



Miami-Dade Transportation
Planning Organization

TPO PROGRAM PRIORITIES

Fiscal Year 2024

June 21, 2018



Strategic Miami Area Rapid Transit (SMART) Plan

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Miami-Dade Transportation Planning Organization (TPO)



TPO PROGRAM PRIORITIES Fiscal Years 2019/20 to 2023/24

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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 (USDOT).

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TPO Program Priorities

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 feed 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).

#	Project Name & Description	Funding Source	Funding (*) New Request	Comments
Transportation Planning Organization (TPO)				
1	Strategic Miami Area Rapid Transit (SMART) Plan RAPID TRANSIT CORRIDORS Priority #1: North and South Corridors	Federal SU	*FY 2024: \$30,000,000	TPO approved prior allocations: <ul style="list-style-type: none"> • 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)
		FDOT /USDOT/ Local	TBD	To be determined upon TPO selection of Locally Preferred Alternative (LPA)
	Beach Corridor	FDOT USDOT Local	TBD	To be determined upon TPO selection of Locally Preferred Alternative (LPA)
	East/West Corridor	MDX Phase I Interim Smart Plan Express Bus Service on SR-836	<ul style="list-style-type: none"> • FY 2019: \$10,500,000 • FY 2019: \$1,000,000 • FY 2020: \$1,000,000 • FY 2021: \$1,000,000 • FY 2022: \$1,000,000 • FY 2023: \$1,000,000 	<ul style="list-style-type: none"> Dolphin P&R (Capital) Dolphin P&R (O&M) Dolphin P&R (O&M) Dolphin P&R (O&M) Dolphin P&R (O&M) Dolphin P&R (O&M)

#	Project Name & Description	Funding Source	Funding (*) New Request	Comments
	East/West Corridor continues...	MDX Phase I Interim Smart Plan Express Bus Service on SR-836	<ul style="list-style-type: none"> • 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)
		MDX Phase II Transit	TBD	To be determined upon TPO selection of Locally Preferred Alternative (LPA)
	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)
	Northeast Corridor	Public/Private Partnerships for Station Development	TBD	
		FDOT	TBD	Funding for Service
		Local	TBD	Funding for Service
		Regional	TBD	South Florida Regional Transportation Authority (SFRTA)

#	Project Name & Description	Funding Source	Funding (*) New Request	Comments
2	Strategic Miami Area Rapid Transit (SMART) Plan – Bus Express Rapid Transit (BERT) Network			
	<ul style="list-style-type: none"> Route A- Flagler Express Tamiami Station - Downtown 	FDOT	<ul style="list-style-type: none"> Currently in progress FDOT PD&E 	
	<ul style="list-style-type: none"> Route B-South Miami-Dade Express 344 St. Transitway Station - Dadeland North Metrorail Station 	FDOT	<ul style="list-style-type: none"> 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 	Operations
	<ul style="list-style-type: none"> Route C-NW Miami-Dade Express Palmetto Metrorail Station - I- 75/Miami Gardens Dr Park-and- Ride Lot 	FDOT	<ul style="list-style-type: none"> 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 	Operations
	<ul style="list-style-type: none"> Route D-SW Miami-Dade Express 	MDX	<ul style="list-style-type: none"> FY 2021: \$1,010,000 FY 2022: \$1,060,000 FY 2023: \$1,110,000 FY 2024: \$1,165,500 	Operations Miami-Dade Expressway Authority to initiate express service operations in 2021
	<ul style="list-style-type: none"> Route E1-Florida Turnpike South 	FDOT	<ul style="list-style-type: none"> 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 	Operations

#	Project Name & Description	Funding Source	Funding (*) New Request	Comments
	<ul style="list-style-type: none"> Route E2-Florida Turnpike North 	FDOT	<ul style="list-style-type: none"> FY 2023: \$1,050,000 FY 2024: \$1,100,000 FY 2025: \$1,155,000 	Operations
	<ul style="list-style-type: none"> Route F1-Beach Express North 	FDOT	<ul style="list-style-type: none"> FY 2019-2021 Demo FY 2022: \$4,180,952 FY 2023: \$4,390,000 FY 2024: \$4,610,000 	Operations
	<ul style="list-style-type: none"> Route F2-Beach Express Central 	TBA	Future request	Currently in NEPA
	<ul style="list-style-type: none"> Route F3-Beach Express South 	FDOT	<ul style="list-style-type: none"> FY 2020: \$5,820,000 FY 2021: \$6,110,000 FY 2022: \$6,410,000 FY 2023: \$6,740,000 FY 2024: \$7,080,000 	
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).			
	<ul style="list-style-type: none"> 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 	FDOT	<ul style="list-style-type: none"> FY 2019-2021 : \$209,733 each year FY 2019-2021 : \$192,500 each year FY 2019-2021 : \$260,000 each year FY 2019-2021 : \$350,000 each year FY 2019-2021 : \$35,000 each year FY 2019-2021 : \$600,000 each year FY 2019-2021 : \$96,221 each year FY 2019-2021 : \$175,000 each year 	<p>Operations</p> <p>All demo projects have a matching 50% Local contribution.</p>

