

Memorandum



Date: January 22, 2025

To: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

Agenda Item No. 5(H)

From: Daniella Levine Cava *Daniella Levine Cava* Resolution No. R-31-25
Mayor

Subject: Grant Agreement with the United States Department of Transportation (USDOT)
for the Implementation of Safe Streets and Roads for All (SS4A) Grant for
Advancing Transportation Equity Through Vision Zero

Executive Summary

The purpose of this item is to gain approval of the Board of County Commissioners (Board) for the execution of a grant agreement with the USDOT's Federal Highway Administration (FHWA) to provide \$16,208,400 from Fiscal Year 2024 through Fiscal Year 2029 operating funds to support the implementation of a Safe Streets and Roads for All (SS4A) grant for advancing transportation equity through Vision Zero in Miami-Dade County. This amount represents an 80 percent participation rate by USDOT. The agreement commences upon full execution by both parties and continues for five years after execution.

Recommendation

It is recommended that the Board approve the terms of and authorize the County Mayor or County Mayor's designee to execute a Grant Agreement (Agreement) with USDOT, in substantially the form attached hereto, to provide \$16,208,400 from Fiscal Year 2024 through Fiscal Year 2029 to implement the SS4A grant in Miami-Dade County. It is further recommended that the Board authorize the receipt and expenditure of funds as specified in the Agreement.

Scope

The alignment of this service is countywide as the outcomes of the projects impact the overall Miami-Dade region. The SS4A Grant will fund the implementation of 24 safety construction projects, supplemental planning, and demonstration activities throughout the County.

Delegated Authority

In accordance with Section 2-8.3 of the Miami-Dade County Code related to identifying delegation of Board authority, there are no authorities beyond that specified in the resolution which includes authority for the Mayor or Mayor's designee to execute the agreement and receive and expend these funds should they become available.

Fiscal Impact/Funding Source

The total project cost is \$20,260,500, of which the federal share is \$16,208,400, representing an 80 percent participation rate. The Department of Transportation and Public Works (DTPW) will provide the balance of the project cost, i.e., \$4,052,100, representing a local share of 20 percent. If eligible, Charter County Transportation Surtax, Mobility Fees, Municipal contributions, General Fund, and Operating funds, among others, will be used as matching funds.

Track Record/Monitor

Lisa Colmenares, AICP, Chief Planning Officer, Transportation Planning and Policy Division, Department of Transportation and Public Works will oversee the administration of the grant.

Background

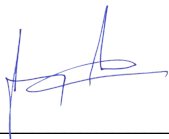
The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years (2022-2026). The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. As part of the Fiscal Year 2023 (FY23) awards, the USDOT awarded Miami-Dade County Department of Transportation and Public Works with an implementation grant of \$16,208,400, which constitutes 80 percent of the total project cost. The County, in collaboration with Miami-Dade Transportation Planning Organization (TPO), City of Miami Beach and City of Hialeah, committed to provide \$4,052,100, constituting the remaining 20 percent of the total amount.

The County's Vision Zero initiative began in 2018. In 2022, DTPW started implementing the actions recommended in the 2021 Framework Plan by collaborating with 34 municipal partners located within the County and the Florida Department of Transportation (FDOT) to prioritize 100 high-injury locations.

The award will be used for the full design, right-of-way acquisition, and construction of projects at 24 high-injury locations, as identified in the County's 2021 Framework Plan. Proposed interventions include upgrading or installing signage, pavement markings, signalization, lighting, sidewalks, and pedestrian ramps at 14 midblock crossings and nine intersections and repurposing one parking lane to build a shared-use path. In addition to the construction projects, the grant includes supplemental planning and demonstration activities.

The supplemental planning activities include performing Road Safety Audits (RSAs) along five High Injury Network (HIN) corridors and a research study of unreported crashes countywide by the University of Miami. The demonstration activities include installation of a bicycle protective device pilot project along three corridors, an innovative intersection video safety analysis at 10 intersections and other technologies and applications to assess safety data in Miami-Dade County.

The requested federal funding will provide DTPW with funds to implement the SS4A Grant in Miami-Dade County, which will construct 24 safety projects, provide supplemental planning, and conduct demonstration activities. The County must enter into this federally funded Grant Agreement with USDOT by December 31, 2024, to secure the funding.



