improvements	Krome Avenue	SW 8th Street / Tamiami Trail	US-27 / Okeechobee Road	14.328	Funded		
On-Road Bicycle	Bicycle Facility Improvements	NW 74th Street	NW 87th Avenue	NW 79th Avenue	0.606	\$56,721.60	\$8,508.24	\$65,229.84
On-Road Bicycle	Bicycle Facility Improvements	NW 79th Place	NW 74th Street	Palmetto Metrorail Station	0.215	\$20,124.00	\$3,018.60	\$23,142.60
On-Road Bicycle	Bicycle Facility Improvements	SW 216th Street	SW 127th Avenue	HEFT	0.963	\$22,534.20	\$3,380.13	\$25,914.33
On-Road Bicycle	Bicycle Facility Improvements	SW 264th Street	US-1	SW 137th Avenue	1.763	\$41,254.20	\$6,188.13	\$47,442.33
On-Road Bicycle	Bicycle Facility Improvements	SW 176th Street/Hibiscus St	SW 107th Avenue	US-1	0.79	\$73,944.00	\$11,091.60	\$85,035.60
On-Road Bicycle	Bicycle Facility Improvements	SW 22nd Avenue	US-1	Coral Way	0.381	\$35,661.60	\$5,349.24	\$41,010.84

Miami-Dade MPO 2040 Bicycle and Pedestrian Plan
Non-Motorized Element of 2040 Long Range Transportation Plan (LRTP)
Prioritized List of Projects

CATEGORY	TYPE	FACILITY/LOCATION			Length (miles)	Construction Cost (YOE \$)	Design Cost (YOE \$)	Total Cost (YOE \$)
		FACILITY/ITEM	FROM	TO				
On-Road Bicycle	Bicycle Facility Improvements	SW 137th Avenue	HEFT	US-1	1.662	\$38,890.80	\$5,833.62	\$44,724.42
On-Road Bicycle	Bicycle Facility Improvements	West Dixie Highway	NE 186th Street/Miami Gardens Drive	Ives Dairy Road	1.15	\$26,910.00	\$4,036.50	\$30,946.50
Shared-Use Pathway	Trail Improvements	Overtown Greenway	NW 7th Avenue	NW 3rd Avenue	0.444	Funded		
Shared-Use Pathway	Trail Improvements	Biscayne Trail "C"	Biscayne National Park	Black Point Park	6.472	Funded		
Shared-Use Pathway	Trail Improvements	Old Cutler Road Path Phase 2	SW 136th Street	SW 72nd Street	5.373	Funded		
Shared-Use Pathway	Trail Improvements	South Dade Greenway Bridges	Biscayne and Black Creek	Trail Bridges		Funded		
Shared-Use Pathway	Trail Improvements	Krome Trail	Homestead	SW 8th Street / Tamiami Trail	18.571	Funded		
Shared-Use Pathway	Trail Improvements	Biscayne Trail "D"	US-1 / South Dixie Highway	Biscayne National Park	4.542	Funded		
Shared-Use Pathway	Trail Improvements	Miami River Greenway (complete missing segments)	NW 12th Avenue	SE 2nd Avenue	1.015	\$475,020.00	\$71,253.00	\$546,273.00
Shared-Use Pathway	Trail Improvements	M-Path GreenLink (short-term improvements)	SW 67th Avenue	Miami River Greenway	9.048	\$529,308.00	\$79,396.20	\$608,704.20
Shared-Use Pathway	Trail Improvements	Atlantic Trail	South Pointe Park / South Pointe Drive	5th Street	0.44	\$257,400.00	\$38,610.00	\$296,010.00
Pedestrian	Pedestrian Facility Improvements	El Portal / 87th Street	NW 5th Avenue	NE 2nd Avenue	0.445	\$260,325.00	\$39,048.75	\$299,373.75
Pedestrian	Pedestrian Facility Improvements	East of Little Havana	Greenways/South River Drive	SW 12th Avenue to J. Marti Park	1.533	\$896,805.00	\$134,520.75	\$1,031,325.75
Pedestrian	Pedestrian Facility Improvements	NE 20th Street	N Miami Avenue/FEC RR	NE 2nd Avenue	0.228	\$133,380.00	\$20,007.00	\$153,387.00
Pedestrian	Safe Routes to Schools	Devon Aire K-8 Center	-	-				
Pedestrian	Safe Routes to Schools	Coral Way K-8 Center	-	-				
Pedestrian	Safe Routes to Schools	Maya Angelou Elementary	-	-				
Pedestrian	Safe Routes to Schools	Winston Park K-8 Center	-	-				
Pedestrian	Safe Routes to Schools	Ernest R Graham Elementary	-	-				
Pedestrian	Safe Routes to Schools	Meadowlane Elementary	-	-				
Pedestrian	Safe Routes to Schools	Ben Sheppard Elementary	-	-				
Pedestrian	Safe Routes to Schools	Brentwood Elementary	-	-				
Pedestrian	Safe Routes to Schools	Gertrude Edelman/Sabal Palm Elementary	-	-				
Pedestrian	Safe Routes to Schools	Spanish Lake Elementary	-	-				
Pedestrian	Safe Routes to Schools	Melrose Elementary	-	-				
Pedestrian	Safe Routes to Schools	Dr. Robert B. Ingram Elementary	-	-				
Pedestrian	Safe Routes to Schools	Biscayne Elementary	-	-				
Pedestrian	Safe Routes to Schools	North Beach Elementary	-	-				
Pedestrian	Safe Routes to Schools	Fienberg/Fisher K-8 Center	-	-				
Pedestrian	Safe Routes to Schools	Miami Lakes K-8 Center	-	-				

Miami-Dade MPO 2040 Bicycle and Pedestrian Plan
Non-Motorized Element of 2040 Long Range Transportation Plan (LRTP)
Prioritized List of Projects

CATEGORY	TYPE	FACILITY/LOCATION			Length (miles)	Construction Cost (YOE \$)	Design Cost (YOE \$)	Total Cost (YOE \$)
		FACILITY/ITEM	FROM	TO				
Pedestrian	Safe Routes to Schools	Redondo Elementary	-	-				
Pedestrian	Safe Routes to Schools	Shenandoah Elementary	-	-				
Pedestrian	Safe Routes to Schools	Silver Bluff Elementary	-	-				
Pedestrian	Safe Routes to Schools	Kinloch Park Elementary	-	-				
Pedestrian	Safe Routes to Schools	Fairlawn Elementary	-	-				
Pedestrian	Safe Routes to Schools	Nathan Young Elementary	-	-				
Pedestrian	Safe Routes to Schools	James H. Bright Elementary	-	-				
Pedestrian	Safe Routes to Schools	Morningside Elementary	-	-				
Pedestrian	Safe Routes to Schools	Hialeah Gardens Elementary	-	-				
Pedestrian	Safe Routes to Schools	Perrine Elementary	-	-				
Pedestrian	Safe Routes to Schools	Palmetto Elementary	-	-				
Pedestrian	Safe Routes to Schools	Howard Drive Elementary	-	-				
Pedestrian	Safe Routes to Schools	Coral Reef Elementary	-	-				
Pedestrian	Safe Routes to Schools	Pinecrest Elementary	-	-				
Pedestrian	Safe Routes to Schools	Saunders Elementary	-	-				
Pedestrian	Safe Routes to Schools	Avocado Elementary	-	-				
Pedestrian	Safe Routes to Schools	Kensington Park Elementary	-	-		\$159,120.00	\$23,868.00	\$182,988.00
Pedestrian	Safe Routes to Schools	Santa Clara Elementary	-	-		\$136,890.00	\$20,533.50	\$157,423.50
Pedestrian	Safe Routes to Schools	Linda Lentin K-8 Center	-	-		\$197,730.00	\$29,659.50	\$227,389.50
Pedestrian	Safe Routes to Schools	Natural Bridge Elementary	-	-		\$152,100.00	\$22,815.00	\$174,915.00
Pedestrian	Safe Routes to Schools	Little River Elementary	-	-		\$146,250.00	\$21,937.50	\$168,187.50
Pedestrian	Safe Routes to Schools	Phyllis Ruth Miller Elementary	-	-		\$87,750.00	\$13,162.50	\$100,912.50
Pedestrian	Safe Routes to Schools	Phillis Wheatley Elementary	-	-		\$145,080.00	\$21,762.00	\$166,842.00
Pedestrian	Safe Routes to Schools	Toussaint L'ouverture Elementary	-	-		\$182,520.00	\$27,378.00	\$209,898.00
Pedestrian	Safe Routes to Schools	Oak Grove Elementary	-	-		\$234,000.00	\$35,100.00	\$269,100.00
PRIORITY 2								
On-Road Bicycle	Bicycle Facility Improvements	NE 2nd Avenue	NE 20th Street	NE 36th Street	1.03	\$107,944.00	\$16,191.60	\$124,135.60
On-Road Bicycle	Bicycle Facility Improvements	NE 2nd Avenue	NE 62nd Street	West Little River Canal/NE 84th Street	1.36	\$142,528.00	\$21,379.20	\$163,907.20
On-Road Bicycle	Bicycle Facility Improvements	Federal Highway	NE 36th Street	NE 38th/39th Street	0.119	\$62,356.00	\$9,353.40	\$71,709.40

Miami-Dade MPO 2040 Bicycle and Pedestrian Plan
Non-Motorized Element of 2040 Long Range Transportation Plan (LRTP)
Prioritized List of Projects

CATEGORY	TYPE	FACILITY/LOCATION			Length (miles)	Construction Cost (YOE \$)	Design Cost (YOE \$)	Total Cost (YOE \$)
		FACILITY/ITEM	FROM	TO				
On-Road Bicycle	Bicycle Facility Improvements (Restriping)	NW 22nd Avenue	NW 111th Street	NW 183rd Street	4.481	\$58,701.10	\$8,805.17	\$67,506.27
On-Road Bicycle	Bicycle Facility Improvements / Road Diet	NW 22nd Avenue	NW 36th Street	NW 111th Street	4.442	\$465,521.60	\$69,828.24	\$535,349.84
On-Road Bicycle	Bicycle Facility Improvements	NW 2nd Avenue	NW 20th Street	NW 79th Street	4.585	\$480,508.00	\$72,076.20	\$552,584.20
Shared-Use Pathway	Trail Improvements	Commodore Trail improvements	Darwin Street	Mercy Hospital	1.508	\$493,870.00	\$74,080.50	\$567,950.50
Shared-Use Pathway	Trail Improvements	Atlantic Trail	4600 Block / Indian Beach Park	6400 Block / Allison Park	1.855	\$1,215,025.00	\$182,253.75	\$1,397,278.75
Shared-Use Pathway	Trail Improvements	SW side of SW 117th Avenue	Roberta Hunter Park	South Dade Trail & Black Creek Trail Junction	0.378	\$198,072.00	\$29,710.80	\$227,782.80
Shared-Use Pathway	Trail Improvements	Snapper Creek Trail "A"	K-Land Park / SW 88th Street	SW 72nd Street	2.08	\$1,362,400.00	\$204,360.00	\$1,566,760.00
Shared-Use Pathway	Trail Improvements	Snapper Creek Trail "A"	SW 72nd Street	SW 8th Street / FIU	4.902	\$3,210,810.00	\$481,621.50	\$3,692,431.50
Shared-Use Pathway	Trail Improvements	Dade Blvd Bike Path	Meridian Avenue	Atlantic Trail / Beachwalk	0.768	\$402,432.00	\$60,364.80	\$462,796.80
Shared Space / Festival Street	Trail Improvements	Beachwalk Greenway/5th Street	Ocean Drive	Atlantic Trail / Beachwalk	0.049	\$25,676.00	\$3,851.40	\$29,527.40
Shared-Use Pathway	Trail Improvements	Black Creek Trail "B"	Larry and Penny Thompson Park	Krome Trail	7.85	\$4,113,400.00	\$617,010.00	\$4,730,410.00
Shared-Use Pathway	Trail Improvements	Miami River Greenway (complete missing segments)	NW 36th Street	NW 12th Avenue	3.361	\$1,100,727.50	\$165,109.13	\$1,265,836.63
Pedestrian	Pedestrian Facility Improvements	NW 103rd Street	W 28th Avenue	W 24th Avenue	0.316	\$103,490.00	\$15,523.50	\$119,013.50
Pedestrian	Pedestrian Facility Improvements	NW 103rd Street	W 24th Avenue	W 49th Street	0.522	\$170,955.00	\$25,643.25	\$196,598.25
Pedestrian	Pedestrian Facility Improvements	Biscayne Boulevard	NE 191st Street	Aventura Boulevard	0.537	\$175,867.50	\$26,380.13	\$202,247.63
Pedestrian	Pedestrian Facility Improvements	SW 142nd Avenue	SW 26th Street	SW 8th Street	2.253	\$737,857.50	\$110,678.63	\$848,536.13
Pedestrian	Pedestrian Facility Improvements	Granada Boulevard	Ponce De Leon Boulevard	Blue Road	0.531	\$347,805.00	\$52,170.75	\$399,975.75
Pedestrian	Pedestrian Facility Improvements	Blue Road	SW 57th Avenue	Ponce De Leon	1.526	\$999,530.00	\$149,929.50	\$1,149,459.50
Pedestrian	Pedestrian Facility Improvements	S Miami Avenue	S Dixie Highway	SW 26th Road	0.076	\$24,890.00	\$3,733.50	\$28,623.50
Pedestrian	Pedestrian Facility Improvements	Alhambra Circle	Blue Road	SW 40th Street	0.538	\$352,390.00	\$52,858.50	\$405,248.50
Pedestrian	Pedestrian Facility Improvements	Urban Center Pedestrian Safety and Mobility Improvements	Various Locations			\$1,310,000.00	\$196,500.00	\$1,506,500.00
Pedestrian	Pedestrian Facility Improvements	Lehman Causeway Pedestrian Facility	Aventura	Sunny Isles Beach	1.647	\$539,392.50	\$80,908.88	\$620,301.38
Pedestrian	Safe Routes to Schools	Non-motorized Facility Improvements	Various Locations			\$1,310,000.00	\$196,500.00	\$1,506,500.00
Non-motorized	Non-motorized Safety Program	Improve safety by public outreach initiatives	Various Locations	Improve safety through public outreach initiatives		\$1,310,000.00	\$196,500.00	\$1,506,500.00

Miami-Dade MPO 2040 Bicycle and Pedestrian Plan
Non-Motorized Element of 2040 Long Range Transportation Plan (LRTP)
Prioritized List of Projects

CATEGORY	TYPE	FACILITY/LOCATION			Length (miles)	Construction Cost (YOE \$)	Design Cost (YOE \$)	Total Cost (YOE \$)
		FACILITY/ITEM	FROM	TO				
PRIORITY 3								
On-Road Bicycle	Bicycle Facility Improvements	S 13th Street / Coral Way	SW 3rd Avenue	Brickell Avenue	0.474	\$145,992.00	\$21,898.80	\$167,890.80
On-Road Bicycle	Bicycle Facility Improvements	Tamiami Canal Road	West Flagler Street	NW 7th Street	0.905	\$27,874.00	\$4,181.10	\$32,055.10
On-Road Bicycle	Bicycle Facility Improvements	South Miami Avenue	SW 15th Road	SW 14th Terrace	0.057	\$35,112.00	\$5,266.80	\$40,378.80
On-Road Bicycle	Bicycle Facility Improvements	South Miami Avenue	SW 7th Street	SW 3rd Street	0.298	\$45,892.00	\$6,883.80	\$52,775.80
On-Road Bicycle	Bicycle Facility Improvements	North Miami Avenue	NW 17th Street	NW 29th Street	0.87	\$133,980.00	\$20,097.00	\$154,077.00
On-Road Bicycle	Bicycle Facility Improvements	North Miami Avenue / NE 1st Avenue	NW 5th Street	NW 17th Street	0.855	\$131,670.00	\$19,750.50	\$151,420.50
On-Road Bicycle	Bicycle Facility Improvements	NE 62nd Street	Biscayne Boulevard	NE 2nd Avenue	0.521	\$80,234.00	\$12,035.10	\$92,269.10
On-Road Bicycle	Bicycle Facility Improvements	SW 32nd Road	Vizcaya Metrorail Station	Coral Way	0.185	\$28,490.00	\$4,273.50	\$32,763.50
On-Road Bicycle	Bicycle Facility Improvements	SW 32nd Road	Brickell Avenue	Vizcaya Pedestrian Bridge	0.28	\$43,120.00	\$6,468.00	\$49,588.00
On-Road Bicycle	Bicycle Facility Improvements	SW 25th Road	Brickell Avenue	Coral Way	0.439	\$67,606.00	\$10,140.90	\$77,746.90
On-Road Bicycle	Bicycle Facility Improvements	NW 5th Avenue	NW 22nd Street	NW 36th Street	0.879	\$135,366.00	\$20,304.90	\$155,670.90
On-Road Bicycle	Bicycle Facility Improvements	Tamiami Canal Road	SW 8th Street	West Flagler Street	0.666	\$102,564.00	\$15,384.60	\$117,948.60
On-Road Bicycle	Bicycle Facility Improvements	SW 137th Avenue	SW 72nd Street	SW 56th Street	1	\$123,200.00	\$18,480.00	\$141,680.00
On-Road Bicycle	Bicycle Facility Improvements	SW/NW 1st Avenue	SW 2nd Street	NW 11th Street	0.865	\$26,642.00	\$3,996.30	\$30,638.30
On-Road Bicycle	Bicycle Facility Improvements	SW 72nd Avenue	SW 4th Street	West Flagler Street	0.253	\$38,962.00	\$5,844.30	\$44,806.30
On-Road Bicycle	Bicycle Facility Improvements	NW 11th Street	NW 27th Avenue	NW 22nd Avenue	0.52	\$80,080.00	\$12,012.00	\$92,092.00
On-Road Bicycle	Bicycle Facility Improvements	NW 23rd Avenue	NW 7th Street	NW 11th Street	0.233	\$35,882.00	\$5,382.30	\$41,264.30
On-Road Bicycle	Bicycle Facility Improvements	NW 5th Avenue	NW 4th Street	NW 11th Street	0.459	\$70,686.00	\$10,602.90	\$81,288.90
Shared-Use Pathway	Trail Improvements	Snapper Creek Trail "B"	SW 94th Avenue / K-Land Park	SW 57th Avenue	3.803	\$2,342,648.00	\$351,397.20	\$2,694,045.20
Shared-Use Pathway	Trail Improvements	M-Path GreenLink (long-term improvements)	SW 67th Avenue	Miami River Greenway	9.048	\$6,966,960.00	\$1,045,044.00	\$8,012,004.00
Shared-Use Pathway	Trail Improvements	NW/NE 131st Street	NW 22nd Avenue	NE 16th Avenue	0.43	\$66,220.00	\$9,933.00	\$76,153.00
Shared-Use Pathway	Trail Improvements	Overtown Greenway (except portion between NW 3rd and 7th Avenue)	Miami River Greenway	Musuem Park	1.6041	\$49,406.28	\$7,410.94	\$56,817.22
Pedestrian	Pedestrian Facility Improvements	W Okeechobee Road	NW 103rd Street	W 18th Avenue	5.79	\$2,229,150.00	\$334,372.50	\$2,563,522.50
Pedestrian	Pedestrian Facility Improvements	Hialeah Expressway	W 8th Avenue	W 4th Avenue	0.512	\$394,240.00	\$59,136.00	\$453,376.00

Miami-Dade MPO 2040 Bicycle and Pedestrian Plan
Non-Motorized Element of 2040 Long Range Transportation Plan (LRTP)
Prioritized List of Projects

CATEGORY	TYPE	FACILITY/LOCATION			Length (miles)	Construction Cost (YOE \$)	Design Cost (YOE \$)	Total Cost (YOE \$)
		FACILITY/ITEM	FROM	TO				
Pedestrian	Pedestrian Facility Improvements	SR 9 Extension Frontage Road	NW 27th Avenue	SR 9 Extension	2.739	\$1,054,515.00	\$158,177.25	\$1,212,692.25
Pedestrian	Pedestrian Facility Improvements	SW 117th Avenue	SW 17th Street	SW 8th Street	0.74	\$284,900.00	\$42,735.00	\$327,635.00
Pedestrian	Pedestrian Facility Improvements	NW 82nd Street	NW 114th Path	NW 109th Avenue	0.3	\$115,500.00	\$17,325.00	\$132,825.00
Pedestrian	Pedestrian Facility Improvements	SW 152nd Avenue	SW 184th Street	SW 181st Terrace	0.167	\$64,295.00	\$9,644.25	\$73,939.25
Pedestrian	Pedestrian Facility Improvements	Granada Boulevard	Hardee Road	S Dixie Highway	0.546	\$420,420.00	\$63,063.00	\$483,483.00
Pedestrian	Pedestrian Facility Improvements	Granada Boulevard	Blue Road	SW 40th Street	0.528	\$406,560.00	\$60,984.00	\$467,544.00
Pedestrian	Pedestrian Facility Improvements	NE 159th Street	N Miami Avenue	NE 6th Avenue	0.755	\$290,675.00	\$43,601.25	\$334,276.25
Pedestrian	Pedestrian Facility Improvements	NW 167th Street	NW 57th Avenue	NW 47th Avenue	1.073	\$413,105.00	\$61,965.75	\$475,070.75
Pedestrian	Pedestrian Facility Improvements	NW 3rd Court	NW 2nd Street	NW 8th Street	0.403	\$155,155.00	\$23,273.25	\$178,428.25
Pedestrian	Pedestrian Facility Improvements	NW 167th Street	NW 27th Avenue	NW 22nd Avenue	0.532	\$409,640.00	\$61,446.00	\$471,086.00
Pedestrian	Pedestrian Facility Improvements	W 68th Street	W 19th Court	W 17th Court	0.213	\$82,005.00	\$12,300.75	\$94,305.75
Pedestrian	Pedestrian Facility Improvements	SW 40th Street	University Drive	Segovia Street	0.467	\$179,795.00	\$26,969.25	\$206,764.25
Pedestrian	Pedestrian Facility Improvements	SW 40th Street	Segovia Street	SW 42nd Avenue	0.248	\$95,480.00	\$14,322.00	\$109,802.00
Pedestrian	Pedestrian Facility Improvements	Sevilla Avenue	Alhambra Circle	Anastasia Avenue	0.122	\$46,970.00	\$7,045.50	\$54,015.50
Pedestrian	Safe Routes to Schools	Non-motorized Facility Improvements	Various Locations			\$1,540,000.00	\$231,000.00	\$1,771,000.00
Non-motorized	Non-motorized Safety Program	Improve safety by public outreach initiatives	Various Locations	Improve safety through public outreach initiatives		\$1,540,000.00	\$231,000.00	\$1,771,000.00

PRIORITY 4

On-Road Bicycle	Bicycle Facility Improvements	SW 137th Avenue	US-1	SW 184th Street	4.153	\$163,628.20	\$24,544.23	\$188,172.43
On-Road Bicycle	Bicycle Facility Improvements	NW 79th Place / NW 79th Avenue	Palmetto Metrorail Station	US-27 / Okeechobee Road	0.872	\$137,427.20	\$20,614.08	\$158,041.28
On-Road Bicycle	Bike Boulevard Improvements	Bike Boulevard Demonstration Project	NW 32nd Avenue/NW 41st Street	NW 11th Avenue/Little River Drive		\$5,910,000.00	\$886,500.00	\$6,796,500.00
On-Road Bicycle	Bike Boulevard Improvements	SW 137th Avenue	SW 152nd Street	SW 72nd Street	5.052	\$796,195.20	\$119,429.28	\$915,624.48
On-Road Bicycle	Bicycle Facility Improvements	SW 137th Avenue	SW 56th Street	SW 8th Street	3.194	\$503,374.40	\$75,506.16	\$578,880.56
On-Road Bicycle	Bicycle Facility Improvements	SW 16th Street	SW 107th Avenue	SW 82nd Avenue	2.501	\$394,157.60	\$59,123.64	\$453,281.24
On-Road Bicycle	Bicycle Facility Improvements	SW 48th Street	SW 117th Avenue	SW 82nd Avenue	3.534	\$3,480,990.00	\$522,148.50	\$4,003,138.50
On-Road Bicycle	Bicycle Facility Improvements	NW 344th Street	SW 192nd Avenue	NW 6th Avenue	1.024	\$40,345.60	\$6,051.84	\$46,397.44
On-Road Bicycle	Bicycle Facility Improvements	SW 376th Street	Ingraham Highway	SW 192nd Avenue	0.684	\$26,949.60	\$4,042.44	\$30,992.04
On-Road Bicycle	Bicycle Facility Improvements	Ingraham Highway	SW 376th Street	SW 392nd Street	2.274	\$89,595.60	\$13,439.34	\$103,034.94
On-Road Bicycle	Bicycle Facility Improvements	SW 392nd Street	Ingraham Highway	Everglades National Park	2.984	\$117,569.60	\$17,635.44	\$135,205.04

Miami-Dade MPO 2040 Bicycle and Pedestrian Plan
Non-Motorized Element of 2040 Long Range Transportation Plan (LRTP)
Prioritized List of Projects

CATEGORY	TYPE	FACILITY/LOCATION			Length (miles)	Construction Cost (YOE \$)	Design Cost (YOE \$)	Total Cost (YOE \$)
		FACILITY/ITEM	FROM	TO				
On-Road Bicycle	Bicycle Facility Improvements	SW 192nd Avenue	SW 344th Street	SW 376th Street	2.029	\$79,942.60	\$11,991.39	\$91,933.99
On-Road Bicycle	Bicycle Facility Improvements	SW 137th Avenue	SW 288th Street	HEFT	0.701	\$110,477.60	\$16,571.64	\$127,049.24
On-Road Bicycle	Bicycle Facility Improvements	Blue Road	SW 67th Avenue	SW 42nd Avenue	2.573	\$101,376.20	\$15,206.43	\$116,582.63
On-Road Bicycle	Bicycle Facility Improvements	SW 40th Street	SW 117th Avenue	SW 57th Avenue	6.066	\$956,001.60	\$143,400.24	\$1,099,401.84
On-Road Bicycle	Bicycle Facility Improvements	NW 22nd Avenue	SW 22nd Street	Airport Expyway/SR 112	4.229	\$666,490.40	\$99,973.56	\$766,463.96
On-Road Bicycle	Bicycle Facility Improvements	Pine Tree Drive/La Gorce	23rd Street	63rd Street	3.135	\$494,076.00	\$74,111.40	\$568,187.40
Shared-Use Pathway	Trail Improvements	Atlantic Trail (Boardwalk Replacement Project)	23rd Street	4600 Block / Indian Beach Park	1.647	\$1,297,836.00	\$194,675.40	\$1,492,511.40
Shared-Use Pathway	Trail Improvements	M-Path / Overtown Greenway	North of Miami River		9.166	\$7,222,808.00	\$1,083,421.20	\$8,306,229.20
Shared-Use Pathway	Trail Improvements	Atlantic Trail (north of Miami Beach)	North Shore Park	Haulover Park	5.321	\$4,192,948.00	\$628,942.20	\$4,821,890.20
Shared-Use Pathway	Trail Improvements	Atlantic Trail (north of Haulover Park)	Haulover Park	Broward County Line	3.181	\$2,506,628.00	\$375,994.20	\$2,882,622.20
Pedestrian	Pedestrian Facility Improvements	W 4th Avenue	W 53rd Street	NW 114th Street	1.95	\$960,375.00	\$144,056.25	\$1,104,431.25
Pedestrian	Pedestrian Facility Improvements	W 4th Avenue	NW 114th Street	NW 119th Street	0.245	\$120,662.50	\$18,099.38	\$138,761.88
Pedestrian	Pedestrian Facility Improvements	NE 16th Avenue	NE 159th Street	NE 163rd Street	0.273	\$134,452.50	\$20,167.88	\$154,620.38
Pedestrian	Pedestrian Facility Improvements	NW 17th Avenue	NW 157th Street	NW 167th Street	0.656	\$323,080.00	\$48,462.00	\$371,542.00
Pedestrian	Pedestrian Facility Improvements	NW 167th Street	NW 32nd Avenue	NW 27th Avenue	0.505	\$248,712.50	\$37,306.88	\$286,019.38
Pedestrian	Pedestrian Facility Improvements	SW 104th Street	SW 97th Avenue	SW 92nd Avenue	0.511	\$251,667.50	\$37,750.13	\$289,417.63
Pedestrian	Pedestrian Facility Improvements	NW 2nd Avenue	N Biscayne River Drive	NW 159th Street	0.313	\$154,152.50	\$23,122.88	\$177,275.38
Pedestrian	Pedestrian Facility Improvements	Hialeah Expressway	W Okeechobee Road	W 10th Avenue	0.121	\$59,592.50	\$8,938.88	\$68,531.38
Pedestrian	Pedestrian Facility Improvements	NW 167th Street	NW 22nd Avenue	NW 17th Avenue	0.522	\$257,085.00	\$38,562.75	\$295,647.75
Pedestrian	Pedestrian Facility Improvements	NW 2nd Avenue	NW 17th Street	NW 20th Street	0.248	\$122,140.00	\$18,321.00	\$140,461.00
Pedestrian	Pedestrian Facility Improvements	W Okeechobee Road	W 8th Avenue	W 4th Avenue	0.68	\$334,900.00	\$50,235.00	\$385,135.00
Pedestrian	Pedestrian Facility Improvements	Biscayne Road	NE 187th Street	NE 191st Street	0.239	\$117,707.50	\$17,656.13	\$135,363.63
Pedestrian	Pedestrian Facility Improvements	NW 36th Street	East Drive	N Le Jeune Road	0.519	\$255,607.50	\$38,341.13	\$293,948.63
Pedestrian	Pedestrian Facility Improvements	SW 64th Street	SW 72nd Avenue	SW 67th Avenue	0.519	\$255,607.50	\$38,341.13	\$293,948.63
Pedestrian	Pedestrian Facility Improvements	NW 37th Avenue	NW 71st Street	NW 79th Street	0.556	\$273,830.00	\$41,074.50	\$314,904.50
Pedestrian	Pedestrian Facility Improvements	Hialeah Expressway	NW 72nd Avenue	N Royal Poinciana Boulevard	0.524	\$258,070.00	\$38,710.50	\$296,780.50
Pedestrian	Pedestrian Facility Improvements	SW 72nd Street	SW 72nd Avenue	SW 67th Avenue	0.572	\$281,710.00	\$42,256.50	\$323,966.50
Pedestrian	Pedestrian Facility Improvements	Hialeah Expressway	W 10th Avenue	W 8th Avenue	0.254	\$125,095.00	\$18,764.25	\$143,859.25
Pedestrian	Pedestrian Facility Improvements	SW 67th Avenue	SW 72nd Street	SW 67th Street	0.487	\$239,847.50	\$35,977.13	\$275,824.63
Pedestrian	Pedestrian Facility Improvements	NW 71st Street	NW 32nd Avenue	NW 27th Avenue	0.51	\$251,175.00	\$37,676.25	\$288,851.25

Miami-Dade MPO 2040 Bicycle and Pedestrian Plan
Non-Motorized Element of 2040 Long Range Transportation Plan (LRTP)
Prioritized List of Projects

CATEGORY	TYPE	FACILITY/LOCATION			Length (miles)	Construction Cost (YOE \$)	Design Cost (YOE \$)	Total Cost (YOE \$)
		FACILITY/ITEM	FROM	TO				
Pedestrian	Pedestrian Facility Improvements	NW 81st Street	NW 37th Avenue	NW 36th Avenue	0.106	\$52,205.00	\$7,830.75	\$60,035.75
Pedestrian	Pedestrian Facility Improvements	W 4th Avenue	W 33rd Street	W 37th Street	0.223	\$109,827.50	\$16,474.13	\$126,301.63
Pedestrian	Pedestrian Facility Improvements	NE 12th Avenue	NE 8th Street	NE 15th Street	0.49	\$241,325.00	\$36,198.75	\$277,523.75
Pedestrian	Pedestrian Facility Improvements	E Okeechobee Road	E 1 Avenue	East Drive	0.538	\$264,965.00	\$39,744.75	\$304,709.75
Pedestrian	Pedestrian Facility Improvements	W 4th Avenue	W 49th Street	W 53rd Street	0.336	\$165,480.00	\$24,822.00	\$190,302.00
Pedestrian	Pedestrian Facility Improvements	NE 2nd Avenue	NW 111th Street	W Dixie Highway	0.524	\$516,140.00	\$77,421.00	\$593,561.00
Pedestrian	Pedestrian Facility Improvements	NE 10th Avenue	NE 82nd Street	NE 95th Street	0.9	\$886,500.00	\$132,975.00	\$1,019,475.00
Pedestrian	Pedestrian Facility Improvements	NE 12th Avenue	NE 159th Street	N Miami Beach Boulevard	0.255	\$251,175.00	\$37,676.25	\$288,851.25
Pedestrian	Safe Routes to Schools	Non-motorized Facility Improvements	Various Locations			\$1,970,000.00	\$295,500.00	\$2,265,500.00
Non-motorized	Non-motorized Safety Program	Improve safety by public outreach initiatives	Various Locations	Improve safety through public outreach initiatives		\$1,970,000.00	\$295,500.00	\$2,265,500.00

ILLUSTRATIVE

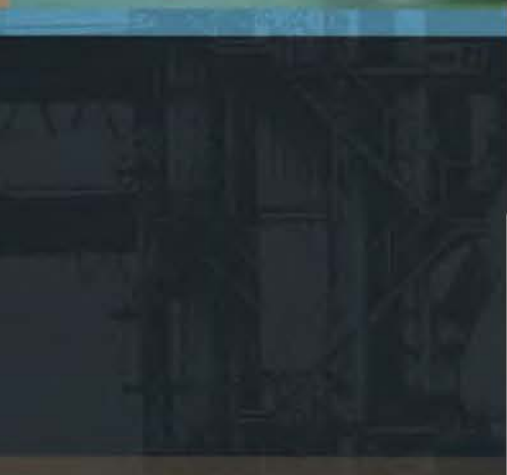
Shared-Use Pathway	Trail Improvements	Completion of North Dade Greenways Master Plan (corridors not listed in Priority 1-4)						
Shared-Use Pathway	Trail Improvements	Completion of South Dade Greenways Master Plan (corridors not listed in Priority 1-4)						
Shared-Use Pathway	Trail Improvements	River of Grass Greenway (Miami-Dade County portion)	Collier County Line	Krome Avenue				
Shared-Use Pathway	Trail Improvements	M-Path over Miami River	M-Path South of Miami River	M-Path North of Miami River	0.054			
On-Road Bicycle	Bicycle Facility Improvements	Rickenbacker Causeway Park	Brickell Avenue	Crandon Park	5.118			
Shared-Use Pathway	Trail Improvements	Flagler Trail (Miami-Dade County portion)	Downtown Miami	Broward County Line	15.923			
Shared-Use Pathway	Trail Improvements	Ludlam Trail	Dadeland North Station	NW 12th Street	6.046			
Bike Commuter Stations	End-of-Trip Facilities	Downtown Miami, Brickell, Dadeland, South Beach						



2014 Miami-Dade County Freight Plan Update



prepared for
Miami-Dade MPO



prepared by
Parsons Brinkerhoff
with
Cambridge Systematics, Inc.
Quest Corporation of America



August 2014



CAMBRIDGE
SYSTEMATICS

Table of Contents

1.0	Background.....	1-1
2.0	Miami-Dade Freight Transportation System and Cargo Flows	2-1
2.1	System Overview.....	2-1
2.2	Highways	2-4
2.3	Railroads.....	2-8
2.4	Waterways.....	2-12
2.5	Seaport	2-14
2.6	Airports.....	2-17
3.0	Miami-Dade Logistics Infrastructure.....	3-1
3.1	U.S. Customs and Border Protection	3-1
3.2	Foreign Trade Zones	3-2
3.3	Freight Forwarders and Brokers	3-3
3.4	Land Use Implications	3-3
3.5	Intermodal Logistics Centers (ILCs), Warehouses, and Distribution Centers	3-7
3.6	Truck Parking	3-10
4.0	Global, National, and State Initiatives	4-1
4.1	Shifts in Global Trade	4-1
4.1.1	Trade Lane Shifts.....	4-1
4.1.2	International Manufacturing Centers.....	4-1
4.1.3	Free Trade Agreements	4-2
4.1.4	Perishables Imports	4-2
4.1.5	Transshipment Committee	4-3
4.2	National Freight Program	4-4
4.2.1	MAP-21.....	4-4
4.2.2	Water Resources Reform and Development Act	4-6
4.2.3	Commercial Vehicle Information Systems and Networks	4-6
4.2.4	Freight Advanced Traveler Information System	4-6
4.2.5	Smart Roadside	4-7
4.2.6	Connected Vehicle Research.....	4-7
4.3	Florida's Freight Program	4-8
4.3.1	Freight Mobility and Trade Plan.....	4-8
4.3.2	Florida Trade & Logistics Study 2.0	4-8
5.0	Freight System Needs and Priorities.....	5-1
5.1	Impacts of Recent Infrastructure Investments and Additional Cargo Volume	5-1
5.2	Major Missing Links.....	5-4
5.3	Freight Needs and Priorities	5-6
6.0	Findings and Strategies.....	6-1



List of Figures

Figure 2.1	Miami-Dade County Freight System.....	2-2
Figure 2.2	Significance of Miami-Dade to the South Florida Region	2-3
Figure 2.3	AADT on Miami-Dade Highway System.....	2-5
Figure 2.4	AADTT on Miami-Dade Highway System	2-6
Figure 2.5	Truck Percentage on Miami-Dade Highway System.....	2-7
Figure 2.6	Miami-Dade County Rail Network	2-9
Figure 2.7	Northeast IRIS Connection Between CSX and FEC	2-10
Figure 2.8	Proposed U.S.-27 Rail Corridor.....	2-11
Figure 2.9	Miami-Dade County Waterways.....	2-12
Figure 2.10	Short Tons Moved Through the Miami River	2-13
Figure 2.11	Historic Cargo Movements by Tonnage Through PortMiami	2-15
Figure 2.12	Historic Cargo Movements by TEU Through PortMiami.....	2-16
Figure 2.13	PortMiami Projected Growth by TEUs.....	2-17
Figure 2.14	Total Freight Tonnage Through Miami International Airport	2-18
Figure 2.15	Estimated Growth of Cargo Tonnage at Miami International Airport	2-18
Figure 3.1	Existing Freight Related Land Uses.....	3-4
Figure 3.2	Existing and Potential Future Freight Land Use	3-6
Figure 3.3	Westview Country Club Location	3-8
Figure 3.4	Large Scale Development Potential Example	3-9
Figure 3.5	Small Scale Development Potential Example (4/27/2011 vs. 3/6/2013).....	3-10
Figure 3.6	Potential FDOT Truck Parking Site	3-11
Figure 4.1	Draft Designation of the National Freight Network in Miami-Dade County	4-5
Figure 4.2	Smart Roadside Concept.....	4-7
Figure 5.1	Cardinal Direction Freight Origin-Destination.....	5-2
Figure 5.2	Historic AADT and Truck Volumes at PortMiami.....	5-3
Figure 5.3	Rail Crossing Locations.....	5-4
Figure 5.4	Locations of Freight Only Projects.....	5-12



List of Tables

Table 2.1	Atlantic Intracoastal Waterway Cargo Volumes Jacksonville, FL to Miami, FL	2-14
Table 3.1	Freight Related Land Uses	3-5
Table 3.2	Potential Future Freight Developments	3-5
Table 5.1	Projected 2040 Daily Truck Volumes at PortMiami	5-2
Table 5.2	Prioritized Seaport Needs	5-7
Table 5.3	Prioritized Airport Projects	5-8
Table 5.4	Prioritized Rail Needs	5-9
Table 5.5	Prioritized Highway Needs	5-9
Table 5.6	2040 LRTP Financial Set-Asides for Freight	5-12
Table 5.7	Ranking Priority	5-13
Table 5.8	High Ranking Freight Only Projects	5-14
Table 5.9	Medium Ranking Freight Only Projects	5-15
Table 5.10	Low Ranking Freight Only Projects	5-16



1.0 Background

Miami-Dade County is home to a well-established and expanding freight transportation system. This system serves as the cornerstone of the region's economy, providing goods and services to Florida's largest consumption market as well as connecting the region to the global economy through major sea and air gateways. Miami-Dade County is home to a multi-cultural community with an economy dominated by tourism, international trade, agriculture and mining, and natural resources. PortMiami is one of the largest container ports in Florida and is known as the cruise capital of world, Miami International Airport handles almost 80 percent of Florida's air cargo and is one of the busiest cargo airports in world, and the Miami River, recently designated as an emerging SIS waterway, provides key niche waterborne cargo services to smaller ports in the Caribbean Basin and supports an active industrial core along the river corridor. Two railroads serve the region connecting South Florida to the rest of North America, providing intermodal and carload services, and a well established network of roadways provide regional mobility as well as gateways to Florida and more distant hinterland markets. These transportation facilities complement a mature warehouse/distribution center and international banking and brokerage infrastructure that combined facilitate international trade activities.

This freight infrastructure is undergoing significant improvement and expansion to position the region for future growth opportunities in large part associated with anticipated impacts of the widening of the Panama Canal, which will allow for larger vessels to serve the East Coast from the Far East, shifts in key global manufacturing centers in Asia, which will lead to increased use of the Suez Canal, and new and expanded trade opportunities, including the recent free-trade agreements with Colombia, Panama, and South Korea and the potential reopening of Cuba.

Miami-Dade County is positioning itself to compete for these increases in trade by dredging Port Miami to 50 feet; constructing the port tunnel to connect PortMiami directly to the Interstate System, constructing the 25th Street Viaduct to improve access to Miami International Airport's cargo operation, rehabilitating rail service to Port Miami and construction of an on-port ICTF, development of an intermodal logistics center in Hialeah, replacement of the SR 826/SR 836 interchange, and participation in a U.S. DOT sponsored Freight Advanced Traveler Information System.

With these improvements underway and in some cases complete, the most critical element moving forward is the identification of remaining needs and the setting of priorities. This Update provides an updated list of prioritized needs. These needs have been incorporated into the Miami-Dade 2040 LRTP, the Southeast Florida Regional Plan, the Southeast Florida Regional Freight Plan, and the Florida Freight Mobility and Trade Plan. Ensuring consistency and compatibility with these larger plans helps Miami-Dade qualify and compete for all available funding programs. Previous work completed by the MPO and its partners was reviewed and used to inform the update. The literature review is summarized in Appendix A. This Update also was guided by a Study Advisory Committee. Members are listed in Appendix B.



