

# **8 APPENDICES**

**A1 - Corridor Existing Conditions Maps**

**A2 - CDMP Amendments Proposed**

**A3 - Affordable Housing Memo**

**A4 - Water and Wastewater Report**

**A5 - Market Analysis and Value Capture Report**

**A6 - Bicycle and Pedestrian Report**

**A7 - Civic Engagement Plan**

**A8 - Adopted Budget - Transportation and Mobility Section**

**A9 - Public Outreach Meetings**





# **A1 - EXISTING CONDITIONS BACKUP**



Figure A1-1: STATION AREAS

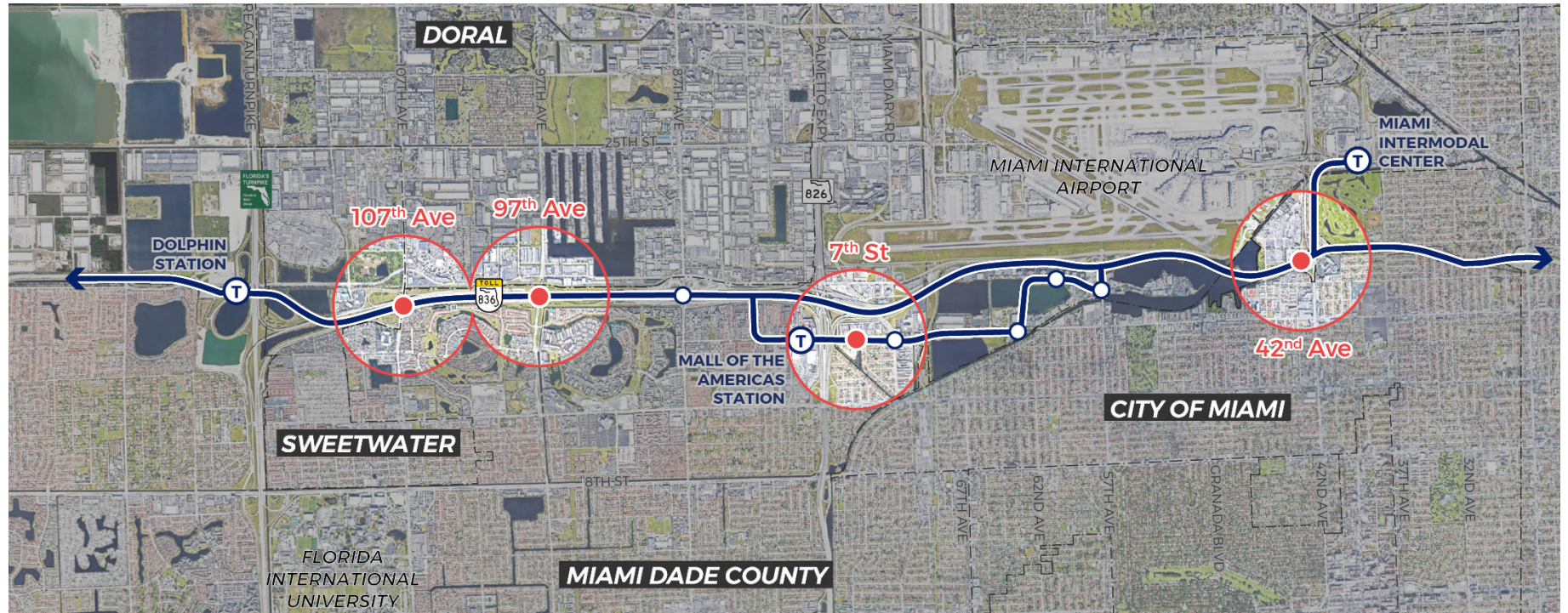


Figure A1-2: MUNICIPALITIES

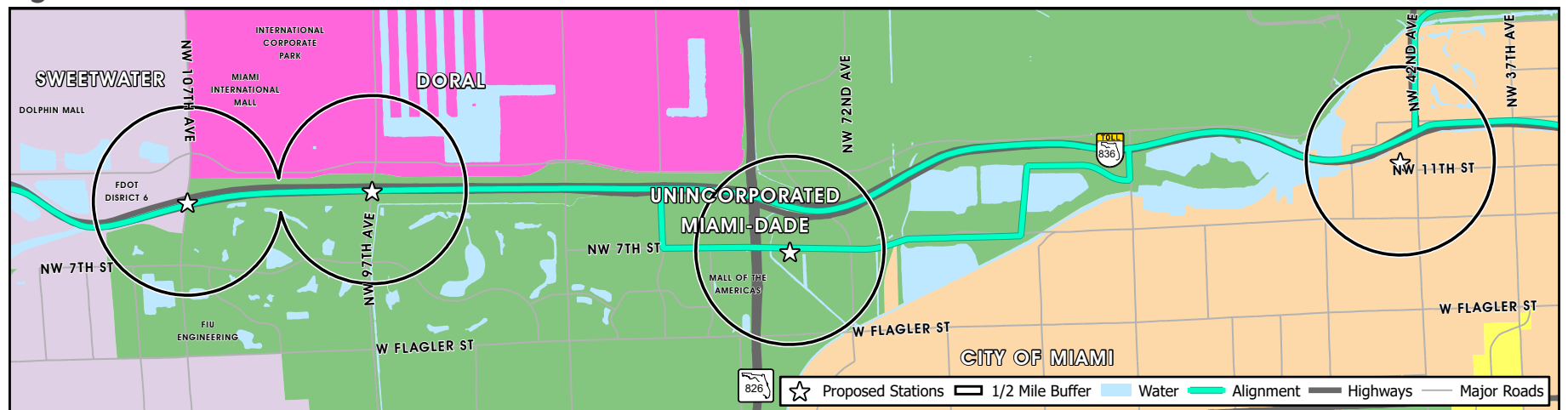


Figure A1-3: UNINCORPORATED COUNTY ZONING

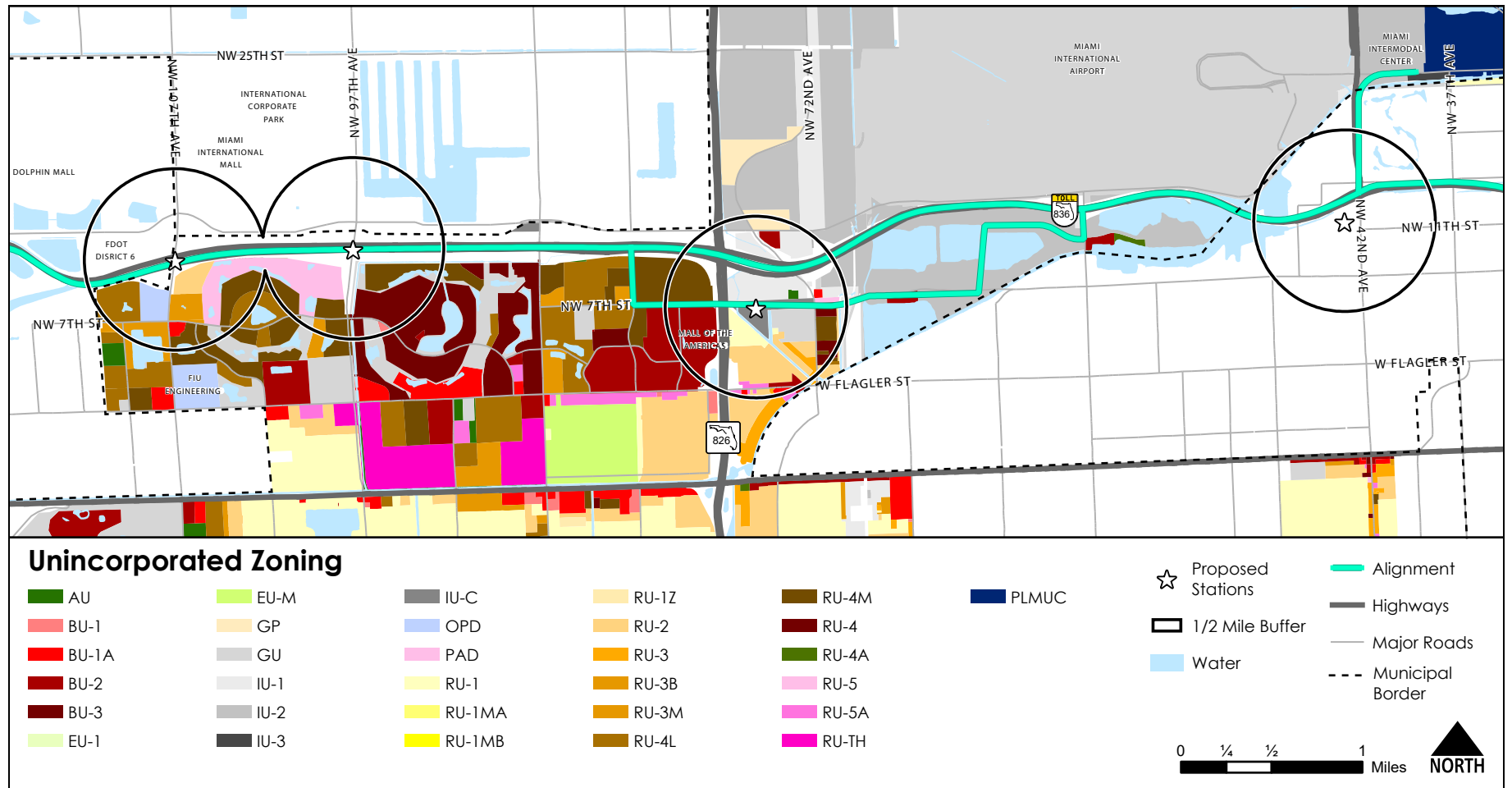


Figure A1-4: MUNICIPAL ZONING

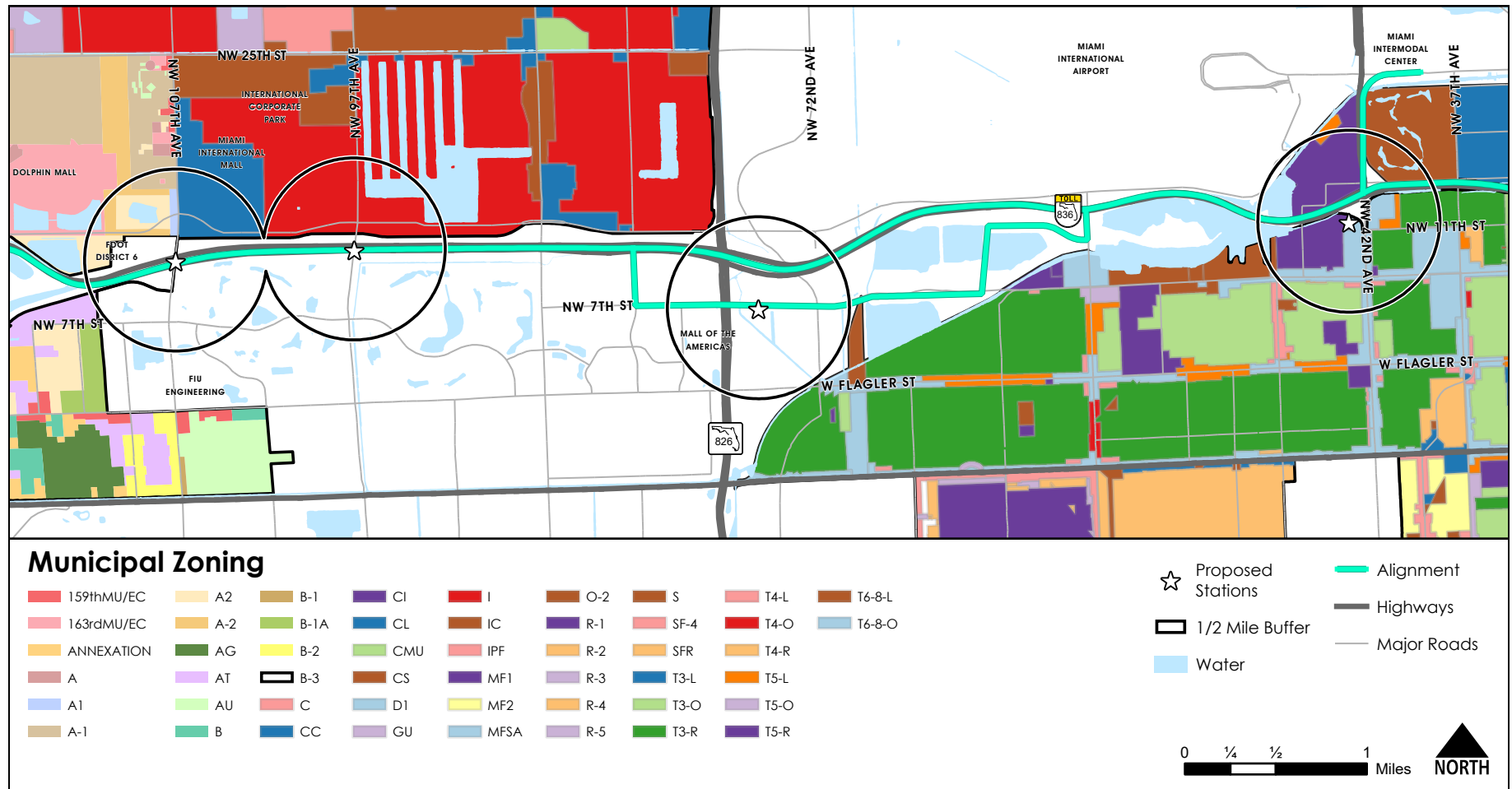




Figure A1-5: POPULATION DENSITY

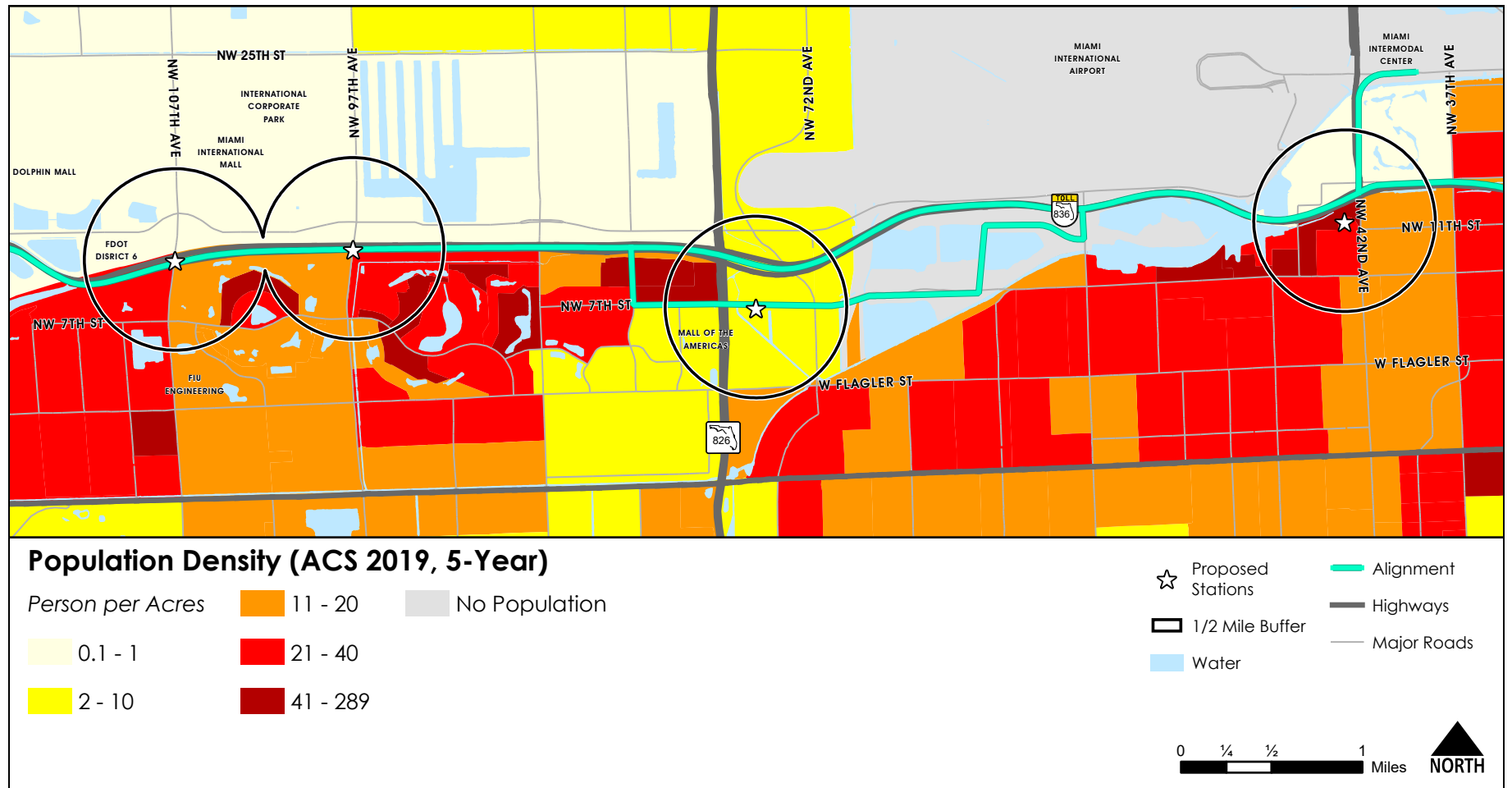


Figure A1-6: POPULATION CHANGE

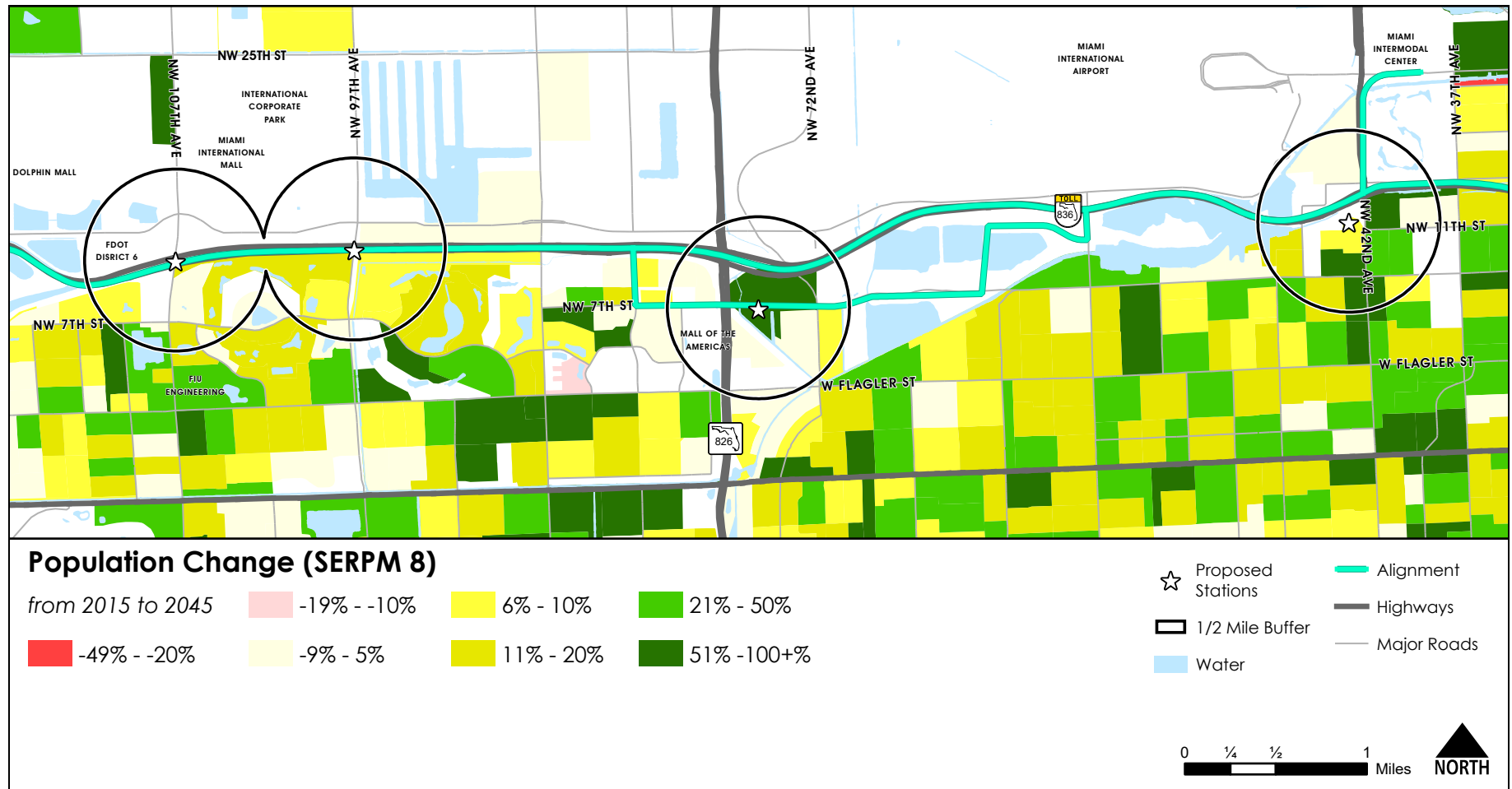


Figure A1-7: EMPLOYMENT CHANGE

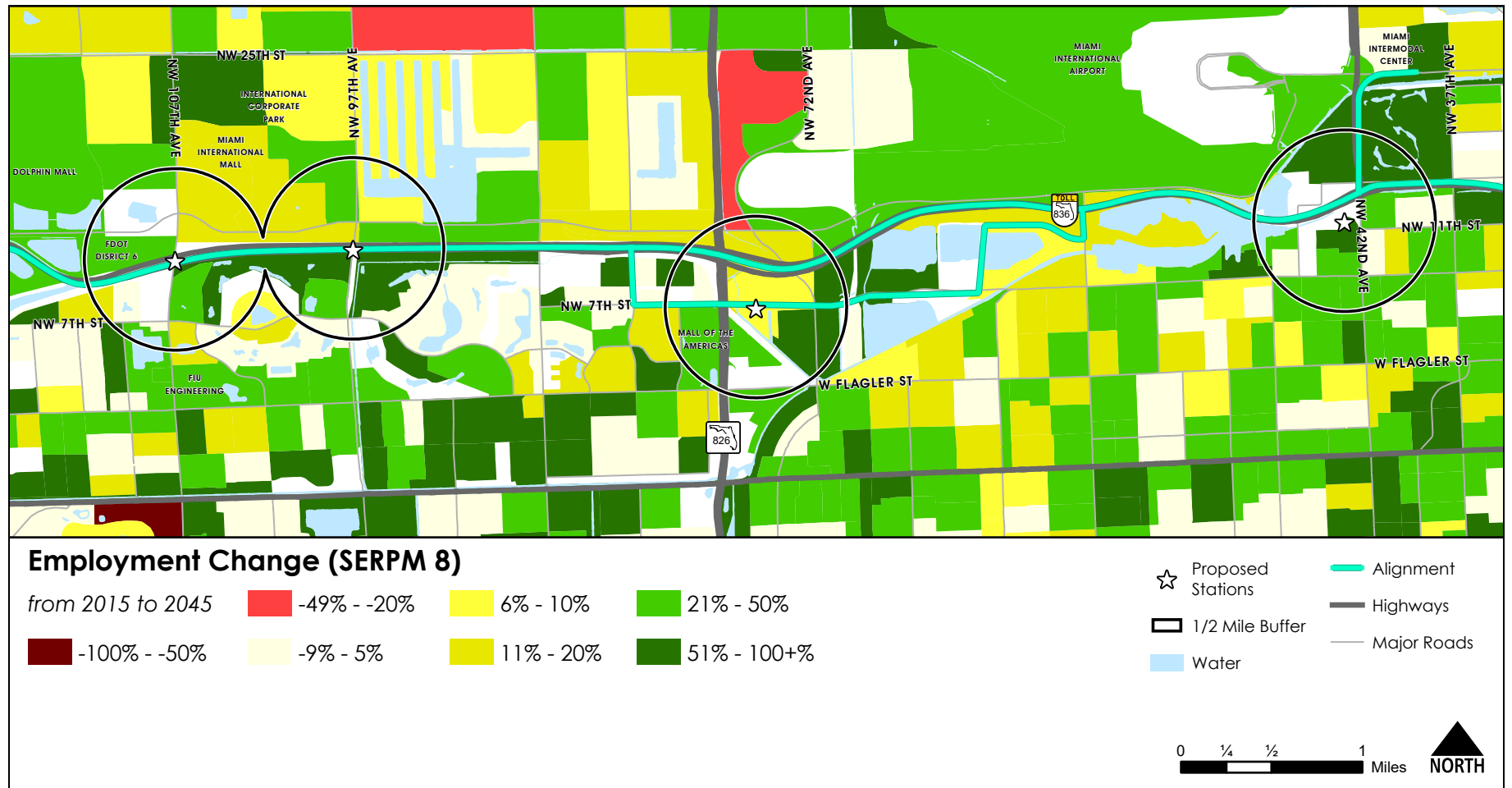
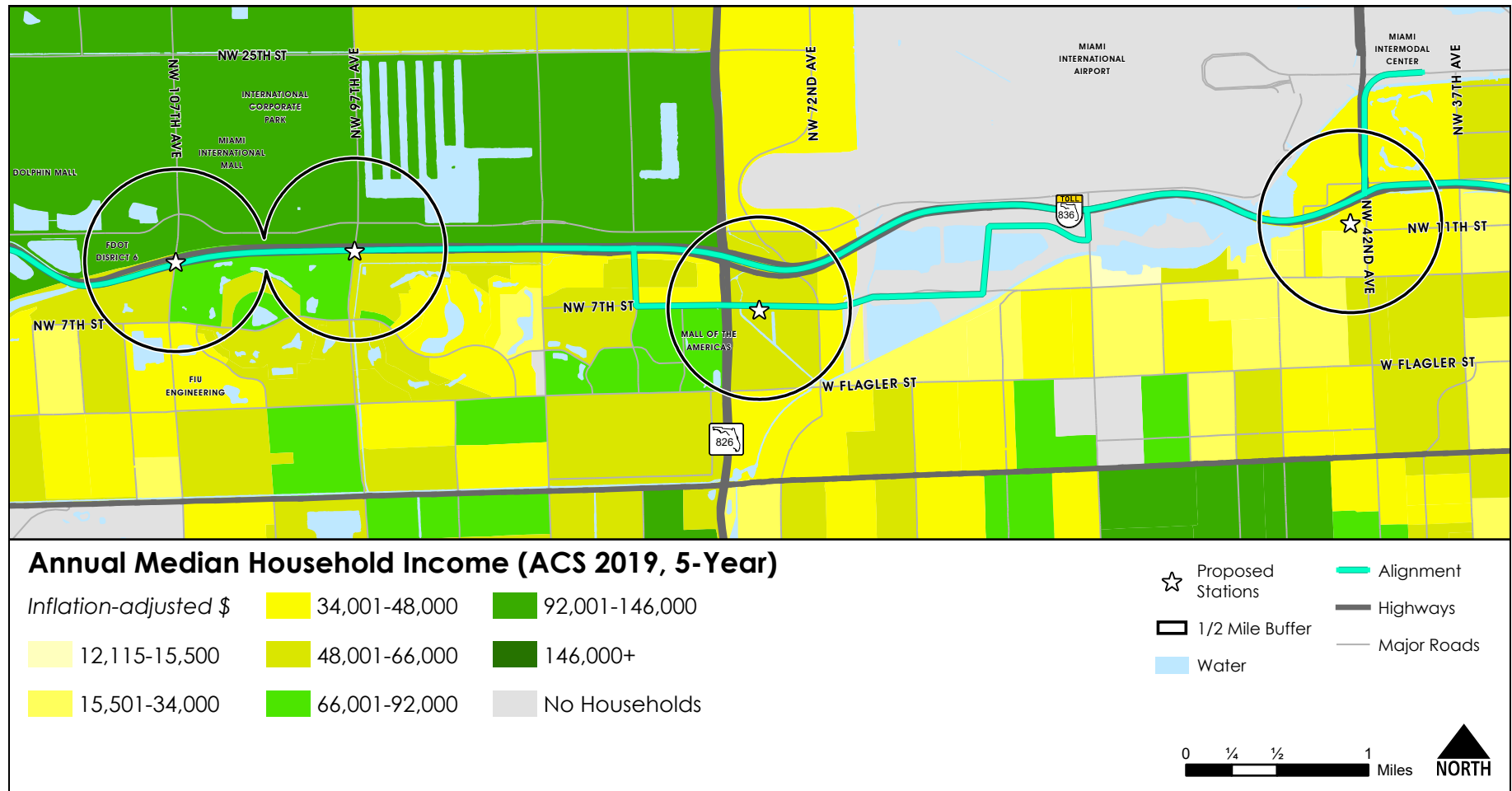
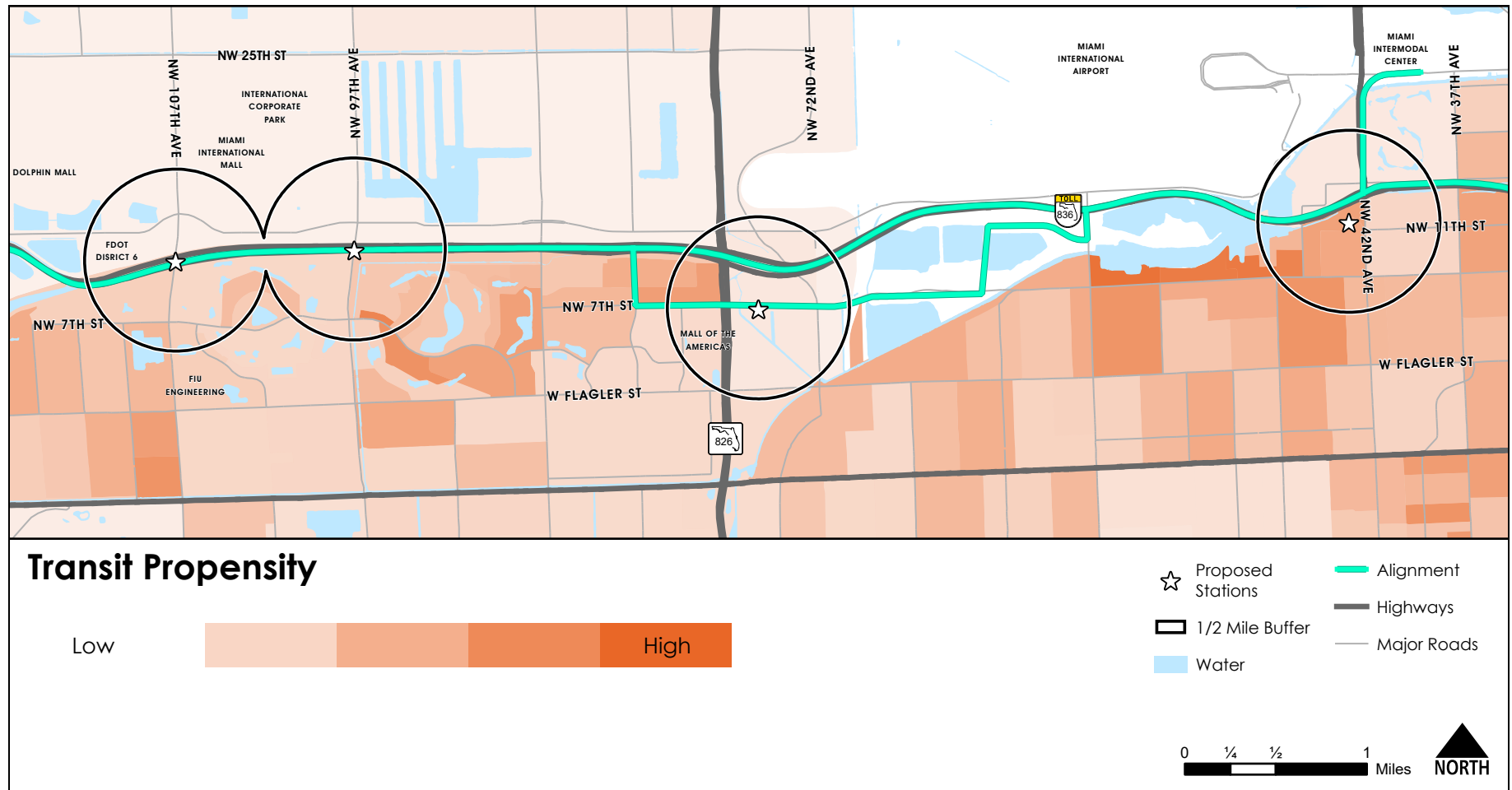




Figure A1-8: MEDIAN HOUSEHOLD INCOME



**Figure A1-9: TRANSIT PROPENSITY**



Transit propensity is developed by combining multiple census measures which have been statistically established to indicate greater levels of transit use, including household vehicle ownership, income, age, gender, and minority status. This makes no statement regarding causality, only statistical co-occurrence.