Jimmy Morales
Chief Operating Officer



MEMORANDUM

(Revised)

TO: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

DATE: January 22, 2025

FROM: 
Glen Bonzon-Keenan
County Attorney

SUBJECT: Agenda Item No. 5(H)

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 ____, majority plus one ____, 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) ____, 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. 5(H)
1-22-25

RESOLUTION NO. _____ R-31-25

RESOLUTION APPROVING TERMS OF AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE A FEDERALLY FUNDED GRANT AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE UNITED STATES DEPARTMENT OF TRANSPORTATION ("USDOT") FOR \$16,208,400.00 FOR THE IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL ("SS4A") GRANT; AUTHORIZING THE RECEIPT AND EXPENDITURE OF FUNDS AS SPECIFIED IN THE AGREEMENT; AND AUTHORIZING THE RECEIPT AND EXPENDITURE OF ANY ADDITIONAL FUNDS AS SPECIFIED IN THE AGREEMENT SHOULD THEY BECOME AVAILABLE FOR THIS PROJECT

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:

Section 1. This Board approves the USDOT Grant Agreement ("Agreement") between Miami-Dade County and the United States Department of Transportation ("USDOT"), in substantially the form attached hereto and made a part hereof, to provide \$16,208,400.00 from Fiscal Year 2024 through Fiscal Year 2029 SS4A grant funds for Advancing Transportation Equity through Vision Zero in Miami-Dade County.

Section 2. This Board further authorizes the County Mayor or County Mayor's designee to execute this Agreement, any time extensions and to receive and expend the Federal Funds as specified in this Agreement and any additional program funds should they become available, so long as no additional County matching funds are required.

Section 3. The County staff is authorized to furnish such additional information as USDOT may require in connection with the application for this project.

The foregoing resolution was offered by Commissioner **Eileen Higgins**, who moved its adoption. The motion was seconded by Commissioner **Oliver G. Gilbert, III** and upon being put to a vote, the vote was as follows:

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

The Chairperson thereupon declared this resolution duly passed and adopted this 22nd day of January, 2025. 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.

Bruce Libhaber

- | | | |
|---|---|---|
| 1. Federal Award No.
693JJ32440512 | 2. Effective Date
See No. 16 Below | 3. Assistance Listings No.
20.939 |
| 4. Award To
County of Miami-Dade
701 N.W. First Court, Suite 1300
Miami, FL 33136-3924

Unique Entity Id.: UM2MSDMY13A8
TIN No.: 59-6000573 | 5. Sponsoring Office
U.S. Department of Transportation
Federal Highway Administration
Office of Safety
1200 New Jersey Avenue, SE
HSSA-1, Mail Drop E71-117
Washington, DC 20590 | |
| 6. Period of Performance
Effective Date of Award – 60 Months after
the Effective Date of Award | 7. Total Amount
Federal Share: \$16,208,400
Recipient Share: \$ 4,052,100
Other Federal Funds: \$0
Other Funds: \$0
Total: \$20,260,500 | |
| 8. Type of Agreement
Grant | 9. Authority
Section 24112 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.
HSA240255PR | 11. Federal Funds Obligated
Base Phase: Pre-NEPA and NEPA: \$2,089,600 | |
| 12. Submit Payment Requests To
See Article 5. | 13. Accounting and Appropriations Data
15X0174E50.0000.055SR30500.5592000000.41010.61006600 | |
| 14. Description of the Project

Phased agreement to conduct implementation projects, as well as supplemental planning and/or carry out demonstration activities. This proposal seeks funding for the full design, right-of-way acquisition, and construction of projects at 24 high-injury locations as identified in Miami-Dade County’s 2021 Vision Zero Framework Plan. Proposed improvements include upgrading or installing signage, pavement markings, signalization, lighting, sidewalks, and pedestrian ramps at fourteen midblock crossings and nine intersections and repurposing one parking lane to build a shared-use path. | | |

RECIPIENT**15. Signature of Person Authorized to Sign**

Signature	Date
Name: Daniella Levine Cava	
Title: County Mayor	

FEDERAL HIGHWAY ADMINISTRATION**16. Signature of Agreement Officer**

Signature	Date
Name: David Villalobos	
Title: Agreement Officer	

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2023 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

This agreement is between the United States Department of Transportation's (the "USDOT") Federal Highway Administration (the "FHWA") and the County of Miami-Dade (the "Recipient").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the **Advancing Transportation Equity Through Vision Zero in Miami-Dade County**.

