

**OFFICIAL FILE COPY
CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA**

Memorandum



Date: January 17, 2024

Agenda Item No. 3(B)(9)

To: Honorable Chairman Oliver G. Gilbert, III
and Members, Board of County
Commissioners

From: Daniella Levine Cava
Mayor

Resolution No. R-22-24

Subject: Ratifying Execution of Grant Award Agreement with the U.S. Department of Transportation under the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Executive Summary

The purpose of this item is to gain approval of the Board of County Commissioners (Board) for ratification of a grant agreement with the U.S. Department of Transportation (USDOT) for an award of \$1,985,000 under the Fiscal Year 2022 Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program. This award provides federal funds to implement the proposed demonstration project, i.e., introduction of a digital platform of integrated data, networked sensors, and digital infrastructure to enable the deployment of zero-emission zones for last-mile freight and goods deliveries in Miami-Dade County. The County received the grant agreement from USDOT on August 21, 2023, and signed it on September 7, 2023, prior to the deadline of September 15, 2023.

Recommendation

It is recommended that the Board ratify the grant agreement with USDOT in the amount of \$1,985,000 from the Fiscal Year 2022 SMART Grant Program to implement the demonstration project – A MicroFreight Approach for Safer Streets. The grant period of performance end date is March 15, 2025 wherein the final implementation report is due to USDOT.

Sections 2-9 and 2-10 of the Miami-Dade County Code of Ordinances allow the County Mayor or the County Mayor's designee to enter into contracts on behalf of the County subject to ratification by the Board with other governmental units for joint performance. No such contract shall extend for a period longer than one year without the express authorization of the Board.

Scope

The grant will support project deployment in various proposed project areas including parts of Downtown Miami and Overtown.

Delegation of Authority

Pursuant of Section 2-8.3 of the County Code, there are no delegations of authority beyond those specified in the attached resolution.

Fiscal Impact/Funding Source

There is no fiscal impact to the County. This grant will provide \$1,985,000 in federal funds to implement the proposed project. The grant does not require any matching or in-kind funds.

Track Record/Monitor

Carlos Cruz-Casas, Chief Innovation Officer, Office of Innovation and Mobility Services, Department of Transportation and Public Works (DTPW), will monitor this award.

Background

The USDOT SMART Grant Program was established by the Bipartisan Infrastructure Law (BIL) and provides grants to eligible public agencies to conduct demonstration projects focused on advanced smart community technologies and systems with the goal of improving transportation efficiency and safety. DTPW submitted a project application to the first round of the SMART Program in November 2022 and received award notification in March 2023. The County's project is one of 59 awarded demonstration projects across the nation.

The proposed demonstration project will evaluate the feasibility of creating SMART freight loading and zero-emission delivery zones in Downtown Miami and the Overtown area using:

- Small electric vehicles for last-mile freight and good deliveries.
- Computer vision and detection technologies installed at curbside facilities (e.g., camera and sensor technologies) to monitor delivery activity.
- Data commons platform to aggregate, analyze and visualize data from delivery and mobility operators, digital infrastructure, and other curbside users.

The demonstration project will deploy technology applications to help develop curbside regulations to better manage curbside access and activities with the goal of reducing traffic congestion and greenhouse gas emissions while improving traffic safety by reducing traffic related severe injuries along the curbside and bike lane network.

This grant is an inter-organizational effort, funding work conducted by a public-private collaboration led by the County and comprised of multiple partners. Work to be fulfilled by such partners will be contracted under the County Mayor's delegated authority, expediting the allocation of project funding to ensure grant deadlines are met.



Jimmy Morales
Chief Operations Officer



MEMORANDUM

(Revised)

TO: Honorable Chairman Oliver G. Gilbert, III
and Members, Board of County Commissioners

DATE: January 17, 2024

FROM: 
Gen Bonzon-Keenan
County Attorney

SUBJECT: Agenda Item No. 3(B)(9)

Please note any items checked.

- ☐ "3-Day Rule" for committees applicable if raised
- ☐ 6 weeks required between first reading and public hearing
- ☐ 4 weeks notification to municipal officials required prior to public hearing
- ☐ Decreases revenues or increases expenditures without balancing budget
- ☐ Budget required
- ☐ Statement of fiscal impact required
- ☐ Statement of social equity required
- ☐ Ordinance creating a new board requires detailed County Mayor's report for public hearing
- ☒ No committee review
- ☐ Applicable legislation requires more than a majority vote (i.e., 2/3's present ____, 2/3 membership ____, 3/5's ____, unanimous ____, CDMP 7 vote requirement per 2-116.1(3)(h) or (4)(c) ____, CDMP 2/3 vote requirement per 2-116.1(3)(h) or (4)(c) ____, or CDMP 9 vote requirement per 2-116.1(4)(c)(2) ____ to approve
- ☐ Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 3(B)(9)
1-17-24

RESOLUTION NO. R-22-24

RESOLUTION RATIFYING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO ACCEPT AND EXECUTE GRANT FUNDS IN THE AMOUNT OF \$1,985,000.00 FROM THE FISCAL YEAR 2022 STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION PURSUANT TO SECTIONS 2-9 AND 2-10 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE SUCH CONTRACTS, AGREEMENTS, MEMORANDA OF UNDERSTANDING, AND AMENDMENTS AS REQUIRED BY GRANT GUIDELINES OR TO FURTHER THE PURPOSES DESCRIBED IN THE FUNDING REQUESTS FOLLOWING APPROVAL BY THE COUNTY ATTORNEY'S OFFICE AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE ANY NECESSARY AMENDMENT, MODIFICATIONS, RENEWALS, EXTENSIONS, CANCELLATIONS AND TERMINATION PROVISIONS; AND TO APPLY FOR, RECEIVE AND EXPEND ADDITIONAL FUNDS

WHEREAS, sections 2-9 and 2-10 of the Code of Miami-Dade County, Florida permit the County Mayor or County Mayor's designee to enter into contracts on behalf of the County, subject to Board ratification with other governmental units for joint performance of a governmental function; and

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board:

Section 1. Ratifies the County Mayor or County Mayor designee's action to accept \$1,985,000.00 from the Fiscal Year 2022 Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program of the United States Department of Transportation.

