Priorities

Strategic Miami Area Rapid Transit (SMART) Plan
TPO PROGRAM PRIORITIES
Fiscal Years 2019/20 to 2023/24

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

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

## Voting Members

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
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<tbody>
<tr>
<td>Esteban L. Bovo, Jr</td>
<td>Chair</td>
</tr>
<tr>
<td>Francis Suarez</td>
<td>Vice Chairman</td>
</tr>
<tr>
<td>Juan Carlos Bermudez</td>
<td></td>
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<tr>
<td>Jose “Pepe” Diaz</td>
<td></td>
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<tr>
<td>Audrey M. Edmonson</td>
<td></td>
</tr>
<tr>
<td>Dan Gelber</td>
<td></td>
</tr>
<tr>
<td>Oliver G. Gilbert III</td>
<td></td>
</tr>
<tr>
<td>Perla T. Hantman</td>
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</tr>
<tr>
<td>Carlos Hernandez</td>
<td></td>
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<tr>
<td>Sally A. Heyman</td>
<td></td>
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<tr>
<td>Barbara J. Jordan</td>
<td></td>
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<tr>
<td>Smith Joseph</td>
<td></td>
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<tr>
<td>Vince Lago</td>
<td></td>
</tr>
<tr>
<td>Daniella Levine Cava</td>
<td></td>
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<tr>
<td>Roberto Martell</td>
<td></td>
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<tr>
<td>Joe A. Martinez</td>
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<tr>
<td>Jean Monestime</td>
<td></td>
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<tr>
<td>Dennis C. Moss</td>
<td></td>
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<tr>
<td>Jeff Porter</td>
<td></td>
</tr>
<tr>
<td>Rebeca Sosa</td>
<td></td>
</tr>
<tr>
<td>Javier D. Souto</td>
<td></td>
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<tr>
<td>Xavier L. Suarez</td>
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# Transportation Planning Council (TPC) Governing Board

## Voting Members

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Jesus Guerra, Chairman, TPO</td>
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<tr>
<td>Aileen Bouclé, AICP</td>
<td>TPO Executive Director</td>
</tr>
<tr>
<td>Alice Bravo, P.E.</td>
<td>Department of Transportation and Public Works</td>
</tr>
<tr>
<td>Julio Brea</td>
<td>City of Homestead</td>
</tr>
<tr>
<td>Anthony Catalina</td>
<td>South Florida Regional Transportation Authority</td>
</tr>
<tr>
<td>Harold Desdunes, P.E.</td>
<td>Florida Department of Transportation District Six</td>
</tr>
<tr>
<td>Rudy Garcia, P.E.</td>
<td>Florida Department of Transportation District Six</td>
</tr>
<tr>
<td>Jorge Gomez</td>
<td>City of Doral</td>
</tr>
<tr>
<td>Jose R. Gonzalez, P.E.</td>
<td>City of Miami Beach</td>
</tr>
<tr>
<td>Sandra Harris</td>
<td>City of Miami</td>
</tr>
<tr>
<td>Michelle Lopez</td>
<td>Public Schools</td>
</tr>
<tr>
<td>Kevin Lynskey</td>
<td>Water and Sewer Department</td>
</tr>
<tr>
<td>Juan Kuryla</td>
<td></td>
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<tr>
<td>Jack Osterholt</td>
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<td>Javier Rodriguez, P.E.</td>
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<td>Tom Ruiz</td>
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<td>Jose Sanchez</td>
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<td>Eduardo “Ed” Santamaria</td>
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<td>Lester Sola</td>
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<tr>
<td>Larry M. Spring, Jr., CPA</td>
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<tr>
<td>Vacant</td>
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<td>Miami-Dade Seaport Department</td>
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<td>Regulatory and Economic Resources</td>
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<td>Miami-Dade Expressway Authority</td>
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<td>City of Miami Gardens</td>
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<td>City of Hialeah</td>
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<td>City of Miami Beach</td>
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<td>City of Coral Gables</td>
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<td>Miami-Dade Aviation Department</td>
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<td>City of North Miami</td>
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<td>Dade League of Cities</td>
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<td>Who approves the TPO Program Priorities?</td>
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<td>FY 2024 TPO Priority Projects</td>
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</table>
The Miami-Dade Transportation Planning Organization (TPO), formerly known as the Metropolitan Planning Organization (MPO), was created in 1977 to guide the transportation planning process in Miami-Dade County. The TPO 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 TPO 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).

