

INTERLOCAL AGREEMENT

THIS AGREEMENT made and entered into this _____ day of _____, 2026, by and between the Miami-Dade Transportation Planning Organization (“TPO”), hereinafter called the TPO and the ***City of Doral***, a municipal corporation of the State of Florida (“City”). The City and the TPO may each be referred to individually as a “Party” and may collectively be referred to as the “Parties.”

The TPO and the ***City of Doral*** have determined to jointly fund the **Doral Arts District - Adaptive Re-Use Master Plan** and the ***City of Doral*** has determined to provide the services for such study and its share of the costs thereof as provided below.

W I T N E S S E T H:

ARTICLE 1.00: The TPO does hereby retain the ***City of Doral*** to provide the services for the **Doral Arts District - Adaptive Re-Use Master Plan**, which services are described in Exhibit "A": "Scope of Services", and Exhibit "B": "Project Schedule". The parties further agree that the project costs are provided in Exhibit "C": "Project Cost." The E-Verify Certification provided in Exhibit “D” must be signed by the recipient. In addition, Exhibit “E”: “Title VI Quarterly Progress Report” must be filled out and transmitted to the TPO on a quarterly basis concurrently with the Unified Planning Work Program schedule. The referenced exhibits are attached hereto and made part hereof as though fully recited herein. **Article 16.00** governs each party’s obligations for its portion of the Project Cost.

ARTICLE 2.00: The TPO and the ***City of Doral*** mutually agree to furnish, each to the other, the respective services, information, and items as described in Exhibit "A" Scope of Services, Exhibit "B" Tentative Project Schedule, Exhibit "C" Project Cost and Exhibit “D” E-Verify Certification. The TPO agrees to furnish the ***City of Doral*** and its duly designated representatives’ information including, but not limited to, existing data and projects related to the study area which may be available in other governmental offices. The ***City of Doral*** agrees to perform or cause to be performed, in a timely and professional manner, the work elements set forth in the above-enumerated Exhibits, in accordance with the Schedule set forth in Exhibit "B".

Before initiating the work described in Exhibits "A", "B" and "C", the TPO Executive Director or her designee shall execute and issue the ***City of Doral*** a Notice-to-Proceed with the work described in said Exhibits, such work to constitute performance of the **Doral Arts District - Adaptive Re-Use Master Plan** as set forth in said Exhibits.

ARTICLE 3.00: The services to be rendered by the ***City of Doral*** shall be commenced subsequent to the execution and issuance of the Notice-to-Proceed and shall be completed ***on or before December 31, 2027.***

ARTICLE 4.00: The ***City of Doral*** agrees to provide Project Schedule progress reports on a quarterly basis and in a format acceptable to the TPO Executive Director. The TPO Executive Director shall be entitled at all reasonable times to be advised, upon written request, as to the status of work being done by the ***City of Doral*** and of the details thereof. Coordination shall be maintained by the ***City of Doral*** with the TPO Project Manager and other representatives. Either parties to the agreement may request in writing and be granted conference. The parties also agree to establish a Study Advisory Group comprised of stakeholders and led by the TPO's and City of Doral's respective Project Managers.

ARTICLE 5.00: In the event there are delays on the part of the TPO as to the approval of any of the materials submitted by the ***City of Doral*** or if there are delays occasioned by circumstances beyond the control of the ***City of Doral*** which delay the Project Schedule completion date, the TPO Executive Director or her designee shall grant the ***City of Doral*** by a letter an extension of the contract time, equal to the aforementioned delays, provided there are no changes in compensation or scope of work.

It shall be the responsibility of the ***City of Doral*** to ensure at all times that sufficient contract time remains within which to complete services on the project and each major Task Group as designated with roman numerals on the Exhibits. In the event there have been delays which would affect the project completion date or the completion date of any major Task Group, the ***City of Doral*** shall submit a written request to the TPO Executive Director or her designee ***twenty (20) days*** prior to the schedule completion date which identifies the reason(s) for the delay and the amount of time related to each reason. The TPO Executive Director or her designee will review the request and make a determination as to granting all or part of the requested extension. Scheduled completion dates shall

be determined by the elapsed times shown in Exhibit "B" and the issue date of the Notice-to-Proceed.

In the event contract time expires and the *City of Doral* has not requested, or if the TPO Executive Director or her designee has denied an extension of the completion date, partial progress payments will be stopped on the date time expires. No further payment for the project will be made until a time extension is granted or all work has been completed and accepted by the TPO Executive Director or her designee.

SUB-ARTICLE 5.10: The failure of any party to comply with its obligations hereunder shall be excused to the extent such party's performance has been rendered impossible as a result of: an act of God, strike, labor dispute, war, fire, earthquake, epidemic, pandemic, riots, act of public enemies, acts or threats of terrorism, action of federal, state or local governmental authorities or for any other reason beyond the reasonable control of the party claiming protection by reason of such force majeure event ("Force Majeure Event"). The party claiming protection by reason of such Force Majeure Event shall give written notice to the other party as soon as practicable but no later than five (5) business days after the date the Force Majeure Event occurred.

ARTICLE 6.00: The *City of Doral* shall maintain an adequate and competent professional staff and may associate with it, for the purpose of its services hereunder, without additional cost to the TPO, other than those costs negotiated within the limits and terms of this Agreement and upon approval by the TPO Executive Director, such specialists as the *City of Doral* may consider necessary.

ARTICLE 7.00: The TPO shall not be liable for use by the *City of Doral* of plans, documents, studies or other data for any purpose other than intended by the terms of this Agreement.