Section 2. Authorizes the County Mayor or County Mayor's designee to execute such contracts, agreements, memoranda of understanding, and amendments as required by grant guidelines or to further the purposes described in the funding requests following approval by the County Attorney's Office.

Section 3. Ratifies action of the County Mayor or County Mayor's designee to apply for, receive, and expend additional funds should they become available through this grant program.

The foregoing resolution was offered by Commissioner **Danielle Cohen Higgins** , who moved its adoption. The motion was seconded by Commissioner **Juan Carlos Bermudez** and upon being put to a vote, the vote was as follows:

Oliver G. Gilbert, III, Chairman	aye		
Anthony Rodríguez, Vice Chairman	aye		
Marleine Bastien	aye	Juan Carlos Bermudez	aye
Kevin Marino Cabrera	aye	Sen. René García	aye
Roberto J. Gonzalez	aye	Keon Hardemon	aye
Danielle Cohen Higgins	aye	Eileen Higgins	aye
Kionne L. McGhee	aye	Raquel A. Regalado	aye
Micky Steinberg	aye		

The Chairperson thereupon declared this resolution duly passed and adopted this 17th day of January, 2024. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this resolution and the filing of this approval with the Clerk of the Board.



MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

JUAN FERNANDEZ-BARQUIN, CLERK

By: Basia Pruna
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

A handwritten signature in black ink, appearing to be "B. Libhaber".

Bruce Libhaber

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

1. **Award No.**
SMARTFY22N1P1G19
2. **Effective Date**
See No. 17 Below
3. **Assistance Listings No.**
20.941
4. **Award To**
Miami-Dade County
5. **Sponsoring Office**
U.S. Department of Transportation
Office of the Assistant Secretary for Research and Technology
1200 New Jersey Avenue, SE
Washington, DC 20590

Unique Entity Id:

UM2MSDMY13A8

6. **Period of Performance**
09/15/23 to 03/15/25
7. **Total Amount**
Federal Share: \$1,985,000
Recipient Share: \$0
Other Federal Funds: \$0
Other Funds: \$0
Total: \$1,985,000
8. **Type of Agreement**
Grant
9. **Authority**
Section 25005 of the Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021; also referred to as the "Bipartisan Infrastructure Law" or "BIL")
10. **Procurement Request No.**
11. **Federal Funds Obligated**
\$1,985,000
12. **Submit Payment Requests To**
See article 19.
13. **Payment Office**
See article 19.

14. **Accounting and Appropriations Data**

15. **Description of Project** Introduce a platform of integrated data, networked sensors, and digital infrastructure to enable and scale safe, zero-emission last-mile freight and goods deliveries in Miami-Dade County.

RECIPIENT

16. **Signature of Person Authorized to Sign**

 9/7/2023

Signature Date

Name: Jimmy Morales

Title: Chief Operations Officer

Approved as to form and legality:

By: 

Name: Bruce Libhaber

Title: Assistant County Attorney

17. **OFFICE OF THE ASSISTANT SECRETARY FOR RESEARCH AND TECHNOLOGY** Signature of Agreement Officer

ROXANNE D

LEDESMA

Name: Roxanne Ledesma

Title: Supervisory Grant Management Specialist (Agreement Officer)

Digitally signed by ROXANNE D LEDESMA
Date: 2023.09.11 09:59:55 -04'00'

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2023 STRENGTHENING MOBILITY AND REVOLUTIONIZING
TRANSPORTATION (SMART) GRANTS PROGRAM**

This agreement is between the [United States Department of Transportation (the “USDOT”)] and the Miami-Dade County (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Strengthening Mobility and Revolutionizing Transportation (SMART) Grant for the
A MicroFreight Approach for Safer Streets

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS**

- (1) In this agreement, “General Terms and Conditions” means the content of the document titled “General Terms and Conditions Under the Fiscal Year Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program,” dated June 20, 2023, which is available at <https://www.transportation.gov/grants/smart/grants-management>. Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (2) The Recipient states that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).
- (3) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, termination of the SMART Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the SMART Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

**ARTICLE 2
APPLICATION, PROJECT, AND AWARD**

a. Application.

Application Title: A MicroFreight Approach for Safer Streets

Application Date: November 18, 2022

b. Award Amount.

SMART Grant Amount: \$1,985,000

c. Award Dates.

Period of Performance End Date: 03/15/2025

d. Budget Period

Budget Period End Date: 03/15/2025

FEDERAL AWARD IDENTIFICATION NUMBER.

The Federal Award Identification Number is listed on page 1, line 1.

ARTICLE 3 SUMMARY PROJECT INFORMATION

a. Summary of Project's Statement of Work.

Introduce a platform of integrated data, networked sensors, and digital infrastructure to enable and scale safe, zero-emission last-mile freight and goods deliveries in Miami-Dade County.

b. Project's Estimated Schedule.

Milestone	Schedule Date
Evaluation & Data Management Plan (NLT 3mo after start)	12/15/2023
Draft Implementation Report (NLT 1 yr after start)	09/15/2024
Final Implementation Report (by the end of the POP)	03/15/2025

Project's Estimated Costs.