2.0 Miami-Dade Freight Transportation System and Cargo Flows

2.1 System Overview

Miami-Dade County has an extensive freight system encompassing all major modes of transportation. These modes work to complement one another to ensure a smooth flow of goods throughout the county, the region, the state, and the country. Figure 2.1 shows the extent of this freight network within Miami-Dade County. Contained predominantly within the urban area, this network consists of a complex system of roadways, railways, and freight hubs. In support of these major highways and other freight generators, the Florida Strategic Intermodal System (SIS) was established to help serve mobility needs of Floridians and to ensure and expand Florida's economic competitiveness. In being designated as a SIS facility, corridors, connectors and hubs receive the highest level of priority for capacity improvement funding. The currently designated SIS incorporates all aspects of freight needs: commercial airports, deep-water seaports, rail terminals and corridors, waterways, and highways. Within Miami-Dade, the following hubs have been designated as part of the SIS:

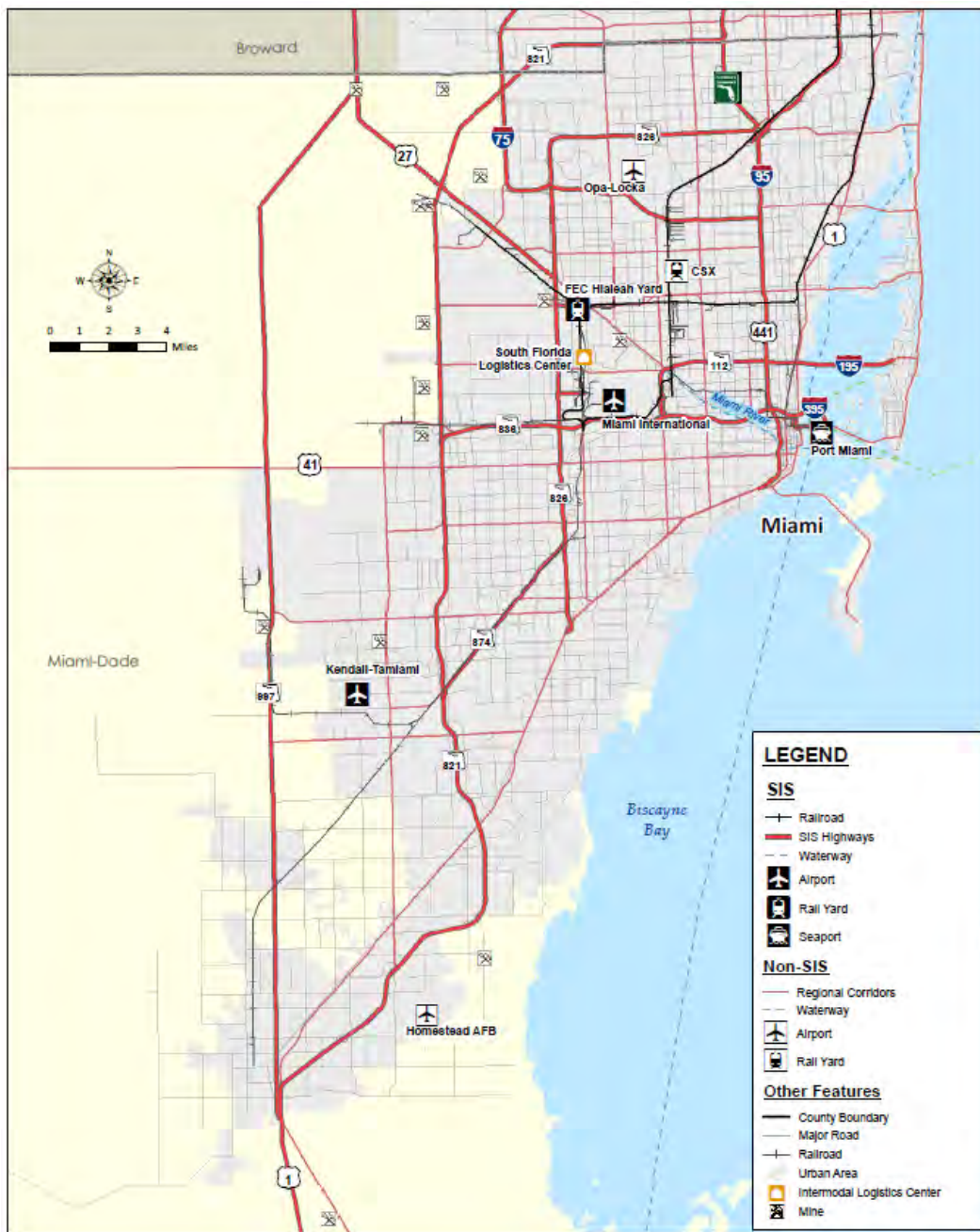
- Airport: Miami International Airport and Kendall-Tamiami Executive Airport;
- Railyard: FEC Hialeah Yard;
- Seaport: PortMiami;
- Waterway: Miami River;
- Roadways: designated highways consist of Interstates, toll roads/expressways, and other key state highways as illustrated in Figure 2.1; and
- Connectors: each of the freight hubs has roadway and/or railway connectors designated to provide access to the SIS corridors.

In addition to the county's freight system, it is important to understand how this system connects to the rest of the South Florida system as well as the state; freight operators do not recognize the artificial boundaries of political jurisdictions and are interested only in overall freight mobility and access to markets.

Figure 2.2 shows how Miami-Dade County serves and connects to the South Florida region. Major connections such as I-75, I-95, and Florida's Turnpike serve as high-volume roadways that provide access between the counties and to the remainder of the country. The U.S.-27 corridor provides access to the heart of industrial Miami-Dade County and connects to the western region of Palm Beach County as well as Hendry and Glades Counties. Each of these counties is moving forward with development of new logistics centers (e.g., Florida Crystals ILC, Airglades ILC, Gateway to the Americas ILC). In addition, U.S.-27 connects South Florida to the rest of the state and represents one of FDOT's "future corridors." This corridor therefore represents a critical facility in years to come. Other key regional components include CSX and FEC Railway, which provide connections to North America.



Figure 2.1 Miami-Dade County Freight System



Source: Quest Corporation of America.

Figure 2.2 Significance of Miami-Dade to the South Florida Region



Source: Quest Corporation of America.

2.2 Highways

Miami-Dade County has a well developed east/west and north/south highway network that provides access throughout the county and connects to the rest of the region and state. I-75, I-95, Florida's Turnpike (Toll) and U.S.-27 represent the primary interregional corridors. Other roadways, consisting of the expressways and state highways provide for internal movements and access to key freight hubs. Some of the other major roadways include the following:

- Airport Expressway (SR 112)/I-195 – Toll;
- Dolphin Expressway (SR 836)/I-395 – Toll;
- Don Shula Expressway (SR 874) – Toll;
- Gratigny Parkway (SR 924) – Toll;
- Hialeah Expressway (SR 934);
- Palmetto Expressway (SR 826); and
- Snapper Creek Expressway (SR 878) – Toll.

Five of these major expressways are maintained by the Miami-Dade Expressway Authority: SR 112, SR 836, SR 874, SR 878, and SR 924. FDOT is responsible for other state roads and the Turnpike. The remaining 5,500 miles of roadways in the county are maintained by the Road, Bridge, and Canal Maintenance Division of the Public Works and Waste Management Department. Of this total roadway network, 62 miles are designated as part of the SIS.

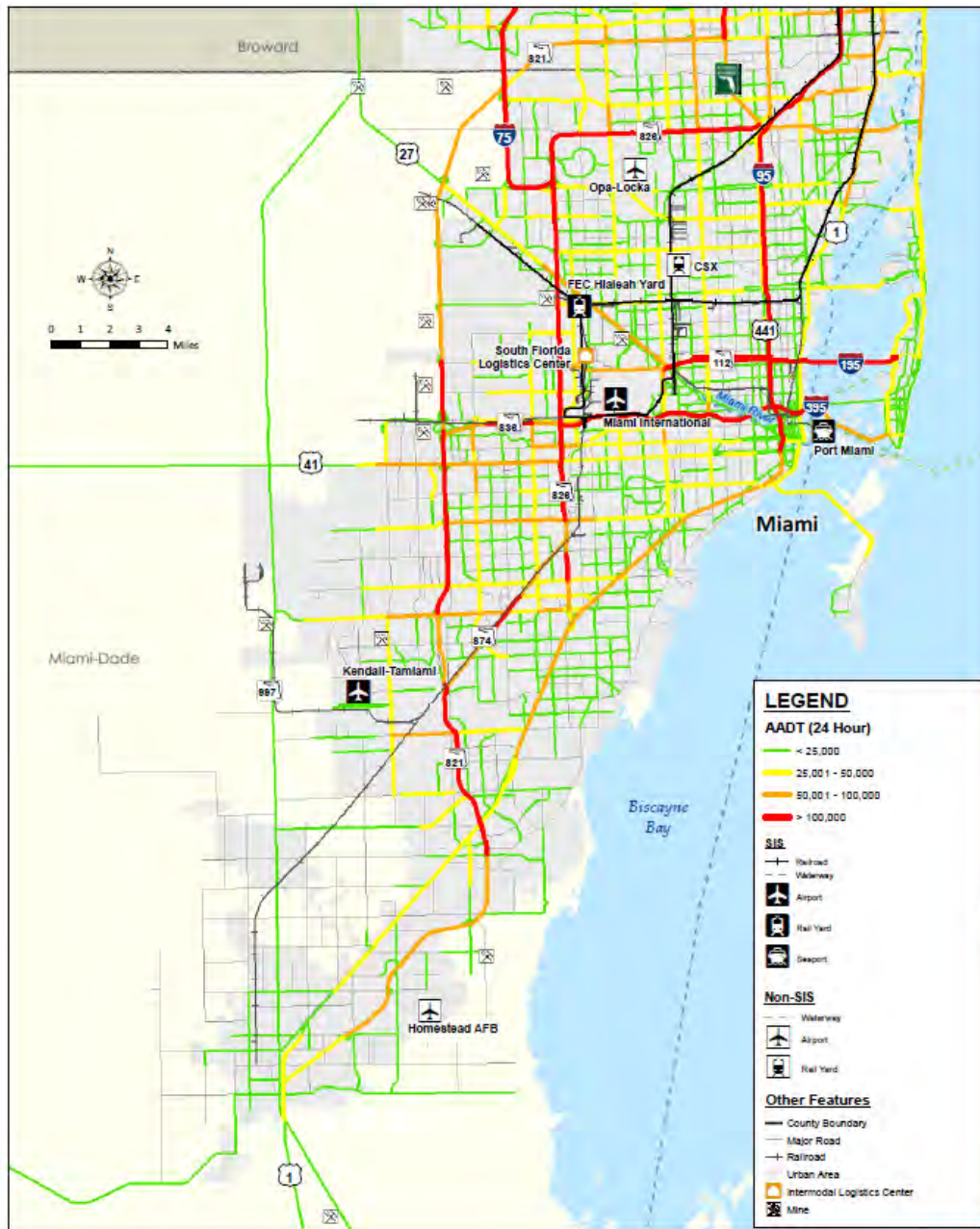
Figure 2.3 shows the average annual daily traffic (AADT) on the roadways in Miami-Dade County. Unsurprisingly, the largest volumes, relative to the remainder of the county, are on the major expressways, including I-95, I-75, Florida's Turnpike, SR 836, SR 826, and the Airport Expressway. Other major traffic volumes are on NW 36th St (extension of the Airport Expressway), U.S.-1, and Okeechobee Road. Nearly all of the SIS roadways and regionally significant corridors register as high-volume roadways. These high volumes illustrate that these roadways are not only significant for the movement of goods, but also for the movement of people within the county.

More interesting for the movement of freight is the volume of trucks moving on the roadways. Figure 2.4 displays the average annual daily truck traffic (AADTT) on the roadways of Miami-Dade County. A truck in this instance is defined by the Federal Highway Administration's (FHWA) vehicle classification scheme. Any vehicle in classes 4 through 13 is grouped into this category which will generally include any truck or bus with six

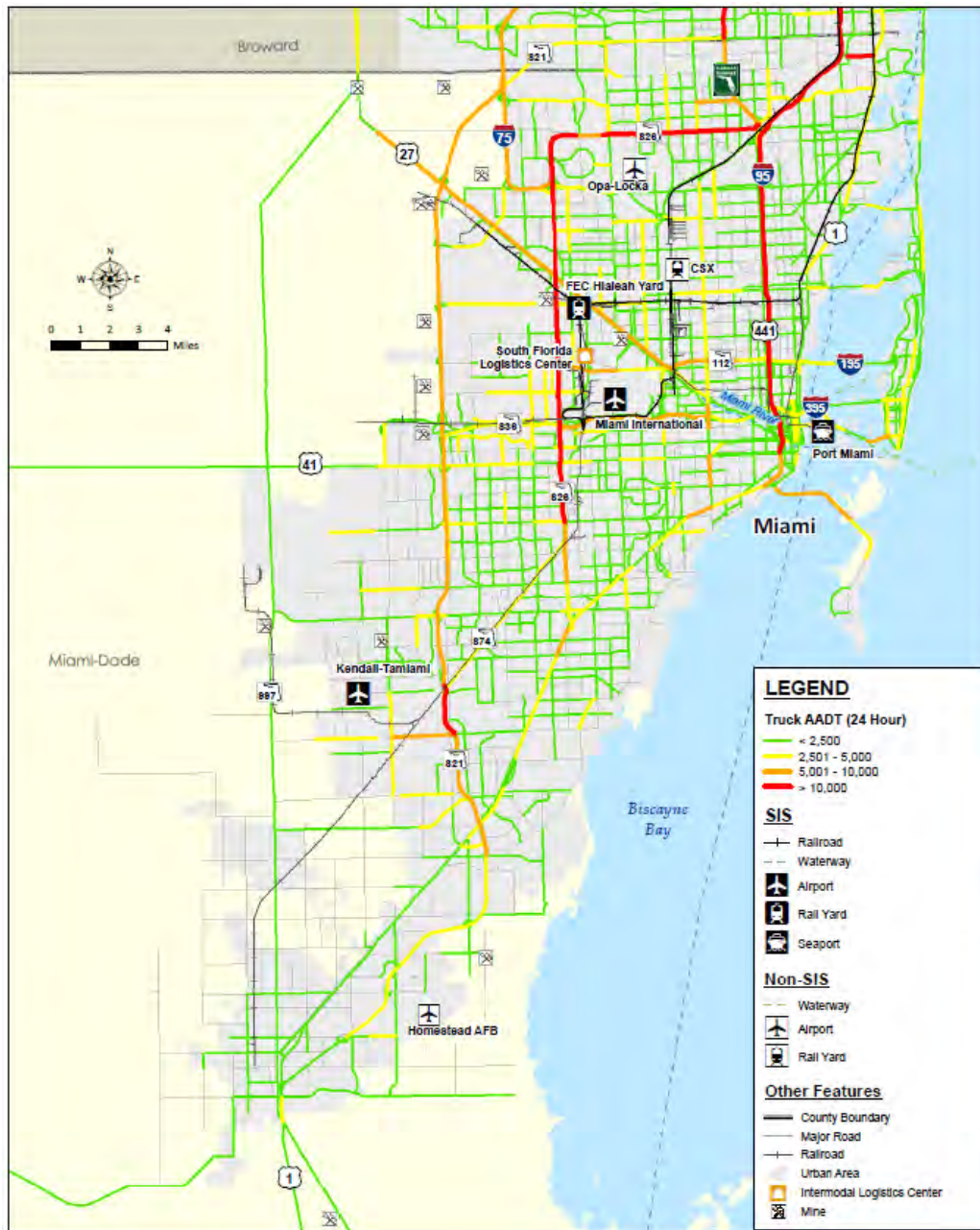


or more tires. For AADTT, I-95 and SR 826 carry over 10,000 trucks per day. Another key corridor for truck movements off of the interstate system is Okeechobee Rd running from the northwest corner of the county at U.S. 27 down to the Airport Expressway.

Figure 2.3 AADT on Miami-Dade Highway System

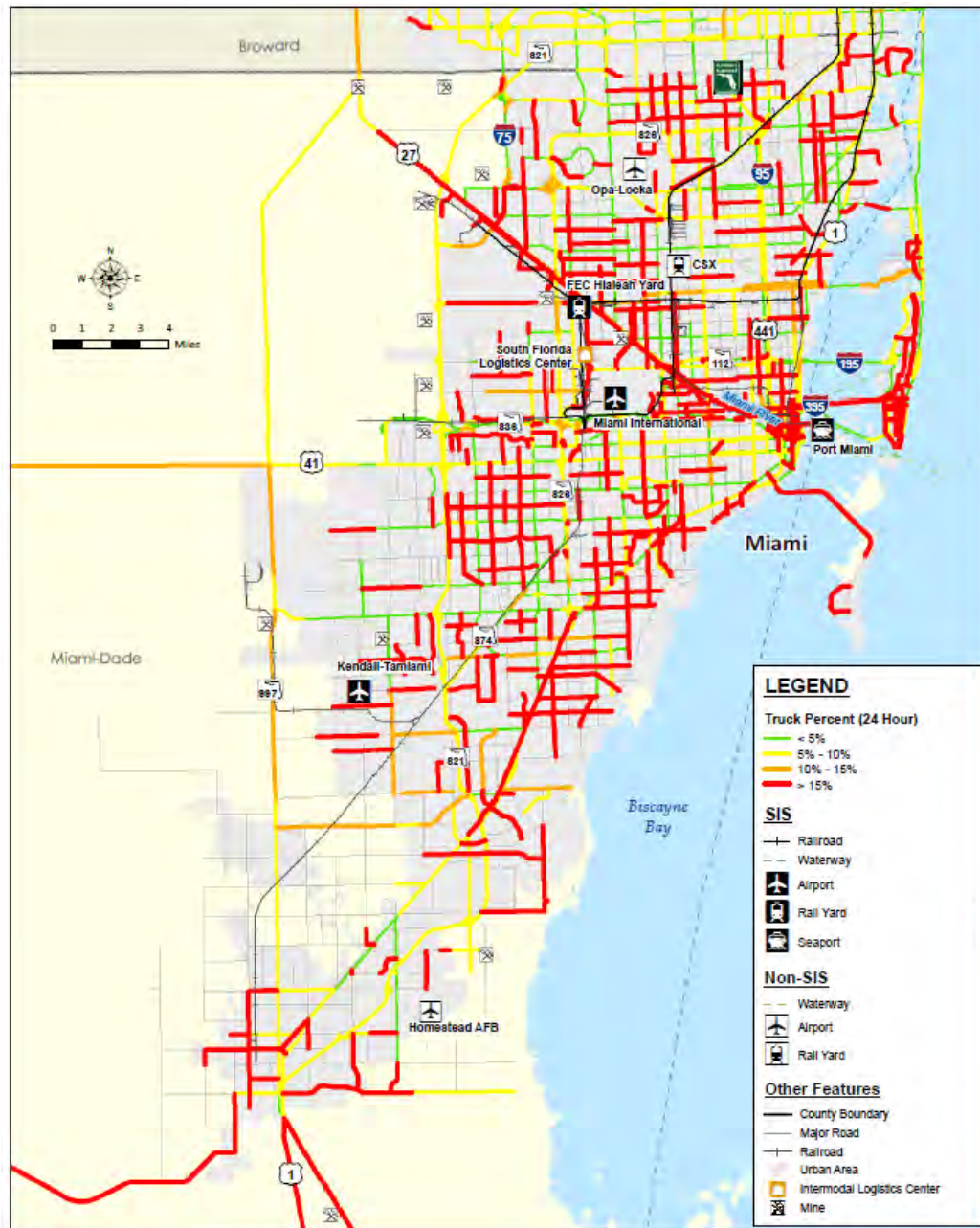


Source: Quest Corporation of America.

Figure 2.4 AADTT on Miami-Dade Highway System

Source: Quest Corporation of America.

To put both AADT and AADTT in perspective, it is important to understand just how significant the volume of trucks is in comparison to the total traffic. Figure 2.5 shows what percentage of the total roadway volume is attributed to trucks on these same roadways. While major volumes are concentrated on a few select roadways, namely the interstate system, high truck counts are present throughout the county. Typically, a 5 percent modal share is significant yet a large proportion of roadways in the county have over a 15 percent share. The interstates and other major SIS facilities are for the most part not in this top tier. While these roads do carry a significant number of trucks, they are counterbalanced by the sheer number of vehicles on the roadway and thus trucks account for a lower percentage of the total.

Figure 2.5 Truck Percentage on Miami-Dade Highway System

Source: Quest Corporation of America.

In addition to the truck volume and truck percent characteristics, roadways also provide access to the region's freight hubs and logistics infrastructure (e.g., PortMiami, FEC rail yard, Miami International Airport, Miami River corridor, western Miami-Dade County warehouse district). Critical investments, like the recently opened PortMiami tunnel and the 25th Street Viaduct, allow trucks to quickly and directly access key freight hubs. FDOT currently also has a study underway to evaluate ways to improve the 74th Street connector to the FEC Hialeah Ramp.

2.3 Railroads

Florida's history in railroads dates back to the times of Henry Flagler and his dream to expand his network down the entire Florida peninsula. Today, Miami's freight rail network is operated by two entities: CSX Transportation and Florida East Coast Railway (FEC). FEC, based in Jacksonville, Florida, is the only railroad along the East Coast of Florida operating 351 miles of mainline track. Connections and track rights with other railroads allow for goods brought in through Florida's East Coast ports to have ready access to the North American market. FEC interchanges in Jacksonville with both CSX and Norfolk Southern. CSX, also based in Jacksonville, operates about 21,000 route miles in 23 states, the District of Columbia, Ontario, and Quebec and has its southern terminus in Miami-Dade County. This allows ready access to nearly two-thirds of the American population with the ability to access additional markets through alliances with other railroads throughout the rest of North America. The existing rail network in Miami-Dade County is illustrated in Figure 2.6.

FEC is undertaking major expansion projects to improve its network in anticipation of increased cargo volumes at PortMiami. The PortMiami project consists of four phases: reconstruction of the FEC Port Lead, reconstruction of the bascule bridge connecting PortMiami and FEC, construction of an on-port rail facility, and modifications to FEC's Hialeah Rail Yard to accommodate an increase in traffic. The majority of these improvements are complete and operational and those that are not, soon will be. Connected to these improvements is the South Florida Logistics Center, a 400-acre logistics complex adjacent to Miami International Airport, operated by FEC's sister company Florida East Coast Industries (FECI). This facility is being built in phases with one building complete and operational and buildings two and three under construction.

Other key rail developments underway in Miami-Dade County include the connection between CSX and FEC via new track at the IRIS connection, as illustrated in Figure 2.7. The northeast connection is funded via a TIGER grant. This will consist of construction of new single track connection between FEC Railway and the South Florida Rail Corridor (SFRC) within FDOT right-of-way. It will facilitate freight connectivity from SFRC to FEC Little River Connection and provide access to the Hialeah maintenance yard. This connection will allow the shifting of freight traffic between the two lines, improving the region's ability to effectively manage the mix of passenger and freight movements, particularly with the expanded passenger service planned and under development on the FEC corridor (e.g., All Aboard Florida and Tri-Rail expansion). Two connections in Broward (Pompano) and Palm Beach (Northwood) counties represent part of this improved connectivity, one of which is unfunded (Pompano). From an industrial development perspective, FEC and CSX continue to work with rail served property owners in Miami-Dade County. As sites redevelop and modernize, and new facilities are constructed, rail access



remains a competitive advantage especially considering the limited number of properties served. Potential development areas, like the Miami River district, have rail access that could be used to promote industrial investments.

Figure 2.6 Miami-Dade County Rail Network

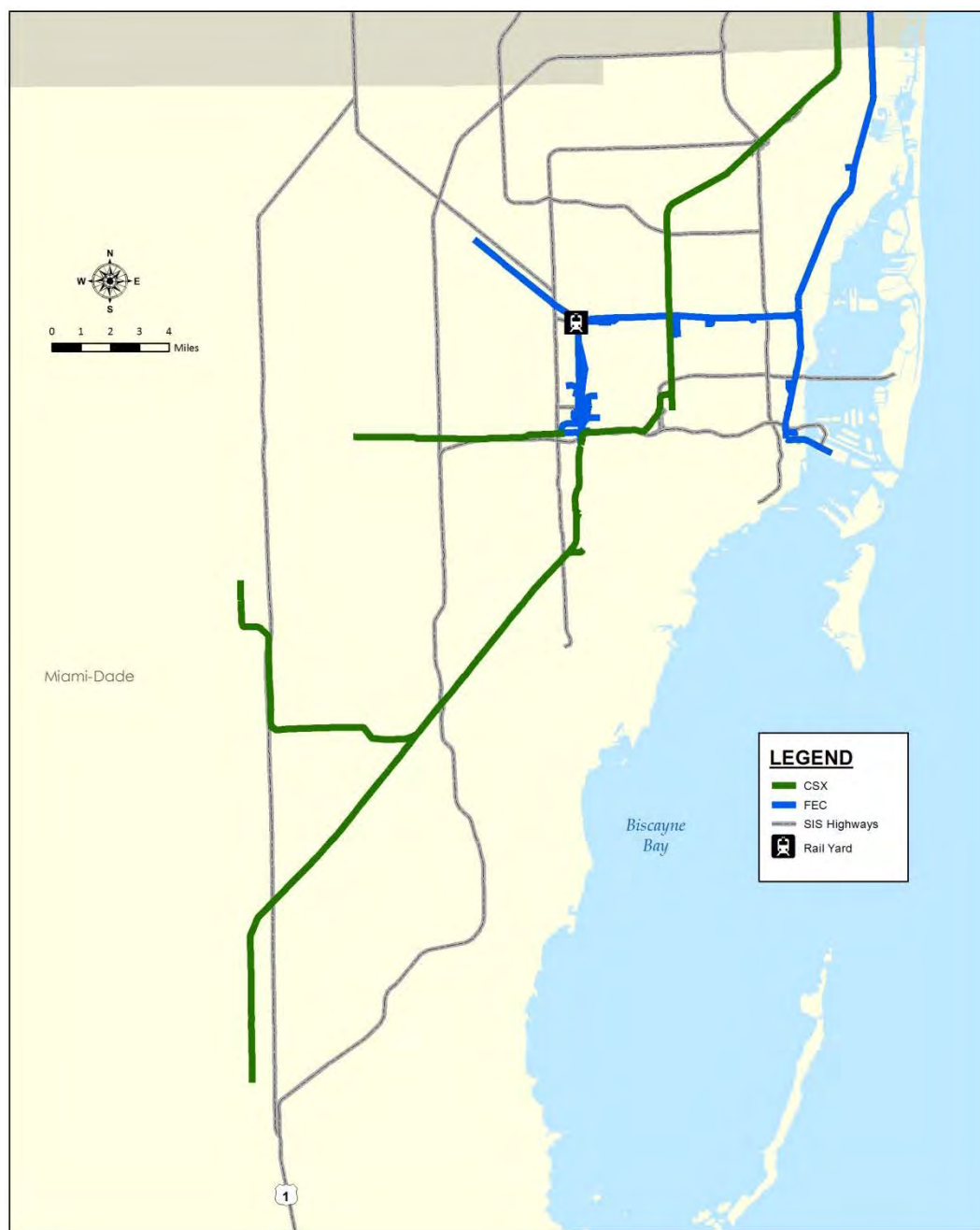


Figure 2.7 Northeast IRIS Connection Between CSX and FEC

Project Location Map IRIS Northeast (NE)



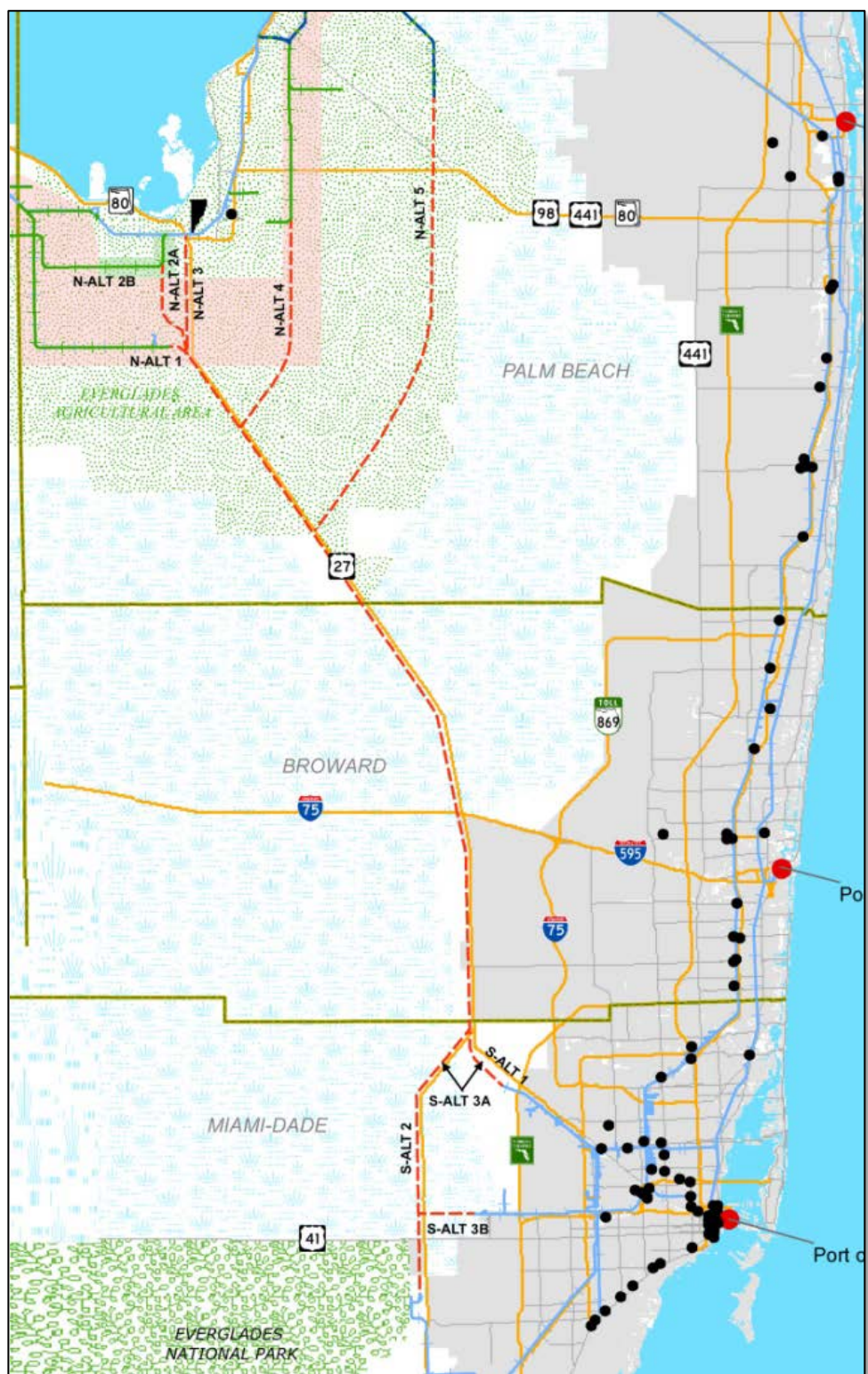
SOUTH FLORIDA FREIGHT AND PASSENGER RAIL ENHANCEMENT PROJECT

8

Source: FDOT District 4.

The U.S.-27 corridor represents another possible expansion to South Florida's rail network. A rail feasibility study, completed by FDOT District 4, suggested a new rail link may be feasible. The feasibility study was followed by a Planning and Conceptual Engineering (PACE) Study in 2012. The potential corridor runs from the Homestead Extension of Florida's Turnpike (HEFT) in Miami-Dade County to the Palm Beach and Hendry County line, as illustrated in Figure 2.8. The driving force behind these efforts was the potential to more effectively manage the passenger and freight rail operations in South Florida. With efforts by PortMiami and Port Everglades to double their containerized operations over the next twenty years, expansion of Tri-Rail service and development of the All Aboard Florida service, and overall growth in the communities bordering the existing eastern rail corridors, traffic along existing rail lines will increase significantly. While existing right-of-way can accommodate an expansion through double or triple tracking, the impacts of the increased passenger and rail operations will have a significant impact on the region. In addition, there are ILCs proposed and under development in Palm Beach, Hendry, and Glades counties that will directly serve South Florida and rely on connections to South Florida's freight generators (e.g., PortMiami, Miami International Airport). As such, a new rail corridor in the rural western part of South Florida remains a possible option.

Figure 2.8 Proposed U.S.-27 Rail Corridor



Source: U.S.-27 PACE Study, FDOT.

2.4 Waterways

Miami-Dade County has three main waterways which are linked to success of the freight industry: the Miami River, the Atlantic Intracoastal Waterway and the Atlantic Shipping Lane. All three of these waterways are designated as part of the SIS and are illustrated in Figure 2.9.

Figure 2.9 Miami-Dade County Waterways

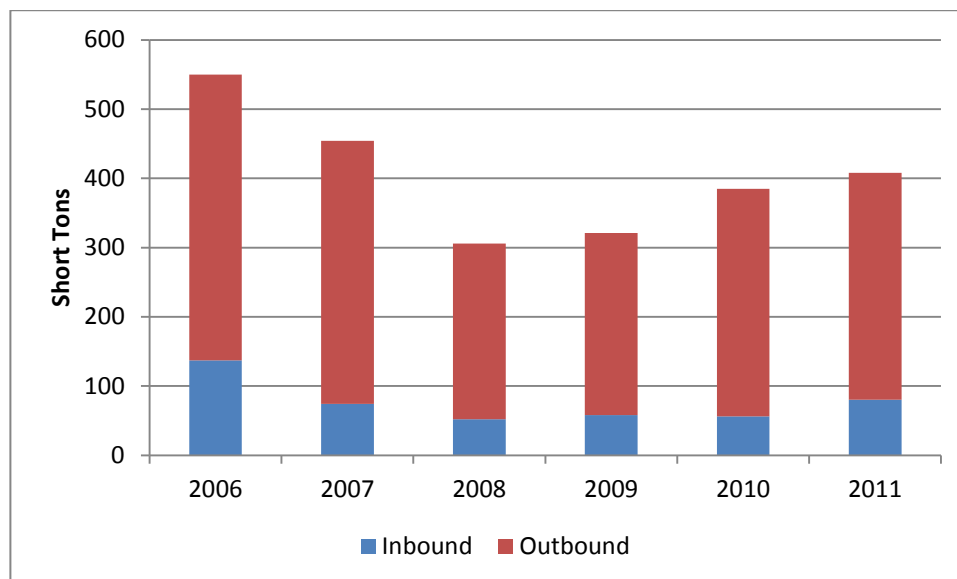


The Miami River, overseen by the Miami River Commission, is a 5.5 mile long waterway running from PortMiami to Miami International Airport where it turns into the Miami Canal. An estimated 2,000 vessels move through this River each year. Use of this waterway has drastically reduced since the highs seen in the mid 1990s of nearly 900,000 short tons of cargo. While tonnage has decreased in recent years, similar trends are also seen at the major freight hubs of PortMiami and Miami International Airport due to the economic downturn. Today, the Miami River handles roughly 400,000 short tons per year with a strong emphasis on exports which make up roughly 80 percent of the total volume. In addition, over the last few years the River traffic has returned to a growth trend as illustrated in Figure 2.10.



Dredging completed in 2008 returned the channel to its project depth of 15 feet in order to preserve its capacity. In addition to dredging, this project also removed pollutants and World War II era munitions to improve conditions along the River. Much of the current waterway has issues with pollutants and brownfields surrounding the water. Efforts have been underway to create a 10 mile greenway as well as new residential developments in order to improve the space.

Figure 2.10 Short Tons Moved Through the Miami River



Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics.

The Atlantic Intracoastal Waterway stretches from Norfolk, Virginia to Key West, Florida as a 1,200 mile portion of the 3,000 mile Intracoastal Waterway. This system was originally designed to reduce the amount of open-ocean travel required. Depths are to be maintained at 12' from Norfolk through Fort Pierce, Florida, but only 10' for the continuation to and through Miami.

Shipping lanes were originally established based on wind patterns to aid vessels using sails. While technology has advanced beyond this, shipping lanes are still utilized in order to prevent heeling from waves. Such lanes are often the busiest area of a body of water and the proximity of PortMiami to such a lane offers ease of travel to cargo ships seeking to call at the Port.

Cargo volumes from Jacksonville to Miami fluctuate annually and are driven largely by petroleum movements. There has been a significant reduction in recent years likely due to conversion of FPL plants from petroleum to natural gas. Table 2.1 summarizes the last five years of cargo traffic. Petroleum has dominated the flows, with total volumes down significantly in recent years.

**Table 2.1 Atlantic Intracoastal Waterway Cargo Volumes
Jacksonville, FL to Miami, FL**

Year	Total Tons	Petroleum Tons	Percent Petroleum
2007	458,639	454,337	99%
2008	75,071	66,746	89%
2009	55,252	49,452	90%
2010	80,217	61,806	77%
2011	12,243	5,800	47%

Source: USACE Waterborne Commerce Data.

There is a desire by some to increase the cargo moving on the Intracoastal Waterway (ICW). This would likely be associated with waterside operations requiring direct barge service for bulk, break bulk, or specialized project cargo. New facilities may need additional dredging to provide access from the Federal channel to the berth. Cargo movement is further complicated by bridges on the ICW, which constrain the movement of larger vessels. In Miami-Dade County, the use of the ICW will likely remain largely recreational other than for access to PortMiami and the Miami River.



2.5 Seaport

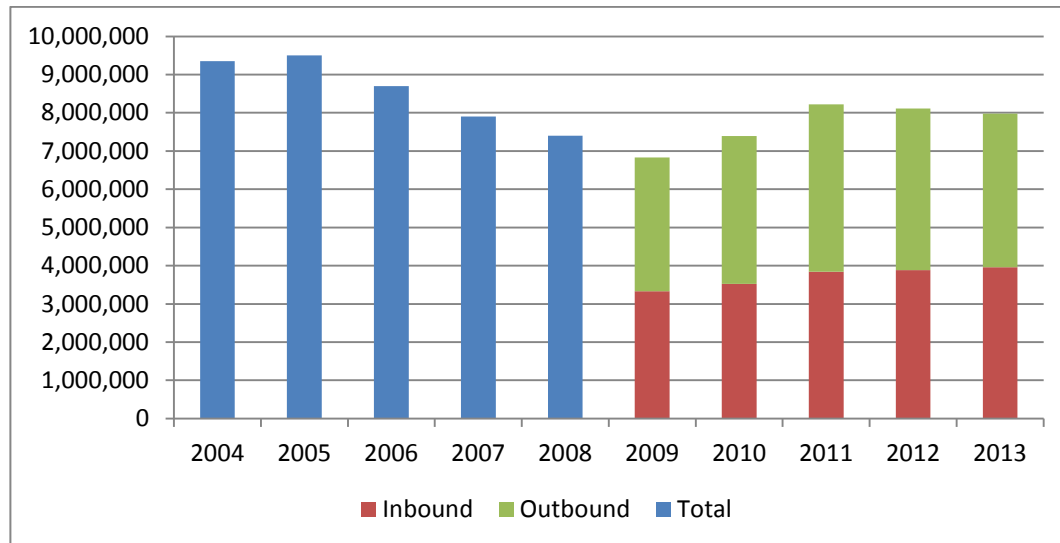
PortMiami, managed by the Miami-Dade County Seaport Department, is located just outside of Downtown Miami on a 520 acre island. Cargo operations account for 309 acres, or approximately 60 percent of the total area. This allows the Port to support four types of cargo operations: roll-on/roll off (Ro/Ro) container operations, lift-on/lift-off (Lo/Lo) container

operations, mixed-use bulk cargo operations, and vehicle exports. PortMiami offers 11,458 lineal feet of berthing space for container ships for these operations.

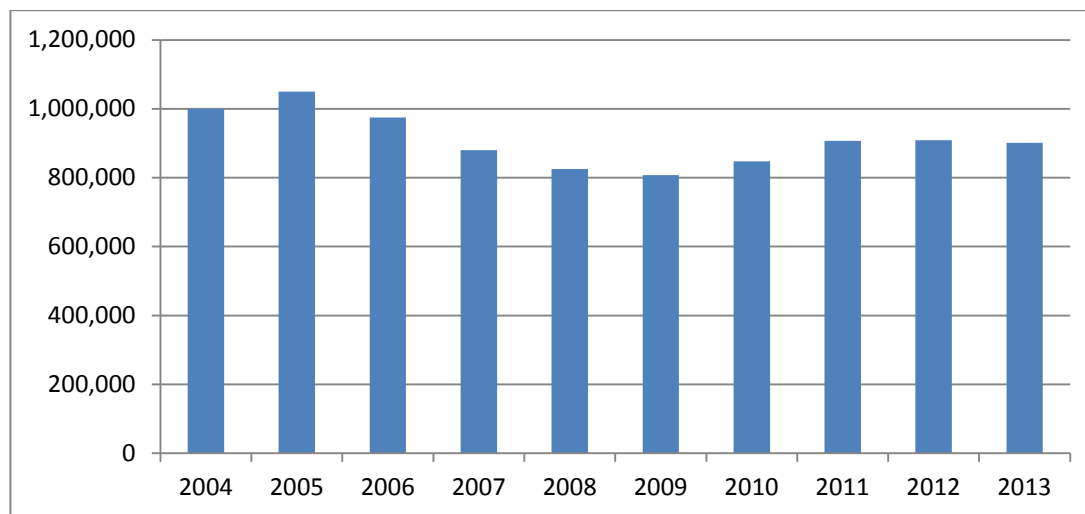
PortMiami's main trade is with north/south flows as over 54 percent of total trade is with Latin America and the Caribbean. At present however, China is the largest single country by trade comprising 27.5 percent of total import tonnage and 12.9 percent of exports. The top imports at PortMiami are beverages, apparel articles and fruits and nuts. Top exports are base metals, wood, miscellaneous food items, and vehicles.

Figure 2.11 shows historic cargo movements through PortMiami by tonnage and Figure 2.12 shows historic TEU movements. Operations peaked in 2005 at nearly 9.5 million tons and over a million TEUs, but declined in the following years due to a combination of the damaged rail connections in 2005, the relocation of carriers such as MSC to other ports, and the economic downturn. However, 2011 and 2012 saw PortMiami increase traffic from the low of 2009.