**Figure A1-10: AVIATION LAND USE**

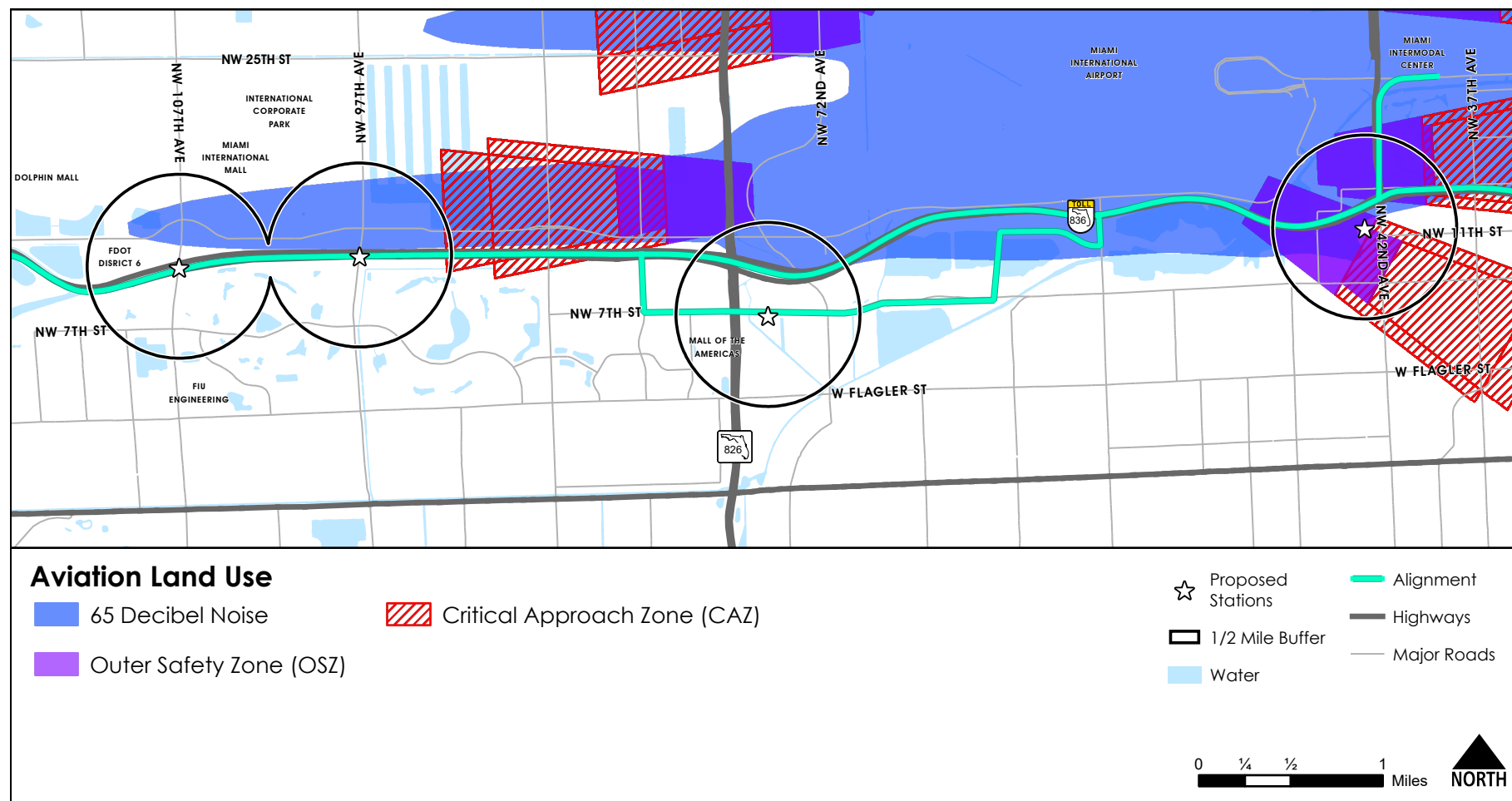


Figure A1-11: FEMA FLOOD ZONES

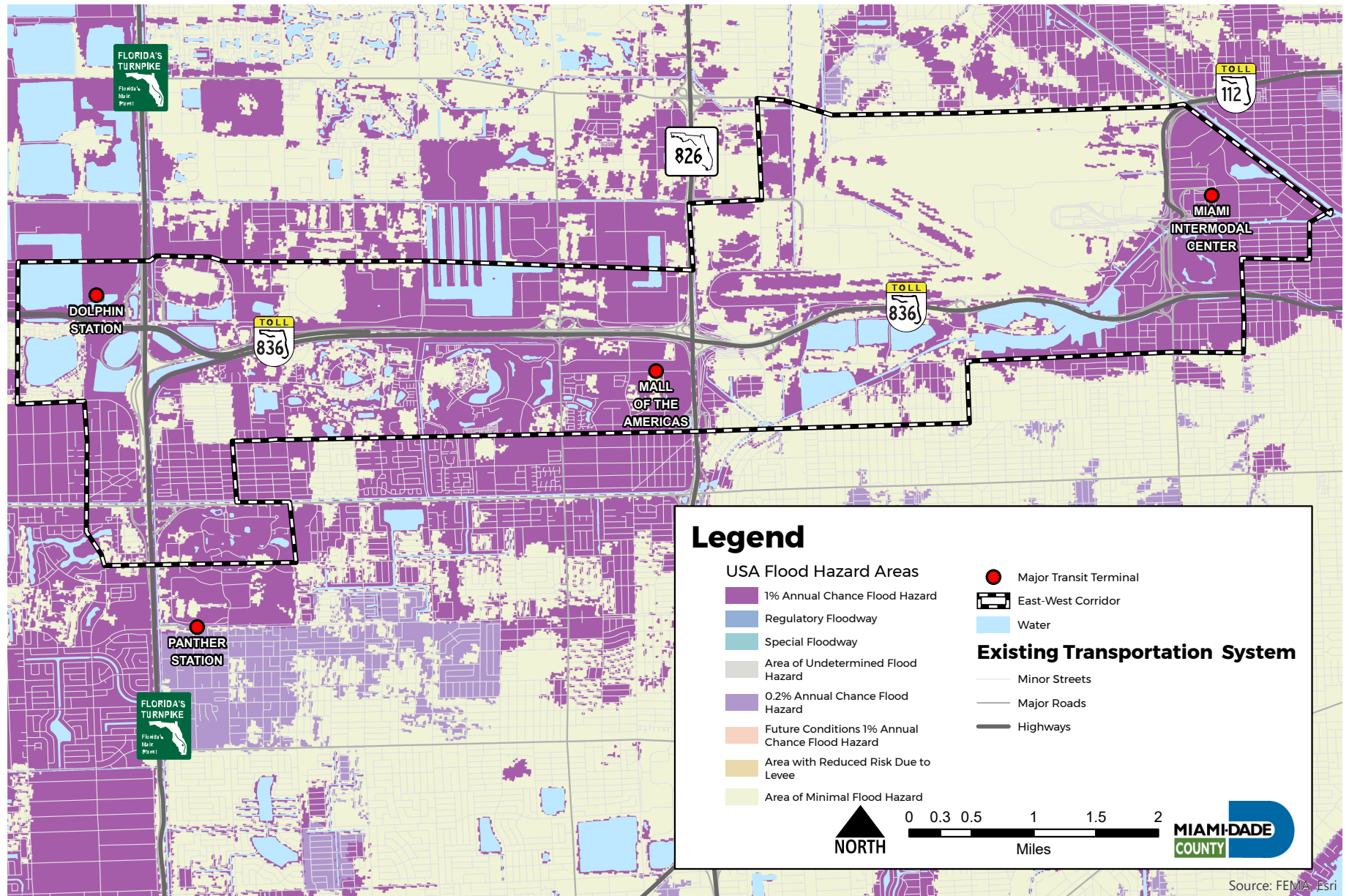
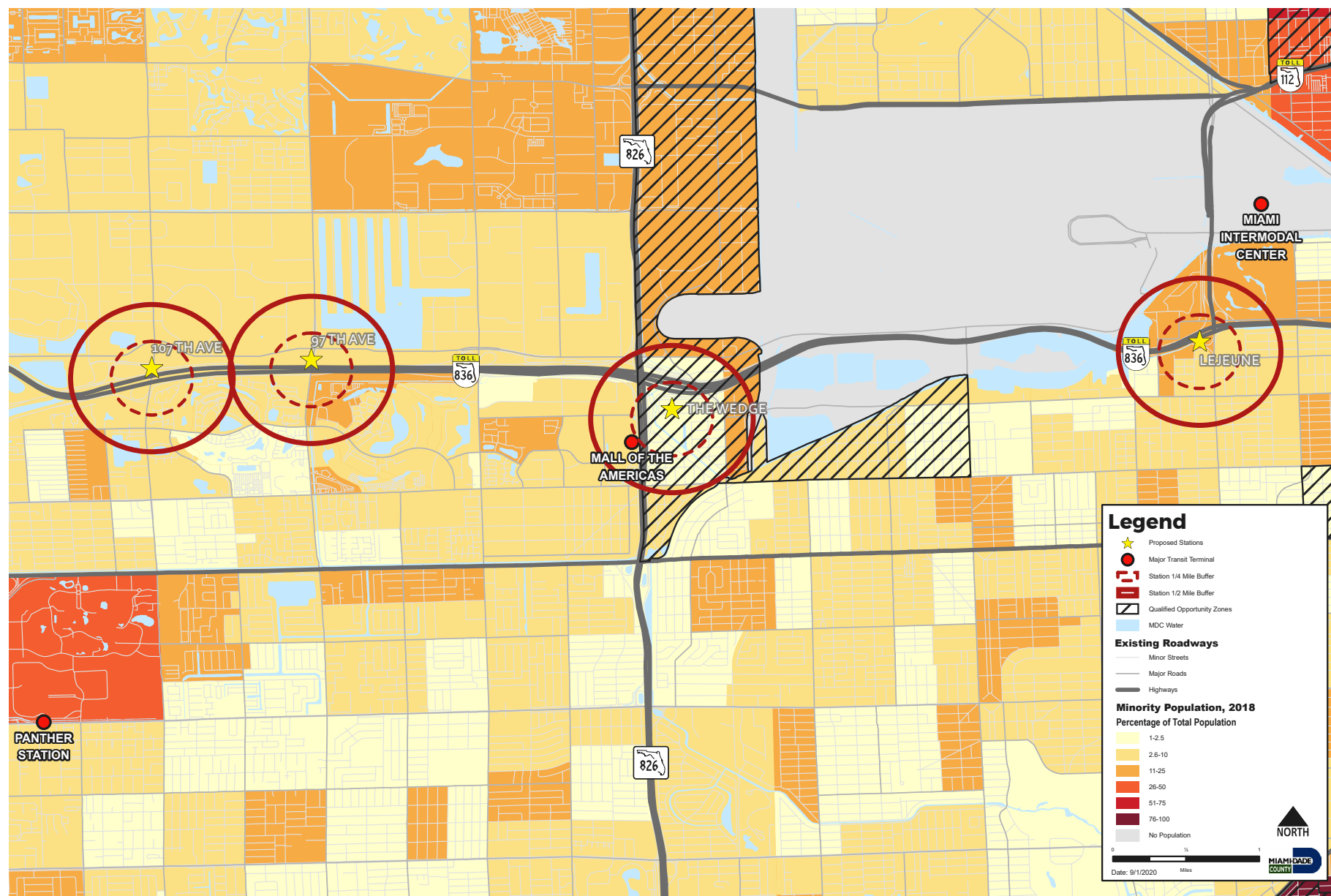


Figure A1-12: MINORITY POPULATION





**Figure A1-13: WORKERS OVER 16 WHO BIKE, WALK, OR TAKE TRANSIT TO WORK**

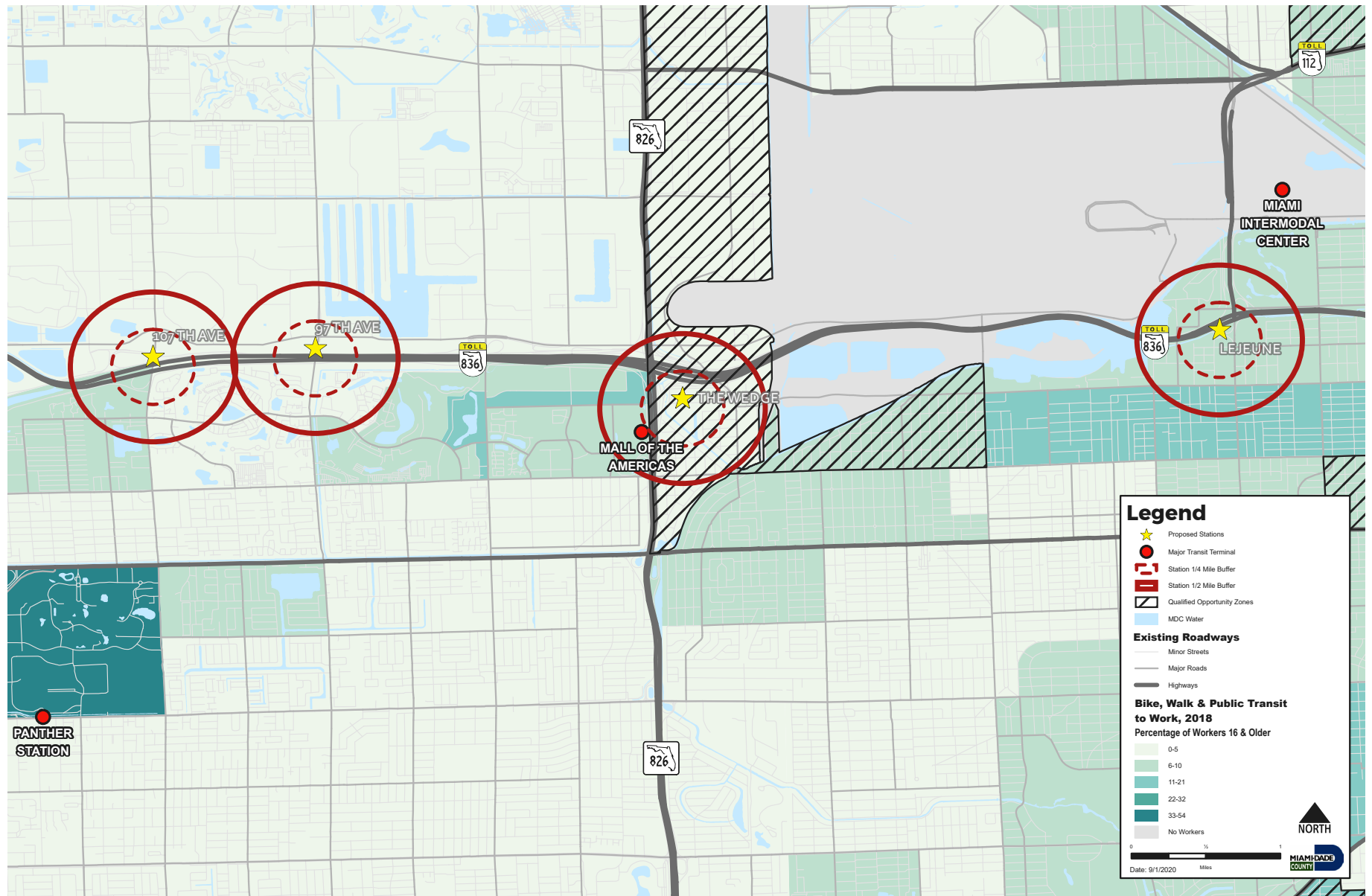
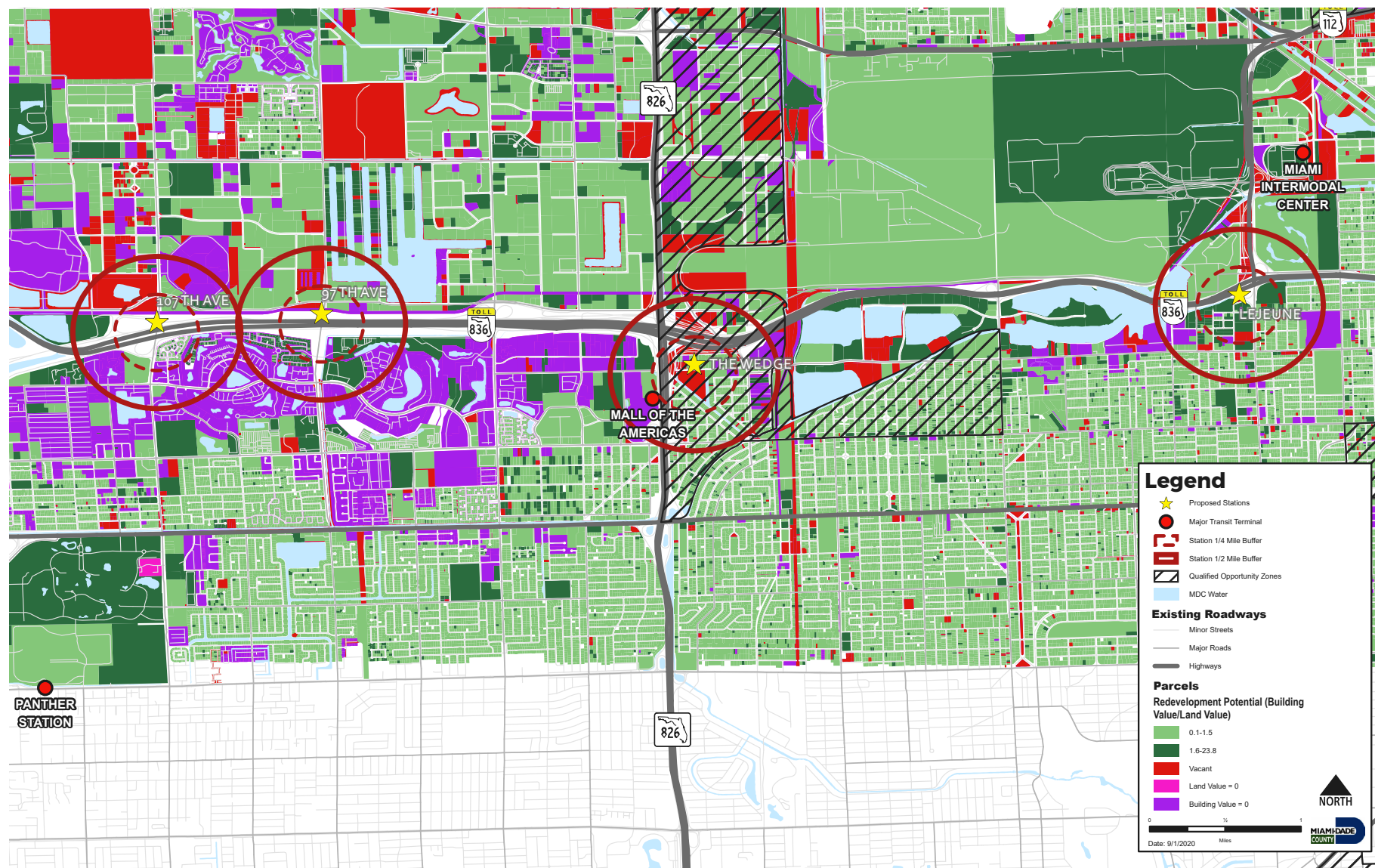


Figure A1-14: REDEVELOPMENT POTENTIAL



## **107th Avenue Station Area**

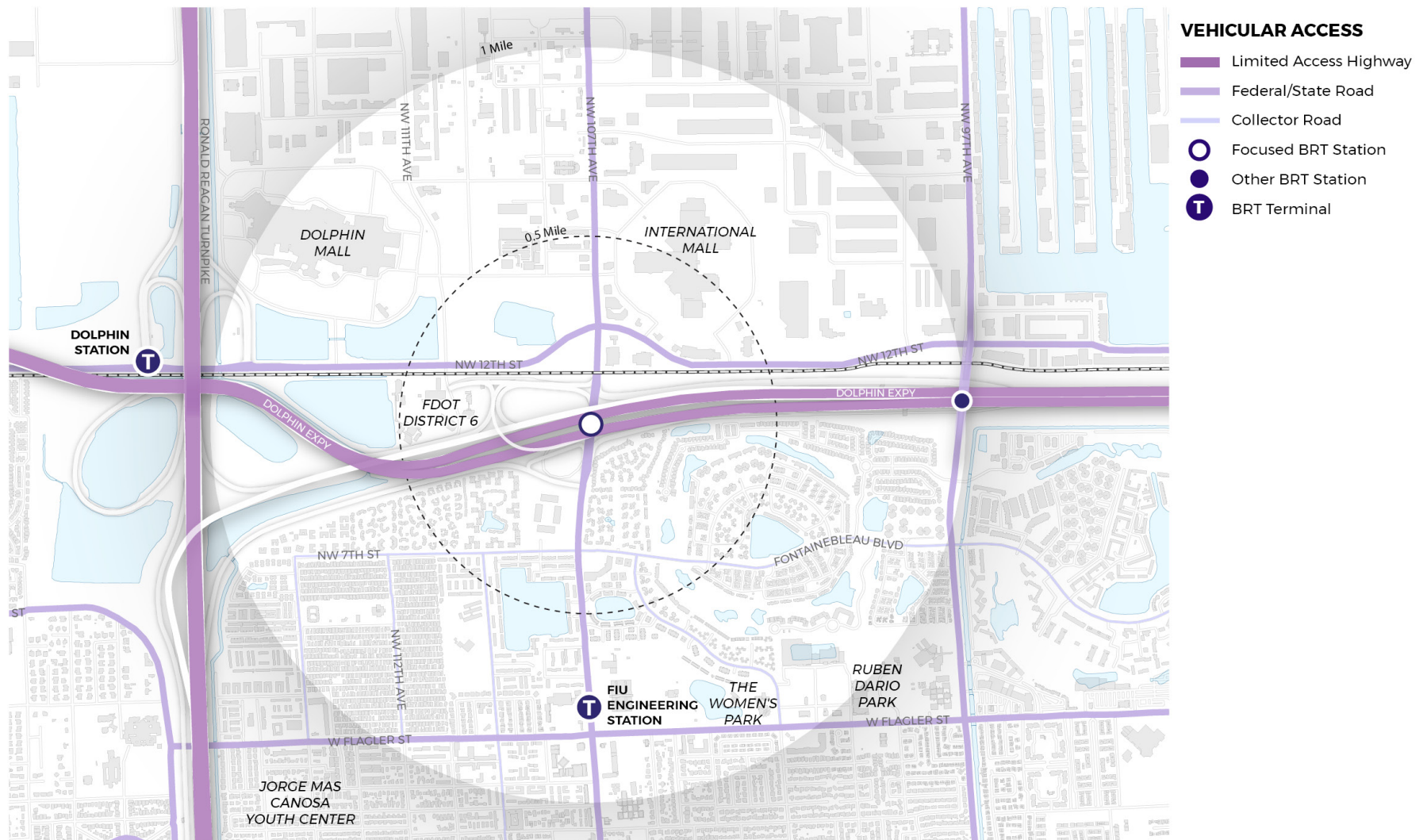


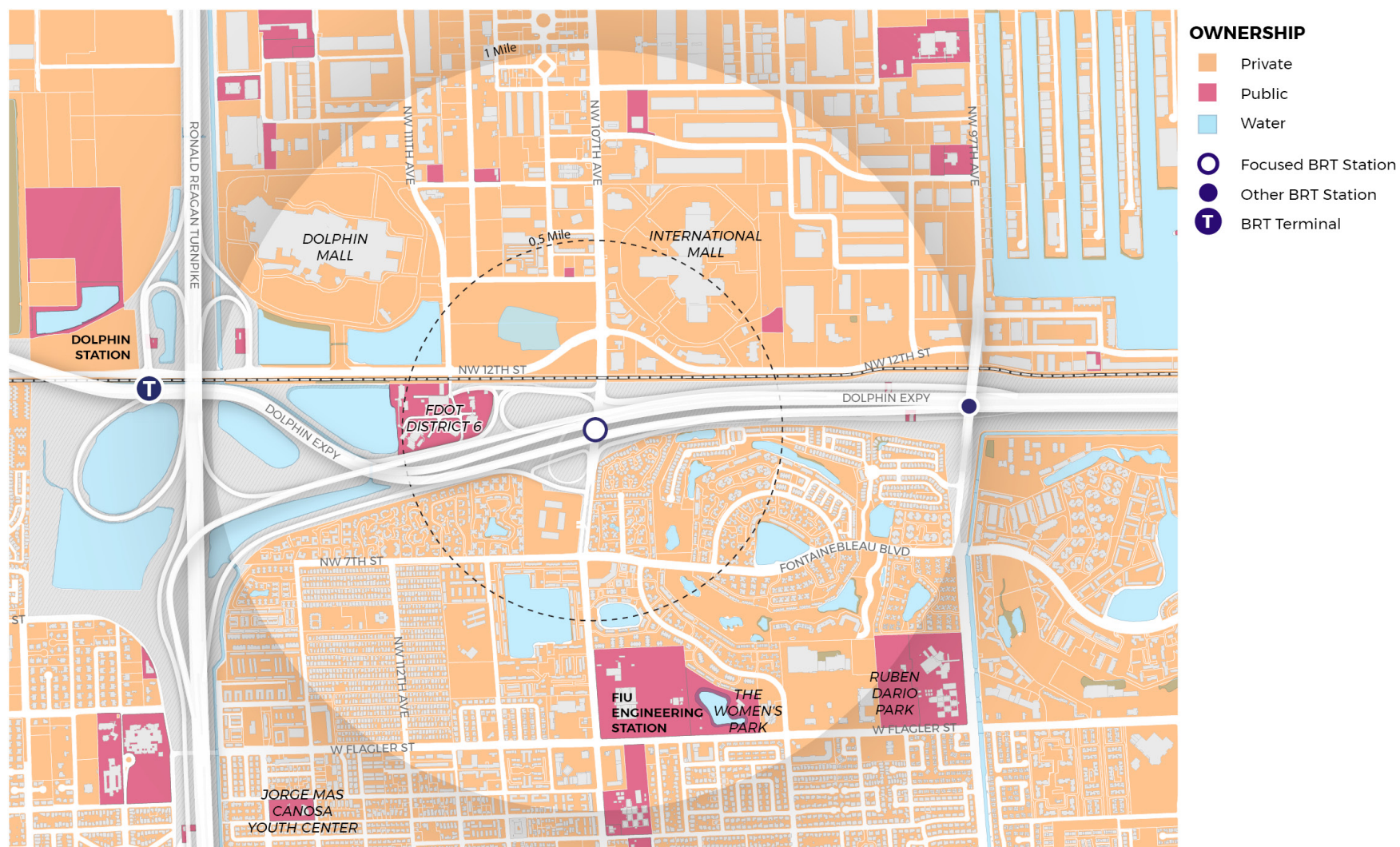
**Figure A1-15: NW 107TH AVE STATION AERIAL MAP**





**Figure A1-16: NW 107TH AVE STATION ROADWAY ACCESS**

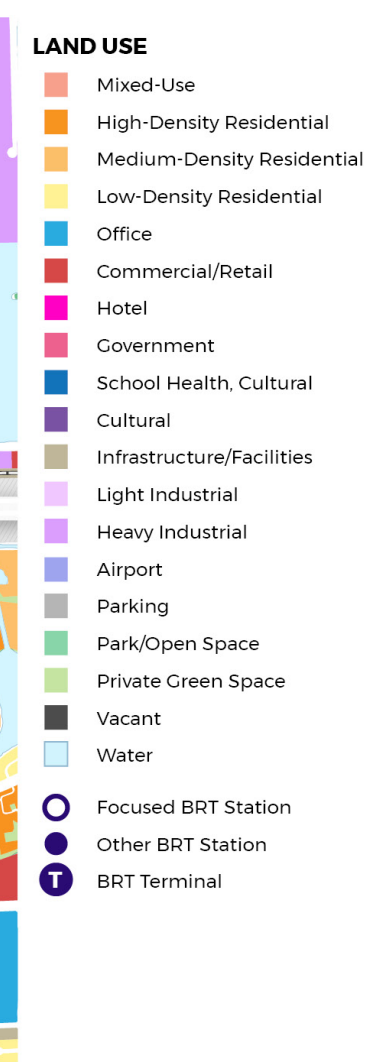


**Figure A1-17: NW 107TH AVE STATION LAND OWNERSHIP**

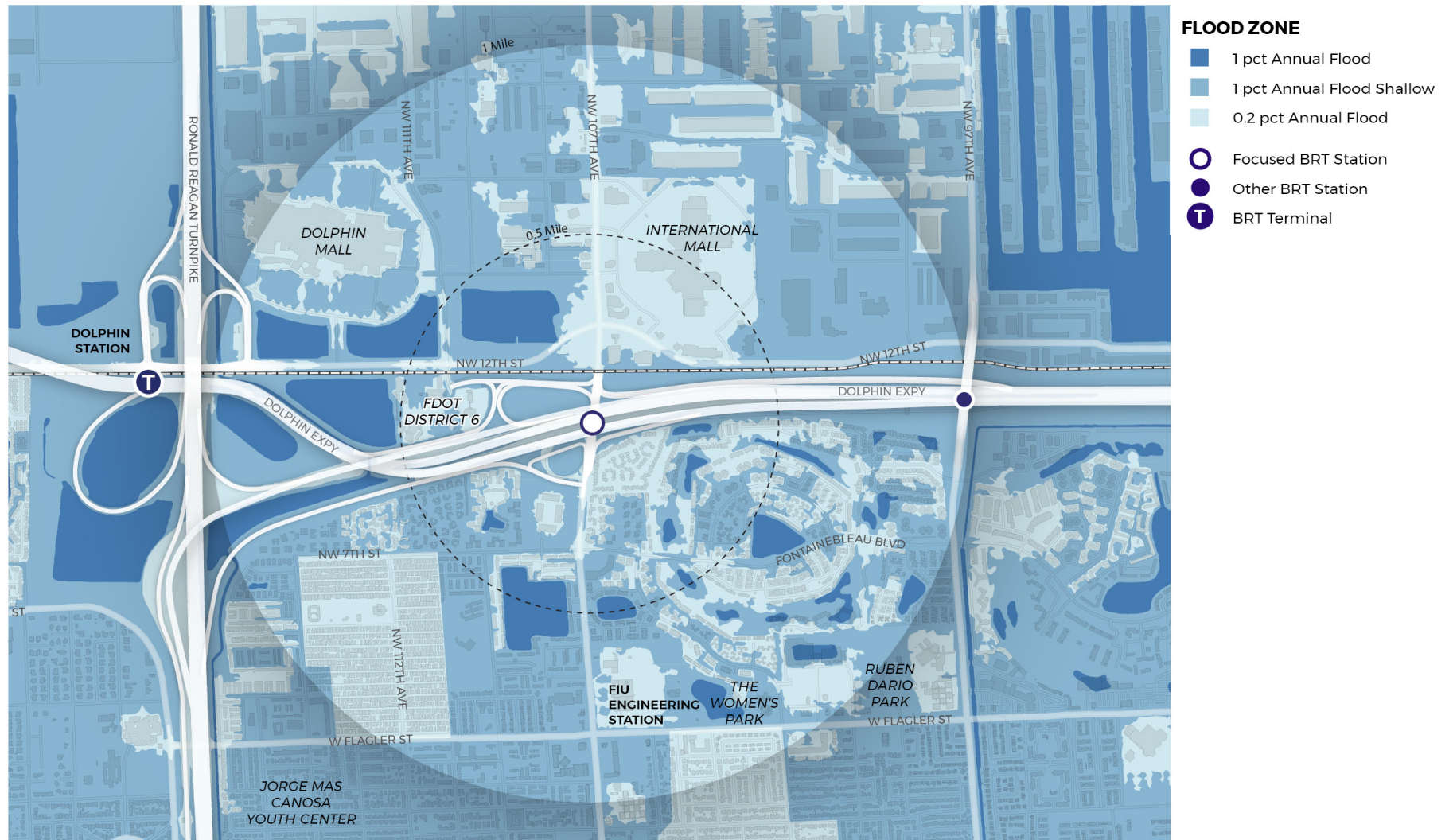


This map illustrates the area around the intersection of NW 12th St and Dolphin Expy. Key landmarks and districts include:

- Dolphin Mall** and **International Mall** (red areas).
- FDOT District 6** (pink area).
- The Women's Park** and **Ruben Dario Park** (green areas).
- Jorge Mas Canosa Youth Center** (yellow area).
- Dolphin Station** (blue area).
- Fontainebleau Blvd** (orange area).
- NW 12th St** and **Dolphin Expy** (major roads).
- NW 7th St**, **NW 12th Ave**, **NW 17th Ave**, and **W Flagler St** (other roads).
- 1 Mile** and **0.5 Mile** radius markers (dashed circles).



**Figure A1-19: NW 107TH AVE STATION FEMA FLOOD ZONES**



## **97th Avenue Station Area**



**Figure A1-20: NW 97TH AVE STATION AERIAL MAP**

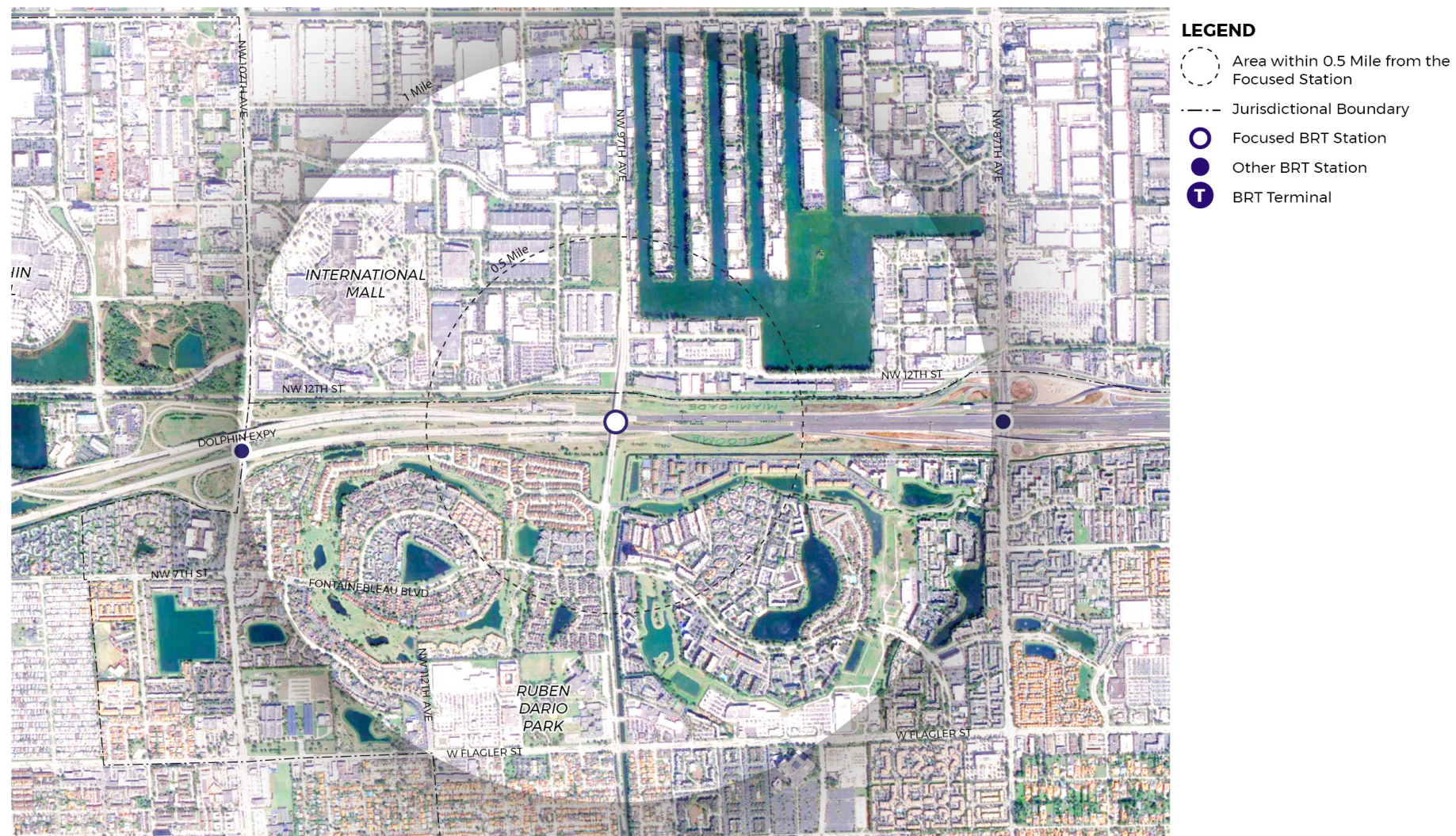
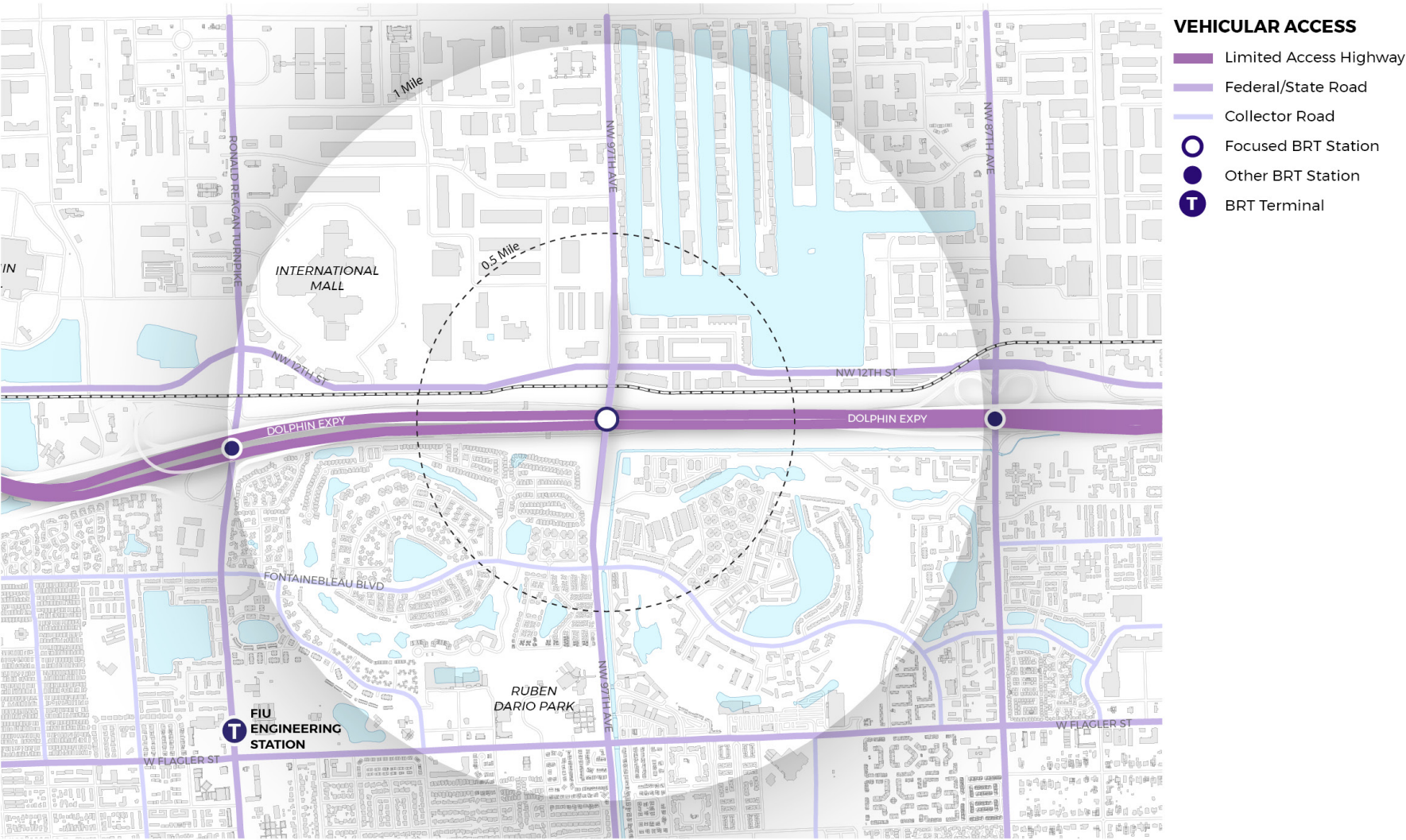