(1) Eligible Project Costs

Eligible Project Costs	
SMART Grant Amount:	\$1,985,000
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$0
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$1,985,000

(2) Supplemental Estimated Budget

Cost Element	Federal Share	Non-Federal Share	Total Budget Amount
Direct Labor	\$0	\$0	\$0
Fringe Benefits	\$0	\$0	\$0
Travel	\$36,700	\$0	\$36,700
Equipment	\$418,300	\$0	\$418,300
Supplies	\$0	\$0	\$0
Contractual/Consultant	\$1,530,000	\$0	\$1,530,000
Construction	\$0	\$0	\$0
Other	\$0	\$0	\$0
Indirect Costs	\$0	\$0	\$0

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

Total Budget	\$1,985,000	\$0	\$1,985,000
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(3) Cost Classification Table -Implementation Grants Only

Utilize the descriptions from the SF-424c to determine what cost goes in each row.

Cost Classification	Total Costs	Non-SMART Previously Incurred Costs	Eligible Costs
Administrative and legal expenses			
Land, structures, rights-of-way, appraisals, etc.			
Relocation expenses and payments			
Architectural and engineering fees			
Other architectural and engineering fees			
Project inspection fees			
Site work			
Demolition and removal			
Construction			
Equipment			
Miscellaneous			
Contingency			
Project Total			

ARTICLE 4
RECIPIENT INFORMATION

a. Recipient's Unique Entity Identifier.

UM2MSDMY13A8

b. Recipient Contact(s).

Carlos Cruz-Casas
Chief Innovation Officer
701 N.W. First Court, Suite 1300,
Miami, FL 33136-3924
(786)442-5248
cruzc@miamidade.gov

c. Recipient Key Personnel.

Name	Title or Position
Carlos Cruz-Casas	Chief Innovation Officer

d. USDOT Project Contact(s).

Roxanne Ledesma
Strengthening Mobility and Revolutionizing Transportation Grants Program Manager
U.S. Department of Transportation
Office of the Assistant Secretary for Research and Technology 1200 New Jersey Avenue,
S.E.
Washington, DC 20590
(202) 774-8003
Roxanne.Ledesma@dot.gov

ARTICLE 5
USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

- (a) USDOT Office for Subaward and Contract Authorization: Office of the Assistant Secretary for Research and Technology SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

- (b) Unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award above the Simplified Acquisition Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services. Approval of each subaward or contract is contingent upon the Recipient's submittal of a written fair and reasonable price determination, and approval by the AO for each proposed contractor/sub-recipient. Consent to enter into subawards or contracts will be issued through written notification from the AO or a formal amendment to the Agreement.
- (c) The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

(Fill in at award or by amendment)

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred in the performance of this agreement if those costs do not exceed the funds available under section 2.2 and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI eInvoicing System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF 271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

- (c) The Recipient's supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient's share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the AO may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the Agreement Officer's Representative (the "AOR") reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) The USDOT may waive the requirement in section 19.7(a) that the Recipient use the DELPHI eInvoicing System. The Recipient may obtain waiver request forms on the DELPHI eInvoicing website (<http://www.dot.gov/cfo/delphi-einvoicing-system.html>) or by contacting the AO. A Recipient who seeks a waiver shall explain why they are unable to use or access the Internet to register and enter payment requests and send a waiver request to

Director of the Office of Financial Management
US Department of Transportation,
Office of Financial Management B-30, Room W93-431
1200 New Jersey Avenue SE
Washington DC 20590-0001

or

DOTElectronicInvoicing@dot.gov.

- (f) To seek reimbursement from DOT, the Recipient shall submit documentary evidence of all expenditures associated with the Grant Project (those to be covered by the local and/or state contribution, as well as those covered by the Federal contribution) on a monthly basis. All reimbursement requests to DOT shall include sufficient documentation to justify reimbursement of the Recipient, including invoices and proof of payment of the invoice. In seeking reimbursements, grant recipients must provide invoices or other evidence of the expenditure, details about the expenditure and how it relates to the grant project, and evidence of payment.

The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

**ARTICLE 6
SPECIAL GRANT TERMS**

- 6.1** SMART funds must be expended by the budget period end date in section 10.3 of the Terms and Conditions.
- 6.2** The Recipient should demonstrate compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act, and implementing regulations. This should include a current Title VI plan, completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. The Department's and the applicable Operating Administrations' Offices of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.
- 6.3** There are no other special grant requirements for this award.

**ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION**

Baseline Measurement Date: Due 90 days after award

Baseline Report Date: Due 90 days after award

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Safety and Reliability	Qualitative Project Benefits: Qualitative description of the anticipated impacts of at-scale implementation on emergency response and the safety of systems for pedestrians, bicyclists, and the broader traveling public	End of period of performance
Resiliency	Qualitative Project Benefits: Qualitative description of the anticipated impacts of at-scale implementation on the reliability and resiliency of the transportation system including cybersecurity and climate change	End of period of performance
Equity and Access	Qualitative Project Benefits: Qualitative description of the anticipated impacts of at-scale implementation on connecting or expanding access to jobs, education, and essential services for underserved or disadvantaged populations	End of period of performance
Climate	Qualitative Project Benefits: Qualitative description of the anticipated impacts of at-scale implementation on congestion, air pollution, emissions, and energy efficiency	End of period of performance
Partnerships	Qualitative Project Benefits: Qualitative description of the anticipated impacts of	End of period of performance

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

Measure	Category and Description	Measurement Frequency
	at-scale implementation on the economic competitiveness and private sector investments or partnerships including technical and financial commitments	
Integration	Qualitative Project Benefits: Qualitative description of the anticipated impacts of at-scale implementation on the integration of systems and the connectivity of infrastructure, connected vehicles, pedestrians, bicyclists, and the broader traveling public	End of period of performance
Costs	Project Costs: Quantification of the cost of the proof-of-concept or prototype carried out using the grant (Stage 1)	End of period of performance
Costs	Project Costs: Quantification of the anticipated cost of at-scale implementation (Stage 2)	End of period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and recommendations for future deployment strategies	End of period of performance

ATTACHMENT B CHANGES FROM APPLICATION

INSTRUCTIONS FOR COMPLETING ATTACHMENT B: Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of this attachment B is to document the differences clearly and accurately in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See section 10.1.

