Miami-Dade Metropolitan Planning Organization (MPO)

MPO PROGRAM PRIORITIES
for FDOT Tentative Work Program Fiscal Years 2016/17 to 2020/21

Approved by MPO Governing Board on May 21, 2015

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The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
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MPO
Jesus Guerra, Interim MPO Executive Director
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The Miami-Dade Metropolitan Planning Organization (MPO) was created in 1977 to guide the transportation planning process in Miami-Dade County. The MPO gets its authority from Federal Law (from Title 23 US Code) and from State Law (from 339.175 Florida Statutes). A primary function of the MPO is to produce and update a Long Range Transportation Plan (LRTP) every 5 years; and, a Transportation Improvement Program (TIP) every year. The role of the TIP is putting the LRTP into action.

The TIP constitutes an agreement among federal, state, regional and local agencies as to the projects that need immediate attention for funding. Consistent with the requirements of Florida Statute 339.175(8)(a)(b), MPOs are responsible for developing, annually, a list of project priorities to be incorporated in the Transportation Improvement Program (TIP).

MPO Program Priorities, what is it?

Every year the TIP is updated with a new 5th year. The MPO Program Priorities is the mechanism to provide the “new 5th year” program priorities of the MPO Board to the Florida Department of Transportation (FDOT). Once the MPO adopts these MPO Program Priorities Project Listing, FDOT produces a Five-Year Work Program to execute these priorities as directed by the MPO.

What is the purpose of the MPO Program Priorities?

The purpose of this effort is to communicate to the State the priority projects approved by the MPO to be added in the “new 5th year” of the Florida Department of Transportation (FDOT) work program. This list of projects will be used by FDOT in identifying funding to implement these projects based on anticipated Federal, State and Local revenues.
What is the relationship of the MPO Priorities to the TIP?

The FDOT work program is by far the largest component of the TIP and is developed within the overall TIP development process. The MPO Program Priority list is completed at the same time as the TIP development in order to ensure that it is available to FDOT at the beginning of the “gaming” exercise where FDOT develops the new 5th year of programmed and funded projects.

What is the relationship of the MPO Priorities to the LRTP?

As set forth in the MPO Prospectus, the process for developing the MPO program of priority projects is incorporated into the overall TIP development process. The priority projects flow from the second priority of the LRTP, and are brought into the TIP, which is the first priority of the LRTP. The projects to be included in the priority list must necessarily come from the Priority 2 projects of the LRTP, among other important projects.

What is the minimum criteria that should be considered for project selection?

Projects that are considered for inclusion in the MPO Program Priorities, should be:

- Important priorities of the MPO Board,
- Part of the approved LRTP;
- Resulting from the MPO's transportation management systems;
- Considered in the Strategic Intermodal System (SIS) Plan;
- Developed under the Transportation Regional Incentive Program (TRIP) with the commitment of local, regional or private financial funds, as part of the overall project cost.

Who prepares the MPO Program Priorities?

The MPO Priorities are prepared by MPO staff in consultation and coordination with FDOT. As part of this process, the input from the agencies represented on the TIP Development Committee is also considered. Their priorities are listed in the LRTP from where candidate projects are selected.
Which are the areas of interest in the MPO Program Priorities?

The MPO Program Priorities includes multi-modal projects under the following generalized groupings:

- Transit
- Roadways
- Intermodal
- Port Tunnel Repayment
- Freight
- Non-Motorized

Who approves the MPO Program Priorities?

The MPO Priorities are approved by the MPO Governing Board. Prior to the Board approval, the list of project priorities must be formally reviewed by the Transportation Planning Council and Citizen Transportation Advisory Committee, and recommended for approval to the MPO Board. Once approved by the Board, the list of priorities is transmitted to FDOT District 6, to be included in the FDOT tentative work program, which feeds directly into the TIP development cycle.

Why are priorities needed?

Priorities ensure that the most efficient and effective utilization of the available revenues are directed to the most important transportation projects.

When is the document submitted to FDOT?