TPO Program Priorities, what is it?

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

What is the purpose of the TPO Program Priorities?

The purpose of this effort is to communicate to the State the priority projects approved by the TPO to be added in the “new 5th year” of the 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 TPO 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 TPO Program Priority list is completed simultaneously as the TIP development in order to ensure that it is available to FDOT at the beginning of the work program development cycle when FDOT develops the new 5th year of programmed and funded projects.

**What is the relationship of the TPO Priorities to the LRTP?**

As set forth in the TPO Prospectus, the process for developing the TPO program of priority projects is incorporated into the overall TIP development process. The priority projects flow from the Priority 2 list of projects of the Long Range Transportation Plan (LRTP), and are brought into the TIP, which is the first priority of the LRTP. Other important projects may also be included.

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

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

- Important priorities of the TPO Board,
- Included in the approved LRTP;
- Resulting from the TPO’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 TPO Program Priorities?**

The TPO Priorities are prepared by TPO 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 TPO Program Priorities?

The TPO Program Priorities includes multi-modal projects under the following generalized groupings:
- Transit
- Roadways
- Intermodal
- Port Tunnel Repayment
- Freight
- Non-Motorized

Who approves the TPO Program Priorities?

The TPO Priorities are approved by the TPO Governing Board. Prior to the Board approval, the list of project priorities must be formally reviewed by the Transportation Planning Council (TPC) and Citizen Transportation Advisory Committee (CTAC), and recommended for approval to the TPO Governing 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. Under TPO Governing Board Resolution #06-16, the Board set as its highest priority the advancement of rapid transit corridors.

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 TPO, if agreed to in writing with FDOT, to vary this submittal date. The Miami-Dade TPO has revised the submission date to June 1st of each year. This advanced date improves the process and coordination by submitting the TPO 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.
**FY 2024 TPO PRIORITY PROJECTS**

This list of Project Priorities is based on TPO Governing Board Resolutions #06-16 which establishes a policy to set as the highest priority the advancement of the rapid transit corridors in Miami-Dade County and #26-16 which endorses the Strategic Miami Area Rapid Transit (SMART) Plan (attached).