Scope:

Schedule:

Budget:

The table below provides a summary comparison of the project budget.

Fund Source	Application		Section 3.3	
	\$	%	\$	%
Previously Incurred Costs (Non-Eligible Project Costs)	\$0	0	\$0	0
Federal Funds	\$0	0	\$0	0
Non-Federal Funds	\$0	0	\$0	0
Total Previously Incurred Costs	\$0	0	\$0	0
Future Eligible Project Costs	\$0	0	\$0	0
SMART Funds	\$1,985,000	100	\$1,985,000	100
Other Federal Funds	\$0	0	\$0	0
Non-Federal Funds	\$0	0	\$0	0
Total Future Eligible Project Costs	\$0	0	\$0	0
Total Project Costs	\$1,985,000	100	\$1,985,000	100

ATTACHMENT C CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked in the following table are accurate:

☒	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
☒	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
☒	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
☒	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
☒	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
☒	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
☒	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
☐	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
☐	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
☐	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
☐	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
☒	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
☐	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
☐	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

☐	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
☐	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
☐	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in Attachment A. <i>(Identify the relevant actions from Attachment A in the supporting narrative below.)</i>
☐	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

2. Supporting Narrative.

[Recipient - Insert supporting text in last page, as described in the table above.]

ATTACHMENT D RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with "X" in the following table are accurate:

☐	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
☒	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
☐	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
☐	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
☒	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
☒	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
☐	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the project, will take relevant actions described in Attachment A. <i>(Identify the relevant actions from Attachment A in the supporting narrative below.)</i>
☐	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

[Recipient- Insert supporting text in last page, as described in the table above.]

ATTACHMENT E LABOR AND WORKFORCE

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards. Successful projects will also support the creation of good-paying jobs with the free and fair choice to join a union.

As outlined in the Notice of Funding Opportunity, applicants are evaluated and selected based on criteria including the extent to which applicants identify the necessary planning and engagement activities that, as projects are fully implemented during Stage 2, will ensure high-quality job creation by supporting good-paying jobs with a free and fair choice to join a union, incorporating strong labor standards (e.g., wages and benefits at or above prevailing, use of project labor agreements, registered apprenticeship programs, pre-apprenticeships tied to 16 registered apprenticeships, etc.), and/or providing workforce opportunities for historically underrepresented groups (e.g., workforce development program, etc.). The table below enables The Recipient to demonstrate how this criteria is addressed.

The Recipient states that rows marked with "X" in the following table are accurate:

☒	The Recipient demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
☒	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
☐	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
☒	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
☐	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

☒	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
☒	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
☒	The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including: a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. proactive partnerships with the U.S. Department of Labor's Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements and meet the requirements as outlined in the Notice of Funding Opportunity to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color; c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors. <i>(Describe the equal opportunity plan in the supporting narrative below.)</i>
☐	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

☐	The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
☐	The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.

a. Supporting Narrative.

[Recipient- Insert supporting text in last page, as described in the table above.]

**ATTACHMENT F
CRITICAL INFRASTRUCTURE SECURITY AND RESILIENCE**

1. Efforts to strengthen the Security and Resilience of Critical Infrastructure against both Physical and Cyber Threats.

The Recipient states that rows marked with "X" in the following table are accurate:

☒	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
☒	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
☒	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.
☐	For projects in floodplains: The Recipient appropriately considered whether the project was upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, Climate-Related Financial Risk (86 FR 27967), and Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Solicit and Considering Stakeholder Input (80 FR 6425).

2. Supporting Narrative.

[Recipient- Insert supporting text in last page as described in the table above.]

SUPPORTING TEXT FOR CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

Local/Regional/State Climate Action Plan

The Project directly supports three (3) major Local/Regional/State Climate Action Plans that result in lower greenhouse gas emissions.

Miami-Dade Climate Action Strategy (CAS)¹

The Miami-Dade Climate Action Strategy (CAS) established in October 2021, describes work taking place on multiple fronts to cut Miami Dade's greenhouse gas emissions 50 percent by 2030 from 2019 levels, with the goal of achieving net zero by 2050.

According to Miami-Dade County's 2019 Community-Scale Greenhouse Gas (GHG) Emissions Inventory, the majority of GHG emissions in the County come from fossil fuels used in the transportation (55%) and building (41%) sectors, with a small contribution from water and waste (4%). The plan proposes seven approaches to drive down these major sources of emissions, including fuels used in the transportation (55%) which leads to approximately 55 percent of GHG emissions. The transportation approach has the following targets to reduce transportation-related fuel consumption:

- shifting 10% of transportation mode away from single occupant vehicles by 2030
- electrifying the county fleet: 80% of light vehicles and 50% of public transit buses by 2030 transitioning 30% of communitywide vehicles to electric power by 2030
- reduce greenhouse gas emissions from Miami international airport and PortMiami operations by 50% and 25%, respectively by 2030.

Resilient 305 Strategy²

In 2016 Miami-Dade County, the City of Miami, and the City of Miami Beach partnered to lead the development of the Resilient305 Strategy under the 100 Resilient Cities Network to meet the physical, social and economic challenges of the 21st century. Released in 2019. It serves as a living roadmap for prioritizing intergovernmental and community collaboration to achieve shared goals. Continuing progress on Resilient305's vital mission and dedication to the Resilient Cities Network has led to new collaborations, including Miami-Dade County being chosen as the first community partner of the Adrienne Arsht-Rockefeller Foundation Resilience Center at the Atlantic Council.