Figure 2.11 Historic Cargo Movements by Tonnage Through PortMiami



Source: 2004-2008 PortMiami Master Plan, 2009-2013 PortMiami Cargo Facts

Figure 2.12 Historic Cargo Movements by TEU Through PortMiami

Source: 2004-2008 PortMiami Master Plan, 2009-2013 PortMiami Cargo Facts

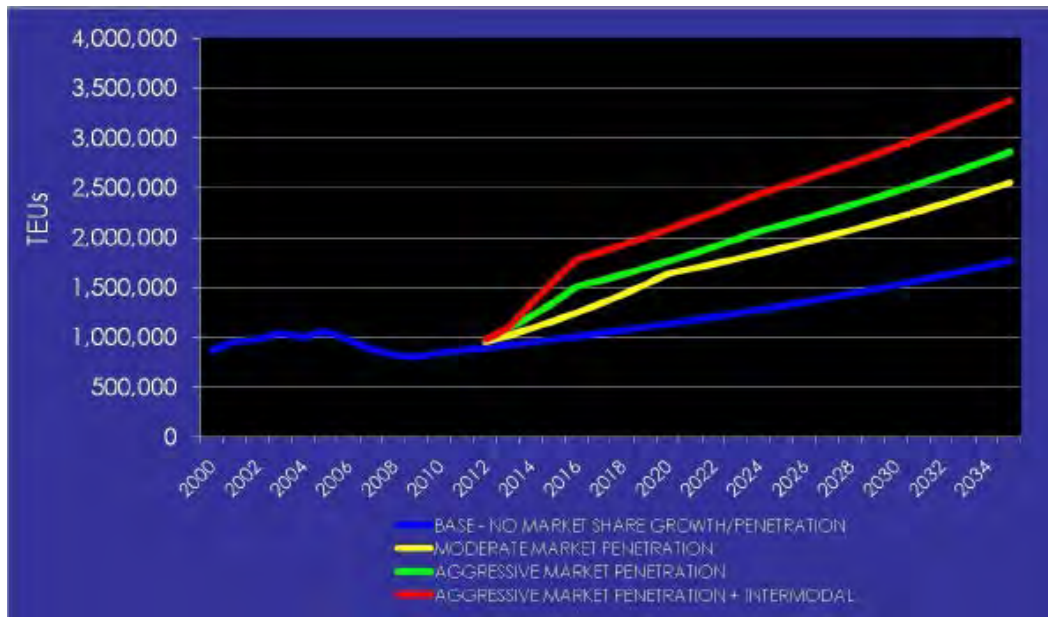
PortMiami has undergone a vast transformation in recent years. The PortMiami Tunnel opened in August 2014 providing direct access to the Interstate System. As a result, the nearly 16,000 vehicles making trips to PortMiami each weekday, of which 28 percent are trucks, no longer have to travel through downtown Miami. The tunnel provides the port with the ability to accommodate its anticipated growth and reduce the impact of port traffic on downtown Miami, which is undergoing significant development. In addition, rail service was restored to the port earlier in 2014 and an on-port intermodal container transfer facility (ICTF) is under construction. Rail connections at PortMiami had been inoperable since the damage done during Hurricane Wilma in 2005. This service was reintroduced in conjunction with Florida East Coast Industries development of the South Florida Intermodal Logistics Center at the south end of the exiting Hialeah Yard. This will decrease traffic congestion and dependency on truck movements as well as reduce emissions. By implementing this project, containerized cargo will be able to reach 70 percent of the U.S. population in four days or less. In addition, it provides direct rail service to the network of distribution centers in western Miami-Dade County.



Finally, the deep dredge is underway. Dredging the Port from the current 42' depth to minus 50-52' will allow for the main channel to accommodate post-Panamax ships. When the Panama Canal opens, this will result in the port being one of the few U.S. Atlantic ports at this depth and the closest to the canal. This project is seen as pivotal to the cargo forecasts developed as part of the 2035 Master Plan. The contract for this project was awarded in May 2013 with work beginning in November 2013 and is to be completed by the opening of the Panama Canal in 2015.

As a result of these major projects and the opening of the expanded Panama Canal, Figure 2.13 shows the expected increase in TEUs at PortMiami. By 2035, container throughput is projected to range between 1.8 million and 3.4 million TEUs with annual growth rates ranging from 3 to 5.8 percent. The range represents moderate to aggressive market penetration by the port.

Figure 2.13 PortMiami Projected Growth by TEUs



Source: PortMiami 2035 Master Plan

2.6 Airports

While there are several smaller airports and airfields in the county, the bulk of air freight movements are handled through Miami International Airport (MIA). MIA is situated on 3,300 acres supporting four runways just 8 miles west of Downtown Miami. MIA is the gateway to Latin America and the Caribbean handling over 80 percent of cargo movements from these markets. Controlling north/south flows in the Western Hemisphere has led to MIA being first among all U.S. airports for international freight and third for total freight. Internationally, MIA is the tenth largest by international freight and eleventh for total freight. Figure 2.14 shows historical trends of cargo movements through MIA. While impacted by the recession, as evidenced in a reduction of tonnage in 2008 and 2009, 2012 saw MIA return to pre-recessions numbers.

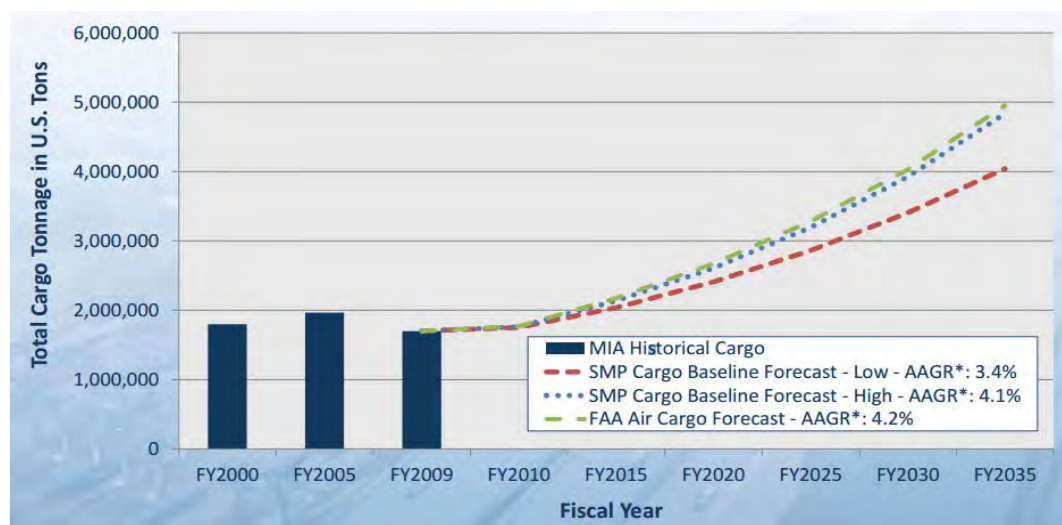
Figure 2.14 Total Freight Tonnage Through Miami International Airport



Source: Miami International Yearly Traffic Reports 2004-2013

The update to MIA's Strategic Airport Master Planning Study (SMP) for 2015-2050 shows MIA continue to grow its cargo volumes. Built off of values and market conditions in 2009, MIA is expected to experience an average growth of 3.4 to 4.2 percent based on SMP cargo forecasts as well as the FAA Air Cargo Forecast as shown in Figure 2.15. These estimates did not have MIA returning to pre-recession levels of over 2 million tons until 2015, however this was achieved in 2012. MIA is anticipated to at least double its cargo volumes by 2035.

Figure 2.15 Estimated Growth of Cargo Tonnage at Miami International Airport



Source: MIA Strategic Airport Master Planning Study 2015-2050

The MIA SMP included an update to the current Capital Improvement Plan (CIP) to prepare for this expected growth. The Westside Cargo Apron project addresses aircraft parking issues at the Eastern U cargo handling facility. As wing spans of aircraft continue to increase, available parking spaces have been reduced. This project removes the vacant U.S. Postal Service building and constructs 4 acres of pavement capable of storing two Boeing 747-800 aircraft as well as a Taxiway connector from Taxiway S.

Eighteen warehouses comprise MIA's cargo facilities, amounting to over 3.5 million square feet of warehousing to complement the 4.4 million square feet of cargo aircraft parking, capable of parking 72 aircraft. In addition, MIA has many unique operations related to cargo movements which help to maintain competitiveness. The functions of U.S. Customs and Border Protection (CBP), Food and Drug Administration (FDA), and the Fish and Wildlife Service (FWS) are all housed in the Cargo Clearance Center for trade documentation processing. MIA is also the only U.S. airport to house the Veterinary Services' import and export operations, inspection station, and air cargo work unit for the USDA in one place. Additionally, MIA is the only U.S. airport to have two on-site fumigation facilities for pest control.

As a result of its extensive infrastructure and unique operating characteristics, MIA has become the dominate airport in a number of commodities. MIA accounts for approximately 72 percent of U.S. fruit and vegetable imports, 90 percent of U.S. flower imports, and 54 percent of U.S. fish imports. While these markets account for the largest amount of goods by tonnage, the bulk of operations by value as result of exports focus on different commodities. The top three export commodities for MIA by value are Computers/Peripherals, Telecommunications Equipment, and Industrial Machinery/Parts for a combined value in 2011 of nearly \$12 billion.

Miami-Dade County is also home to additional airports, albeit with lower traffic volumes: Kendall-Tamiami Executive Airport (TMB), Opa-locka Executive Airport (OPF), Homestead Air Reserve Base (HST), and Homestead General (X51). The Kendall-Tamiami Executive Airport, recently designated as a SIS facility, is located 15 minutes from the business centers in the southern part of the county. With its three runways ranging from 4,001' to 5,999', the 1,380 acre airport acts as a general reliever for MIA. This airport provides U.S. Customers services (Landing Rights Airport) and is home to the MIA AIFSS, the air traffic facility providing en-route communications. Opa-locka Executive is situated on 1,810 acres of land 12 miles northwest of the city center. At 8,002', Runway 9L/27R at OPF is one of the longest general aviation runways in the country enabling the airport to handle virtually any type of aircraft. Two additional runways at the airport measure 4,306' and 6,800'. OPF supports light cargo traffic to the Caribbean and large aircraft maintenance facilities as well as being home to the busiest U.S. Coast Guard Air/Sea Rescue Station. Each of these airports has land available for development.



3.0 Miami-Dade Logistics Infrastructure

The county's freight transportation infrastructure provides the means by which the freight moves into, out of and within the county. However, there are many other factors that impact how freight moves. These factors combine with the transportation system to form a comprehensive logistics infrastructure that provides all the necessary services, warehouse capacity, and international trade expertise. For example, freight forwarders and brokers provide a wealth of knowledge on the laws and regulations imposed on different types of commodities brought imported or exported; many shippers and receivers rely on third party warehouse operators; trucking companies need full service truck parking facilities to maintain their vehicles and adhere to hours of service regulations; and developers need access to land with appropriate zoning and land use designations to allow for industrial facilities. The conditions and amenities available at such facilities have a direct impact on the types of goods which can be handled or stored. Key logistics related components and developments in Miami-Dade County are described below.

3.1 U.S. Customs and Border Protection

U.S. Customs and Border Protection (CBP), as part of the Department of Homeland Security, is charged with protecting the nation's borders while facilitating legal international trade and travel. As part of this, hundreds of U.S. laws and regulations must be followed to enable such movements. Annually, CBP is responsible for the movement of over \$2 trillion in trade. While CBP is essential to both trade and tourism, Federal budget cuts in early 2013 put strains on the system due to a reduction in staffing.

These cuts had profound effects on Miami International Airport and PortMiami as well as other ports of entry across the country. As a result, a new CBP Reimbursable Services Authority was announced in May 2013. This program allows the Commissioner of CBP to enter into public-private partnerships to provide new or enhanced services in any of CBP's non-foreign operational environments on a reimbursable basis. Services can include all Customs and Immigration related inspection activities and may cover all costs, such as staffing, overtime, and transportation. Section 560 of the Consolidated and Further Continuing Appropriations Act of 2013 (H.R. 933) allowed CBP to enter into up to five partnerships by December 31, 2013.

In August 2013, CBP announced preliminary selections for this new program. Selected entities consisted of: Dallas/Fort Worth International Airport, The City of El Paso, Texas, South Texas Asset Consortium, Houston Airport System, and Miami-Dade County. The inclusion of Miami-Dade County benefits both MIA and PortMiami and allows them to return to pre-sequestration levels of service. On December 20, 2013 an agreement was finalized between the Miami-Dade Aviation Department (MDAD) and CBP for additional overtime staffing in the passport control and customs screening areas. Over five years, MDAD will reimburse CBP up to \$6 million for a maximum average of 800 additional CBP inspector hours a month. This overtime will be funded completely by MIA's operating budget which is supported by Aviation Department revenue and tenant fees. While this current effort yields benefits for reducing wait times for international passengers, this initiative paves the way to similar efforts for cargo movements.

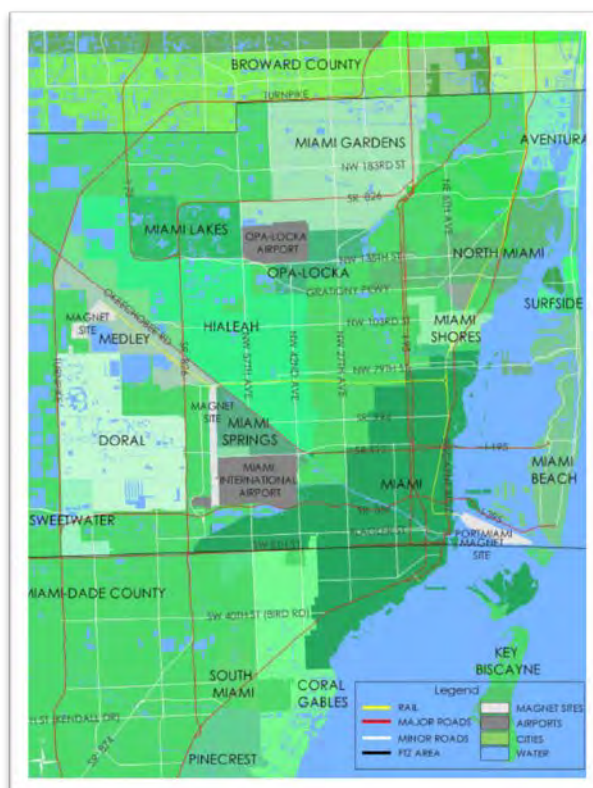


3.2 Foreign Trade Zones

In the United States, foreign trade zones (FTZ) are areas located near Ports of Entry. The idea behind them is that goods receive the same customs treatment as if they were still outside the United States but may be reconfigured or manufactured on U.S. soil. Duties are only paid when goods are transferred to the U.S. consumption market. This lowers the amount of tariffs and taxes paid by companies engaging in international trade by eliminating and/or delaying payment. Effective use of FTZs creates economic opportunity and competitive advantages for a region. At present there are four foreign trade zones in Miami-Dade County, but the structure of such zones is evolving. The defined zones are as follows:

- FTZ No. 32: Miami Free Zone – 47 acre site with more than 850,000 sq. ft. of facilities;
- FTZ No. 166: Homestead – 1,000 acre site roughly 30 miles from both the Airport and Seaport;
- FTZ No. 180: Wynwood –Inactive zone that was never fully established; and
- FTZ No. 281: Miami-Dade County- The Port Miami Free Zone.

FTZ 281 is the newest foreign trade zone designated in Miami-Dade County. The limits of this zone extend from SW 8th Street in the south to the county border with Broward in the north. What is unique about this zone is that it will be among the first to be operated under the Alternative Site Framework's (ASF) streamlined process. Under ASF, two types of sites are designated: Magnet and Usage-Driven. Magnet sites are similar to the way FTZs work today by designating an area in advance in order to attract multiple users to the area. These are not the main goal of the ASF and six or fewer are to be created per grantee. One such designation is the South Florida Logistics Center. On the other hand, Usage-Driven sites are for companies seeking to pursue FTZ activities. In this case, the FTZ designation is tied to the particular company and is limited to the space needed by that company. In the event of a company relocating, the facility will no longer be designated as a Usage-Driven site and a new occupant would need to reapply.



In switching from the traditional FTZ designations to the Alternative Site Framework, unused FTZs will be removed. Currently, FTZs are designated based on speculation about where industries will locate. However, there is little correlation between these sites and actual use,

resulting in locations such as Wynwood. ASF will allow for companies to designate their pre-existing site provided that it is located within the boundaries of the FTZ. In addition, all sites (both Usage-Driven and Magnet) will be given “sunset” limits of three to five years in order to remove excess designations which no longer fit the needs of the FTZ.

3.3 Freight Forwarders and Brokers

While they serve different functions, registered forwarders and brokers have a thorough understanding of the laws and regulations associated with domestic and international shipping. Companies can hire forwarders and brokers to ensure that their goods arrive safely to the markets they wish to serve and within the constraints of the law.

The legal definition of a freight forwarder, according to 49 USC § 13102, is “a person holding itself out to the general public (other than as a pipeline, rail, motor, or water carrier) to provide transportation of property for compensation and in the ordinary course of its business A) assembles and consolidates, or provides for assembling and consolidating, shipments and performs or provides for break-bulk and distribution operations of the shipments; B) assumes responsibility for the transportation from the place of receipt to the place of destination; and C) uses for any part of the transportation a carrier subject to jurisdiction under this subtitle.” In short, a freight forwarder accepts freight for transport and is liable for delivery under their own bill of lading. Domestic freight forwarders must be registered with the U.S. DOT’s Federal Motor Carrier Safety Administration (FMCSA). Those handling international freight, depending on the mode, also require certification from the Federal Maritime Commission, the International Air Transport Association (IATA), and/or the Department of Homeland Security.

Unlike freight forwarders, a freight broker never actually touches the cargo. A freight broker serves as a liaison between a company which needs shipping services and an authorized motor carrier. A broker works with the needs of a shipper and connects them with a carrier willing to transport their cargo at an acceptable price. Freight brokers must also obtain a license from the FMCSA and are required to carry insurance to protect both clients and customers. Previously, the surety bond coverage to maintain a broker’s license was \$10,000. However, with the passage of MAP-21, this requirement was raised to \$75,000 starting on October 1, 2013.

For Florida specifically there exists the Florida Customs Brokers & Forwarders Association, Inc. (FCBF) based in Doral to join these various groups together to facilitate discussion among them. In addition to providing industry related information, FCBF also works to advocate on behalf of its members. Key members consist of Customs Brokers, Freight Forwarders and Air Carriers. However, several other types of industry members are also involved including cruise lines, warehouses, trucking services, and seaports. Florida, and specifically South Florida is home to one of the highest concentrations of brokers in the U.S.

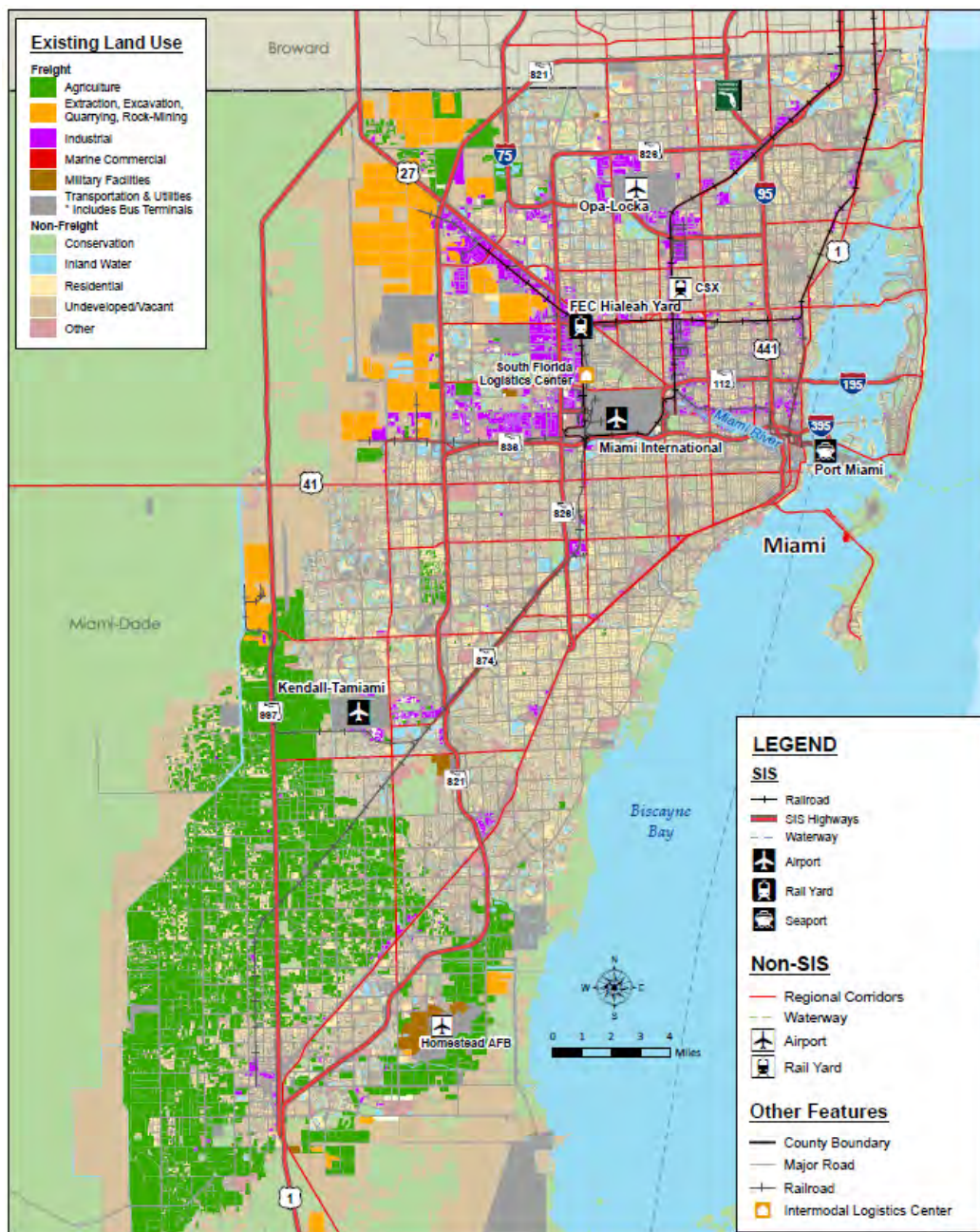
3.4 Land Use Implications

Figure 3.1 shows the existing land use within Miami-Dade County. While this land use data extends beyond the urban area, much of the freight development is still contained within that area with only some agricultural land outside. The freight related land uses within Miami-Dade were summarized into separate categories with their corresponding acreage listed in Table 3.1.



These 180,000 acres may seem small in proportion to the over 1.5 million acres detailed in the Miami-Dade Land Use data, but well over half of this land is protected as part of the Everglades National Park, Water Conservation Areas, and other natural preserves. Excluding these types of land uses and their associated coastal waters, there remains just shy of 450,000 acres of available land within the county. For freight and transportation related land uses to comprise such a large portion, about 40 percent, of that remaining land shows just how tied the county is to the success of this industry.

Figure 3.1 Existing Freight Related Land Uses



Source: Quest Corporation of America.

Table 3.1 Freight Related Land Uses

Existing Land Use	Total Acreage
Agriculture	63,563
Industrial	12,260
Marine Commercial	118
Military	1,500
Mining	16,504
Transportation & Utilities	86,470
Total	180,416

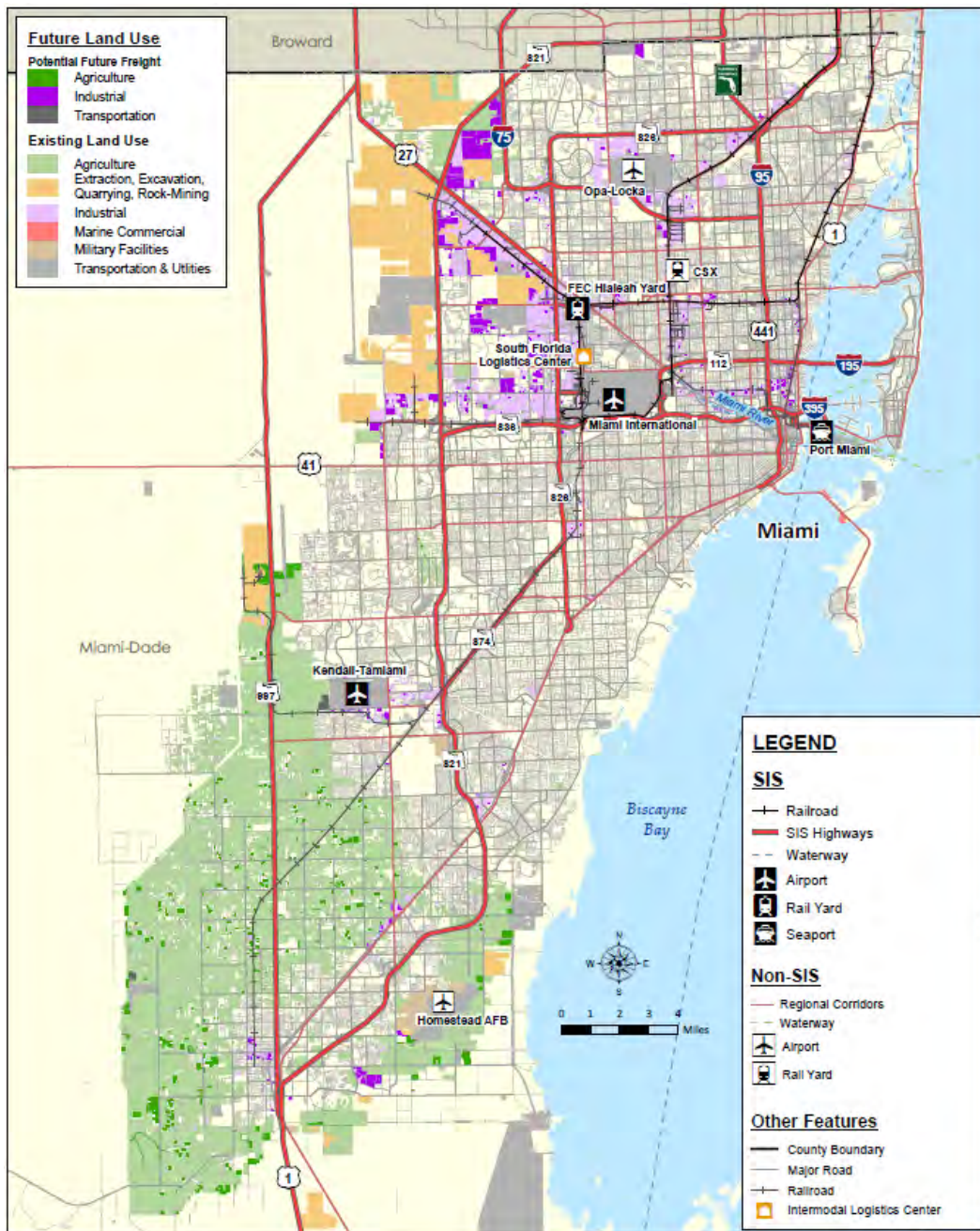
While Miami-Dade has an extensive freight infrastructure, growth is limited as much of the county has already been developed, particularly for residential use, and also due to the location of the Florida Everglades to the west and the environmental concerns associated with the conservation of this unique habitat. With that in mind, acreage is still available. Figure 3.2 displays where potential future developments lie in relationship to the land uses designated today. Parcels were identified by selecting land which is presently “Vacant government owned or controlled” or “Vacant, non-protected, privately owned” but will have either an “Agriculture,” “Industrial and Office,” “Restricted Industrial and Office,” “Terminals,” or “Transportation (ROW, Rail, Metrorail, Etc.)” land use category in the future. Table 3.2 lists the total available acreage for each type of development. Of the nearly 6,900 acres available for development, many of them consist of small parcels. However, there are several large parcels available: 142 parcels are over ten acres, representing 63 percent of the total acreage, including four parcels over 100 acres. Seventy-six percent of the total acreage is made up of parcels at least five acres in size.

Table 3.2 Potential Future Freight Developments

Future Land Use Designation	Total Acreage
Agriculture	2,529
Industrial	3,969
Transportation	359
Total	6,857



Figure 3.2 Existing and Potential Future Freight Land Use



Source: Quest Corporation of America.

3.5 Intermodal Logistics Centers (ILCs), Warehouses, and Distribution Centers

In order to handle the trade passing through the major freight hubs of the county, Miami-Dade must have an extensive network of warehouses and distribution centers. Given the county's long history in international trade, the existing facilities represent a mix of old and new, from the most basic to the technologically advanced. While vacant land is limited for future development, some opportunities still exist for new facilities as well as the potential for the redevelopment of the more obsolete properties.

One of the largest new facilities in the county is being developed on the southern end of the existing FEC rail yard. FECI is developing the South Florida Logistics Center (SFLC). This \$40 million logistics complex will create and support 1,015 jobs. Plans for the 200 acre site include the development of nearly 2 million square feet of industrial space. The first building at this complex, a 170,000 square foot facility, is now open and fully operational. Included in this space is also 30,000 square feet of refrigerated space. Building 2 will provide 274,000 square feet of new Class A Cross-Dock Distribution-Warehouse space and Building 3 will be a Class A Rear-Load Distribution Warehouse with 111,000 square feet; both are planned to come on line in 2014.

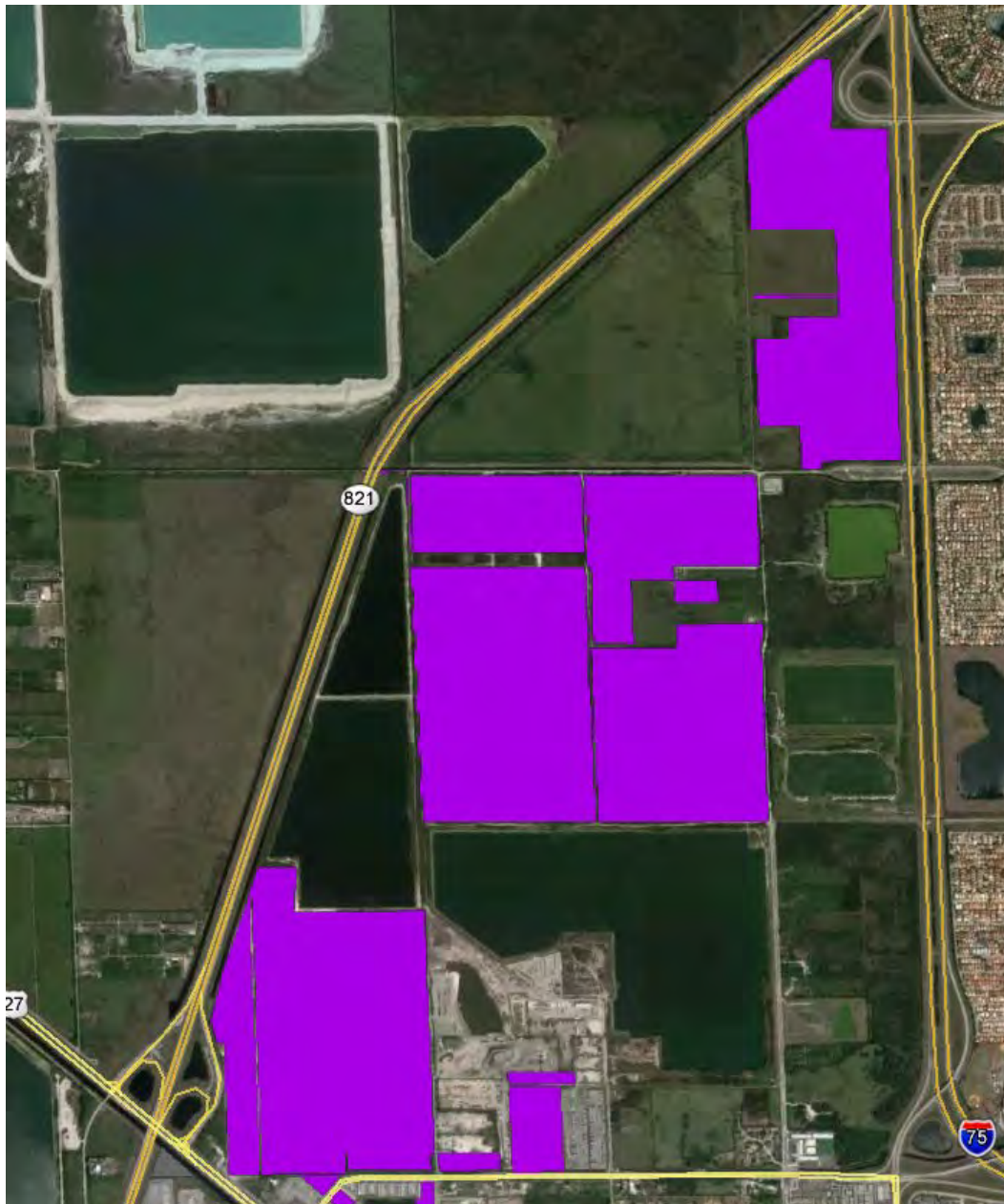
Development of this ILC was aided in part by the Florida Department of Transportation. A new grant program was created in 2013 to support ILC development; in addition, designation criteria were developed as part of the last SIS update to allow ILCs to be designated as part of the SIS, which would provide additional funding opportunities.

The ILC Infrastructure Support Program allows up to \$5 million per year to be available from the State Transportation Trust Fund for ILC development. A 50 percent match is required of all applicants. The first year of funding yielded investments for four ILCs across the state, including the South Florida Logistics Center in Hialeah. SFLC received \$2.5 million for ILC site access roads at the FEC Hialeah Yard and 67th Ave, truck loading ramps, and internal traffic circulation roads.



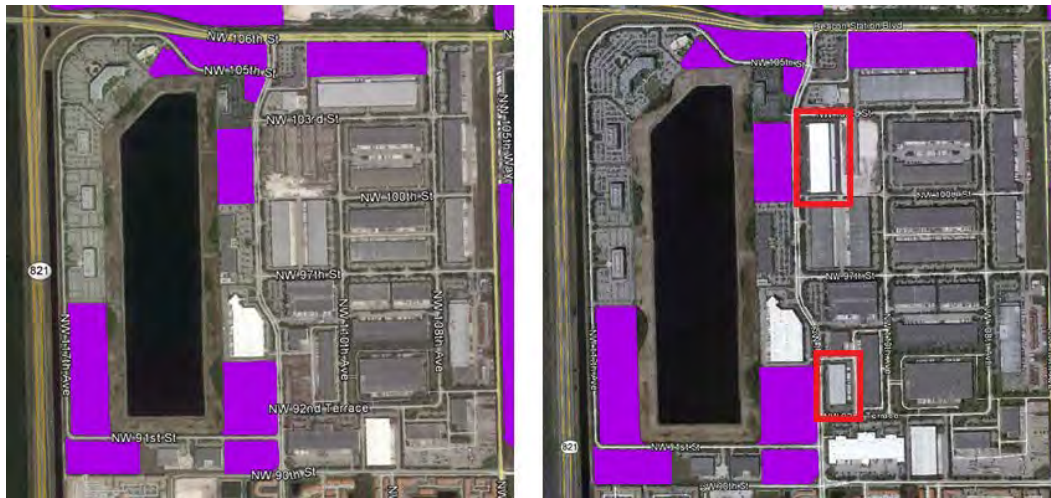
While the land and intermodal connections required for an ILC are uncommon in Miami-Dade, one potential large development lies on a former golf course. Westview Country Club, located to the southeast of Opa-locka Airport and at the crossroads of two regionally significant corridors, had been in operation since 1959. When its doors closed in 2011, a group of developers purchased the property in hopes to convert it to a golf-only destination. However, when this idea fell through, the land was purchased by Rosal Westview, LLC with plans for a \$300 million development of the 196 acres site. Original plans for the area called for the development of 2 million square feet of industrial space. However, this clashed with the surrounding residential community, the extent of which can be seen in Figure 3.3. In order to gain approval by the Florida Department of Economic Opportunity for a land use change, the original development plans had to be revised. Industrial and warehousing space is now to be limited to 1.6 million square feet of light industrial, warehouse, and flex space. Furthermore, warehouse and



Figure 3.4 Large Scale Development Potential Example

Other smaller development potential sites lay in various parts of the county. Take, for instance, the area south of NW 106th Street nestled between the Florida Turnpike and NW 107th Avenue. In this small portion of the county, 262 acres have already been developed with an assigned land use of “Industrial Intensive, Heavy Light Manufacturing,” with some nearby office space. The remaining space comprises 77 acres with parcels ranging from 1.5 to 17 acres in size. Future land use designates these areas as either “Industrial and Office” or “Restricted Industrial and Office.” Along these same lines, two new buildings have been constructed in this area since 2011, as can be seen in the aerials in Figure 3.5. While these smaller locations do not afford the opportunity to easily create something on the scale of an ILC, they contribute to the overall framework of the county by providing additional space to create, store, or provide value added services to goods.

**Figure 3.5 Small Scale Development Potential Example
(4/27/2011 vs. 3/6/2013)**



Areas such as these are scattered across the county in places where industrial activity is already occurring. For those seeking to develop warehousing, distribution centers, or even truck parking facilities, the obstacles are not as difficult to face as the appropriate land use is either already there or is planned to be in the future. The MPO and other city planners need to be cognizant of where potential developments are located to ensure that an increase in traffic is properly accounted for in other planning efforts.

Lastly, some existing facilities may no longer fit the needs of modern industrial operations. Common problems include outdated facilities, improper drainage throughout the area, and lack of accessibility. In these cases, a better option may be to tear down such facilities and reconstruct new, state of the art buildings which meet current needs. Unfortunately, many such facilities are small buildings formed in clusters, resulting in multiple individual owners of small parcels. Combining parcels would not only allow for a consolidation of facilities and more effective use of land area, but also potentially require fewer access points for such areas, easing the flow of traffic. To aid in these efforts, the surrounding roadway system needs to be up to par in order to ensure that goods can safely get to and from their destination.

3.6 Truck Parking

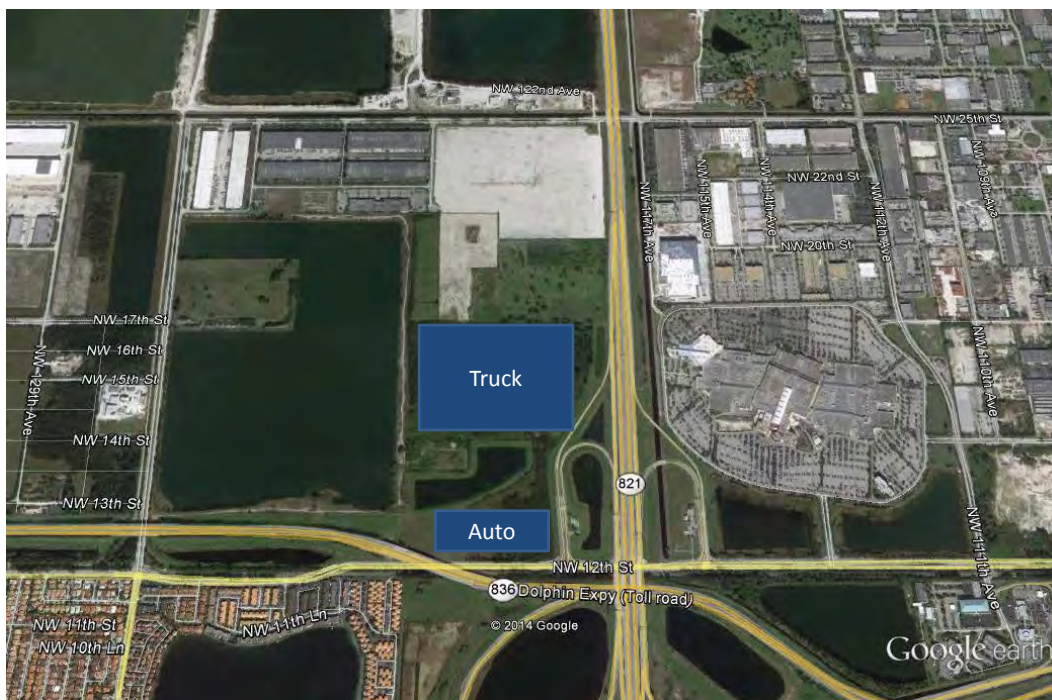
The issue of available truck parking has continued to evolve in Miami-Dade County and throughout South Florida as a whole. A limited number of large parcels hinders the ability to develop an ideal truck parking location complete with all the desired amenities such as fuel, maintenance, showers, and convenience stores. Recognizing this problem, the Miami-Dade MPO has undertaken two phases of a truck parking study.

The first of these studies, completed in September 2010, sought to quantify the extent of this problem. The study identified only 293 truck parking spaces available for local, independent operators and long haul interstate drivers in the county. A majority of these locations, both legal and illegal, are in the western part of the Urban Development Boundary (UDB) and do not offer

amenities. In contrast, estimates put demand at 12,000 spaces. A review of vacant parcels within the county of at least two acres in size and with proper land use and zoning revealed that an additional 6,000 spaces could be developed. This number would leave the county short by 5,700 spaces. In total, at least 1,177 acres would be needed to fulfill the demand. Of this acreage, 170 acres were approved for commercial vehicle storage and parking via Ordinance No. 10-26 on April 28, 2010. Nine properties which meet the allowable characteristics could provide up to 1,700 parking spaces, but no amenities.

The second phase of truck parking facilities in Miami-Dade County looked at the parcels identified in Phase I. Thirteen sites greater than 10 acres within one mile of freeway interchanges within the county were then examined with a preliminary screening process. Four of these parcels are within unincorporated Miami-Dade County, with the remaining nine lying within the incorporated area. An additional eight sites were also identified through the course of this study, four of which are owned by the FDOT. Of the screened sites, twelve were deemed to be feasible for further consideration. The study goes on to identify potential start up costs and business incentives. In October 2013, the Miami MPO contacted the parcel owners to inform them that their properties had been identified as potential sites for truck parking development. FDOT also has initiated a feasibility study for one of the parcels it owns at the intersection of NW 12th Street and Florida's Turnpike. The site would serve as the commuting public as a park and ride as well as a full service truck stop. The site is illustrated in Figure 3.6.

Figure 3.6 Potential FDOT Truck Parking Site



4.0 Global, National, and State Initiatives

4.1 Shifts in Global Trade

4.1.1 Trade Lane Shifts

One of the largest anticipated shifts in international trade is expected to come from the opening of the Panama Canal Expansion. Currently, ships are limited in size based on the existing locks completed in 1914. While there is some variation based on ship type (passenger, container, tug-barge, etc.), the maximum length allowed is 965 feet, with a maximum beam of 106 feet and maximum draft of 39.5 feet. These so called Panamax vessels equate to a container vessel of roughly no more than 5,000 TEU. Recognizing the limitations of the canal and the opportunities to be had, the people of the Republic of Panama voted to expand the canal in 2006. Construction was soon underway with the formal start of the project in September 2007. This expansion project will add a third shipping lane through the construction of lock complexes at each end of the canal. As defined by the Panama Canal Authority in 2009, these new locks will be 1,400 feet long, 180 feet wide, and 60 feet deep. This corresponds to a ship no larger than 1,200 feet long and 160 feet wide with a tropical freshwater (TFW) draft of 50 feet. These ships will have over twice the capacity of the current Panamax ships with the ability of handling upwards of 12,000 TEUs.

What this means for global trade, and the United States in particular, is a shift in trade routes. Rather than trade from Asia entering the United States through the West Coast and either railed or trucked east, it is anticipated that some portion of Asian cargo will traverse the Panama Canal to the East Coast. While this will increase transit time, the all-water route will be potentially cheaper than the current method. In preparation for this expansion, seaports along the Eastern Seaboard of the United States have been transforming themselves in anticipation of these larger ships. In addition to PortMiami, other ports such as Baltimore, Jacksonville, Savannah, and Charleston have made significant investments in their infrastructure to prepare for the canal opening in 2015. Such investments have included channel dredging to at least 50 feet, larger berths, bigger cranes, and intermodal connections.