<table>
<thead>
<tr>
<th>#</th>
<th>Project Name &amp; Description</th>
<th>Funding Source</th>
<th>Funding (* ) New Request</th>
<th>Comments</th>
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<tbody>
<tr>
<td><strong>Transportation Planning Organization (TPO)</strong></td>
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</table>
| 1 | Strategic Miami Area Rapid Transit (SMART) Plan | Federal SU | *FY 2024: $30,000,000 | TPO approved prior allocations:  
  - FY 2019: $4,069,107  
  - FY 2020: $2,000,000  
  - FY 2020: $17,122,918  
  - FY 2021: $24,733,336  
  - FY 2022: $32,814,766  
  - FY 2023: $30,000,000 (a)  
  (a) Recurring annual allocation starting in FY 2023 to FY 2053 ($900M total) |
<p>| | RAPID TRANSIT CORRIDORS | | | |
| | Priority #1: North and South Corridors | FDOT /USDOT/ Local | TBD | To be determined upon TPO selection of Locally Preferred Alternative (LPA) |
| | | FDOT USDOT Local | TBD | To be determined upon TPO selection of Locally Preferred Alternative (LPA) |
| | | | | |
| | Beach Corridor | MDX Phase I Interim Smart Plan Express Bus Service on SR-836 | | |
| | | | | |
| | East/West Corridor | | | |
| | | | | |</p>
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<tr>
<th>#</th>
<th>Project Name &amp; Description</th>
<th>Funding Source</th>
<th>Funding (*) New Request</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 1 | East/West Corridor continues... | MDX Phase I Interim Smart Plan Express Bus Service on SR-836 | - FY 2019: $5,000,000  
- FY 2019: $1,500,000  
- FY 2020: $1,500,000  
- FY 2021: $1,500,000  
- FY 2022: $1,500,000  
- FY 2023: $1,500,000 | BERT Along SR-836 (Capital)  
BERT Along SR-836 (O&M)  
BERT Along SR-836 (O&M)  
BERT Along SR-836 (O&M)  
BERT Along SR-836 (O&M)  
BERT Along SR-836 (O&M) |
| 2 | MDX Phase II Transit | TBD | TBD | To be determined upon TPO selection of Locally Preferred Alternative (LPA) |
| 3 | Kendall Corridor | FDOT Federal (SU) USDOT | TBD | TPO approved prior allocations:  
<FY 2019: $5,097,163 (PD&E)  
FY 2020: $300,000  
FY 2021: $300,000  
FY 2019: $4,069,107 (Design)  
FY 2021: $600,000  
To be determined upon TPO selection of Locally Preferred Alternative (LPA) |
<p>| 4 | Northeast Corridor | Public/Private Partnerships for Station Development | TBD | Funding for Service |
| | FDOT | TBD | |
| | Local | TBD | Funding for Service |
| | Regional | TBD | South Florida Regional Transportation Authority (SFRTA) |</p>
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<tr>
<th>#</th>
<th>Project Name &amp; Description</th>
<th>Funding Source</th>
<th>Funding (**) New Request</th>
<th>Comments</th>
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<tr>
<td>2</td>
<td>Strategic Miami Area Rapid Transit (SMART) Plan – Bus Express Rapid Transit (BERT) Network</td>
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<tr>
<td></td>
<td>• Route A- Flagler Express Tamiami Station - Downtown</td>
<td>FDOT</td>
<td>• Currently in progress FDOT PD&amp;E</td>
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<td></td>
<td>• Route B-South Miami-Dade Express 344 St. Transitway Station - Dadeland North Metrorail Station</td>
<td>FDOT</td>
<td>• FY 2019: $1,880,000  • FY 2020: $1,970,000  • FY 2021: $2,070,000  • FY 2022: $2,180,000  • FY 2023: $2,280,000  • FY 2024: $2,394,000</td>
<td>Operations</td>
</tr>
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<td>• Route C-NW Miami-Dade Express Palmetto Metrorail Station - I-75/Miami Gardens Dr Park-and-Ride Lot</td>
<td>FDOT</td>
<td>• FY 2019: $990,000  • FY 2020: $1,040,000  • FY 2021: $1,090,000  • FY 2022: $1,140,000  • FY 2023: $1,200,000  • FY 2024: $1,260,000</td>
<td>Operations</td>
</tr>
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<td>• Route D-SW Miami-Dade Express</td>
<td>MDX</td>
<td>• FY 2021: $1,010,000  • FY 2022: $1,060,000  • FY 2023: $1,110,000  • FY 2024: $1,165,500</td>
<td>Operations Miami-Dade Expressway Authority to initiate express service operations in 2021</td>
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<td>• Route E1-Florida Turnpike South</td>
<td>FDOT</td>
<td>• FY 2020: $2,080,000  • FY 2021: $2,190,000  • FY 2022: $2,300,000  • FY 2023: $2,410,000  • FY 2024: $2,530,500</td>
<td>Operations</td>
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<tr>
<td>#</td>
<td>Project Name &amp; Description</td>
<td>Funding Source</td>
<td>Funding (*) New Request</td>
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<tr>
<td></td>
<td>Route E2-Florida Turnpike North</td>
<td>FDOT</td>
<td>FY 2023: $1,050,000</td>
<td>Operations</td>
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<td>FY 2024: $1,100,000</td>
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<td>FY 2025: $1,155,000</td>
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<td>Route F1-Beach Express North</td>
<td>FDOT</td>
<td>FY 2019-2021 Demo</td>
<td>Operations</td>
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<td>FY 2022: $4,180,952</td>
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<td>FY 2023: $4,390,000</td>
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<td>FY 2024: $4,610,000</td>
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<td>Route F2-Beach Express Central</td>
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<td>Future request</td>
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<td>Route F3-Beach Express South</td>
<td>FDOT</td>
<td>FY 2020: $5,820,000</td>
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<td>FY 2021: $6,110,000</td>
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<td>FY 2022: $6,410,000</td>
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<td>FY 2023: $6,740,000</td>
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<td>FY 2024: $7,080,000</td>
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3 SMART Plan Demonstration Projects are transit supportive projects as per TPO Resolution #06-16 (February 18, 2016). Demonstration projects provide direct linkage and advance elements of the SMART Plan as per TPO Resolution #14-18 (April 26, 2018).