The parties therefore agree to the following:

ARTICLE 1 GENERAL TERMS AND CONDITIONS

1.1 General Terms and Conditions.

- (a) In this agreement, "General Terms and Conditions" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2023 Safe Streets and Roads for All ("SS4A") Grant Program," which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2023." Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges 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).
- (c) 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 SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2 APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: Advancing Transportation Equity Through Vision Zero in Miami-Dade County

Application Date: July 10, 2023

2.2 Award Amount.

SS4A Grant Amount: \$16,208,400

A breakdown of the total grant amount separated by activities is shown below.

Supplemental Planning: \$737,200

Demonstration Activities: \$1,440,000

Implementation: \$14,031,200

2.3 Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Base Phase: Pre-NEPA, NEPA and Supplemental Planning Phase includes: • Supplemental Planning Projects ○ All Projects • Demonstration Projects ○ NEPA Clearance for Bicycle Protective Device Pilot Projects ○ NEPA Clearance for Innovative Intersection Video Safety Analysis Pilot Projects ○ “Safest Driver” Contest. • Implementation Projects ○ NEPA Clearance for Minor and Major Projects	\$2,089,600	

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Phase 1: Final Design, Utility Coordination, Right-of-Way for Bicycle Protective Device Pilot Projects and Video Safety Analysis Pilot Project Phase includes: • Demonstration Projects ○ Final Design/Utility Coordination/ROW for Bicycle Protective Device Pilot Projects ○ Innovative Intersection Video Safety Analysis Pilot Projects	\$256,667	The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the final design and construction of an Implementation Project unless and until: (1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and (2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and (3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement. Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Phase 2: Final Design, Utility Coordination, Right-of-Way for Implementation Projects, Construction of Bicycle Protective Device Pilot Projects, and Construction for Minor and Major Projects Phase includes: - Implementation Projects - Final Design/Utility Coordination/ROW for Minor and Major Projects - Construction of Bicycle Protective Device Pilot Projects - Construction of Minor Projects - Construction of Major Projects	\$13,862,133	The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of an Implementation Project unless and until: (1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and (2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and (3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement. Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.

2.4 Budget Period.

Base Phase Budget Period: January 2, 2025 to January 1, 2030

Option Phase 1 Budget Period: Reserved

Option Phase 2 Budget Period: Reserved

Option Phase 3 Budget Period: Reserved

2.5 Grant Designation.

Designation: Implementation

ARTICLE 3 SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

The County's Vision Zero initiative began in 2018. In 2022, DTPW started implementing the actions recommended in the 2021 Framework Plan by collaborating with 34 municipal partners located within the County and the Florida Department of Transportation (FDOT) to prioritize 100 high-injury locations. In 2024, DTPW published the Vision Zero Action Plan. Innovative Supplemental Planning and Demonstration projects will be conducted to inform the plan update.

The award will also be used for the full design, right-of-way acquisition, and construction of projects at 24 high-injury locations as identified in the County's 2021 Framework Plan. Proposed interventions include upgrading or installing signage, pavement markings, signalization, lighting, sidewalks, and pedestrian ramps at fourteen midblock crossings and nine intersections and repurposing one parking lane to build a shared-use path.

Demonstration Activities

Activities include bicycle protective device pilot on 3 corridors, innovative intersection video safety analysis at 10 intersections & Miami-Dade Safest Driver Contest

- Bicycle protective device pilot project on 3 corridors
- Innovative intersection video safety analysis at 10 intersections
- Miami-Dade Safest Driver Contest

Supplemental Planning Activities

Activities include RSAs on 5 HIN corridors & research study of unreported crashes countywide.

- Research study of unreported crashes countywide
- RSAs (Road Safety Audits) on 5 HIN corridors

The project will be completed in three phases as follows:

- **Base Phase (P0): Pre-NEPA, NEPA and Supplemental Planning**
 - Supplemental Planning Projects
 - All Projects
 - Demonstration Projects
 - NEPA Clearance for Bicycle Protective Device Pilot Projects
 - NEPA Clearance for Innovative Intersection Video Safety Analysis Pilot Projects
 - "Safest Driver" Contest.