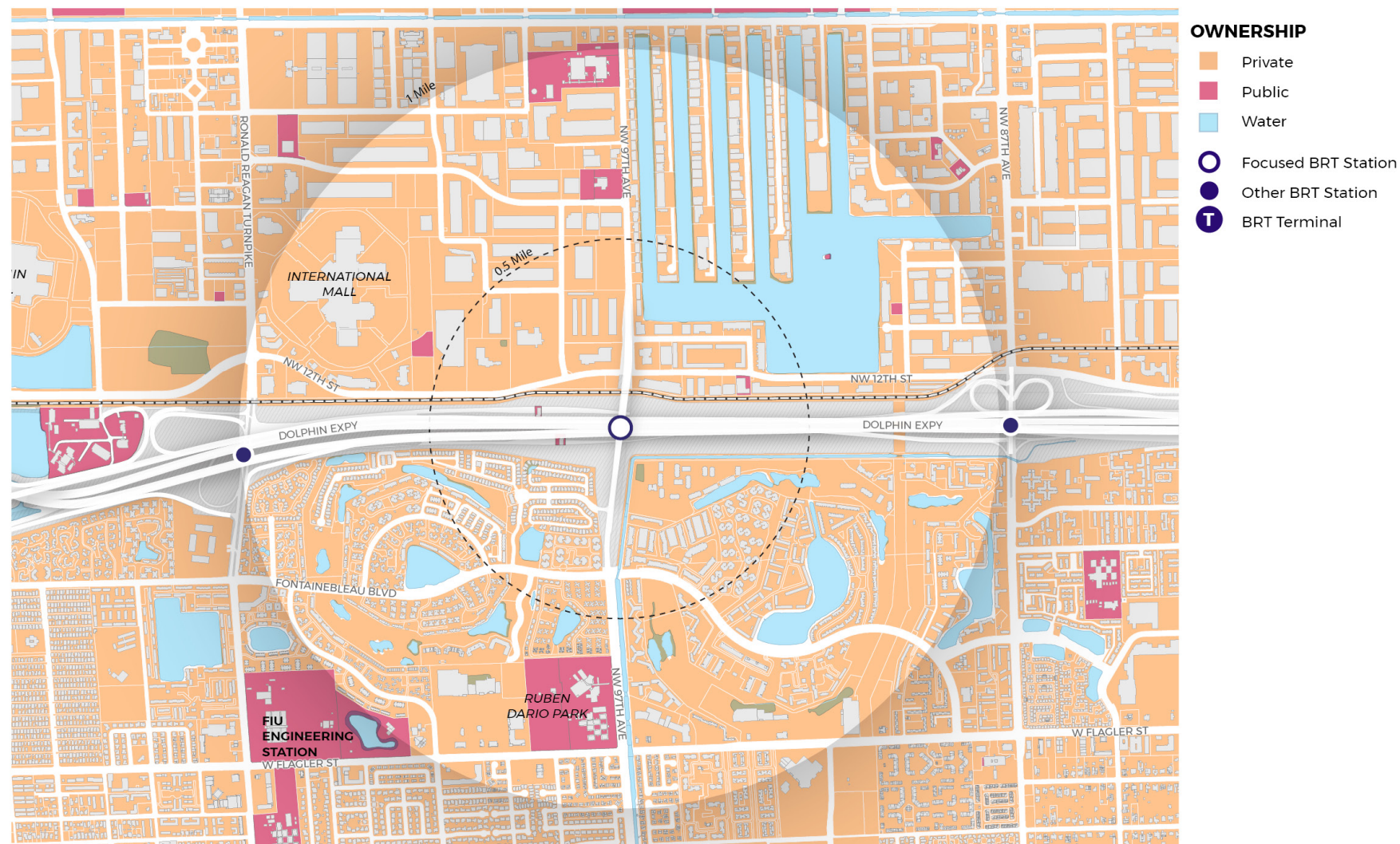


Figure A1-21: NW 97TH AVE STATION ROADWAY ACCESS





**Figure A1-22: NW 97TH AVE STATION LAND OWNERSHIP**



**LAND USE**

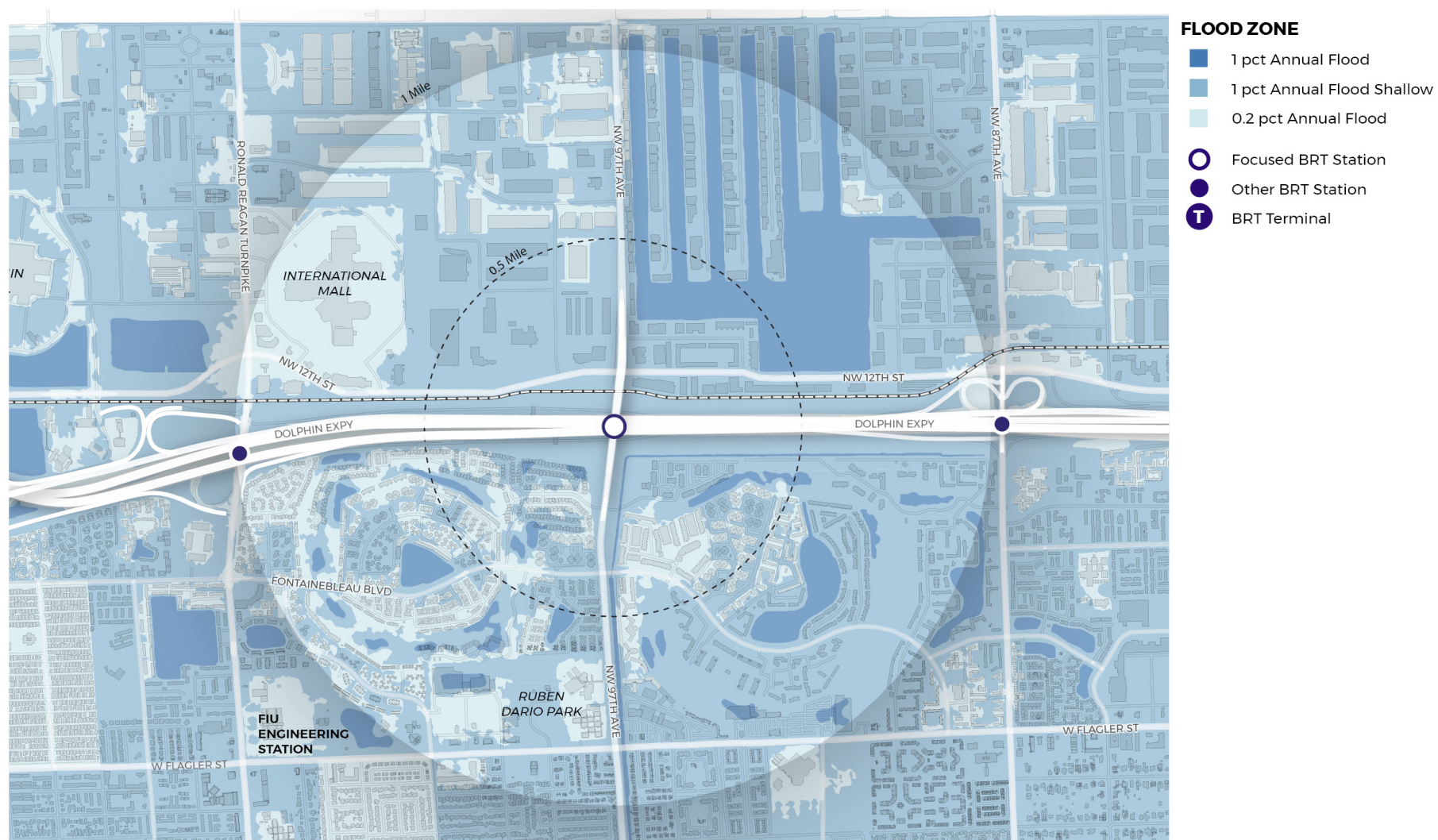
- Mixed-Use
- High-Density Residential
- Medium-Density Residential
- Low-Density Residential
- Office
- Commercial/Retail
- Hotel
- Government
- School Health, Cultural
- Cultural
- Infrastructure/Facilities
- Light Industrial
- Heavy Industrial
- Airport
- Parking
- Park/Open Space
- Private Green Space
- Vacant
- Water

**Legend:**

- Focused BRT Station
- Other BRT Station
- T BRT Terminal



**Figure A1-24: NW 97TH AVE STATION FEMA FLOOD ZONE**



## **7th Street Station Area**



**Figure A1-25: NW 7TH STREET STATION AERIAL MAP**

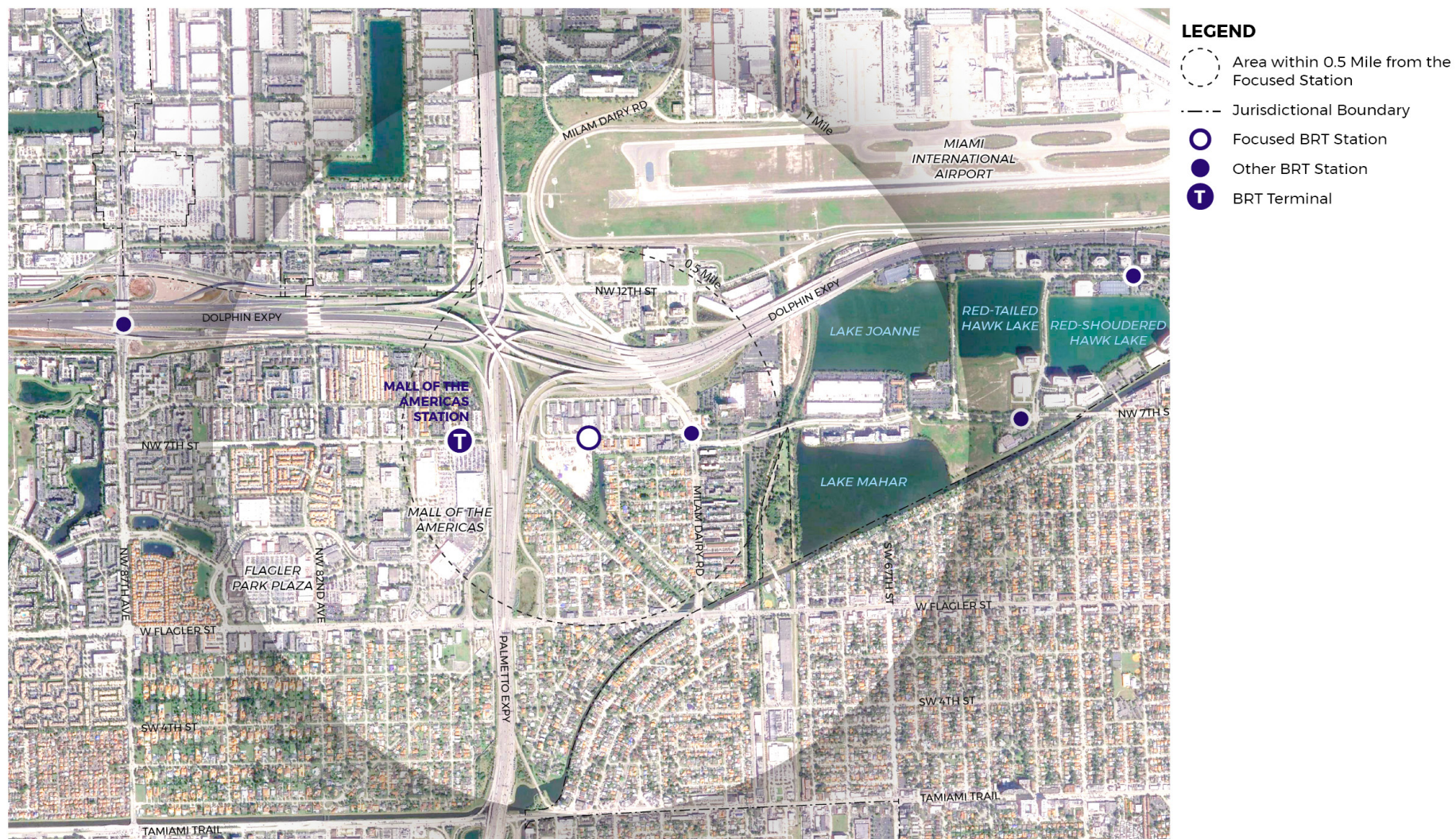
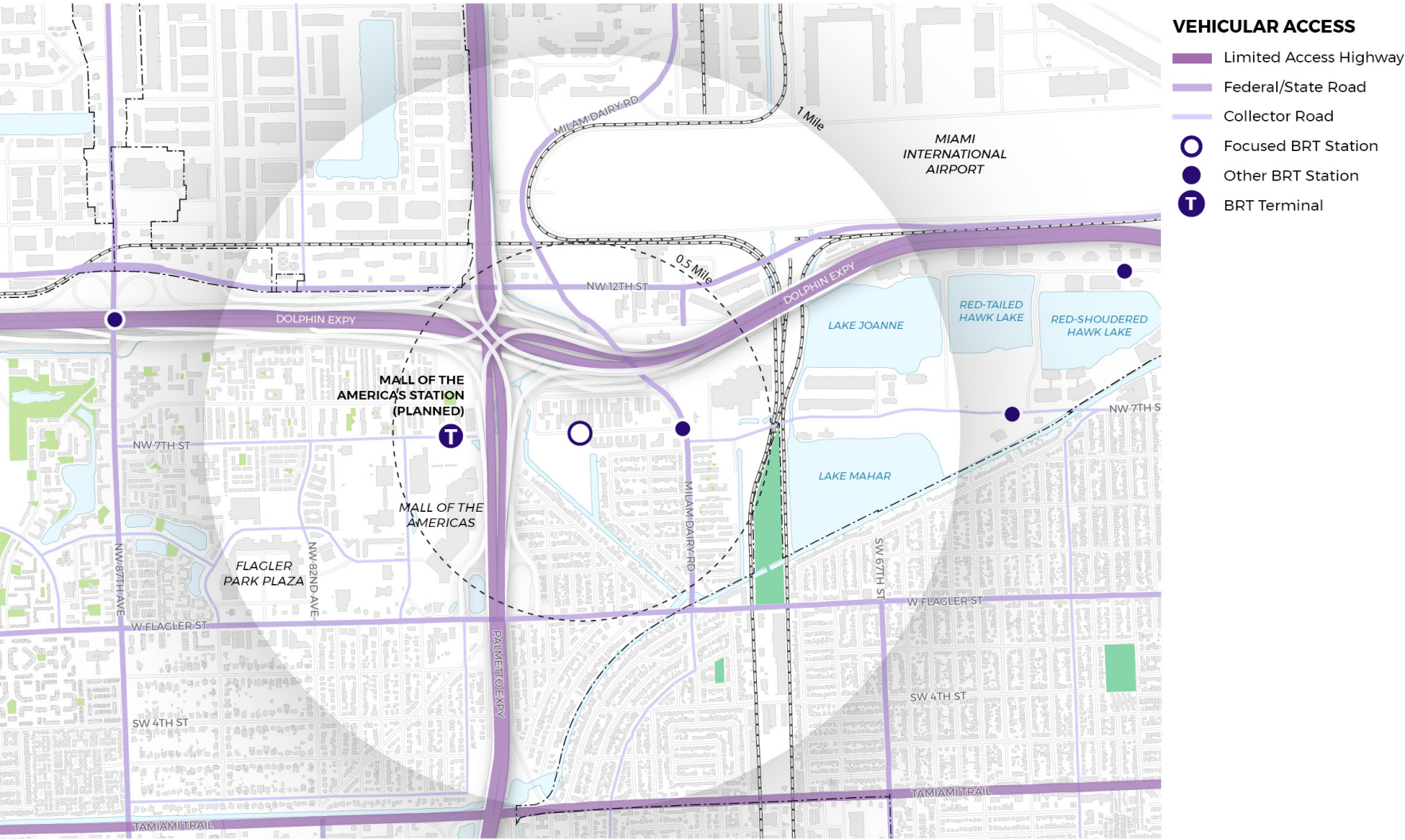
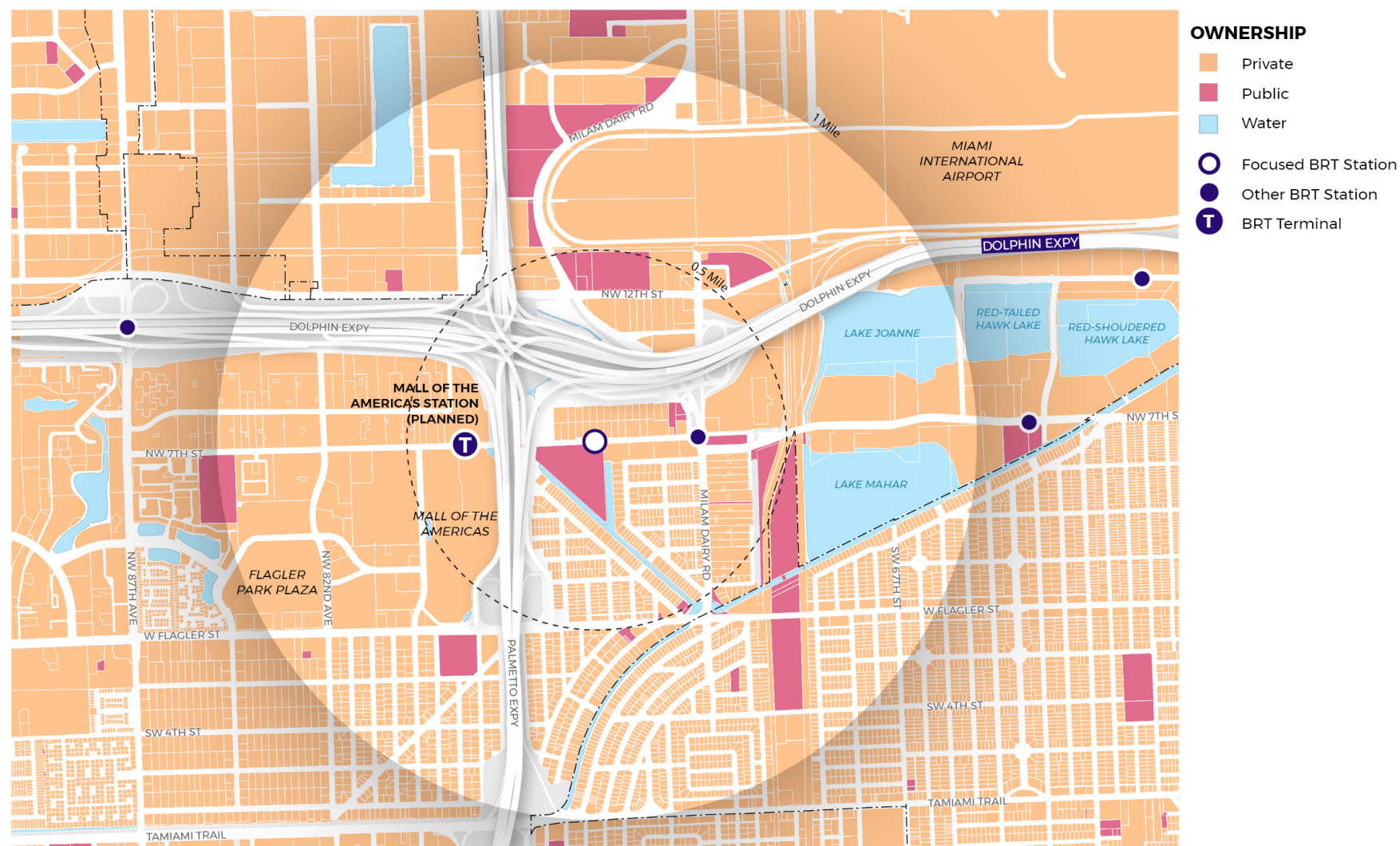




Figure A1-26: NW 7TH STREET STATION ROADWAY ACCESS

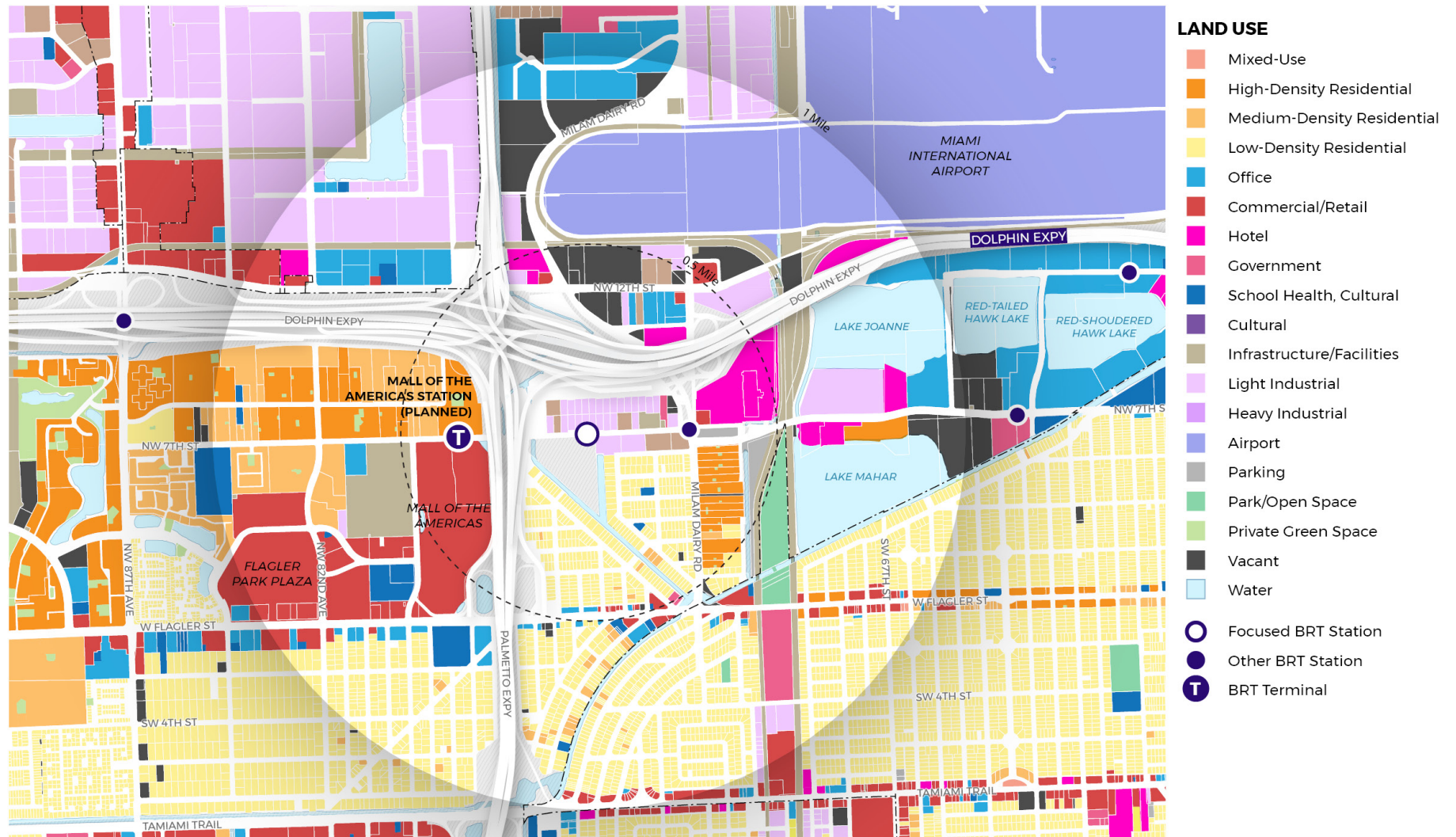


**Figure A1-27: NW 7TH STREET STATION LAND OWNERSHIP**



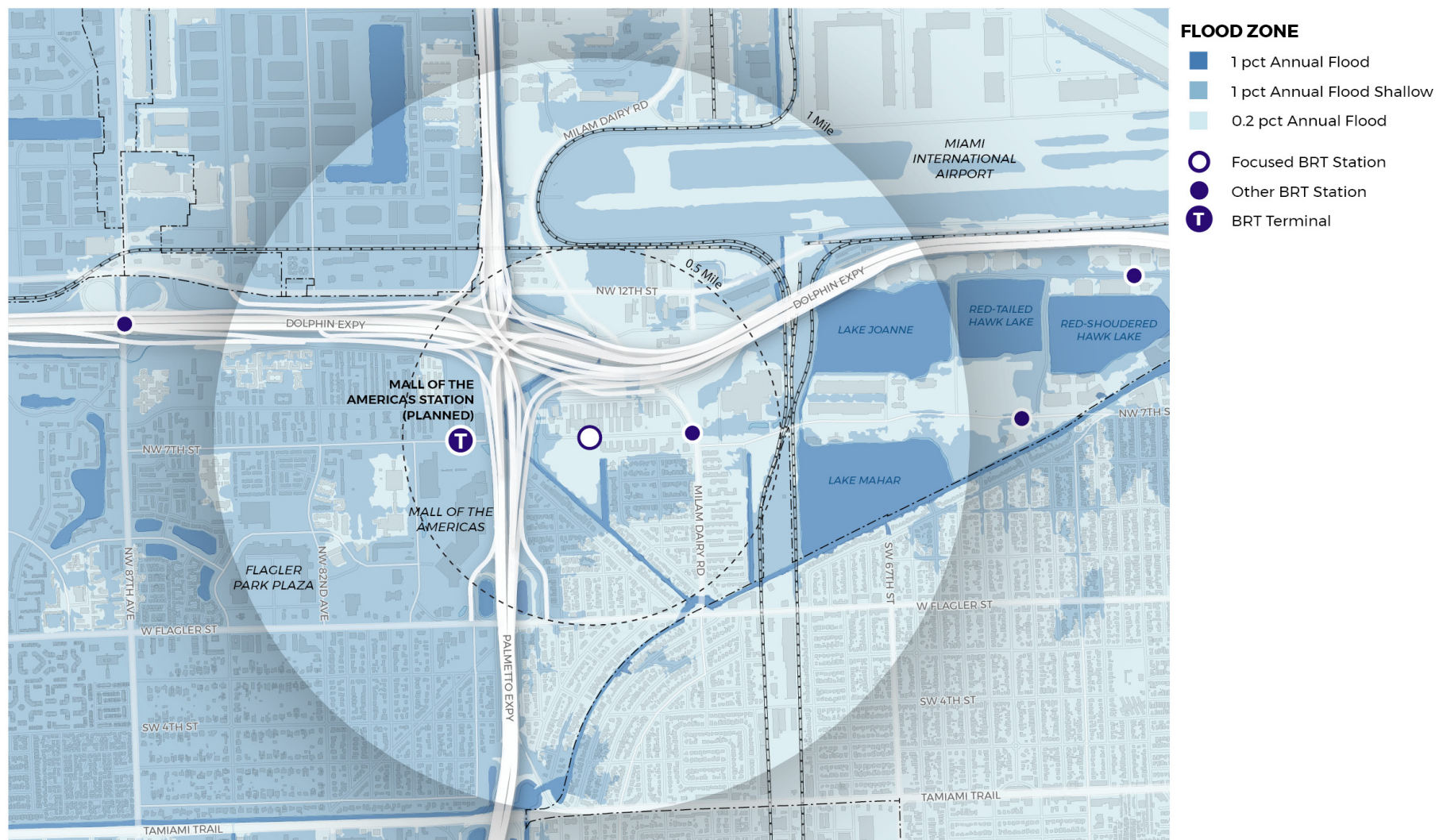


**Figure A1-28: NW 7TH STREET STATION LAND USE**





**Figure A1-29: NW 7TH STREET STATION FEMA FLOOD ZONE**



## **42th Avenue (LeJeune Road) Station Area**



**Figure A1-30: NW 42ND AVENUE STATION AERIAL MAP**

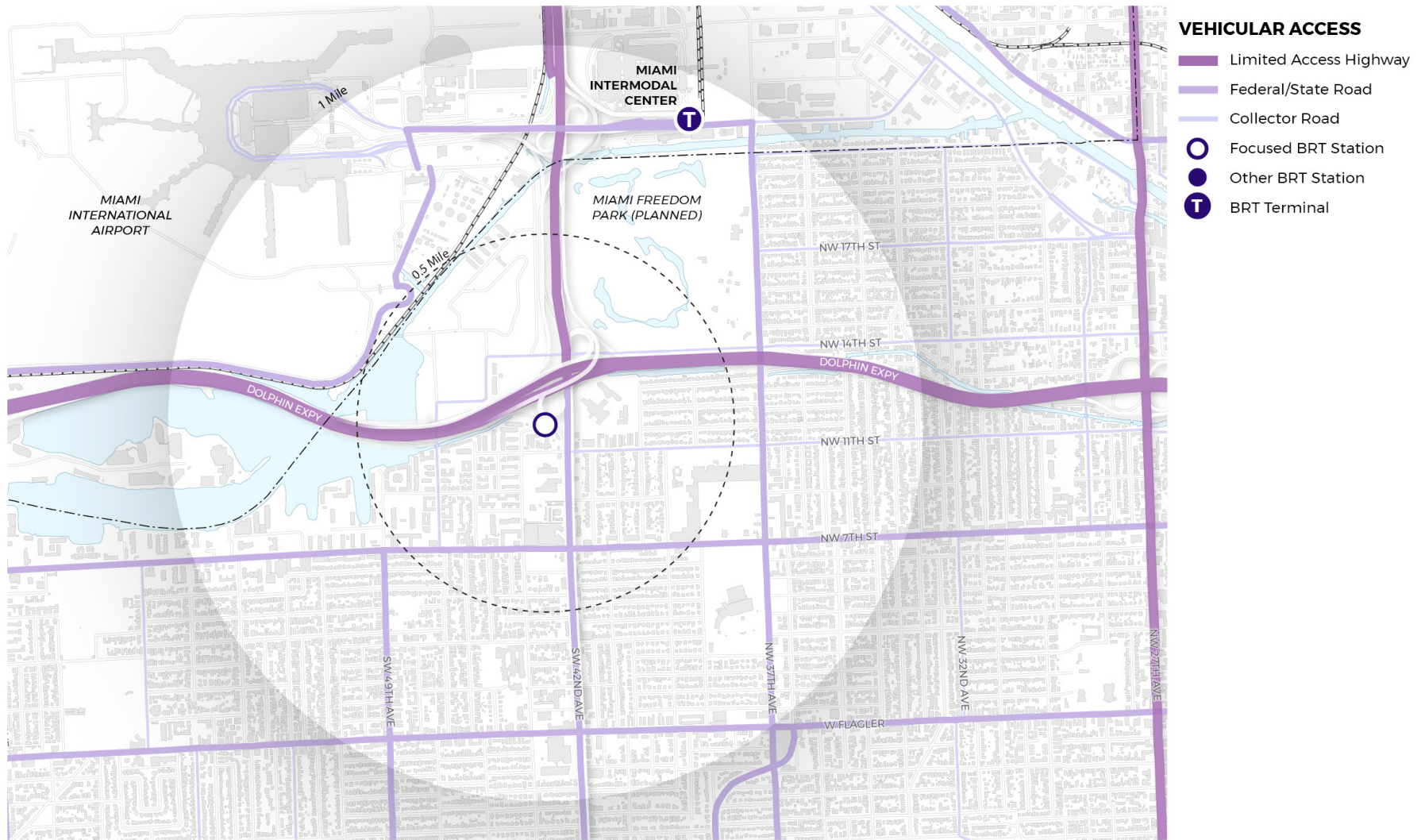


## AERIAL MAP LEJEUNE ROAD STATION

Miami East-West SMART Corridor



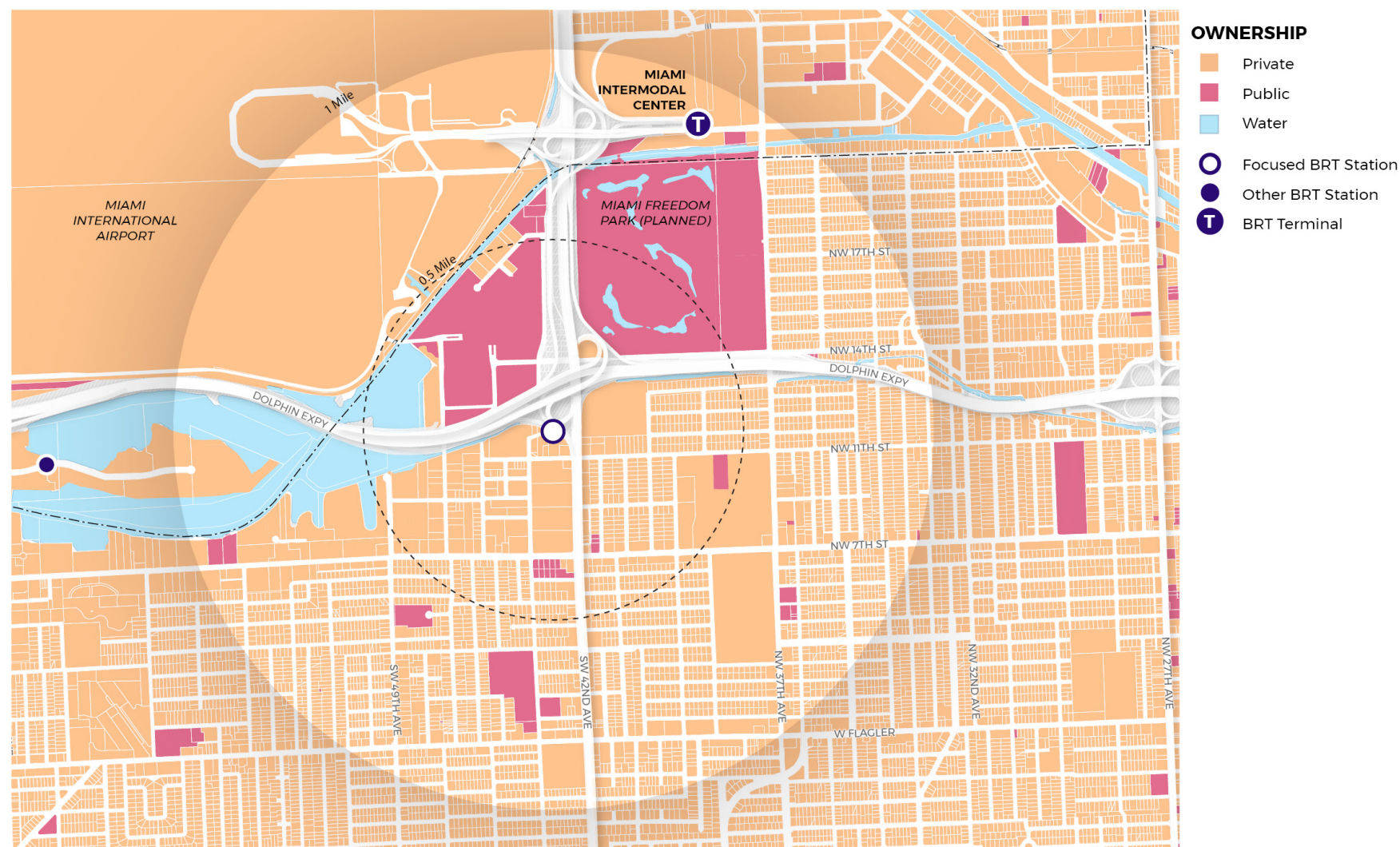
**Figure A1-31: NW 42ND AVENUE STATION ROADWAY ACCESS**