Sea Level Rise Strategy³

Through this project Miami-Dade County is identifying and developing financially-feasible mitigation and adaptation strategies to prepare for sea level rise and coastal storms. This includes analyzing multiple "adaptation pathways" and quantifying the economic cost of inaction.

¹ Miami-Dade Climate Action Strategy (CAS) is available at: <https://www.miamidade.gov/green/library/climate-action-strategy-final-draft.pdf>

² Resilient 205 Strategy is available at <https://resilient305.com/our-future/>

³ Seal Level Rise Strategy is available at <https://miami-dade-county-sea-level-rise-strategy-draft-mdc.hub.arcgis.com/>

Through this project Miami-Dade County will introduce a MicroFreight Commons platform of integrated data, networked sensors, digital infrastructure, newly emerging vehicle technology, and innovative infrastructure to enable zero-emission last-mile freight and goods deliveries, and to introduce zero-emission delivery zones in the downtown Miami and Overtown.

The proposed Project solution is aligned with all approach targets to help reduce (or eliminate) emissions from every aspect of the transportation sector, including goods delivery is critical to the long-term health, safety and economic vibrancy of South Florida. The use of small, electric delivery vehicles will supports Miami-Dade County's climate goals, reducing double parking and congestion. And better curb access information and guidance would reduce motorists' circling for a spot to park or load, hence reducing traffic and congestion, while increasing traffic safety.

Local/Regional/State Equitable Development Plan

The Project directly supports the Miami-Dade's Thrive 305 Action Plan that results in lower greenhouse gas emissions.

Miami-Dade's Thrive 305 Action Plan

The Project directly supports the Miami-Dade's Thrive 305 Action Plan. The Miami-Dade's Thrive 305 Action Plan⁴ is the plan that guides how County government allocates funds responsibly and tracks its progress and is organized under four overarching goals: Environment, Economy, Equity and Engagement. This plan established a list of 12 priorities for Miami-Dade County and corresponding actions to achieve these goals.

The project is aligned with the Thrive 305 Action Plan since the project's main objectives is to boost the adoption of lighter clean vehicles like e-bikes and help promote the use of zero emission vehicles for last-mile freight and good deliveries. The project will evaluate the feasibility of creating zero-emission delivery zones to contribute to the Miami-Dade County's goal of reducing the GHG emissions and Vision Zero goal by eliminating traffic related severe injuries along the secured bike lanes.

Local/Regional/State Energy Baseline Study

The project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. In fact, it supports the Miami-Dade County **Climate Action Strategy** which included a Local Energy Baseline Study and yearly updates, and it will support the County's effort as part of the Climate Pollution Reduction Grants (CPRG) program grant and Regional GHG inventory (Energy Baseline Study) through the **Southeast Florida Regional Compact**⁵ in early 2024.

Southeast Florida Regional Climate Change Compact (the Compact)

The Compact is a partnership between Broward, Miami-Dade, Monroe, and Palm Beach Counties, to work collaboratively to reduce regional greenhouse gas emissions, implement adaptation strategies, and build climate resilience across the Southeast Florida region.

For over a decade, the Compact counties have successfully collaborated on mitigation and adaptation strategies, built bipartisan support for climate action, and forged partnerships with key stakeholders, including federal, state, and municipal governments and agencies; economic development entities; community-based organizations; and the academic community, enabling the development of a regional

⁴ The Miami-Dade's Thrive 305 Action Plan is available at

(<https://www.miamidade.gov/resources/pdf/thrive305-action-plan.pdf>)

(<https://www.miamidade.gov/initiative/thrive305/strategic-planning-objectives.page>)

⁵ Southeast Florida Regional Compact https is available at [//southeastfloridacclimatecompact.org/](https://southeastfloridacclimatecompact.org/)

voice and vision for future prosperity in Southeast Florida. The Compact's efforts have three overarching objectives:

- Share regional tools and knowledge.
- Increase public support and political will.
- Coordinate action (The Compact catalyzes and supports the region's coordinated actions to accelerate the pace and impact of efforts that will increase the region's climate resilience.)

Use of environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities

The general boundaries of the project area of downtown Miami and Overtown were determined using the following tools:

- DOT's Historically Disadvantaged Community (HDC) Status Tool⁶
- The Climate and Economic Justice Screening Tool (CEJST)⁷ via screeningtool.geoplatform.gov.

Modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand

The Project strongly supports a modal shift in freight movement to reduce emissions induced travel demand.

The Project will evaluate the feasibility of creating zero-emission delivery zones in Downtown Miami/Overtown area using small electric vehicles for last-mile freight and good deliveries; computer vision and detection technologies installed at curbside facilities (e.g., camera and sensor technologies) to monitor delivery activity; and data commons platform to aggregate data from delivery operators, digital infrastructure, and curbside users.

The scope of the Project includes the creation of e-delivery prototype fleet of a multi-tier system of cargo-bikes for last-mile freight and good deliveries and provision of incentives to local logistics delivery providers to use zero-emission, ultra-light duty delivery vehicles to reduce the traffic of "middle mile" delivery vehicles within the project area. It aims to facilitate the adoption of zero-emission, ultra-light duty delivery vehicles/devices for freight and good deliveries in the project area.

Demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions

The project will implement the following to help reduce congestion, induced travel demand, and GHG emission.