- Implementation Projects
 - NEPA Clearance for Minor and Major Projects
- **Phase One (P1): Final Design, Utility Coordination, Right-of-Way for Bicycle Protective Device Pilot Projects and Video Safety Analysis Pilot Project**
 - Demonstration Projects
 - Final Design/Utility Coordination/ROW for Bicycle Protective Device Pilot Projects
 - Innovative Intersection Video Safety Analysis Pilot Projects
- **Phase Two (P2): Final Design, Utility Coordination, Right-of-Way for Implementation Projects, Construction of Bicycle Protective Device Pilot Projects, and Construction for Minor and Major Projects**
 - Implementation Projects
 - Final Design/Utility Coordination/ROW for Minor and Major Projects
 - Construction of Bicycle Protective Device Pilot Projects
 - Construction of Minor Projects
 - Construction of Major Projects

3.2 Project's Estimated Schedule.

Demonstration Activity Schedule

Milestone	Schedule Date
Planned NEPA Completion Date:	July 1, 2025
Planned Construction Start Date:	January 1, 2026
Planned Evaluation Period End Date:	January 1, 2028
Planned SS4A Final Report Date:	December 1, 2029

*Assuming this is included in combined final report for all activities

Supplemental Planning Schedule

Milestone	Schedule Date
Planned NEPA Completion Date:	January 1, 2025
Planned Draft Plan Completion Date:	September 1, 2028
Planned Final Plan Completion Date:	December 1, 2028
Planned Final Plan Adoption Date:	March 1, 2029
Planned SS4A Final Report Date:	December 1, 2029

*Assuming this is included in combined final report for all activities

Implementation Schedule (Construction)

Milestone	Schedule Date
Planned NEPA Completion Date:	January 1, 2026
Planned Construction Start Date:	July 1, 2026
Planned Construction Substantial Completion and Open to Public Use Date:	September 1, 2029
Planned SS4A Final Report Date:	December 1, 2029

3.3 Project's Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$16,208,400
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$4,052,100
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$20,260,500

(b) Cost Classification Table – Planning and Demonstration Grants with demonstration activities and Implementation Grants Only

Cost Classification	Total Costs	Non-SS4A Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$1,929,568	\$0	\$1,929,568
Land, structures, rights-of-way, appraisals, etc.	\$600,000	\$0	\$600,000
Architectural and engineering fees	\$2,650,932	\$0	\$2,650,932
Other architectural and engineering fees	\$300,000	\$0	\$300,000
Project inspection fees	\$1,217,700	\$0	\$1,217,700
Construction	\$10,959,300	\$0	\$10,959,300
Equipment	\$1,250,000	\$0	\$1,250,000
Contingency	\$1,353,000	\$0	\$1,353,000
Project Total	\$20,260,500	\$0	\$20,260,500

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient's approved Budget Application. In the event the Recipient's indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient's indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

ARTICLE 4

RECIPIENT INFORMATION

4.1 Recipient Contact(s).

Maria Elisa Colmenares
Chief Planning Officer
Miami-Dade County Department of Transportation and Public Works
701 N.W. First Court, Suite 1300 Miami, FL 33136
786.469.5394
MariaElisa.Colmenares@miamidade.gov

4.2 Recipient Key Personnel.

Name	Title or Position
Paola Baez	Chief of Multimodal Development
Mia Marin	Grants/Resource Manager
Mark Brown	Vision Zero Manager
Rolando Jimenez	Project Manager
Celestine Maple	Administrative Officer
Valaree Gough	Construction Engineer 2
Yanek Fernandez	Engineer 2
Alejandro Martinez-Esteve	Procurement Liaison 2
Roberto Moralejo	Traffic Engineer 2
Raul Ballina	Real Estate Officer
Annery Alfonso	Assistant County Attorney

4.3 USDOT Project Contact(s).

Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: E71-117
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-366-2822
SS4A.FHWA@dot.gov

and

Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-33, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-493-2402
HCFASS4A@dot.gov

and

Division Administrator – Florida
Agreement Officer's Representative (AOR)
Federal Highway Administration
Florida Division Office
3500 Financial Plaza
Suite 400
Tallahassee, FL 32312
Florida.Fhwa@dot.gov

and

Nahir M. DeTizio
Florida Division Office Point of Contact
Local Programs Engineer
Federal Highway Administration, Florida Division
George C. Young Federal Building & Courthouse
400 W. Washington Street, Ste. 4200
Orlando, FL 32801
(407) 867-6405

ARTICLE 5

USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

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 Agreement Officer (the “**AO**”) are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327. Note: This clause is only applicable to grants that do not include construction.