ARTICLE 8.00: All tracings, plans, specifications, maps, and/or reports prepared or obtained under this Agreement shall be considered research and shall be jointly owned by the TPO and the City without restriction or limitation on their use; and shall be made available, upon request, by either party at any time. Copies of these documents and records shall be furnished to either party upon request, verbal or written, allowing reasonable time for the production of such copies.

SUB-ARTICLE 8.10: Records of costs incurred by the ***City of Doral*** and all sub-consultants performing work on the project, and all other records of the ***City of Doral*** and sub-consultants considered necessary by the TPO for proper audit of project costs, shall be furnished to the TPO upon request.

Whenever travel costs are included in the performance of services set forth in Exhibits "A", "B" and "C", the provisions of Miami-Dade County Administrative Order 6-1, shall govern ***or Florida Statutes, whichever is more restrictive.***

The ***City of Doral*** shall allow public access to all documents, papers, letters, or other material, subject to the provisions of Chapter 119, Florida Statutes, made or received by the ***City of Doral*** in conjunction with this Agreement. Failure by the ***City of Doral*** to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the TPO Executive Director.

ARTICLE 9.00: Title VI Compliance (Civil Rights Act of 1964) - During the performance of this agreement, the ***City of Doral***, for itself, its assignees and successors in interest, agree as follows:

1. Compliance with Regulations: The ***City of Doral*** shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
2. Nondiscrimination: The ***City of Doral***, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The ***City of Doral*** shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. Solicitations for Subcontracts, including Procurements of Materials and Equipment: In all solicitations made by the ***City of Doral***, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the ***City of Doral***

of the **City of Doral's** obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.

4. Information and Reports: The **City of Doral** shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the **City of Doral** is in the exclusive possession of another who fails or refuses to furnish this information the **City of Doral** shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
5. Sanctions for Noncompliance: In the event of the **City of Doral's** noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the **City of Doral** under the contract until the **City of Doral** complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
6. Incorporation of Provisions: The **City of Doral** shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The **City of Doral** shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event the **City of Doral** becomes involved in, or is

threatened with, litigation with a sub-contractor or supplier as a result of such direction, the ***City of Doral*** may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the ***City of Doral*** may request the United States to enter into such litigation to protect the interests of the United States.

7. Compliance with Nondiscrimination Statutes and Authorities: Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse

human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the ***City of Doral*** must take reasonable steps to ensure that LEP persons have meaningful access to the ***City of Doral's*** programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits the ***City of Doral*** from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

SUB-ARTICLE 9.10: On January 4, 2011, Governor Rick Scott signed Executive Order Number 11-02 relating to verification of employment status (the “Order”). The Order directs all agencies under the direction of the Governor to include as a condition of all state contracts a requirement that the contracting party utilize the U.S. E-Verify system to “verify the employment of: (a) all persons employed during the contract term by the contractor to perform work pursuant to the contract with the state agency”. The ***City of Doral*** agrees to comply with the requirements of the Order and execute Exhibit “D”.

ARTICLE 10.00: The TPO agrees to pay the ***City of Doral*** compensation as per Article 16.00 of this Agreement and Exhibits "A", "B" and “C”, attached hereto and made a part hereof.

ARTICLE 11.00: The TPO Executive Director may terminate this Agreement in whole or in part at any time the interest of the TPO requires such termination.

SUB-ARTICLE 11.10: If the TPO Executive Director determines that the performance of the ***City of Doral*** is not satisfactory, the TPO Executive Director shall have the option of (a) immediately terminating the Agreement or (b) notifying the ***City of Doral*** of the deficiency with a requirement that the deficiency be corrected within a specified time, otherwise the Agreement will be terminated at the end of such time.

SUB-ARTICLE 11.20: If the TPO Executive Director requires termination of the Agreement for reasons other than unsatisfactory performance of the ***City of Doral***, the TPO Executive Director shall

notify the ***City of Doral*** in writing of such termination, with instructions as to the effective date of termination or specify the stage of work at which the Agreement is to be terminated.

SUB-ARTICLE 11.30: If the Agreement is terminated before performance is completed, the ***City of Doral*** shall be paid for the work satisfactorily performed. Payment is not to exceed the prorated amount of the total share of the project costs to be paid by TPO as provided in Article 16.00 agreement amount based on work satisfactorily completed. Such determination shall be based and calculated upon a percentage allocation of total project cost, by major Task Group.

ARTICLE 12.00: All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders. Title and paragraph headings are for convenient reference and are not a part of this Agreement. No waiver or breach of any provision of this Agreement shall constitute a waiver of any subsequent breach of the same or any other provision hereof, and no waiver shall be effective unless made in writing. In the event of conflict between the terms of this Agreement and any terms or conditions contained in any attached documents, the terms of this Agreement shall control. Should any provision, paragraph, sentence, word or phrase contained in this Agreement be determined by a court of competent jurisdiction to be invalid, illegal or otherwise unenforceable under the laws of the State of Florida or applicable local laws, codes, or regulations, such provision, paragraph, sentence, word or phrase shall be deemed modified to the extent necessary in order to conform with such laws, or if not modifiable, then same shall be deemed severable, and in either event, the remaining terms and provisions of this Agreement shall remain unmodified and in full force and effect or limitation of its use.

ARTICLE 13.00: The ***City of Doral*** warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the ***City of Doral***, to solicit or secure this Agreement, and that it has not paid or agreed to pay any person, company, corporation, individual or firm any fee, commission, percentage, gift or any other consideration, contingent upon or resulting from the award or making of this Agreement. It is understood and agreed that the term "fee" shall also include brokerage fee, however denoted.