- Coral Gables-Flex Route via electric vehicles
- Town of Cutler Bay-Cutler Bay Express
- City of Doral-FIU Trolley Route
- City of Miami-Midtown Train Station (O&M only)
- Town of Medley-Central Commuter Route
- City of Miami-Flagami Trolley Route
- Pinecrest-Transitway Circulator
- Palmetto Bay-Express Service

<table>
<thead>
<tr>
<th>#</th>
<th>Project Name &amp; Description</th>
<th>Funding Source</th>
<th>Funding (*) New Request</th>
<th>Comments</th>
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<tr>
<td></td>
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<td></td>
<td>FY 2019-2021: $209,733 each year</td>
<td>Operations</td>
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<td>FY 2019-2021: $192,500 each year</td>
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<td>FY 2019-2021: $260,000 each year</td>
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<td>FY 2019-2021: $35,000 each year</td>
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<td>FY 2019-2021: $350,000 each year</td>
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<td>FY 2019-2021: $35,000 each year</td>
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<td>FY 2019-2021: $600,000 each year</td>
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<td>FY 2019-2021: $96,221 each year</td>
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<td>FY 2019-2021: $175,000 each year</td>
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All demo projects have a matching 50% Local contribution.
<table>
<thead>
<tr>
<th>#</th>
<th>Project Name &amp; Description</th>
<th>Funding Source</th>
<th>Funding (*) New Request</th>
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<tbody>
<tr>
<td></td>
<td>Palmetto Bay-New Transit Facility</td>
<td>FDOT</td>
<td>FY 2019-2021 $50,000 each year</td>
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<td></td>
<td>City of Miami-Midtown / Design District Train Station (Capital)</td>
<td>FDOT/TRIP</td>
<td>FY 2019: $2,948,611</td>
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<td></td>
<td>Miami Beach-Beach Express North (also in BERT listing)</td>
<td>FDOT</td>
<td>FY 2019-2021 (O&amp;M): $1,720,000 each year</td>
<td>This route is also one of the BERT routes. Miami Beach funding 50% match of O&amp;M costs ($1,720,000 LF) each year for demonstration period</td>
</tr>
<tr>
<td></td>
<td>Miami Shores-SMART feeder route</td>
<td>FDOT</td>
<td>FY 2019-2021 : $39,780 each year</td>
<td>Miami Shores and North Bay Village pledge 50% match in local funds</td>
</tr>
<tr>
<td></td>
<td>North Bay Village-North Bay Village feeder route</td>
<td>FDOT</td>
<td>FY 2019-2021 : $50,000 each year</td>
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<td>Advancement and development of projects to support initiatives such as: First &amp; Last Mile, Connected and Autonomous Vehicle (CAV), among other projects.</td>
<td>Federal SU</td>
<td>*FY 2024: $1,000,000</td>
<td>TPO approved prior allocations:</td>
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<td></td>
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<td>• FY 2020: $2,000,000</td>
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<td>• FY 2021: $2,000,000</td>
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<td>• FY 2022: $2,000,000</td>
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<td>• FY 2023: $2,000,000</td>
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<td>5</td>
<td>Non-Motorized Projects / Sun Trail Projects</td>
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<tr>
<td></td>
<td>Underline Design Criteria</td>
<td>FDOT</td>
<td>*FY 2024: $2,500,000</td>
<td>Sun Trail Program</td>
</tr>
<tr>
<td></td>
<td>Ludlam Trail Segments B &amp; E</td>
<td></td>
<td>*FY 2024: $5,161,136</td>
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<td></td>
<td>Atlantic Greenway Trail</td>
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<td>*FY 2024: $2,000,000</td>
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<td></td>
<td>Miami River Greenway</td>
<td></td>
<td>*FY 2024: $831,790</td>
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<td></td>
<td>Biscayne Everglades Greenway</td>
<td></td>
<td>*FY 2024: $315,000</td>
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<td></td>
<td>Biscayne Trail Segment D – Phase II</td>
<td></td>
<td>*FY 2024: $1,233,580</td>
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</table>
### Safe Routes to School (SRTS)
This year, ten (10) Safe Routes to School funding applications were developed by the TPO for schools identified by the Public Schools Community Traffic Safety Team. An additional application was developed by the Town of Miami Lakes. All eleven applications are supported by the Miami-Dade County School Board and have been submitted to FDOT for funding in FY 2024. The total amount of the eleven applications is $4,099,711.