In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308(f)(6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

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.

- University of Miami KiDZ Neuroscience Center
- Miami Transportation Planning Organization

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated 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 iSupplier 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-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (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 Agreement Officer’s Representative (the “**AOR**”) may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.

- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.
- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

ARTICLE 6

SPECIAL GRANT TERMS

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2.** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.
- 6.4** The Recipient of a Planning and Demonstration Grant acknowledges that the Vision Zero Supplemental Action Plan will be made publicly available and agrees that it will publish the final Vision Zero Supplemental Action Plan on a publicly available website.
- 6.5** The Recipient of a Planning and Demonstration Grant that involves a demonstration activity agrees to provide an assessment of each demonstration activity and update the existing Action Plan, which will incorporate the information gathered in the Action Plan's list of projects or strategies and/or inform another part of the existing Action Plan. The Recipient also agrees that demonstration activities are temporary in nature and must be removed and/or ended following the conclusion of the project if the assessment of the demonstration activities does not affirm that the activities provide safety benefits.
- 6.6** The Recipient of an Implementation Grant agrees to update its Action Plan within two years of the date of this agreement to: align with all Comprehensive Safety Action Plan components in Table 1 of the SS4A FY 2023 NOFO corresponding with any "no" responses in the Self-Certification Eligibility Worksheet; ensure that the Action Plan's safety focus includes all road users, including pedestrians, bicyclists, and motor vehicle safety; and ensure that the Action Plan was last updated not more than three years prior.
- 6.7** The Recipient acknowledges that it is required to conduct certain environmental analyses and to prepare and submit to FHWA, or State with applicable NEPA Assignment authority, documents required under NEPA, and other applicable environmental statutes and regulations before the Government will obligate funds for Option Phase 1 under this agreement and provide the Recipient with a written notice to proceed with Option Phase 1.

- 6.8** The Government's execution of this agreement does not in any way constitute pre-approval or waiver of any of the regulations imposed upon Recipient under the applicable Federal rules, regulations and laws regarding SS4A projects undertaken in accordance with the terms and conditions of this agreement. The Recipient shall comply with all applicable Federal requirements before incurring any costs under this agreement.
- 6.9** There are no other special grant requirements.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Miami-Dade County, Florida

Baseline Measurement Date: 6 months after Effective Date of Award

Baseline Report Date: 8 months after Effective Date of Award

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and within 120 days after the end of the period of performance
Safety Performance	Crashes by Road User Category: Total annual crashes in the project location(s) broken out by types of roadway users involved (e.g., pedestrians, bicyclists, motorcyclist, passenger vehicle occupant, commercial vehicle occupant)	Annually and within 120 days after the end of the period of performance
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	Within 120 days after the end of the period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance
Outcomes and Benefits	Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, number of pedestrian crossings upgraded, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)	Within 120 days after the end of the period of performance

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Outcomes and Benefits	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

ATTACHMENT B CHANGES FROM APPLICATION

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 Attachment B is to clearly and accurately document any differences in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See Article 11 for the Statement of Work, Schedule, and Budget Changes. If there are no changes, please insert "N/A" in Section 3.3 of the table.

Scope: N/A

Schedule: N/A

Budget: While some of the line-item amounts were shifted as described below, the overall budget amount did not change.

- Separated the administration costs from Right-Of-Way Department into the Administration and Legal Expenses category.
- Engineering analysis being performed by in-house engineering staff was shifted to the A/E fee category. Other work that is not engineering analysis but still performed by Miami-Dade County's staff was shifted to the Administration and Legal Expenses Category.
- Other A/E costs include surveying. All other costs associated with engineering analysis were shifted to A/E fee category.
- Project Inspection Fee amount was separated from Construction Costs.
- The equipment amount listed will cover the cost of acquisition of bicycle lane separation devices for demonstration projects.