SUB-ARTICLE 13.10: For the breach or violation of Article 13.00, the TPO Executive Director shall have the right to terminate this Agreement without liability, and, at its discretion, to deduct from the contract price, or otherwise recover, the full amount of such fee, commission, percentage, gift or consideration.

ARTICLE 14.00: The ***City of Doral*** agrees that it shall make no statements, press releases or publicity releases concerning this Agreement or its subject matter or otherwise disclose or permit to be disclosed any of the data or other information obtained or furnished in compliance with this Agreement, or any particulars thereof, during the period of this Agreement, without first notifying the TPO Executive Director or her designee and securing its consent. The ***City of Doral*** also agrees that it shall not copyright or patent any of the data and/or information furnished in compliance with this Agreement, it being understood that, under Article 8.00 hereof, such data or information is the joint property of the TPO and the City. This Section shall not be construed to limit or restrict public access to documents, papers, letters or other material pursuant to Article 8.10 of this Agreement.

ARTICLE 15.00: The TPO shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure. Any contract, verbal or written, made in violation of this subsection shall be null and void, and no money shall be paid on such contract.

ARTICLE 16.00: Payment of project costs - It is mutually agreed and understood that the Project Costs shall be as provided in Exhibit C. TPO shall pay the ***City of Doral 61% (Sixty-one percent)*** of such Project Costs. The ***City of Doral*** shall be responsible for the remaining Costs. The ***City of Doral*** shall invoice TPO monthly for TPO's share of Project Costs in a format acceptable to the TPO Executive Director or her designee and shall be paid therefore on a percentage of completion basis for each Task described in the Notice-to-Proceed executed in accordance with Article 2.00. The ***City of Doral*** shall invoice 100% of the TPO's share of the Project Cost upon completion of all Task Orders, as indicated under Exhibit "A". The total compensation to be paid by the TPO to the ***City of Doral*** hereunder shall not exceed ***Sixty-One Thousand Dollars (\$61,000.00)***.

SUB-ARTICLE 16.10: By executing this agreement the ***City of Doral*** commits to fund the 39% (Thirty-nine percent) local share minimum of this agreement as specified in Exhibit C.

SUB-ARTICLE 16.20: It is agreed that said compensation provided in Article 16.00 hereof shall be adjusted to exclude any significant sums where the TPO Executive Director shall determine that reported costs by the ***City of Doral*** reflect inaccurate, incomplete or non-current costs. All such adjustments shall be made within sixty (60) days following the end of the Agreement and any adjustments shall be provided to the City in writing with sufficient detail explaining the reason(s) for said adjustments. For purpose of this Agreement, the end of the Agreement shall be deemed to be the date of final billing or acceptance of the work by the TPO Executive Director or her designee, whichever is later.

ARTICLE 17.00: Standards of Conduct - Conflict of Interest - The ***City of Doral*** covenants and agrees that it and its employees shall be bound by the standards of conduct provided in Florida Statutes 112.313 as it relates to work performed under this Agreement, which standards will be referred and made a part of this Agreement as though set forth in full. The ***City of Doral*** agrees to incorporate the provisions of this article in any subcontract into which it might enter with reference to the work performed.

ARTICLE 18.00: The TPO Executive Director reserves the right to cancel and terminate this Agreement in the event the ***City of Doral*** or any employee, servant, or agent of the ***City of Doral*** is indicted or has direct information issued against her for any crime arising out of or in conjunction with any work being performed by the ***City of Doral*** for or on behalf of the TPO, without penalty. It is understood and agreed that in the event of such termination, all tracings, plans, specifications, maps, and data prepared or obtained under this Agreement shall immediately be turned over to the TPO Executive Director in conformity with the provisions of Article 8.00 hereof. The ***City of Doral*** shall be compensated for its services rendered up to the time of any such termination in accordance with Article 11.00 hereof.

ARTICLE 19.00: To the extent permitted by law, and subject to the limitations included within Florida Statutes Section 768.28, the ***City of Doral*** shall indemnify, defend, save, and hold harmless the TPO and its officers, agents, and employees from any and all claims, liability, losses and causes of action arising out of the ***City of Doral's*** negligence or other wrongful acts in the performance of

this agreement. However, nothing herein shall be deemed to indemnify the TPO for any liability or claims arising out of the negligence, performance, or lack of performance of the TPO.

To the extent permitted by law, and subject to the limitations included within Florida Statutes Section 768.28, the TPO shall indemnify, defend, save, and hold harmless the ***City of Doral*** and its officers, agents, and employees from any and all claims, liability, losses and causes of action arising out of the TPO's negligence or other wrongful acts in the performance of this agreement. However, nothing herein shall be deemed to indemnify the ***City of Doral*** for any liability or claims arising out to the negligence, performance, or lack of performance of the ***City of Doral***.

ARTICLE 20.00: This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Venue shall be in Miami-Dade County, Florida. The term “proceedings” shall include, but not be limited to, all meetings to resolve the dispute, including voluntary arbitration, mediation, or other alternative dispute resolution mechanism. The parties both waive any defense that venue in Miami-Dade County is not convenient. In any civil action or other proceedings between the parties arising out of the Agreement, each party shall bear its own attorney’s fees and costs.