4.1.2 International Manufacturing Centers

While China has been one of the largest trading partners with the United States, rising costs are driving manufacturers out of the country. Over the last decade, wages have increased 20 percent annually in some parts of China. As costs have risen, manufacturers have taken to Southeast Asia and India. In Vietnam, wages may be half of those in China. Popular leather goods company Coach, Inc. has stated that its Chinese production will decrease from upwards of 80 percent of total production in 2011 to 40-50 percent in 2015. New factories are anticipated to be opened in India, Vietnam, and the Philippines.

This shift to other countries is not found in one company alone. With the desire to find lower labor costs and afford wider profit margins, there has become a significant shift in the major manufacturing centers. In doing so, the typical shipment from China to the United States via the Pacific Ocean is no longer the most lucrative option. Alternatively, vessels are traversing the



Suez Canal which is less restrictive than the current Panama Canal in terms of vessel size. As there are no locks along this canal, the only limitations are in depth (allowable 66 foot draft) and height (223 foot air draft) due to the Suez Canal Bridge. Unlike the Panama Canal, however, one major concern for vessels traveling this waterway is the threat of attacks from terrorist groups who target this important waterway.

While most ports on the Eastern Seaboard of the United States are not planning to dredge to the 66 foot maximum depth of these Suezmax ships, some ships are already making calls to Florida ports, albeit lightly loaded. As early as 2010, the *Suez Canal Bridge* arrived at JAXPORT after visiting other East Coast ports. January 2012 also saw the largest vessel to ever call at JAXPORT with the arrival of the *Yang Ming Milestone*. At over 1,000 feet in length and a width of 131 feet, this vessel would have been too large to fit through the current Panama Canal. Future vessel calls such as these can have a major impact on cargo volumes at Florida's seaports, with some sources believing the Suez Canal will have a greater impact than the increased throughput attributed to the Panama Canal Expansion.

4.1.3 Free Trade Agreements

Free trade agreements also make increasing exports from the United States a more attractive option for manufacturers. A free trade agreement (FTA) is an agreement between two or more countries in which the involved parties agree on certain commitments related to the trade of goods and services. The main goal of FTAs is to reduce barriers to U.S. exports, protect U.S. interests abroad, and enhance the rule of law in the partner country. For example, the United States-Columbia Trade Promotion Agreement (TPA) resulted in over 80 percent of U.S. industrial goods exports becoming duty free when the TPA was implemented on May 15, 2012. Other benefits of this particular TPA were that more than half of U.S. exports of agricultural commodities became duty free and there was stronger protection and enforcement of intellectual property rights within Columbia. At present, the U.S. has 14 FTAs with 20 countries. Negotiations have also been ongoing for the Trans-Pacific Partnership involving the cooperation of 12 countries total. Of the existing FTAs, there is a heavy focus on nearby trading partners such as Canada and Mexico. Particularly important for Miami-Dade County are the agreements in place with several South American countries. As Miami-Dade is a strong international hub for North-South trade movements, these FTAs yield an advantage for increased exports to these countries.

4.1.4 Perishables Imports

While South Florida is a major leader for perishable imports such as fish and fresh cut flowers, many fresh fruits and vegetables bypass the state's ports and are instead taken up to Philadelphia and trucked down to the South Florida market. Historically, this move was made due to concerns over pest control, most specifically the medfly, as the introduction of such pests would harm Florida's agricultural industry. However, with advances in technology, the probability of such a threat has been greatly diminished.



In January 2012, the Florida Perishables Trade Coalition (FPTC) was formed to help increase trade of perishable products through both airports and seaports. The efforts of this association and other members of the industry have led to the creation of a pilot program to meet this goal. The strict rules of the pilot program regarding the process of cold treatment will help to ensure

every effort is made to minimize the risk to Florida's agricultural industry. This pilot program began October 1, 2013 and allows for grapes and blueberries from Peru and Uruguay to enter both PortMiami and Port Everglades. By doing so, shipping time will be reduced by roughly six days at a savings of approximately \$4,000 per container, or 10 percent of the cost of delivery to South Florida. This pilot program will not only provide gains to the growers and shippers, but will also provide jobs in South Florida, reduce truck miles on the state's highway system, increase sales of fresher produce at grocery stores, and savings for consumers. PortMiami received its first shipment of Peruvian grapes on December 2, 2013. Pending the continued success of this first stage of the pilot program, the Coalition seeks to expand the program to include other cold-treated products and other countries. Already, discussions are underway to expand this program to six more countries and encompass 15 additional commodities.

4.1.5 Transshipment Committee

Prior to the events of 9/11, transshipment made up nearly 22 percent of total cargo movements at PortMiami. After these tragic events, CBP inspected nearly all transshipped goods, resulting in significant delays and added expenses. As a result, this transshipment opportunity has left the region and gone to other ports, namely Panama, Freeport, and Kingston, who can offer a greater competitive advantage primarily due to the lack of cargo inspections.

In an effort to bring back this cargo, PortMiami contacted CBP in July 2013 to encourage the development of a pilot program. This effort has led way to the creation of a Transshipment Committee which first met on November 15, 2013, and will continue to meet on a quarterly basis. While PortMiami has led this initiative, terminal operators and all other stakeholders are welcome to participate, thus opening up the possibility of other regional hubs, such as Port Everglades, to contribute. In addition to this committee, three other actions were taken as part of this initiative:

- Assignment of a "Customer Service Manager" who terminal operators can contact directly to discuss delays and help facilitate the flow of cargo. Currently, Robert Martin, the Chief of ATCET, has taken on this role.
- Creation of an "Outreach" role to work with FCBF. This collaboration seeks to create an "In-Bond" class to ensure that transshippers understand in-bond requirements. Kenneth Haeffner, the APD of trade for CBP, has filled this position.
- Terminals will provide CBP an advanced list of merchandise. In return, CBP will coordinate the expedited review of in transit merchandise (similar to methods for perishable goods).



4.2 National Freight Program

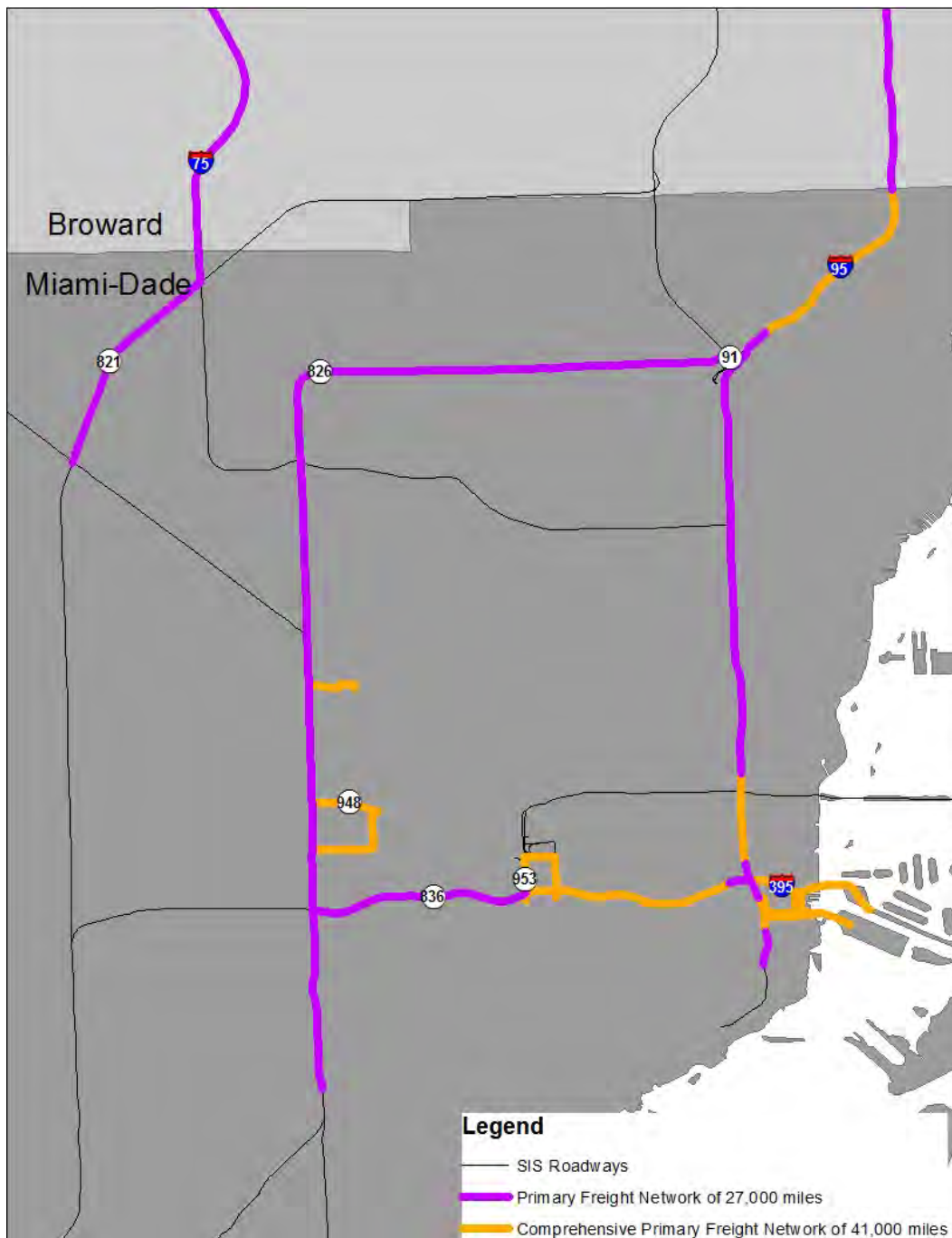
4.2.1 MAP-21

MAP-21 has set the stage for performance-based program management at all levels from planning, to tool development, to reporting requirements. MAP-21 is a “clean bill” free of earmarks and with very little in terms of discretionary programs. Perceived shortcomings of the program include the loss of some valuable initiatives from SAFETEA-LU such as the VMT Pilot Program and the National Cooperative Freight Research Program, and the failure to consider café changes in fuel economy when projecting future revenues. While the elimination of the earmarking system is generally considered a positive development, the lack of discrete nuggets of funding has meant that the fiscal impact of the bill has been less immediate. As its various provisions play out, MAP-21 is intended to act as a slow moving train that gradually gathers momentum behind core initiatives that are worked out through consultations with the industry and stakeholders, rather than by explicit legislative directive. It is possible that certain states and MPO’s may be lulled by the lack of short term deadlines in the bill and discover too late that they have fallen behind with respect to key initiatives described in the bill’s text.

The passage of legislation was only the first step in the process. Equally important is a series of rulemakings that MAP-21 generated that are only now beginning to come into effect. These rulemakings have the capability of slowly but steadily shifting the priorities and approach of the U.S. DOT with respect to freight funding and prioritization. In addition, the legislation set up major initiatives such as the establishment of a national freight network and a national freight advisory committee, the makeup of which will have near term impacts on the way future freight policy is defined and developed. The National Freight Advisory Council (NFAC) consists of 47 voting members from outside of DOT, representing various transportation modes, geographic regions, policy areas, and associations. Members will serve two year terms and will meet at least three times per year. Current membership was announced in May 2013 which includes Carlos Gimenez, mayor of Miami-Dade County, as the only representation for the state of Florida.

As part of MAP-21, DOT is required to establish a national freight network to assist the States in directing resources for the improvement of freight movements on highways. This Primary Freight Network (PFN) must be designated within one year of the enactment of MAP-21. The initial designation may contain no more than 27,000 centerline miles of existing roadways. An additional 3,000 centerline miles may be added which are deemed critical to the future efficient movement of goods. The limitation to 27,000 centerline miles results in an unconnected network, hindered by necessary connections to Mexico and Canada which required several thousand of these limited miles. Other key challenges include the lack of a stated application for the highway network, data limitations, and the centerline requirement versus a corridor approach. In the face of these challenges, Figure 4.1 shows how this draft designation affects Miami-Dade County. As the 27,000 centerline mile designation did not create a connected effort, a 41,000 centerline mile designation is also displayed. Within both of these networks, key roadways are missing. For example, I-395 is designated for the purpose of connecting the Watson Island Seaplane Base, not for its connection to the new PortMiami tunnel which will give trucks direct access to the highway system from the Port. Instead, the roadways in Downtown Miami which trucks previously had to traverse are still under consideration. Even more critical is that the initial 27,000 centerline mile designation assigns no connection for Miami-Dade’s key freight hubs to the rest of the country due to the missing piece of I-95 in the northern part of the county.

Figure 4.1 Draft Designation of the National Freight Network in Miami-Dade County



4.2.2 Water Resources Reform and Development Act

The Water Resources Reform and Development Act (H.R. 3080), or WRRDA, seeks to reauthorize the U.S. Army Corps of Engineers to develop and maintain the United States' port and waterway infrastructure needs as well as targeted flood protection and environmental restoration. This bill will have profound affects across the nation including deepening the Texas Sabine-Neches Waterway, expansion of the Savannah Harbor in Georgia, and other authorizations for North Carolina, California, the Great Lakes region and many other states. For Florida, this bill includes improvements to the ports of Jacksonville and Canaveral in addition to the Everglades Restoration Plan. This bill is also essential for the efforts at Port Everglades to deepen and widen the navigational channels. While PortMiami has already secured funding and is moving forward with dredging, WRRDA is seen as an important factor in increasing cargo traffic. Without additional East Coast deep dredge capacity, it is believed that the U.S. will lose jobs to seaports in other countries who can meet the needs of the larger ships. WRRDA passed both houses of Congress with an overwhelming majority and was signed into law by President Obama in June 2014.

4.2.3 Commercial Vehicle Information Systems and Networks

The Commercial Vehicle Information Systems and Networks (CVISN) program is a key part of FMCSA's goal to improve commercial motor vehicle safety. Goals include improved safety, simplification of operations, and improved security. CVISN manages this by focusing on high-risk operators, improving the accuracy of credentials, electronic screening, and enabling the online application and issuance of credentials. As of August 2012, Florida was one of 29 states to be Core CVISN Compliant. Florida also participates in the nationwide e-screening enrollment program PrePass, exchanges credential data by uploading to SAFER (33), and deploys automatic electronic processing of both the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA) credentials. FDOT currently is developing a Commercial Vehicle Operations (CVO) Strategic Plan to help ensure trucking interests remain an integrated component in the state's freight program.

4.2.4 Freight Advanced Traveler Information System

The Freight Advanced Traveler Information System (FRATIS), as part of U.S. DOT's ITS Research Program, is designed to improve truck routing and dispatcher decision-making in order to reduce unproductive moves in an urban setting. The drayage optimization focuses on integrated load matching and freight information exchanges, including appointment scheduling and equipment availability. The daily work plan developed seeks to complete the required movements in the most time efficient manner possible given traffic, driver availability, and required time constraints. Performance of this system will be determined based on improvement in travel time and reductions in fuel consumption and emissions.

South Florida was selected as one of three test sites due to high and growing freight volumes, the existing ITS program, and emergency management activity. Unique to South Florida from the other testing sites is the emergency management aspect of this program. As Florida is vulnerable to severe weather events, most notably hurricanes, FRATIS seeks to increase emergency preparedness and response efficiency by providing real-time information to aid in post-event delivery coordination and critical infrastructure status reports. This will allow the freight industry to contribute to disaster recovery as well as return to normal service in a shorter timeframe.

4.2.5 Smart Roadside

The Smart Roadside program is a joint modal initiative of the Federal Highway Administration (FHWA) and the Federal Motor Carrier Administration (FMCSA). The overall vision for Smart Roadside is for vehicles, motor carriers, enforcement, highway facilities, and the like which collect data for their own purposes to share that data with other interested parties. This sharing will improve safety, security, efficiency, and mobility. Efforts by FHWA and FMCSA include funding tests and demonstrations, developing guiding principles, maintaining a Smart Roadside roadmap and projects database, and collaborating with other entities such as the Department of Homeland Security, the Environmental Protection Agency, and State and industry representatives. Figure 4.2 displays a variety of entities which may plugin to this program in order to facilitate the overall goals.

Figure 4.2 Smart Roadside Concept




Source: U.S. DOT Research and Innovation Technology Administration

4.2.6 Connected Vehicle Research

Connected vehicle applications focus on either safety, mobility, or environmental applications. Safety applications are expected to increase situational awareness and reduce or eliminate crashes through either vehicle-to-vehicle (V2V) or vehicle-to-infrastructure (V2I) data transmissions. Such technologies are anticipated to reduce crash scenarios by up to 82 percent. Mobility applications seek to capture real-time data from equipment on vehicles and within infrastructure. Environmental applications help to capture environmentally relevant real-time transportation data to enable “green” transportation choices. In doing so, trips will become more fuel-efficient and eco-friendly.


Connected Vehicle Research is focused on three areas: Technology, Applications, and Technology Policy and Institutional Issues. Other aspects of Connected Vehicle Research focus on international standards to support harmonization of standards and Dedicated Short Range Communications (DSRC) Technology.



Connected Vehicle Technology will focus on a successful platform allowing for growth, expandability, and incorporation of new technologies. This platform must be based upon the range of human behaviors which will interact with the system. Critical research to address such issues includes: Systems Engineering, Connected Vehicle Certification, and Human Factors Research. Tied to this are the efforts of the U.S. DOT Intelligent Transportation System (ITS) Joint Program Office (JPO) to engage stakeholders to help guide policies related to this. The JPO seeks to ensure that such policies are based on a real-world application of this evolving technology.



4.3 Florida's Freight Program





Florida's freight program is driven by FDOT's Freight Mobility and Trade Plan described below. This Plan is under the umbrella of the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Plan. The FTP sets the state's transportation policy and the SIS prioritizes capacity investments across all modes. In fact, the statewide freight system consists of a subset of the SIS. In addition to these FDOT initiatives, other partners have undertaken initiatives to specifically address the global trade and logistics opportunities for the state. The Department of Economic Opportunity's Strategic Plan in part addressed the freight and logistics opportunities as related to economic prosperity and the Florida Chamber Foundation's Trade and Logistics Study has helped identify strategies to enhance the state's opportunities.



4.3.1 Freight Mobility and Trade Plan

As required by legislature in 2012, the Florida Department of Transportation released the Freight Mobility and Trade Plan. This plan is intended to guide the programs, decisions, and actions of FDOT and to help inform the freight community of the state's direction in such planning. The main goals of this plan are:

- 
- Increase the flow of domestic and international trade through the state's seaports and airports
 - Increase the development of intermodal logistics centers (ILCs) in the state
 - Increase the development of manufacturing industries in the state
 - Increase the implementation of compressed natural gas (CNG), liquefied natural gas (LNG), and propane energy policy to reduce transportation costs



The first phase, the Policy Element, was released in June 2013. This element laid out the policy framework, identified responsibilities for implementation, and met the requirements of the Florida legislature. The draft Investment Element of this plan, currently out for comment, focuses on identifying and prioritizing freight needs and investments as well as meet the requirements of MAP-21.

4.3.2 Florida Trade & Logistics Study 2.0

In 2010, the Florida Trade and Logistics Study was released by the Florida Chamber Foundation in partnership with FDOT. This study focused on trade flows and related logistics activity

within the state of Florida and recommended actions to prepare for the widening of the Panama Canal. As a follow-up, the Florida Trade & Logistics Study 2.0 was released in 2013 to further build upon the foundation of the first study. The objectives for this second study were to identify opportunities for Florida to become a global trade hub, develop an implementation plan to accomplish this vision, and continue to build consensus among public and private partners in support of the vision and its implementation. Greater emphasis was put on increasing Florida-origin exports and expanding value-added services to support trading businesses and partners. The recommendations from the 2010 study were also expanded upon with greater stress on workforce growth, economic development, and business climate strategies.



5.0 Freight System Needs and Priorities

Recently the County has invested heavily in key infrastructure projects that will transform how freight moves throughout the region. These major projects, including the PortMiami Tunnel, NW 25th St Viaduct and on-port Rail at PortMiami, have long been in the planning stages. For these facilities to finally be constructed recognizes how important freight is to the local economy and the livability of county residents. Even with all these investments completed and underway, significant need remains. These needs represent maintenance and improvements to existing infrastructure as well as new facilities.

5.1 Impacts of Recent Infrastructure Investments and Additional Cargo Volume

With the opening of the Panama Canal, the dredging of PortMiami, the opening of the PortMiami Tunnel, and the reconnection of the on-port rail, PortMiami is well posed for future growth. But the question remains how will the realization of expected growth impact the surrounding infrastructure. In addition to the projected cargo growth at PortMiami are expectations of growth in Downtown Miami, growth in cruise passengers at PortMiami, and the new All Aboard service to be established in the area adjacent to the seaport.

One of the greatest impacts in the near future is the opening of the PortMiami Tunnel. Instead of port traffic being directed through Downtown, drivers will have direct access to I-395. With nearly 16,000 vehicles traveling to and from PortMiami daily and with truck traffic making up 28 percent (4,480 vehicles) of this, removing traffic from local roads will yield significant improvements on travel conditions. Traffic projections show 70 percent of traffic using this tunnel over the existing route through Downtown. In terms of volume, this means that there will no longer be roughly 3,136 trucks traveling through Downtown on a daily basis. The remaining 1,344 trucks are expected to continue to use the Downtown route.¹ As Figure 5.1 shows, roughly 40 percent of all port traffic will be headed northbound on I-95, with 50 percent traveling westbound on SR 836 and the remaining 10 percent traveling southbound on I-95.

¹ Note that not all cargo traffic may use the Port Tunnel. Certain commodities, such as HAZMAT, may not use this route.



Figure 5.1 Cardinal Direction Freight Origin-Destination

Source: Downtown Miami Freight Mobility Study: PORTMIAMI Future Travel Demand Presentation.

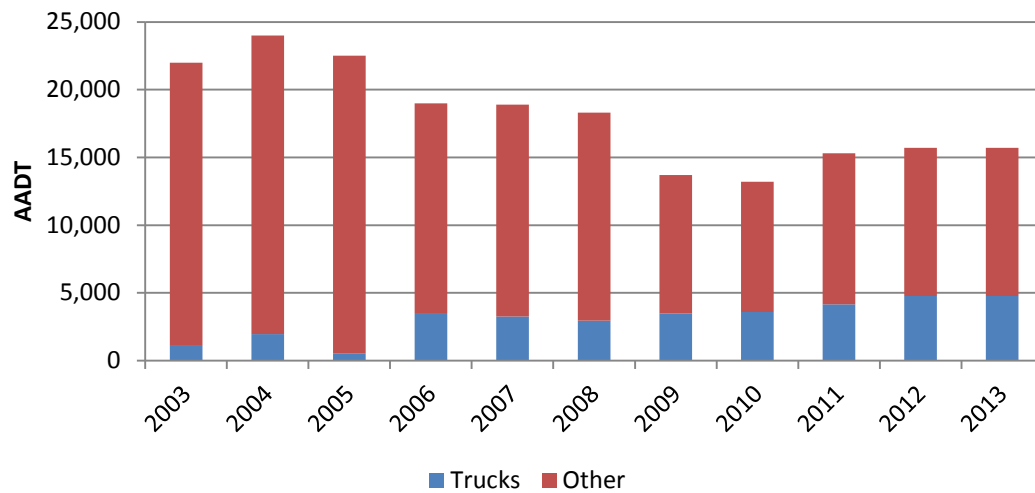
While this tunnel opening eases congestion in the near future, there is a need to look to future plans of growth for PortMiami. Table 5.1 details the anticipated truck volumes through Downtown. While these volumes may appear to be lower than the 4,480 previously detailed, this does not take into account the effects of the on-port rail service. Prior to the rail service being reestablished, only about 1 to 2 percent of freight moved via rail. By 2020, PortMiami expects this to increase to 18 percent. Overall, this should remove 5 percent of the existing truck traffic off the roadway system (roughly 60,000 trucks annually).

Table 5.1 Projected 2040 Daily Truck Volumes at PortMiami

Growth	Bridge	Tunnel	Total
Moderate	842	1,964	2,806
Aggressive	1,092	2,548	3,640
Aggressive+	1,290	3,009	4,299

Source: Downtown Miami Freight Mobility Study: PORTMIAMI Future Travel Demand Presentation.

The impacts of rail service can be seen in historic FDOT traffic data. Figure 5.2 shows volumes reported by FDOT Florida Traffic Online at the site located on Port Boulevard. Prior to 2006, truck percentages at this location were relatively low (less than 10 percent). Once the rail bridge was damaged in 2005 due to Hurricane Wilma, these volumes significantly increased. As of 2013, reported AADT volumes are at 15,700 with 30 percent (4,757) of this traffic comprised of trucks.

Figure 5.2 Historic AADT and Truck Volumes at PortMiami

Source: FDOT Florida Traffic Online (2013) Site 872513 – SR 886/Port Blvd, 100' E of Bridge.

While added rail service may remove trucks from the roadways, an increase in trains as well as longer trains will result in increased delays at rail grade crossings. Within Downtown Miami there are seven grade crossings impacted by this new service, as shown in Figure 5.3. One of the key roadways impacted by this is U.S. 1/Biscayne Boulevard. Given this grade crossing's proximity to PortMiami and American Airlines Arena as well as high volumes on U.S. 1/Biscayne Blvd², this is a primary focus of the Downtown Miami Freight Mobility Study. An initial improvement strategy at this location is to create a grade separation to separate freight from other vehicles and/or consider dedicated facilities for trucks.

² From FDOT's Florida Traffic Online (2013), traffic volumes just north of this intersection at Site 875049 are estimated at 42,500 (AADT). South of this location at Site 875047, AADT is estimated at 38,500.

Figure 5.3 Rail Crossing Locations



Source: Downtown Miami Freight Mobility Study: PORTMIAMI Future Travel Demand Presentation.

In conjunction with the balance of added rail service and modified truck volumes, comes the impact of All Aboard Florida. This new express passenger service will provide rail service between Downtown Miami, Fort Lauderdale, West Palm Beach, and Central Florida. The station serving Downtown Miami will span two sites including: 1) A nine acre transportation hub including mixed use development just east of Miami-Dade County Hall and 2) a two-acre multi-use complex in Historic Overtown at the corner of NW 2nd Ave and NW 6th St. This service is scheduled to run 16 trains a day each way on an hourly basis from 6 a.m. to 9 p.m. These trains are shorter in length than freight trains and as such can clear a grade crossing in around 45 seconds. However, the combination of added passenger service, increased freight rail usage downtown, and additional development may cause significant conflicts in this system.

5.2 Major Missing Links

There are a several major projects in Miami-Dade County that have been discussed over the years that reflect significant investments. Some have advanced while others remain unfunded proposals. Several of these projects are summarized below.

Gratigny Expressway

The Gratigny Expressway is an existing 5.4 mile long toll road connecting I-75, SR 826/Palmetto Expressway, and other major roadways before turning into NW 119th St just two miles short of I-95. The Miami-Dade Expressway Authority (MDX) has long considered extending the Gratigny as it is one of the most heavily used expressways in the county despite its short span. Two possible extensions for the Gratigny are under consideration by MDX. The first consideration is an extension to I-95 in the east at an estimated cost of \$400 million. The second possible extension would align along NW 138th St and link up with Okeechobee Road and

Florida's Turnpike. Completion of both phases would result in a second east-west expressway to complement SR 836/Dolphin Expressway. Historically, this project has not moved forward due to the large capital costs needed to fund this extension as well as local opposition. While many in the community believe it will create jobs and bring new businesses to the community, some fear a similar fate as Overtown from the I-95 construction in the 1960s.

S.R. 826/S.R. 836 Interchange

Initially built in the late 1950s, SR 826 started as a four lane expressway with a 40-foot unpaved median. Over the years, this has evolved and the intersection of this roadway with SR 836 has resulted in an interchange used by over 430,000 motorists daily. Significant investments have been made to reconstruct this intersection in order to enhance safety and reduce congestion. Initial improvements to the Palmetto Expressway began in the last 1990s with construction completed on various interchanges between 1999 and 2012. Beginning in 2009, the reconstruction of the 826/836 Interchange has included new connector ramps, frontage roads, reconstruction of other roadways such as NW 12th Street and Milam Dairy Road, as well as new bridges. This project is estimated to be complete in the Fall of 2015 at a total project cost of \$560 million.

Golden Glades Interchange

The Golden Glades Interchange is the convergence of five major roadways serving Miami-Dade County. With over 400,000 drivers passing through this Interchange on either U.S. 441, the Florida Turnpike, the Palmetto Expressway (SR 826), SR 9, or I-95, safe and effective movement through this interchange is critical. Discussions for improving this interchange have long been in the works. However with such critical facilities dependent on this interchange, modifications are a costly and timely endeavor. In May 2011, a project was begun by FDOT to evaluate connecting a potential managed lane system for SR 826/Palmetto Expressway to the existing I-95 Express managed lanes system. This project was in conjunction with the SR 826 PD&E study from I-75 to the Golden Glades Interchange as well as an Ultimate Master Plan. Moving forward, the process of implementing improvements to the Turnpike Southbound to I-95 Southbound has started in May 2014. Alternatives for these improvements are being studied as part of the PD&E for the Interchange from SR 826/Palmetto Expressway Eastbound to I-95 Northbound. This \$174 million project will procure a design consultant in 2015 with construction anticipated to begin in Winter 2019. Based on the timeframe for this improvement of one direction on two facilities, continued improvements for the other facilities in this Interchange will be an ongoing effort by FDOT.

NW 25th St Extension to HEFT

Construction of the second phase of the NW 25th St Viaduct began in June 2012 to connect to the existing eastern viaduct. This phase includes both the widening and reconstruction of NW 25th St as well as the construction of a viaduct. When complete, the full length of the viaduct will run from Miami International Airport and touch down just east of NW 82nd Avenue. As built, the viaduct will not connect to the HEFT and cargo moved from Miami International Airport will not have direct access to this facility. The City of Doral has put forth a resolution (No. 14-53) in support of construction of Alternative No. 6 of a potential extension of this Viaduct to the HEFT.. This alignment would consist of a flyover bridge as a way to connect NW 25th St to the northbound HEFT ramp via NW 117th Ave, routing traffic over NW 41st St. Furthermore, the City Council requests that the MPO prioritize the construction of Alternative No. 6 to be constructed prior to the completion of the overall NW 25th Street Viaduct Project.



U.S. 27 Corridor

U.S. 27 runs the entire length of the state, beginning in Miami-Dade County. Widened to a four lane divided highway in the 1990s, this roadway offers a limited access facility to northern portions of the state. While only a small portion of this roadway is in Miami-Dade County, it provides a critical future link for goods traveling to and from the area, specifically PortMiami. FDOT projects a significant increase in truck traffic along this corridor, a result of increased traffic at PortMiami and Port Everglades as well as the 50 million square feet of warehousing space planned as part of three proposed ILCs around Lake Okeechobee. U.S. 27 represents one of FDOT's future corridors although no recommended expansion has been developed to date.

To alleviate some of this anticipated truck traffic, and to expand the capacity of South Florida's freight system, one proposal studied by FDOT at the request of Florida's Legislature, is to build a rail link from the existing rail network in western Miami-Dade County to the South Central Florida Express Railroad in western Palm Beach County. This service would allow for the transfer of goods to and from PortMiami to the Lake Okeechobee region without ever putting a vehicle on the roadway. In addition, this rail line could relieve anticipated congestion along the FEC corridor not only for traffic at railroad crossings but also for additional passenger trains. With the proposed All Aboard service running between Miami and Orlando, an increase of 32 trains per day is anticipated. Even with the rail line, FDOT projects that U.S. 27 will need to be widened to six lanes between Griffin Road in Broward County and Old U.S. 27 in Palm Beach County. The Miami-Dade FTAC discussed the potential development of this corridor at its June 2014 meeting and recommended highway and rail improvements be considered as separate projects to ensure the advancement of needed highway projects while support and demand for a rail link is developed.

5.3 Freight Needs and Priorities

A prioritized list of freight needs for Miami-Dade County was developed using stakeholder interviews, review of past plans, consultation with the FDOT Work Program, and identification of hot spots/bottlenecks based on a combination of screening and field review. The hotspots are described in detail in Appendix C. Individual lists were developed for the seaports, airports, rail, and highways. The following section presents the prioritized lists for each mode. In addition, it includes a list of freight only highway projects identified for funding through the MPO's new freight set aside.

Seaport Needs

With dredging underway and the tunnel complete and open, PortMiami has had high capital cost projects over the course of the last few years to prepare for the opening of the Panama Canal. As such, with nearly all of the high profile projects underway or complete, there are not many significant projects planned at the seaport. For the most part, improvements at PortMiami focus on the operations and maintenance of existing facilities to enhance the benefits of this large investments, and the purchase of new cranes capable of serving the larger vessels. The list of needs was developed in close coordination with PortMiami staff.

The list of needs was prioritized using the methodology developed as part of the Southeast Florida Regional Freight Plan. This methodology scored the projects based on Project Type, Traffic Type, Level of Impact, Timeframe, and Inclusion in an Established Plan. A more detailed

description of this approach is available in Appendix D. Table 5.2 details the top ranking seaport projects at PortMiami.

Table 5.2 Prioritized Seaport Needs

Rank	Project	Project Category	Score
1	Development of MDC ILC Facility	Capacity	70
2	Reefer Expansion Project	Capacity	65
3	Wharves V & VI Curved Gantry Crane Rail	Operations	55
3	Crane 12 Relocation	Operations	55
3	Crane Electrification 4, 5, 6, 7, 11, 12	Operations	55
3	Relocation of Cranes 4, 5, 6, 7	Operations	55
3	RPM Rails for Cargo Yards	Operations	55
3	Runway/Rails for Future RTG in Cargo Yards	Operations	55
9	Seaboard Parking Relocation (due to rail)	Maintenance/Other	50
9	Trailer Relocation (Seaboard)	Maintenance/Other	50
9	Trailer Relocation (Cargo Terminal 3)	Maintenance/Other	50
9	Cargo Terminal 3 Reconfiguration – Electrical	Maintenance/Other	50
9	Port Crane Management Facility	Maintenance/Other	50
9	Cranes 7-10 Wire Replacement	Maintenance/Other	50
9	Crane Network Connectivity	Maintenance/Other	50
9	Crane Lighting Study	Maintenance/Other	50
9	Relocation of Fumigation Yard	Maintenance/Other	50
9	Fence Relocation – Chute Road	Maintenance/Other	50
9	Pavement Repairs (Various Locations)	Maintenance/Other	50
9	Shed E Canopy	Maintenance/Other	50
9	Shed G Chiller Building Demolition	Maintenance/Other	50
9	Shed C Demolition	Maintenance/Other	50
9	Bays 148-195 Seawall Upgrades	Maintenance/Other	50
9	North Bulkhead Repairs	Maintenance/Other	50
9	Bays 0-65 Seawall Rehabilitation	Maintenance/Other	50
9	Comprehensive Way Finding Signage Project	Operations	50

Source: Southeast Florida Regional Freight Plan.

Airport Needs

Miami International Airport has recently made extensive investments in its cargo infrastructure. The \$500 million Cargo Development Program included 17 new cargo buildings with over 3.5 million square feet. As such, many of their recent endeavors have been completed and extensive

capital improvement projects are not planned. For the most part, improvements at MIA are limited in scope and focus more so on general facility improvements which benefit all types of aircraft movement over cargo-specific improvements.

Opa-locka Executive, while handling significantly less than MIA, does have some cargo activity. For the most part, this is light cargo traffic to the Caribbean and large aircraft maintenance facilities. Some amount of improvements are also planned at this airport which would benefit this traffic movement.

The list of needs was prioritized using the methodology developed as part of the Southeast Florida Regional Freight Plan. This methodology scored the projects based on Project Type, Traffic Type, Level of Impact, Timeframe, and Inclusion in an Established Plan. A more detailed description of this approach is available in Appendix D. Table 5.3 displays the output of this methodology.

Table 5.3 Prioritized Airport Projects

Rank	Airport	Project	Project Category	Score
1	MIA	Additional Air Cargo Apron	Cargo Capacity	100
2	MIA	Fuel Tanker Parking Facility	Ops Improvement @ West Cargo Base	55
2	MIA	Perimeter Road Widening and Realignment	Access	55
2	MIA	Miami-Dade Aviation GPS Landing System	Aircraft Ops Improvement/Safety	55
5	MIA	Northeast Apron and Drainage Improvements	Cargo Ramp	50
5	MIA	Acquisition of FOD equipment	Airport Safety	50
5	MIA	Taxiway S Rehabilitation	Aircraft Ops Improvement	50
5	MIA	Taxiway T Rehabilitation	Aircraft Ops Improvement	50
5	Opa-Locka	Rehab Aprons	Airport Ops	50
5	Opa-Locka	OPF Taxiway Repair	Airport Ops	50

Source: Southeast Florida Regional Freight Plan.

Rail Needs

Similar to the airports, extensive infrastructure improvements are not planned for the railroads in Miami-Dade. For the most part, planned improvements focus on key track upgrades, connection improvements, and safety improvements. Prioritized based on the same criteria as the airport and seaport projects, short term, freight focused capacity improvements continue to be the highest prioritized items. A more detailed account of this methodology is available in Appendix D. Table 5.4 details the identified rail projects in the county.

Table 5.4 Prioritized Rail Needs

Rank	Rail	Projects	Project Category	Total
1	CSX/FEC	IRIS Connection from CSX Mainline to FEC Mainline (FECR movement south from Tri-Rail's rail yard to FECR Hialeah yard)	Freight Capacity-Access	75
3	FEC	FEC Miami Freight Forwarding Yard	Freight Capacity-Access	70
3	FEC	FEC N. Miami to Ojus Double Track	Freight Capacity-Line Expansion	70
5	FEC	NE 203rd St & NE 215th St Intersection Improvements between US-1 & W Dixie Hwy	Safety- Grade Crossing	60
5	SFRC	MR MIC Double Track Last Mile of SFRC	System Capacity	60
7	FEC	FEC N. Miami to Little River Track Upgrade	Freight Capacity-Rehabilitation	55
10	CSX	CSXT Positive Train Control	Safety- Grade Crossing	50

Source: Southeast Florida Regional Freight Plan.

Highway Needs

Highway needs include corridors and connectors and major and minor facilities. Given the role trucks play in the county's freight system, the extent of the list is much greater than the other modes. The list of needs was prioritized using the methodology developed as part of the Southeast Florida Regional Freight Plan. This methodology scored the projects based on Truck AADT, Truck Percentage, Proximity to Activity Centers, Project Type, Facility Type, and Intermodal Connectivity. A more detailed account of this methodology is available in Appendix D. Table 5.5 details the top 20 highway projects in the county identified through this prioritization process.

Table 5.5 Prioritized Highway Needs

Rank	Facility	From	To	Description	Score
1	SR 826/Palmetto Expressway	NW 87 th Ave on I-75	SR 836	Add managed lanes	86
1	SR 826/SR 836	NW 25th St to SW 8th St	NW 87th Ave to 57th Ave	Interchange/Add lanes - DT2495811	86
3	SR 886/Port Bridge	Biscayne Blvd	PortMiami	Repairs to bascule rail and vehicle bridge	84
4	SR 826/Palmetto Expressway	U.S. 27/Okeechobee Rd	SR 874	Interchange improvements	81

5	NW 12th St	NW 107th Ave	SR 826	Widen from 4 lanes to 6 lanes, improve signal coordination	79
5	NW 20th St	NW 27th Ave	I-95	Roadway infrastructure improvements	79
5	SR 826/ Palmetto Expressway	Golden Glades	Dadeland	Create separate barriered truck lane with manageable entry/exit	79
8	NW 25th St	NW 89th Ct	SR 826	Widen from 4 to 6 lanes	78
8	Medley Bridge/Canal Improvement Program	NW 121st Way, NW 116th Way NW 105th Way, NW 79th Ave		Improve the connections between Okeechobee Rd and Medley through a combination of bridge widening and canal improvements	78
8	NW South River Drive	NW 107th Ave	NW 74th Ave	Widen North River Drive to include shoulders and improved access management	78
8	SR 25/ Okeechobee Rd/U.S. 27	Krome Ave	NW 79th Ave	Expressway Conversion - Construct Grade Separated Overpasses at Major Intersections. New Interchange at NW 79th Avenue, Krome Avenue / SR-997, NW 103rd Street / NW 87th Avenue	78
8	SR 25/ Okeechobee Rd/U.S. 27	Krome Ave	SR 826	Conversion to limited access toll facility	78
8	SR 821/HEFT	Kendall Dr	I-75	Widen from 6/8 lanes to 10 lanes	78
8	SR 821/HEFT	Eureka Dr	Kendall Dr	Widen to 8-, 10-, 12-lanes plus auxiliary lanes	78
8	SR 821/HEFT	SW 216th St	Eureka Dr	Widen from 6 to 10 lanes	78

16	NW 25th St Viaduct	NW 87th Ct	SR 826	Phase 2 – construction of Viaduct from SR 826 to NW 87th Court	76
16	SR 826/ Palmetto Expressway (NB)	Okeechobee Rd	NW 103rd St	Add 1 NB auxiliary lane	76
18	NW 21st St/ NW 32nd Ave	NW 37th Ave	NW 28th St	Construct high level bridge	75
18	NW 25th St	HEFT	Miami International Airport	Widen 25th street from 4 to 6 lanes. Provide adequate left-turn bay lengths, study the possibility of median opening closures within 1,000 feet of the intersection and provide adequate turning radii	75
18	SR 826/ Palmetto Expressway	I-75	Golden Glades Interchange	Add managed lanes	75

Source: Southeast Florida Regional Freight Plan.