Florida Statutes 339.175(8)(b) contains the requirement that the annual listing of project priorities shall be submitted to FDOT District 6 by October 1 of each year. The statute allows the MPO, if agreed to in writing with FDOT, to vary this submittal date. The Miami-Dade MPO has revised the submission date to June 1st of each year. This change improves the process by submitting the MPO Priorities to FDOT at the beginning of the Department’s work program development cycle, rather than very near the end when using the October 1st date.
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<tr>
<th>ID #</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>Description</th>
<th>Comments</th>
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<tbody>
<tr>
<td>1</td>
<td>NW 27th Avenue</td>
<td>MIC</td>
<td>NW 215 ST</td>
<td>Bus Rapid Transit (BRT) (North Corridor)</td>
<td>Requesting up to $3.0M for PDE phase on FY 2016, as per MPO Resolution #01-15</td>
</tr>
<tr>
<td>2</td>
<td>East-West Corridor</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Flagler BRT</td>
<td>FIU</td>
<td>Downtown Miami</td>
<td>Bus Rapid Transit (BRT)</td>
<td>Requesting up to $3.0M for PDE phase on FY 2016, as per MPO Resolution #01-15</td>
</tr>
<tr>
<td></td>
<td>SR 836 BRT/ Urban Express Buses</td>
<td>Dolphin Transit Hub</td>
<td>Miami Beach</td>
<td>Bus Rapid Transit/Urban Express Bus</td>
<td>Ongoing between MDX and MDT</td>
</tr>
<tr>
<td></td>
<td>Commuter Rail along CSX</td>
<td>MIC</td>
<td>West Miami</td>
<td>Commuter Rail</td>
<td>Ongoing Study to provide commuter rail services to the West</td>
</tr>
<tr>
<td>3</td>
<td>Kendall Corridor</td>
<td>West Kendall Terminal</td>
<td>Dadeland North Metrorail Station</td>
<td>Bus Rapid Transit (BRT)</td>
<td>Requesting up to $3.0M for PDE phase on FY 2016, as per MPO Resolution #01-15</td>
</tr>
<tr>
<td>4</td>
<td>Beach Transit Connector</td>
<td>Miami Beach Convention Center</td>
<td>Downtown Miami</td>
<td>Light Rail Transit (LRT)</td>
<td>Supporting $10.0M for the environmental (NEPA) process</td>
</tr>
</tbody>
</table>
| 5    | Port of Miami Tunnel repayment to Miami-Dade County | MiamiPort Dodge Island | I-395 | • Availability Payments until 2042  
|      |              |            |            | • Project completed and opened to traffic       | FDOT to provide annual $17 million reimbursement to Miami-Dade County through year 2042. |
| 6    | BRT Corridors Repayments to Miami-Dade County | • NW 27 Avenue  
|      |              | • East-West Corridor  
|      |              | • Kendall Corridor | To start the repayments of the implementation of the BRTs along premium transit corridors | • MPO to program federal funds in the amount of $15 million per year through year 2036 to contribute to the repayment of the construction of the BRT(s).  
|      |              |            |            | • Capital Costs to be determined after PD&E completion (FY 2017/18)  
<p>|      |              |            |            | • Potential Partnership between MPO/FDOT/County |                                                                                           |</p>
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<tr>
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<th>Comments</th>
</tr>
</thead>
</table>
| 7    | Palmetto Intermodal Terminal at Metrorail Station  | • Direct Ramps Direct Elevated Ramps from SR-826 Managed Lanes to Palmetto Metrorail -- Intermodal Station  
• Acquire Parcel at NW Quadrant of intersection of NW 74 Street with Palmetto Expressway |  | • 2040 LRTP Illustrative Project  
• Potential P-3 project  
• ROW acquisition Estimated Cost $13.0M  |  |
| 8    | HEFT and NW 12 Street Multimodal Facility  | Transit Hub Center with Park and Ride facility (aka. Dolphin Station)  
Overnight Truck Parking Facility |  | • Strategic FDOT-owned land adjacent to the intersection of Homestead Extension of Florida’s Turnpike (HEFT) and NW 12th Street.  
• Potential joint participation project between FDOT, Turnpike and Public Works  |  |
| 9    | Perimeter Road  | NW 42 Ave (LeJeune Rd) | NW 57 Ave  | On-Going PD&E; $30 million for capital in 2015 TIP  | Support accelerating construction 2040 LRTP Freight Priority Projects  |
| 10   | Miami River – Miami Intermodal Center (MIC) Capacity Improvement  | Tri-Rail MIA Station  
Tri-Rail Hialeah Market Station | Tri-Rail Hialeah Market Station  | Add a Second Track to the remaining single track of Tri-Rail, including a new rail bridge over the Miami River.  | • LRTP Priority 1  
• Needs $13 million additional  
• Potential for SIS funding  |
| 11   | NW 79 St Causeway Enhanced Bus Service  | Northside Metrorail Station  
Miami Beach Convention Center |  | Improve/Implement Transit Service  | • Estimated Cost $55.0M  
• LRTP Priority 2  
• M&O not included  |
| 12   | Douglas Road Corridor (37 Ave) Enhanced Bus Service  | US-1  
MIC | MIC  | Incremental Improvement of PTP Corridor  | • Estimated Cost $13.2M  
• LRTP Priority 2  
• M&O not included  |
| 13   | Golden Glades  | NW 17 Ave  
Golden Glades Interchange  
At I-95  
Express Lane Flyover  
Biscayne River Canal  
Miami Gardens Dr. |  |  