ARTICLE 21.00: Any notice, consent or other communication required to be given under this Agreement shall be in writing, and shall be considered given when delivered in person or sent by facsimile or electronic mail one (1) business day after being sent by reputable overnight carrier or three (3) business days after being mailed by certified mail, return receipt requested, to the parties at the addresses set forth below (or at such other address as a party may specify by notice given pursuant to this Section to the other party):

To the TPO:

Miami-Dade Transportation Planning
Organization
150 West Flagler Street
Suite 1900
Miami, Florida 33130
Attn: Aileen Bouclé, Executive Director
E-Mail: Aileen.Boucle@mdtpo.org

To the City:

City of Doral
8401 NW 53rd Terrace
Doral, FL 33166
Attn: Zeida Sardiñas, City Manager
E-Mail: zeida.sardinas@cityofdoral.com

With copies to:

City of Doral
Office of the City Attorney
8401 NW 53rd Terrace
Doral, FL 33166
Attn: Raul Gastesi Jr., City Attorney
E-Mail: raul.gastesi@cityofdoral.com

ARTICLE 22.00:

Attachments:

Exhibit "A", Scope of Services Exhibit "C", Project Budget
Exhibit "B", Project Schedule Exhibit "D", E-Verify Certification
Exhibit "E", Title VI Quarterly Progress Report

No alteration, change or modification of the terms of this Agreement shall be valid unless made in writing, signed by both parties hereto, and approved by the Governing Board of the Transportation Planning Organization. This Agreement shall be binding upon the parties hereto, their heirs, executors, legal representatives, successors, or assigns.

This Agreement, regardless of where executed, shall be governed by and construed according to the laws of the State of Florida and venue shall be in Miami-Dade County, Florida.

ARTICLE 23.00: No provision of this Agreement shall, in any way, inure to the benefit of any third parties so as to constitute any such third party a beneficiary of this Agreement, or of anyone or more of the terms hereof, or otherwise give rise to any cause of action in any party not a party hereto.

ARTICLE 24.00: Each person signing this Agreement represents and warrants that he or she is duly authorized and has legal capacity to execute and deliver this Agreement. Each party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such party's obligations and the certifications hereunder have been duly authorized, and that the Agreement is valid and legal agreement binding on such party and enforceable in accordance with its terms. This Agreement may be executed in any number of counterparts, each of which shall be

deemed an original, but all of which shall constitute one and the same instrument. Facsimile, .pdf and other electronic signatures to this Agreement shall have the same effect as original signatures.

IN WITNESS WHEREOF, the parties hereto have executed these presents this _____ day of _____, 2026.

FOR MIAMI-DADE TPO:

ATTEST:

Miami-Dade TPO Clerk of the Board

By: _____
Aileen Bouclé, Executive Director

By: _____
Tawana Parker

Date: _____

Date: _____

Approved as to Form and Legal Sufficiency

By: _____
Assistant County Attorney

Date: _____

FOR: CITY OF DORAL

ATTEST:

(Affix City Seal)

BY: _____
Connie Diaz, City Clerk

BY: _____
Zeida Sardiñas, City Manager

Approved by City Attorney
as to legal form and correctness:

Approved as to
Insurance Requirements:

Raul Gastesi Jr., City Attorney

[Please Insert Name Here],
[Please Insert Title Here]

Exhibit "A": "Scope of Services"

SCOPE OF SERVICES

Doral Adaptive Re-Use Master Plan

Objective

The City of Doral is soliciting professional services to develop an Adaptive Re-Use Master Plan for their adaptive reuse area which is bounded by NW 58th Street to the north, NW 54th Street to the south, NW 87th Avenue to the west and NW 79th Avenue to the east, in coordination with the public, stakeholders along the corridor, City staff and elected officials. The Master Plan will be the inspiration for the development of multimodal streets alternatives in the form of typical sections for the corridor that have the potential to stimulate economic development, connect the community and generate pedestrian and bicycle activity thereby activating the location as an exciting destination.



MARLIN will conduct a feasibility study to identify and assess existing transportation and infrastructure conditions within the adaptive reuse area and recommend multimodal streetscape improvements, which will include, and not be limited to bicycle, pedestrian, vehicle and transit facilities, active art, signature landscape and street furniture. The MARLIN Team will prepare a Redevelopment Master Plan for the adaptive reuse area and investigate the impacts of multiple concepts on pedestrian and bicycle safety, right-of-way impacts, utilities and neighboring communities. Up to three (3) typical sections will be provided with a corridor rendering and plan sheet of the preferred alternative.

This effort will be built upon the following local documents and guidelines:

- Adaptive Reuse Study Area Action Plan
- Low Impact Development Master Plan
- Transportation Master Plan
- Transit Master Plan
- Parks and Recreation System Master Plan
- Comprehensive Plan

Scope of Services

1. Meetings, Coordination & Public Involvement

- 1.1. Project management include development of project schedule, team coordination, progress reports, and work related to project management.
- 1.2. Following the issuance of the Notice to Proceed (NTP), a project kick-off meeting with City Staff will be held to discuss the scope, schedule, project background and related community considerations.
- 1.3. A draft **Traffic Analysis Methodology**, as outlined in the tasks below, will be prepared and submitted to the city and the County prior to starting the project to ensure that the analysis is in compliance with both reviewing agencies. Any comments received will be incorporated into the final methodology.
- 1.4. The consultant shall conduct monthly virtual progress meetings with the City's Project Manager; meetings will be followed up with a meeting summary.
- 1.5. The consultant shall conduct the study in coordination with the City of Doral, meetings with staff and local agencies shall be limited to a maximum of four (4) one-hour meetings. Local agency outreach may include the Miami-Dade Transportation Planning Organization (TPO) the Florida Department of Transportation (FDOT), District Six (6), Miami-Dade County, Miami-Dade County School Board, and any other relevant public agencies.
- 1.6. The MARLIN Team shall work with the City of Doral to identify key stakeholders within the study area. The city will provide current information on community associations and leaders to initiate the effort. The consultant shall host one (1) group stakeholder meetings, in addition to a one (1) day canvassing event of local businesses for education and outreach, and up to four (4) 30-minute one-on-one stakeholder meetings. The City shall assist in the identification of stakeholders; the MARLIN Team shall prepare a contact list for stakeholder outreach. Meetings will be conducted virtually. Stakeholders will be encouraged to participate in public meetings.