<table>
<thead>
<tr>
<th>#</th>
<th>Project Name &amp; Description</th>
<th>Funding Source</th>
<th>Funding (*) New Request</th>
<th>Comments</th>
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<tbody>
<tr>
<td>6</td>
<td>Safe Routes to School (SRTS)</td>
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<td>This year, ten (10) Safe Routes to School funding applications were developed by the TPO for schools identified by the Public Schools Community Traffic Safety Team. An additional application was developed by the Town of Miami Lakes. All eleven applications are supported by the Miami-Dade County School Board and have been submitted to FDOT for funding in FY 2024. The total amount of the eleven applications is $4,099,711.</td>
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<td>7</td>
<td>Transportation Alternative Program (TAP)</td>
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<td></td>
<td>Project</td>
<td>Agency</td>
<td>Recommended Award ($)</td>
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<td>Underline Phase 6</td>
<td>Miami-Dade DTPW</td>
<td>$500,000</td>
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<td></td>
<td>Snake Creek Trail Extension to Greynolds Park</td>
<td>Miami-Dade PROS</td>
<td>$403,072</td>
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<td>Treasure Island ADA Improvements</td>
<td>North Bay Village</td>
<td>$153,000</td>
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<td></td>
<td>Snapper Creek Trail Segment A SW 107 Ave Gap</td>
<td>Miami-Dade PROS</td>
<td>$500,000</td>
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<td></td>
<td>Miami Beach High School Pedestrian Enhancements</td>
<td>Miami Beach</td>
<td>$218,794</td>
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<td></td>
<td>Pedestrian and Bicycle Safety Education for High School Students</td>
<td>University of Miami</td>
<td>$76,788</td>
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<td>$1,851,654</td>
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<td>8</td>
<td>Transportation Regional Incentive Program (TRIP) Priorities</td>
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<td></td>
<td>SMART Plan Corridor Regional Projects</td>
<td>FDOT</td>
<td>*FY 2024: $3,975,064</td>
<td>TPO approved prior allocations:</td>
</tr>
<tr>
<td></td>
<td>- Capital expenditures along the SMART Corridors, including Right of Way (ROW) acquisition, and other allowable projects. North Corridor, South Corridor, Northeast Corridor, East-West Corridor, Beach Corridor, Kendall Corridor</td>
<td></td>
<td></td>
<td>- FY 2019: Allocate to City of Miami-Midtown / Design District Train Station (see #3)</td>
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<td>- FY 2020: $2,501,167</td>
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<td>- FY 2021: $1,440,744</td>
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<td>- FY 2022: $3,569,733</td>
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<td>- FY 2023: $3,975,064</td>
</tr>
<tr>
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</tbody>
</table>
| 9  | Port of Miami Tunnel repayment to Miami-Dade County                                         | FDOT          | *$17,000,000            | • Project completed and opened to traffic  
• FDOT to provide annual $17 million reimbursement to Miami-Dade County through year 2042 (availability payment). |
| 10 | Freight Improvement Projects                                                                |                |                         |                                                                                                |
|    |● SR 25 / Okeechobee Road                                                                    |                |                         |                                                                                                |
|    | a. From East of NW 87th Ave. to NW 79th Street                                              |                |                         |                                                                                                |
|    | b. Add lane and reconstruction                                                              | FDOT          | $42,858,000             | • Projects are included in the 2040 Long Range Transportation Plan (LRTP) as Priority 4.  
• Projects are supported by the Freight Transportation Advisory Committee (FTAC). |
|    |● Okeechobee Road and SR-826 (Palmetto Expressway)                                          |                |                         |                                                                                                |
|    | a. Interchange                                                                              | FDOT          | $75,987,000             | • Projects are included in the 2040 Long Range Transportation Plan (LRTP) as Priority 4.  
• Projects are supported by the Freight Transportation Advisory Committee (FTAC). |
|    |● Okeechobee Road and SR-826 (Palmetto Expressway)                                          |                |                         |                                                                                                |
|    | a. Interchange new ramp                                                                     | FDOT          | $75,987,000             |                                                                                                |

| 11 | Palmetto Metrorail Station Intermodal Terminal                                              | FDOT          | *FY 2024: $9,000,000    | Funds requested from FDOT to acquire the parcel at estimated cost of $15.0M                     |
| 12 | Golden Glades Multimodal Transit Facility (GGMTF) ITS components                           | FDOT          | ● FY 2024: $2,000,000   | Estimate is for the design criteria package                                                     |
| 13 | Metrorail & Metromover Guideway Bridge Inspections                                          | FTA Sec 5307  | ● FY 2021: $1,250,000   | Continue funding FM 405133-4                                                                     |
|    |                                                                                           |                | ● FY 2022: $1,250,000    |                                                                                                |
|    |                                                                                           |                | ● FY 2023: $1,250,000    |                                                                                                |
|    |                                                                                           |                | ● FY 2024: $1,250,000    |                                                                                                |