- Creation of SMART loading zones using technology for better curb access information and guidance to motorists' circling for a spot to park or load, hence reducing traffic, double parking, GHG emissions.
- Creation of Micro-Freight loading zones along with secure parking to enable and encourage the use of zero emission, ultra-light duty delivery vehicles/devices for freight

⁶ DOT's Historically Disadvantaged Community (HDC) Status Tool is available at <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

⁷ The Climate and Economic Justice Screening Tool (CEJST)⁷ is available at screeningtool.geoplatform.gov

and good deliveries. This tech solution to efficiently accommodate small delivery vehicles will result in a reduction of large vehicles blocking pedestrian and bike paths, while helping provide vehicles proper access to the curb. The creation of zero-emissions zones will help reduce congestion, double parking, GHG emissions, delivery delays while helping reduce traffic related severe injuries along the secured bike lanes.

- Development of curbside regulations to better manage curbside activities with the goal of reducing traffic congestion, GHG emissions, and improve traffic safety by reducing traffic related severe injuries along bike-lane network and curbside.

Electrification infrastructure and zero-emission vehicle infrastructure.

The project will incorporate zero-emission infrastructure by creating secure parking spaces for zero-emission, ultra-light duty delivery vehicles/devices. Secure parking will be strategically placed to facilitate delivery operations.

Avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity.

The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species. The intent of the Project is to reduce GHG emissions produced by transportation by:

- Promoting a modal shift from large freight vehicles to zero-emission, ultra-light duty delivery vehicles.
- Creating of zero-emissions zones to reduce traffic and double parking caused by freight and good delivery operators delivery loading zones or parking.

SUPPORTING TEXT FOR RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project.

The Project directly supports County's equity and inclusion program, *Thrive 305 Action Plan*, and will adopt equity-focused policies through its partnership with Urban Health Partnerships.

Thrive 305 Action Plan

The Miami-Dade's Thrive 305 Action Plan⁸ is a plan that guides how the County government allocates funds responsibly and tracks its progress. This plan has Equity as one of the Miami-Dade County's four (4) main goals and provides a list of 12 priorities and corresponding actions to achieve these goals.

The action plan has "small business that thrive in the post-pandemic economy" as a priority and provides the actions that will lead to more equitable opportunities for residents and small business owners. The actions are focused in increasing the participation of local small businesses in contracting and procurement by reforming how the County evaluates businesses, partners to build capacity for underrepresented communities, and helps those businesses succeed as County contractors.

As a result, the County's Internal Service Department (Strategic Procurement Division and Small Business Division) and the Mayor's Office of Equity and Inclusion launched the following initiatives:

- *Strive305 Program*⁹: This a new program to provide more resources for small business owners by creating an environment where they can access technical assistance, collaborate, and learn. Strive305 supports the small business community through an online small business and entrepreneurship hub that inform, educate, and connect small businesses to the resources offered by the County and its partners. The program includes a virtual small business incubator that features a full educational curriculum, coaching, and mentorship opportunities for companies of all types and stages of growth, from start-ups that are just getting off the ground, to scale-ups that are looking to reach their next stage of growth and maturity; and vendor academy to provide regular communications, outreach, and training to County vendors on processes and changes.
- *Values-based approach*: This approach expands how contract bids are evaluated to include criteria for equity, resilience, worker conditions, and community development. When considering contracts or subcontracts, the program would evaluate other factors such as benefits, long-term value and the environmental impact of services being offered, as opposed to awarding contracts to the lowest bidder in terms of cost.

⁸ The Miami-Dade's Thrive 305 Action Plan is available at:

(<https://www.miamidade.gov/resources/pdf/thrive305-action-plan.pdf>)

(<https://www.miamidade.gov/initiative/thrive305/strategic-planning-objectives.page>)

⁹ More information is available at <https://www.miamidade.gov/global/government/mayor/strive305/home.page>

The Project Equity and Inclusion Initiatives/Policies

The Project will implement a community engagement framework focused on on inclusion and equity while prioritizing communities like Overtown that are Historically Disadvantaged Communities.

Aligned with the Thrive305 Action Plan, Miami-Dade County will be partnering with Urban Health Partnerships (UHP), a local small business owned and managed by Hispanic women, for the management of the project, business and community engagement. It will provide employment to people from unrepresented communities in Miami-Dade County.

In addition, the community engagement component will employ a non-traditional community engagement framework. The intent is to solicitate community feedback and establish community-based partnerships at every level. In partnership with UHP, the Project team will engage community members and stakeholders across the County to enhance awareness and exposure of the project with the leadership of a network of Community Liaisons (CLs). CLs are residents from target communities identified at the start of the project, who are hired and trained by UHP as part of their Community Liaison Framework to ensure community representation in decision making, project planning, project implementation, and the development of recommendations. This network of CLs will elicit feedback on travel behaviors, technology adaptation, invite community to participate and try service and help determine where the most impactful investments can be made.

New or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities

The Project will increase access to goods and job opportunities for Downtown Miami and the neighborhood of Overtown, a historically disadvantaged community.

The Project will deploy the following:

1. Computer vision and detection technologies installed at curbside facilities (e.g., camera and sensor technologies) to create SMART loading zones and micro-freight loading zones for better curb access information and guidance to motorists' circling for a spot to park or load, encourage modal shift in freight, and therefore help reduce traffic related severe injuries along the secured bike lanes.
2. E-delivery prototype fleet of a multi-tier system of cargo-bikes for last-mile freight and good deliveries and will provide of incentives to local logistics delivery providers to use zero-emission, ultra-light duty delivery vehicles to reduce the traffic of "middle mile" delivery vehicles within the project area. The prototype fleet will have onboard sensors and camera-based computer vision systems to gather state of infrastructure data, and detect bike and sidewalk violations (e.g., bike lane blocking, sidewalk riding, parking violations, etc.) that will be used to understand freight and good delivery operations and curbside demand. Data will be used to identify improvements to the infrastructure and curbside regulations that will help increase traffic safety and better use of curbside. In general, this tech solution to efficiently accommodate small delivery vehicles will result in a reduction of large vehicles blocking pedestrian and bike paths, while helping provide vehicles proper access to the curb.
3. Community engagement framework focused on inclusion and equity while prioritizing communities like Overtown. This project, through the partnership with Urban Health Partnership (UHP), will provide employment and training to underrepresented workers.