- 1.7. The MARLIN Team shall coordinate with the City of Doral on public and stakeholder outreach, in addition to coordination with the City on the project website, project brochure, and outreach to ensure public and stakeholder input.
- 1.8. The consultant shall attend up to two (2) community events to solicit community input for up to four (4) hours each event. The MARLIN Team shall provide relevant materials for each community event.
- 1.9. The MARLIN Team shall attend up to two (2) City Council Meetings, meetings shall include a presentation and any exhibits for consideration by the City Council. The consultant shall meet with individual council members, at the discretion of staff, one (1) time for individual input and feedback, meetings may be conducted virtually.

Task Deliverables:

- Project management meeting agenda, notes, and schedule
- Stakeholder materials and meeting notes
- Outreach event materials and boards
- City Council meeting materials and presentation
- Traffic Analysis Methodology

2. Data Collection

The MARLIN Team will collect infrastructure, traffic, bicycle and pedestrian data, landscaping and information related to the right-of-way. An electronic summary of the data will be submitted for City review.

- 2.1. MARLIN shall review all relevant plans, codes, and documentation related to the adaptive reuse, transit, traffic, bicycle, pedestrian, infrastructure, landscape, and GIS/CADD files necessary to complete the project study boundaries. The City of Doral shall provide the consultant with all necessary studies, data, and relevant information for review and analysis.
- 2.2. Literature research shall be conducted on successful adaptive reuse projects in other arts districts (e.g., Wynwood in the City of Miami or similar urban arts districts) to establish precedents and derive lessons learned. A comprehensive review of the *City of Doral's Adaptive Reuse Study Area Action Plan, Final May 2019*, will be undertaken. Note that findings from the City's currently ongoing parking study may also be incorporated into this analysis. Up to three (3) studies will be researched and reviewed.
- 2.3. A review of programmed transportation improvements within the study area shall be conducted, including, but not limited to, the City of Doral's Transportation Master Plan and Transit Mobility Plan, as well as relevant Miami-Dade County TPO documentation.
- 2.4. Data from the *City of Miami's Wynwood BID Traffic Study* shall be obtained for use as a proxy site for estimating trip generation rates, as deemed applicable.

2.5. Additional information provided shall include, but not limited to:

- Sea Level Rise information;
- Lighting information;
- Landscape information;
- Right-of-Way research property appraisers and FDOT Information;
- Land use assessment – MARLIN shall use transportation planning and engineering expertise and judgement to assess impacts on existing and future land use for each concept; and
- Improvements planned by others.

MARLIN shall collect traffic data and volume counts within the study area. Traffic counts will be executed on typical midweek (non-event) days, in adherence to the Florida Department of Transportation's (FDOT's) Manual on Uniform Traffic Studies (MUTS) and other requisite standards.

- 2.6. Seventy-two (72) hour bi-directional volume and speed counts at ten (10) locations to be determined along NW 54th Street, NW 56th Street, NW 84th Avenue, and NW 82nd Avenue.
- 2.7. Eight (8) hour Turning Movement Counts (TMCs) at twelve (12) locations [including both signalized and unsignalized intersections] during typical weekday and weekend peak periods (three hours during the AM and PM; two hours during the weekend). These counts shall include pedestrians, bicycles, and heavy vehicles.
- 2.8. Safety analysis using five (5) years of available crash data, based on Signal4Analytics, shall be obtained. The crash data will be analyzed and reviewed using a Safe Systems Approach within the project boundary to identify areas requiring improvements, specifically concerning fatalities, major injury-related crashes, and pedestrian and bicycle incidents. The crash data will be summarized in tabular and graphical formats.
- 2.9. The existing signal timings and phasing's for the subject intersections will be procured from the Miami-Dade County Department of Transportation and Public Works (DTPW) Traffic Signals & Signs Division.
- 2.10. The roadway characteristics of the study roads, along with any pertinent data from Geographic Information System (GIS) maps, will be obtained. A desktop aerial review will also be conducted to confirm the research collected. Posted speed limits, observed speeds, and pedestrian/bicycle activity will be documented. Furthermore, desktop/online reviews will be conducted to procure any other relevant information as needed.
- 2.11. MARLIN shall conduct a field inventory of the study roadways, sidewalk, trail(s), utilities, and transit infrastructure within the study area limits and immediately adjacent to the study area. Field reviews will be made during the study peak time periods (AM,

PM, and weekend) to make qualitative assessments. Such factors as queue lengths, delays, vehicular conflicts, pedestrian conflicts, or any other operational characteristics critical to evaluate the need for improvements will be noted. During the field review, safety conditions shall be observed and recorded. Transit operations, transfers and boarding and alighting activity will also be observed. Passenger and pedestrian street crossing activity will be observed as well as bicycle activity.

- 2.12. MARLIN shall conduct a Road Safety Audit (RSA) of the study area. The public and stakeholders may be invited to participate for the purpose of gaining feedback, educating the public, and understanding the pedestrian conditions of the project area. MARLIN shall collect photos, RSA surveys, and public feedback during the audit to share with the City and incorporate into the study.

The above subtasks shall be documented into a summary of existing conditions.