## ROADWAY ACCESS LEJEUNE ROAD STATION

Miami East-West SMART Corridor

**Figure A1-32: NW 42ND AVENUE STATION LAND OWNERSHIP**

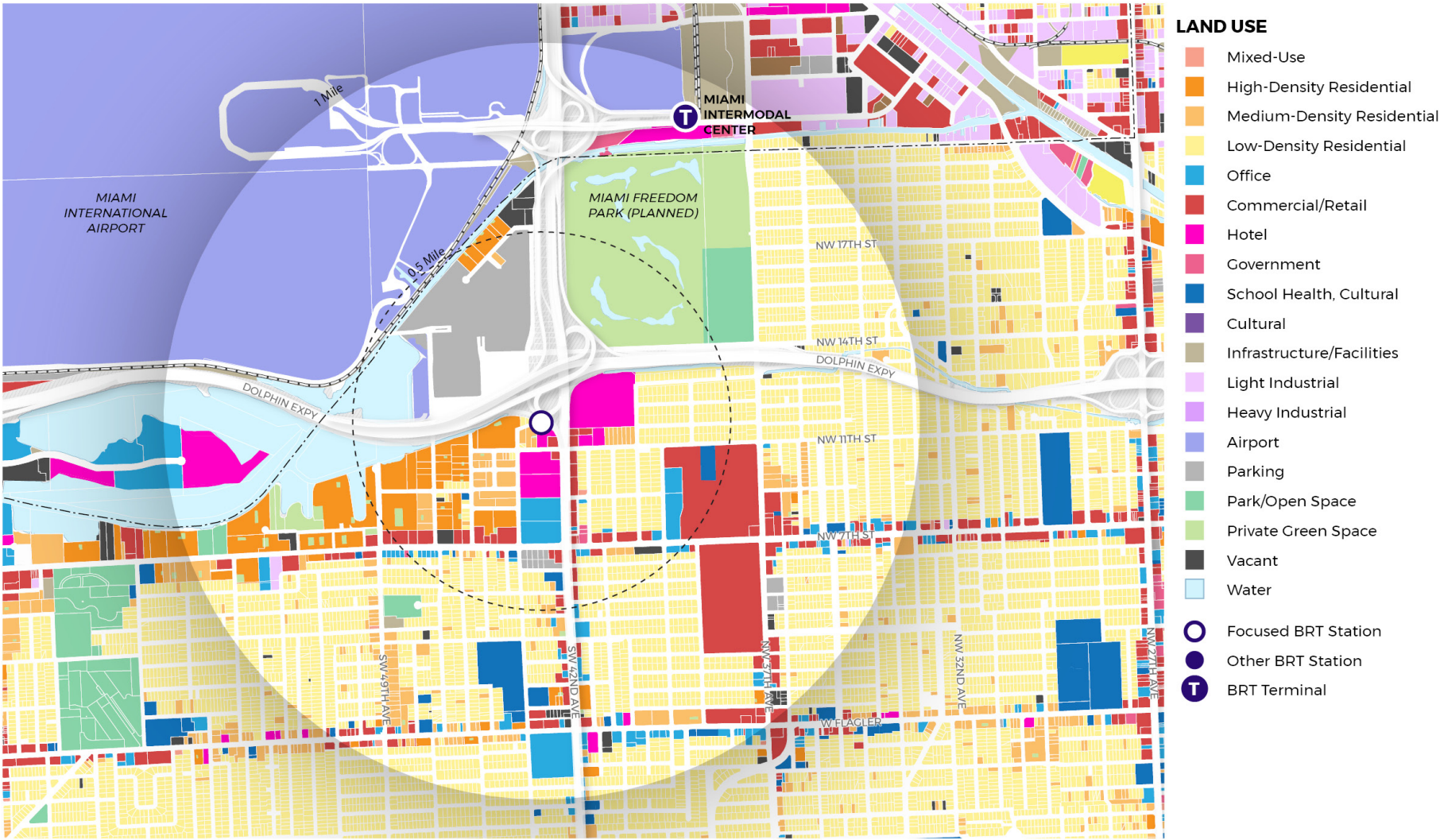


## OWNERSHIP LEJEUNE ROAD STATION

Miami East-West SMART Corridor



Figure A1-33: NW 42ND AVENUE STATION LAND USE

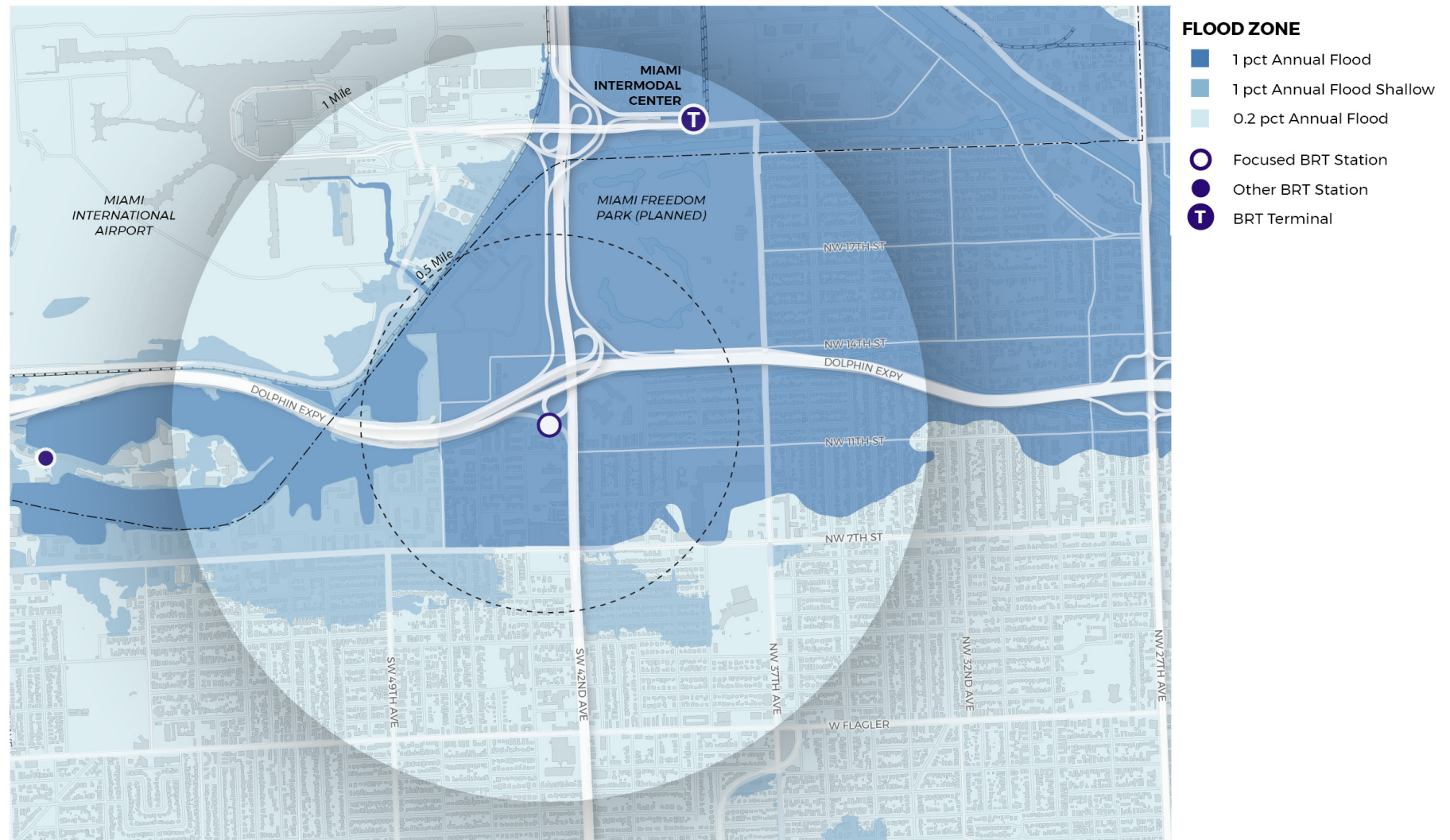


**LAND USE** LEJEUNE ROAD STATION

Miami East-West SMART Corridor



**Figure A1-34: NW 42ND AVENUE STATION FEMA FLOOD ZONE**



## FEMA FLOOD ZONES LEJEUNE ROAD STATION

Miami East-West SMART Corridor





# **A2 - CDMP AMMENDMENTS PROPOSED**





**BCC Resolutions:**

1. BCC resolution to encourage municipalities to amend their zoning codes to align with CDMP Objective LU-7, including minimum densities in LU-7F, by a date certain.
  - a. Encourage municipalities to promote affordable housing near station areas
  - b. **Municipalities should use the guidelines in the Urban Center District Regulations as minimum standards, to equalize the development environment.**
  - c. Urge Doral and Sweetwater to collaborate on their zoning revisions, to develop a cohesive TOD environment
  - d. **Doral: Modify the CMU, create a new overlay district, or create a new zoning category based on MCI (County Urban Center).**
  - e. **Sweetwater: Develop new zoning category based on MCI.**
2. Designate all station areas and a half mile radius around rapid transit stations as Pedestrian Priority Zones (PPZs).
  - a. <https://www.miamidade.gov/govaction/matter.asp?matter=140468&file=true&fileAnalysis=false&yearFolder=Y2014>
3. Amend Chapter 33C: Residential construction of more than 4 units is required to include Legally Binding Affordability Restricted (LBAR) housing, or pay the Affordable Housing Fee (in lieu of construction). The appropriate quantity is to be determined for each station area by a study at the time of the transit station development. Funds should be directed to PHCD, and designated as money to be used for the express purpose of developing additional affordable housing along future or existing rapid transit station areas.
4. Rezone government parcels greater than one acre to RTZ (CHECK LANGUAGE FROM DOLPHIN PARK AND RIDE)

## 1) Resolution Urging Municipalities to Create New TOD Zoning Categories

**Resolution** Related to the promotion of transit-oriented development at rapid transit stations along the East-West SMART corridor; Urging certain Municipalities to: (I) amend their zoning codes to align with CDMP Objective LU-7, including minimum densities in LU-7F to equalize the development environment around the transit stations

WHEREAS, pursuant to the County's power to carry on a central metropolitan government and to, among other things, provide for and operate rapid transportation mobility hubs and mass transportation systems and prepare and enforce comprehensive plans for the development of the County, the County exercises regulatory and other jurisdiction over the Rapid Transit Zone (RTZ) and the RTZ zoning district in both the incorporated and unincorporated areas to further the purposes of better coordinating land uses and transportation facilities and other purposes set forth in chapter 33C of the County Code; and

WHEREAS, an important component of the County's mass transit system in the northwest part of the County is the East-West SMART Plan Corridor, which will provide Bus Rapid Transit service along the Dolphin Expressway (SR 836)

WHEREAS, since 1996, the CDMP has provided that "all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the [CDMP's] Community [Urban] Center policies"; and

WHEREAS, those Urban Center policies provide for mixed-use development at a minimum floor-area ratio of 1.5 in the designated core and of 0.5 in the designated edge, and at a maximum density of 125 dwelling units per acre; and

WHEREAS, pursuant to section 373.4149(4) of the Florida Statutes, which was adopted in 1999, developing residential uses at a density up to 125 units per acre at this rapid transit station site and surrounding areas "complies with current regulations," and the properties are thus exempt from the statute's restriction on residential development in that general area; and

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. This Board urges the City of Sweetwater to create a new zoning category or categories which enable walkable mixed-use urbanism conducive to transit-oriented development, and comparable to Mixed-Use Industrial (MCI) Zoning category found in the Miami-Dade County Standard Urban Center District Regulations.

Section 2. This Board urges the City of Doral to either modify the City's Community Mixed Use Zoning (CMU) designation, create a new overlay district, or create a new zoning category or categories which enables walkable mixed-use urbanism conducive to transit-oriented development, and comparable to Mixed-Use Industrial (MCI) Zoning category found in the Miami-Dade County Standard Urban Center District Regulations.

Section 3. This Board urges the City of Doral and Sweetwater to collaborate on their zoning revisions, to develop a cohesive TOD vision at the NW 107<sup>th</sup> Avenue Station Area

2) Resolution designating all station areas and a half mile radius around rapid transit stations as Pedestrian Priority Zones (PPZs).

#### TITLE

RESOLUTION SUPPORTING THE CREATION OF A "RAPID TRANSIT PEDESTRIAN PRIORITY ZONE" IN MIAMI DADE-COUNTY; DIRECTING THE MAYOR OR DESIGNEE TO SET UP A PROCESS IN COORDINATION WITH MIAMI-DADE COUNTY BY WHICH SAID "RAPID TRANSIT PEDESTRIAN PRIORITY ZONE" MAY BE IMPLEMENTED CONSISTENT WITH THE REQUIREMENTS OF THE MIAMI-DADE COUNTY CODE AND OTHER APPLICABLE LAWS; DIRECTING THE MAYOR OR DESIGNEE TO EXPLORE WAYS TO IMPLEMENT THE CONCEPT OF A PEDESTRIAN-FRIENDLY ZONE WITHIN A HALF MILE RADIUS OF RAPID TRANSIT STATIONS"

#### BODY

WHEREAS, pedestrian comfort and safety is an important public policy; and  
WHEREAS, Miami-Dade County and the City of Miami jointly created a "Downtown Pedestrian Priority Zone," to promote enhanced pedestrian comfort and safety through the state-of-the-art design of public rights-of-way and intersections; and  
WHEREAS, this Board supports the creation of a "Rapid Transit Pedestrian Priority Zone," or RTPPZ, to the extent that it comports with the requirements of the Miami-Dade County Code and all other applicable laws, rules, and regulations; and  
WHEREAS, the County should liaison and coordinate with Sweetwater, Doral, [insert relevant municipalities for other corridors] and other affected municipalities to implement these pedestrian priority zones,  
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board:

Section 1. Supports the creation of a "Rapid Transit Pedestrian Priority Zone" in Miami-Dade County, to the extent that it comports with the requirements of the Miami-Dade County Code and all other applicable laws, rules, and regulations.

Section 2. Directs the Mayor or designee to set up a process to coordinate the implementation of the "Rapid Transit Pedestrian Priority Zone" with the City of Miami, consistent with the requirements of the Miami-Dade County Code and all other applicable laws, rules, and regulations.

Section 3. Directs the Mayor or designee to explore possible ways to implement similar pedestrian-friendly zones in Miami-Dade County's "Urban Center Districts."

Section 4. Directs the Mayor or designee to provide a report on the issues set forth in sections 2 and 3 above, for committee review, within 90 days of the effective date of this resolution.

Section 5. [INSERT APPROPRIATE LEGISLATIVE SECTION (Potentially to be included in chapter 30 - Traffic and Motor Vehicles, Article 1 - In General)] IS HEREBY [CREATED/AMENDED] TO READ AS FOLLOWS:

The "Rapid Transit Pedestrian Priority Zone" (RTPPZ) standards for pedestrian comfort and safety are hereby established to account for the exceptional urban context surrounding rapid transit stations; to safeguard the unique relationship between land use and multi-modal transportation infrastructure; and to promote safety, health, amenity, economic vitality, and general welfare within the RTPPZ. All public rights-of-way within the RTPPZ shall:

1. Provide a minimum six-foot unobstructed pedestrian path at all sidewalks;
2. Provide perpendicular curb ramps at all intersections;
3. Provide marked crosswalks at all intersections at all four corners and mid-block crosswalks at blocks greater than 400 feet;
4. Provide pre-timed fixed signals at all traffic controlled intersections with a minimum of one second of crossing time for every two and eight-tenths feet of street width;
5. Provide driving lane widths of no more than ten feet, turning lanes of no more than 12 feet, and narrow lanes of no more than 12 feet;
6. Provide sidewalk bulb-outs extending at least 20 feet from crosswalks in either direction at all street intersections and curb radii not exceeding 15 feet;
7. Provide broad spectrum (white) mid-block street lighting that ensures a consistent and uniform distribution of illumination on all sidewalks;
8. Provide continuous shade tree canopy on all sidewalks with widths ten feet or greater; where sidewalks are less than ten feet wide, require adjacent buildings to have canopies, overhangs, and/or other architectural devices that provide shade onto the sidewalk area;
9. Be designed to and posted at a maximum speed limit of 25 miles per hour ("25 mph"); and
10. Prohibit "right turn on red" at all intersections.

3) Amend Chapter 33C to add inclusionary zoning (Legally Binding, Affordability Restricted housing) for residential construction of more than 4 units, or pay the Affordable Housing Fee (in lieu of construction).

TITLE

RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO CREATE AN AFFORDABLE HOUSING INCLUSIONARY ZONING POLICY WHICH APPLIES TO RESIDENTIAL CONSTRUCTION OF MORE THAN 4 UNITS WITHIN A CERTAIN DISTANCE OF RAPID TRANSIT STATIONS

BODY

WHEREAS, it is of great importance to this Board that an adequate stock of housing exists for the residents of Miami-Dade County (the "County") at sales prices and rents that are affordable and attainable; and

WHEREAS, there is currently a shortage of such housing available throughout the County; and

-----  
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board directs the County Mayor or County Mayor's designee to develop an inclusionary zoning policy for residential construction of more than 4 units within a certain distance of rapid transit stations.

4) Ordinance relating to the rapid transit system development zone; amending section 33C-2 of the Code of Miami-Dade County, Florida; Creating the East-West Corridor Subzone of the Rapid Transit Zone to encompass Folio numbers 3530330030020, 3530320080015, AND 2530310000010

WHEREAS, pursuant to the County's power to carry on a central metropolitan government and to, among other things, provide for and operate rail and bus terminals and public transportation systems and prepare and enforce comprehensive plans for the development of the County, the County exercises regulatory and other jurisdiction over the Rapid Transit Zone (RTZ) and the RTZ zoning district in both the incorporated and unincorporated areas to further the purposes of better coordinating land uses and transportation facilities and other purposes set forth in chapter 33C of the County Code; and

WHEREAS, an important component of the County's mass transit system in the northwest part of the County is the East-West SMART Plan Corridor which will provide bus rapid transit bus service from west Miami-Dade to Downtown Miami; and

WHEREAS, the County owns four parcels greater than one acre and located within one mile of a Rapid Transit Stations; and

WHEREAS, the Land Use Plan map of the County's Comprehensive Development Master Plan (CDMP) designates these properties as a rapid transit station site; and

WHEREAS, since 1996, the CDMP has provided that "all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the [CDMP's] Community [Urban] Center policies"; and

WHEREAS, those Urban Center policies provide for mixed-use development at a minimum floor-area ratio of 1.5 in the designated core and of 0.5 in the designated edge, and at a maximum density of 125 dwelling units per acre; and

WHEREAS, pursuant to section 373.4149(4) of the Florida Statutes, which was adopted in 1999, developing residential uses at a density up to 125 units per acre at this rapid transit station site and surrounding areas "complies with current regulations," and the properties are thus exempt from the statute's restriction on residential development in that general area; and

WHEREAS, the above-referenced County-owned parcels are an appropriate location to provide transit-oriented development; and

WHEREAS, to ensure coordination of land uses around this existing express bus station site, this Board wishes to create a new RTZ subzone, called the Dolphin Station Subzone and located as indicated on Exhibit A to this ordinance, that will govern the development of the identified area

WHEREAS upon application to the BCC, property owners may request seek a rezoning to Rapid Transit Zoning (RTZ) designation within one mile of the stations

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:  
Section



1. The foregoing recitals are incorporated into this ordinance and are approved.
2. Section 2. Section 33C-2 of the Code of Miami-Dade County, Florida is hereby amended to read as follows:

Section 3. Section 33C-16 of the Code of Miami-Dade County, Florida is hereby created to read as follows: >>Sec. 33C-16. – Dolphin Station Subzone. (A) Purpose and Intent. The following development review standards and criteria shall govern applications for initial plan approval of the general site development plan, and applications for final site plan review, for all development to

Residential construction of more than 4 units is required to include Legally Binding Affordability Restricted (LBAR) housing, or pay a the Affordable Housing Fee (in lieu of construction). The appropriate quantity is to be determined for each station area by a study at the time of the transit station development. Funds should be directed to PHCD, and designated as money to be used for the express purpose of developing additional affordable housing along future or existing rapid transit station areas.

# A3 - AFFORDABLE HOUSING MEMO

## A3.1 INTRODUCTION TO AFFORDABLE HOUSING

### A3.1.1 PURPOSE

Like many other major metro areas, Miami-Dade County is currently facing a housing affordability crisis. This problem is further exacerbated for people who struggle with transportation costs, since their housing options are restricted by the need to access their place of employment.

This memo explores the affordable housing situation in Miami-Dade County and helps determine if strategies can be implemented to incentivize more affordable housing in TODs along the East-West Corridor.

### A3.1.2 OVERVIEW

Affordable housing refers to residences which are legally restricted to individuals and families living below a certain percentage of the area median income (AMI). The goal of affordable housing programs is to reduce the number of families who are cost burdened by housing (e.g. spending greater than 30% of their income on housing).

Both public housing and affordable housing are considered legally binding affordability restricted (LBAR) housing but are differentiated by the fact that public housing is owned and operated by a government entity and follows more stringent incomes requirements. In Miami, at least 40% of new public housing admissions must qualify as extremely low income (30% of AMI), with the remaining 60% of admissions meeting either the very low (50%) or low (80%) income limits. Examples of these income limits from 2019 are shown in Table 1 below. . Affordable housing developments are frequently built for families and individuals with an income of 60% of AMI or less, but some affordable housing programs offer assistance up to 120% of AMI.

For example, in 2019, a sample of the Miami income limits are below in table 1:

Table 1: Miami-Dade AMI

FAMILY SIZE	EXTREMELY LOW INCOME 30% OF AMI	VERY LOW INCOME 50% OF AMI	LOW INCOME 80% OF AMI
1	\$17,800	\$29,650	\$47,450
4	\$25,750	\$42,350	\$67,750

Source: Miami-Dade County. Effective April 24, 2019

Unlike public housing, affordable housing is often built using some type of Public Private Partnership (P3) with non-profit or private developers utilizing public grant funds or low-cost financing options to subsidize development costs, in exchange for an agreed upon number of income-restricted units. While some developments consist entirely of affordable housing, others are mixed with market-rate units. In a mixed-income development such as this, the subsidized units are intended to be largely indistinguishable from market rate units, averting the stigma that can discourage some individuals from pursuing government assisted housing they qualify for.

Mixed-Income Transit-Oriented Development (MITOD) helps to mitigate the effects of some of the biggest challenges facing our society today. The affordable housing aspect particularly addresses climate gentrification, in which low income people are displaced into areas more likely to suffer the negative effects of climate change. The legal protections of mixed-income development ensure that the residents will not be displaced by market forces, and locating these developments near major infrastructure, where investment in resiliency is more likely to occur, reduces the risk for all residents.

### A3.1.3 AFFORDABILITY AND TRANSIT

TOD presents a unique opportunity to reduce burdensome housing and transportation costs for low-income populations through the inclusion of affordable housing. Expanded transit systems increase access to opportunities through easier commutes to jobs, schools, and recreational activities for transit-dependent populations. Simultaneously, new transit can result in an increase in property values of up to 150 percent, subsequently increasing the housing cost burden for existing residents. One way to combat this outcome is to promote affordable housing within new TOD plans, this is referred to as Equitable Transit Oriented-Development (eTOD). eTOD supports mixed-use development that includes affordable housing in close proximity to transit, boosting transit ridership by providing easy access to transit-dependent residents and helping agencies meet its equity and social goals. This approach tackles housing and transportation cost burdens on low income populations at once, expanding access to jobs, educational opportunities, and healthy lifestyles. eTOD’s focus on affordable



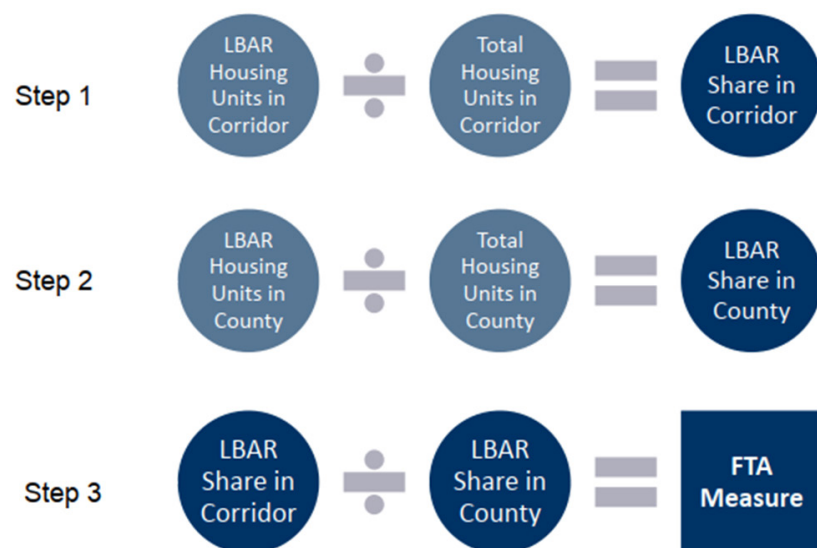
housing ensures the public investment in transit will benefit the entirety of a region's residents. Additionally, the premiums associated with transit development surrounding new station areas can be captured to help pay for additional affordable units, making it imperative that municipalities and transit agencies include affordable housing goals and targets into TOD policies to ensure that revenues can be partially used for additional affordable housing.

### A3.1.4 APPLICABILITY TO FTA'S NEW STARTS AND SMALL STARTS RATINGS

If Miami-Dade is considering pursuing federal funding from the Federal Transit Administration's (FTA) New Starts or Small Starts program to complete transit along this corridor, both existing and planned affordable housing efforts will impact the project's ratings in the Existing Land Use Criteria and Economic Development Criteria sections. These are described below.

#### LAND USE CRITERIA

For the Land Use Section, FTA evaluates the share of LBAR units within a ½ mile of each proposed transit which are designated stop that are legally binding affordability restricted (LBAR) for renters below 60% of the AMIMI. FTA defines these units as a unit with "a lien, deed of trust or other legal instrument attached to a property and/or housing structure that restricts the cost of housing units to be affordable to households at specified income levels for a defined period of time and requires that households at these income levels occupy these units."



To arrive at the FTA assessment rating found in Table 2, FTA completes a three-step calculation shown in Figure 1.

Step 1: Determine the LBAR share of properties within a ½ mile buffer of each proposed station in the corridor by dividing the LBAR units within the buffer by the total housing units within the buffer.

Step 2: Determine the LBAR share of properties within the county by dividing the LBAR units in the county by the total number of housing units in the county.

Step 3: Arrive at the final ratio used to determine the FTA measure rating by dividing the LBAR share within a ½-mile buffer of the Project stop's by the LBAR share of the entire county.

Table 2 FTA Rating of Existing Legally Binding Affordability

DECISION OR APPROVAL PHASE	ASSESSMENT RATINGS	
Engineering and FGGA or SSGA	High	Ratio > 2.5
	Medium-High	Ratio between 2.25 and 2.49
	Medium	Ratio between 1.5 and 2.24
	Medium-Low	Ratio between 1.1 and 1.49
	Low	Ratio less than 1.1

## ECONOMIC DEVELOPMENT EFFECTS CRITERIA

The Economic Development Effects criterion includes: 1) Transit Supportive Plans and Policies; 2) Performance of Impacts and Policies; and 3) Tools to Maintain or Increase Share of Affordable Housing. The third criteria includes:

- Evaluation of corridor-specific affordable housing needs and supply
- Plans and policies to preserve and increase affordable housing in region and/or corridor
- Adopted financing tools and strategies targeted to preserving and increasing affordable housing in the region and/or corridor
- Evidence of developer activity to preserve and increase affordable housing in the corridor
- Extent to which plans and policies account for long-term affordability and needs of very- and extremely-low income households in the corridor

FTA will look to see how the applicant has met each of these items broadly in the county, and more specifically along the project corridor. This will include the availability of local affordable housing programs, funding options, and incentives. An applicant will receive a higher rating if it can show that the eTOD principles discussed above are being implemented along the transit corridor.

## A3.2 EXISTING CORRIDOR CONDITIONS

### A3.2.1 INVENTORY

The team identified all LBAR housing units both in Miami-Dade County, and more specifically, within a ½-mile of each of the four station locations. For a comprehensive overview of units, the team relied on data from the National Housing Preservation Database and the Miami Affordability Project.

Miami Dade County and the City of Miami is are in the midst of an affordable housing crisis. The City of Miami Affordable Housing Master Plan indicates the current need for new affordable units is least 50,000 units, and more expected in the future. In Miami-Dade County, there are 57,651 affordable units among the 1,008,908 units in the County , with a county-wide affordability ratio LBAR Units County Ratio of 0.057.

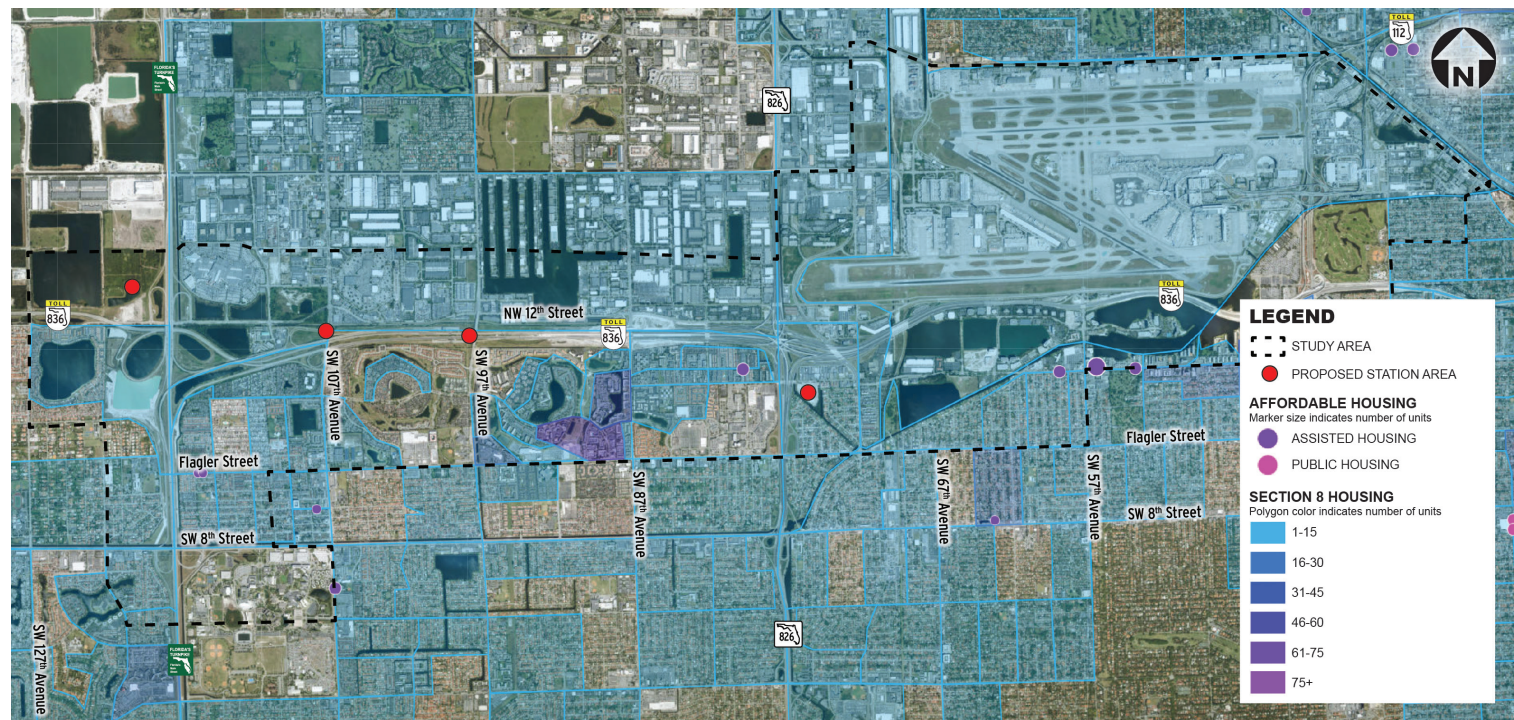
Within a ½ mile of the proposed stations, there is also a shortage of affordable units. As shown in Figure 2, there is a relatively low percentage of Section 8 assisted units, and only a single income restricted development with a total of 174 units, as shown in Figure 2 . With 3,071 total housing units within ½ mile of our four station areas, this gives a local affordability ratio of 0.057; the same as the county.

This results in a county to Project area LBAR ratio of 1 , which corresponds with a “Low” Small Starts rating (see Table 2). To achieve a “High” rating, the corridor would need to have a project area LBAR ratio of 0.143 (  $(0.143/0.057 = 2.509)$ ), which requires an additional 310 LBAR units within the corridor buffer area. It will require significant investment before this project moves into the Small Starts rating process.

The lack of affordable housing along the corridor is a concern for future FTA applications; however, this TOD master plan presents the opportunity to design affordable housing policies that can greatly enhance the overall project. The detailed affordability analysis and forecasting at the four stations to be completed as a part of this study will meet the FTA requirements of the “Evaluation of corridor-specific affordable housing needs and supply,” and any developer outreach undertaken during the TOD master plan effort will also speak to Miami-Dade’s commitment to furthering affordable housing in the corridor.