Interchange: SR-826 (Palmetto)  
Interchange: Florida Turnpike Southbound  
Interchange : I-95  |  
• Managed Lanes  
• Cost estimated at $104 million  
• Express Lane Flyover  
• Cost estimated at $65 million  
• Add 2 Auxiliary Lanes  
• Cost estimated at $36 million  |
| 14   | Indian Creek Bridge  | 91 Street / Surfside |  | Bridge Replacement  | • Funded for PD&E  
• Cost estimated at $14 million  |
<table>
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<tr>
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<th>From</th>
<th>To</th>
<th>Description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>NW 117 Ave</td>
<td>NW 25 St</td>
<td>NW 41 St</td>
<td>Current Turnpike - FTE - feasibility study. Fund improvements with Turnpike funds.</td>
<td>2040 LRTP Freight Priority Project</td>
</tr>
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</table>
| 16   | NW South River Drive & Medley Bridges connecting to Okeechobee                | Medley’s NW South River Drive Bridges | Okeechobee Road    | Widen bridges and intersections between Okeechobee Road and NW South River Drive. Address inadequate geometry and improve freight and truck movements.                                                            | • 2040 LRTP Freight Priority Project  
• LRTP Priority 2  
• Cost estimated at $5 million |
| 17   | NW 25 Street                                                                  | NW 89 Ct           | SR - 821 (HEFT)    | Fund improvements with SIS and Turnpike funds.                                                                                                                                                               | • 2040 LRTP Freight Priority Project  
• LRTP Priority 2  
• Cost estimated at $24 million |
| 18   | NW 122 Ave                                                                    | NW 12 St           | NW 41 St           | Ties into Truck Parking facility. Fund improvements with Turnpike funds.                                                                                                                                   | • 2040 LRTP Freight Priority Project  
• Estimated Cost $11.6M  
• LRTP Priority 2 |
| 19   | Truck Parking Facility                                                        | NW 12 ST           | SR-821 (HEFT)      | Ongoing FDOT feasibility study.                                                                                                                                                                            | • 2040 LRTP Freight Priority Project  
• LRTP Priority 2  
• Cost estimated at $16.7 million |
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<th>Description</th>
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</table>
| 20   | Atlantic Trail | South Point Park-So. Point Drive | 5th Street | • Estimated Cost $220,000  
• LRTP Priority 2 | 2040 LRTP Non-Motorized Priority Project |
| 21   | Commodore Trail | Darwin Street | Mercy Hospital | • Estimated Cost $377,000  
• LRTP Priority 2 | 2040 LRTP Non-Motorized Priority Project |
| 22   | Black Creek Trail “B” | Larry and Penny Thomson Park | Krome Trail | • Estimated Cost $3,140,000  
• LRTP Priority 2 | |
| 23   | Safe Routes to School (SR2S):  
• Lakeview Elementary  
• Arch creek & North Miami Middle  
• Eneida Massas Hartner & Jose de Diego Middle  
• Edison Park K-8 Center  
• Comstock Elementary  
• Lorah Park Elementary  
• Gratigny Elementary  
• Hibiscus Elementary  
• Sweetwater Elementary  
• Crestview Elementary  
• Key Biscayne K-8 Center  
• Howard Drive Elementary  
• Coral Reef Elementary  
• Dr. Henry E. Perrine Academy of the Arts  
• Linda Lentin K-8 Center | | The listed applications have been submitted to FDOT District 6 for funding under the annual SR2S program cycle. | • 2040 LRTP Non-Motorized Priority Project  
• FDOT Discretionary Program |
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<tr>
<th>ID #</th>
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<th>To</th>
<th>Description</th>
<th>Comments</th>
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</thead>
</table>
| 24   | ITS Communications Network and Roadway Surveillance Improvements |      |             | • Traffic signal timing optimization  
     |                                               |      |             | • Estimated Cost $34 million  
     |                                               |      |             | • LRTP Priority 2                | 2040 LRTP Congestion Management Process Priority |
| 25   | I-95 interchange at I-195                                    |      |             | • Speed harmonization & queue warning improvements  
     |                                               |      |             | • Estimated Cost $13 million  
     |                                               |      |             | • LRTP Priority 2                |                                              |
| 26   | NW South River Drive at NW 33rd Avenue                       |      |             | • Widen to 3 lanes  
     |                                               |      |             | • Estimated Cost $13 million    |                                              |