Task Deliverables:

- Traffic, Bicycle, and Pedestrian Video Data
- Bicycle, Pedestrian, Transit & Traffic Summary Count Data
- Safety Analysis Summary
- Landscape Summary Data
- RSA Survey & Summary

3. Traffic Volume Development and Project Trips:

- 3.1. The existing raw traffic volumes collected in the previous task will be analyzed to determine the peak hours and will be adjusted through the application of seasonal factors as established in the FDOT Project Forecasting Handbook. The volumes will be summarized graphically within the report and balanced (if applicable) for Existing AM, PM, and Weekend peak hours.
- 3.2. Traffic growth rate analysis will be conducted based on historical growth trends at nearby FDOT traffic count stations, excluding data from 2020 and 2021 due to the significant impact of the pandemic on traffic patterns during those years. Three regression analyses (Linear, Decaying, and Exponential Growth) will be applied to the Historical Annual Average Daily Traffic (AADT) volumes on FDOT's Traffic Monitoring Sites to determine the historical annual growth rate. Additionally, growth rates based on Miami-Dade TPO's projected 2015 and 2045 model network volumes from the Southeast Regional Planning Model (SERPM) will be evaluated. The analysis will utilize the higher of these two derived growth rates.
- 3.3. The anticipated Build-out year for the redevelopment is within the next fifteen (15) years (*to be confirmed by the City*) and represents the date for the future conditions analysis in which traffic conditions will be forecasted. The determined growth rate from the

previous task will be applied to the Existing volumes to develop the Future Background volumes.

The Traffic Analysis shall encompass the potential impact of land use changes from industrial/warehouse to an Arts District (galleries, performance space, restaurants, housing) to ascertain the resultant changes to the travel demand on the transportation network. Note, adaptive reuse districts inherently shift the focus from exclusive reliance on vehicle traffic toward multimodal transportation.

- 3.4. Traditional trip generation rates from the ITE Manual will be reviewed for the existing and proposed land uses. Specifically, trip generation shall be estimated for the proposed mix of uses (e.g., residential, gallery, restaurant) versus the existing/former industrial/commercial uses. Proxy data from a similar site, such as the Wynwood Arts District, will be used to determine the proposed trip generation rates as appropriate.
- 3.5. Due to the inherent diversity of the proposed land uses for an Arts District, Internal Capture Rates will be calculated to determine the reduction in external vehicle trips for the study area. Internalization percentages will be reviewed based on similar case studies, such as Wynwood. Other multimodal trip factors will be estimated for transit and pedestrian/bicycle reductions.
- 3.6. Project Traffic Distribution and Assignment will primarily be based on existing travel patterns, except at locations where proposed traffic generators will deviate trips due to the presence of pedestrian/bicycle/transit stops. Locations of proposed remote parking designed to meet off-street parking requirements will be identified to determine potential traffic routes to be utilized in the future. Summarize re-development project trips.
- 3.7. Develop Graphics showing the Existing, Future and proposed peak hour volumes.

Task Deliverables:

- Existing Peak Hour Volumes
- Growth Rate Analysis
- Future (without Project) Peak Hour Volumes
- Trip Generation
- Future Proposed (with Project) Peak Hour Volumes

4. Traffic Operational (Level of Service) Analysis:

- 4.1. An analysis shall be conducted on the Roadway segments within the study area for the weekday AM and PM and weekend peak hours. The Florida Department of Transportation (FDOT) Generalized Level of Service (LOS) Tables will be employed to identify the vehicular capacity on the roadway segments. The LOS thresholds utilized for the analysis are based on the Generalized tables for Urbanized Areas within the *FDOT Level of Service Handbook*, for the adopted threshold.

4.2. Intersection LOS will be determined for the weekday AM and PM and weekend peak hours based on the procedures of the Highway Capacity Manual (HCM) at the intersections within the study area. The analysis will be conducted for the following scenarios utilizing Synchro software v.11:

4.2.1. Existing Conditions (2026): Existing roadway network with existing conditions and existing traffic volumes.

4.2.2. Future Conditions (Background Traffic): Future roadway conditions (including any future transportation projects) with forecasted traffic volumes but excluding the subject project traffic.

4.2.3. Future Conditions (as explained above) with the addition of the project trips generated by the re-development.

The Synchro models will be optimized for both Future Condition scenarios, both with and without the Project, for comparison. Measures of Effectiveness (MOE's) will be summarized in the report in a clearly defined table. Intersection MOE's will be reported for all scenarios by overall intersection, approach, and by critical movement to properly assess the impact on traffic operations. The following MOE's will be included in the report for Existing and Proposed Conditions with and without the redevelopment:

- Level of Service (LOS) Analysis (LOS A through F)
- Volume-to-Capacity ratios (for roadway segment analysis)
- Vehicular Delays (for intersection analysis)
- 95th Percentile Queues (for turn lane analysis): Based on the 95th percentile queues from the Intersection LOS results; recommendations will be made for any dedicated left and right turn lanes required or for modifications to existing turn lanes impacted by the land reuse change.

4.3. In addition to vehicular LOS, an analysis will also be conducted on the Pedestrian and Bicycle Level of Traffic Stress (LTS), which is an evaluation method to measure the level of stress an individual may experience while utilizing the transportation system and available facilities for walking or biking.

Task Deliverables:

- Roadway LOS Analysis summary tables
- Intersection Synchro output reports for all scenarios analyzed with MOE summary tables

5. Mitigation Strategies:

5.1. Based on the results of the safety analysis and MOEs as noted in the previous tasks above, the traffic analysis will identify reasonable improvements to the transportation system capable of contributing to the mitigation of the impact on traffic operations

resulting from the redevelopment. Types of measures to mitigate traffic impacts may include, but are not limited to safety, roadway improvements such as added travel lanes, turning lane storage requirements, provision of acceleration or deceleration lanes, paving, new traffic signals or modification to existing signals, pavement markings, signs, revision of on-street parking regulation, traffic calming (bulb-outs), etc.