Freight Only Projects

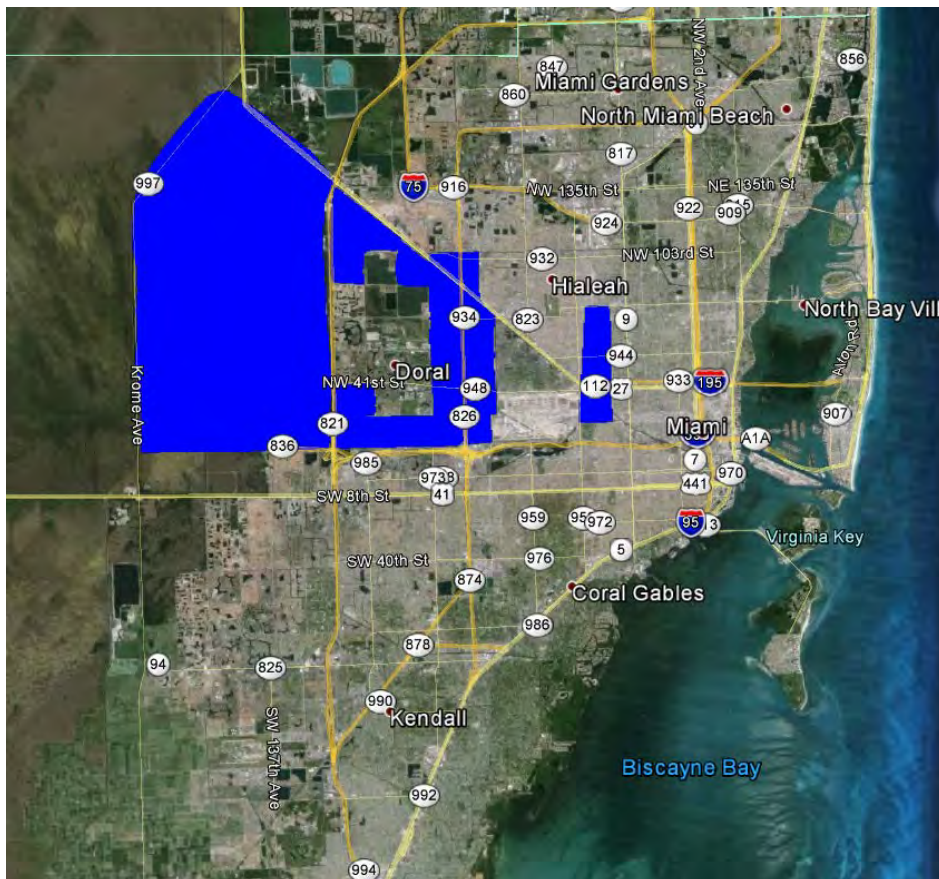
As part of this Freight Plan Update, numerous highway infrastructure needs were identified throughout the county. While all identified projects will have an impact on freight movements, some also improve passenger movements. For instance, the PortMiami Tunnel, while giving trucks direct access to the interstate system, also improves traffic conditions in Downtown Miami as well as ease of access for cruise passengers traveling to PortMiami to embark on a cruise. As part of the 2040 LRTP Financial Set-Asides, the Miami-Dade MPO has approved financial set asides for freight, along with other set asides for congestion management and bicycle/pedestrians. As of June 2014, Table 5.6 details the revenue set aside for freight specific purposes.

Table 5.6 2040 LRTP Financial Set-Asides for Freight

2040 Freight Set Aside (Millions)	2020	2021-2025	2026-2030	2031-2040	Total
TMA (5%)	\$ 1.7	\$ 8.4	\$ 8.4	\$ 16.8	\$ 35.3
Other Arterials (5%)	\$ 4.8	\$ 21.5	\$ 20.3	\$ 44.4	\$ 91.0
TRIP (5%)	\$ –	\$ 0.3	\$ 0.3	\$ 0.6	\$ 1.2
Total	\$ 6.5	\$ 30.2	\$ 29.0	\$ 61.8	\$ 127.5

Source: Miami-Dade MPO 2040 LRTP.

To help facilitate the disbursement of this set-aside, freight only projects have been identified. This projects were identified based on the identification of projects located in areas in the county that are exclusively industrial, predominantly located in locations with significant warehousing activity, such as west of the airport. Figure 5.4 shows the areas designated as 100 percent industrial. The list of projects was then prioritized based on the following: Facility Type, Adjacent Freight Center Density, Truck ADT, Project Cost, Attraction to General Traffic, and Type of Project. Table 5.7 shows how each of these factors were rated for each project.

Figure 5.4 Locations of Freight Only Projects

Source: Cambridge Systematics, Inc.

Table 5.7 Ranking Priority

Category	Item	Points
Facility Type	Local Collector	1
	County Rd	2
	State Highway	3
Adjacent Freight Center Density	Low	0
	Medium	1
	High	3
Truck ADT	< 1,000	1
	> 1,000	2
	> 2,500	3
Project Cost	> \$20 M	1
	> \$5 M	2
	< \$5 M	3
Attraction to General Traffic	Significant	1
	Moderate	2
	Insignificant	3
Type of Project	Capacity	3
	Operations	2
	ITS	1

Source: Cambridge Systematics, Inc.

Table 5.8, 5.9, and 5.10 detail the high, medium, and low ranking freight projects, respectively. With the exception of Phase 2 of the NW 25th St Viaduct from SR 826 to NW 87th Ct, all of the High ranking projects are relatively low cost (< \$5 million) improvements. Such projects are important as they allow for more areas to be improved with the same funding allotment.



Table 5.8 High Ranking Freight Only Projects

Facility	From	To	Type
NW 72nd Avenue	NW 74th Avenue	SR 836	Corridor Traffic Ops. Improvements
Truck Parking Improvement	Okeechobee Road/HEFT		Truck Parking
Truck Parking Improvement	NW 36th Street/NW 37th Avenue		Truck Parking
NW 74th Street	NW 84th Avenue	NW 74th Avenue	Corridor Traffic Ops. Improvements
NW 25th Street Viaduct	NW 87th Court	SR 826	Arterial Capacity Improvements
NW South River Drive	NW 107th Avenue	NW 74th Avenue	Arterial Capacity Improvements
Le Jeune Road	NW 28th Street	North of NW 31st Street	Corridor Traffic Ops. Improvements
Le Jeune Road	NW 28th Street		Intersection Traffic Ops. Improvements
Milam Dairy Road	NW 58th Street	NW 74th Street	Corridor Traffic Ops. Improvements
NW 58th Street	NW 74th Avenue		Intersection Traffic Ops. Improvements

Table 5.9 Medium Ranking Freight Only Projects

Facility	From	To	Type
NW 12th Street	NW 87th Avenue		Intersection Traffic Ops. Improvements
SR 25/Okeechobee Road/U.S. 27	NW 138th Avenue	NW 79th Avenue	Corridor Traffic Ops. Improvements
NW 107th Avenue	Okeechobee Road	1000 ft north of NW 122nd Street	Arterial Capacity Improvements
NW 58th Street	NW 82nd Avenue	NW 74th Avenue	Corridor Traffic Ops. Improvements
Truck Parking Improvement	Golden Glades Interchange Multimodal facility		Truck Parking
Port of Miami Operations			ITS Improvements
NW 87th Avenue extension	Okeechobee Road	NW 58th Street	Arterial Capacity Improvements
NW 82nd Avenue	NW 41st Street	NW 25th Street	Arterial Capacity Improvements
NW South River Drive	NW 36th Street		Intersection Traffic Ops. Improvements
Truck Parking Improvement	NW 12th Street/HEFT		Truck Parking
NW 25th Street	NW 89th Court	SR 826	Arterial Capacity Improvements
NW 12th Street	NW 107th Avenue	SR 826	Arterial Capacity Improvements
W 16th Avenue	S Okeechobee Road	NW South River Drive	Corridor Traffic Ops. Improvements
NW 36th Street / NW 41st Street	HEFT	Le Jeune Road	Corridor Traffic Ops. Improvements
NW North River Drive	SR 112	NW 27th Avenue	Corridor Traffic Ops. Improvements
SR 826/Palmetto Expressway	Golden Glades	Dadeland	Freeway Capacity Improvements (Unfunded)
SR 836/I-395/MacArthur Causeway	NW 137 Ave	Miami Beach	Freeway Capacity Improvements (Unfunded)

Table 5.10 Low Ranking Freight Only Projects

Facility	From	To	Type
Medley freight hub streetlight and local roadway improvements			Corridor Traffic Ops. Improvements
Integration of Truck Route System and Regional ITS Network			ITS Improvements
Way-Finding Sign Improvement Program			Corridor Traffic Ops. Improvements
NW 116th Way	Okeechobee Road	South River Drive	Corridor Traffic Ops. Improvements
Medley Bridge/Canal Improvement Program	NW 121st Way, NW 116th Way, NW 105th Way, NW 79th Avenue		Corridor Traffic Ops. Improvements
NW 25th Street	HEFT	NW 89th Court	Corridor Traffic Ops. Improvements
SR 997/Krome Truck By-Pass	Along Flagler Avenue/Civic Court	NW 6th Street	Arterial Capacity Improvements
NW 107th Avenue	NW 25th Street	NW 41st Street	Arterial Capacity Improvements
NW 25th Street to NW 117th Avenue to HEFT			Arterial Capacity Improvements
NW 117th Ave	NW 12th St	NW 58th St	Corridor Traffic Ops. Improvements

6.0 Findings and Strategies

With an established and mature logistics infrastructure, and critical investments in place or under construction to modernize and advance the region, Miami-Dade County is well positioned for continued growth in freight related industries. With the next wave of priorities identified, an effective investment strategy is critical to Miami-Dade's future. The freight set aside included in the 2040 LRTP will help promote critical freight investments and the investment element of the state's Freight Mobility and Trade Plan should further advance needs of statewide significance. Formal adoption of the national freight network should also promote freight investments as Congress works to reauthorize the Federal transportation bill.

Many of the planned investments external to Miami-Dade County likely to have an impact have been delayed. The Panama Canal expansion schedule has slipped. This ensures PortMiami will complete its key expansion program in advance of the Canal opening, however, it may also push the port's forecasts out a few years. Regionally, development of ILCs has been limited. Proposed sites in St. Lucie, Palm Beach, Hendry and Glades counties have advanced slowly, and while in some cases the necessary land use and zoning changes have been made, construction has not begun at any of them. Locally, Miami-Dade County has been successful in expanding its warehouse and distribution capacity as illustrated by the South Florida Logistics Center and other private developers primarily in the northwestern part of the county. To complement these investments, efforts are also underway to locate and construct additional truck parking and service centers.

As global shifts continue, and Florida advances its global logistics competitiveness, Miami-Dade County needs to continue to develop and implement strategies that ensure it remains competitive and positioned for growth. Maximizing freight and logistics opportunities will complement other investments designed to transition Miami into a world class city. The following highlights key short term and ongoing strategies to advance Miami-Dade County's freight program:

- **Promote economic contributions of freight and logistics industry.** Transportation and economic development investments take place within a competitiveness environment. The funding PortMiami has received to prepare it for the next generation of cargo vessels was hard fought for through demonstration of overall benefits. The ability to quantify the economic impacts associated with freight project investments will be critical in the successful solicitation of local, state, and Federal funds. Impact tools and marketing materials should be developed and used to educate key decision-makers.
- **Maximize use of available funding programs.** Although the level of funding available has diminished in recent years, there are a significant number of programs available to help advance freight projects. Programs like Transportation Investment Generating Economic Recovery (TIGER), State Infrastructure Banks (SIB), FDOT Strategic Intermodal System (SIS), and FDOT District 6 Intermodal Funds have been used to advance critical projects in Miami-Dade County. Applications, as appropriate, should be routinely submitted to these and other programs to ensure Miami-Dade County and its partners are competing for all available funding. For example, with the recent designation of Tamiami Airport and the Miami River as SIS facilities, they are now eligible for state funding.



- **Leverage investments through public private partnerships.** Miami-Dade County is home to one of the largest public private partnerships; this partnership helped successfully deliver the PortMiami Tunnel. Regardless of the scale of the project, P3s can help accelerate critical investments through shared risk. Opportunities for additional P3s should be identified and pursued as appropriate to help advance remaining freight system needs. In addition, these types of partnerships can help put together local funding matches when pursuing available funding grants from state and Federal partners.
- **Evaluate the effectiveness of the freight system.** As identified in the 2009 Plan, and since further promoted by MAP-21, it is important to identify and implement a performance monitoring program to help track the performance of the freight system, as well as the effectiveness of the freight program. It is critical that this continue in Miami-Dade County to ensure freight can successfully compete for available funding.
- **Engage the freight community in the identification of freight bottlenecks.** The Miami-Dade FTAC provides the county with freight industry input. This group of professionals drives the freight research agenda for the MPO and identifies and advances critical needs. The 25th Street Viaduct is an example of their ability to advance key projects. This group should remain engaged in the county's freight program. In addition, opportunities for additional outreach to other partners should be fostered (PortMiami, MIA, FEC, CSX, and other private companies).
- **Ensure trade and logistics remains a targeted industry.** Significant work has been undertaken over the last several years by the Florida Chamber Foundation and the Beacon Council, along with many others, to elevate trade and logistics to the list of targeted industries. As a result, different types of economic incentives are available to these industries to drive growth. It is critical that these industries remain designated and that economic development professionals use available incentive to attract and grow businesses in Miami-Dade County.
- **Support work force development programs.** The trade and logistics industry is aging and the availability of a trained workforce has become one of the most critical concerns to many companies. Workforce Florida, FDOT, and the Florida Chamber have all for the need for more training programs; in fact FDOT recently conducted a study designed to explore the development of an Intermodal and Logistics Academy. Miami-Dade County should take an active role in workforce development.
- **Continue to develop, test and expand pilot programs.** Miami-Dade County is home to several innovative and cutting edge pilot programs developed to address critical bottlenecks in our international trade regulations and operations. The Perishables Coalition, the Transshipment Committee, and CBP's Reimbursable Services Authority all represent exceptions to Federal trade regulations or new ways to manage the programs. Local leaders should continue to expand these pilots and identify new innovative ways to streamline operations to drive the competitiveness of the trade and logistics industry.
- **Monitor ILC developments and partner as appropriate.** The larger master planned ILC proposals in the heartland of South Florida have the potential to significantly expand the logistics capacity of the region and the state as they come online. These developments are taking longer than expected to break ground, but when they do it will be important for Miami-Dade County businesses and government leadership to engage with these developers to develop business relationships. In the longer term, this will be even more critical as the county's ability to expand warehouse capacity diminishes.

- **Support advancement of solutions for missing freight links.** Several missing freight links have been described in this document. While some are being addressed as part of ongoing projects, others are not currently advancing. As the county continues to grow its cargo operations, finding a way to advance some of these remaining projects will help communicate to the world that Miami is open for business and committed to being a global logistics hub.
- **Promote regional freight mobility.** Finally, it is important to recognize that the Miami Urbanized Area covers three counties in South Florida. This integrated region is home to over five million residents and millions of annual tourists. The freight companies serving this market do not recognize county lines; they only care about overall access and mobility. The Miami-Dade MPO has partnered with its counterparts in Broward and Palm Beach counties to ensure there is a regional plan. It will be important to ensure consistency, as appropriate, between the county and regional plans.



Miami-Dade County, Florida Metropolitan Planning Organization (MPO)



Continuity of Operations Plan (COOP) Template



Delivering Excellence Every Day

Miami-Dade County
Metropolitan Planning Organization
(MPO)
111 NW 1st Street, Suite 920
Miami, FL 33128
(305) 375-4507
www.miamidade.gov/mpo

(June 30, 2014)

Signatories

This Continuity of Operations Plan (COOP) has been reviewed by department leadership and has been approved for submittal to the Office of Emergency Management (MDEM) for annual compliance review.

Irma San Roman
Name of Department Leadership:

Executive Director, MPO
Title of Department Leadership:


Signature of Department Leadership:

7/7/14
Date Reviewed:

Plan Security

While a Continuity of Operations Plan (COOP) is not considered a classified document, it does contain sensitive information and its handling and distribution should be controlled and limited, both electronically and in hard copy.

As per Florida Statute 119.071 (3), this document is a "Security System Plan" held by a governmental agency and therefore is confidential and exempt from disclosure under Florida Statute 119.07(1) and S. 24(a), Article I of the Florida State Constitution.

HB 597 2011: An act relating to public records; amending s. 119.071, F.S.; providing an exemption from public records requirements for information furnished by a person to an agency for the purpose of being provided with emergency notification by the agency; including the person's name, address, telephone number, e-mail address, or other electronic communication address. The bill is effective July 1, 2011 and provides for retroactive application of the exemption for information currently held.

TABLE OF CONTENTS

Signatories	2
Plan Security	2
Executive Summary	4
Planning Assumptions	5
Authorities	5
References	6
1. Plans and Procedures	7
Purpose	9
Scope	9
2. Mission Essential Functions	10
3. Delegations of Authority	11
4. Orders of Succession	12
5. Devolution	13
6. Evacuation/Staging Area	15
6a. Staging Area and Re-entry Status Form:	16
7. Alternate Facilities	17
8. Interoperable Communications	19
9. Vital Records and Databases	20
10. Administration and Logistics	21
11. Personnel Issues and Coordination	22
12. Reconstitution	23
13. Testing, Training, and Exercising (TT&E)	24
14. Program Management	24
Contact	25
ANNEX A: ACRONYMS	26
ANNEX B: Contact Tree – Notification Procedures	27
ANNEX C: Mission-Critical Applications	29
ANNEX D: Decision Making Matrix	30
ANNEX E: Health Emergencies	31
ANNEX F: Risk Assessment & Vulnerability Analysis (RA & VA) MATRIX	35

Executive Summary

In an effort to ensure the continuation of essential county functions during times of emergencies, county leaders updated Chapter 8B (Emergency Management) of the Miami-Dade County Code of Ordinances to reinforce the requirement that all county departments must prepare annual disaster preparedness contingency plans. The Continuity of Operations Plan (COOP) is an effort within individual departments and agencies to ensure the continued performance of minimum essential functions during a wide range of potential emergencies that may require the relocation of selected personnel and functions to an alternate facility. The COOP is a Federal requirement that all states and local governments have to comply with.

This document is intended to provide direction to the MPO personnel to ensure the continuation of essential county functions during times of emergencies. County leaders updated Chapter 8B (Emergency Management) of the Miami-Dade County Code of Ordinances to reinforce the requirement that all County departments must prepare annual disaster preparedness contingency plans. The U.S. Department of Homeland Security and the State of Florida's Division of Emergency Management define continuity planning as the good business practice of ensuring the execution of essential functions through all circumstances.

The Metropolitan Planning Organization (MPO) is responsible for the transportation planning process in Miami-Dade County. One of its major roles is to ensure conformance with federal and state laws and regulations, which require that highways, mass transit and other transportation facilities and services be properly deployed and developed in relation to the overall plan of urban development. MPO staff (14 personnel) performs transportation studies to establish strategies to alleviate traffic congestion. It provides support to the MPO Governing Board and maintains a community involvement program. The MPO Governing Board is composed of twenty-three (23) voting members including the thirteen (13) Miami Dade County Commissioners, an elected official from each city with over fifty thousand (50,000) residents (Hialeah, Miami, Miami Beach, Miami Gardens, North Miami, and Homestead), an elected municipal official appointed by the Governor to represent municipal interests, a citizen who does not hold elective office and resides in the unincorporated area of Miami-Dade County is also appointed by the Governor, a member of the Miami-Dade Expressway Authority and a member of the Miami-Dade County School Board.

Planning Assumptions

This Continuity Plan is based on the following assumptions:

- This COOP is current and all department staff is familiar with it and their respective responsibilities.
- A major emergency or COOP event could happen at any time, with or without warning.
- Emergencies can adversely affect the department's ability to continue supporting essential internal operations and mission essential functions.
- Some or all components of this plan may be implemented depending upon the size and complexity of any one event.
- Adequate financial and personnel resources will be made available each year to test this plan.

Authorities

- a. Miami-Dade County Ordinance 8B Emergency Management, 2003:
http://library.municode.com/HTML/10620/level2/PTIIICOOOR_CH8BEMMA.html
only 8B-9 section County Department Preparedness Contingency Plans:
http://library.municode.com/HTML/10620/level2/PTIIICOOOR_CH8BEMMA.html#PTIIICOOOR_CH8BEMMA_S8B-9CODEPRCOPL
- b. Florida Statutes, Section 252.35 (Division of Emergency Management):
http://www.leg.state.fl.us/Statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=252.35&URL=0200-0299/0252/Sections/0252.35.html
- c. Florida Statutes, Section 252.38 (Counties & Political Subdivisions):
http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=252.38&URL=0200-0299/0252/Sections/0252.38.html
- d. Presidential Policy Directive / PPD-8: National Preparedness, March 30, 2011:
http://www.dhs.gov/xabout/laws/gc_1215444247124.shtm#1
- e. Federal Continuity Directive 1, Federal Executive Branch National Continuity Program and Requirements, February 2008:
<http://www.homelandsecurity.noaa.gov/FCD1.pdf>
- f. Continuity Guidance Circular 1, January 21, 2009:
http://www.fema.gov/pdf/about/org/ncp/cont_guidance1.pdf

- g. Federal Aid Highway Act of 1962 Section 134
<http://uscode.house.gov/download/pls/23C1.txt>
- h. Florida Statutes Title XXVI, Chapter F.S. 339.175 (MPO)
http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0339/Sections/0339.175.html
- i. Code of Federal Regulations (FHWA)
<http://www.fhwa.dot.gov/legsregs/title23.pdf>
- j. Florida Department of Transportation Office of Policy Planning
<http://www.dot.state.fl.us/planning/policy/metrosupport/mpohandbook/>

References

- a. Federal Continuity Directive 1, Federal Executive Branch National Continuity Program and Requirements, February 2008:
<http://www.homelandsecurity.noaa.gov/FCD1.pdf>
- b. Continuity Guidance Circular 1, January 21, 2009:
http://www.fema.gov/pdf/about/org/ncp/cont_guidance1.pdf
- c. Developing and Maintaining Emergency Operations Plans, Comprehensive Preparedness Guide (CPG) 101 (version 2), November 2010:
http://www.fema.gov/pdf/about/divisions/npd/CPG_101_V2.pdf
- d. Developing and Maintaining Emergency Operations Plans, Comprehensive Preparedness Guide (CPG) 101 (version 2), November 2010:
http://www.fema.gov/pdf/about/divisions/npd/CPG_101_V2.pdf

1. Plans and Procedures

The criticality of this planning is that it enables the organization to continue vital services, exercise its civil authority, maintain the safety and well-being of the general populace, and sustain the industrial and economic base in an emergency.

1a. Name/position of staff responsible for developing COOP plan:

Name: Oscar Camejo

Position/Title: Financial/Grants Manager

Contact numbers: (305) 375-1837 Work (305) 301-5136 Cell

The mission of this plan is to ensure continuity of operations of the MPO in the event of relocation from current facility, to secure the information available, to protect the staff from potential dangers, and to continue providing information to the general public.

The Executive Director, or person currently placed in charge by the Executive Director, will determine if the activation of the COOP Plan is needed. The Director may require staff to report to their respective DAE assignments, which will then take precedence over the COOP Plan.

Current Staff Roster (in order from North to South by employee residence)

1. Jesus Guerra – Acting Deputy Director (Group North)
2. Carlos Roa – Transportation Systems Manager (Group North)
3. Susan Schreiber – Transportation Systems Analyst (Group North)
4. Elizabeth Rockwell – Public Involvement Manager (Group North)
5. Zainab Salim – Clerk of the MPO Board (Group North)
6. Miguel Cordero – Systems Analyst/Programmer I (Group North)
7. Vince Maya – Office Support Specialist (Group South)
8. Carmen Villaverde-Menendez – Administrative Coordinator (Group South)
9. Wilson Fernandez – Transportation Systems Manager (Group South)
10. Irma San Roman – Executive Director (Group South)
11. David Henderson – Bicycle/Pedestrian Specialist (Group South)
12. Jitender Ramchandani – Transportation Systems Analyst (Group South)
13. Oscar Camejo – Financial/Grants Manager (Group South)
14. Phil Steinmiller – Transportation Systems Analyst (Group South)
15. Paul Chance – Public Involvement Officer (Group South)

Table 1	
Oscar Camejo (Primary Contact 1), COOP Coordinator, Communicates with Lead Callers and COOP Manager	
Irma San Roman (Alternate Contact 1), Backup COOP Manager, Communicates with Lead Callers and Backup Callers as needed	
Group North	Group South
Elizabeth Rockwell – Lead Caller (Primary Contact 2)	Carmen Villaverde Menendez– Lead Caller (Primary Contact 3)
Carlos Roa – Backup Caller (Alternate Contact 2)	Paul Chance – Backup Caller (Alternate Contact 3)
Jesus Guerra	Vince Maya
Susan Schreiber	Wilson Fernandez
Zainab Salim	David Henderson
Miguel Cordero	Phil Steinmiller
	Jitender Ramchandani

All staff have each other's phone numbers and emails and is aware of the staging location should an incident occur. Table 1 indicates how communications will be relayed among staff.

Currently there are procedures in place to ensure no loss of data occurs should the office computers become inaccessible or damaged. Every evening, all data is backed-up automatically on a remote computer in a separate secure building.

The COOP Plan will be activated for up to 30 days, unless staff is directed to report to their DAE assignments, under the following scenarios:

1. Activation of the plan occurs during non-working hours
 - a. 0 - 12 hours (Phase I) The following actions will be taken for the first twelve (12) hours of the activation:
 - i. Notify staff as indicated in Table 1.
 - ii. Staff will work from home as needed.
 - iii. COOP Coordinator and COOP Team will contact staff with instructions regarding the cause and length of the activation.
 - b. 12 hours to termination (Phase II) The following actions will be taken if the COOP Plan is activated for more than 12 hours:
 - i. COOP Coordinator notifies staff for extending the activation of the plan to more than 12 hours.
 - ii. Staff will be instructed to report to FDOT Headquarters or continue working from home, as appropriate.
 - c. Return to Normal Operations:

- i. Once the COOP is de-activated (after emergency), the COOP Coordinator will notify staff of such action, and staff will report to the regular MPO office as instructed by the COOP Managers.
 - ii. Depending on the type and level of emergency, staff will be instructed to report to the office and await further instructions.
2. Activation of the plan occurs during working hours
 - a. 0 - 12 hours (Phase I) The following actions will be taken for the first twelve (12) hours of the activation:
 - i. Notify staff as indicated in Table 1.
 - ii. Staff will meet at staging area
 - iii. Staff will be instructed as appropriate
 - iv. If needed, staff will be sent home and work from there.
 - v. COOP Managers and COOP Team will contact staff with instructions regarding the cause and length of the activation.
 - b. 12 hours to termination (Phase II)
 - i. COOP Managers notifies staff for extending the activation of the plan to more than 12 hours.
 - ii. Staff will be instructed to report to FDOT Headquarters or continue working from home, as appropriate.
 - c. Return to Normal Operations:
 - i. Once the COOP is de-activated (after emergency), the COOP Managers will notify staff of such action and staff will report to office as indicated by the COOP Managers.
 - ii. Depending on the type and level of emergency, staff will be instructed to report to the office for further instructions.

Purpose

Previous disasters with local impacts, as well as those more current that have devastated different parts of the country, have clearly demonstrated the need for viable continuity of operations capabilities. The overall intent of this COOP is to ensure that the MPO continues delivering its mission essential functions throughout any and all adverse conditions, including the loss of a critical number of staff, primary facility or executive leadership.

Scope

The provisions of this continuity document are applicable to all facilities and staff under the purview of MPO. This plan may be implemented in its entirety or components used to manage smaller, less complex operational interruptions.

2. Mission Essential Functions

Identifying and prioritizing mission essential functions (MEFs) are requisite for continuity planning as they drive the County's preparedness, response and recovery efforts. Any event that triggers implementation of the COOP could mean that resources and staffing may be limited compared to normal operations. The Chart below lists MPO mission essential functions along with its recovery time objective.

Priority	Essential Functions	Roster	**Recovery Time Objective (RTO)
1	Organize and compile all information available to continue the operation of the MPO.	Executive Director, Irma San Roman Clerk of the MPO Board, Zainab Salim Adm. Coordinator, Carmen Villaverde-Menendez Office Support Specialist II, Vincent Maya	Within 24 hours of incident
2	Provide an effective mechanism of communication with elected officials and transportation partners.	Executive Director, Irma San Roman MPO Board Clerk, Zainab Salim Adm. Coordinator, Carmen Villaverde-Menendez	Within 24 hours of incident or reschedule of any pending meeting, whichever is less
3	Ensure backup computer and portable computers are accessible and operational.	Miguel Cordero, Systems Analyst/Programmer Elizabeth Rockwell, Public Involvement Manager	Within 24 hours after incident
4	Define alternative processes to access funding for projects.	Financial/Grants Manager, Oscar Camejo	Within 1 week after incident
5	Continue providing information to the public.	Public Involvement Manager, Elizabeth Rockwell Public Involvement Officer, Paul Chance	Press release ASAP
6	Disaster Assistance Employee (DAE) roles	All Staff (<i>please see chart in section 11 for DAE assignments</i>)	Determination made either pre/post disaster (depending on the DAE role) by EOC
<p>*These functions will take place unless superseded by DAE assignments.</p> <p>**Recovery Time Objective (RTO): depends on nature of event, extent of damage and available resources at the time of the incident.</p>			

2b. Required resources and equipment needed to complete these functions:

Computers with networking connections (each staff member has a personal computer with internet access at home)

Electricity (three staff members have generators at home)

3. Delegations of Authority

Delegations of Authority specify who is authorized to make decisions or act on behalf of the department/agency head and other key leadership for specific purposes during COOP emergencies.

Authority has been delegated for the purposes of:

1. Approving emergency policy changes
2. Approving changes in standard operation procedures (SOPs)
3. Empowering designated representative to participate as members of interagency emergency response teams to act on behalf of the department/agency head
4. Making personnel management decisions
5. Approving the commitment of resources
6. Signing Contracts

Pre-determined delegations of authority generally take effect when normal channels of direction and control are disrupted and terminate then those channels have resumed. During a continuity event, Delegations of Authority shall follow as defined below.

Delegation of Authority, Department Head		
Position/Name	Authority	Limitations
Executive Director Irma San Roman	Bullets 1-6 as shown above	As directed by MPO Board Chairperson
Acting Deputy Director Jesus Guerra	Bullets 3, 4, and 5 as shown above	As directed by Executive Director
Financial/ Grants Manager Oscar Camejo	Bullets 2, 3 and 4 as shown above	As directed by Executive Director
Public Involvement Manager Elizabeth Rockwell	Bullets 2, 3 and 4 as shown above	As directed by Executive Director

3a. Individual(s) delegated authority (specific which authority): Transportation Systems Manager, Financial/Grants Manager and Public Involvement Manager

3b. By whom: Executive Director

3c. Under what circumstances: Activation of COOP Plan

3d. Limitations to authority: As directed by MPO Board Chairperson

4. Orders of Succession

Orders of succession enable an orderly transition of pre-identified leadership within the organization. This section establishes the rules and procedures addressing; conditions for succession; method of notification; and time, geographical, and organization limitations. It further identifies which authorities can/should be delegated and to whom, along with any limitations.

Orders of Succession will be executed when:

- Department head/Key leadership positions are not present,
- There is a change of command,
- Command is voluntarily relinquished, or
- Debilitating injury or death

Orders of Succession	
Position	Phone
Executive Director (Irma San Roman)	305-219-2546
COOP Coordinator/Financial/Grants Manager (Oscar Camejo)	305-301-5136
Public Involvement Manager (Elizabeth Rockwell)	305-968-2722
Acting Deputy Director (Jesus Guerra)	954-227-7448

4a. Successors will be notified by Text and email

4a. Location of Orders of Succession: At remote site by MDC Wolfson Campus

4b. Name of individual(s)/position(s) and phone number with access to orders:

Name: Irma San Roman Phone: 305-219-2546

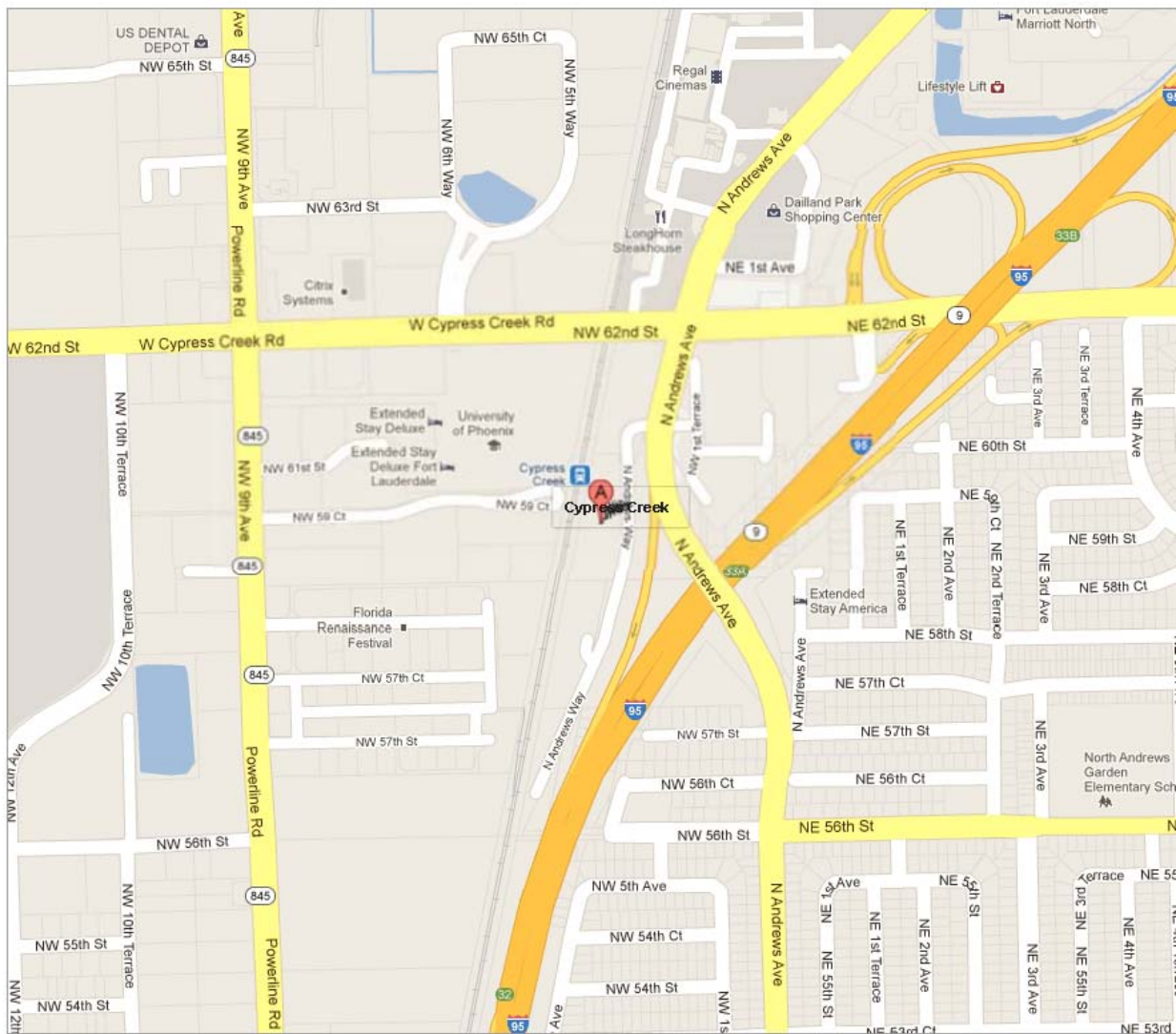
Name: Oscar CamejoPhone: 305-301-5136

5. Devolution

Devolution is the capability to transfer statutory authority and responsibility for essential functions from an organization's primary operating staff and facilities to other organization employees and facilities, and to sustain that operational capability for an extended period.

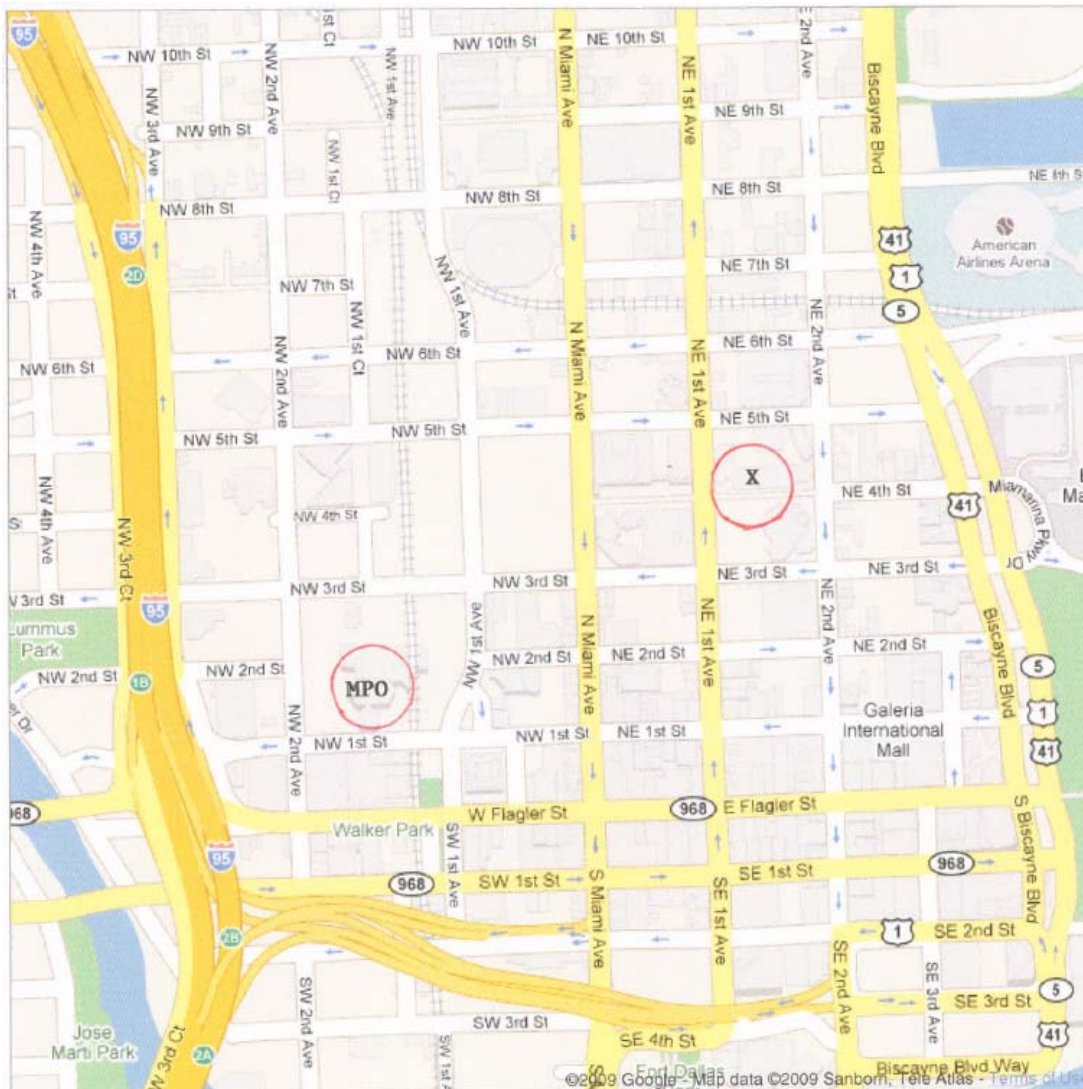
Devolution planning supports overall continuity planning and addresses the full spectrum of threats and all-hazards emergency events that may render an organization's leadership or staff unavailable to support, or incapable of supporting, the execution of the organization's essential functions from either its primary location or its alternate location(s). Should the Miami-Dade MPO be required to transfer all of the essential functions, the Broward MPO will be the responsible party. Transfer of control will be determined by the Executive Director or as determined in order of succession. Pertinent files will be forwarded to allow required work to be completed easier. In the event communications are down, flash drives will be delivered.

Broward MPO
Greg Stuart, Executive Director
100 West Cypress Creek Road, Suite 850
Fort Lauderdale, FL 33309
954-876-0035



6. Evacuation/Staging Area

Should the evacuation of any facility be called for during business hours, staging areas have been pre-designated to which staff and visitors will muster and await instructions. This also provides for the accounting of all individuals.



MPO is housed in the Stephen P. Clark Center (SPCC) located at:
111 NW 1st Street, Suite 920 (9th floor)
Miami, Florida 33128

X = Miami Dade College Wolfson Campus Building Number 2 (Meeting area)

Copies of the *Staging Area and Re-entry Status* form are kept in the locations listed below and the Safety Officer (or designee) will be responsible for taking and completing this form upon exit from building.

- Receptionist desk

6a. Staging Area and Re-entry Status Form:

Date: _____ Time: _____

Staging Area InformationRoll call taken at staging area? Yes ☐ No ☐Everyone accounted for from your department? Yes ☐ No ☐

How many employees or visitors missing: _____

Names if available:

Any injuries to personnel or visitors from your department? Yes ☐ No ☐First aid required to any personnel from your department? Yes ☐ No ☐

How many injured or require First Aid: _____

Names if available:

Please ensure that all injured personnel are placed on the "Injury Log" when you return to your office.**Re-entry Information**Re-entry complete and all personnel accounted for? Yes ☐ No ☐

Time of Re-entry: _____

Status of Department after Re-entryDamage to Department? Yes ☐ No ☐Security problems? Yes ☐ No ☐

Upon completion of this form at the staging area, please submit to Building Management personnel so action can be taken by the Police & Fire Departments, if needed.

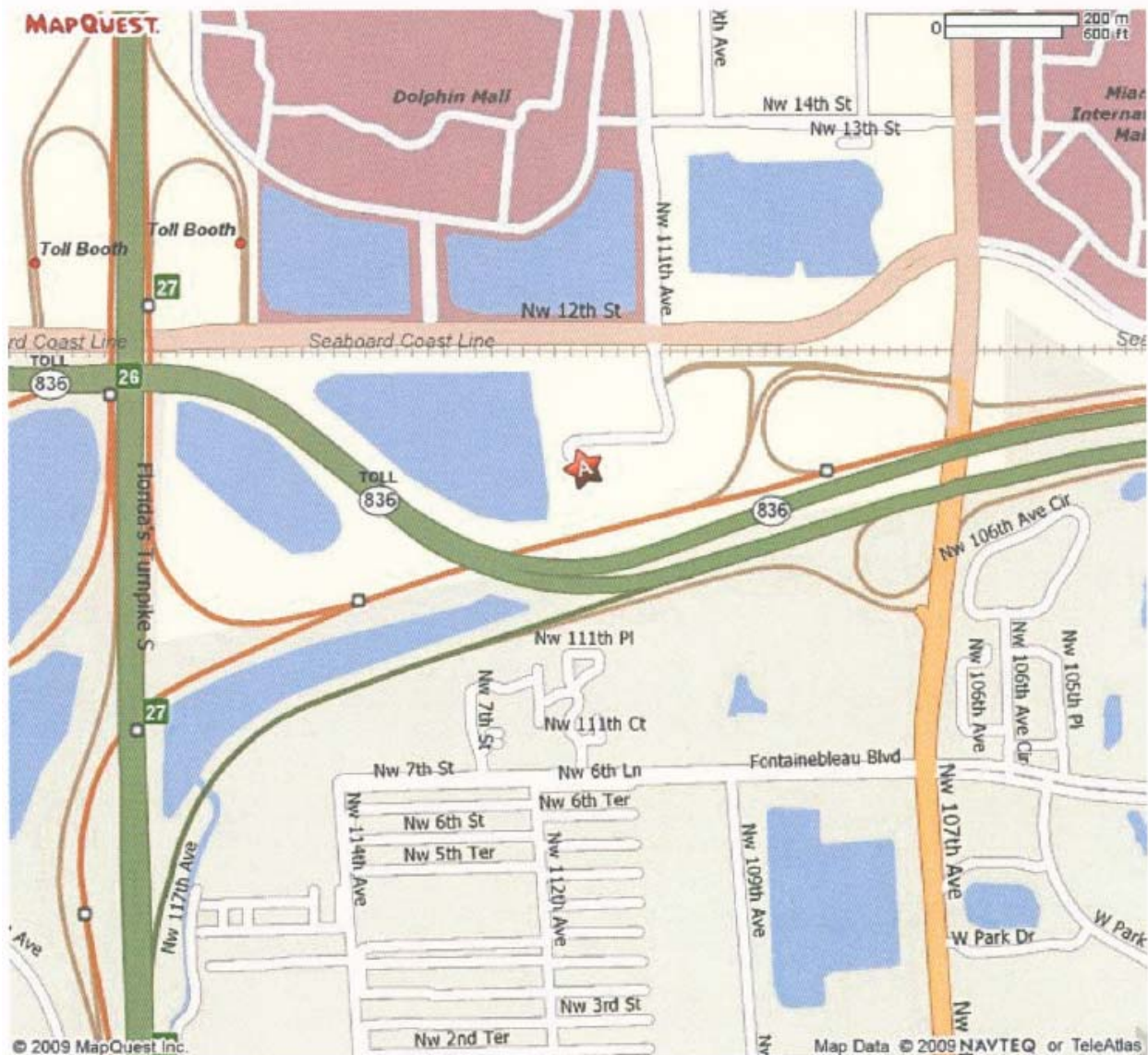
7. Alternate Facilities

7a. The MPO has coordinated with the Florida Department of Transportation (FDOT) District Six for securing the use of the following alternate facility for relocation. Additionally, staff may telecommute depending on the type and length of the emergency, as well as individual situations. These scenarios will be used according to the level of the emergency (time phasing). The telecommuting function will take place unless staff is required to report to their DAE functions as assigned.