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

Fund Source	Application		Section 3.3	
	\$	%	\$	%
Previously Incurred Costs (Non-Eligible Project Costs)				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
SS4AFunds	\$16,208,400	80	\$16,208,400	80
Other Federal Funds				
Non-Federal Funds	\$ 4,052,100.00	20	\$ 4,052,100.00	20
Total Future Eligible Project Costs	\$20,260,500.00	100	\$20,260,500.00	100
Total Project Costs	\$20,260,500.00	100	\$20,260,500.00	100

ATTACHMENT C 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 align with the application:

X	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>
X	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>
X	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>
X	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>
X	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 intends to take relevant actions described in the supporting narrative below.
	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.

The 24 project locations selected for implementation through grant funding were identified as part of a countywide Vision Zero Framework Plan in 2021. Part of that effort included a socio-economic and demographic data analysis. The socio-economic and demographic data distribution (Jenks natural breaks) per census tract was compared with the average crash rate per census tract. One of the factors analyzed was distribution of the population based on race and ethnicity. Crash-vulnerable areas in Miami Dade county were found to be predominantly African American or Hispanic communities. These areas fall within Census Tracts designated in the 1930s as ‘Grade D- undesirable, hazardous’ and colored in red by the Home Owners Loan Corporation (HOLC), in a process labeled “redlining” that resulted in limited capital investment slow economic decline. An essential component of the DTPW

Vision Zero approach is to ensure equitable distribution of countermeasures to achieve the goal of zero fatalities and severe injuries. Therefore, areas with the highest crash occurrences were prioritized and appropriate countermeasures identified to limit the loss of life in these communities. Through this award, DTPW will conduct multimodal mobility investments that proactively create new connections and opportunities for underserved communities. All of these projects improve pedestrian and bicycle safety by installing or upgrading crossings, ramps, paths, lighting and/or traffic controls. Fourteen of the 24 projects improve or install midblock crossings, 9 will improve intersections to meet current Americans with Disabilities Act (ADA) standards, and 1 repurposes on-street parking to construct a shared use path.

DTPW will maintain targeted engagement and collaborative efforts with impacted communities as the 24 projects advance into 30% design. During 2022 and 2023, the Vision Zero Program organized a total of 31 outreach events, 80% of which were strategically held in equity areas. Outreach activities encompassed a wide range of initiatives, including interactive sessions at transit stations, participating in community events that emphasized health and promoted active transportation modes, organizing events in schools, and even hosting community food drives. The Vision Zero Program prioritized language inclusivity by ensuring all materials associated with the events were translated into English, Spanish, and Creole so that all Miami-Dade County residents could engage with the Program and have their voices heard.

The Fair Employment Practices (FEP) section monitors the County's diversity management and fair employment programs and promotes bias-free work environments in Miami-Dade County. FEP also develops and implements employment policies and programs that ensure diversity and inclusion, investigates complaints of discrimination, performs fact-finding and mediation conferences, resolves workplace conflicts and develops programs that focus on the creation of supportive and inclusive work environments. FEP is committed to preventing and addressing all forms of unlawful discrimination and harassment based on any of the protected classes in order to ensure that County employees are able to enjoy respectful, diverse, and inclusive work environments. As part of our proactive work in eliminating and preventing discrimination and harassment, we develop and implement employee training programs that promote diversity and respectful workplace conduct. We also provide counsel to employees and management regarding their rights and responsibilities under County policies and local, state, and federal anti-discrimination laws.

ATTACHMENT D
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table align with the application:

X	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>
X	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>
X	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>
X	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>
X	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>
X	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>
X	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
X	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>

	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>
X	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 will take relevant actions described in the supporting narrative below.
	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.

Through all levels of government, Miami-Dade County has implemented policies and initiatives to address climate change, environmental protection and other important sustainability issues including energy efficiency and water conservation. These efforts are documented in the County's Green Print Plan, Climate Action Strategy, and participation in the Southeast Florida Regional Climate Change Compact. The County has also partnered with the City of Miami and the City of Miami Beach to develop the Resilient305 Strategy which specifically plans to boost resiliency in transportation infrastructure through key initiatives.