Figure 2 LBAR Housing along the Project Corridor



Source: Miami Affordability Project – University of Miami Office of Civic and Community Engagement

Table 3

STATION	NAME	ADDRESS	TENANT TYPE	UNITS
107th Avenue	-	-	-	-
97th Avenue	-	-	-	-
7th Street @ 71st Avenue	Vizcaya Villas	8005 NW 8th Street	Family	174
Lejeune Rd Station	-	-	-	-

Sources: National Housing Preservation Database, Miami Affordability Project – University of Miami Office of Civic and Community Engagement

## A3.2.2 EXISTING LOCAL PROGRAMS, PLANS, AND POLICIES

### LOCAL ORGANIZATIONS

Affordable housing in Miami-Dade County is primarily managed by the Miami-Dade County Department of Public Housing and Community Development, the Department of Housing and Community Development, and the Miami-Dade Housing Finance Authority .

#### MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC HOUSING AND COMMUNITY DEVELOPMENT (PHCD)

PHCD owns and operates approximately 9,500 units of public housing in 113 family and elderly developments. PHCD also manages several mixed-income housing developments charging rent to low-income families. The PHCD also oversees the conversions being completed through the HUD Rental Assistance Demonstration Program (RAD). The RAD program was created in order to give public housing authorities (PHAs) a powerful tool to preserve and improve public housing properties and address the \$26 billion nationwide backlog of deferred maintenance. RAD also gives owners of three HUD "legacy" programs (Rent Supplement, Rental Assistance Payment, and Section 8 Moderate Rehabilitation) the opportunity to enter into long-term contracts that facilitate the financing of improvements. The purpose of RAD is to preserve and increase affordable housing.

- RAD allows public housing agencies to leverage public and private debt and equity in order to reinvest in the public housing stock. This is critical given the \$25.6 billion backlog of public housing capital improvements.
- In RAD, units move to a Section 8 platform with a long-term contract that, by law, must be renewed. This ensures that the units remain permanently affordable to low-income households.
- Residents continue to pay 30% of their income towards the rent and they maintain the same basic rights as they possess in the public housing program.
- RAD maintains the public stewardship of the converted property through clear rules on ongoing ownership and use.
- The RAD program is cost-neutral and does not increase HUD's budget. This program simply shifts units from the Public Housing program to the Section 8 program so that providers may leverage the private capital markets to make capital improvements.

In Miami-Dade County, PHCD recently received approval from HUD to convert 6,426 public housing units in its portfolio at nine public housing sites (Culmer Place, Culmer Gardens, Rainbow Village, Gwen Cherry 23, Robert King High, Joe Moretti Phase 2B, Arthur Mays Villas, Harry Cain Tower, and South Miami Gardens.)

Additionally, PHCD helps oversee the Miami-Dade County Affordable Housing Trust Fund, which also works to alleviate the housing challenges in the county by serving as a permanent, renewable source of revenue for affordable housing programs through surtax funds,

though guidelines are still being developed for the use of this trust fund. This includes the Documentary Stamp Surtax Program is also used to provide low-interest loans and gap financing for the development and preservation of affordable and workforce housing through the through a competitive application process administered by PHCD.

Miami-Dade has also embarked on transformative affordable housing efforts elsewhere in Miami, with partnership models that can be replicated along the corridor. For examples, PHCD and the for-profit developer Related recently announced a plan to transform a 22-acre low-density apartment complex in Little Havana into a new mixed-income community, increasing the existing number of affordable units on the site, while increasing densities and adding work-force housing and market rate units to the development as well.

### **THE CITY OF MIAMI DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT**

The City of Miami's Department of Housing and Community Development coordinates the programs funded through federal and state grants, such as Community Development Block Grants (CDBG), Home Investment Partnership Program funds, and the State Housing Initiative Program (SHIP). It creates cooperative partnerships with public and private sectors to oversee the decisions of Housing and Administrative services, which manages programs such a homelessness prevention/rapid rehousing, Section 8 vouchers, and other grants for individuals such as Housing Opportunities for Persons with AIDS or Short-term Rental, Mortgage, and Utility Assistance. The Department is also responsible for developing the City's Five-Year Consolidated Plan and its annual Action Plan, and the Local Housing Assistance Plan required for HUD funding.

The Department is also responsible for the City of Miami Affordable /Housing Master Plan. In the Fall of 2018, the City of Miami signed an agreement with Florida International University's Metropolitan Center to commission the preparation and drafting of a comprehensive City of Miami Affordable Housing Master Plan. Since then, the Center's researchers have been analyzing the most recently issued U.S. Census data for all City census tracts as they work on this important document. The overarching goal of the Plan is to quantify the City's current housing landscape, and then outline specific, data-driven strategies that can help City leaders tackle the affordable housing shortage in the coming years. The Department will be working with the Connect Capital initiative to hold public meetings in different City neighborhoods in the Spring of 2019, to discuss the data findings and gather feedback from residents.

The City also has several programs that work to fight homelessness, such as its Homeless Assistance Program which works to identify and engage with homeless individuals and place them into appropriate housing, and housing and facilitate learning employable skills and strengthening ties to the community; and the Housing Assistance Network of Dade (HAND), which is a multiagency partnership working to prevent homelessness and provide temporary rental assistance.

### **MIAMI-DADE HOUSING FINANCE AUTHORITY (HFA)**

The HFA was created to address a housing shortage in the county by stimulating the construction and rehabilitation of housing by providing low-interest rate loans to produce new or rehabilitated housing for rent at low and moderate income ranges. It also operates educational and assistance programs for homebuyers, renters, developers and the community.



## CITY OF DORAL

The City of Doral completed its Housing Master Plan in 2018. The Plan summarizes the current housing situation in Doral and lays out the city's workforce housing strategies. The Master Plan recommends extending the workforce housing thresholds from 65-140% to 60-150% of AMI. Other primary recommendations include targeting multi-family housing, prioritizing long-term solutions, targeting opportunity areas, adopting a mandated inclusionary zoning program with a density bonus incentive, considering additional incentives such as reduced parking requirements, and designating a city staff member to overseeing the workforce housing program.

### A3.2.3 POTENTIAL FUNDING & FINANCING SOURCES

This section reviews the existing available funding sources to developers in Miami-Dade County at the federal, state, and local level that can be used to assist with the pre-development or capital costs associated with the preservation or creation of new affordable housing. This review does not focus on funding sources and tools to assist renters or potential buyers gain access to housing that is not protected as legally binding affordable housing, nor does it focus on creating additional public housing, which is managed by Miami-Dade's PHCD. Affordable housing financing is often very complex, using a multitude of sources to complete a project's capital stack, often with varying administering agencies or lenders and numerous reporting requirements.

## GRANTS

Grant funding is available at the federal, regional, and local level to support the affordable housing within the planned TOD along the corridor. Grants are awarded on a competitive basis with specified project and applicant eligibility requirements.

### HOME INVESTMENTS PARTNERSHIPS PROGRAM

The HOME investment partnership program is administered by the Department of Housing and Urban Development (HUD) and is the largest federal block grant program, designed exclusively to create affordable housing for low-income households. It provides grants to states and local governments, often in partnership with local nonprofit groups, to fund a wide range of activities including building, buying, and/or rehabilitating housing for rent or homeownership, and providing direct rental assistance to low-income families. The program's flexibility allows states and local governments to use HOME funds for grants, direct loans, loan guarantees, rental assistance, or many other eligible activities, empowering communities to implement strategies tailored to their own needs and priorities. HOME requires that participating jurisdictions match 25 cents of every dollar in program funds.

In Florida, the Florida Housing Financing Corporation administers HOME funds. Florida Housing provides low-interest (1.5 percent per annum) or zero-interest loans to developers to finance the construction and rehabilitation of homes and rental apartments. Twenty percent

of HOME funds are set aside for units occupied by families who incomes do not exceed 50% AMI. Additionally, HOME funds may be used for Tenant Based Rental Assistance to provide rent subsidy and security deposit assistance for very low- to moderate income households.

### **COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)**

The U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG) program provides a flexible funding option for a variety of projects to ensure communities have decent affordable housing, provide services to vulnerable populations, and create jobs through the expansion and retention of businesses.

HUD annually allocates its CDBG funds on a formula basis directly to larger cities and the country's most-urban counties; for smaller cities and less-urban areas, CDBG allocations are made by formula to state agencies. Nearly all decision-making on the use of CDBG funds is made by local community development agencies that receive these funds from HUD. These may be used as "non-federal" matching funds for some Federal Transit Administration (FTA) formula programs.

### **CHOICE NEIGHBORHOOD PROGRAM**

This program, administered by HUD, provides funds and other resources for projects that advance economic prosperity in distressed communities. These are projects that are focused on creating and/or retaining jobs and increasing private investment, advancing innovation, enhancing the manufacturing capacities of regions, providing workforce development opportunities, and growing ecosystems that attract foreign direct investment. Each application must focus on the revitalization of at least one severely distressed public and/or assisted housing project. The program is not in line with the goal and vision of the East-West Corridor TOD plan.

### **STATE HOUSING INITIATIVES PARTNERSHIP (SHIP) PROGRAM**

Florida Housing also administers the State Housing Initiatives Partnership Program (SHIP), which was established through the William E. Sadowski Affordable Housing Act. SHIP was created to provide funds to all 67 county local governments and Florida's larger cities on a population-based formula to finance and preserve affordable housing for very low to moderate income families based on locally adopted housing plans. A minimum of 20% of funds must be used to serve persons with special needs. At least 65% of funds must be used for homeownership, although on average 85% of the funds have gone for this purpose annually. Funding is routinely used for such strategies as rehabilitation, emergency repairs, down payment assistance and homeownership counseling. This is unlikely to support a large multi-family development.

### **NATIONAL HOUSING TRUST FUND**

The National Housing Trust Fund (HTF) is a federal grant program administered by HUD to states. In Florida, these funds are administered through the Florida Housing Financing Corporation. The HTF was created under the Housing and Economic Recovery Act of 2008 and is

intended to assist the most vulnerable populations with the lowest income levels including seniors, people experiencing homelessness, persons with disabilities, veterans, and other at-risk populations. In 2019, \$267 million was available to states, and Florida received \$10.4 million. In Florida, at least 80% of the funds must be used for rental housing production for extremely low income household (less than 30% AMI).

## FINANCING

Affordable housing projects require both debt and equity. Traditional commercial loans are an option for developers, however; there are other financing options with special terms that offer a public or private party lower interest rates and flexible terms to meet the often-complex mixed-use nature of affordable housing.

Developers of affordable housing within TOD should also consider different types of loan products. For example, mezzanine debt, an unsecured subordinated loan which may have equity-like characteristics, can fill a loan-to-value (LTV) ratio gap when resources to fund a large portion of a project aren't available in the financial market. One TOD study found that developers in strong TOD markets accepted a lower LTV in exchange for other favorable terms, like reduced level of recourse or lower loan fees.

### HUD SECTION 108 LOAN GUARANTEE PROGRAM

The federal Section 108 Loan Guarantee Program (Section 108) is the loan guarantee component of the CDBG program. The funds can be used by a designated public entity to undertake eligible projects, or, alternatively, can be loaned to a third-party developer to undertake the projects. This flexibility makes it one of the most effective public investment tools that HUD offers to local governments. The Section 108 program allows borrowers to take advantage of flexible repayment terms and lower interest rates than available through traditional lenders.

This program allows local governments receiving CDBG funds, such as Miami-Dade County, to create federally guaranteed loans from the funds being used to attract private investments. Localities borrowing the funds through the program are required to pledge future CDBG funds as repayment; however, it is the intention that the project receiving the Section 108 loan can generate enough cash flow to repay the funds, thereby freeing future CDBG funds for other revitalization projects. The loan amount depends on Miami-Dade County's Section 108 financing capacity.

### HUD SECTION 202 SUPPORTIVE HOUSING FOR THE ELDERLY PROGRAM

The Section 202 Program Provides finances for the construction, rehabilitation or acquisition of structures to serve as supportive housing for very low-income elderly persons (over the age of 62) and provides rent subsidies for projects to help make them affordable. The assistance acts as a capital advance, which does not need to be repaid as long the project serves very low-income elderly persons for 40 years. This program is typical used as one of many financing sources to complete a capital stack.

## **HUD SECTION 811 SUPPORTIVE HOUSING FOR PERSONS WITH DISABILITIES**

The Section 811 Program provides finances for the construction, rehabilitation or acquisition of structures to serve as supportive housing for very low-income persons with disabilities and provides rent subsidies for projects to help make them affordable. The assistance acts as a capital advance or as project rental assistance. These are often used to developed specialized group homes or assisted living facilities.

## **HUD MIXED-FINANCE PUBLIC HOUSING PROGRAM**

Mixed-Finance public housing program allows HUD to mix public, private, and non-profit funds to develop and operate housing developments. New developments may be made up of a variety of housing types: rental, homeownership, private, subsidized, and public housing. These new communities are built for residents with a wide range of incomes and are designed to fit into the surrounding community. Mixed-Finance Program is currently governed by the Mixed-Finance Interim Rule which can be found in Title 24 CFR part 941 subpart F.

## **ENTERPRISE MULTIFAMILY OPPORTUNITY FUND**

The Enterprise Community Center offers a funding opportunity for existing affordable multifamily buildings in needs of repair. This may be applicable for any older housing developments surrounding the stations looking to be redeveloped. These funds are available to developers, however it is intended to fund older housing development surrounding stations looking to be redeveloped. This is not well suited for the East-West Corridor considered this lack of existing affordable development.

## **FLORIDA MULTIFAMILY MORTGAGE REVENUE BOND (MMRB) PROGRAM**

Florida Housing also offer the Multifamily Mortgage Revenue Bond Program, which provides low interest rate loans to developers who produce new or rehabilitated housing units for low, moderate, and middle income families. The MMRB program can be combined with multiple sources of funds which must be coordinated by the developer. Bonds are sold through a competitive or negotiated method of sale or private placement. At least 20 percent of the units financed must be reserved for households below 50% AMI.

## **FLORIDA STATE APARTMENT INCENTIVE LOAN PROGRAM (SAIL)**

SAIL is a loan program administered by the Florida Housing Finance Corporation, which provide low-interest loans through a competitive application process to affordable housing development. The loans are intended to serve as gap financing between a project's primary financing and the total development cost, financing no more than 25% of the development's total cost. The loans must be used for construction or substantial rehabilitation of affordable units for very low income individuals and families. This includes a minimum of 20 percent of units being set aside for families early less than 50% AMI.



## **FLORIDA STATE PREDEVELOPMENT LOAN PROGRAM**

Florida Housing Finance Corporation administers flexible below market interest financing for predevelopment activities to build affable housing. Applicants may apply for up to \$750,000 per project and the loan matures either upon closing of construction or permanent financing. The loan can be used for rezoning, soil test, engineering fees, title searches, impact fees, and all other typical pre-development costs. Eligible projects must include at least 20 percent of its rental units for persons earning below 50% AMI and ownership units must set aside 50% of units for persons earning 80% or below AMI, and the other 50% of units for persons with incomes that do not exceed 120% AMI.

## **MIAMI-DADE DOCUMENTARY STAMP SURTAX PROGRAM**

This Florida State program provides low-interest loans and gap financing for the development and preservation of affordable and workforce housing, as well as homeownership and rentals. Surtax funds are made available through a competitive application process. This program is a significant source of funding for Affordable Housing projects in Miami-Dade County.

## **STRUCTURED LOAN FUNDS**

A structured loan fund is an investment tool that combines multiple types of capital into a single fund, attracting investors with different goals and risk tolerances to invest together. To accommodate this variety of investors, a structured loan fund offers different protections for pools of investors. Structured loan funds often establish rules on what types of loans they will make, how they will be governed, and what criteria what will use when underwriting loans, as well as the portion of funds that must be set aside as reserves and the hierarchy of repayment to investors. The benefit of these funds is that they are able to aggregate more capital than, say, a Community Development Investment Fund, or a local government. This enables the funds to make bigger loans, and thanks to the defined uses of the loans, it allows the fund to direct investment to a targeted activity, such as affordable housing or TOD. Miami currently does not have a structured loan fund but these have been used successfully in Denver and are being piloted in other cities such as Atlanta. This could be a powerful tool to create TOD and to dictate affordable housing provisions within the development plans.

## **TAX CREDITS**

Tax Credits are a powerful tool used to help close the financial gap experienced by many development projects. A tax credit is an amount of money that can be subtracted from a tax liability, or the amount of taxes due to the Internal Revenue Service. Unlike a tax deduction, which lowers taxable income, a tax credit of a certain dollar amount decreases taxes owed by that amount. Most tax credits are known as non-refundable tax credits. This means that the amount of excess credits expires in the year in which the tax credit is used. In other words, non-refundable tax credits cannot reduce a tax liability to below zero. There are also refundable tax credits, which are also subtracted from the amount of taxes owed. Unlike non-refundable tax credits, refundable tax credits can decrease a tax liability to below zero.

Developers either use the tax credits to partially finance the project, or more likely, exchange them with an investor for equity. In many cases, the exchange is structured as a limited partnership between the developer and investor. The developer has a small ownership percentage, but has the authority to build and run the project. The investor, on the other hand, has a large ownership percentage, but is not very involved in the day-to-day business of the project.

#### **LOW INCOME HOUSING TAX CREDITS (9 PERCENT)**

The Low-Income Housing Tax Credit (LIHTC) program was created by the Tax Reform Act of 1986 and is administered at the state level. The program's goal is to incentivize the development and rehabilitation of affordable housing. LIHTC have both a 9 percent and 4 percent credit component. The 9 percent LIHTCs are awarded to developers on a competitive basis based on certain qualifications laid out in each state's qualified allocation plan (QAP), which is intended to prioritize housing projects that serve the lowest income households and/or remain affordable for the longest period of time.

These 9 percent credits can cover up to 70 percent of the qualified basis. A qualified basis is the "applicable fraction" of the eligible construction or acquisition costs that can be attributed to low income units. This becomes important when determining the potential tax credit amount for a mix-income project with both market rate and affordable units. The federal tax credits are allocated to each state based on a population formula. From there, the competitive application process is administered by the state. In Georgia, the Department of Community Affairs administers the program.

Developers then apply to the HFA for the credits with a proposed development plan. Nine percent LIHTC are awarded through a competitive process to projects that most closely align with the QAP.

Developers either use the tax credits to partially finance the project, or more likely, exchange them with an investor for equity. In many cases, the exchange is structured as a limited partnership between the developer and investor. The developer has a small ownership percentage, but has the authority to build and run the project. The investor, on the other hand, has a large ownership percentage, but is not very involved in the day-to-day business of the project. Nine percent LIHTC are typically used for new construction projects, rather than preservation.

#### **LOW INCOME HOUSING TAX CREDIT (4 PERCENT PROGRAM)**

The LIHTC 4 percent program is a non-competitive counterpart to the 9 percent program used for projects with 50 percent or more of the basis of the land and construction costs financed through tax-exempt bonds. Four percent LIHTCs were authorized under the same Tax Reform Act of 1986, but they offer only a 30 percent subsidy of the qualified basis of a project.

#### **COMMUNITY CONTRIBUTION TAX CREDIT PROGRAM**

This Florida State program provides a financial incentive (up to 50 percent tax credit or sales tax refund) to encourage Florida businesses to make donations toward community development and housing projects for low-income persons. The tax credits can be received once

a business makes a donation to approved development projects may receive a tax credit of up to 50 percent of the value of the donation. Businesses may take the credit on Florida corporate income tax, insurance premium tax or as a refund against sales tax (for businesses registered to collect and remit sales taxes with the Department of Revenue. The state has \$17 million in tax credits available for FY 2019-2020. Of the \$17 million total, a total of \$13.5 million tax credits are available for projects that provide homeownership opportunities for low-income persons or housing opportunities for persons with special needs, and a total of \$3.5 million tax credits are available for all other projects. Developers may apply for tax credits during the annual solicitation (in 2019, the solicitation was open in July), and eligible requested are serviced on a first come first serve basis.

## **TOD POLICY AND DEVELOPER INCENTIVES**

There are a number of policy tools and developer incentives local governments can employ to entice developers to invest in the East-West corridor. These can range from reductions in taxes owed to increased allowable building footprints and more.

### **INFILL HOUSING INITIATIVES PROGRAM**

The Infill Program allows for the sale or transfer of County-owned properties to eligible Infill Developers. The Infill Developers are required to build affordable homes to be sold to very low, low- and moderate-income persons. Every dwelling unit developed through the Infill Housing Program must be sold to a very-low, low- or moderate-income household and used as their primary residence, however the County, under limited circumstances, at its sole discretion, may allow Infill Developers to rent these homes to qualified families.

### **LAND BANKS**

Land banks are not funding or financing sources, but they can be used as powerful tools to develop eTOD. Land banks can be used to acquire property and are often linked to a social mission, such as neighborhood stabilization or affordable housing. Land banks can be used to support TOD projects by assembling developable land around station areas prior to the completion of the transit project in order to ensure its future use will meet the planning goals of a municipality. These land banks are created and managed either by a municipality or by an authorized non-profit working in tandem with the municipality, and often have special legal powers to aid their mission, such as the ability to obtain property at low-or-no cost through tax foreclosures; hold land tax free; clear title and/or existing back taxes; lease properties for temporary uses; and negotiate sales not only on price, but also imposing use restrictions to enhance the community, such as affordable housing requirements, grocery stores, or parks. Land banks are created by a local ordinances, as allowable by state legislation. As of 2018, the Center for Community Progress found 180 active land banks across the country.

Land banks can be used to encourage TOD and affordable housing by acquiring land in portions of the East-West corridor that is not yet primed for development, either due to weaker real estate markets, or because the transit project has not yet been constructed. The purpose

of the land bank would be to reserve the properties until the desired TOD is possible. To do this, a land bank would acquire the properties before land prices have risen due to the arrival of the transit project, which can then either be sold at market price to a developer to benefit the local government, or the land bank can “write down” the value of the land when transferring it to a developer to build the TOD. Selling the land to the developer at the original sale price will incentive the developer to invest in the site. In some TOD cases, land banks transfer the land to developers at no cost, with certain building restrictions, such as affordable housing targets or parking restrictions. It should be noted that land banks need their own source of revenue in order to acquire land.

#### PROPERTY TAX ABATEMENT

Property tax abatements allow a property owner to either complete forego or pay a reduced amount of property tax on improvements to a property over a defined period. Property Tax Abatement programs do not fully eliminate an owners’ tax bill, as the owner is still responsible for paying taxes on the value of the property before improvements. These programs can be applied to single family homes, commercial, and multi-family residential properties. Property taxes, particularly on larger commercial or multi-family residential property can make up a burdensome amount of the property’s operating costs each year. In commercial properties, these costs are passed on to the consumer renting the properties. These costs may make rents unachievable for a market area and the development financially infeasible, stalling the County’s TOD vision.

#### DENSITY BONUSES

A density bonus is a zoning tool that grants developers the ability to build at higher than allowable zoned densities, in exchange for providing an economic benefit the locality desires. In many cases, density bonuses are offered to developers who commit to meet certain economic goals of the locality, such as affordable housing set-asides or proximity near transit. The bonuses are provided at no cost the local government, but enable them to promote goals such as mixed-income housing to benefit a wider pool of residents. The additional building allowances mean the developer can increase the number of units, making a project with 20% income-restricted units more financially feasible. Some local governments provide transit-related density bonuses. In other cases, localities offer bonuses based on amenities and location.

In the City of Doral, Ordinance number 2016-13 established Article XVII of the Doral municipal code. This recognizes the existing workforce housing shortage in Doral and sets out to resolve this problem through the creation of a workforce housing density bonus for land developers. Eligibility is determined according to household income, with the range set at 65% to 140% of AMI. To qualify for a density bonus of up to 30%, workforce unit rental rates must be affordable to households in a relatively balanced distribution across the AMI affordability range as follows: One third (1/3) of the units must be affordable to workforce households making an annual income equal to 65% to 90% of AMI; one-third (1/3) affordable to households making 91% to 115% of AMI; and one-third affordable to households making 116% to 140% of AMI.



## A3.3 RECOMMENDED FUNDING SOURCES

While there are many resources available to low-income persons both for rental and homebuying assistance as discussed in the Existing Local Programs, Plan, and Policies Section, and a variety of grants, loans, tax credits and incentives available to developer to build additional affordable housing presented in the Potential Funding and Financing Section, Table 4 below presents an initial recommendation of most helpful sources to developers to complete the type of high-density mixed-use and mix-income development imagined through the East-West Corridor Master TOD Plan. As station designs are finalized, this list may change.

Table 4

OPPORTUNITY	ADMINISTERING AGENCY	OVERVIEW	ELIGIBLE ACTIVITIES
<b>Grants</b>			
Community Development Block Grants (CDBG)	Public Housing and Community Development Department of Miami-Dade County	The Community Development Block Grants (CDBG) program is a source of flexible funding for projects that ensure communities have affordable housing, provide services to vulnerable populations, and create jobs through expansion and retention of business.	Property acquisition, rehabilitation, and soft costs to facilitate affordable housing development and public services
<b>Financing</b>			
HUD Section 108 Loans	Public Housing and Community Development Department of Miami-Dade County	The Section 108 Loan Guarantee Program (Section 108) is the loan guarantee component of the CDBG program.	Economic development, housing rehabilitation, public facilities, and other physical development projects
Structured Loan Funds	TBD (does not yet exist in Miami)	A structured fund is a loan fund that pools money from different investors with varying risk and return profiles. Structured funds have a dedicated purpose, such as TOD, which is clearly defined before the fund is formed, and are managed by professionals with fund formation and loan underwriting experience. This is an emerging tool and has been successfully used in Denver. The fund may stipulate an affordability components to new TOD.	TOD construction

OPPORTUNITY	ADMINISTERING AGENCY	OVERVIEW	ELIGIBLE ACTIVITIES
Florida Multi-family Mortgage Revenue Bond (MMRB)	Florida Housing Finance Corporation	Funded by federal private activity bond volume allocated to states, this program is intended to finance the development and preservation of rental apartments through proceeds from taxable and tax exempt bonds issued to provide below market rate loans to developers who set aside a certain percentage of their apartments for low income families.	Affordable housing construction and preservation
Florida State Apartment Incentive Loan Program (SAIL)	Florida Housing Finance Corporation	This program provides gap financing through non-amortizing, low-interest loans to developers to obtain the full financing needed to construct affordable rental units for very low income families.	Affordable housing construction costs.
Florida State Predevelopment Loan Program	Florida Housing Finance Corporation	The Predevelopment Loan Program (PLP) helps nonprofit and community based organizations, local governments, and public housing authorities plan, finance, and develop affordable housing. Eligible organizations may apply for a loan of up to \$750,000. These activities must be part of a non-profit or governmental organization's efforts to develop housing for low income households. Specifically, rental developments must set aside 20 percent of its units for persons earning 50 percent or below of area median income (AMI).	Predevelopment activities such a rezoning, soil tests, engineering fees, title searches, appraisals, feasibility analysis, legal fees, audit fees, earnest money deposit, impact fees, insurance fees, commitment fees, administrative costs, marketing expenses and acquisition expenses
<b>Tax Credits</b>			
Low Income Housing Tax Credits (LIHTC) 9%	Florida Housing Finance Corporation	The Low-Income Housing Tax Credit (9%) is a program that incentivizes the development and rehabilitation of affordable housing. The credits are awarded to developers in a competitive process, and can then be used to partially finance the project, or exchanged with an investor for equity. The tax credits are claimed over a period of 10 years.	New production and preservation of existing affordable rental housing.
LIHTC 4%	Florida Housing Finance Corporation	4% LIHTCs are used for projects utilizing tax-exempt bonds , and may cover up to 30% of eligible costs. The 4% LIHTC awards allows the developer a 130% basis boost in high-cost areas. These bonds require at least 50% project equity.	New production and preservation of existing affordable rental housing.
<b>Policy / Incentives</b>			
Developer Bonuses (Zoning)	Miami-Dade County	Density Bonuses is a zoning tool that grants developers the ability to build at higher than allowable zoned densities, in exchange for providing an economic benefit the locality desires.	Increases allowable FAR and densities for developments
Property Tax Abatement	Miami-Dade County	Property tax abatements allow a property owner to either completely forgo or pay a reduced amount of property tax on improvement to a property over a defined period. Property Tax Abatement programs do not eliminate an owners' tax bill, as the owner is still responsible for paying taxes on the value of the property before improvements.	Real Property

# **A4 - WATER AND WASTEWATER REPORT**

## MEMO

**TO:** Ms. Tara Blakey  
MDTPW

**FROM:** Alan Sterental

**SUBJECT:** East-West Corridor TOD – Water & Sewer Existing Conditions

**DATE:** July 8, 2019 (Revised September 6, 2019) (Revised August 18, 2021)

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## 1.0 INTRODUCTION

This chapter discusses the existing water and sewer infrastructure within the designated 1-mile buffer boundary associated with the TOD E-W corridor, and provides an analysis of current and future system capacities, demand projections, and required water and sewer improvements needed to serve the proposed developments associated with the corridor. In addition, it discusses other factors that may affect the water and sewer study, such as known planned private developments along the corridor, demand calculations and possible fluctuations, and sea level rise, among others.

Transmission and distribution of potable water in Miami-Dade County is provided by five water utilities, namely the Miami-Dade Water & Sewer Department (MDWASD), the City of North Miami, the City of North Miami Beach, the City of Homestead, and Florida City. In addition, there are 15 wholesale providers, who purchase water from MDWASD and then deliver to their service area.

Sewer collection service in the County is mostly provided by MDWASD, with 12 wholesale providers. In addition, portions of the county which are outside of the urban development boundary or outside the service areas use septic tanks for sewer disposal.

MDWASD is the largest water & sewer utility in the southeastern United States, and provides water to approximately 2.5 million people. **Figure 1** shows a summary of the major water and sewer infrastructure throughout the County owned and operated by MDWASD. Facilities owned by the other service providers are not shown, as they provide minimal service within the corridor boundaries and do not represent a significant source of water and sewer for this study.

## 2.0 SERVICE PROVIDERS

### WATER SERVICE

The majority of the 1-mile buffer boundary for the TOD E-W corridor is served by MDWASD. However, smaller portions to the north are served by the City of Hialeah. To the south, a small

portion is served by the City of West Miami, a wholesale provider. In addition, the eastern end of the corridor includes the Miami International Airport, which has their own water infrastructure operated by the Airport within their boundaries. Furthermore, the four proposed stations and associated developments will be served by MDWASD. The MDWASD service area is divided into three subareas. The proposed corridor boundary is mostly located in the northern, Hialeah-Preston subarea, which is served by the Hialeah and John E. Preston Water Treatment Plants (HPWTP). This subarea serves the northern portion of the County, generally north of Flagler Street. The remaining southern portion of the corridor is located within the Alexander Orr, Jr. subarea, which is served by the Alexander Orr, Jr. Water Treatment Plant (AOWTP). **Figure 2** depicts the water service providers in the county.

### SEWER SERVICE

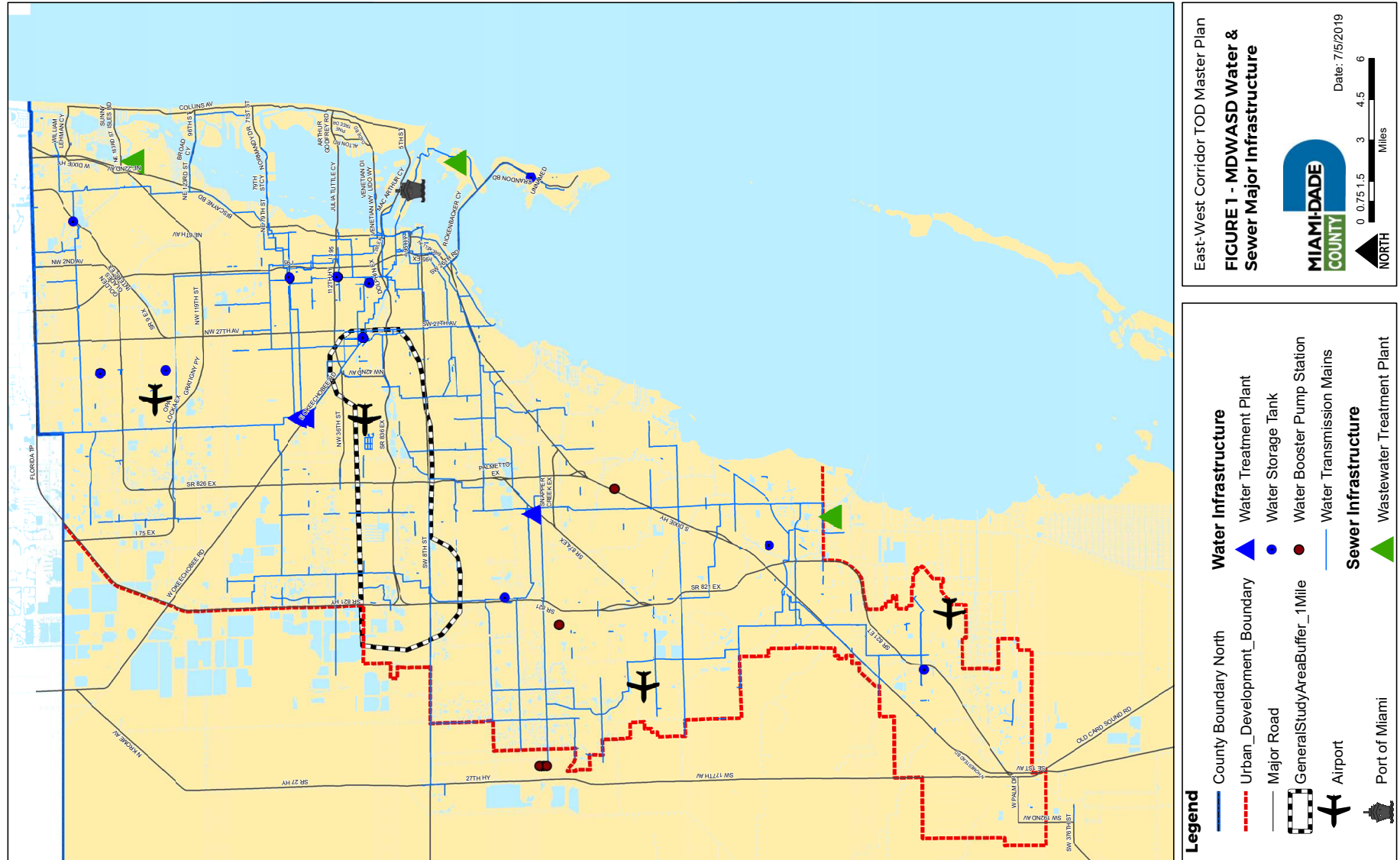
Similar to water service, the majority of the 1-mile buffer boundary for the E-W corridor is served by MDWASD. However, smaller portions to the north are served by the City of Hialeah. To the south small portions are served by the City of West Miami and City of Coral Gables, who are a wholesale providers. In addition, the eastern end of the corridor includes the Miami International Airport, which has their own sewer infrastructure within their boundaries. The MDWASD Sewer Service area is divided into three subareas. The proposed traffic corridor is mostly located within the central service area and is served by the Central District Wastewater Treatment Plant (CDWWTP). The southwestern portion of the corridor is located within the southern service area and is served by the South District Wastewater Treatment Plant (SDWWTP). **Figure 3** depicts the sewer service providers in the county.