1. Telecommuting:
This is the MPO's choice for Phase I activation and relocation (0-12 hours).
Staff will work from home.
2. Florida Department of Transportation (FDOT):
This is our office's first choice for Phase II alternate facility operations (12 hours-termination). Lakeside meeting room assigned, but needs to be reconfirmed before activation with Ms. Jeannie Cann, FDOT Emergency Coordinator Officer.
 - a. Address: FDOT District Six Headquarters Facility
1000 NW 111 Avenue
Miami, FL 33172
 - b. Contact: Ms. Jeannie Cann, District Six Emergency Coordination Officer
Office: (305) 470-5353
FAX: (305) 470-5369
Cellular: (786) 295-7047
Email: jeannie.cann@dot.state.fl.us
 - c. Facilities: Use parking spaces assigned to visitors. Eateries are available in the building and the mall just north of facility.



A: 1000 NW 111th Ave, Miami, FL 33172-5800



7b. Equipment on-site: Standard office furniture will be provided at FDOT. Five MPO wireless laptops are available for staff. MPO staff requested to bring their personal laptops; facility has wireless communication.

7c. Is the Cooperative or mutual aid agreement signed: Yes No N/A
Email confirmation on file.

8. Interoperable Communications

Interoperable communications can be defined as the ability of a system to work with or use the parts or equipment of another system. Continuity communication capabilities include access to the department's data and systems as well as the data and systems of other departments that are necessary to conduct mission essential functions.

The MPO COOP Plan is compatible with the Miami-Dade COOP Plan and provisions from the County COOP have been incorporated into the planning process.

Current Status of the Office Regarding COOP

The MPO Office is ready to provide a full continuity of operations by:

- a. Providing information to the public through the MPO Website at www.miamidade.gov/mpo.
 - i. Continuing the management of projects through consultants.
 - ii. Interacting with other transportation partners by phone, fax and e-mail.
 - iii. Working from home or from a satellite facility.
- b. Equipment
 - i. The MPO has five wireless laptops available for staff use. Every staff member has a home computer with internet access.
 - ii. The MPO purchased one server that is located at the MPO office to serve as a back-up of all office documentation and databases available in the office. The MPO is currently looking into having backup documentation in an offsite cloud service.
 - iii. Peripherals and other accessories required to access the satellite facility are also part of this package.
- c. Software
 - i. The MPO purchased software to facilitate the back-up of the MPO documentation.
 - ii. The MPO installed the software in all computers to generate electronic copies of studies and other documentation for further distribution to the general public and other entities. This action will also provide staff with further references in the development of studies and projects.
- d. Office Supplies
 - i. The MPO has authorized the use of a credit card to Oscar Camejo, Financial/Grants Manager, for the purchase of equipment, software and office supplies. Mr. Oscar Camejo is the only person authorized to use the charge card. If the Finance Manager is not

available, then, at the Executive Director's discretion, any staff member may purchase the emergency supply and receive a petty cash reimbursement.

- e. Vehicles
 - i. The MPO has a van available in the Bicycle/Pedestrian Program that in case of the activation of the COOP will be used for transportation of staff.
 - ii. All sites selected for alternative locations have parking facilities available.
- f. Communication
 - i. The MPO is identifying needs and evaluating alternatives for establishing accessibility to the satellite server from home or other outside location.
- g. Documentation and Databases
 - i. Procedures, technical reports and other documentation have been or are being compiled in electronic format to be posted in the MPO Website, as well as being stored in the MPO server (mpo00044).
 - ii. Back-up of all documentation is conducted automatically on a daily basis.
 - iii. Databases and documentation are stored in the MPO server (mpo00044).

Post-activation of the COOP

This COOP Plan was fully developed in September 2004. However, it is updated every year to reflect the various changes for its immediate deployment.

8a. Data and communications systems needed to support mission essential functions:

- 1. Access to files
- 2. Internet
- 3. Landlines

9. Vital Records and Databases

Vital Records refer to electronic and hardcopy documents, information systems and applications, references and records needed to ensure the continuance of identified essential functions. There are two types of vital records. The first are 'emergency operating records' that are essential to the continued functioning of an organization during and after an emergency. The other is 'rights and interests' records that are crucial for the protection of the legal and financial rights of the organization and of the individual directly affected by the organization's activities. The table below reflects the

records vital to support continuance of the mission essential functions. Please refer to **ANNEX C** for a list of mission-critical applications.

There are two back-up file servers stored in the MPO office. Staff is currently researching whether or not it is feasible and cost effective to continue maintaining our own back-up file server(s) at a remote location, or to utilize an independent, remote back-up service.”

Vital Records					
Document	Form of Record (e.g., hardcopy, electronic)	Pre- positioned at Alternate Facility	Hand Carried to Alternate Facility	Server / Storage Location	Maintenance Frequency
COOP Plan	Electronic	X		http://www.miamidade.gov/mpo	X
Phone Roster	Hardcopy		X	http://www.miamidade.gov/mpo	X
Devolution Contact List	Hardcopy	X	X	http://www.miamidade.gov/mpo	X

9a. Address of off-site records storage facility: FDOT 1000 NW 111th Avenue, Suite 6112, Miami FL 33172

9b. Back-up mechanisms for vital records: Hard and electronic copies kept at various employees' homes. Electronic copy available to all employees through share drive and may be distributed electronically via email.

10. Administration and Logistics

The MPO can self-sustain their operations outside the current physical office until a new permanent site is secured. Procedures for communications, physical location, access to files and procurement procedures have been implemented as indicated in this document.

10a. Name(s)/position(s) of site-support staff: Elizabeth Rockwell
Contact number(s): 305-968-2722

10b. Name of IT support personnel/company: Miami-Dade County Information Technology Department
Contact number(s): 305-596-8200

11. Personnel Issues and Coordination

This section addresses the health, safety, and emotional well-being of all employees and their families. It further addresses the procedures for alerting, notifying and moving employees.

Each MPO employee has been issued a card with everyone's home and cellular phone number and personal email address as appropriate and has been instructed to follow the communication procedures on Table 1.

1. The MPO Objectives include:
 - a. Minimize the risk of harm to staff.
 - b. Support employees who remain at work.
 - c. Continue functions essential to MPO operations during an emergency.
 - d. After the incident, resume normal work activities, as soon as possible.
2. Planning Assumptions:
 - a. To reduce the risk of illness, the MPO Executive Director may take social distancing measures such as canceling public meetings and events.
 - b. Employee absenteeism will reach 50 percent for periods of about 1 week at a height of a pandemic wave.
 - c. For planning purposes, assume that absent employees include leaders, heads and personnel with primary responsibility for essential functions.
 - d. It is unlikely that staff will be subject to mandatory quarantine orders. Instead, public health officials will rely on voluntary social distancing measures.
 - e. At the discretion of the MPO Executive Director, employees affected by an emergency will be granted administrative leave for days in excess of five (5) days.
 - f. If the entire MPO staff is affected by an emergency, the Executive Director will contact the MPO Board Chairperson for further instructions.
3. Emergency Communication Systems
All MPO staff is responsible for keeping informed by monitoring news media reports, contacting COOP Coordinator and/or calling Department of Emergency Management (DEM) – Duty Officer (305) 468-5800. To rapidly communicate with employees in an emergency, the call tree (Table 1) will be activated.
4. Guidelines for Workplace Dispersal and Fitness to Work
 - a. Employees who are sick should not report to work. Be prepared to implement procedures to reduce the workplace risk.

Miami-Dade County has an interactive database called Bluebook, whereby employees are assigned locations to help assist the general public should the need arise. Below is a table indicating where MPO staff is designated.

Name	Disaster Role: Area of Interest
Oscar Camejo	Point of Distribution
Paul Chance	Point of Distribution
Miguel Cordero	Point of Distribution
Wilson Fernandez	Point of Distribution
Jesus Guerra	Point of Distribution
David Henderson	Point of Distribution
Vince Maya	Point of Distribution
Jitender Ramchandani	Point of Distribution
Carlos Roa	Point of Distribution
Elizabeth Rockwell	DAE Call Center
Zainab Salim	Point of Distribution
Irma San Roman	DAE Call Center
Phil Steinmiller	Point of Distribution
Susan Schreiber	DAE Call Center
Carmen Villaverde-Menendez	Point of Distribution

12. Reconstitution

The process of moving from the alternate facility back to the original or new home site mirrors that of moving to the alternate facility is that its objective is to continue performing the essential functions during the transition period.

- Procedures for returning to normal operations will be coordinated with ISD during the offsite operations, depending on the condition of the original location.
 - Notify all personnel that the threat or actual emergency no longer exists.
 - Provide instructions for the resumption of normal operations.
 - Supervise the orderly return to the normal operating facility.
 - Report agency/department status, as appropriate.
 - Conduct an after-action review of continuity operations.
 - Develop a corrective action plan based on an evaluation of the continuity operations.

13. Testing, Training, and Exercising (TT&E)

Establishing a continuity testing, training, and exercise program includes measures to ensure that a department's continuity program is capable of supporting the continued execution of its essential functions throughout the duration of a continuity situation.

A comprehensive TT&E program evaluates policies and procedures, ensures that personnel are properly trained, and verifies that resources and equipment are capable of supporting operations. Each element of the COOP plan should be evaluated through exercises and a procedure established to correct any deficiencies in the plan.

- The MPO staff meets on a quarterly basis to ensure all of the aforementioned procedures are in place. In addition, employee rosters are updated as soon as information changes. MPO staff also takes advantage of the building's fire drills to meet at the staging areas and discuss current COOP procedures.

14. Program Management

The MPO has set aside funds to ensure the COOP Plan has resources on a yearly basis in the Unified Planning Work Program under task 4.19, which states the objectives, methodology and goals of the program.

14a. Leadership/Staff Roles and Responsibilities

Irma San Roman, Executive Director, has authority to implement the COOP. Please refer to ANNEX D for a decision-making matrix. The Executive Director further establishes the priority for continuity planning by:

- appointing the COOP Program Manager,
- ensuring budgetary support,
- delegation of authority and orders of succession,
- monitoring the progress of the planning effort, and
- giving final approval to the completed document, and

COOP Program Manager - holds responsibility for overall development of the COOP by:

- serving as coordinator for continuity of operations,
- chairing internal continuity planning team,
- developing, coordinating, and managing all activities that enable the department to perform essential functions during a situation that may otherwise disrupt normal operations, and
- working collaboratively with other team members to ensure that all elements of a viable COOP are in place and functional.

Contact:

Department COOP Coordinators must contact Roslyn Viterbo at the Office of Emergency Management once selected by their department director. Any questions or concerns regarding the COOP process should be directed to:

Roslyn Viterbo
COOP Program Manager
Office of Emergency Management
Phone: 305-468-5411
Fax: 305-468-5401
Email: roslyn.viterbo@miamidade.gov

ANNEX A: ACRONYMS

AAR	After-Action Report
CAP	Corrective Action Plan
CGC	Continuity Guidance Circular
COOP	Continuity of Operations Plan
CPG	Comprehensive Preparedness Guide
DAC	Disaster Assistance Center
DAE	Disaster Assistance Employee
DHS	Department of Homeland Security
EOC	Emergency Operations Center
ETSD	Enterprise Technology Services Department
FCD	Federal Continuity Directive
FPC	Federal Preparedness Circular
FS	Florida Statutes
GSA	General Services Administration
HSPD	Homeland Security Presidential Directive
IT	Information Technology
MDEM	Miami-Dade Emergency Management
MEF	Mission Essential Functions
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
N/A	Not Applicable
PODS	Points of Distribution Site
RA & VA	Risk Assessment & Vulnerability Analysis
RTO	Recovery Time Objective
SOP	Standard Operating Procedures
TT&E	Test, Training, and Exercise

ANNEX B: Contact Tree – Notification Procedures

The Primary/Alternate contact will be notified by: Irma San Roman
Direct Supervisor or their designee

The Primary/Alternate contact will make at least 8 attempts over a period of 8 hours to notify each of the following persons, at any/all of the numbers listed:
Number Number

Name & Email	Contact Numbers	Contact Date & Time (complete during emergency calldown)
Primary Contact 1		
Oscar Camejo	Work 305-375-1837	
oscarsailfish@yahoo.com	Home	AM/PM
osc@miamidade.gov	Cell 305-301-5136	
Alternate Contact 1		
Irma San Roman	Work 305-375-4507	
irm@miamidade.gov	Home 305-663-6732	AM/PM
isanroman@bellsouth.net	Cell W 305-219-2546	
	Cell H 786-218-7634	
Primary Contact 2		
Elizabeth Rockwell	Work 305-375-1881	
erock@miamidade.gov	Home 954-989-3837	AM/PM
elizabethrockwell@yahoo.com	Cell 305-968-2722	
Alternate Contact 2		
Carlos Roa	Work 305-375-1833	
rcf@miamidade.gov	Home 954-473-6552	AM/PM
roacarlos44@yahoo.com	Cell 954-540-2002	
Primary Contact 3		
Carmen Villaverde	Work 305-375-1734	
carmenv@miamidade.gov	Home 305-222-1351	AM/PM
Carmita0907@gmail.com	Cell 786-303-1351	
Alternate Contact 3		
Paul Chance	Work 305-375-1888	
chance@miamidade.gov	Home 305-621-2189	AM/PM
Paul_Chance40@hotmail.com	Cell 305-904-4462	

CONTACT 1 notifies the following individuals:

Name & Email	Contact Numbers	Contact Date & Time <small>(complete during emergency calldown)</small>
Irma San Roman	Work 305-375-4507	
Irm@miamidade.gov	Home 305-663-6732	AM/PM
isanroman@bellsouth.net	Cell W 305-219-2546	
	Cell H 786-218-7634	
Elizabeth Rockwell	Work 305-375-1881	
erock@miamidade.gov	Home 954-989-3837	AM/PM
elizabethrockwell@yahoo.com	Cell 305-968-2722	
Carmen Villaverde	Work 305-375-1734	
carmenv@miamidade.gov	Home 305-222-1351	AM/PM
carmita0907@gmail.com	Cell 786-303-1351	

CONTACT 2 notifies the following individuals (Group North):

Name & Email	Contact Numbers	Contact Date & Time <small>(complete during emergency calldown)</small>
Carlos Roa	Work 305-375-1833	
rcf@miamidade.gov	Home 954-473-6552	AM/PM
roacarlos44@yahoo.com	Pager	
	Cell 954-540-2002	
Jesus Guerra	Work 305-375-2069	
jdgr@miamidade.gov	Home 954-227-7448	AM/PM
jesseguerra49@yahoo.com	Pager	
	Cell 954-461-5333	
Susan Schreiber	Work 305-375-1887	
susans@miamidade.gov	Home 954-964-2629	AM/PM
shschreiber@att.net	Cell W 786-414-0214	
	Cell 305-215-2141	
Zainab Salim	Work 305-375-1797	
zsalim@miamidade.gov	Cell W 305-301-1488	AM/PM
zainab_salim@yahoo.com	Cell 786-351-0582	

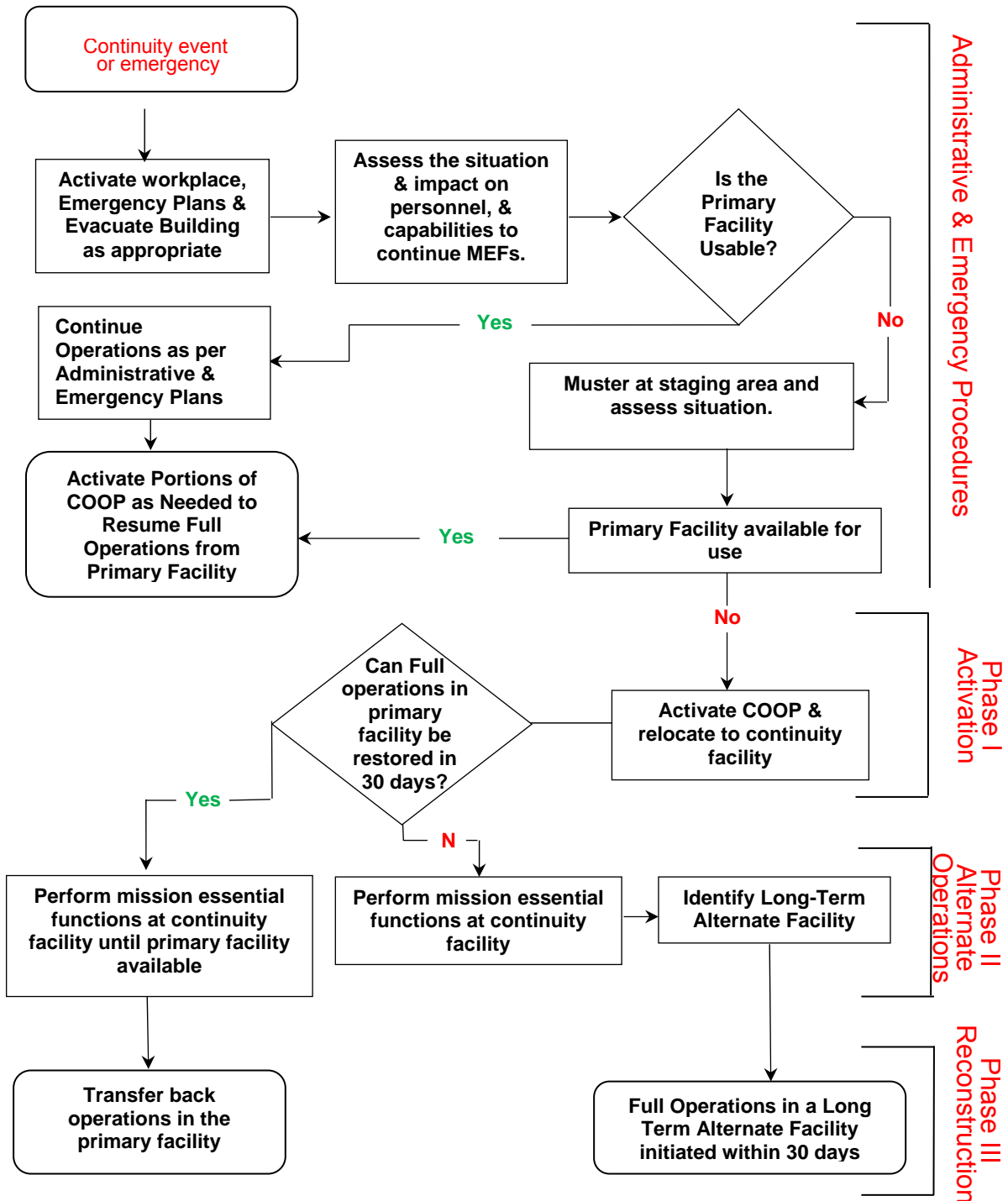
CONTACT 3 notifies the following individuals (Group South):

Name & Email	Contact Numbers	Contact Date & Time <small>(complete during emergency calldown)</small>
Paul Chance	Work 305-375-1888	
chance@miamidade.gov	Home 305-621-2189	AM/PM
Paul_Chance40@hotmail.com	Cell 305-904-4462	
Miguel Cordero	Work 305-375-2642	
mcordero@miamidade.gov	Home 305-754-0891	AM/PM
angelcordero@att.net	Cell 786-239-8255	
Vince Maya	Work 305-375-4507	
vmaya@miamidade.gov	Home	AM/PM
vincemaya@rocketmail.com	Cell 786-406-5187	
Wilson Fernandez	Work 305-375-1886	
wilson@miamidade.gov	Home 305-665-0176	AM/PM
wfdz@cs.com	Cell 786-514-1118	
David Henderson	Work 305-375-1647	
davidh@miamidade.gov	Home 305-666-4718	AM/PM
david33146@aol.com	Cell 305-873-3560	
Phil Steinmiller	Work 305-375-1522	
psteinm@miamidade.gov	Home 305-233-2644	AM/PM
steinmillerp@bellsouth.net	Cell 786-877-5688	
Jitender Ramchandani	Work 305-375-1735	
jramcha@miamidade.gov	Home	AM/PM
jramchandani@gmail.com	Cell 305-298-9936	
Tewarie Edmonson	Work 305-375-1744	
tedmons@miamidade.gov	Home	AM/PM
tewariedmonson@gmail.com	Cell 954-864-5850	

ANNEX C: Mission-Critical Applications

Critical Applications, Servers and Data Communications Systems		
Location	Application	Server Address
County IT department maintains the applications and servers.		

ANNEX D: Decision Making Matrix



ANNEX E: Health Emergencies

Introduction

As part of the MPO COOP plan, the health emergency section will outline processes and procedures associated with incidents affecting the health and well-being of department employees.

General emergency preparedness requires attention not only to specific types of hazards, but also steps that increase preparedness for any type of hazard. Health emergencies may be part of a broader incident or are emergencies that can be addressed according to their unique circumstances, such as incidents that increase employee absenteeism (i.e. influenza), induce social distancing as a preventative measure (i.e. pandemic), or other alternative workplace issue that may require the enactment of this COOP plan. Types of health emergencies, and related critical situations, include (but not limited to):

- ***Influenza & Other Viral Outbreaks-*** Influenza and other viral outbreaks are health illnesses that can be easily transmitted from human-to-human contact.
- ***Bio-terrorism-*** Bioterrorism is the threat of or the deliberate release of viruses, bacteria, or toxins used to cause illness or death in people, animals, or plants.
- ***Chemical Emergencies-*** A chemical emergency occurs when a hazardous substance has been released that has the potential for harming people's health. Chemical releases can be unintentional, as in the case of an industrial accident, or intentional, as in the case of a terrorist attack.
- ***Mass Casualty Incidents-*** An MCI may cause employees to become ill or suffer emotional/physical stress even if they are not at or near the scene.

Although the list above is not all-inclusive, these are general emergencies that can affect the health and well-being of employees. Typically, a COOP plan will be enacted for health emergencies when absenteeism in the workplace approaches 30 – 40 % of the workforce. Instances where this may occur include widespread viral outbreaks, such as an influenza pandemic.

In **table 1 (see next page)**, differences between a seasonal influenza outbreak and pandemic incident are compared on many levels. A pandemic is a global disease outbreak. A pandemic occurs when a new influenza virus emerges that people have little or no immunity, and for which there is no vaccine. The disease spreads easily person-to-person, cause serious illness, and can sweep across the country and around the world in a very short time. It is difficult to predict when the next pandemic influenza will occur or how severe it will be. Wherever and whenever a pandemic starts, everyone around the world is at risk.

Table 1- Pandemic Influenza

<i>Pandemic Influenza</i>
A potentially global disease outbreak.
Individuals have no previous exposure; little or no pre-existing immunity
Healthy people may be at increased risk for serious complications
Health systems may be overwhelmed
Vaccine may not be available in the early stages of a pandemic
Effective antivirals may be in limited supply
Symptoms may be more severe and complications more frequent
May cause major impact on society (e.g. widespread restrictions on travel, closings of schools and businesses, cancellation of large public gatherings)
Potential for severe impact on domestic and world economy

Source: www.flu.gov

Department Processes and Action Items

During a health emergency, the following processes and action items will be conducted:

1. Communicate health emergency situation or applicable incident to the Mayor's Office.

Lead personnel of the remaining healthy employees will make the needed calls.

2. Identify department procedure to document employees ill during this time, including county and department policies regarding sick leave and other applicable policies.

Departmental Personnel Representative (DPR) is responsible for updating the electronic Payroll Attendance Record (ePAR) in accordance with the County Procedures Manual.

3. Identify chain of command during a health crisis. The chart below outlines a responsible person and alternate for this department.

Health Emergency Command Group		
	<i>Responsible Person</i>	<i>Alternate</i>
Name	Carlos Roa	Irma San Roman
Title	Transportation Systems Mgr.	Executive Director
Contact Info (Ph, Email)	305-375-1833 rcf@miamidade.gov	305-375-4507 irm@miamidade.gov
Name	Elizabeth Rockwell	Jesus Guerra
Title	Public Involvement Manager	Transportation Systems Mgr.
Contact Info (Ph, Email)	305-375-1881 erock@miamidade.gov	305-375-2069 guerraj@miamidade.gov
Department Contact for Health Related Information and Planning		
Name	Oscar Camejo	David Henderson
Title	Financial/Grants Manager	Bicycle/Pedestrian Specialist
Contact Info (Ph, Email)	305-375-1837 osc@miamidade.gov	305-375-1735 davidh@miamidade.gov

4. Activation of COOP during a health emergency (i.e. offsite or alternate worksite, laptops, etc).

See Step 1: "Plans and Procedures".

5. Reporting and monitoring of health incident.

Will be determined by the Health Emergency Command Group, depending on who is infected and type of illness.

Preventative Measures and Tips

During any type of health emergency, preventative measures can be taken to mitigate the effects on the workforce. Such measures include:

- Encourage employees to develop family preparedness plans.
- Participate and promote public health efforts within the department.
- Implement prevention and control actions recommended by your public health officials and providers.
- Identify and adopt department practices that encourage sick employees to stay home.
- Practice good health habits, including eating a balanced diet, exercising daily, and getting sufficient rest and take these common-sense steps to stop the spread of germs.
 - Wash hands frequently with soap and water.
 - Cover coughs and sneezes with tissues.
 - Stay away from others as much as possible if you are sick.
- Stay informed about pandemic influenza and be prepared to respond.
 - Consult www.pandemicflu.gov frequently for updates on national and international information on pandemic influenza.
 - Use national and local pandemic hotlines that will be established in the eventuality of a global influenza outbreak.

- Listen to radio and television and read media stories about pandemic flu.

Personal protective equipment (PPE) may be utilized based on the type and severity of the health emergency and its use varies based on the setting of the employees, i.e., general office, hospital, health care provider setting, etc. Adhere to guidance and recommendations given by public health officials at the time of the health emergency. PPE items can include some or all of the items below:

- OSHA approved disposable facemasks, surgical masks, N95 respirators
- Gloves
- Alcohol based hand-sanitizer (individual units or sanitizer stations)
- Antibacterial surface wipes or sprays

Important Links and Resources

- U.S. Department of Health & Human Services: www.hhs.gov
- Pandemic Flu: www.flu.gov
- Centers for Disease Control and Prevention (CDC):
 - <http://www.cdc.gov/flu/> (seasonal flu)
- Miami-Dade County Health Department:
 - www.dadehealth.org
- Florida Department of Health:
 - www.doh.state.fl.us/
 - www.MyFluSafety.com

ANNEX F: Risk Assessment & Vulnerability Analysis (RA & VA) MATRIX

Miami-Dade Metropolitan Planning Organization (MPO)
111 NW 1st Street (9th floor), Miami, FL 33128

DISASTER INCIDENT	PROBABILITY	SEVERITY = (MAGNITUDE - MITIGATION)						RISK
		HUMAN IMPACT	PROPERTY IMPACT	BUSINESS IMPACT	PREPARED-NESS	INTERNAL RESPONSE	EXTERNAL RESPONSE	
		Possibility of death or injury	Physical losses & damages	Interruption of services	Preplanning	Time, Effectiveness, resources	Mutual Aid staff & supplies	
NATURAL								
Flooding	Possible	Limited	Limited	Limited	Mitigate	Mitigate	Mitigate	0
Waterleak	Possible	Limited	Limited	Negligible	Mitigate	Mitigate	Mitigate	-1
Structural Fire	Possible	Limited	Limited	Limited	Mitigate	Mitigate	Mitigate	0
Wild Fire	-	-	-	-	-	-	-	0
Tornado	Possible	Critical	Critical	Critical	Mitigate	Mitigate	Mitigate	3
Hurricane	Likely	Critical	Critical	Critical	Mitigate	Mitigate	Mitigate	6
Thunder Storm	Likely	Limited	Limited	Limited	Mitigate	Mitigate	Mitigate	0
HUMAN-CAUSED								
Explosion	Unlikely	Critical	Critical	Critical	Mitigate	Mitigate	Mitigate	0
Vandalism	Unlikely	Negligible	Negligible	Negligible	Mitigate	Mitigate	Mitigate	0
Terrorism	Unlikely	Critical	Critical	Critical	Consider	Consider	Mitigate	0
Loss of Key Staff	Possible	Limited	Limited	Limited	Mitigate	Mitigate	Mitigate	0
Medical Emergency	Possible	Limited	Limited	Limited	Mitigate	Mitigate	Mitigate	0
Sabotage	Unlikely	Critical	Limited	Limited	Consider	Consider	Mitigate	0
Riot/Civil Disorder	Possible	Limited	Limited	Limited	Consider	Consider	Mitigate	-2
Radioactive Contamination	Unlikely	Catastrophic	Catastrophic	Catastrophic	Consider	Consider	Mitigate	0
Epidemic	Possible	Critical	Negligible	Limited	Consider	Consider	Mitigate	-2
Toxic Contamination	Unlikely	Critical	Negligible	Critical	Consider	Consider	Mitigate	0
Labor Dispute	Possible	Negligible	Negligible	Limited	Consider	Consider	Mitigate	-4
Strike	Possible	Negligible	Negligible	Limited	Consider	Consider	Mitigate	-4
TECHNICAL								
Hardware Failure	Possible	Negligible	Critical	Critical	Mitigate	Mitigate	Mitigate	1
Software Failure	Possible	Negligible	Limited	Limited	Mitigate	Mitigate	Mitigate	-1
HVAC Failure	Possible	Negligible	Limited	Limited	Mitigate	Mitigate	Mitigate	-1
Power Outage	Possible	Negligible	Limited	Limited	Mitigate	Mitigate	Mitigate	-1
Utility Disruption	Possible	Negligible	Limited	Limited	Mitigate	Mitigate	Mitigate	-1

*Threat increases with percentage.

PROBABILITY * SEVERITY = RISK



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1000 NW 111 Avenue
Miami, Florida 33172-5800

ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: April 16, 2014

TO: Irma San Roman, Executive Director Miami-Dade MPO

FROM: Aileen Boucle, District Intermodal Systems Development Manager

COPY: Yvonne Arens, FDOT Office of Policy Planning
Stacie Blizzard, Florida Highway Administration
Jesus Guerra, Acting Deputy Director Miami-Dade MPO
Keith Melton, Federal Transit Administration
Harold Desdunes, District Director of Transportation Development
Phil Steinmiller, Planning Manager

SUBJECT: 2014 Certification Package - Miami-Dade Metropolitan Planning Organization (MPO)

Please find enclosed the signed 2014 Joint Certification package. The Department thanks you and your staff for your participation in preparing this document.

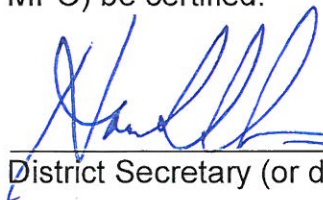
JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of 23 U.S.C. 134 (k)(5), 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Miami-Dade MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 25, 2014.

Based on a joint review and evaluation, the Florida Department of Transportation and the Miami-Dade MPO recommend that the Metropolitan Planning Process for the Miami-Dade MPO) be certified.



District Secretary (or designee)

4/14/14

Date



MPO Executive Director (or designee)

4.11.14

Date

MIAMI URBANIZED AREA
MIAMI-DADE COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
FLORIDA DEPARTMENT OF TRANSPORTATION - DISTRICT SIX
2014 MODIFIED JOINT CERTIFICATION REPORT
OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

PREPARED BY:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX

AND

MIAMI-DADE COUNTY
METROPOLITAN PLANNING ORGANIZATION (MPO)



April 14, 2014

TABLE OF CONTENTS

<u>Title</u>	<u>Page #</u>
I. INTRODUCTION.....	1
II. REQUIREMENTS	1
III. FOCUS AREAS	2
1. FDOT Tentative Work Program	2
2. Financial Management.....	2
3. General Planning Consultant (GPC) Process	2
4. Title VI procedures and Disadvantaged Business Enterprise (DBE)	2
5. Transportation Regional Incentive Program (TRIP)	2
6. Regional Coordination.....	2
7. Moving Ahead for Progress in the 21 st Century Act (MAP-21)	3
8. Long Range Transportation Plan 2040 Update.....	3
9. Transportation Alternatives Program (TAP)	3
10. MPO Program Priorities	3
IV. CONCLUSIONS AND RECOMMENDATIONS	3
V. ONGOING INITIATIVES	4
VI. SUMMARY OF MPO STUDIES	4
VII. BEST PRACTICES	4

I. INTRODUCTION

In accordance with Chapter 7 of the Metropolitan Planning Organization (MPO) Management Handbook ("Handbook"), the Florida Department of Transportation (FDOT) and the MPO must jointly certify the Metropolitan Transportation Planning Process. On February 25, 2014, the FDOT District Six met with Miami-Dade MPO to discuss how to enhance our partnering process while continuing to fulfill all federal and state requirements. The following report is a result of that meeting.

This report documents the satisfactory performance of the Metropolitan Transportation Planning Process, provides recommendations for those areas in which planning activities could be improved and identifies areas as well as best practices in which the MPO excels.

Prior to the 2008 report, the certification review covered regional planning, i.e. Miami-Dade coordination with the Broward and Palm Beach MPOs, as well as the review specific to the Miami-Dade MPO. By agreement of the three MPOs and FDOT Districts Four and Six, beginning in 2008, the regional review was removed from the certification statement.

II. REQUIREMENTS

Pursuant to the requirements established in Section 7.5 of the MPO Program Management Handbook as well as guidelines provided in Section 7.6.1 regarding Standard Joint Certification Review, the Department and the MPO have performed a review and concurred that the MPO complies with the following requirements:

1. 23 U.S.C. 134 and 49 U.S.C. 5303 regarding metropolitan planning requirements;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in "Transportation for Individuals with Disabilities" (49 C.F.R. Parts 27, 37 and 38).
7. Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. Part 324 regarding the prohibition of discrimination on the basis of gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

III. FOCUS AREAS

As part of the aforementioned meeting, the Department and the MPO discussed other areas of mutual relevance regarding the development of the transportation planning process for Miami-Dade County. These areas are:

1. FDOT Tentative Work Program

The MPO and FDOT recognize that each agency has been coordinating extensively to meet their mutual needs and agree to continue to work together to ensure the Transportation Improvement Program (TIP) is developed on schedule. The TIP cycle continues to demand even more coordination between both agencies because of an updated federal requirement that MPOs show total project cost for each project listed in the TIP and other requirements by the Office of Policy Planning (OPP) to cross reference the TIP with the Long Range Transportation Plan (LRTP). Both FDOT and MPO staffs have been involved in extensive coordination and reviews to ensure that the MPO's Fiscal Year (FY) 2015 TIP complies with the new federal requirements.

2. Financial Management

A new format was developed for the Quarterly Progress Reports (QPRs). This format shows detailed information regarding the activities for each Unified Planning Work Program (UPWP) task. The QPRs is a useful tool in assisting the Department to monitor the progress of each task in the UPWP and the overall activities of the Federal Planning (PL), FTA Section 5305(b) and the Surface Transportation Program (STP) grants.

3. General Planning Consultant (GPC) Process

The GPC process is described in Task 5.1 of the Unified Planning Work Program (UPWP). Under this task, the MPO maintains contracts with five firms who are selected individually as new task work orders and scopes of services are developed. The process requires review and approval of the scope of services by FDOT and the Federal Highway Administration (FHWA) since the work is not previously included in the UPWP. The scope and budget are then reviewed by the Transportation Planning Council (TPC), with final approval by the MPO Governing Board.

4. Title VI Procedures and Disadvantaged Business Enterprise (DBE)

The MPO continues to track DBE participation by requiring that consultants submit Architecture & Engineering Monthly Utilization Report (MUR) indicating DBE payments to the approved DBE firms.

5. Transportation Regional Incentive Program (TRIP)

In the past, the funding for the Transportation Regional Incentive Program (TRIP) has been considerably reduced. It is expected that new funding allocation will become available for Fiscal Years 2016 through 2019.

6. Regional Coordination

The Department and the MPO continue to actively participate through the Southeast Florida Transportation Council (SEFTC), on the following regional projects:

- a. 2040 Regional Transportation Plan (RTP) - Miami-Dade MPO is the lead agency
- b. Tri-Rail Coastal Link Service
- c. Regional Freight Plan

- d. The development of the activity-based model, Southeast Florida Regional Planning Model (SERPM 7.0), for the region
 - e. 2015 Regional Household Travel Survey
- 7. Moving Ahead for Progress in the 21st Century Act (MAP-21)**
MAP-21 creates a streamlined, performance-based and multimodal program to address the many challenges facing the United States transportation system. These challenges include, improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment and reducing delays in project delivery.
- 8. Long Range Transportation Plan 2040 Update**
FDOT will continue to collaborate with the MPO this year to develop and implement the MPO's LRTP as required by federal and state laws and regulations.
- 9. Transportation Alternatives Program (TAP)**
The MPO Governing Board has requested that the MPO and the Department work together to improve the TAP process.
- 10. MPO Program Priorities**
The MPO is currently updating the existing MPO Program Priorities Process. The MPO plans to prepare a draft process for further detailed discussion with the Department.

IV. CONCLUSIONS AND RECOMMENDATIONS

1. The Miami-Dade MPO is to be commended for its ongoing cooperation with the FDOT to ensure consistency between the Work Program and the TIP as well as compliance with federal regulations and Florida Statutes.
2. As a result of the successful collaboration between the FDOT and the MPO in improving the format for the QPRs, the new QPR format is now required by the FDOT Office of Inspector General (OIG). The OIG is responsible for the oversight of Single Audit activities and reporting for federal and state grants.
3. It is recommended that the FDOT and MPO confirm in writing, the established procedure to streamline and expedite the existing GPC process.
4. It is recommended that the MPO coordinate with FDOT Districts Four and Six, Broward and Palm Beach MPOs, as well as with the Southeast Florida Transportation Council (SEFTC) to include regional projects that qualify for TRIP funding.
5. It was agreed that FDOT and the MPO will work together to implement the TAP process.
6. It was agreed that the MPO will develop a draft process for the selection of projects to be included in the MPO program priorities.

V. ONGOING INITIATIVES

In addition to the recommendations noted in the preceding section of this report, following are ongoing initiatives that can further improve the collaboration between the FDOT and the MPO:

1. *Improvements to Invoicing Process* - Despite positive strides made in the past years, the MPO continues to express their preference for electronic invoicing. The FDOT District has been coordinating with the FDOT Central Office on this issue. Although strong interest has been indicated by Central Office for electronic invoicing for grants, no implementation has been realized to date as the invoices are processed for payment by another state agency, the Department of Financial Services (DFS).
2. *Improvements to the ROW Dedication Process* - FDOT is aware that the Board of County Commissioners (BCC), and not the MPO Governing Board, has jurisdiction over this area. However, the Department has requested that the MPO continue to work with the County to explore options to update the County's zoning code for ROW dedications.
3. *Improvements to Process of Submitting Planning Studies* - The MPO requested that the FDOT and all other transportation partners participating in the Unified Planning Work Program (UPWP) timely submit all planning studies to be conducted for Fiscal Years 2015 and 2016.

VI. SUMMARY OF MPO STUDIES

During 2013, the following studies were completed:

1. Signage Program for the Miami Health District
2. Transit Options to PortMiami Feasibility Study
3. Connecting 25th Street to the HEFT
4. NW 27th Avenue Enhanced Bus service (EBS)
5. Arterial Grid Network Analysis – Phase II
6. Interactive Transportation Planning Tool
7. Congestion Management Process (CMP) – 2013 Update
8. 2012-13 InteractIP
9. Bicycle/Pedestrian Safety Plan Update
10. 2013 Transit Development Program (TDP)
11. Origin/Destination Surveys for Local Bus Service (Central Garage)
12. Safe Routes to School 2013

VII. BEST PRACTICES

The Miami-Dade MPO takes pride in the timely completion of its studies, community outreach efforts, crash databases, aesthetic project reviews and other initiatives. In addition and in association with their regional partner agencies, the MPO has demonstrated strong support for regional goals and initiatives. The MPO works hard to create a positive relationship with the public and with its business partners. Following is a summary of those activities that make a difference in developing the transportation planning process for Miami-Dade County:

1. 2040 Long Range Transportation Plan

As part of the development of the plan, the following new creative actions are considered for implementation:

- a. Inclusion of the CMP as a standard element of the LRTP
- b. Set aside funding for Non-Motorized projects, as well as for freight and CMP projects.
- c. Adding a section for Illustrative Projects
- d. Development of a new tool to determine the Needs plan
- e. New approach in reaching the community

2. BiKE Miami-Dade

The MPO's new bicycle knowledge explorer, known as BiKE Miami-Dade, is a planning tool on the MPO website that allows users to gather information about certain areas and preplan their trips by creating customized routes based on their needs, preferences, and skill level.

3. Transportation Aesthetic Review Committee (TARC)

The MPO developed a set of aesthetic guidelines for consideration in the implementation of transportation projects. This guidance addressed and provided examples of variations on transit and highway elements that will improve the aesthetics and functionality of transportation projects.

4. Participation at National Level

- Peer Exchange on Freight Movement and Mega-regions
- Reconnecting America Peer Exchange

5. Outreach and Social Media

The MPO continues to update the MPO Annual Report to highlight those projects it conducts. Also, Facebook and YouTube continue to be utilized as effective mediums to spread the word about what is occurring at the MPO. In addition, e-Blasts are sent out regularly to the MPO's ever growing email distribution list. These methods have become some of the primary means through which stakeholders, individual citizens, and community groups remain informed about Miami-Dade MPO activities.