- 5.2. Furthermore, transit, bicycle, and pedestrian improvements such as new or increased bus service, designation of bicycle lanes or routes, and construction or upgrading of sidewalks will be considered. The project will consider the proposed Multimodal Street sections of NW 56th Street, NW 84th Avenue, and NW 82nd Avenue.
- 5.3. Additionally, intersection improvements consisting of pedestrian crosswalks at NW 54th Street and NW 84th Avenue will also be considered, pending a city analysis.
- 5.4. Potential crossings at other intersections or mid-block locations will be recommended for further study as deemed necessary.

Task Deliverables:

- Mitigation Strategies
- Recommended multimodal street improvements
- Recommended intersection improvements
- Recommended/Potential Midblock Crossing Locations

6. Pedestrian Distribution/Connectivity Analysis:

- 6.1. Based on County traffic impact requirements, a schematic of pedestrian trip generation based on the proposed development, consisting of surrounding pedestrian generators and transit facilities, will be created.
- 6.2. Transit route information will be performed as part of the study, including existing and future routes, stops, amenities, and ridership.
- 6.3. The study will also evaluate the necessity to upgrade or install pedestrian infrastructure to enhance safety and operations within the study limits.

Task Deliverables:

- Figure showing Existing Public Transit Network and Pedestrian Infrastructure in the Study Area
- Summary of existing pedestrian network and potential improvements

7. Conceptual Adaptive Re-Use Master Plan

- 7.1. Based on the findings from the technical analyses and coordination efforts completed under preceding tasks, the MARLIN Team will develop a conceptual design framework for the Adaptive Re-Use study area. This effort will focus on transforming existing corridors and underutilized infrastructure into pedestrian-oriented, multimodal, and transit-supportive environments.
- 7.2. The conceptual design will integrate adaptive re-use opportunities with streetscape, mobility, and public realm improvements. Design concepts will emphasize connectivity to existing and proposed trolley and transit stops, enhanced pedestrian and bicycle access, traffic calming strategies, and placemaking elements to support walkability, cycling, and transit use.
- 7.3. The conceptual design framework will be presented to City staff for review and direction prior to advancing to alternatives development.
- 7.4. Following City direction, up to three (3) conceptual design alternatives will be developed for key corridors and focus areas within the study limits. Alternatives will be presented in the form of typical sections, conceptual plan views, and illustrative graphics. Each alternative will incorporate varying combinations of pedestrian, bicycle, transit, parking, landscaping, lighting, and traffic calming treatments, including curb extensions (bulb-outs), to reflect different design and implementation strategies.
- 7.5. Conceptual alternatives will be reviewed for technical feasibility and constructability to ensure compatibility with existing right-of-way constraints and operational considerations. The conceptual alternatives will be refined based on City and stakeholder feedback and prepared for presentation at a public meeting or City Council workshop, as directed by the city.
- 7.6. The MARLIN Team will develop graphics and renderings associated with the final alternative.
- 7.7. The Marlin Team will develop a conceptual plan of the preferred alternative at 15% design.

Task Deliverables:

- Conceptual design framework for the Adaptive Re-Use Study
- Summary of design opportunities and constraints
- Conceptual exhibits illustrating multimodal and adaptive re-use strategies
- Typical sections for up to three (3) conceptual design alternatives
- Conceptual plan views and illustrative graphics
- Presentation materials for City staff and public review

8. Preferred Concept, Cost Estimates, and Benefit-Cost Analysis

- 8.1. Based on City, stakeholder, and public feedback, a preferred conceptual design alternative may be selected. Upon receiving City authorization, the MARLIN Team will advance the preferred alternative to approximately 15% conceptual design level.
- 8.2. Planning-level cost estimates will be prepared for up to three (3) conceptual design alternatives, including the preferred alternative. Cost estimates will be developed to support project prioritization and TPO grant reimbursement requirements.
- 8.3. A Benefit-Cost (B/C) analysis will be performed for each conceptual alternative. The B/C evaluation will be conducted using planning-level assumptions consistent with TPO guidance and will consider benefits such as safety improvements, multimodal accessibility, travel time reliability, enhanced pedestrian and bicycle connectivity, and support for adaptive re-use and transit-oriented development. Results will be summarized to clearly demonstrate the relative value and effectiveness of each alternative.

Task Deliverables:

- Plan view for one (1) preferred alternative at pdf format at approximately 15% design
- Planning-level cost estimates for up to three (3) alternatives
- Benefit-Cost (B/C) ratio summary for each alternative
- Refined conceptual exhibits for the preferred alternative

9. Documentation

- 9.1. This includes all documentation related to the above-mentioned efforts which will be submitted electronically.
- 9.2. This includes the final report and accompanying documentation, including final typical sections, traffic analysis, conceptual plan sheet, cost estimates, recommendations, and graphics.
- 9.3. This subtask includes addressing up to two (2) rounds of revisions and comments.