The County's Climate Action Strategy (the Strategy) seeks to mitigate or lessen the damage caused by greenhouse gas (GHG) emissions, including those emitted by transportation. In this category, the Strategy calls for reducing transportation-related fuel consumption by reducing single-occupant vehicle (SOV) trips by 10%, and ensuring walkability and safety are a community-wide priority. All proposed improvements aim to promote accessibility to transit via walking or biking to encourage non-SOV mode shift and reduce transportation GHG emissions.

Through the implementation of these bicycle and pedestrian safety needs, DTPW will address gaps in the bicycle and pedestrian network and increase accessibility to premium transit terminals. These projects are anticipated to promote a modal shift toward more sustainable modes of mobility including increased use of transit and therefore a reduction in SOV trips.

The proposed projects will also account for enhanced stormwater management through the 30% design phase by assessing the impacts of flooding, storm surge, and sea level rise through the County's Flooding Vulnerability Tool and reviewing the County's Storm Surge Planning Zones. These tools will inform project designs with evidence-based climate resilience measures to ensure multimodal facilities are accessible during the county's hurricane season (June to November) and that they can be quickly and safely cleared after emergency events.

Equity was a central component to the development of the Vision Zero Framework Plan, which performed an equity assessment using 2015 through 2019 fatal and severe injury crash data to identify crash-vulnerable areas, travel modes, and users. Average crash rates per census tract were developed and compared with socioeconomic and demographic data distributions. The analysis indicated that the census tracts with the highest average crash rates were strongly correlated to areas with a large share of low-income households (households earning less than \$25,000 a year), zero-vehicle households, or areas that have predominately African-American and/or Hispanic households.

The 24 Implementation projects are focused on targeting pedestrian and bicycle safety needs in underserved communities. An estimated 245,400 people live within the census tracts directly impacted by these projects, 90% of which have been identified as living within disadvantaged communities per USDOT ETCE (USDOT, 2020). All implementation projects will be deployed in a highly equitable manner since 75% of total project costs are being invested in underserved communities.

Travel demand management strategies will be utilized and tested for efficiency throughout the implementation of this project including pilot projects to test cutting-edge technology to perform intersection video safety analysis to determine points of conflict, gross violations of posted speed limits, preferred travel paths of pedestrians and cyclists, and other high-risk behaviors. Infrastructure upgrades will be deployed including use of innovative vertical protective elements on corridors with existing buffered bicycle lanes. The proposed pilot projects will allow the County to test different configurations of this modular bicycle protection system while conducting public outreach to determine its effectiveness and feasibility for wider incorporation into DTPW standards.

ATTACHMENT E LABOR AND WORKFORCE

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table align with the application:

X	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>
X	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>
	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>
X	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>

X	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>
X	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>
	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 the supporting narrative below.
	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.

2. Supporting Narrative.

Miami-Dade County's Fair Employment Practices (FEP) section monitors the County's diversity management and fair employment programs and promotes bias-free work environments in Miami-Dade County. FEP also develops and implements employment policies and programs that ensure diversity and inclusion, investigates complaints of discrimination, performs fact-finding and mediation conferences, resolves workplace conflicts and develops programs that focus on the creation of supportive and inclusive work environments.

FEP is committed to preventing and addressing all forms of unlawful discrimination and harassment based on any of the protected classes in order to ensure that County employees are able to enjoy respectful, diverse, and inclusive work environments.

As part of our proactive work in eliminating and preventing discrimination and harassment, we develop and implement employee training programs that promote diversity and respectful workplace conduct. We also provide counsel to employees and management regarding their rights and responsibilities under County policies and local, state, and federal anti-discrimination laws.

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:

X	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.
X	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.
	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.

In an effort to manage risks relevant to transportation projects, DTPW incorporates various measures in an effort to mitigate or eliminate the probability of hazard occurrence. For example, during the design phase, DTPW will review plans to ensure appropriate access control, such as fencing and electronic smart card/personal identification number access technology, is incorporated into the physical plant, as appropriate. DTPW also reviews foliage and lighting plans to identify potential vulnerabilities and ensure public areas are illuminated properly. Landscaping plans are often reviewed to ensure that foliage does not create potential hiding areas, block lighting, or grow into or in extreme close proximity to DTPW plant assets. A review of the lighting on construction projects also allows DTPW to ensure that public areas as well as work areas are properly illuminated to allow our closed-circuit television (CCTV) equipment to effectively capture imagery. This review further allows DTPW to ensure that the artificial lighting is sufficient in temperature and illumination to allow riders and employees to see and be seen while utilizing transit. DTPW tries to ensure that lighting incorporated into its projects serves to reduce the fear of crime victimization or general uneasiness. All maintenance facility perimeters are controlled by walls or fencing. In addition, DTPW also layers its security to prevent acts of crime in the event that the initial layer of defense, the perimeter fence/wall, is breached.