The Project will implement the UHP's innovative Community Liaison (CL) Framework, which is a power-building model where residents are hired and trained to create a bridge between key agencies and the community.

Other actions related to the Project to improve racial equity and reduce barriers to opportunity

Community Engagement

The project team, in partnership with Urban Health Partnerships (UHP), intends to make this project inclusive of a wide range of people especially those that are historically disenfranchised or from vulnerable neighborhoods that have been historically excluded from transportation planning processes. The Project will invest in our communities, including Overtown, to co-design sustainable change and promote equity and well-being. By working with UHP, which have already implemented leadership and capacity-building efforts in Miami-Dade community, the team will create an inclusive, ongoing engagement framework by incorporating community stakeholders into everyday processes (including creation of jobs, participation in service planning, implementation and maintenance, education, active community feedback, etc.). This will help ensure that historically underserved and disenfranchised communities experiencing health disparities due to a wide range of challenges in the social and built environment, harmful policies, and structural and institutional racism are prioritized.

SUPPORTING TEXT FOR LABOR AND WORKFORCE

Efforts to Support Good-Paying Jobs and Strong Labor Standards. Successful projects will also support the creation of good-paying jobs with the free and fair choice to join a union.

Effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards

Miami-Dade County jobs and contracts shall be in compliance with the Living Wage Ordinance for County service contracts and County employees. It states that all service contractors, performing covered services shall pay to all of its employees providing covered services (anyone employed by any Service Contractor either full or part time, as an employee with or without benefits that is involved in providing service pursuant to the Service Contractor's contract with the County), the current Living Wage rate, applicable to the time when the covered service is performed as that rate is adjusted each fiscal year in the manner provided for herein for the adjustment of the Living Wage rate.

There are 10 certified collective bargaining unions and associations, whose contract terms and provisions apply to specific County job classifications and cover terms and conditions of employment such as wages, working hours, overtime, uniforms, equipment, etc. This applies to Miami-Dade County employees.

The Project will have a Miami-Dade County staff, as the Project Manager, represented by the *Government Supervisors' Association of Florida, Office and Professional Employees International Union (OPEIU) -- Local 100, Supervisory Employees in County Departments.*

Local and economic hiring preferences in the overall delivery and implementation of the Project

The Project is aligned and guided by the 4 overarching goals (environment, economy, equity and engagement) and priorities of the Thrive305 Action Plan which includes:

- *Priority 5:* Small business that thrive in the post-pandemic economy.
- *Priority 9:* Deepen partnerships with Business and civic institutions.
- *Priority 11:* Strengthened partnerships with community.

Aligned with the *Thrive305 Action Plan*, the Project will be adopting the use of local hiring preferences by partnering with Urban Health Partnerships (UHP), a local business owned and managed by Hispanic women, for the project management and business and community engagement. UHP, known for providing employment and training to unrepresented populations, will be hiring and training local staff for the project.

UHP will assist with day-to-day project management and ongoing monitoring from the entire project duration to ensure all project milestones are delivered on time and on budget. UHP team will implement the UHP's innovative Community Liaison (CL) Framework, which is a power-building model where residents are hired and trained to create a bridge between key agencies and the community.

Furthermore, by partnering with UHP, the Project will support local and economic hiring preferences by:

- Hiring Community Liaisons directly as employees;
- Contracting community-based organizations to support specific engagement tasks;
- Contracting a community-based organization to have one of their staff serve in a CL capacity; and/or
- Contracting a community-based organization to operate and manage a CL network for the project.

Training and placement programs for underrepresented workers in the overall delivery and implementation of the Project

The project, through the partnership with Urban Health Partnership (UHP), will provide employment and training to underrepresented workers. UHP will invest in staff and resources to ensure:

- Ability to hire staff that speak a different language
- Ability to offer inclusive and welcoming conditions to individuals with disabilities.
- Ability to collaborate with someone working alternative hours and (accommodate schedules outside of normal office hours appropriately)

As part of the Project, UHP will implement the UHP's innovative Community Liaison (CL) Framework, which is a power-building model where residents are hired and trained to create a bridge between key agencies and the community. CLs will receive one-on-one and group coaching, formal trainings, in-the-field experience and support from a community engagement management team and other experts and partners. Some of the topics covered through capacity building will include:

- Organizational & project onboarding
- Social determinants of health, collective impact, & PSE change solutions
- Cultural competency
- Subject matter such as mobility training
- Community-based stakeholder communications & engagement
- Creating & implementing an Outreach Plan; and
- Local government processes & advocacy

Within the UHP management and capacity building framework, CLs (residents from the project communities) will:

- Co-design project strategies, outreach plans, promotional materials, data collection tools, and event agendas for maximum efficacy and impact with the target communities.
- Test pilots and services and provide direct feedback.
- Implement culturally and context-specific outreach and engagement.
- Analyze and report community feedback.

In addition, UHP will provide training to delivery operators on the use of the proposed prototype fleet and technology.

Supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking

Miami-Dade County, in partnership with Urban Health Partnership (UHP), will provide supportive services to address systemic barriers to employment. An individualized capacity building plan will be created for each UHP staff and Community Liaison (CL), taking into account their personal and professional goals. This effort will provide knowledge, skills, and support that leverage and strengthen staff's community leadership.