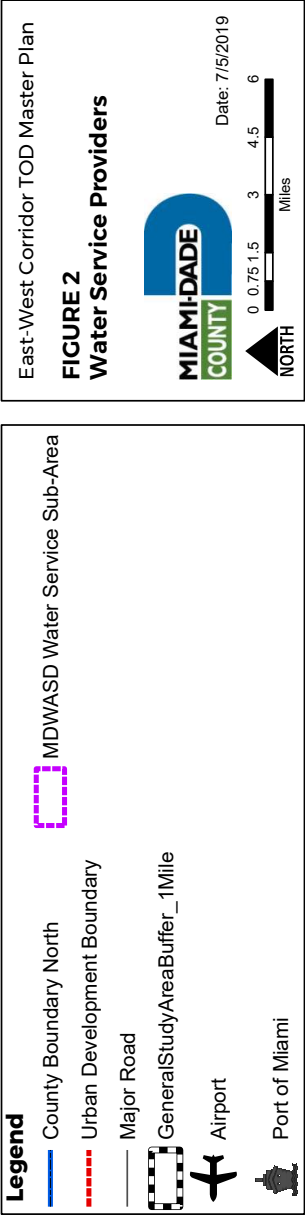
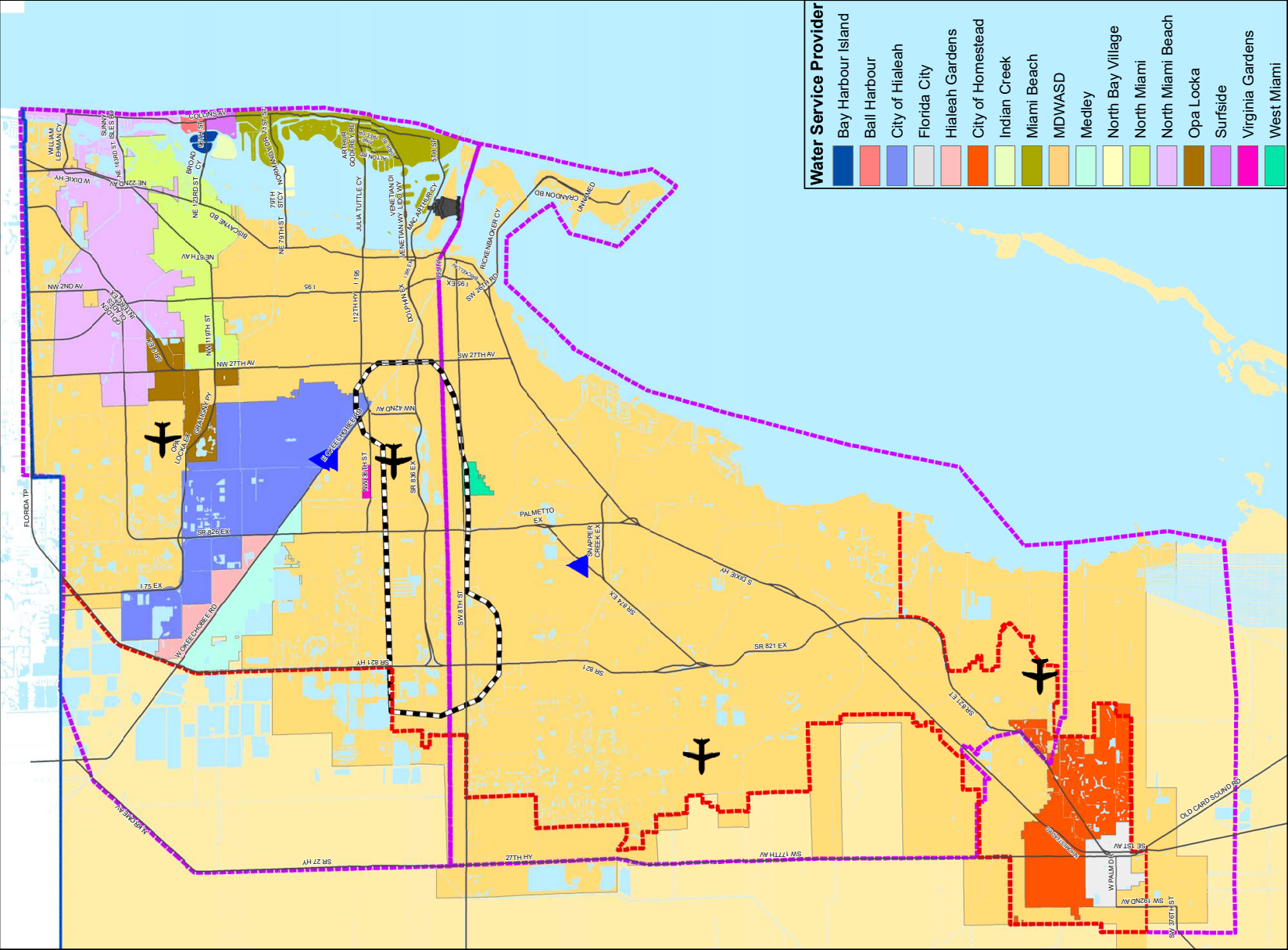
## 3.0 WATER SYSTEM

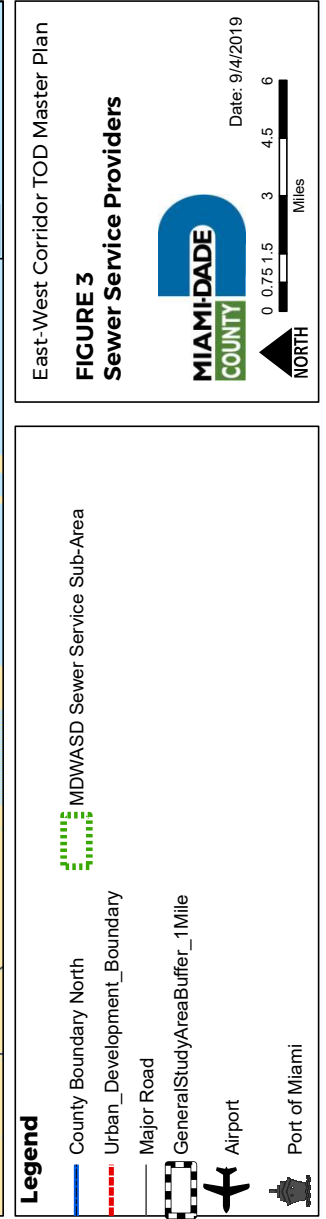
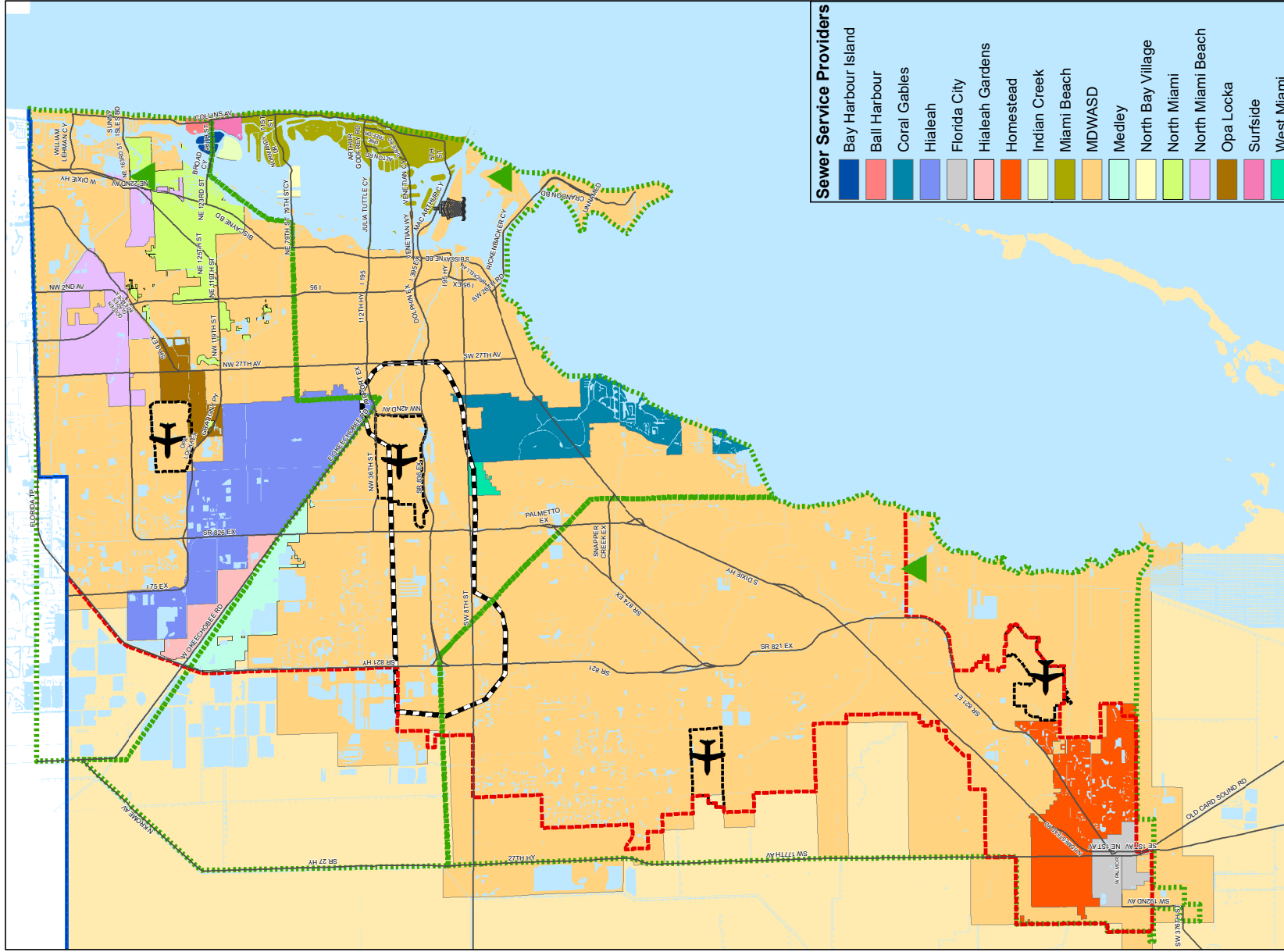
### EXISTING WATER INFRASTRUCTURE

The area within the corridor is a highly populated, highly developed area in the County. Water service is provided through a series of transmission mains and distribution mains. Water transmission mains are large diameter pipes that serve as major thoroughfares to transfer water from the treatment plants to main sectors within the service area, while distribution mains are smaller arterial pipes that distribute water to the customers. Within the buffer area, there are more than 125,000 linear feet of water distribution mains, ranging from 1.5-inch to 16-inch diameter pipes. In addition, there are over 76,000 linear feet of water transmission mains ranging between 20-inch and 36-inch diameter pipes. Pipe materials include asbestos cement pipe, cast iron, ductile iron, galvanized, concrete, and PVC pipe, among others. Refer to **Figure 4** for a more detailed breakdown of water infrastructure within the corridor area. **Tables 1 and 2** provide a breakdown of pipes in the corridor by size and material.

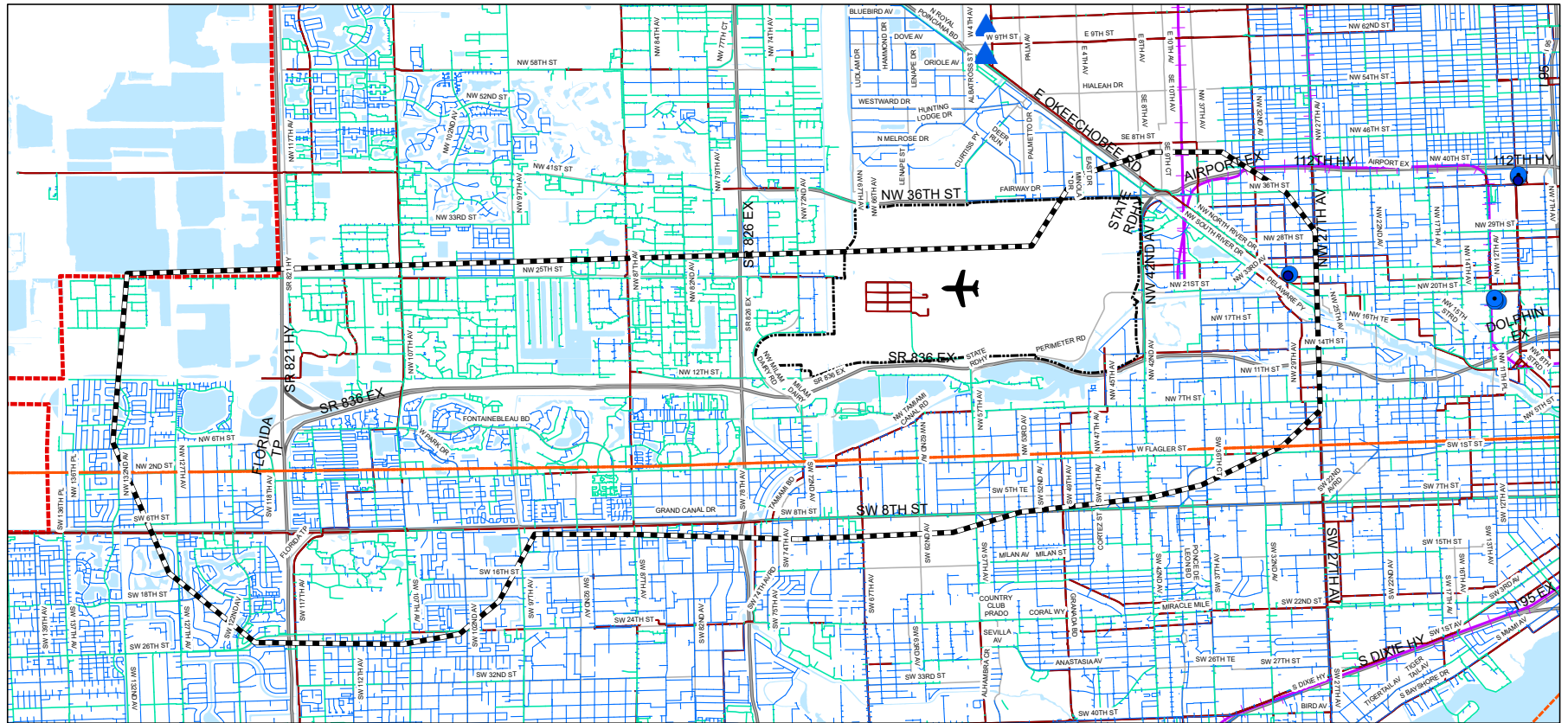












### Legend

- Urban\_Development\_Boundary
- Major Road
- GeneralStudyAreaBuffer\_1Mile
- Miami International Airport
- Water Service Sub-Area

### Major Water Infrastructure

- Water Pump Station
- Water Tank
- ▲ Water Treatment Plant

### Water Mains

- 6in to 10in Diam.
- 12in to 24in Diam.
- Larger than 24in Diam.

### East-West Corridor TOD Master Plan

### FIGURE 4 - Existing Water Transmission/Dist. System



Date: 7/5/2019



0 0.25 0.5 1 1.5 2  
Miles



Table 1 - Water Distribution Mains

MATERIAL	DIAMETER (inches)	TOTAL LENGTH (feet)
Asbestos Cement	4	102
<b>Asbestos Cement Total</b>		<b>102</b>
Cast Iron	1.5	510
	2	1,702
	3	900
	4	6,102
	6	5,521
	8	14,646
	10	630
	12	4,790
	16	1,333
<b>Cast Iron Total</b>		<b>36,134</b>
Ductile Iron	1	146
	1.5	90
	2	2,797
	2.5	106
	3	213
	4	1,672
	6	5,421
	8	45,894
	12	16,120
	16	10,693
<b>Ductile Iron Total</b>		<b>83,151</b>
Galvanized	8	13
<b>Galvanized Total</b>		<b>13</b>
Not Determined	4	1,000
	6	44
	8	2,142
	12	2,001
	16	319
<b>Not Determined Total</b>		<b>5,505</b>
Poly Vinyl Chloride	12	255
<b>Poly Vinyl Chloride Total</b>		<b>255</b>
<b>Grand Total</b>		<b>125,160</b>

Table 2 - Water Transmission Mains

MATERIAL	DIAMETER (inch)	TOTAL LENGTH (feet)
Cast Iron	20	8,964
	24	3,772
	30	1,848
<b>Cast Iron Total</b>		<b>14,583</b>
Concrete	36	3,659
<b>Concrete Total</b>		<b>3,659</b>
Ductile Iron	20	6,840
	24	9,973
	30	26,789
	36	14,014
	42	27
<b>Ductile Iron Total</b>		<b>57,643</b>
Not Determined	30	1,000
<b>Not Determined Total</b>		<b>1,000</b>
<b>Grand Total</b>		<b>76,885</b>

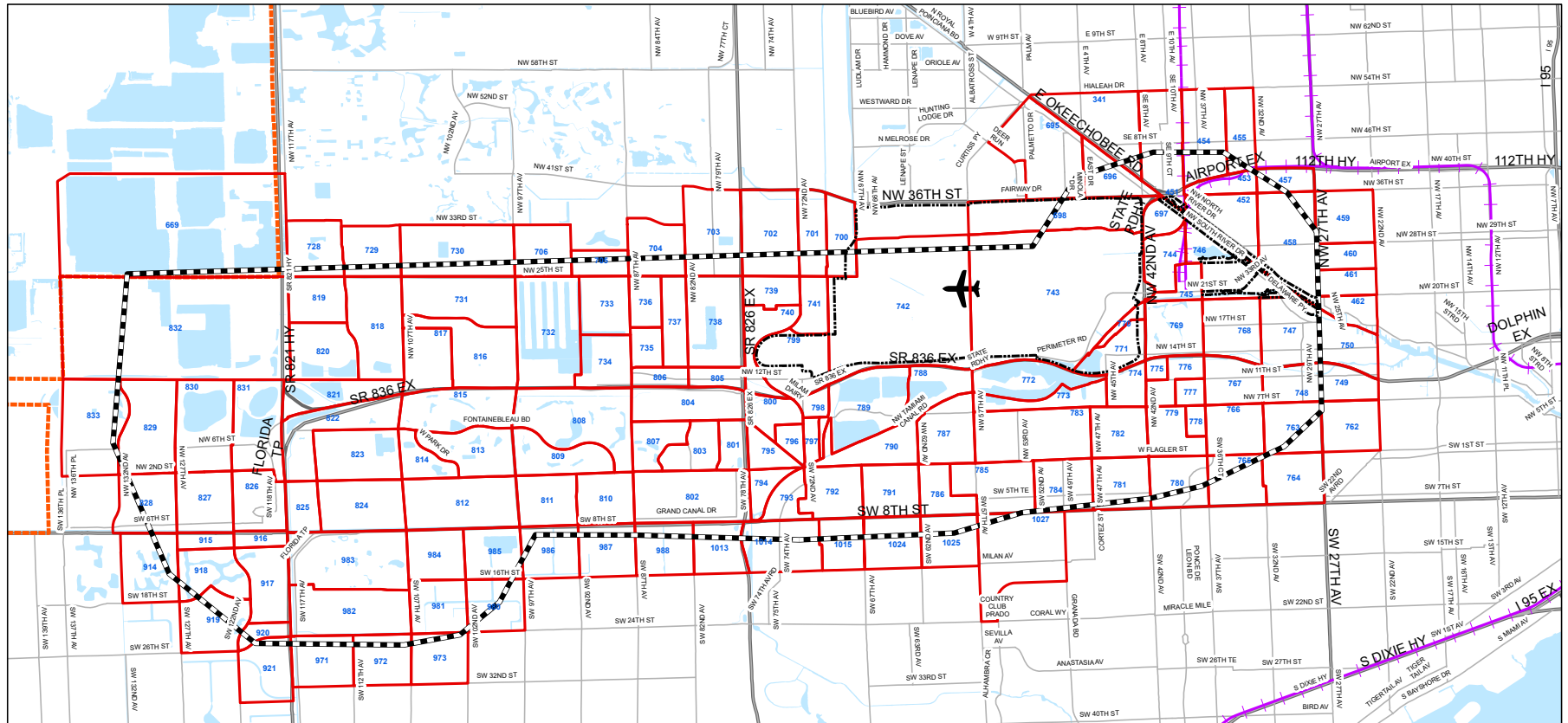
The smaller mains, those under 6-inch diameter, are mostly located along the eastern and southern boundaries of the corridor. Other water distribution mains are located throughout the boundary. Water transmission mains, larger than 24-inch diameter, are located along the main N-S and E-W traffic routes within the TOD corridor, as depicted in Figure 4. In addition, most of the water mains installed within the corridor boundary are part of an old system, dating back to the 1920s through the 1950s, which are included the MDWASD aged pipe replacement plan. This plan allocates funds on a yearly basis to replace old pipes based on age, material and diameter.

There is also an existing water storage tank and pump station located within the boundary, at the northeast edge. This facility is used to store and distribute water to the service area during peak demand hours of the day, typically morning and evening hours.

#### EXISTING WATER DEMANDS

Based on the population projections and a per capita demand of 135.6 gpcd, as provided by MDWASD Planning Division, the current demands (year 2015) within the corridor boundary amount to approximately 31.7 million gallons per day (MGD). This information was calculated by taking the projected population for each TAZ and multiplying by the per capita demand. For TAZs with population projections of 0, each TAZ was categorized by existing land use, a factor of 60% was applied to the total area to account for roads and open spaces, and their respective daily rated gallonage, in accordance with MDWASD Schedule of Daily Rated Gallonage for Various Occupancy (Exhibit B for new W&S agreements), was applied. The TAZs within the corridor were extracted from GIS, and their demands were added. Refer to **Figure 5** for a view of TAZs within the corridor.

The HPWTP has a permitted capacity of 225 MGD, and an annual average of 131.3 MGD. The AOWTP has a permitted capacity of 214.74 MGD, with an annual average of 180.7 MGD.



### Legend

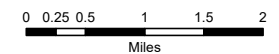
- Urban\_Development\_Boundary
- Major Road
- Miami International Airport
- GeneralStudyAreaBuffer\_1Mile
- Traffic Analysis Zone

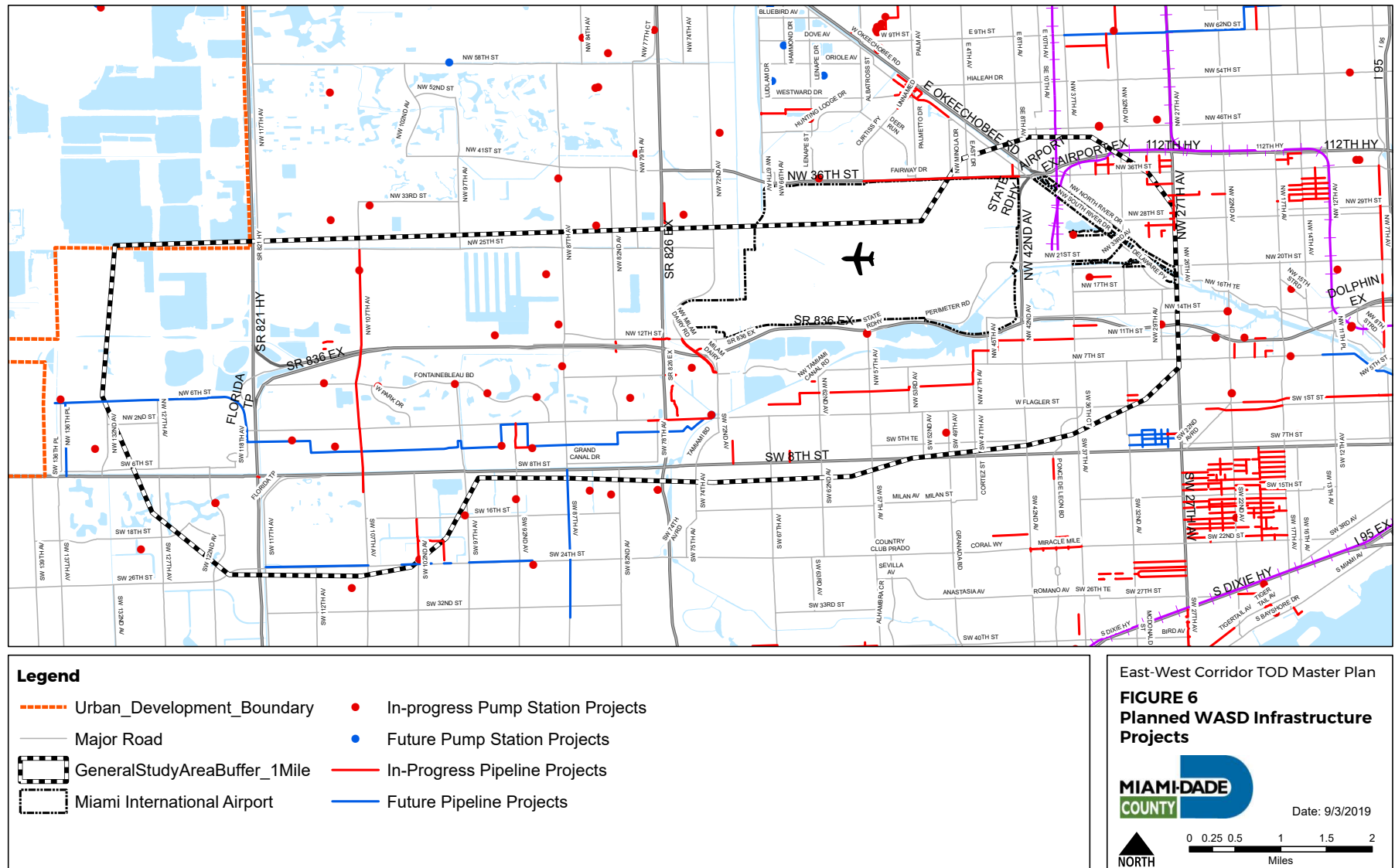
### East-West Corridor TOD Master Plan

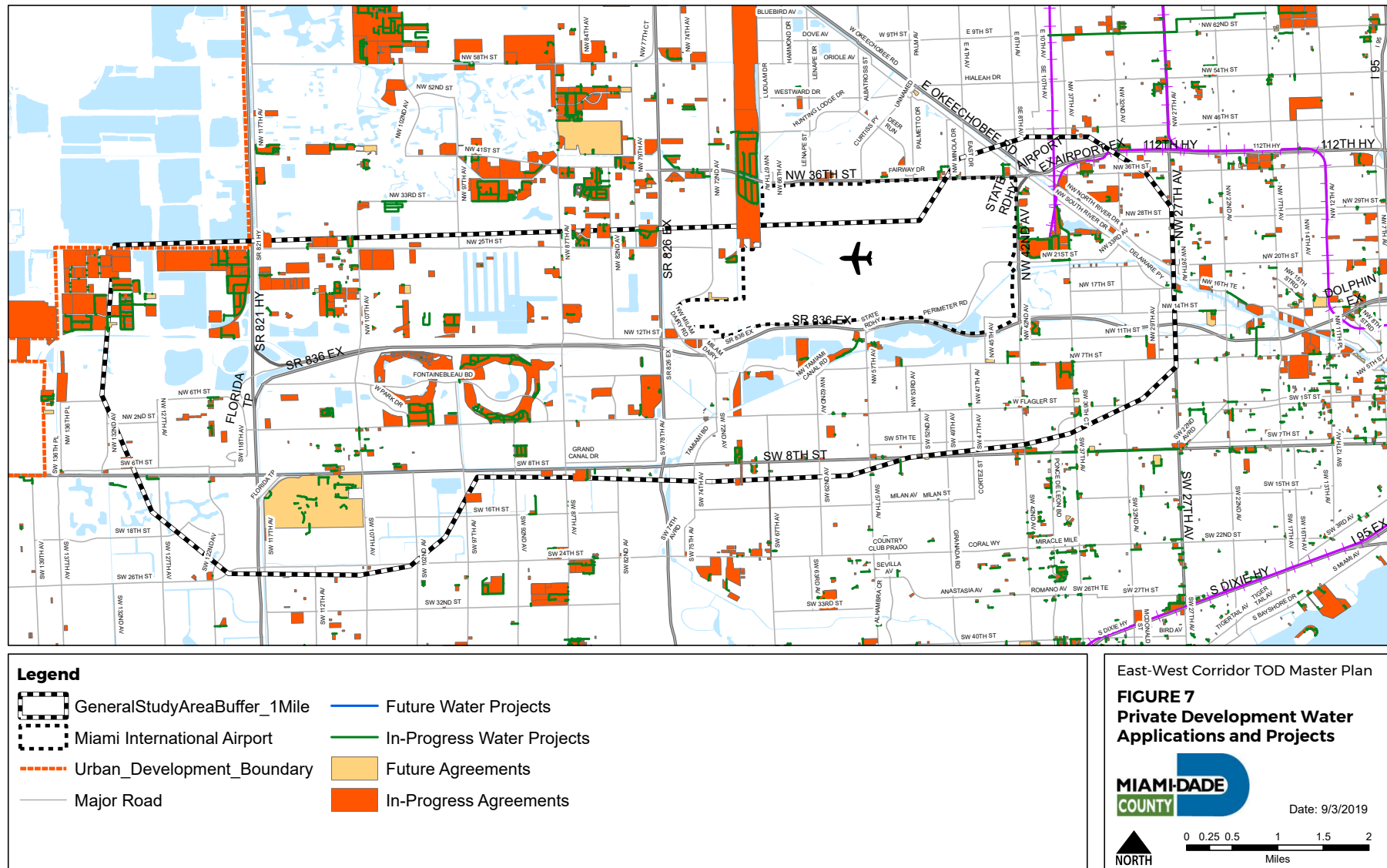
#### FIGURE 5 Traffic Analysis Zones



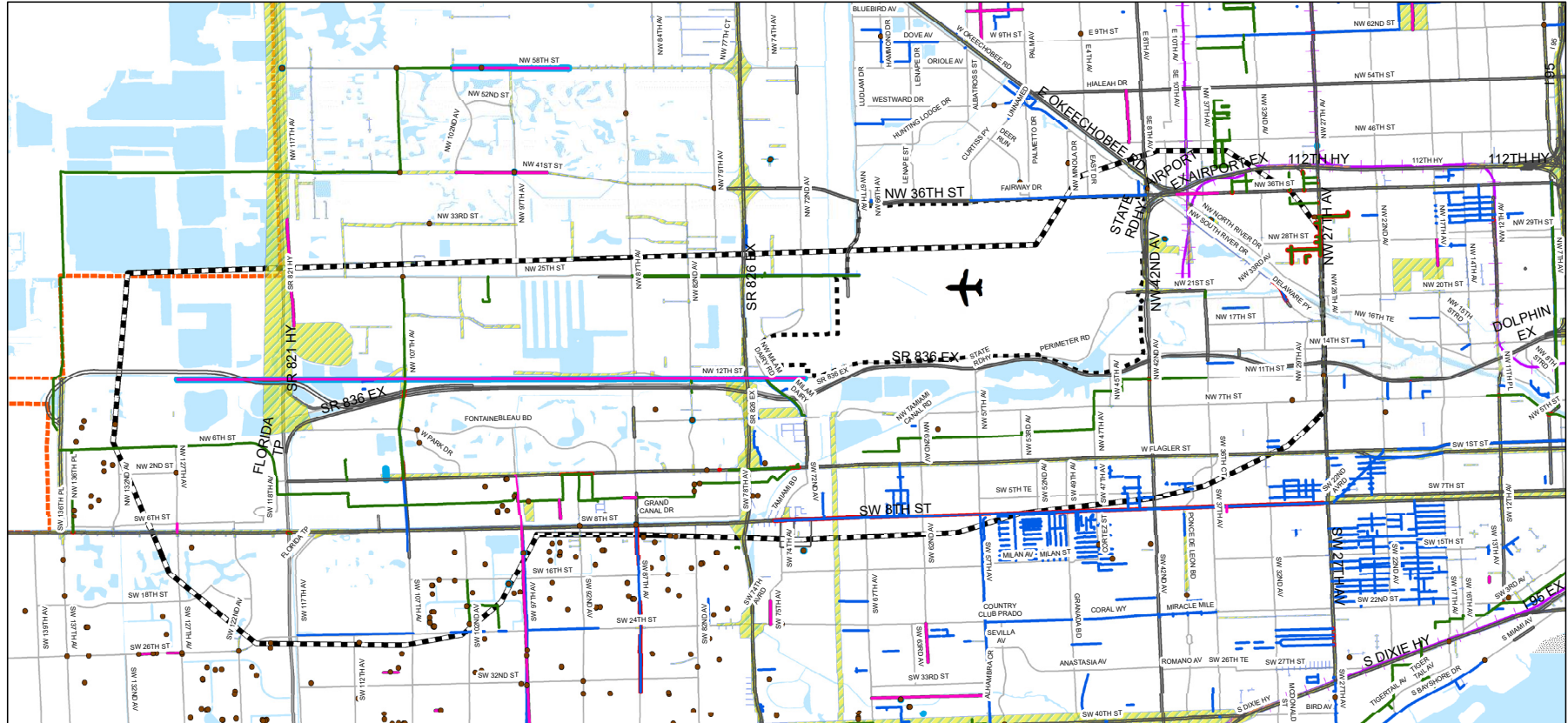
Date: 7/5/2019











### Legend

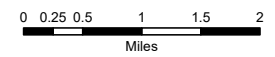
- Miami International Airport
- GeneralStudyAreaBuffer\_1Mile
- Urban\_Development\_Boundary
- Major Road
- MDCPWSite
- MDCPWCORRIDOR
- WASD\_Sewer
- WASD\_Water
- Potential\_Collaboration\_Projects
- Roadway
- Stormwater
- WASD\_Utility\_Coordinated\_Projects

East-West Corridor TOD Master Plan

### FIGURE 8 Utility Projects



Date: 9/3/2019



## EXPECTED WATER DEMANDS

According to the projections provided by MDWASD, the population within the MDWASD service area is expected to grow approximately 21.7% between 2015 and 2040. The expected water demands for the corridor area through the year 2040, without any improvements associated with the proposed TOD corridor, have been estimated to be 37.7 MGD. A similar methodology to that described in the section above was used, and the population increase rate was applied to those TAZs where no population was included and estimates were based on area.

## PLANNED PROJECTS

According to the iWASD GIS Service Maps, the County has several in-progress and future planned projects scattered throughout the corridor. These MDWASD projects are part of the master plan, intended to improve system capacities. Refer to **Figure 6** for proposed projects. In addition, the 2010 WFMPU included various projects as part of the selected alternative, some of which are within the corridor boundary. These projects included aged and undersized pipe replacement.

The iWASD Projects GIS Service Map also shows multiple private developments are currently in progress, based on agreement applications received by MDWASD. These private projects are likely to increase demand along the corridor. See **Figure 7** for current applications and water related projects in the area.

Also, the iMDC Utility Coordination GIS Viewer shows there a multiple utility projects planned and active within the corridor boundary. These projects are planned by various agencies and utility owners to improve system capacities. Projects range from bridge repairs, cable/gas/power improvements, water & sewer improvements, to roadway and transit improvements. See attached **Figure 8** for a list of proposed projects by category. Design of any water improvements associated with the proposed stations along the corridor will require extensive coordination.

## REQUIRED IMPROVEMENTS UNDER CURRENT CONDITIONS

Based on the information identified above, improvements to the major elements of the water transmission and distribution system are not required. However, in areas where no water mains are present, any new development will require water main extensions. Typically, for commercial-industrial developments, MDWASD requires at least 12-inch water mains to provide service, which includes domestic water supply and fire protection. Similarly, in areas where only small diameter mains are found (under 6-inches), 12-inch water main extensions will be required. Any proposed development for the construction of a corridor station will require an application for a water & sewer agreement with MDWASD, at which point the applicant will receive a list of required water improvements associated with the proposed stations. Likely each station will require a separate agreement.