6. Interactive Transportation Improvement Program (InteracTIP)

Two applications have been added to this site:

a. Interactive Google-Map based TIP for Citizens

Users continue to access this application at MPO Website where they can fully display all layers of projects in the TIP. It can be sorted by agency and can be zoomed in and saved in Adobe to create a graphic PDF file that can be emailed. It also provides access to project funding, responsible agency, project manager contact and for those on-going construction projects updated project photos on location.

b. Interactive TIP-Development web tool for Agencies

The MPO continues to improve this software application where partner agencies input their own data during the TIP development stages. The application facilitates the timely assembly of the Draft TIP for review by Citizens and Committees allowing for a minimum of 45-days prior to document public hearing. It also streamlines the process by which agencies, at any given time during the year, can submit TIP amendment requests.

7. Freight

Miami-Dade MPO continues to actively participate in the planning process by updating the Miami-Dade Freight Plan and by working together with Broward and Palm Beach MPOs in the development of the Regional Freight Plan. In addition, Miami-Dade MPO has participated in freight events at the national level.

MIAMI URBANIZED AREA
MIAMI-DADE COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
FLORIDA DEPARTMENT OF TRANSPORTATION - DISTRICT SIX
2013 STANDARD JOINT CERTIFICATION REPORT
OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

PREPARED BY:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX

AND

MIAMI-DADE COUNTY
METROPOLITAN PLANNING ORGANIZATION (MPO)



June 19, 2013

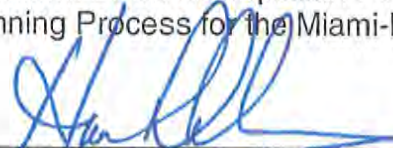
JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of 23 U.S.C. 134 (k)(5), 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Miami-Dade Metropolitan Planning Organization with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of MAP-21 and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on January 22nd, 2013.

Based on a joint review and evaluation, the Florida Department of Transportation and the Miami-Dade Metropolitan Planning Organization recommend that the Metropolitan Planning Process for the Miami-Dade Metropolitan Planning Organization be certified.



District Secretary (or designee)

6/19/13

Date



MPO Chairman (or designee)

6/6/13

Date

Table of Contents

<u>Title</u>	<u>Page #</u>
LIST OF ACRONYMS.....	ii
I. Introduction.....	1
ii. Findings.....	1
1. Fdot Tentative Work Program	1
2. Financial Management	2
3. General Planning Consultant (Gpc) Process.....	2
4. Title Vi Procedures And Disadvantaged Business Enterprise(Dbe)	3
5. Transportation Regional Incentive Program (Trip).....	3
6. Regional Coordination.....	3
7. Intergovernmental Coordination And Review (Icar) Agreement	4
8. Moving Ahead For Progress In The 21 st Century Act (Map-21).....	4
9. Right-Of-Way (Row) For Transportation Improvements	5
10. Summary Of Mpo Best Practices	5
iii. Federal Site Visit.....	6
iv. Conclusions And Recommendations	6
v. Appendix - Miami-Dade County Mpo 2012 New And Best Practices	7
2040 Long Range Transportation Program (Lrtp).....	A-1
Transit Service Evaluation Study – Phase Ii.....	A-2
Unified Planning Work Program (Upwp) Call For Ideas.....	A-3
Transportation Improvement Program (Tip)	A-3
Municipal Grant Program.....	A-4
Transportation Outreach Planner	A-4
Safe Routes To School Program Planning	A-4
Televised And Webcast Meetings	A-5
State-Of-The-Art Activity Based Model (Abm)	A-5
Bicycle/Pedestrian Webinar Hosting.....	A-5
Outreach And Social Media.....	A-5

List of Acronyms

Acronym	Definition
BCC	Board of County Commissioners
CAA	Community Action Agency
CCP	Community Characteristics Program
CMP	Congestion Management Process
CTAC	Citizens Transportation Advisory Committee
DBE	Disadvantaged Business Enterprise
EEO	Equal Opportunity Office
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTAC	Freight Transportation Advisory Committee
GPC	General Planning Consultant
HBE	Health and the Built Environment
ICAR	Intergovernmental Coordination and Review
ITIS	Integrated Transportation Information System
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MDX	Miami-Dade Expressway Authority
MOE	Measure of Effectiveness
MPO	Metropolitan Planning Organization
OPP	Office of Policy Planning
PD&E	Project Development & Environment
PI	Public Involvement
PIO	Public Involvement Offices
PL	Planning
PLEMO	Planning and Environmental Management Office
PSA	Public Service Announcement
QPR	Quarterly Progress Reports
RLRTP	Regional Long Range Transportation Plan
ROW	Right-of-Way
RTTAC	Regional Transportation Technical Advisory Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEFTC	Southeast Florida Transportation Council
SERPM	Southeast Florida Regional Planning Model
SFRPC	South Florida Regional Planning Council

Acronym	Definition
SFRTA	South Florida Regional Transportation Authority
STP	Surface Transportation Program
TCRPC	Treasure Coast Regional Planning Council
TIP	Transportation Improvement Program
TRIP	Transportation Regional Incentive Program
UPWP	Unified Planning Work Program

I. INTRODUCTION

In accordance with Chapter 7 of the Metropolitan Planning Organization (MPO) Management Handbook ("Handbook"), the Florida Department of Transportation (FDOT) and the MPO must jointly certify the Metropolitan Transportation Planning Process. On January 22, 2013, the FDOT District Six Intermodal Systems Development (ISD) staff met with Miami-Dade MPO staff to discuss how to enhance our partnering process. The following report is a result of the meeting.

This report documents the satisfactory performance of the Metropolitan Transportation Planning Process, provides recommendations for those areas in which planning activities could be improved, and identifies areas, in best practices, in which the MPO excels.

Prior to the 2008 report, the certification review covered regional planning, i.e. Miami-Dade coordination with the Broward and Palm Beach MPOs, as well as the review specific to the Miami-Dade MPO. By agreement of the three MPOs and FDOT Districts Four and Six, beginning in 2008, the regional review was removed from the certification statement. The regional review will continue, but outside of the joint certification process.

II. FINDINGS

The summary of findings includes the following:

1. FDOT Tentative Work Program

The MPO and FDOT recognize that each agency has been coordinating extensively to meet the needs of the other, and agree to continue to work together to make sure the Transportation Improvement Program (TIP) is developed on schedule. This TIP cycle demanded even more coordination by both agencies because of new federal requirement for the MPOs to show total project cost in the TIP, and other requirements by the Office of Policy Planning (OPP) to cross reference the TIP with the Long Range Transportation Plan (LRTP). Both FDOT and MPO staff have been involved in extensive coordination and reviews to ensure that the MPO's Fiscal Year (FY) 2014 TIP is in compliance with the new federal requirements. FDOT commends the MPO for the ongoing cooperation with the Department to ensure consistency of the Work Program and the TIP and compliance with federal regulations and Florida Statutes. The two agencies will continue to work together to minimize problems, improve coordination and address challenges that may arise in the future.

2. Financial Management

The District worked with the MPO to revise the format of the Quarterly Progress Reports (QPRs). This has resulted in an improved QPR that shows relevant information and activities for each Unified Planning Work Program (UPWP) task. The QPR have also been considered a useful tool in assisting the Department with monitoring the progress of each task in the UPWP and the overall activities of the Federal Planning (PL) and the Surface Transportation Program (STP) grants. This monitoring is now required by the FDOT Office of Inspector General (OIG). The OIG is responsible for the oversight of Single Audit activities and reporting for federal and state grants. In the past two years, the MPO's QPRs and invoices reflected an improved turnaround time for consultant billing of assigned UPWP tasks. Despite positive strides made in the past years, the MPO continues to express their preference for electronic invoicing. The District has been coordinating with Central Office on this issue. Although strong interest has been indicated by Central Office for electronic invoicing for grants, no implementation has been realized to date as the invoices are processed for payment by another state agency, the Department of Financial Services (DFS). In the meantime, FDOT and the MPO have jointly created a tracking system and have been closely monitoring the movement of invoices, from the time the invoices leave the MPO to the time the warrant (payment) is received by the MPO. This activity has resulted improved turnaround time on all MPO invoices submitted to FDOT.

3. General Planning Consultant (GPC) Process

The purpose of Task 3.02, General Planning Consultant (GPC) Support of the UPWP, is to provide professional planning services to conduct studies that are not included in the UPWP. These are generally studies requested by the MPO Board as new issues arise. Under Task 3.02, the MPO maintains contracts with five firms, which are selected individually as new task work orders and scopes of services are developed. The process requires review and approval of the scope of services by FDOT and the Federal Highway Administration (FHWA) since the work is not previously included in the UPWP. The scope and budget are then reviewed by the Transportation Planning Council (TPC), with final approval by the MPO Governing Board. Last year, FDOT participated in the selection of the General Planning Consultants (GPC). Over the last year, a matrix was introduced to track the comments provided by FDOT and the MPO's response to the comments. This matrix is then submitted to FHWA to assist with their review and concurrence. This activity resulted in improved turnaround time on the concurrence of the submitted scopes. It is recommended that both agencies confirm in writing the established procedure to streamline and expedite the existing GPC process.

4. Title VI procedures and Disadvantaged Business Enterprise(DBE)

The MPO has been diligent in applying their Title VI procedures and Disadvantaged Business Enterprise (DBE) plan. The FDOT Equal Opportunity Office (EEO) requires that MPOs include the EEO's Title VI/Non-Discrimination Policy Statement in all of their contracts. The Miami-Dade MPO has been in compliance with this requirement. The MPO continues to track DBE participation by requiring that consultants submit Architecture & Engineering Monthly Utilization Report (MUR) which indicates the DBE payments to the approved DBE firms. Consultants' invoices submitted to the MPO without the aforementioned report are not processed for payment. The MPO, in turn, submits DBE payment reports directly to the FDOT EEO.

5. Transportation Regional Incentive Program (TRIP)

Transportation Regional Incentive Program (TRIP) was created by the Legislature to provide a mechanism for implementation of regional projects and to improve regional coordination. The regional process includes review and approval of TRIP projects and priority lists by the Southeast Florida Transportation Council (SEFTC). Reductions in funding have resulted in lower allocations and fewer projects.

6. Regional Coordination

In the 2011 MPO Federal Certification Report, FHWA and the Federal Transit Administration (FTA) expressed their support of the MPO's efforts to promote regional planning, and commended the MPO for its participation in the successful regional coordination process. SEFTC was created through an inter-local agreement by the three MPOs in January 2006. The SEFTC Board is made up of one MPO Governing Board member from each of the three Southeast Florida MPOs. The SEFTC has established two committees: the Regional Transportation Technical Advisory Committee (RTTAC) and the RTTAC Modeling Subcommittee. The RTTAC is composed of staff from each of the three MPOs and FDOT Districts Four and Six, four major transit providers and the two Regional Planning Councils, South Florida Regional Planning Council (SFRPC) and Treasure Coast Regional Planning Council (TCRPC).

Highlighted below are some of major accomplishments resulting from regional coordination during last year:

- Miami-Dade MPO is the lead agency in the development of the 2040 Regional Transportation Plan (RTP).
- Creation of RTTAC Public Participation Subcommittee to coordinate public outreach on regionally significant projects and plans. Provided technical guidance for the Seven 50 forecasting task. This included

coordination with the counties outside adjacent to the tri-county region of Miami-Dade, Broward and Palm Beach.

- Under MPO Resolution #22-13, the MPO Governing Board approved a Memorandum of Understanding (MOU) between the three MPOs, FDOT Districts Four and Six, and the two Regional Planning Councils, creating a partnership regarding the potential implementation phases of the Tri-Rail Coastal Link Service.
- Coordinated the identification of funding for the 2040 RTP, Regional Freight Plan and travel demand modeling activities. Developed jointly the activity-based model, Southeast Florida Regional Planning Model (SERPM 7.0) for the region.
- Redesignation Process, Under MPO Resolution #21-13, the MPO Governing Board reaffirmed that the Miami-Dade MPO will remain as an individual MPO for the Miami urbanized area and that the regional coordination and plans will be conducted through SEFTC.

7. Intergovernmental Coordination and Review (ICAR) Agreement

In compliance with Chapter 339.175 Sections (9)(a)2 and (9)(a)3, Florida Statutes, the MPO Governing Board approved under Resolution #29-11 the Intergovernmental Coordination and Review ICAR agreement for Operators of Public Transportation Systems. The agreement was signed by all parties which include; FDOT, Miami-Dade MPO, Miami-Dade County, SFRPC, Miami-Dade Expressway Authority (MDX) and the South Florida Regional Transportation Authority (SFRTA). The agreement was executed by FDOT Secretary Pego on March 29, 2012.

8. Moving Ahead for Progress in the 21st Century Act (MAP-21)

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21), funding surface transportation programs at over \$105 billion for FY 2013 and 2014. It transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. MAP-21 also requires United States Department of Transportation (USDOT) to develop new rulemakings that will shape transportation policies for years to come. The majority of those new rulemakings are still under development today.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the United States transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. It builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

9. Right-of-Way (ROW) for Transportation Improvements

The previous certification report discussed the need to obtain sufficient Right-of-Way (ROW) for transportation improvements. FDOT is aware that the Board of County Commissioners (BCC), and not the MPO Governing Board, has jurisdiction over this area. Since our partnering meeting, the MPO coordinated a meeting with the MPO, FDOT, Miami-Dade Public Works and Waste Management and the Miami-Dade Regulatory and Economic Resources (RER) Departments to explore options to update the County's zoning code for ROW dedications, as recommended by the MPO funded "Miami-Dade County Typical Roadway Sections and Zoned Right-of-Way Update Study". The attendees at the March 8, 2013 meeting discussed the need to update the County zoning code to ensure that there is sufficient ROW to successfully implement future transportation improvements. The next step is to have the item discussed at the June 13, 2013 Greenway and Bicycle Facilities Coordinating Work Group meeting. It is recommended that the MPO and FDOT continue to lead the coordination effort on this item.

10. Summary of MPO Best Practices

The Miami-Dade MPO takes pride in the timely completion of its studies, community outreach efforts, crash databases, aesthetic project reviews and other initiatives. In addition, the MPO has demonstrated strong support for regional goals and initiatives in association with their regional partner agencies.

The MPO works hard to create a positive relationship with the public and with its business partners. They, along with the District, take pride in the many MPO activities.

The attached Appendix includes the activities conducted by the MPO during last year.

III. FEDERAL SITE VISIT

During April 2011 a team from FHWA and Federal Transit Administration (FTA) conducted their periodic MPO certification site visit in Miami-Dade County. The two agencies issued their 2011 Certification Report in November of 2011. The MPO has already addressed the corrective actions and recommendations included in the above referenced 2011 Certification Report.

IV. CONCLUSIONS AND RECOMMENDATIONS

The FDOT District Six and the Miami-Dade MPO certifies that the Metropolitan Transportation Planning Process complies with the requirements of 23 USC 134 and 23 CFR 450.334. Both agencies look forward to implement the following recommended actions:

- The MPO and FDOT will continue working together with Miami-Dade County Public Works and Waste Management and Miami-Dade RER Departments for implementing changes to the present County zoning code for ROW dedication.
- The MPO will continue monitoring funds and schedules assigned to all UPWP tasks to ensure that tasks are completed on time and consultant invoices are submitted and paid promptly. The MPO should also take steps to ensure that all Federal PL funds are used in the UPWP two-year cycle for which the funds are authorized. FDOT and the MPO should continue to track the submittal, processing and payment of all invoices.
- The MPO will prepare a procedure to streamline and expedite the existing General Planning Consultant review process.
- The MPO and FDOT will continue working together in the regional coordination process through the SEFTC and the RTTAC to ensure that development of a regional prioritization process and regional performance measures are ongoing activities.
- The MPO will continue to include participation of FDOT on the Selection Committee for future GPC contracts.
- The MPO and FDOT will continue working together to improve the reimbursement process by allowing electronic invoicing when is becomes available.

V. APPENDIX - MIAMI-DADE COUNTY MPO 2012 NEW AND BEST PRACTICES

**Miami-Dade County
Metropolitan Planning Organization (MPO)**

2012 New and Continued Best Practices

Updated Best Practices

2040 LONG RANGE TRANSPORTATION PROGRAM (LRTP)

In preparation for the development of the 2040 LRTP, the MPO took the lead in conducting the following studies that will contribute to the early stages of this plan. Some of these studies are:

- 1. A Historical Review of the LRTP for the Future**
To review previous reports of the LRTP to identify those areas that need to be revised, updated and improved for the development of the 2040 LRTP.
- 2. 2040 LRTP: Compliance with Federal and State Requirements**
To review, evaluate and recommend new policies, programs and trends that have evolved at federal, state, regional and local levels since the development and adoption of the 2035 LRTP.
- 3. 2040 LRTP: Needs Assessment Study**
To develop a comprehensive needs assessment that will provide a sound technical base for the LRTP Development Committee to use in developing the needs plan and cost feasible plan for the 2040 LRTP.
- 4. Strategies for Integration Sustainability and the Transportation System**
To analyze the current methods of developing plans and policies to support a more sustainable approach of delivering an effective transportation system; and to develop and assess specific scenario plans using a range of sustainability standards.

In addition, the 2040 LRTP incorporated the Congestion Management System (CMS) as an element of the process. In this way, the CMP will be fully integrated and evaluated with the plan, going one step ahead of the federal requirements. Another element in the development of the 2040 LRTP is the creation of an interactive application for the LRTP.

TRANSIT SERVICE EVALUATION STUDY – PHASE II

The MPO conducted the first phase of this study. Based on the success of this study, the MPO and Miami-Dade Transit (MDT) coordinated the development of a second phase to improved transit services within the county. A new concept for developing a transit network will be implemented by MDT.

FEC ALL ABOARD SERVICES AND SOUTH FLORIDA EAST COAST CORRIDOR (SFECC)

Miami-Dade MPO is working very closely with other transportation partners in the development of these services along the east corridor. In addition, the MPO is conducting a Downtown Intermodal Terminal Feasibility Study to build a transit facility to be integrated to the proposed FEC/SFECC rail terminal in Downtown Miami. Due to the importance of the location of Miami-Dade for these projects, coordination has been established at all levels in the areas of planning, operation, awareness and implementation. These efforts will continue for more years to come.

FREIGHT

With the post Panamax era knocking the door, Miami-Dade has been preparing the necessary infrastructure to absorb the anticipated future demand for freight. The Miami-Dade MPO has been actively participating in the planning process by conducting a Truck Parking Facilities Study (Phases I & II), by updating the Miami-Dade Freight Plan and by working together with Broward and Palm Beach MPOs in the development of the Regional Freight Plan.

ENHANCED BUS SERVICES (EBS) ALONG BISCAYNE BOULEVARD

To support the recommendations made in the Transit Service Evaluation II, the MPO is working with MDT in the development of Enhanced Bus Services (EBS) along three of the main transit corridors: Biscayne Boulevard (completed), NW 25th Avenue and Flagler Street. The last two corridors will be completed in 2013-2014.

ORIGIN AND DESTINATION (O-D) SURVEYS

In an effort to obtain and update transit data, the MPO has conducted O-D surveys for: Metrorail, Express Bus Services and Local Bus Services. During the last year, the O-D survey for the north garage was completed and the O-D surveys for the central and south garages will be completed during 2013-2014. The development of these surveys is a recommendation of the FTA and will be used to update the SERPM model.

Continued Best Practices

UNIFIED PLANNING WORK PROGRAM (UPWP) CALL FOR IDEAS

The MPO continues to solicit ideas from the general public and stakeholders to improve mobility in Miami-Dade County through a "Call for Ideas" campaign. Ideas recommended for funding are programmed in the draft UPWP for consideration of award by the Transportation Planning Council (TPC) and the MPO Governing Board. As a result of this process, in the past year, nine new studies were included in the UPWP.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Interactive Google-Map based TIP for Citizens

Users continue accessing this application at MPO Website to fully display all layers of projects in the TIP. It can be sorted by agency and can be zoomed in and saved in Adobe to create a graphic file that can be emailed. It also provides access to project funding, responsible agency, project manager contact and for those on-going construction projects updated project photos on location.

Interactive TIP-Development webtool for Agencies

The MPO continues improving this software application where partner agencies input their own data during the TIP development stages. It makes possible to timely assemble the Draft TIP for review by Citizens and Committees at a minimum of 45-days prior to document public hearing. It also enables agencies, at any given time during the year, to submit TIP amendment requests.

MUNICIPAL GRANT PROGRAM

The MPO continues to encourage municipalities to participate in Task 8.6 of the UPWP titled "Municipal Grant Program (MGP)". The MPO allocates an average of \$150,000 to the MGP. Municipalities submitted proposals to compete for these funds that require a 20% minimum match. As a result of this process, in the last year five projects were selected under the MGP.

TRANSPORTATION OUTREACH PLANNER

The Transportation Outreach Planner, formally known as the Integrated Transportation Information System (ITIS) continues to be a regional web-based tool with the Broward and Palm Beach MPOs. This tool enables Transportation Planners and Public Involvement Offices (PIO) to create an effective public involvement (PI) program and accomplish stated Title VI goals that allows the identification of the attitudes and issues facing that particular community.

SAFE ROUTES TO SCHOOL PROGRAM PLANNING

The MPO continues to work with the Miami-Dade Public School Board Community Traffic Safety Team (CTST) to coordinate projects funded through the federal Safe Routes to School (SRTS) program. The MPO has developed over 50 SRTS plans and funding applications for Elementary schools. Last year, ten million dollars in SRTS funds have been programmed and/or spent on safety and mobility improvements for the surrounding areas of targeted schools.

In addition, to improve the safety of the students, the MPO conducted a study for the "Implementation of Advanced Warning in School Speed Zones". This study was submitted to the School system for their consideration and implementation.

TELEVISED AND WEBCAST MEETINGS

The MPO continues to televise the Governing Board meetings and rebroadcast through the week thereafter.

STATE-OF-THE-ART ACTIVITY BASED MODEL (ABM)

Miami-Dade MPO continues working with FDOT Districts Four and Six and the Palm Beach and Broward MPOs to develop a state-of-the art activity based model for south Florida that will be completed in time for use in the upcoming LRTP's for all three MPOs.

BICYCLE/PEDESTRIAN WEBINAR HOSTING

The MPO continues presenting monthly webinar series of non-motorized transportation topics presented by the Association of Pedestrian and Bicycle Professionals (APBP). The MPO hosts viewings of these webinars by municipal agency partners.

OUTREACH AND SOCIAL MEDIA

The MPO continues developing the MPO Annual Report enhancing the projects conducted by the MPO in cooperation with the transportation partners. Also, Facebook and YouTube continue being utilized to spread the word about what is occurring at the MPO. In addition, e-Blasts are sent out regularly to the MPO's ever growing email distribution list. These methods have become some of the primary means through which stakeholders, individual citizens, and community groups remain informed about Miami-Dade MPO activities.

MIAMI URBANIZED AREA
MIAMI-DADE COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
FLORIDA DEPARTMENT OF TRANSPORTATION - DISTRICT SIX
2012 STANDARD JOINT CERTIFICATION REPORT
OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

PREPARED BY:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX

AND

MIAMI-DADE COUNTY
METROPOLITAN PLANNING ORGANIZATION (MPO)



April 13, 2012

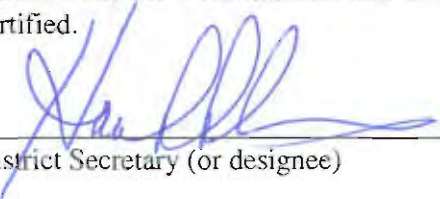
2012 JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of 23 U.S.C. 134 (k)(5), 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Miami-Dade Metropolitan Planning Organization (MPO) with respect to the requirements of:


1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and a list of conclusions and recommendations. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 29, 2012.

Based on a joint review and evaluation, the Florida Department of Transportation District Six and the Miami-Dade MPO recommend that the metropolitan planning process for the Miami-Dade MPO be certified.



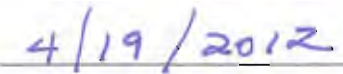
District Secretary (or designee)



Date



MPO Chairman (or designee)



Date

Table of Contents

	<u>Title</u>	<u>Page #</u>
	LIST OF ACRONYMS	ii
I.	INTRODUCTION.....	1
II.	FINDINGS	1
	1. FDOT TENTATIVE WORK PROGRAM	1
	2. FINANCIAL MANAGEMENT	1
	3. GENERAL PLANNING CONSULTANT (GPC) PROCESS.....	2
	4. TITLE VI AND DISADVANTAGED BUSINESS ENTERPRISE	2
	5. REGIONAL COORDINATION.....	3
	6. INTERGOVERNMENTAL COORDINATION AND REVIEW (ICAR) AGREEMENT.....	4
	7. SAFE ACCOUNTABLE FLEXIBLE EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU).....	4
	8. RIGHT-OF-WAY (ROW) FOR TRANSPORTATION IMPROVEMENTS.....	4
	9. SUMMARY OF MPO BEST PRACTICES.....	5
III.	FEDERAL SITE VISIT.....	6
IV.	CONCLUSIONS AND RECOMMENDATIONS.....	8
V.	APPENDIX - MIAMI-DADE COUNTY MPO 2011 NEW AND BEST PRACTICES.....	A-1
	2040 LONG RANGE TRANSPORTATION PROGRAM (LRTP)	A-2
	STATE-OF-THE-ART ACTIVITY BASED MODEL (ABM).....	A-2
	AESTHETIC GUIDELINES FOR TRANSPORTATION PROJECTS	A-2
	TRANSIT SERVICE EVALUATION STUDY	A-3
	STRATEGIES FOR INTEGRATION OF SUSTAINABILITY AND THE TRANSPORTATION SYSTEM STUDY	A-3
	BICYCLE/PEDESTRIAN WEBINAR HOSTING	A-3
	SOCIAL MEDIA	A-3
	UNIFIED PLANNING WORK PROGRAM (UPWP) CALL FOR IDEAS	A-4
	TRANSPORTATION IMPROVEMENT PROGRAM (TIP).....	A-4
	OUTREACH AND COORDINATION WITH THE PUBLIC HEALTH COMMUNITY	A-4
	INTERACTIVE LONG RANGE TRANSPORTATION PROGRAM (LRTP) WEB APPLICATION	A-5
	MUNICIPAL GRANT PROGRAM	A-5
	TRANSPORTATION OUTREACH PLANNER	A-5
	SAFE ROUTES TO SCHOOL PROGRAM PLANNING	A-5
	FREIGHT TRANSPORTATION ADVISORY COMMITTEE	A-6
	COMMUNITY ACTION AGENCY OUTREACH	A-6
	CAREER DAY OUTREACH.....	A-6
	TELEVISED AND WEBCAST MEETINGS	A-6

List of Acronyms

Acronym	Definition
BCC	Board of County Commissioners
CAA	Community Action Agency
CCP	Community Characteristics Program
CMP	Congestion Management Process
CTAC	Citizens Transportation Advisory Committee
DBE	Disadvantaged Business Enterprise
EEO	Equal Opportunity Office
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTAC	Freight Transportation Advisory Committee
GPC	General Planning Consultant
HBE	Health and the Built Environment
ICAR	Intergovernmental Coordination and Review
ITIS	Integrated Transportation Information System
L RTP	Long Range Transportation Plan
MDX	Miami-Dade Expressway Authority
MOE	Measure of Effectiveness
MPO	Metropolitan Planning Organization
OPP	Office of Policy Planning
PD&E	Project Development & Environment
PI	Public Involvement
PIO	Public Involvement Offices
PL	Planning
PLEMO	Planning and Environmental Management Office
PSA	Public Service Announcement
QPR	Quarterly Progress Reports
RL RTP	Regional Long Range Transportation Plan
ROW	Right-of-Way
RTTAC	Regional Transportation Technical Advisory Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEFTC	Southeast Florida Transportation Council
SERPM	Southeast Florida Regional Planning Model
SFRTA	South Florida Regional Transportation Authority

Acronym	Definition
STP	Surface Transportation Program
TIP	Transportation Improvement Program
TRIP	Transportation Regional Incentive Program
UPWP	Unified Planning Work Program

I. INTRODUCTION

In accordance with Chapter 7 of the MPO Management Handbook ("Handbook"), the FDOT and the MPO must jointly certify the metropolitan transportation planning process. The FDOT District Six Intermodal Systems Planning (ISP) staff met with Miami-Dade MPO staff to discuss and develop the 2012 certification report. The following report is a result of the meeting and a modified review of the Handbook's Certification Checklist (Section 7.11).

This report documents the satisfactory performance of the Metropolitan Transportation Planning Process, provides findings and recommendations for those areas in which planning activities should be improved, and identifies areas, in best practices, in which the MPO excels.

Prior to the 2008 report, the certification review covered regional planning, i.e. Miami-Dade coordination with the Broward and Palm Beach MPOs, as well as the review specific to Miami-Dade MPO. By agreement of the three MPOs and FDOT Districts Four and Six, beginning in 2008, the regional review was removed from the certification statement. The regional review will continue outside of the joint certification process.

II. FINDINGS

The summary of findings includes the following:

1. FDOT Tentative Work Program

The MPO and FDOT recognize that each agency has been coordinating extensively to meet the needs of the other, and agree to continue to work together to make sure the TIP is developed on schedule. This TIP cycle demanded even more coordination by both agencies because of new federal requirement for the MPOs to show total project cost in the TIP. Both FDOT and MPO staff have been working together to ensure that the MPO's FY 2013 TIP is in compliance with the new federal requirement. FDOT commends the MPO for the ongoing cooperation with the Department to ensure consistency of the Work Program and the TIP and compliance with federal regulations. The two agencies will continue to work together to minimize problems and address challenges that may arise in the future.

2. Financial Management

The MPO has been diligent in the timely utilization and tracking of the federal funds allocated to the area. In the past, this was a concern for the Department. However, since the last Joint Certification the MPO has allocated all carryover funds.

The Department worked with the MPO to revise the format of the Quarterly Progress Reports (QPR). This new landscape layout has resulted in an improved QPR that shows the relevant information and activities for each Unified Planning Work Program (UPWP) task along with the percentage of work completed on the same page. In the past year, the MPO's QPRs and invoices reflected an improved turnaround time for consultant billing of assigned UPWP tasks.

3. General Planning Consultant (GPC) Process

The purpose of the General Planning Consultant (GPC) Support of the UPWP is twofold:

- (1) to expedite the selection of consultants to conduct studies which eliminates the need to go through the six month extensive and costly procurement process, and
- (2) to provide a placeholder for funds to conduct studies that need immediate attention and are not already included in the UPWP.

Under the GPC the MPO maintains contracts with five firms selected through the County Procurement process. As new studies arise, scope of works (SOWs) are prepared and work orders are assigned based on a competitive internal process. For those efforts not included in the UPWP, the process requires review and approval of the SOWs and budget by FDOT and the Federal Highway Administration (FHWA).

The current procedure provides a two (2) week timeframe to review the scope. Due to the additional time needed in obtaining FHWA approval, this process was modified to accommodate this issue. A new process was detailed and included as Task 5.1 in the FYs 2013-2014 UPWP. This process will be reviewed during the 2013 Joint Certification for further improvements, as appropriate. The GPC process provides the flexibility to support the transportation planning process for Miami-Dade County.

4. Title VI and Disadvantaged Business Enterprise

The MPO has been diligent in applying their Title VI procedures and Disadvantaged Business Enterprise (DBE) plan. The FDOT Equal Opportunity Office (EEO) requires that MPOs include the EEO's Title VI/Non-Discrimination Policy Statement in all of their contracts. The Miami-Dade MPO has been in compliance with this requirement. The MPO adopted the FDOT DBE measures in 2008, and uses the same goal. The MPO tracks DBE participation by requiring that consultants submit a DBE Monthly Utilization Report. The MPO, in turn, submits DBE payment reports directly to the FDOT.

5. Regional Coordination

In the 2011 MPO Federal Certification Report, FHWA and the Federal Transit Administration (FTA) expressed their support of the efforts to promote regional planning, and commended the MPO for its participation in regional coordination success. The MPO has evolved to take on a leadership role in the ongoing coordination within the Southeast Florida region, which includes the Miami-Dade, Broward and Palm Beach MPOs. SEFTC was created through an inter-local agreement by the three MPOs in January 2006. The SEFTC Board is made up of one MPO Governing Board member from each of the three Southeast Florida MPOs. The SEFTC has established the Regional Transportation Technical Advisory Committee (RTTAC) and the RTTAC Modeling Subcommittee. The RTTAC is composed of staff from each of the three MPOs and FDOT Districts Four and Six, along with representatives from the four (4) major transit operators, MDX and the two (2) Regional Planning Councils. The SEFTC and the RTTAC Modeling Subcommittee meet quarterly while the RTTAC meets generally on a monthly basis.

Regional coordination is ongoing through regularly scheduled SEFTC Board meetings, and meetings of the RTTAC. Highlighted below are some of the major accomplishments resulting from regional coordination:

- Adoption of the 2035 Regional Long Range Transportation Plan (RLRTP) for Southeast Florida;
- Adoption and utilization of a single regional travel demand model for transportation planning;
- Establishment of the RTTAC Modeling Subcommittee where uniform technical approaches have been implemented;
- Adoption of enhanced regional goals for inclusion in the RLRTP with associated regional objectives and measures of effectiveness;
- Consensus to support a much larger regional effort to develop a seven county Regional Vision and Plan for Sustainable Development for 2060;
- Joint funding for the development of the Southeast Florida Regional Long Range Transportation Plan, the Southeast Florida Regional Planning Model (SERPM), the South Florida Regional Freight Plan and major regional projects, such as the South Florida East Coast Corridor Study; and
- Joint stakeholder participation in several cross-jurisdictional projects including: Miami Urban Partnership Agreement/95 Express Bus/Bus Rapid Transit.

6. Intergovernmental Coordination and Review (ICAR) Agreement

In compliance with Chapter 339.175 Sections (9)(a)2 and (9)(a)3, Florida Statutes, the ICAR agreement was approved by the MPO Governing Board, Resolution #29-11, dated October 20, 2011. The agreement was signed by all parties which include; FDOT, Miami-Dade MPO, Miami-Dade County, South Florida Regional Planning Council (SFRPC), Miami-Dade Expressway Authority (MDX) and the South Florida Regional Transportation Authority (SFRTA) and it was executed on March 29, 2012.

7. Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

SAFETEA-LU expired on September 30, 2009 and to date Congress has used a number of continuing resolutions which extends SAFETEA-LU to keep transportation funds flowing. A new transportation bill, Moving Ahead for Progress in the 21st Century (MAP 21) was approved by United States Senate on March 14, 2012. However on March 21, 2012, House Transportation and Infrastructure Committee announced a three-month extension of SAFETEA-LU, extending current law through June 30th 2012. The MPO 2035 LRTP, which was adopted on October 29, 2009, remains subject to the SAFETEA-LU requirements. It incorporates Efficient Transportation Decision Making (ETDM) into its development process. Additionally, freight movements, congestion management, the four "T"s (Tolling, Transit, Telecommuting and Technology), sustainability and climate change, "set asides" for bicycle and pedestrian travel, transportation improvements from the Congestion Management Process (CMP) and park-&-ride lots are all addressed in the 2035 LRTP.

8. Right-of-Way (ROW) for Transportation Improvements

The previous certification report discussed the need to obtain sufficient ROW for transportation improvements. FDOT is aware that the Board of County Commissioners (BCC), and not the MPO Governing Board, has jurisdiction over this area. The FDOT supports coordinated efforts between the MPO, Miami-Dade Public Works and Waste Management and the Miami-Dade Sustainability Planning and Economic Enhancement Departments to update the County's zoning code for ROW dedications such as the MPO funded "Miami-Dade County Typical Roadway Sections and Zoned Right-of-Way Update Study". FDOT and MPO recognize that the County zoning code update is essential to ensure that there is sufficient ROW to successfully implement future transportation improvements. The MPO will continue its effort to explore potential resolution to this issue, with the support of FDOT and other applicable partners.

9. Summary of MPO Best Practices

The Miami-Dade MPO takes pride in the timely completion of its studies, community outreach efforts, crash databases, aesthetic project reviews and other initiatives. In addition, the MPO has demonstrated strong support for regional goals and initiatives in association with their regional partner agencies.

The MPO strives to create a positive relationship with the public and with its business partners. Stakeholders, along with the FDOT, take pride in the many MPO activities. It bears repeating that the MPO website has been recognized around the country as one of the best governmental websites. Following are examples of “best practices” by the MPO (a detailed list of all best practices is included in the attached Appendix).

In preparation for the development of the 2040 LRTP, the MPO took the lead in conducting the following studies that will contribute to the early stages of this plan:

- **A Historical Review of the LRTP for the Future**
To review previous reports of the LRTP to identify those areas that need to be revised, updated and improved for the development of the 2040 LRTP.
- **Strategies for Integration Sustainability and the Transportation System**
To analyze the current methods of developing plans and policies to support a more sustainable approach to delivering an effective transportation system; and to develop and assess specific scenario plans using a range of sustainability standards.

Following is a list of the MPO's outstanding and ongoing efforts that have improved the development of the transportation planning process for Miami-Dade County:

- State-of-the-Art Activity Based Model (ABM)
- Aesthetic Guidelines for Transportation Projects
- Transit Service Evaluation Study
- Bicycle/Pedestrian Webinar Hosting
- Social Media
- Unified Planning Work Program (UPWP) Call for Ideas
- Transportation Improvement Program (TIP)
- Outreach and Coordination with the Public Health Community
- Interactive Long Range Transportation Program (LRTP) Web Application
- Municipal Grant Program
- Transportation Outreach Planner

- Safe Routes to School Program Planning

III. FEDERAL SITE VISIT

During April 2011 a team from FHWA and FTA conducted their periodic MPO certification site visit in Miami-Dade County. The two agencies issued their 2011 Certification Report in November 2011. The report found that one corrective action was needed, and a number of recommendations were issued. The MPO is in the process of addressing the corrective action of including total project cost in the TIP. The MPO working in coordination with FDOT will have this action completed by the deadline of June 30, 2012. The MPO has also addressed all the recommendations with the exception of the Congestion Management Process (CMP), for which they have outlined plans to fully integrate the next update to the CMP as an element of the 2040 update of the LRTP.

Corrective Action

1. Total Project Cost in the TIP

This concern raised by FHWA applies to all MPOs in the State of Florida. The Miami-Dade TIP includes total project costs for all agencies, except for FDOT projects. However, the Miami-Dade MPO, in coordination with FDOT Central Office and District Six has made strides in completing this item before the June 30, 2012 deadline. This information has been included in the Draft FY 2013-2017 Transportation Improvement Program (TIP) document, which is currently being reviewed by the local transportation partners and the public.

Recommendations

1. Fiscal Constraint Documentation in the LRTP

The Miami-Dade MPO and FHWA Florida Division jointly agreed that the inclusion of a single-page Financial Resources Review and Update Report was to be added to 2035 LRTP website and was to be advertised on the MPO website to inform readers on availability of the new re-formatted 2035 LRTP information. At the request of FHWA this information was placed as an information item on the agenda of the December 8, 2011 MPO Governing Board meeting. By communication of January 18, 2012, FHWA and FTA confirmed their determination that upon review of the website, information and documents provided in connection with the subject matter, the immediate requirement of Fiscal Constraint Documentation in the 2035 LRTP had been satisfied.

2. Finalization of MPO Intergovernmental Coordination and Review (ICAR) Agreement

The ICAR was approved by the MPO Governing Board, Resolution #29-11 on October 20, 2011. The agreement was signed by all parties which include; FDOT, MPO, South Florida Regional Planning Council (SFRPC), Miami-Dade Expressway Authority and the South Florida Regional Transportation Authority (SFRTA) and executed on March 29, 2012. A copy of the ICAR agreement was distributed to all parties, the State Office of Policy Planning and FHWA.

3. Progress of Transit Universal Smart Card for Miami-Dade, Broward and Palm Beach Counties

The MDT Easy Card was the first universal smart card in the Southeast Florida region that conformed to the American Public Transportation Association' (APTA) Intelligent Transportation System (ITS) architecture to readily allow interfacing of technology by other agencies. The South Florida Regional Transportation Authority joined MDT by introducing its own Easy Card. The same card can be used for both systems, providing the flexibility to users to transfer from one system to another. Both Broward County Transit (BCT) and Palm Tran are exploring the best methods for their respective systems to tie into a universal smart card. This is a standing update issue on the SEFTC agendas as it is identified as a project of regional priority. The Miami-Dade MPO and MDT are willing to assist the other two transit agencies with the implementation of this program.

4. Information on Advisory Committees and Public Involvement Opportunities in the Public Participation Plan (PPP)

As recommended, the following information was added to the PPP:

- The following Information was added to the Citizen Advisory Committee section:
 - General meeting dates and times
 - Contact information for citizens to express their interest in serving on a committee
 - Where a citizen can view the current meeting schedule for the committees
- A section was added "Letting Citizens Know How to Get Involved", which discusses the importance of citizen involvement in the transportation planning process, and specifically how a citizen can contact the MPO to provide their comments.

- Contact information was included after each plan, program, and committee description on how a citizen can find out more about that specific topic.
- While it was not part of the initial recommendation, information on how to get involved in the "Transportation Disadvantaged Dollar Program" was included.

After this information was included in the PPP it went through the required 45-day public review period. It was then submitted to the CTAC, TPC, and MPO Governing Board for final approval under Resolution MPO #08-12.

5. Title VI – Making Critical Documents, such as Nondiscrimination Policies, Forms and Data more accessible to the Public

The Miami-Dade MPO Title VI Report was distributed to all 48 Miami-Dade County libraries to be placed in circulation.

6. Include Performance Measures in the Congestion Management Process (CMP)

The performance measures included in the CMP are: Volume/Capacity (V/C) ratio, Level of Service (LOS), duration of congestion and duration of delay. The next CMP Update will be fully integrated as an element of the 2040 LRTP. This decision will allow for revising the CMP process to develop performance measures and establish a monitoring methodology to identify the causes of recurring and non-recurring congestion. In addition, the MPO will use existing traffic and transit data to monitor traffic congestion at a countywide level and will develop visualization techniques to show traffic conditions in a GIS platform and/or other formats to keep the citizens informed about traffic conditions. Best practices will also be evaluated to incorporate them in this new CMP element of the 2040 LRTP.

The result of this effort will be translated in an interactive tool to be located in the MPO Website to allow the citizens to check traffic conditions at a local level too and provide other options to avoid traffic congestion.