UHP will invest in staff and resources to ensure:

- Ability to hire staff that speak a different language
- Ability to offer inclusive and welcoming conditions to individuals with disabilities.
- Ability to collaborate with someone working alternative hours and (accommodate schedules outside of normal office hours appropriately)

Documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups

Urban Health Partnership (UHP) hiring decisions will emphasize diversity including but not limited to cultural background, language, age, ability status, educational background, and income ensuring that the composition of the UHP staff and Community Liaisons (CLs) cohort is reflective of the communities served.

State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity

Miami-Dade County promotes fairness and equal opportunity in employment. Miami-Dade Department of Transportation & Public Works has established the *Equal Employment Opportunity Plan*¹⁰ to help ensure all employees are afforded the opportunity to work in an environment free of harassment and unlawful discrimination.

County's goal is to promote a positive work environment that values diversity and fosters respect for cultural differences which are the cornerstones of creating a fair, unbiased workplace free of unlawful harassment, discrimination, and any other Civil Rights violations. Therefore, the County has established *Human Rights and Fair Employment Practices Division*. This division promotes fairness and equal opportunity in employment, housing, public accommodations, credit and financing practices, family leave and domestic violence leave. Discrimination based on race, color, religion, ancestry, national origin, sex, pregnancy, age,

¹⁰ Equal Employment Opportunity Plan is available at (<https://www.miamidade.gov/global/transportation/equal-employment-opportunity.page>)

disability, marital status, familial status, sexual orientation, gender identity or expression, status as a victim of domestic violence and stalking or source of income is prohibited.

The *Fair Employment Practices (FEP)*¹¹ section monitors the County's diversity management and fair employment programs and promotes bias-free work environments in Miami-Dade County. As part of its proactive work in eliminating and preventing discrimination and harassment, the FEP develops and implements employee training programs that promote diversity and respectful workplace conduct. FEP also provides counsel to employees and management regarding their rights and responsibilities under County policies and local, state, and federal anti-discrimination laws.

Local Policies and Administrative Orders include:

- Personnel Policy on Equal Employment Opportunity
- Personnel Policy on Centralized Employment Services
- Sexual Harassment
- Unlawful Harassment Policy
- Workplace Violence
- Domestic Violence in the Workplace
- Employment Discrimination
- Transit Agency Rules & Regulations
- Whistleblower Policy

In addition, the *Implementing Order No.: IO 7-45*¹² (Title: *Equal Employment Opportunity Policy Prohibiting Unlawful Discrimination, Harassment or Retaliation*) applies to all County employees, supervisors, managers (both mid-level and senior management), and other staff whether full-time or part-time, elected officials, applicants for employment with the County, interns, volunteers, employees of contracted service providers, vendors, board members, customers, and visitors, and covers their treatment of each other as well as others with whom they come into contact at County workplaces and/or at County sponsored and/or business-related activities and events. This policy extends to conduct that occurs at any location that could be reasonably regarded as an extension of the workplace, such as any field location, offsite business-related social function, travel, training conference, County vehicle, or any other location or facility where County government business is being conducted and discussed. The County's disciplinary authority may not extend to third parties who are not employees of the County; however, a complaint that such a person engaged in a violation of this Policy will be investigated in accordance with this Policy, as will a complaint made to the County by a third party if such complaint is related to the County's workplace.

¹¹ Fair Employment Practices (FEP) is available at <https://www.miamidade.gov/global/humanresources/fair-employment/fair-employment.page>

¹² Implementing Order No.: IO 7-4512 Title: Equal Employment Opportunity Policy Prohibiting Unlawful Discrimination, Harassment or Retaliation is available at <https://documents.miamidade.gov/ao-io/IO/IO-07-45.pdf>

SUPPORTING TEXT FOR CRITICAL INFRASTRUCTURE SECURITY AND RESILIENCE

Miami-Dade County Cybersecurity

Computer networks and systems, integral to the seamless functioning of Miami-Dade County, facilitate data transmission and storage. These systems support both digital and physical departmental operations and services for the public. They collect, process, and store sensitive information, including intellectual property, details of technical infrastructure, proprietary business procedures, supplier and partner data, and personally identifiable information (PII) of customers, constituents, and employees. It's crucial to securely handle, preserve, store, and transmit this data to maintain public trust and ensure smooth departmental operations and public service delivery.

With the rise in cyber-attacks aimed at government entities, the threats of financial crimes like ransomware, confidential data leaks, or disruptions of essential services have become more prevalent. The Ukrainian crisis has highlighted how rapidly global events can escalate cyber risk. Malicious actors, including nation-state hackers, constantly search for vulnerabilities to exploit. Their objectives can range from accessing sensitive data to interrupting services, often targeting critical infrastructure and government operations for maximum impact. Employee errors or misconduct can also lead to data loss or system disruptions.

Significant cyber-attacks can compromise networks and threaten the confidentiality, integrity, and availability of systems and their data. The impacts can be extensive, possibly leading to interruptions in Miami-Dade County's public safety, critical infrastructure, revenue stream, legal disputes, liabilities under privacy laws, regulatory penalties, and disruptions to operations and public services. Unauthorized alteration, disclosure, or destruction of data can lead to substantial repercussions on various aspects of an organization or governmental body.

In response to these risks, Miami-Dade County has established a dedicated *Enterprise Security Office*. Its mission is to protect County's digital assets by implementing a holistic defense strategy. This strategy comprises risk and vulnerability reduction, policy formulation and execution, establishment and adoption of evolving security standards, ongoing compliance monitoring, and the capacity to respond and recover from cyber incidents.