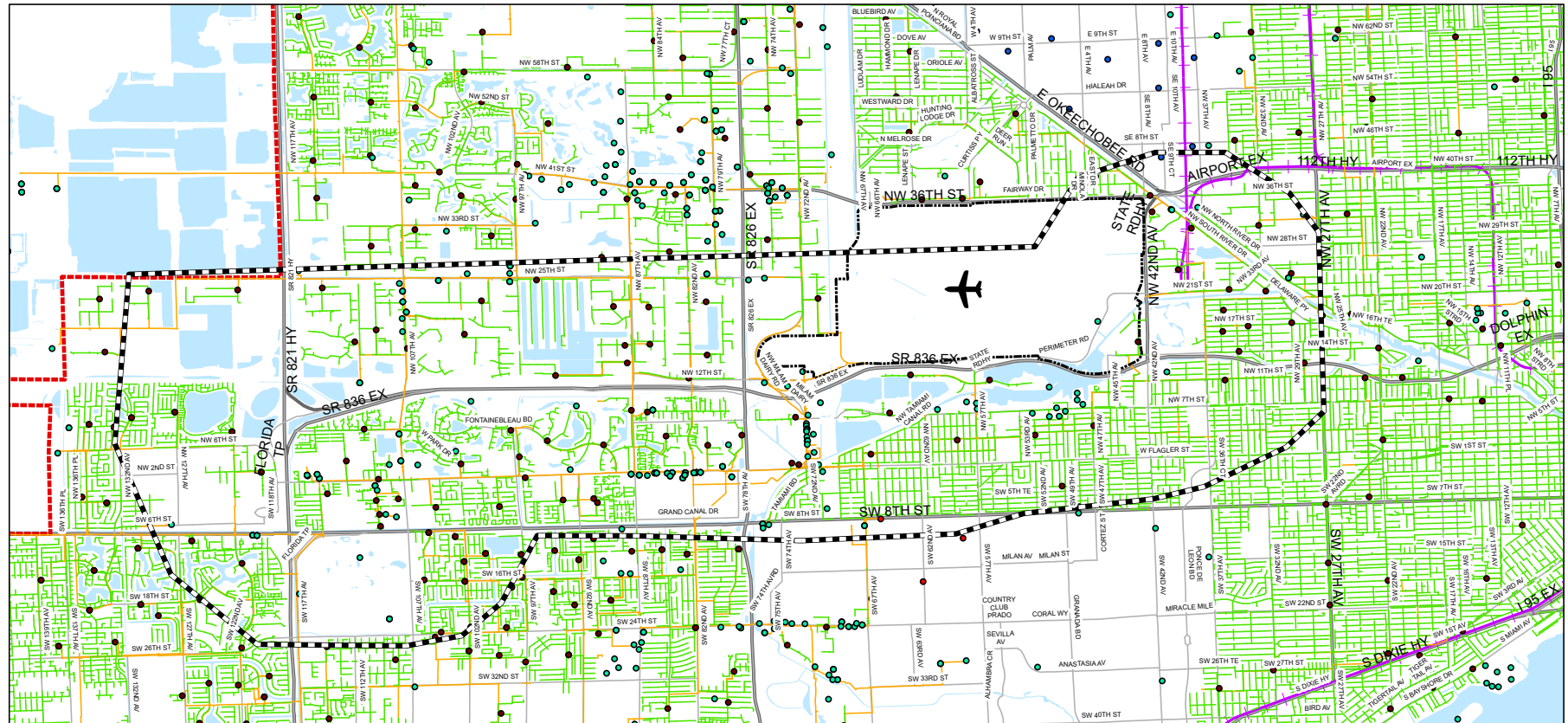
## 4.0 SEWER COLLECTION SYSTEM

### EXISTING SEWER INFRASTRUCTURE

Within the buffer area, there are more than 332,000 linear feet of gravity sewer mains, ranging from 8-inch to 24-inch diameter pipes. In addition, there are over 65,000 linear feet of sewer force mains ranging between 8-inch and 60-inch diameter pipes. Pipe materials include asbestos cement pipe, cast iron, ductile iron, pre-stressed concrete, steel, vitrified clay and PVC pipe, among others. **Figure 9** shows a more detailed breakdown of sewer infrastructure within the corridor area. **Tables 4 and 5** provide a breakdown of pipes in the corridor by size and material.

**Table 4 - Gravity Sewer Mains**

Material / Diameter (inches)	Total Length (feet)
<b>Cast Iron</b>	<b>2,541</b>
8	950
10	1,498
16	93
<b>Ductile Iron</b>	<b>23,826</b>
8	11,709
10	4,477
12	3,994
16	1,912
18	977
20	591
24	166
<b>Not Determined</b>	<b>150,369</b>
8	122,098
10	21,051
12	2,861
15	1,112
16	779
18	2,169
20	264
24	34
<b>Poly Vinyl Chloride</b>	<b>65,514</b>
8	51,911
10	13,360
12	180
16	63
<b>Vitrified Clay</b>	<b>90,196</b>
8	73,340
10	14,926
12	1,540
15	391
<b>Grand Total</b>	<b>332,447</b>



**Legend**

- - - - - Urban Development Boundary
- Major Road
- GeneralStudyAreaBuffer\_1Mile
- MIAMI INTERNATIONAL AIRPORT
- Sewer Gravity Main
- Sewer Force Main

**Sanitary Sewer Pump Station**

- Hialeah Pump Station
- West Miami Pump Station
- WASD Pump Station
- Private Pump Station

**East-West Corridor TOD Master Plan**

**FIGURE 9 -Existing Sanitary Sewer Collection System**



Date: 7/5/2019

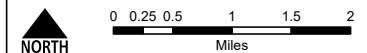


Table 5 - Sewer Force Mains

Material / Diameter (inch)	Total Length (feet)
<b>Asbestos Cement</b>	<b>448</b>
8	448
<b>Cast Iron</b>	<b>3,571</b>
4	632
6	860
8	924
12	95
16	610
24	421
36	31
<b>Ductile Iron</b>	<b>35,335</b>
4	497
6	2,723
8	10,012
12	8,681
16	783
20	155
24	3,347
30	329
36	5,157
42	2,150
48	1,501
<b>Not Determined</b>	<b>12,940</b>
2	37
4	1,709
6	1,677
8	3,991
10	62
12	991
16	1,917
20	48
24	1,246
48	89
60	1,175
<b>Poly Vinyl Chloride</b>	<b>1,257</b>
6	508
12	10
16	739
<b>Prestressed Concrete</b>	<b>11,846</b>
8	16
12	30
24	9
42	9
48	1,626
54	7,221
60	2,935
<b>Steel</b>	<b>57</b>
24	57
<b>Grand Total</b>	<b>65,453</b>

## EXISTING SEWER SEPTIC TANKS IN THE PROJECT AREA

Information provided by the County suggests there are over 2,500 septic tanks within the TOD boundary, including both residential and commercial uses. **Figure 9B** shows the location of the tanks in the corridor area. As can be seen from the figure, the majority of the septic tanks are located south of SR-836, as well as on the northeastern corner of the boundary. Since it is difficult to estimate the flows entering these septic tanks, sewer flows from these properties are not accounted for in the existing sewer demands. It should be noted that some of these septic tanks may be abandoned and not in use, and therefore fluctuations in sewer flows can be expected depending on the percentage of active tanks within the corridor. While most of the immediate station development sites do not have a large concentration of septic tanks, the main area of concern is at the site of the 7<sup>th</sup> Street Station development, where a large number of commercial-use septic tanks are present.

Additionally, it is the County's rule that whenever a new public gravity sewer system is installed, all properties using septic systems must connect to the new gravity sewer. However, this rule is not always enforced. Furthermore, due to sea level rise and rising groundwater tables, septic tanks are increasingly posing threats to groundwater and Biscayne Bay quality. Therefore, the County is in the process of implementing a Septic Tank Elimination Program, by which gravity sewers will be installed in areas within the County with high number of septic tanks in order to reduce nutrient pollution to the groundwater. This program is currently in the evaluation phase and should be considered further once in place to identify any areas within the TOD corridor that may be included as part of the program.

## SEWER INFRASTRUCTURE IMPROVEMENT PLANS

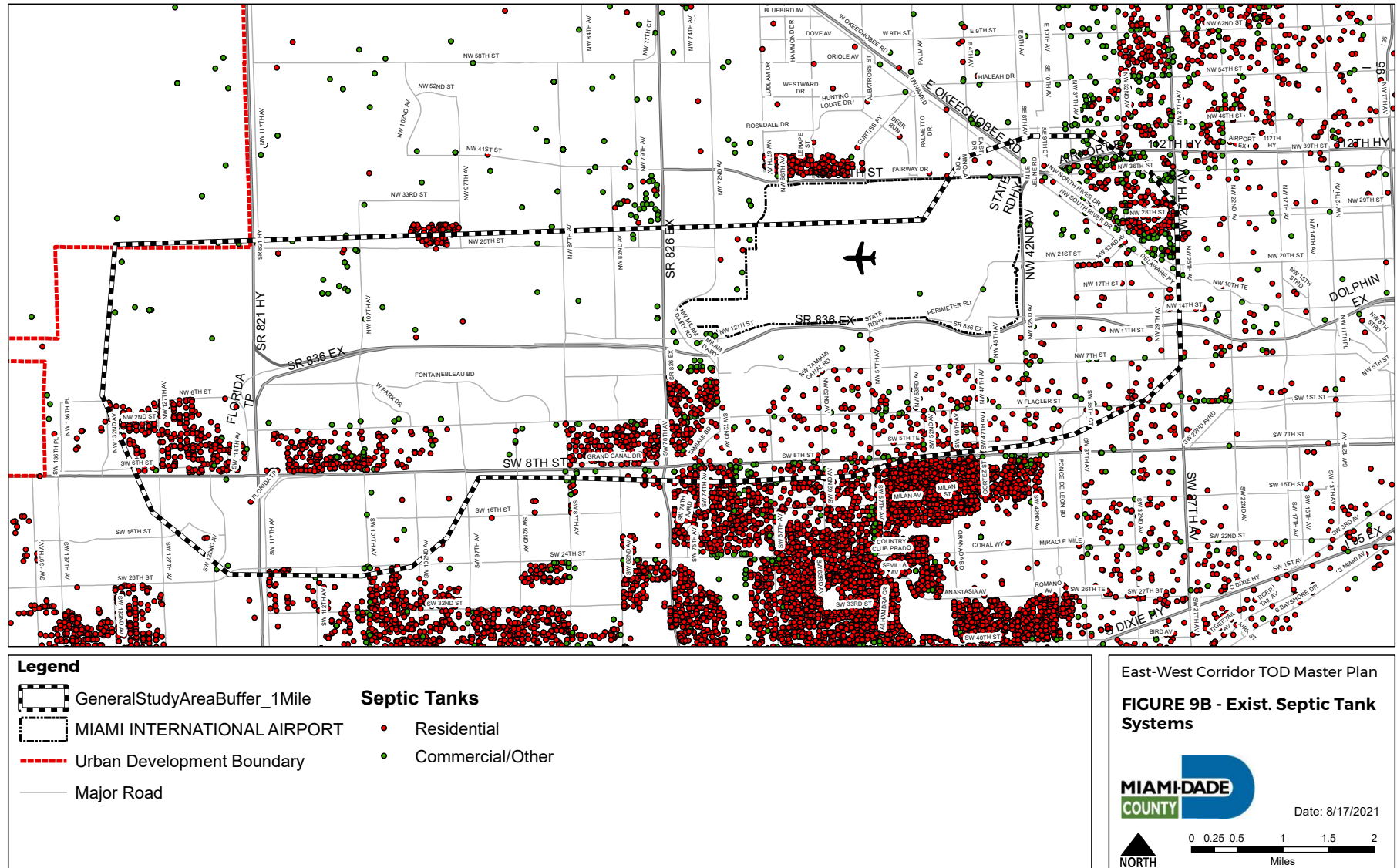
MDWASD has three major programs to improve the sewer infrastructure:

The Consent Decree or PMCM Program, which MDWASD entered into a federally-mandated Consent Decree in 2013 to improve wastewater collection and treatment system, totaling \$1.6 billion to be completed over the next 15 years. This program includes various projects, and is expected to improve operational reliability of the wastewater system and minimize sanitary sewer overflows.

The Pump Station Improvement Program or PSIP which manages upgrades to the sanitary sewer collection system, pump stations and force main upgrades.

The Ocean Outfall Legislation Program, which requires Wastewater utilities in southeast Florida utilizing ocean outfalls for disposal to reduce nutrient discharges by 2018, and cease using the outfalls and reuse 60% of the wastewater flows by 2025.





## SEWER PUMP STATIONS

There are approximately 202 sanitary sewer pump stations within the 1-mile buffer area for the East-West corridor. Two are owned and operated by the City of Hialeah, one is owned and operated by the City West Miami, ninety are owned and operated by MDWASD and the remaining 110 are private pump stations discharging into MDWASD collection system. The operating status of pump stations is typically measured by the Nominal Average Pump Operating Time, also known as NAPOT, which measures the operating times of the pumps at each pump station; once they operate past a threshold time, then they are placed in moratorium and require upgrades before additional flows can be added to the system. Out of all pump stations, only three are currently set under status of conditional moratorium. However, it should be noted that 58 pump stations reported as incomplete NAPOT values. This may be due to insufficient data being transmitted to RER-DERM to populate accurate information. The county has a current extensive program to improve the sewer pump stations to no more than 10 hours of NAPOT. **Tables 6 and 7** provide a breakdown of pump stations by owner and by operating status. **Figure 10** shows the pump station basins according to their operating status.

**Table 6 - Pump Stations by Owner**

Owner Code	Count
4	2
15	1
30	89
88	1
99	109
<b>Grand Total</b>	<b>202</b>

**Table 7 - Pump Stations by Operating Status**

Status Code	Count
AC	4
AH	1
CM	2
CN	1
IN	58
OH	22
OK	107
TH	7
<b>Grand Total</b>	<b>202</b>

A list of the status code descriptions obtained from DERM is listed below:

Moratorium Codes	
AC	Approved And Corrected
AH	Approved And Corrected - HAMA Limited
AM	Absolute Moratorium - NAPOT Above 10. Plan Submitted
CH	Conditional Moratorium - HAMA Limited
CM	Conditional Moratorium
CN	Conditional Moratorium - New Collection System
DE	Decommissioned - Removed
FH	No Allocations - MH GT 10 HAMA Ltd
FN	No Allocations - MH GT 10
IM	Initial Moratorium
IN	Incomplete - Information Missing
OH	OK - HAMA Limited
OK	OK
RM	Restricted Moratorium
TH	No Allocations - Due To High Hours With HAMA
TM	Temporary Moratorium

## EXISTING SEWER DEMANDS

Based on the information provided by MDWASD, the expected sewer flow projections for the entire service area amount to approximately 95% of the total water demand, meaning that 5% of the clean water is lost and does not make it into the sewer system. However, as discussed during coordination with County officials, in order to account for inflow and infiltration that may be present in the sewer system, no losses are being applied to the water demands stated in the section for water demands in Part 3.0 above. Therefore, the current sewer production in the area is assumed at approximately 31.7 MGD.

The CDWWTP has a permitted capacity of 143 MGD and has an average influent flow of 110.20 MGD.

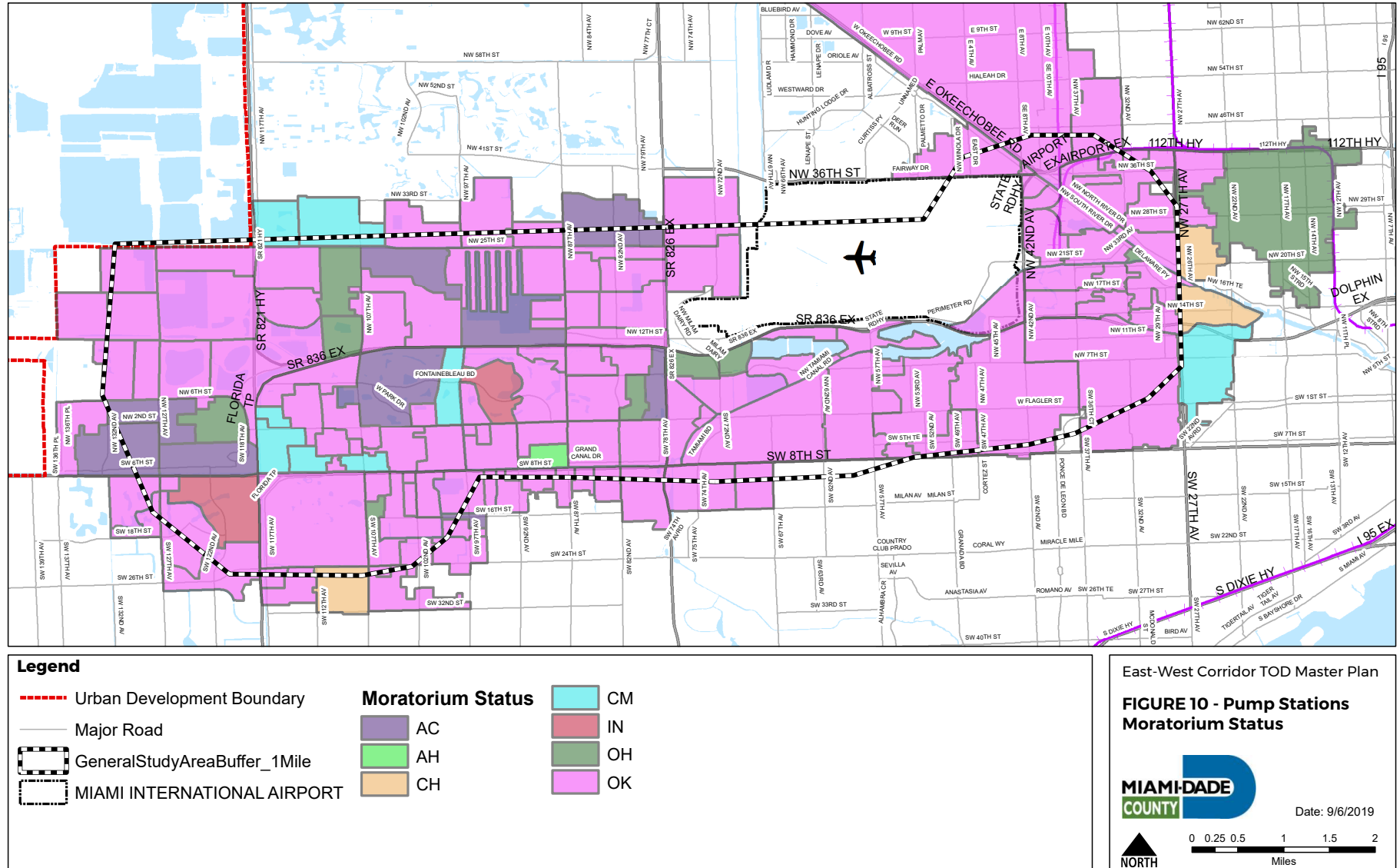
## EXPECTED SEWER DEMANDS

Based on the above information, and assuming no losses, the estimated sewer production for the year 2040 within the corridor buffer zone will be approximately 37.7 MGD.

## PLANNED PROJECTS

According to the iWASD GIS Service Maps, the County has several in-progress and future planned projects within the corridor, the largest of which consists of a 72-inch and 84-inch force main on southern portion of the boundary from pump station 187, located on West Flagler Street just east of the Palmetto Expressway, all the way west to the Transportation Center Central West located at NW 6<sup>th</sup> Street and NW 137 Ave. These WASD projects are part of the long master plan, intended to improve system capacities. See **Figure 6** for the MDWASD planned projects.

In addition, multiple private developments are currently in progress, as shown by the in-progress and future development agreement applications received by MDWASD. **Figure 11** shows the in-progress and future development agreements and sewer improvements. Furthermore, a significant number of active sewer allocations have been awarded throughout the corridor.







**Figure 12** shows the active sewer allocation applications currently in the system. These private projects will increase demand along the corridor.

Also, the iMDC Utility Coordination GIS Viewer shows there are multiple utility projects planned and active within the corridor boundary. These projects are planned by various agencies and utility owners to improve system capacities. Projects range from bridge repairs, cable/gas/power improvements, water & sewer improvements, to roadway and transit improvements. Design of any water & sewer improvements associated with the proposed transit stations along the corridor will require extensive coordination with the impacted utilities. Refer to **Figure 8** for the utility projects.

### REQUIRED IMPROVEMENTS UNDER CURRENT CONDITIONS

Based on the information identified above, improvements to the major elements of the sanitary sewer collection and treatment system along the TOD corridor are not required. However, in areas where no gravity sewer mains and/or force mains are present, any new development will require main extensions. Typically, for commercial-industrial developments, MDWASD requires gravity mains be at least 8-inch to provide service, and force mains are dependent on the discharge flows. Furthermore, in areas where old mains are the source for service, MDWASD may require these mains to be replaced.

In addition, any pump station that is operating under moratorium will require upgrades and possible replacement prior to any additional discharge from possible developments.

## 5.0 PROJECTED DEVELOPMENT DEMANDS

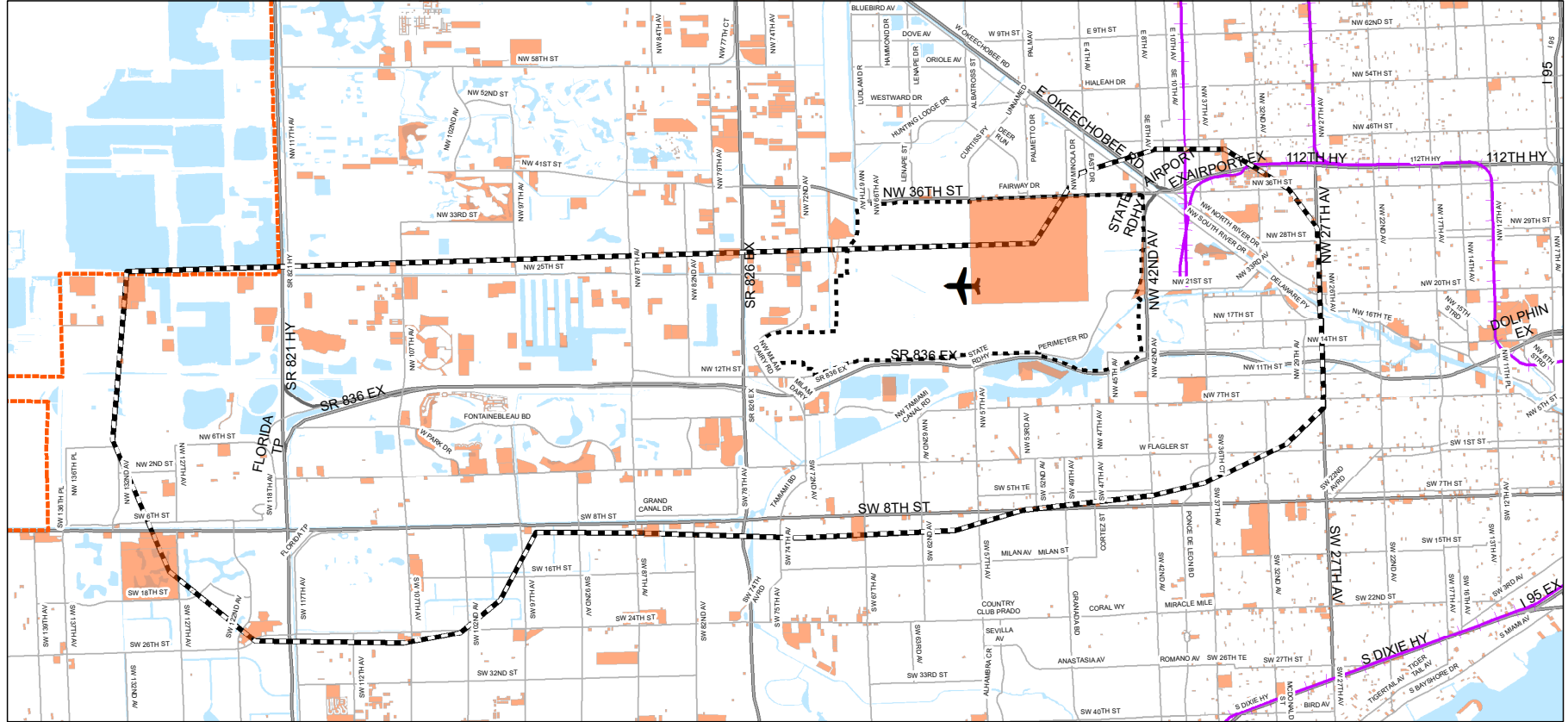
After the planning team, together with DTPW, completed the conceptual design of the proposed developments associated with each station, projected demands for each station were prepared using the Miami-Dade County Schedule of Daily Rated Gallonage for Various Occupancy, as described in Chapter 24 of Miami-Dade County Code of Ordinances, included as **Attachment A**. Stations were divided by occupancy type, and the respective rates were applied to each category to estimate the total demand for each station. In order to simplify the analysis, stations were given a node assumed on the most likely point of connection based on the existing local water and sewer infrastructure. For the 107<sup>th</sup> Avenue Station, due to the size of the proposed development, the site was divided into four quadrants, each being applied a separate node. The other three stations each received one node, for a total of seven nodes for the entire corridor. A summary of the total projected demands for each node was prepared, and is included as **Attachment B**. Based on the projected demands for the overall TOD project, MDWASD has enough overall capacity to supply the needs to the proposed developments. That being said, the localized water and sewer infrastructure does not have enough capacity to meet the individual station demands. Therefore, additional capital improvements are needed, including water and sewer main extensions, in order to meet the proposed demands. These improvements are further discussed in Section 6.0 below and are summarized in **Figures 13 through 20**.

## 6.0 REQUIRED CAPITAL IMPROVEMENTS

Capital improvements for a proposed development are typically identified as part of MDWASD Water & Sewer Developer's Agreement. The agreement provides the points of connection, all required infrastructure improvements, as well as impact fees. During discussions with MDWASD, it was determined that the best way to identify likely capital improvements without applying for an agreement was via a letter of availability (LOA). We submitted a request for LOA for each of the seven nodes, providing a description of the planned station developments and calculated projected demands to MDWASD for review. The MDWASD Planning Division included these projected demands in their current Water and Sewer models and provided a list of necessary improvements that will be required to meet the projected demands while maintaining the desired level of service within the system. While some of the nodes require minimal capital improvements, a number of them will require significant improvements and water and sewer main extensions to meet those requirements. In some cases, additional, new pump stations will be required, as flows from the projected developments are too large and the existing infrastructure cannot handle them. That being said, it is important to note that, while some of these improvements are substantial, they are locally associated with each station development. The master MDWASD water and sewer treatment and distribution/collection system has sufficient capacity to provide overall water and sewer service to the proposed station developments, and no major treatment of capacity improvements are required. A copy of the LOAs for each node are included in **Attachment C**, and include a detailed description of the required improvements for each node. A summary of these improvements can be seen in **Figures 13 through 20**. In addition, based on these requirements, we have prepared an opinion of probable construction costs for each station development. **Table 8** below includes a summary of the costs associated for each station. A more detailed cost analysis is included in **Attachment D**. These costs have been prepared at a planning level effort to provide an order of magnitude of the associated improvement costs. It should be noted that unit prices included in this analysis are based on current industry standard costs. However, costs may vary based on market fluctuations and inflation rates, and should be further analyzed once a more detailed design for each development has been completed.

**Table 8 - CIP Costs Summary**

Station	CIP Costs - Water	CIP Costs - Sewer	Total CIP Costs
107th Ave.	\$ 4,627,084.50	\$ 5,329,746.00	\$ 9,956,830.50
97th Ave.	\$ 951,750.00	\$ 2,468,556.00	\$ 3,420,306.00
7th Street	\$ 1,593,594.00	\$ 2,440,476.00	\$ 4,034,070.00
42nd Ave.	\$ 504,900.00	\$ 2,407,320.00	\$ 2,912,220.00
<b>Total</b>	<b>\$ 7,677,328.50</b>	<b>\$ 12,646,098.00</b>	<b>\$ 20,323,426.50</b>



### Legend

- Urban\_Development\_Boundary
- GeneralStudyAreaBuffer\_1Mile
- Miami International Airport
- Major Road
- Active Sewer Allocations

East-West Corridor TOD Master Plan

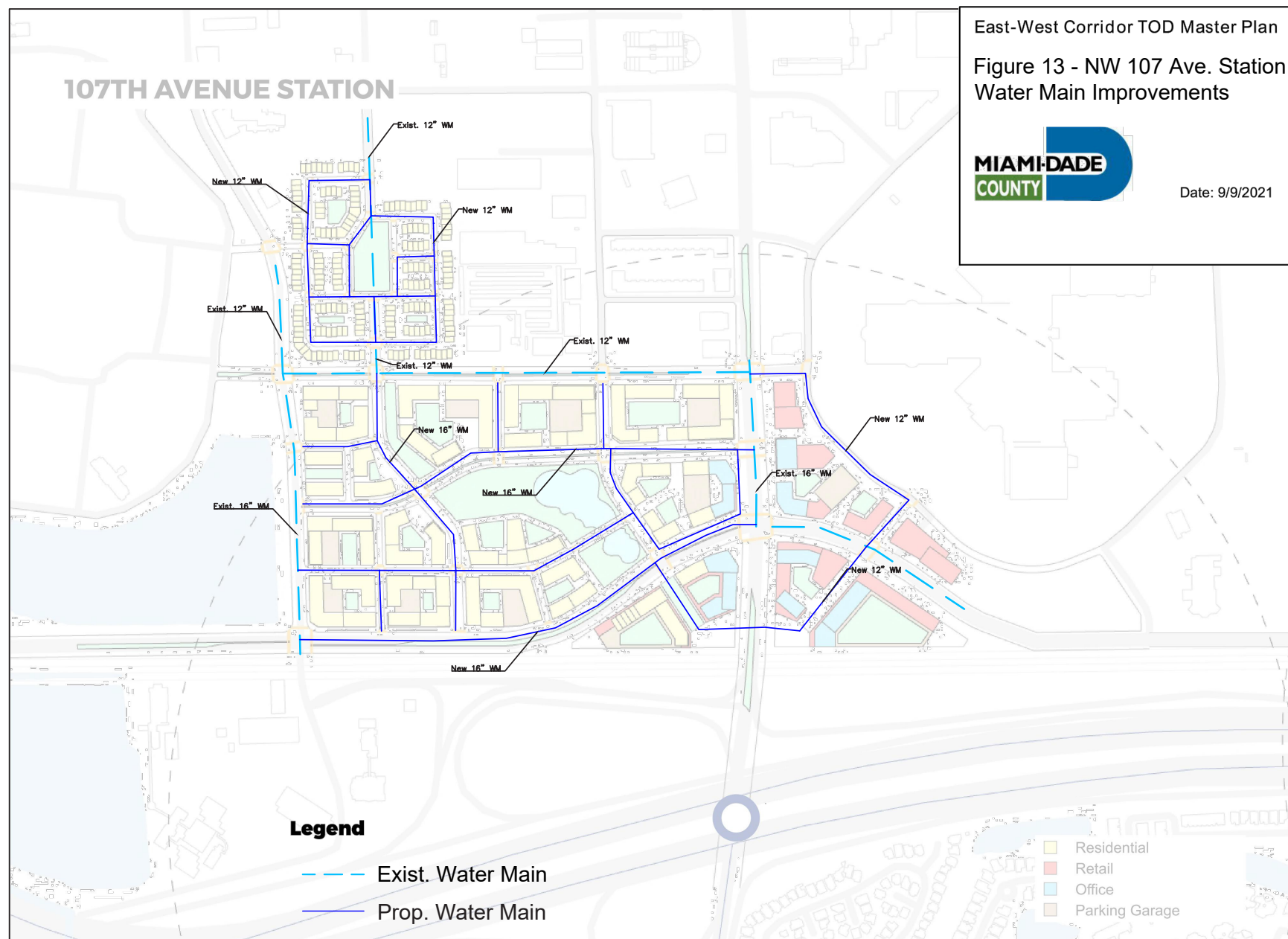
### FIGURE 12 Active Sewer Allocation Applications