Task Deliverables:

- Conceptual Design Memorandum
- Typical Sections (up to three alternatives)
- Preferred Concept Plan Sheet (24" x 36") at ~15% design
- Conceptual Cost Estimates
- Benefit-Cost (B/C) Analysis Summary
- Final graphics and exhibits suitable for City Council and TPO grant submittals
- Draft and Final Report

Exhibit "B": "Project Schedule"

Doral Arts District – Adaptive Re-Use Master Plan Project Schedule

Task	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12
1- Meetings, Coordination, & Public Involvement												
1.1 Project Management												
1.2 Kick-off meeting												
1.3 Traffic Analysis Methodology												
1.4 Monthly meetings, agendas and meeting notes												
1.5 Agency Stakeholder Meetings												
1.6 Community Stakeholder Meetings and Outreach												
1.7 Public & Stakeholder Materials and Coordination												
1.8 Community Outreach Events												
1.9 City Council Meeting Attendance & Presentation (up to 2)												
2- Data Collection												
2.1 Review Existing Data, Plans & Documents												
2.2 Literature Research												
2.3 Review of Programmed Transportation improvements												
2.4 Traffic Information												
2.5 Additional Information and Summary Report												
2.6 72-hr Bi-directional Volume/Speed Counts (10 locations)												
2.7 8-hr TMCs (12 locations; Weekday and Weekend)												
2.8 Safety Analysis: Gather, Analyze, and Summarize Findings												
2.9 Existing Signal Timings & Phasings												
2.10 Obtain Roadway data, GIS maps, Conduct Desktop aerial review												
2.11 Conduct field inventory of study roadways, sidewalk, trail(s), utilities, & transit												
2.12 Conduct RSA of study area, collect photos, RSA surveys, public feedback												
3- Traffic Volume Development and Project Trips												
3.1 Develop seasonally adjusted/balanced existing peak hour volumes (AM, PM)												
3.2 Conduct traffic growth rate analysis												
3.3 Develop Future Background volumes for AM, PM & Weekend peak hours												
3.4 Review ITE trip gen rates & use proxy data to estimate proposed uses												
3.5 Calculate internal capture & estimate multimodal trip factors (transit, ped/bike)												
3.6 Determine Traffic Distribution & Assignment												
3.7 Document Volumes in graphical format												
4- Traffic Operational LOS Analysis												
4.1 Conduct Roadway LOS analysis using FDOT Generalized LOS Tables												
4.2 Conduct Intersection LOS analysis using Synchro												
4.3 Summarize MOE's LOS, V/C ratios, Vehicular Delays, and 95th Percentile												
4.4 Conduct Pedestrian & Bicycle Level of Traffic Stress (LTS) Analysis												
5- Mitigation Strategies												
5.1 Identify improvements to mitigate impact of redevelopment												
5.2 Identify Complete Streets improvements												
5.3 Identify Intersection improvements												
5.4 Identify Mid-block crossing locations and recommendations												
6- Pedestrian Distribution/Connectivity Analysis												
6.1 Create schematic of ped trip generation												
6.2 Transit review												
6.3 Evaluate the necessity to upgrade or install pedestrian infrastructure												
7- Conceptual Design												
7.1 Conceptual Design Framework												
7.2 Challenges & Opportunities												
7.3 Readjustments to Framework												
7.4 Typical Section Alternative Development (up to 3)												
7.5 Conceptual Plan Sheet												
7.6 Develop Graphics and Renderings												
7.7 Develop Plan Sheet (24'X36')												
8- Preferred Concept, Cost Estimates, and Benefit- Cost Analysis												
8.1 Refine 15% Concepts and Plan Sheet												
8.2 Cost Estimates												
8.3 Benefit-Cost Analysis of Alternative(s)												
9- Documentation												
9.1 Draft Master Plan												
9.2 Final Alternative, Cost Estimates, Plan Sheet, Graphics												
9.3 Address Deliverable Comments (up to 2 rounds)												

Exhibit "C": "Project Cost"

**Doral Arts District – Adaptive Re-Use Master Plan
Project Cost**

The following is a breakdown of the cost estimate of the project for the nine (9) tasks:

Task	Cost
1 - Meetings, Coordination, & Public Involvement	\$50,000
2 - Data Collection, Analysis, & Field Reviews	\$70,000
3 - Traffic Volume Development	\$15,000
4 - Traffic Operational LOS Analysis	\$30,000
5 - Traffic Mitigation Strategies	\$10,000
6 - Pedestrian Distribution/Connectivity Analysis	\$5,000
7 - Conceptual Design	\$50,000
8 - Preferred Concept, Cost Estimates, & Benefit-Cost Analysis	\$30,000
9 - Documentation	\$40,000
Total	\$300,000

Exhibit "D"

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

E-VERIFY

Contract No: G3Q48

Financial Project No(s): 439334-6-14-02

Project Description: Municipal Grants Program

In accordance with the contract, the Vendor/Consultant/Contractor hereby acknowledges and certifies compliance with Section 448.095, Florida Statutes. The Vendor/Consultant/Contractor shall register with and use the E-Verify system to verify the work authorization status of all newly hired employees. The Vendor/Consultant/Contractor shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system. The Vendor/Consultant/Contractor shall comply with section 448.095, Florida Statutes, for the duration of the contract term, including any extensions or renewal periods.

Company/Firm: _____

Authorized Signature: _____

Title: _____

Date: _____

Exhibit “E”
Title VI Quarterly Progress Report

Municipality: _____

Title of Study: _____

Work performed this quarter: ____% Work performed to date: ____%

Reporting Period: _____ through _____, 2026

1. Progress made this quarter:

2. Products completed this quarter as related to the approved Interlocal Agreement:
(Provide copies if applicable)

3. Problems encountered/anticipated:

4: Schedule adherence: Yes or No (If not on schedule, please provide explanation)

5: Title VI Reporting Requirements (related to this study only):

Title VI	Response
# of Title VI complaints filed with the Municipality	
# of informal (verbal) complaints	
# of formal (written) complaints	
# of completed investigations conducted by the Municipality	
# of completed investigations with findings	
# of public meetings	
# of meetings held in low income or minority areas	
# of translation services provided	
# of interpreter services provided	
# Limited English Proficiency request received, and services provided during public meeting	