DTPW also utilizes armed security at many of its facilities to provide a visible deterrence to criminal activity. DTPW utilizes armed security at many critical facilities, stations and terminals, and parking facilities to protect riders and employees. DTPW also employs the use of roving security patrols on its Metrorail and Metromover system. These officer work in concert with local law enforcement who also patrol the system in uniform or plain-clothes. Also employed are the use of emergency telephones, intercoms, and call boxes throughout DTPW facilities. This allows a person requiring assistance to contact a live person and obtain assistance from security or law enforcement. Another physical security measure is the use of CCTV throughout the system. These devices are used on physical assets such as building and vehicular infrastructure. Imagery is retained for a period of time to aid in internal investigations and those of law enforcement. For approximately eighteen years, DTPW has also

employed the use of electronic keys that complement its smart-card/four-digit PIN system. These systems, utilized throughout the system, allow DTPW to control the access of staff by programming where and when a person may enter a device-controlled entry point. Further, this system allows DTPW to remove access of one or more individuals without the need to return the electronic key or smart-card/four-digit PIN credential. To the extent possible, these systems are incorporated into the design phase of a project. Alternatively, the desired access point can be retrofitted at a later time to incorporate this technology and replace the mechanical lock cylinder and key. The mechanical lock cylinder and key construction is prone to lock-picking and/or lost keys – vulnerabilities which are greatly mitigated with the use of the electronic key or smart-card/four-digit PIN credential format. DTPW also employs the use of monitored alarm systems at various buildings and throughout the Metrorail and Metromover platforms. This system will alert DTPW or the monitoring agent that a door or gate has been breached. This allows DTPW to request contracted security or law enforcement response to mitigate acts of crime or other untoward events, thereby minimizing damage, loss of service, or injury/loss of life. DTPW's Facilities Maintenance also work diligently to ensure that safety and security concerns are addressed swiftly, and corrective action is promptly taken to repair or replace systems in disrepair.

During pre-construction phases, DTPW does not provide operational security until such time as the project has been transferred to the Department. From a security perspective, however; DTPW is involved in the initial planning and design of a project to ensure that those measures highlighted in Number 1 above are incorporated. DTPW does, nevertheless, provide construction vendors/developers some constraints as it relates to security. These are highlighted in the DTPW Construction Safety Manual. For example, all contractors are required to submit a Security Program Plan (SPP) for review and approval. The SPP provides guidelines to implement security procedures and describe the contractors' commitments and specific actions proposed to provide a secure project site. Examples include:

- Procedures for inspecting perimeter security;
- Procedures for restricting who may visit the project site;
- Procedure for performing background checks;
- Procedure for overseeing security with respect to deliveries and other short-term visitors;
- Procedure for identification badges;
- Procedure for conducting periodic security meetings;
- Procedures for monitoring world-wide security threats and national security warnings and alerts;
- Emergency security procedures; and
- Procedures for preparing, issuing and reporting security incidents.

Most DTPW contractors are required to possess photo identifications identifying them as contractors. These credentials are provided after a back-ground check is conducted on each person seeking a credential. The background checks are conducted by Miami-Dade County staff and final approval for issuance is decided by Office of Safety and Security management based on the results and findings of the background screening. All contractors are required to conspicuously display the credential when on DTPW property. In the absence of a Contractor's Photo Identification, a non-DTPW employee working on or at DTPW property must possess and conspicuously display a Visitor's Badge. Contractor's requiring access to critical areas must be accompanied by a DTPW employee at all times. Under no circumstances may a contractor employee be left unsupervised in any critical or sensitive DTPW area. DTPW also has protocols to log in visitors. For instance, all visitors must be logged in before entering the premises.

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.