**Transportation Regional Incentive Program (TRIP) Priorities**

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<tr>
<th>ID #</th>
<th>Project Name</th>
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<th>To</th>
<th>Description</th>
<th>Rank</th>
<th>Funding</th>
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<tr>
<td>27</td>
<td>Tri-Rail Downtown Miami Link</td>
<td></td>
<td>Positive Train Control (PTC)</td>
<td></td>
<td>Rank #2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FEC Railway from IRIS Connection to Downtown Miami</td>
<td></td>
<td>$1.499M</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Palmetto Intermodal Terminal</td>
<td></td>
<td>ROW acquisition for expansion of the Palmetto Metrorail Station</td>
<td></td>
<td>Rank #5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Port Infrastructure</td>
<td></td>
<td>Crane Expansion</td>
<td></td>
<td>Rank #9</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Direct Ramps to Dolphin Transit Terminal</td>
<td></td>
<td>Direct ramps from SR-836 to the Dolphin Transit Terminal located at NW 12th</td>
<td></td>
<td>Rank #11</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Flagler Enhanced Bus Service (EBS)</td>
<td></td>
<td>FIU to Downtown Miami transit improvements</td>
<td></td>
<td>Rank #13</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tri-Rail Station Platform</td>
<td></td>
<td>Tri-Rail platforms at All Aboard Florida terminal station in Downtown Miami</td>
<td></td>
<td>Rank #15</td>
<td></td>
</tr>
</tbody>
</table>

| FDOT Discretionary Program                                  | Rank #2        | $1.499M for FY 2019       |
| Rank #5 - $2.750 for FY 2020                                | Rank #9        | $4.099M for FY 2020       |
| Rank #11 - $30.5M for FY 2020                               | Rank #13       | $13.0M for FY 2020        |
| Rank #15 - $9.1M                                           |                |                        |
### Congestion Management Air Quality (CMAQ) Funding

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<tr>
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<th>Description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Clean Fuel Technologies for Locomotives</td>
<td>Requested by FECI to modify locomotives from fuel to compressed gas reducing emission</td>
<td>$750,000 for FY 2021</td>
<td>$750,000 for FY 2022</td>
<td></td>
</tr>
</tbody>
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### ONGOING MPO PRIORITY PROJECTS

<table>
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<tr>
<th>ID #</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>Estimated Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SR 826 / SR 836 Interchange</td>
<td>North of SW 8 st NW 87 Ave</td>
<td>South of 25 St NW 57 Ave</td>
<td>January - 2016</td>
</tr>
<tr>
<td>2</td>
<td>NW 25th Street Viaduct &amp; Widening</td>
<td>NW 82 Ave</td>
<td>SR 826</td>
<td>May - 2016</td>
</tr>
<tr>
<td>3</td>
<td>Krome Avenue</td>
<td>From SR 94/Kendall Drive</td>
<td>1 mile north of SW 8th Street</td>
<td>November - 2017</td>
</tr>
<tr>
<td>4</td>
<td>NW 87th Avenue</td>
<td>NW 154 Street</td>
<td>NW 186th Street</td>
<td>Under construction</td>
</tr>
<tr>
<td>5</td>
<td>NW 57th Avenue</td>
<td>W 46 Street</td>
<td>W 53 Street</td>
<td>Under construction</td>
</tr>
</tbody>
</table>
COMPLETED MPO PRIORITY PROJECTS

Trucks Exiting Port of Miami Tunnel

MIA Mover

NW 25th Street Viaduct
Palmetto Metrorail Station

Port Miami Dredge

Proposed Typical Section

Proposed Typical Section for Krome Ave