#	Project Name & Description	Funding Source	Funding (*) New Request	Comments
	<ul style="list-style-type: none"> Palmetto Bay-New Transit Facility 	FDOT	<ul style="list-style-type: none"> FY 2019-2021 \$50,000 each year 	
	<ul style="list-style-type: none"> City of Miami-Midtown / Design District Train Station (Capital) 	FDOT/TRIP	<ul style="list-style-type: none"> FY 2019: \$2,948,611 	
	<ul style="list-style-type: none"> Miami Beach-Beach Express North (also in BERT listing) 	FDOT	<ul style="list-style-type: none"> FY 2019-2021 (O&M): \$1,720,000 each year 	This route is also one of the BERT routes. Miami Beach funding 50% match of O&M costs (\$1,720,000 LF) each year for demonstration period
	<ul style="list-style-type: none"> Miami Shores-SMART feeder route North Bay Village-North Bay Village feeder route 	FDOT	<ul style="list-style-type: none"> FY 2019-2021 : \$39,780 each year FY 2019-2021 : \$50,000 each year 	Miami Shores and North Bay Village pledge 50% match in local funds
4	Advancement and development of projects to support initiatives such as: First & Last Mile, Complete Streets, Connected and Autonomous Vehicle (CAV), among other projects.	Federal SU	<ul style="list-style-type: none"> *FY 2024: \$1,000,000 	TPO approved prior allocations: <ul style="list-style-type: none"> FY 2020: \$2,000,000 FY 2021: \$2,000,000 FY 2022: \$2,000,000 FY 2023: \$2,000,000
5	Non-Motorized Projects / Sun Trail Projects			
	Underline Design Criteria	FDOT	<ul style="list-style-type: none"> *FY 2024: \$2,500,000 	Sun Trail Program
	Ludlam Trail Segments B & E		<ul style="list-style-type: none"> *FY 2024: \$5,161,136 	
	Atlantic Greenway Trail		<ul style="list-style-type: none"> *FY 2024: \$2,000,000 	
	Miami River Greenway		<ul style="list-style-type: none"> *FY 2024: \$831,790 	
	Biscayne Everglades Greenway		<ul style="list-style-type: none"> *FY 2024: \$315,000 	
	Biscayne Trail Segment D – Phase II		<ul style="list-style-type: none"> *FY 2024: \$1,233,580 	

#	Project Name & Description	Funding Source	Funding (*) New Request	Comments
6	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.			
	Eleven (11) Projects	Federal	• *FY 2024: \$4,099,711	
7	Transportation Alternative Program (TAP)			
	Project		Agency	Recommended Award (\$)
	• Underline Phase 6		Miami-Dade DTPW	\$500,000
	• Snake Creek Trail Extension to Greynolds Park		Miami-Dade PROS	\$403,072
	• Treasure Island ADA Improvements		North Bay Village	\$153,000
	• Snapper Creek Trail Segment A SW 107 Ave Gap		Miami-Dade PROS	\$500,000
	• Miami Beach High School Pedestrian Enhancements		Miami Beach	\$218,794
	• Pedestrian and Bicycle Safety Education for High School Students		University of Miami	\$76,788
				\$1,851,654
Six (6) Projects	Federal (TAP/SU)	FY 2024: \$1,852,284		
8	Transportation Regional Incentive Program (TRIP) Priorities			
	SMART Plan Corridor Regional Projects • 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	FDOT	• *FY 2024: \$3,975,064	TPO approved prior allocations: • FY 2019: Allocate to City of Miami-Midtown / Design District Train Station (see #3) • FY 2020: \$2,501,167 • FY 2021: \$1,440,744 • FY 2022: \$3,569,733 • FY 2023: \$3,975,064

#	Project Name & Description	Funding Source	Funding (*) New Request	Comments
Florida Department of Transportation (FDOT)				
9	Port of Miami Tunnel repayment to Miami-Dade County	FDOT	*\$17,000,000	<ul style="list-style-type: none"> 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			
	<ul style="list-style-type: none"> SR 25 / Okeechobee Road <ol style="list-style-type: none"> From East of NW 87th Ave. to NW 79th Street Add lane and reconstruction 	FDOT	\$42,858,000	<ul style="list-style-type: none"> Projects are included in the 2040 Long Range Transportation Plan (LRTP) as Priority 4. Projects are supported by the Freight Transportation Advisory Committee (FTAC).
	<ul style="list-style-type: none"> Okeechobee Road and SR-826 (Palmetto Expressway) <ol style="list-style-type: none"> Interchange 	FDOT	\$75,987,000	<ul style="list-style-type: none"> Projects are included in the 2040 Long Range Transportation Plan (LRTP) as Priority 4. Projects are supported by the Freight Transportation Advisory Committee (FTAC).
	<ul style="list-style-type: none"> Okeechobee Road and SR-826 (Palmetto Expressway) <ol style="list-style-type: none"> Interchange new ramp 		\$75,987,000	
Department of Transportation and Public Works (DTPW)				
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	<ul style="list-style-type: none"> FY 2024: \$2,000,000 	Estimate is for the design criteria package
13	Metrorail & Metromover Guideway Bridge Inspections	FTA Sec 5307	<ul style="list-style-type: none"> FY 2021: \$1,250,000 FY 2022: \$1,250,000 FY 2023: \$1,250,000 FY 2024: \$1,250,000 	Continue funding FM 405133-4



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