IV. CONCLUSIONS AND RECOMMENDATIONS

The FDOT District Six and the Miami-Dade MPO certify that the Metropolitan Transportation planning process complies with the requirements of 23 USC 134 and 23 CFR 450.334. Both agencies look forward to working together in the coming year to address the following recommended actions described in this report:

- Continue close coordination between FDOT, Miami-Dade County Public Works and Waste Management and Miami-Dade Sustainability Planning and Economic Enhancement Departments and the MPO with the goal of implementing changes to the present County zoning code for ROW dedication.
- The MPO should continue to monitor funds and schedules assigned to all UPWP tasks to ensure that tasks are completed on time and consultant invoices are submitted and paid promptly. The MPO should also take steps to ensure that all Federal PL funds are used in the UPWP two-year cycle for which the funds are authorized. The MPO has expressed concern that their ability to commit to the utilization of the PL Funds is contingent upon the timing of the authorization of these funds.
- The MPO and FDOT will work together to evaluate the new GPC process included in the FYs 2013-2014 UPWP. Modifications should be considered to streamline and expedite this process, as appropriate.
- The MPO should continue the regional coordination process through the SEFTC and the RTTAC to ensure that development of a regional prioritization process and regional performance measures are ongoing activities.

V. APPENDIX - MIAMI-DADE COUNTY MPO 2011 NEW AND BEST PRACTICES

**Miami-Dade County
Metropolitan Planning Organization (MPO)**

2011 New and Continued Best Practices

New Best Practices

2040 LONG RANGE TRANSPORTATION PROGRAM (LRTP)

In preparation for the development of the 2040 LRTP, the MPO took the lead in conducting the following studies that will contribute to the early stages of this plan.

- **A Historical Review of the LRTP for the Future**
To review previous reports of the LRTP to identify those areas that need to be revised, updated and improved for the development of the 2040 LRTP.
- **2040 LRTP: Compliance with Federal and State Requirements**
To review, evaluate and recommend new policies, programs and trends that have evolved at federal, state, regional and local levels since the development and adoption of the 2035 LRTP. This specifically include: identifying new emphasis areas of the transportation bill, recommending performance measures and determining their application to the 2040 LRTP.
- **2040 LRTP: Needs Assessment Study**
To develop a comprehensive needs assessment that will provide a sound technical base for the LRTP Development Committee to use in developing the needs plan and cost feasible plan for the 2040 LRTP.
- **Strategies for Integration Sustainability and the Transportation System**
To analyze the current methods of developing plans and policies to support a more sustainable approach of delivering an effective transportation system; and to develop and assess specific scenario plans using a range of sustainability standards.

STATE-OF-THE-ART ACTIVITY BASED MODEL (ABM)

Miami-Dade MPO is working with FDOT Districts Four and Six and the Palm Beach and Broward MPOs to develop a state-of-the art activity based model for south Florida that will be completed in time for use in the upcoming LRTP's for all three MPOs. The ABM is a time-of-day model that depicts tours from households in nearly 20,000 micro-analysis zones. It will include all of the recent transit model improvements that have been recently developed for the area.

AESTHETIC GUIDELINES FOR TRANSPORTATION PROJECTS

The MPO developed a set of aesthetic guidelines for consideration in the implementation of transportation projects. These guidelines addressed transit and highway elements that will improve the aesthetic and functionality of transportation projects. The Transportation Aesthetic Review Committee (TARC) monitored and contributed in the development of these guidelines.

TRANSIT SERVICE EVALUATION STUDY

The MPO conducted this study with the objective of providing to Miami-Dade Transit (MDT) the necessary tools for evaluating the performance of their routes. MDT already applied the recommendations made in this study in the 2011 line-up. The results were: transit service was improved, resources were maximized and operating costs were reduced.

STRATEGIES FOR INTEGRATION OF SUSTAINABILITY AND THE TRANSPORTATION SYSTEM STUDY

This Study examined three distinct set of strategies aimed to improve mobility and livability within Miami-Dade County. Each of these scenarios needed to demonstrate that they could be implemented and sustained within the current and expected financial conditions. Various performance measures were used to evaluate and gauge mobility and livability aspects utilizing the regional travel demand model results. The "Mobility Management" scenario took the 95 Express concept and applied it system-wide through the implementation of the managed lane network on virtually all limited access facilities within Miami-Dade County. The "Linkages" scenario consisted of an alternate 2035 land use, which reallocates future growth based upon Transit Oriented Development (TOD) and population/ employment balancing principles. The "Multimodal" scenario assumed the conversion of the major transit corridors in Miami-Dade County into entirely arterial-based bus rapid transit corridors. The study methodology broke away from the conventional approach of coordinating with established policies, but rather focused on strategies regardless of existing policies that would potentially have a meaningful impact at a system-wide basis and be self-sustaining given the current funding climate. The results of this Study will be used to foster interagency discussions in preparing of future policies that support those strategies positively impacting our area's mobility and livability.

BICYCLE/PEDESTRIAN WEBINAR HOSTING

The MPO has purchased the right to present the monthly webinar series of non-motorized transportation topics presented by the Association of Pedestrian and Bicycle Professionals (APBP). The MPO hosts viewings of these webinars by municipal agency partners. These events have raised knowledge of non-motorized transportation and created opportunities for inter-agency coordination on bicycle and pedestrian projects.

SOCIAL MEDIA

Facebook and YouTube are utilized to spread the word about what is occurring at the MPO. Policy for utilizing Facebook can be viewed in the Public Participation Plan. In addition, e-Blasts are sent out regularly to the MPO's ever growing email distribution list. These methods have become some of the primary means through which stakeholders, individual citizens, and community groups remain informed about Miami-Dade MPO activities.

A citizen can follow the MPO on Facebook at www.facebook.com/miamidademipo and request to be added to the email distribution list by calling (305) 375-4507 or emailing mpo@miamidade.gov.

Continued Best Practices

UNIFIED PLANNING WORK PROGRAM (UPWP) CALL FOR IDEAS

The MPO continues to solicit ideas from the general public and stakeholders to improve mobility in Miami-Dade County through a "Call for Ideas" campaign. A "Call for Ideas" brochure is sent electronically to over 2,500 persons on the MPO's database, a Press Release is generated, and the brochure is highlighted on the MPO website. Ideas submitted are shortlisted and submitted to the UPWP Development Committee. This 13-member committee includes representatives from the MPO, FDOT (Public Transportation Office), FDOT (Planning and Environmental Management Office), Miami-Dade Public Works Waste Management Department (PWWM), Miami-Dade County Public Schools, Miami-Dade Transit (MDT), South Florida Regional Transportation Authority (SFRTA), Seaport, Miami-Dade Expressway Authority (MDX), Sustainability, Planning, and Economic Enhancement Department (SPEED), the Permitting, Environment, and Regulatory Affairs Department (PARA), and the Citizens Transportation Advisory Committee (CTAC). Ideas recommended for funding are programmed in the draft UPWP for consideration of award by the Transportation Planning Council (TPC) and the MPO Governing Board.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Interactive Google-Map based TIP for Citizens

Users continue accessing this application at the MPO Website to fully display all layers of projects in the TIP. It can be sorted by agency and can be zoomed in and saved in Adobe to create a graphic file that can be emailed. It also provides access to project funding, responsible agency, project manager contact and for those on-going construction projects updated project photos on location.

Interactive TIP-Development webtool for Agencies

The MPO continues improving this software application where partner agencies input their own data during the TIP development stages. It makes possible to timely assemble the Draft TIP for review by Citizens and Committees at a minimum of 45-days prior to document public hearing. It also enables agencies, at any given time during the year, to submit TIP amendment requests.

OUTREACH AND COORDINATION WITH THE PUBLIC HEALTH COMMUNITY

The MPO continues to support the efforts of the Consortium for a Healthier Miami-Dade by hosting meetings of the Consortium's Health and the Built Environment (HBE) Committee. MPO staff currently serves as the HBE committee chair. The HBE committee raises awareness of the relationship between the built environment (street design, site design, and zoning), physical activity (the feasibility of using walking and

bicycling for transportation), and public health (chronic diseases such as high blood pressure, heart disease, obesity, and cancer). The HBE committee presents on these subjects to relevant stakeholders and creates opportunities for partnerships and collaborations between committee members.

INTERACTIVE LONG RANGE TRANSPORTATION PROGRAM (LRTP) WEB APPLICATION

Citizens continue to access the LRTP interactive application at the MPO website to get easy access to approved projects in the 2035 Cost Feasible Plan. Projects can be accessed through a variety of methods, including by proximity to a particular location, in the path of a particular trip, or simply by project type, such as highway or transit projects. The Interactive LRTP application also offers access to supporting LRTP Documents such as 2035 LRTP Adoption Document, LRTP Executive Summary, Revenue and Cost Tables, Public Involvement Plan, Data Compilation Report, Model Validation Report, Financial Resources Review and Update Report, Efficient Transportation Decision Making (ETDM) Report, LRTP Model Development, and a series of maps (over 50 different maps are available).

MUNICIPAL GRANT PROGRAM

The MPO continues to encourage municipalities to participate in Task 8.6 of the UPWP titled "Municipal Grant Program (MGP)". Last year, the MPO allocated \$150,000 to the MGP. Municipalities submitted proposals to compete for these funds that require a 20% minimum match. Projects are selected based on the following project evaluation criteria: Level of Service benefits of the proposed project, impact of mobility/traffic circulation gains, intermodal nature of proposal, support of the approved countywide activities of the UPWP, and consistency with the applicant's local comprehensive plans. In 2011, five (5) projects were selected under the Municipal Grant Program.

TRANSPORTATION OUTREACH PLANNER

The Transportation Outreach Planner, formally known as the Integrated Transportation Information System (ITIS) is now a regional web-based tool with the Broward and Palm Beach MPOs, which enables Transportation Planners and Public Involvement Offices (PIO) to create an effective public involvement (PI) program and accomplish stated Title VI goals that allows the identification of the attitudes and issues facing that particular community. PI strategies are modified according to community characteristics, such as, but not limited to, literacy rates, income levels, cultural composition, and religious affiliation. By utilizing the ITIS, staff from the three (3) counties has access to this invaluable information to tailor its outreach approach to determine a community's stand on a project and work with that community to gather support.

SAFE ROUTES TO SCHOOL PROGRAM PLANNING

The MPO continues to work with the Miami-Dade Public School Board Community Traffic Safety Team (CTST) to coordinate projects funded through the federal Safe

Routes to School (SRTS) program. The MPO has developed over fifty SRTS plans and funding applications for Elementary schools. In FY 2012 the National Clearinghouse SRTS methodology was utilized to prioritize the remaining 150 Elementary schools for funding. Ten million dollars in SRTS funds have been programmed and/or spent on safety and mobility improvements for the surrounding areas of targeted schools.

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

The MPO's Freight Transportation Advisory Committee remains unique in the nation both in its composition and its longevity. The committee members, who are appointed by the MPO Board, are all active in the various elements of the freight industries and are not employed by public agencies. The committee continues to meet at least 10 times per year and draws active participation from non-voting attendees as well. The committee meets regularly with agencies that implement roadway projects to assure that freight is adequately considered in maintenance of traffic plans. FTAC has served as the technical committee for MPO consultants to complete "The Transportation and Economic Impact Study of the Freight Industry in Miami-Dade County." FTAC is also working on issues such as the need for additional warehouse space in the County, the lack of overnight truck parking in the County and the severe truck congestion in and around the warehouse district.

COMMUNITY ACTION AGENCY OUTREACH

MPO staff continues to attend various Miami-Dade County Community Action Agency (CAA) meetings to assist them with their transportation needs. Issues are directed to the appropriate agency for follow-up and possible action. The CAA empowers economically disadvantaged individuals, families, and communities to achieve self-sufficiency through resource mobilization, service delivery, education, and advocacy.

CAREER DAY OUTREACH

Staff continues to educate elementary students on the role of the Miami-Dade Metropolitan Planning Organization. Staff discussed the importance the public plays in the transportation planning process. Students are given a verbal overview of the process along with newsletters of the MPO. Staff created an activity that allowed students to create their own transportation project and go through the public involvement process with their peers. They have the opportunity to create a project name, vote on the mode of transportation, create several different project scenarios, discuss the pros and cons of the project(s), learn about the process of elimination, why it is important to be involved and vote, discuss the best area for the project, and vote on if the project is feasible or not?

TELEVISED AND WEBCAST MEETINGS

The MPO continues to televise the Governing Board meetings and rebroadcast through the week thereafter. In addition, the MPO Governing board meetings are webcast and archived to be viewed at a later date if desired.

MIAMI URBANIZED AREA
MIAMI-DADE COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
FLORIDA DEPARTMENT OF TRANSPORTATION - DISTRICT SIX

2011 STANDARD JOINT CERTIFICATION REPORT
OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

PREPARED BY:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX

AND

MIAMI-DADE COUNTY
METROPOLITAN PLANNING ORGANIZATION (MPO)



April 7, 2011

2011 STANDARD JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

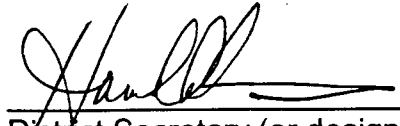
Pursuant to the requirements of 23 U.S.C. 134 (k)(5), 23 CFR 450.334(a), the Florida Department of Transportation (FDOT) District Six, and the Miami-Dade Metropolitan Planning Organization (MPO) have performed a review of the certification status of the metropolitan transportation planning process for the Miami-Dade MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

FDOT District Six conducted a modified state certification review of the Miami-Dade MPO in 2010. Pursuant to the MPO Handbook, Chapter 7, Section 7.6.1, the District is allowed to conduct a standard certification review for 2011 to coincide with the Federal quadrennial review.

The standard joint certification review package for the Miami-Dade MPO consists of (1) this statement, acknowledging substantial compliance with the above requirements, (2) a report, including findings and recommendations, and (3) a discussion of best practices. The contents of the package have been reviewed by the Miami-Dade MPO and accurately reflect the results of certification review meeting held on February 24, 2011, and subsequent consultations among FDOT and the MPO staff.

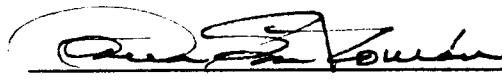
Based on a joint review and evaluation, the Florida Department of Transportation, District Six, and the Miami-Dade MPO recommend that the metropolitan transportation planning process for the Miami-Dade MPO be certified.



District Secretary (or designee)

4/6/11

Date



MPO Chairman (or designee)

4/7/11

Date

Table of Contents

<u>Title</u>	<u>Page #</u>
LIST OF ACRONYMS.....	i
I. INTRODUCTION	1
II. FINDINGS	1
1. Right-of-Way (ROW) for Transportation Improvements.....	1
2. FDOT Tentative Work Program	1
3. Financial Management.....	2
4. General Planning Consultant (GPC) Process.....	2
5. Title VI and Disadvantaged Business Enterprise.....	3
6. Transportation Regional Incentive Program (TRIP).....	3
7. Regional Coordination.....	3
8. Intergovernmental Coordination and Review (ICAR) Agreement.....	4
9. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).....	4
10. Summary of MPO Best Practices	4
11. 2007 Federal Site Visit.....	6
III. CONCLUSIONS AND RECOMMENDATIONS	7
IV. APPENDIX - MIAMI-DADE COUNTY MPO 2010 BEST PRACTICES.....	1
1. Transportation Improvement Program (TIP)	2
2. 2035 Long Range Transportation Program (LRTP)	2
3. Call for Ideas.....	4
4. Municipal Grant Program	4
5. Modeling.....	5
6. Consortium for a Healthier Miami-Dade's Health and the Built Environment Committee	5
7. MPO Encourages Walking with Partner Agencies.....	5
8. Freight Transportation Advisory Committee.....	6
9. Multi-Lingual Advertisements.....	6
10. Televised and Webcast Meetings	6
11. The Integrated Transportation Information System	6
12. Community Action Agency Outreach (CAA).....	7
13. Career Day Outreach	7
14. Public Service Announcement (PSA) Contest	7

List of Acronyms

Acronym	Definition
BCC	Board of County Commissioners
CAA	Community Action Agency
CCP	Community Characteristics Program
CMP	Congestion Management Process
CTAC	Citizens Transportation Advisory Committee
DBE	Disadvantaged Business Enterprise
EEO	Equal Opportunity Office
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTAC	Freight Transportation Advisory Committee
GPC	General Planning Consultant
HBE	Health and the Built Environment
ICAR	Intergovernmental Coordination and Review
ITIS	Integrated Transportation Information System
L RTP	Long Range Transportation Plan
MDX	Miami-Dade Expressway Authority
MOE	Measure of Effectiveness
MPO	Metropolitan Planning Organization
OPP	Office of Policy Planning
PD&E	Project Development & Environment
PI	Public Involvement
PIO	Public Involvement Offices
PL	Planning
PLEMO	Planning and Environmental Management Office
PSA	Public Service Announcement
QPR	Quarterly Progress Reports
RL RTP	Regional Long Range Transportation Plan
ROW	Right-of-Way
RTTAC	Regional Transportation Technical Advisory Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEFTC	Southeast Florida Transportation Council
SERPM	Southeast Florida Regional Planning Model
SFRTA	South Florida Regional Transportation Authority
STP	Surface Transportation Program

Acronym	Definition
TIP	Transportation Improvement Program
TRIP	Transportation Regional Incentive Program
UPWP	Unified Planning Work Program

I. INTRODUCTION

In accordance with Chapter 7 of the MPO Management Handbook ("Handbook"), the FDOT and the MPO must jointly certify the metropolitan transportation planning process. The FDOT District Six Planning and Environmental Management Office (PLEMO) staff have met with Miami-Dade MPO staff to discuss and develop the 2011 certification report. The following report is a result of the meeting and a standard review of the Handbook's Certification Checklist (Section 7.11).

This report documents the satisfactory performance of the Metropolitan Transportation Planning Process, provides findings and recommendations for those areas in which planning activities should be improved, and identifies areas, in best practices, in which the MPO excels. Consistent with the Handbook, this certification report will be a stand-alone document since there is no UPWP being developed this year.

Prior to the 2008 report, the certification review covered regional planning, i.e. Miami-Dade coordination with the Broward and Palm Beach MPOs, as well as the review specific to Miami-Dade MPO. By agreement of the three MPOs and FDOT Districts Four and Six, beginning in 2008, the regional review was removed from the certification statement. The regional review will continue, but outside of the joint certification process.

II. FINDINGS

The summary of findings includes the following:

1. Right-of-Way (ROW) for Transportation Improvements

The previous certification report discussed the need to obtain sufficient ROW for transportation improvements. FDOT is aware that the Board of County Commissioners (BCC), and not the MPO Governing Board, has jurisdiction over this area. The FDOT supports coordinated efforts between the MPO, Miami-Dade Public Works and the Miami-Dade Planning and Zoning Departments to update the County's zoning code for ROW dedications such as the MPO funded "Miami-Dade County Typical Roadway Sections and Zoned Right-of-Way Update Study". FDOT recognizes that the County zoning code update is essential to ensure that there is sufficient ROW to successfully implement future transportation improvements. The MPO agreed to facilitate a meeting with the applicable partners to explore potential resolution to this issue.

2. FDOT Tentative Work Program

In prior years the MPO and FDOT have expressed concerns regarding the timing of the review process for the FDOT Tentative Work Program, and the timing of FDOT's submittal of the draft Tentative Work Program in relation to the MPO's Transportation Improvement Program (TIP) development schedule. FDOT's schedule is governed by the State budget and annual work program development cycle, and the legislative budget approval process. This is a dynamic process, as revenue reductions have

occurred during the TIP development cycle, and revenues can change up to the time of budget approval by the legislature. The MPO and FDOT recognize that each agency has been coordinating extensively to meet the needs of the other, and agree to continue to work together to make sure the TIP is developed on schedule. FDOT commends the MPO for the ongoing cooperation with the Department to ensure consistency of the Work Program and the TIP. The two agencies will continue to work together to minimize problems and address challenges that may arise in the future.

3. Financial Management

Timely utilization and tracking of federal funds is an area of concern, which was discussed at the certification review meeting. The MPO had an excessive balance of the annual allocations of Planning (PL) and Surface Transportation Program (STP) funds at the end of the FY 2009 and 2010 UPWP cycles. The Office of Policy Planning (OPP) has expressed their concerns about the unreimbursed federal funds.

The District has been working with the MPO to revise the format of the Quarterly Progress Reports (QPR). This has resulted in an improved QPR that shows the relevant information and activities for each Unified Planning Work Program (UPWP) task, before charges incurred for these tasks are submitted to FDOT for reimbursement. The QPR also showed that some consultants have been slow in completing and billing for assigned UPWP tasks. As a result some tasks are behind schedule and there are surplus unreimbursed funds available.

4. General Planning Consultant (GPC) Process

The purpose of Task 3.02, General Planning Consultant (GPC) Support of the UPWP, is to provide professional planning services to conduct studies that are not already included in the UPWP. These are generally studies requested by the MPO Board as new issues arise. Under Task 3.02 the MPO maintains contracts with five firms, one of which is selected as new task work orders and scopes of services are developed. The process requires review and approval of the scope of services by FDOT and the Federal Highway Administration (FHWA) since the work is not previously included in the UPWP. The scope and budget is then reviewed by the Transportation Planning Council (TPC), with final approval by the MPO Governing Board. Over the last year, attention was focused on improving the MPO/FDOT coordination process. The coordinated effort has resulted in an improved process between FDOT and the MPO. It is recommended that both agencies meet to evaluate and consider possible modifications that will streamline and expedite the existing GPC process.

5. Title VI and Disadvantaged Business Enterprise

The MPO has been diligent in applying their Title VI procedures and Disadvantaged Business Enterprise (DBE) plan. The FDOT Equal Opportunity Office (EEO) requires that MPOs include the EEO's Title VI/Non-Discrimination Policy Statement in all of their contracts. The Miami-Dade MPO has been in compliance with this requirement. The MPO tracks DBE participation by requesting that consultants submit a monthly report. The MPO, in turn, submits DBE payment reports directly to the FDOT EEO.

6. Transportation Regional Incentive Program (TRIP)

TRIP was created by the Legislature to provide a mechanism for implementation of regional projects and to improve regional coordination. The regional process includes review and approval of TRIP projects and priority lists by the Southeast Florida Transportation Council (SEFTC). Due to the statewide revenue reductions, the number of projects funded under the TRIP program has been greatly reduced.

7. Regional Coordination

In the 2007 MPO Federal Certification Report FHWA and the Federal Transit Administration (FTA) expressed their support of the efforts by the MPO and FDOT to promote regional planning, and encouraged ongoing coordination within the Southeast Florida region, which includes the Miami-Dade, Broward and Palm Beach MPOs. SEFTC was created through an inter-local agreement by the three MPOs in January 2006. The SEFTC Board is made up of one MPO Governing Board member from each of the three southeast Florida MPOs. The SEFTC has also established a technical advisory committee called the Regional Transportation Technical Advisory Committee (RTTAC). The RTTAC is composed of staff from each of the three MPOs and FDOT Districts Four and Six. The SEFTC meets quarterly and the RTTAC meets eight times per year.

Regional coordination is ongoing through regularly scheduled SEFTC Board meetings, and meetings of the RTTAC. Highlighted below are some of major accomplishments resulting from regional coordination:

- Adoption of the Southeast Florida Regional Long Range Transportation Plan (RLRTP).
- Adoption and utilization of a single regional travel demand model for transportation planning.
- Establishment of a Regional Modeling Subcommittee where uniform technical approaches have been implemented.
- Adoption of enhanced regional goals for inclusion in the RLRTP with associated regional objectives and measures of effectiveness.
- Agreed to support a much larger regional effort to develop a seven-county Regional Vision and Plan for Sustainable Development for 2060.

- Joint funding of major regional projects, such as the South Florida East Coast Corridor Study, the Southeast Florida Regional Planning Model (SERPM) and the South Florida Regional Freight Plan.
- Joint stakeholder participation in several cross-jurisdictional projects including: Miami Urban Partnership Agreement/95 Express Bus/Bus Rapid Transit, I-75 Project Development & Environment (PD&E) Study and US 27 Freight Rail Feasibility Study.

8. Intergovernmental Coordination and Review (ICAR) Agreement

One of the areas of concern for the District and the Office of Policy Planning (OPP) has been the MPO's compliance with Chapter 339.175 Sections (9)(a)2 and (9)(a)3, Florida Statutes, requiring an ICAR agreement for Operators of Public Transportation Systems. The District submitted a draft ICAR agreement to the South Florida Regional Transportation Authority (SFRTA) and to the MPO in 2007. The MPO attorney indicated concerns with the agreement. The legal counsels of the MPO and FDOT have been working together to resolve the last remaining issue, the provision dealing with conflict/dispute resolution.

9. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

SAFETEA-LU expired on September 30, 2009 and to date Congress has not passed a new replacement transportation authorization bill. In order to keep transportation dollars flowing, Congress has approved a series of continuing resolutions which extends SAFETEA-LU and authorizes additional funding. The MPO 2035 LRTP, which was adopted on October 29, 2009, remains subject to the SAFETEA-LU requirements. It incorporates Efficient Transportation Decision Making (ETDM) into its development process. Additionally, freight movements, congestion management, the four "T"s (Tolling, Transit, Telecommuting and Technology), sustainability and climate change, set asides for bicycle and pedestrian travel, transportation improvements from the Congestion Management Process (CMP) and park-&-ride lots are all addressed in the 2035 LRTP.

10. Summary of MPO Best Practices

The Miami-Dade MPO takes pride in the timely completion of quality products, community outreach efforts, crash databases, aesthetic project reviews and other initiatives. In addition, the MPO has demonstrated strong support for regional goals and initiatives in association with their regional partner agencies.

The MPO works hard to create a positive relationship with the public and with its business partners. They, along with the District, take pride in the many MPO activities. It bears repeating that the MPO website has been recognized around the country as one of the best governmental websites. Following are examples of their "best practices" in developing the 2035 LRTP (a detailed list is included in the attached Appendix):

- **Visualization Techniques:** The use of visualization techniques, required by SAFETEA-LU, is an important method of dissemination of technical transportation information to the public and decision makers. A variety of visualization techniques were developed and utilized in the 2035 LRTP. Some examples of techniques include the following:
 - **Block & Ribbon Exercise:** Serves as a forum for education and discussion regarding the long range transportation planning process. It allows participants to visualize population and employment growth over the next 25 years using blocks, and to apply transportation solutions to the growth using ribbons. The exercise both engaged users to participate actively and provided them an opportunity to learn about the challenges faced by transportation planners.
 - **Interactive Survey Technology:** Utilized the Option Finder Exercise for a real-time assessment of transportation priorities over a series of 12 workshops with the public. The use of Option Finder streamlined the evaluation process with transportation agency representatives. This was achieved by successfully engaging participants, and facilitating the efficient and accurate collection of public input that helped shape the outcome of the LRTP.
 - **Interactive LRTP Web Application:** The application was developed to provide users with 24-hour access to information pertaining to the development of the 2035 LRTP. The information included download of materials, staying current with public involvement activities, providing comments and/or suggestions using online applications, and viewing projects in a Google Maps environment.
- **Integration of the Freight Plan and Congestion Management Process (CMP) into the 2035 LRTP:** Both plans were integrated into the LRTP for the first time to provide for a more meaningful role for both the Freight Plan and CMP in the improvement of the County's transportation network.
- **Financial Set-Asides for Congestion Management and Non-Motorized Projects:** Financial set-asides for these two programs were established early in the LRTP update process. This ensures a minimum funding commitment to two very important types of transportation improvements, consistent with public input received in development of the plan.
- **Regional LRTP Process and SEFTC:** Conducted a regional coordination process for the Southeast Florida region to develop a regional LRTP focused on highway and transit facilities serving regional travel markets.
- **Measures of Effectiveness (MOEs):** MOEs were developed for each of the 49 objectives in the LRTP Goals and Objectives to assess the plan's performance on a system-wide basis.

Following is a list of the MPO's outstanding, and ongoing, efforts that have improved the development of the transportation planning process for Miami-Dade County:

- Interactive TIP (InteracTIP)
- TIP Interactive Meeting

- Interactive Google Maps
- Citizen's Version TIP
- Call for Ideas Program
- Municipal Grant Program
- Regional Modeling
- Consortium for a Healthier Miami-Dade's Health and the Built Environment Committee
- Encourages Walking with Partner Agencies
- Freight Transportation Advisory Committee (FTAC)
- Multi-lingual Advertisements
- Televised and Webcast Meetings
- Integrated Transportation Information System (ITIS)
- Community Action Agency (CAA) Outreach
- Career Day Outreach
- Public Service Announcement (PSA) Contest

11. 2007 Federal Site Visit

During May 2007 a team from FHWA and FTA conducted their periodic MPO certification site visit in Miami-Dade County. The two agencies issued their 2007 Certification Report in August 2007. The report found that no corrective actions were needed, but a number of recommendations were issued. These recommendations have been addressed by the MPO with the exception of the ICAR agreement, due to legal concerns by the County Attorney. The respective legal councils, including those of FDOT District and Central Office, are working together to solve the last remaining issue concerning conflict resolution.

The FHWA/FTA team is scheduled to perform a site visit and the required quadrennial certification review of the Miami-Dade MPO, April 26-28, 2011.

III. CONCLUSIONS AND RECOMMENDATIONS

The FDOT District 6 and the Miami-Dade MPO certifies that the Metropolitan Transportation Planning process complies with the requirements of 23 USC 134 and 23 CFR 450.334. Both agencies look forward to working together in the coming year to address the following recommended actions described in this report:

- Close coordination between FDOT, Miami-Dade County Public Works, Miami-Dade Planning and Zoning Departments and the MPO shall continue with the goal of implementing changes to the present County zoning code for ROW dedication.
- The MPO should closely monitor the use of funds assigned to all UPWP tasks. Controls should be created to ensure that tasks are completed on schedule and consultant invoices are submitted and paid promptly. The MPO should also take steps to ensure that all Federal PL funds are used in the UPWP two-year cycle for which the funds are authorized.
- It is recommended that both agencies meet to evaluate and consider possible modifications that will streamline and expedite the existing General Planning Consultant process.
- The MPO should continue the regional coordination process through the SEFTC and the RTTAC to ensure that development of a regional prioritization process and regional performance measures are ongoing activities.
- It is recommended that the legal counsel of the MPO and the FDOT continue to work together to complete the ICAR Agreement. Once completed the document will be forwarded to Miami-Dade Expressway Authority (MDX), SFRTA and SFRPC for their review and concurrence.

IV. APPENDIX - MIAMI-DADE COUNTY MPO 2010 BEST PRACTICES

MIAMI-DADE COUNTY MPO 2010 BEST PRACTICES

The Miami-Dade County MPO 2010 Best Practices includes the following:

1. Transportation Improvement Program (TIP)

Interactive Google Maps

This new application resides on the MPO Website and can be accessed to fully display all layers of projects in the TIP. It can be sorted by agency and can be zoomed in and saved in Adobe to create a graphic file that can be emailed.

Citizens TIP Version

A booklet printed in color and illustrated with pictures that highlights TIP projects by agency. It also provides an update on projects completed in the last TIP and those on-going TIP Projects.

TIP Interactive Meeting

The citizen advisory committees of the MPO hosted the televised 10th Annual Interactive TIP event to discuss the MPO's Transportation Improvement Program (TIP), which is the five-year program of projects of the 20-year Long Range Transportation Plan (LRTP). This live, interactive forum provided an opportunity for residents to share their concerns and ideas to help the planning process. All transportation agencies that are a part of the process presented their major investment projects during the event. Public Service Announcements from previous contest winners were utilized as commercial breaks as a means to showcase their talents on television.

2. 2035 Long Range Transportation Program (LRTP)

The 2035 LRTP for Miami-Dade County represents an advance in the state of long range transportation planning in the County to a level that innovates and maximizes the benefits of public involvement, optimal financial allocation, and regional coordination, to name a few. A collection of best practices in the transportation planning can be gleaned from this update, including the following:

- *Visualization Techniques*

The use of visualization techniques, required by SAFETEA-LU, is an important method of dissemination of technical transportation information to the public and decision makers. A variety of visualization techniques were developed and utilized in the 2035 LRTP. Some examples of the techniques include the following:

- *Blocks & Ribbons Exercise*

The Blocks & Ribbons exercise includes the use of Legos, ribbon, and base maps, providing a 3-dimensional interactive medium for participants to visualize population and employment growth (Legos) and address the growth with transportation solutions (ribbon). Blocks and Ribbons was utilized for six public workshops and the LRTP Steering Committee's use. The exercise both engaged users to participate actively and provided them

an opportunity to learn about the challenges faced by transportation planners.

- ***Interactive Survey Technology***

An audience response system called Option Finder provided an interactive survey methodology to gauge public sentiment regarding mobility issues and challenges facing Miami-Dade County. This enabled a real-time assessment of the transportation priorities of participants. At each of the twelve workshops with the public, participants were asked a series of questions and, using a digital keypad resembling a television remote, keyed in their respective choices. As soon as the choices were selected, the OptionFinder system displayed a chart depicting participant's responses. The use of Option Finder successfully engaged participants and facilitated the efficient and accurate collection of public input that ultimately helped shape the outcome of the LRTP.

- ***Interactive LRTP Web Application***

An interactive LRTP website was developed to provide users with a variety of information pertaining to the development of the 2035 LRTP. Citizens were able to utilize this website to download materials, stay current with public involvement activities, and provide comments and/or suggestions using online applications of surveys administered at public meetings. Another interactive feature of the LRTP website is a project mapping element that can be used to view projects in a Google Maps environment, which includes aerial photography and other mapping elements. Cost Feasible Plan project can be accessed through a variety of methods, including by proximity to a particular location, in the path of a particular trip, or simply by project type, such as highway or transit projects.

- ***Integration of Freight Plan and Congestion Management Process (CMP) to the 2035 LRTP***

Both the Freight Plan and the Congestion Management Process were integrated into the LRTP process for the first time in Miami-Dade County. This integration provides a more meaningful role for both the LRTP and the CMP in the cost efficient improvement of the transportation network in the County at a time when transportation funding projections are more limited than in past plan updates.

- ***Financial Set-Asides for Congestion Management and Non-Motorized Projects***

Financial set-asides were established early in the LRTP update process for two programs: Congestion Management and Non-Motorized improvements. The fund set-aside for these programs were subtracted from projected revenue estimates prior to the development of the Cost Feasible Plan, ensuring a minimum funding commitment in the plan to those two programs. This represents a commitment to two very important types of transportation improvements, consistent with public input received in the development of the plan.

- ***Regional LRTP Process and the South East Florida Transportation Council (SEFTC)***

A regional coordination process was conducted for the Southeast Florida region to develop a regional LRTP that is focused on highway and transit facilities serving regional travel markets. The 2035 LRTP updates in Southeast Florida marked the first regional coordination throughout the plan update process through the participation of a regional board (SEFTC), two regional committees that report to the SEFTC: the Regional Transportation Technical Advisory Committee (RTTAC) and the RTTAC Modeling Subcommittee.

- ***Measures of Effectiveness (MOEs)***

MOEs were developed for each of the 49 objectives in the LRTP Goals and Objectives. The MOEs include both quantitative and qualitative measures, all of which are useful indicators of the plan's ability to meet the goals established early in the plan update process. The MOEs were utilized to assess plan performance on a system wide basis.

3. Call for Ideas

The MPO solicits ideas from stakeholders and the general public to help solve the traffic congestion through a "Call for Ideas" campaign. A "Call for Ideas" brochure is sent electronically to over 2,500 persons on the MPO's database, a Press Release is generated and the brochure is highlighted in the MPO web site. Ideas submitted are shortlisted by a committee made up of 13 voting members, which include the MPO, FDOT (Public Transportation Office), FDOT (Planning and Environmental Management Office), Miami Dade Public Works Department, Dade County Public Schools, Miami Dade Transit, South Florida Regional Transportation Authority, Seaport, Miami-Dade Expressway Authority, Department of Planning and Zoning, the Department of Environmental Management and the Citizen's Transportation Advisory Committee. Ideas recommended for funding are programmed in the draft Unified Planning Work Program for consideration of award by the Transportation Planning Council and the MPO Governing Board.

4. Municipal Grant Program

One of the elements in the Unified Planning Work Program titled "Municipal Grant Program" encourages Miami-Dade County Municipalities to participate in a competitive program for the performance of relevant transportation planning studies. Every year the MPO solicits all thirty-four cities to submit transportation planning proposals to compete for \$150,000 funds available. The "Municipal Grant Program" ranks each of the proposals to determine which cities' applications should be recommended for award based on the following project evaluation criteria: Level of Service benefits of the proposed project, Impact of mobility/traffic circulation gains, Intermodal nature of proposal, Support of the approved countywide activities of the Unified Planning Work Program, and Consistency with the applicant's local comprehensive plans. The Municipal Grant Program committee consists of 13 voting members from the following departments: MPO, FDOT (Public Transportation Office), FDOT (Planning and

Environmental Management Office), Miami Dade Public Works Department, City of Miami Beach, Miami Dade Transit, City of Miami, City of Hialeah, City of North Miami, Department of Planning and Zoning, the Department of Environmental Management and the Citizens Transportation Advisory Committee. This program requires a 20% minimum match to ensure a commitment from the cities.

5. Modeling

The MPO's of Miami-Dade, Broward and Palm Beach working together with the Florida Department of Transportation have developed a regional model that will be used for all transportation and land use concurrency in these counties, going away from the individual county models that were based upon the regional model. The model follows the Florida model standard for using the CUBE Voyager platform. The South Florida model (SERPM) has a time of day component so that it can better model both transit and managed lanes. The State is now following South Florida's lead and developing a time of day component for the other models in the State. The transit portion of the model has been designed to meet all of the latest FTA standards for use with supporting transit New Start applications.

6. Consortium for a Healthier Miami-Dade's Health and the Built Environment Committee

MPO staff participates in the Consortium for a Healthier Miami-Dade's Health and the Built Environment (HBE) Committee to help raise awareness of the relationship between the built environment (street design, site design and zoning), physical activity (the easibility of using walking and bicycling for transportation) and public health (conditions such as high blood pressure, heart disease, obesity and cancer). The HBE committee has developed a presentation on these issues which is made to relevant stakeholders. Also, the committee works with the Department of Health to monitor projects that have been funded through the "Putting Prevention to Work" that promote physical activity.

7. MPO Encourages Walking with Partner Agencies

The MPO is promoting walking to school with posters in 40 bus shelters throughout the City of Miami. The "Every Step Counts" campaign was developed by the National Center for Safe Routes to School to make families aware of the benefits of children using 'active transportation' to get to and from school. The City of Miami, Miami-Dade County Public Schools and the University of Miami Miller School of Medicine's WalkSafe Program have partnered on the campaign. This complements the WalkSafe Program and the Safe Routes to School improvements that are underway. This effort was recognized by the National Center for Safe Routes to School in their Safe Routes Matters Newsletter (January/February 2011).

8. Freight Transportation Advisory Committee

For the last 6 years the Miami-Dade MPO has been operating a Freight Transportation Advisory Committee (FTAC) on a monthly basis. The Committee's function is to advise the MPO Board on freight issues and projects. Each Board member appoints one FTAC member and the Committee is made up of representatives of the freight industry with members representing the following groups: logistics, freight forwarders, importers, perishable distributors, trucking company owners, warehouse owners and managers, seaborne container operators, river terminal operations and tug operators. The Committee works closely with FDOT, MDX, and the Department of Public Works to assure that freight issues are considered during the planning, design, construction and operation of roadway projects.

9. Multi-Lingual Advertisements

The Miami-Dade MPO is sensitive to the diverse communities that make up Miami-Dade County. The MPO public hearing notices are translated to Spanish and Creole are published in four newspapers that target the diverse communities of the County. These papers are selected based on circulation numbers and ability to reach specific target markets, which not only include the general population but the Hispanic, Haitian, and African American communities.

10. Televised and Webcast Meetings

Both the MPO Governing Board and Citizens Transportation Advisory Committee (CTAC) meetings are televised live and rebroadcast through the week thereafter. In addition the MPO Governing board meetings are webcast and archived to be viewed at a later date if desired.

11. The Integrated Transportation Information System

The Integrated Transportation Information System (ITIS), formally known as the Community Characteristics Program (CCP), is now a regional web-based tool, which enables Transportation Planners and Public Involvement Offices (PIO) to create an effective public involvement (PI) program and accomplish stated Title VI goals that allows the identification of the attitudes and issues facing that particular community. PI strategies are modified according to community characteristics, such as, but not limited to, literacy rates, income levels, cultural composition, and religious affiliation. For example, if an area has a low literacy rate, it would be more effective to use audio and visual aids rather than to distribute brochures, hand-outs, and other reading materials. By utilizing the ITIS, staff has access to this invaluable information to tailor its outreach approach to determine a community's stand on a project and work with that community to gather support.

12. Community Action Agency Outreach (CAA)

Staff has begun attending various Miami-Dade CAA meetings to assist them with their transportation needs. Issues are directed to the appropriate agency for follow-up and possible action. The CAA empowers economically disadvantaged individuals, families, and communities to achieve self-sufficiency through resource mobilization, service delivery, education, and advocacy. The agency changes people's lives, embodies the spirit of hope, improves communities, and makes America a better place to live. They care about the entire community, and are dedicated to helping people help themselves and each other.

13. Career Day Outreach

For the last 3 years, staff has educated elementary students on the role of the Miami-Dade Metropolitan Planning Organization and the Public Involvement Officer. Staff discussed the importance the public plays in the transportation planning process. Students are given a verbal overview along with newsletters of the MPO and the PI position. They are asked general questions concerning their use and understanding of transportation. Staff created an activity that allowed students to create their own transportation project and go through the public involvement process with their peers. They have the opportunity to create a project name, vote on the mode of transportation, create several different project scenarios, discuss the pros and cons of the project(s), learn about the process of elimination, why it is important to be involved and vote, discuss the best area for the project, and vote on if the project is feasible or not? Staff then compares the MPO and the Public involvement process to the activity. The students are then asked what they learned.

14. Public Service Announcement (PSA) Contest

The MPO presented its 7th Annual PSA Contest among all applicable educational entities in the county. The purpose of the Contest was to both educate students about the role of the MPO and to utilize their creativity to promote the 'Transportation Aesthetics Review Committee' in 30-sec spots. Interested students were visited by MPO staff to better understand what the assignment was and to learn about the MPO's mission. High School students responded from William Turner Tech Arts High School, Mater Academy Charter High School, La Salle High School, Dr. Michael M. Krop Senior High School, Archbishop Coleman F. Carroll High School, South Dade Senior High, Doral Academy Preparatory School, Hialeah Miami Lakes Senior High School, John A. Ferguson Senior High School, Christopher Columbus High School, and Miami Senior High School. As a result, ten students submitted PSAs for the contest. Three student Producers created exceptional PSAs and were chosen by the Program Committee as the winners: Andrew Armas, Miami High School "One Idea", Sandra Orozco, Miami High School "Beautification" and Julian Torres, Doral Academy Preparatory School "Make me beautiful, too?" These PSAs were showcased for one month each on Miami-Dade TV, posted on the County's 'On Demand' Web Portal and aired on 11 municipal TV stations within the County. Winners also received recognition during the May MPO Governing Board meeting and a letter from the GIC Director recognizing them for outstanding service to local government.