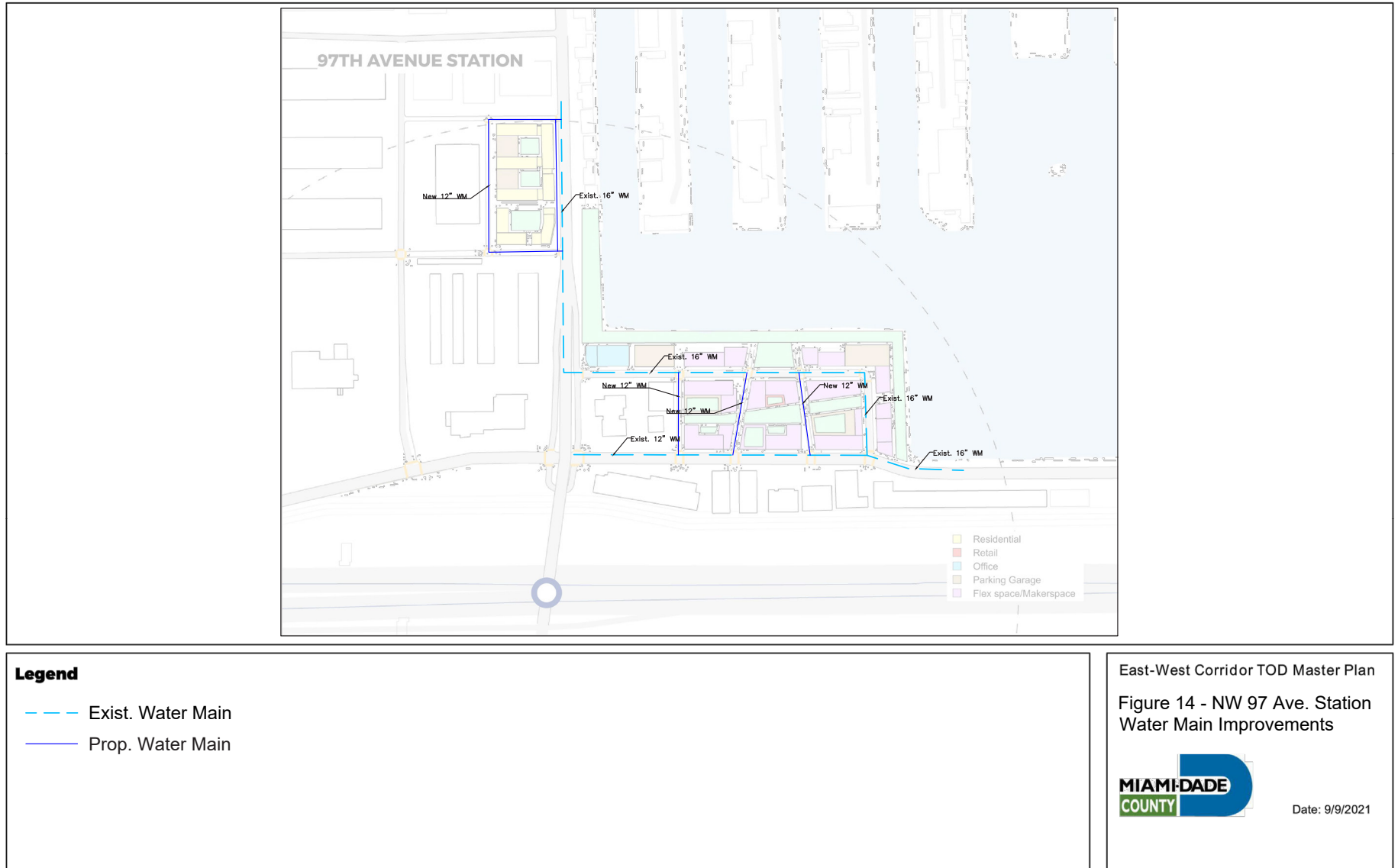


Date: 9/3/2019

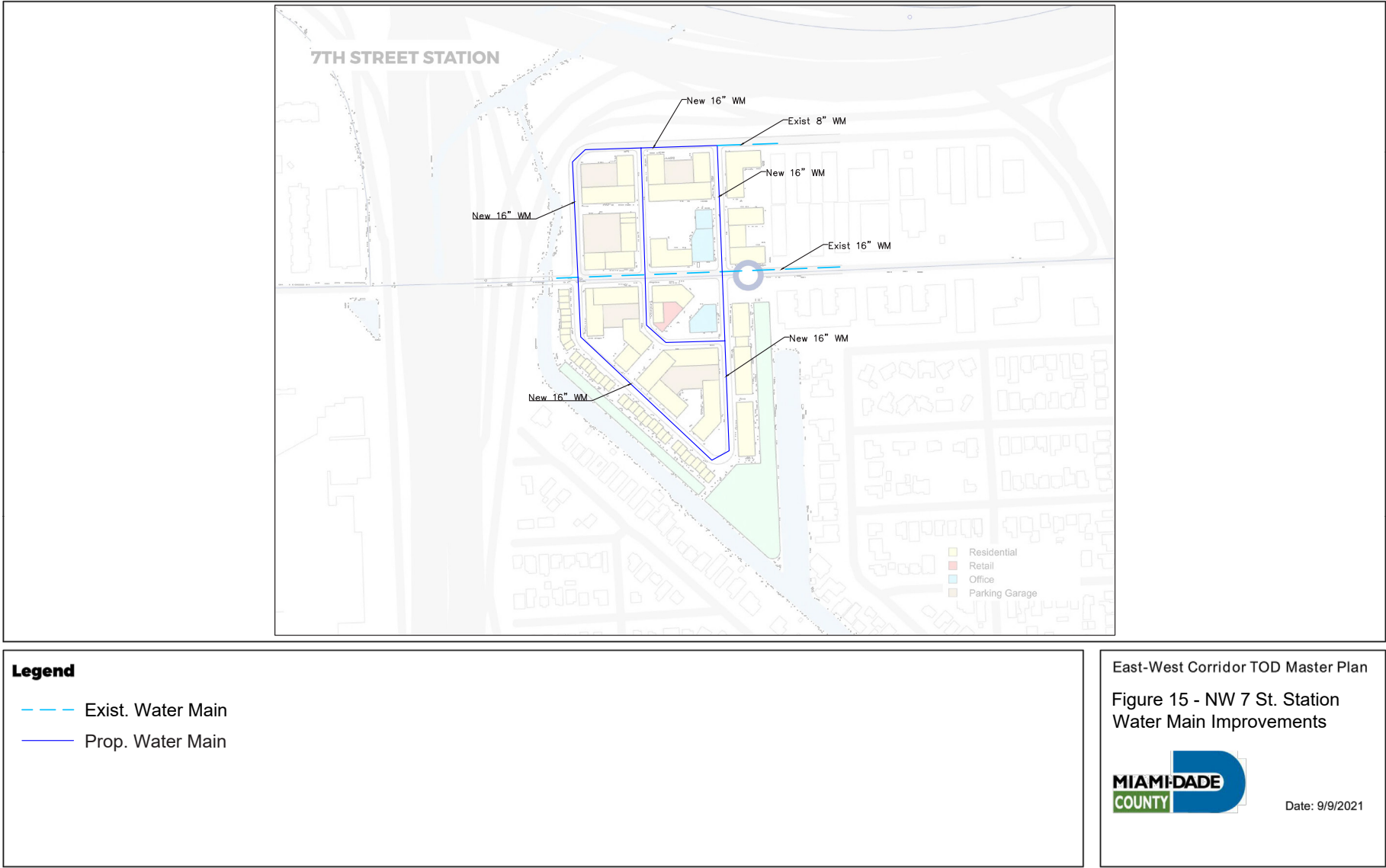


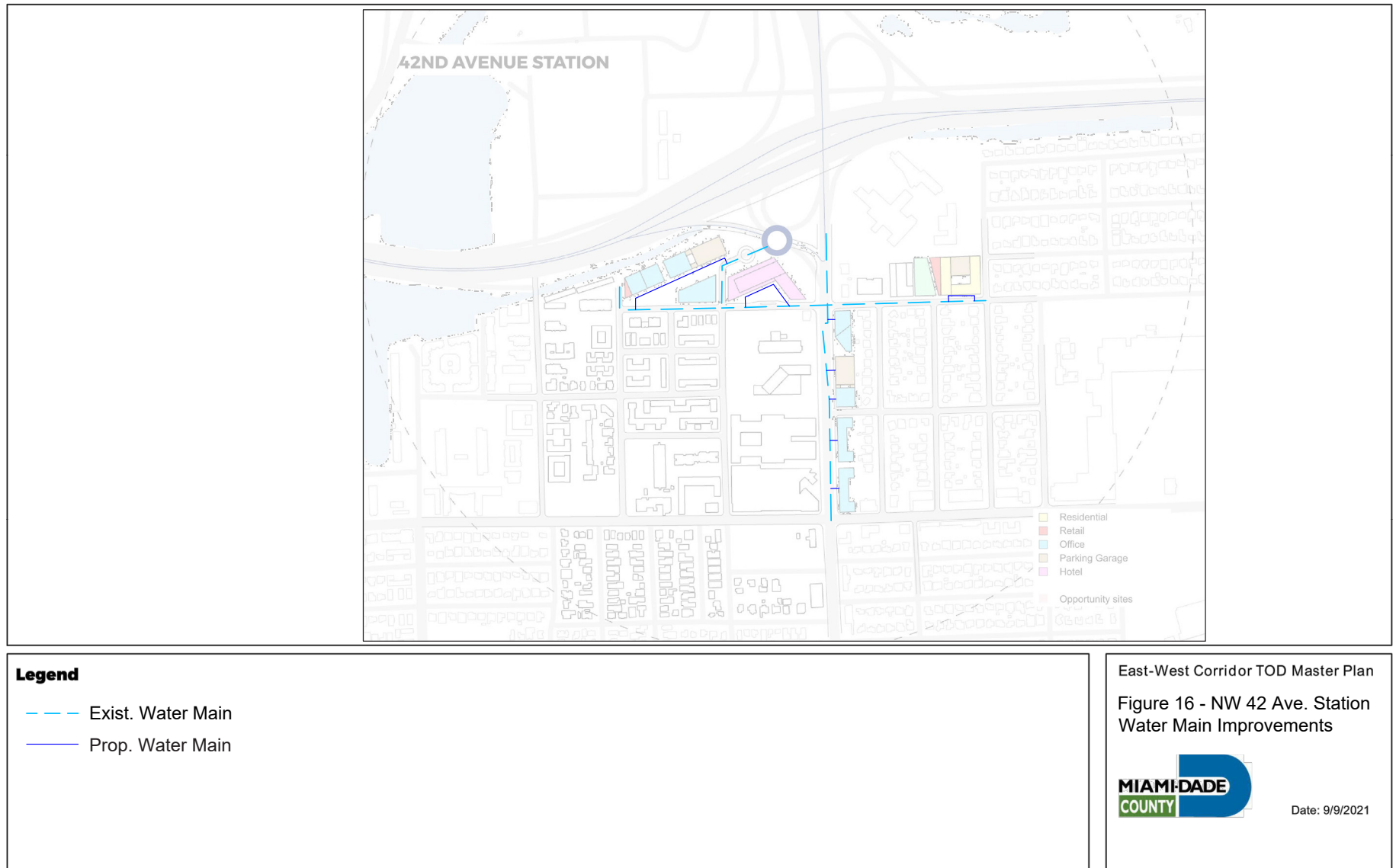
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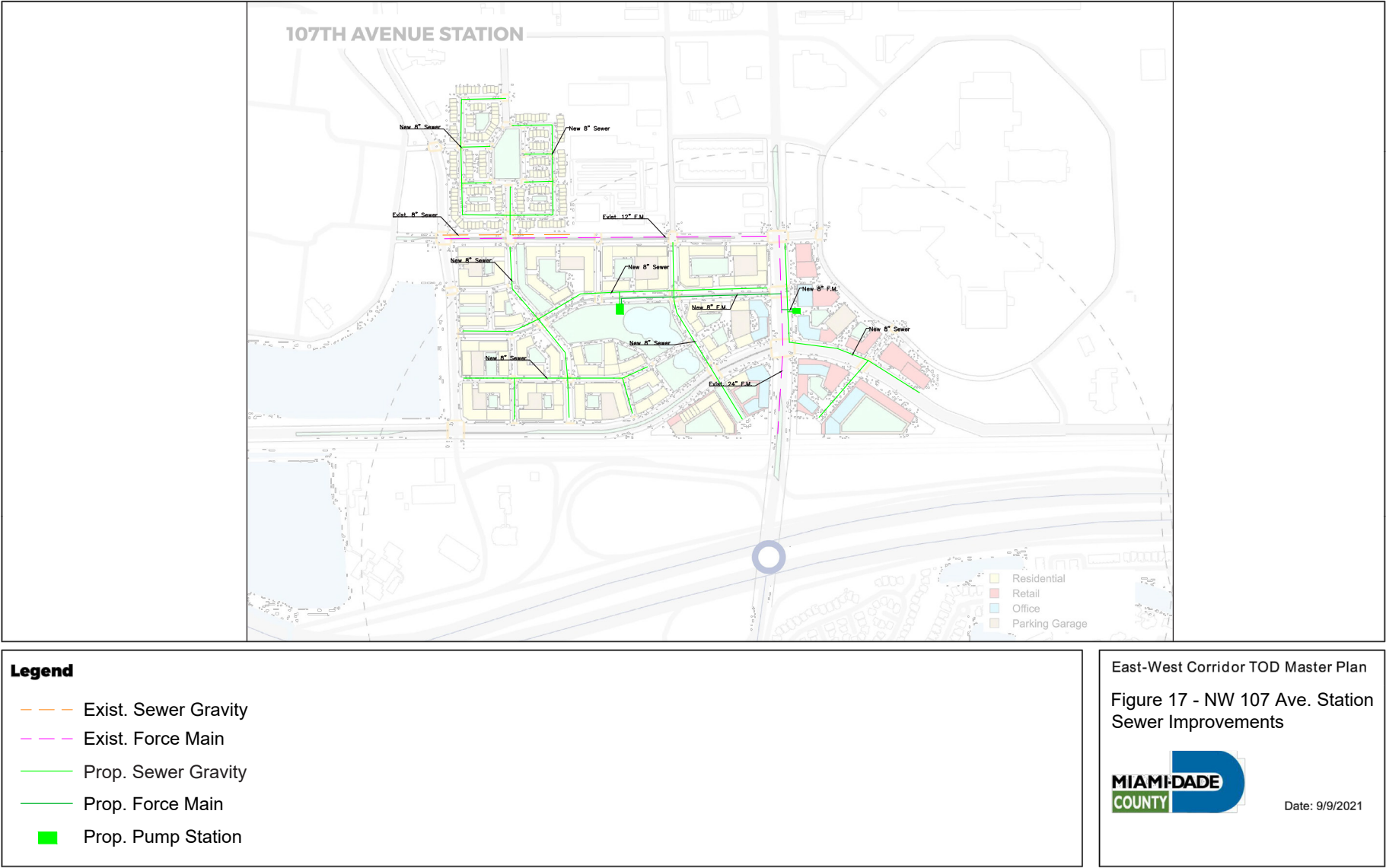


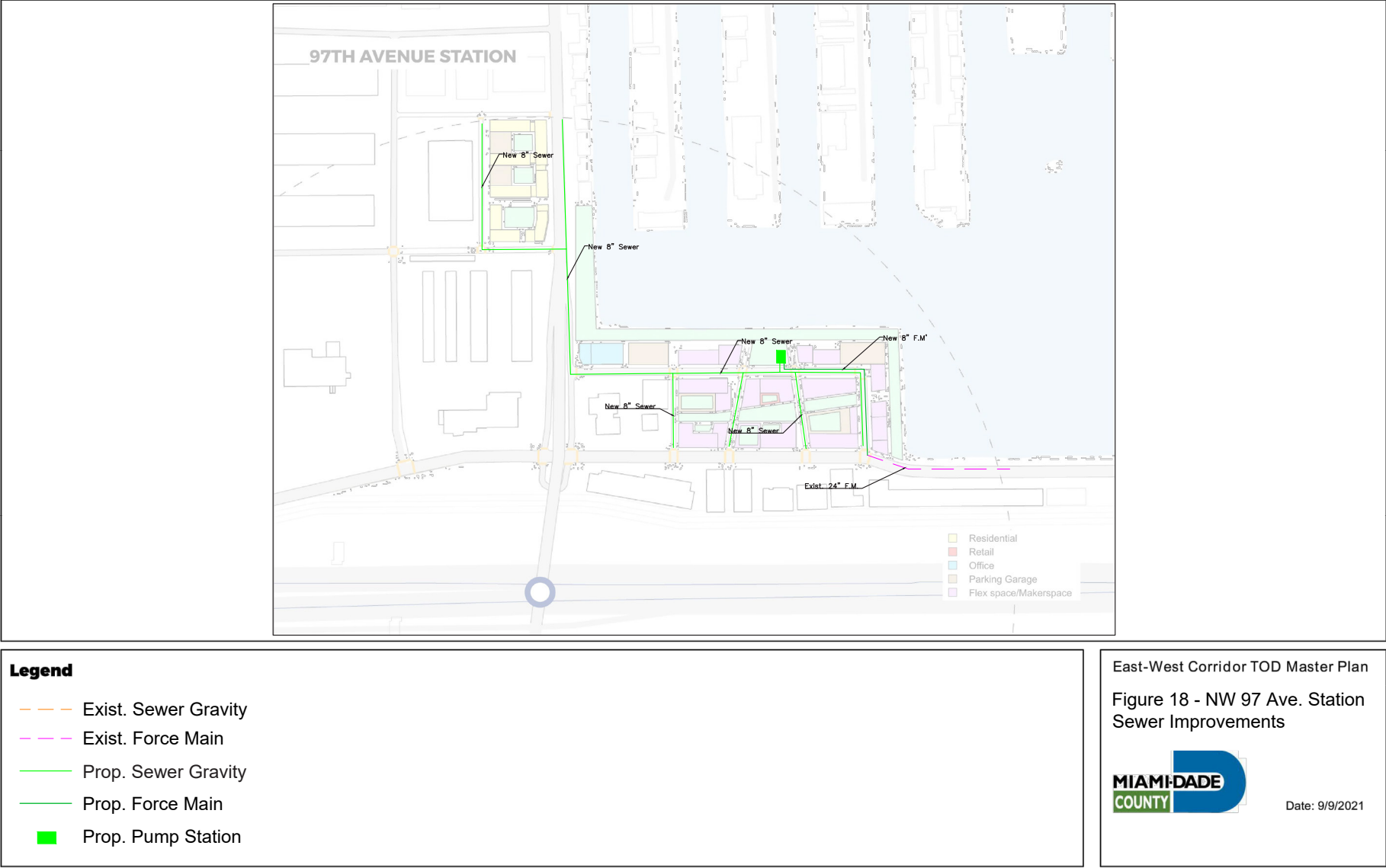




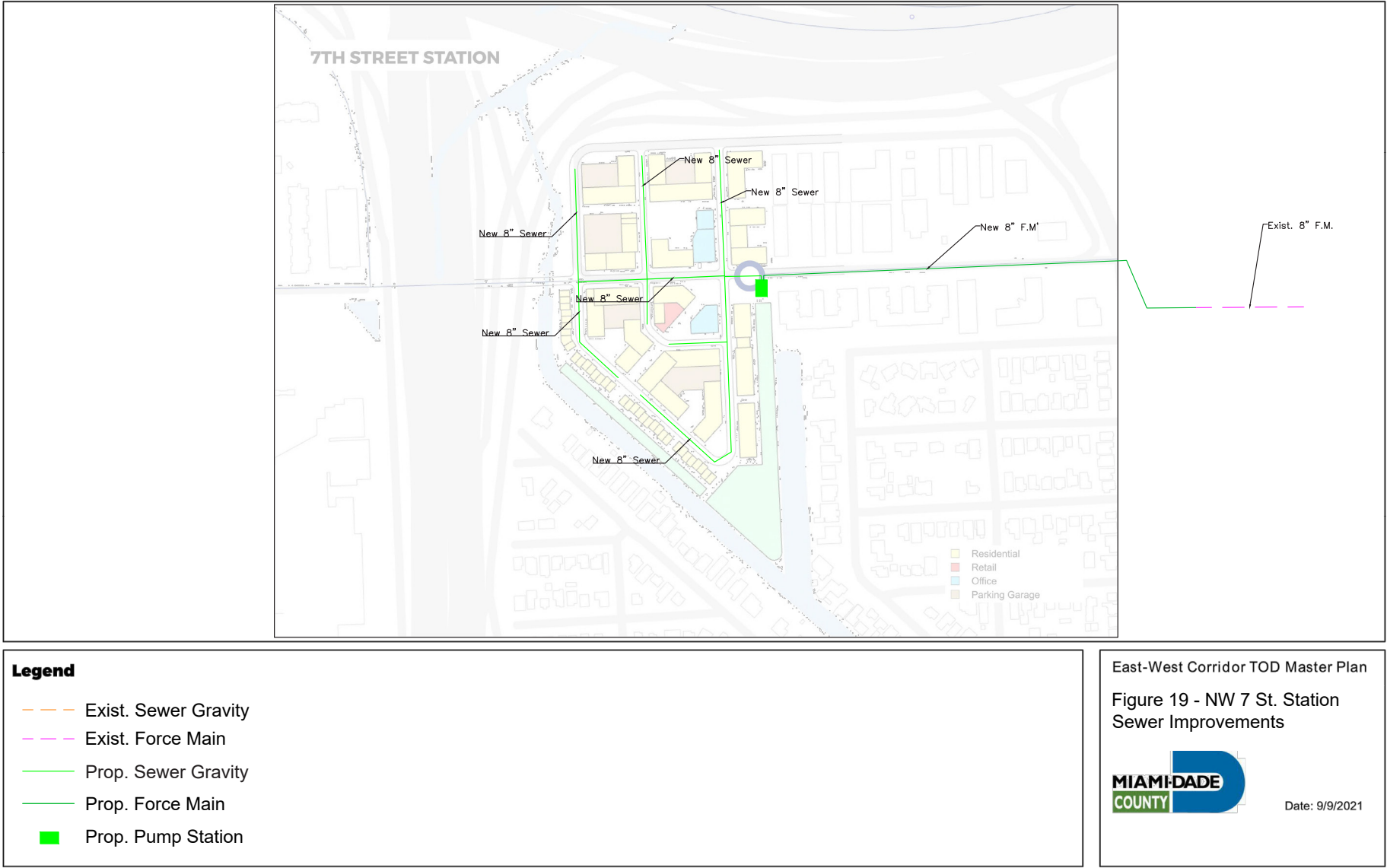


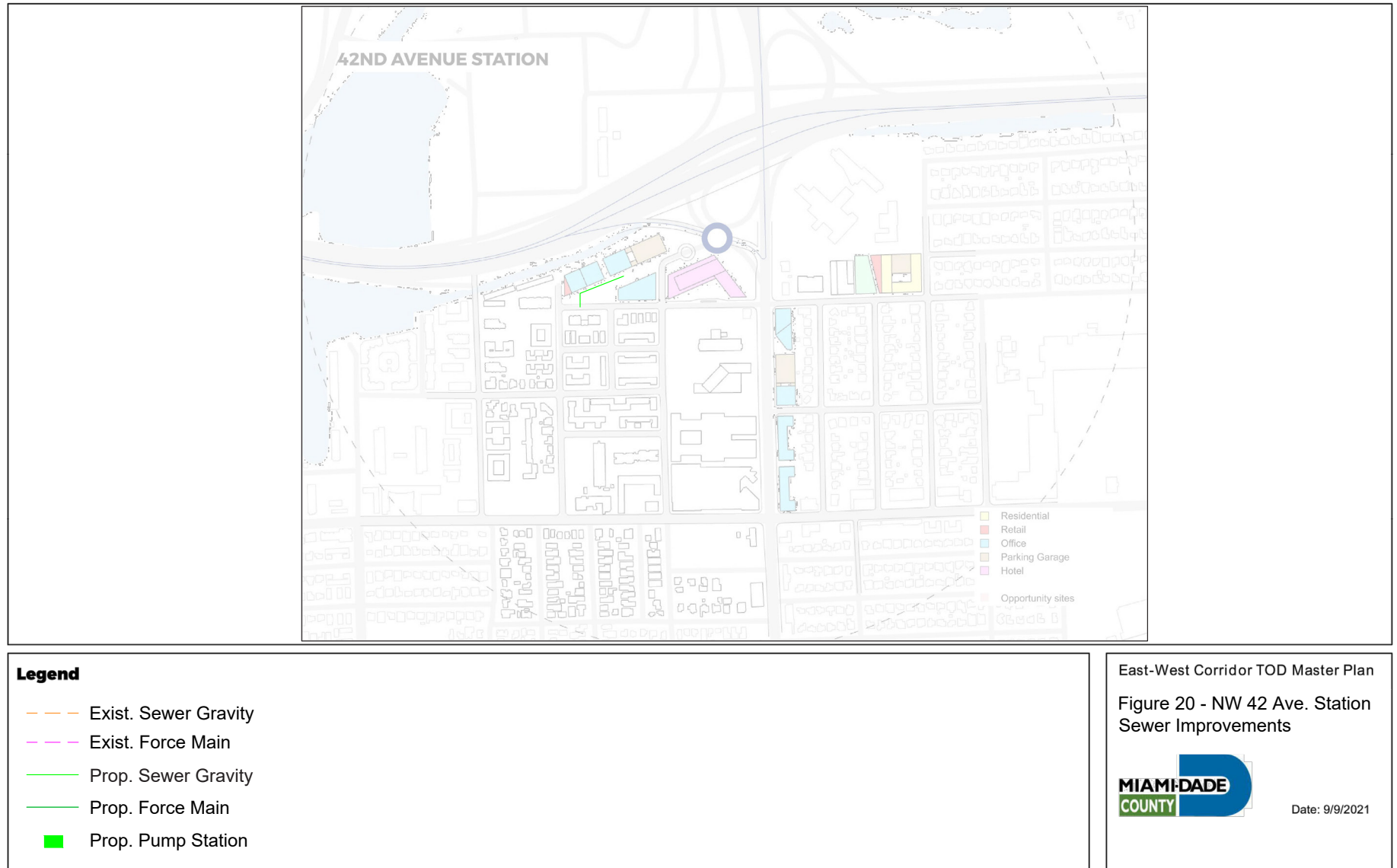












## 7.0 REGULATORY CONSIDERATIONS

Permitting of water and sewer infrastructure projects in Miami-Dade County is a lengthy and complex process that involves multiple regulatory agencies. In general, these projects involve the following agencies:

- Miami-Dade Water & Sewer Department
- Miami-Dade County Health Department
- FDEP
- Miami-Dade County Fire Department
- Miami-Dade County RER-DERM (both water & sewer)

Depending on the project location, based on municipal boundaries, additional agencies may be involved or require additional permits. In addition, final design shall be completed in accordance with FAC Rule 62-555.314 for minimum separation requirements and MDWASD Donation Standard Specifications and Details for Design and Construction. Prior to submitting the application for a Developer Agreement to MDWASD, the design team should make sure to apply for a Sewer Capacity Certification Letter (allocation) to DERM. In addition, the SFWMD may be involved if allocation exceeds water capacities in the system, as they are the agency that oversees Water Use Permits in the area.

The County permitting process has recently been moved to an online platform using e-Builder. All users shall register an account in the County's e-Builder system in order to have access to the regulatory process and all permit documents.

Finally, as with any planning level project, the information included in our analysis above has been prepared using current regulatory standards and available information provided by the agencies. It is important to note that regulatory requirements are constantly changing, typically becoming more stringent, but it is difficult to know what new or additional requirements will be in place at the time of development.

## 8.0 OTHER CONSIDERATIONS

It is important to note that demands used were based on population projections calculated in 2015. Fluctuations in population projections may have occurred between the time the projections were prepared and the present, and therefore water demand projections shown here are estimates. South Florida, especially Miami-Dade County, is experiencing a significant influx of residents from out of state, and therefore the projected demands may be different from actual population increase. The SR 836 corridor in particular is experiencing a surge in development, and allocation for these projects may ultimately affect the overall demands and system capacities associated with each service provider. Large developments within the corridor, such as the proposed Major League Soccer Stadium on the site of the Melreese Golf Course on the eastern end of the corridor, should be tracked, as any large development would increase demands on the system.

Overall, the water and sewer system in the area has a higher capacity than actual water usage, and therefore minor improvements associated with the TOD corridor should not have a significant impact or increase in demand that would require improvements to the major infrastructure. However, once the stations and other improvements related to the TOD corridor have been further developed, and once detailed designs for these improvements are under way, further discussions with the service providers should take place prior to its implementation to ascertain that system capacities will not be exceeded by these proposed improvements.

In addition, design efforts should include discussions related to water conservation and use efficiency efforts. MDWASD has an extensive program to implement efficiency in water use and is committed to water conservation. These programs include rebates for high-efficiency fixtures, leak detection and other technologies to minimize waste. The design should include discussions that incorporate these efforts.

Another factor to consider is the effect of Sea Level Rise and Climate Change, and how they will affect the water resources in the region and the TOD corridor boundary. Saltwater intrusion may alter freshwater quality, therefore changing the current dynamics of potable water resources in the County. The Miami-Dade Board of County Commissioners has passed in the past few years multiple ordinances and resolutions identifying the need for resilient infrastructure and strengthening its commitment to resilient and sustainable design. As South Florida has become one of the epicenters of sea level rise, the regulatory environment will certainly become more stringent and require further evaluations towards sustainable design. As this project moves from planning level to design efforts, further discussions related to this topic are needed with County officials to identify possible future standards that may be imposed so that all infrastructure costs are accounted.

Finally, as population is an estimate and always a moving target, further discussions are needed with MDWASD and other service providers to identify fluctuations in the system that might affect water services to proposed transit stations along the corridor and their associated developments.

ATTACHMENT A  
SCHEDULE OF DAILY RATED  
GALLONAGE FOR VARIOUS  
OCCUPANCY



**EXHIBIT "B" OF AGREEMENT  
BETWEEN  
MIAMI-DADE COUNTY  
AND**

**SCHEDULE OF DAILY RATED GALLONAGE FOR VARIOUS OCCUPANCY**

<b><u>TYPES OF LAND USES</u></b>	<b><u>GALLONS PER DAY (GPD)</u></b>
<b>RESIDENTIAL LAND USES</b>	
Single Family Residence	210 gpd/unit (under 3,001 sq. ft.)
	310 gpd/unit (3,001-5,000 sq. ft.)
	510 gpd/unit (over 5,000 sq. ft.)
Townhouse Residence	165 gpd/unit
Apartment	135 gpd/unit
Mobile Home Residence/Park	160 gpd/unit
Duplex or Twin Home Residence	150 gpd/unit
Residential Facility/Institution:	
a) Congregate Living Facility (CLF)	75 gpd/bed
b) Apartment Dormitory	100 gpd/unit
c) Fire Station	10 gpd/100 sq. ft.
d) Jail	150 gpd/person
e) Other	100 gpd/person
<b>COMMERCIAL LAND USES</b>	
Airport:	
a) Common Area/Concourse/Retail	10 gpd/100 sq. ft.
b) Food Service	see restaurant use for allocation
Bank	10 gpd/100 sq. ft.
Banquet Hall (with or without kitchen)	10 gpd/100 sq. ft.
Bar, Cocktail Lounge, Nightclub, or Adult Entertainment	20 gpd/100 sq. ft.
Barber Shop	10 gpd/100 sq. ft.
Beauty Shop	25 gpd/100 sq. ft.
Big Box Retail	2.5 gpd/100 sq. ft.
Bowling Alley	100 gpd/lane
Car Wash:	
a) Manual Washing	350 gpd/bay
b) Automated Washing	5,500 gpd/bay
Coin Laundry	110 gpd/washer
Country Club with or without kitchen	20 gpd/100 sq. ft.
Dentist's Office	20 gpd/100 sq. ft.
Fitness Center or Gym	10 gpd/100 sq. ft.
Funeral Home	5 gpd/100 sq. ft.
Gas Station/Convenience Store/Mini-Mart:	
a) Without car wash	450d/unit
b) With single automated car wash	1,750 gpd/unit
Additional single automated car wash	1,300 gpd/unit
Hospital	250 gpd/bed
Hotel or Motel	115 gpd/room

<b>TYPES OF COMMERCIAL LAND USES (CONTINUED)</b>	
House of Worship	10 gpd/100 sq. ft.
Industrial use NOT discharging a process wastewater and NOT utilizing potable water for an industrial process (including but not limited to automotive repair, boat repair, carpentry, factory, machine shop, welding)	4 gpd/100 sq. ft.
Industrial use discharging a process wastewater or utilizing potable water for an industrial process based on system design and evaluation by the Department	4 gpd/100 sq. ft.
Kennel	15 gpd/100 sq. ft.
Marina	60 gpd/slip
Nail Salon	30 gpd/100 sq. ft.
Nursing/Convalescent Home	125 gpd/bed
Office Building	5 gpd/100 sq. ft.
Pet Grooming	20 gpd/100 sq. ft.
Physician's Office	20 gpd/100 sq. ft.
Public Park:	
a) With toilets only	5 gpd/person
b) With toilets and showers	20 gpd/person
Public Swimming Pool Facility	30 gpd/person
Recreational Vehicle (RV) Park (seasonal use)	150 gpd/space
Restaurant	
a) Fast Food	65 gpd/100 sq. ft.
b) Full Service	100 gpd/100 sq. ft.
c) Take-Out	100 gpd/100 sq. ft.
Retail	10 gpd/100 sq. ft.
School:	
a) Day care/Nursery (adults and children)	10 gpd/100 sq. ft.
b) Regular school	12 gpd/100 sq. ft.
Self-service storage units	1.5 gpd/100 sq. ft.
Shopping Center/Mall Shell/Common Area	10 gpd/100 sq. ft.
Spa	20 gpd/100 sq. ft.
Sporting Facilities and Auditorium	3 gpd/seat
Theater	
a) Indoor	1 gpd/seat
b) Outdoor/Drive-in	5 gpd/space
Veterinarian Office	20 gpd/100 sq. ft.
Warehouse/Speculation Building	2 gpd/100 sq. ft.
Wholesale Food Preparation (including but not limited to meat markets and commissaries)	35 gpd/100 sq. ft.

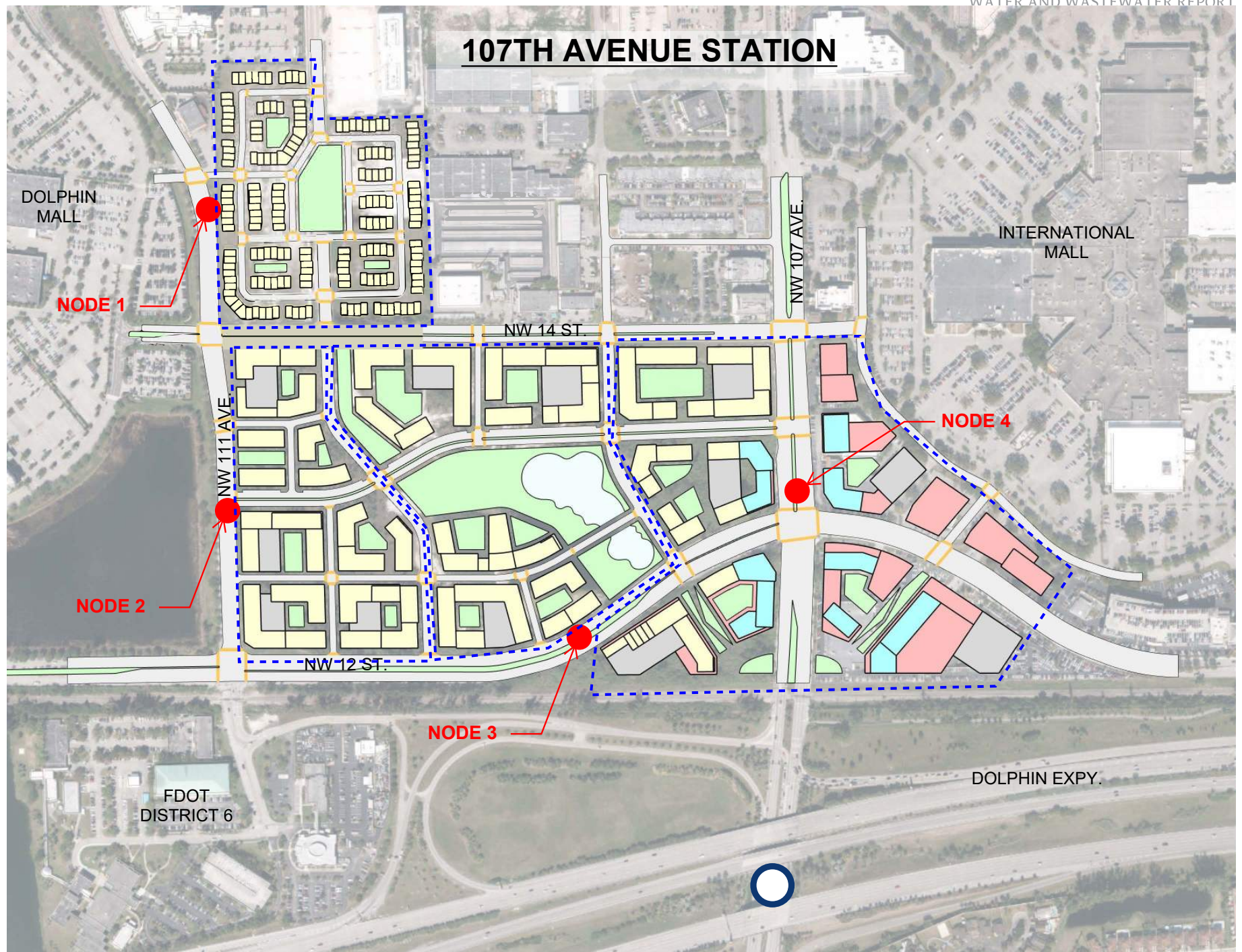
**LEGEND:**

gpd           - gallons per day  
sq. ft.       - square feet

**NOTES:**

- 1) Sewage gallonage refers to sanitary sewage flow on a per unit and/or use basis for average daily flow in gallons per day.
- 2) Condominiums shall be rated in accordance with the specific type of use (e.g., apartment, townhouse, warehouse, etc.).

ATTACHMENT B  
NODE LOCATIONS  
AND  
PROJECTED DEMANDS









DOLPHIN EXPY.

## 7TH STREET STATION

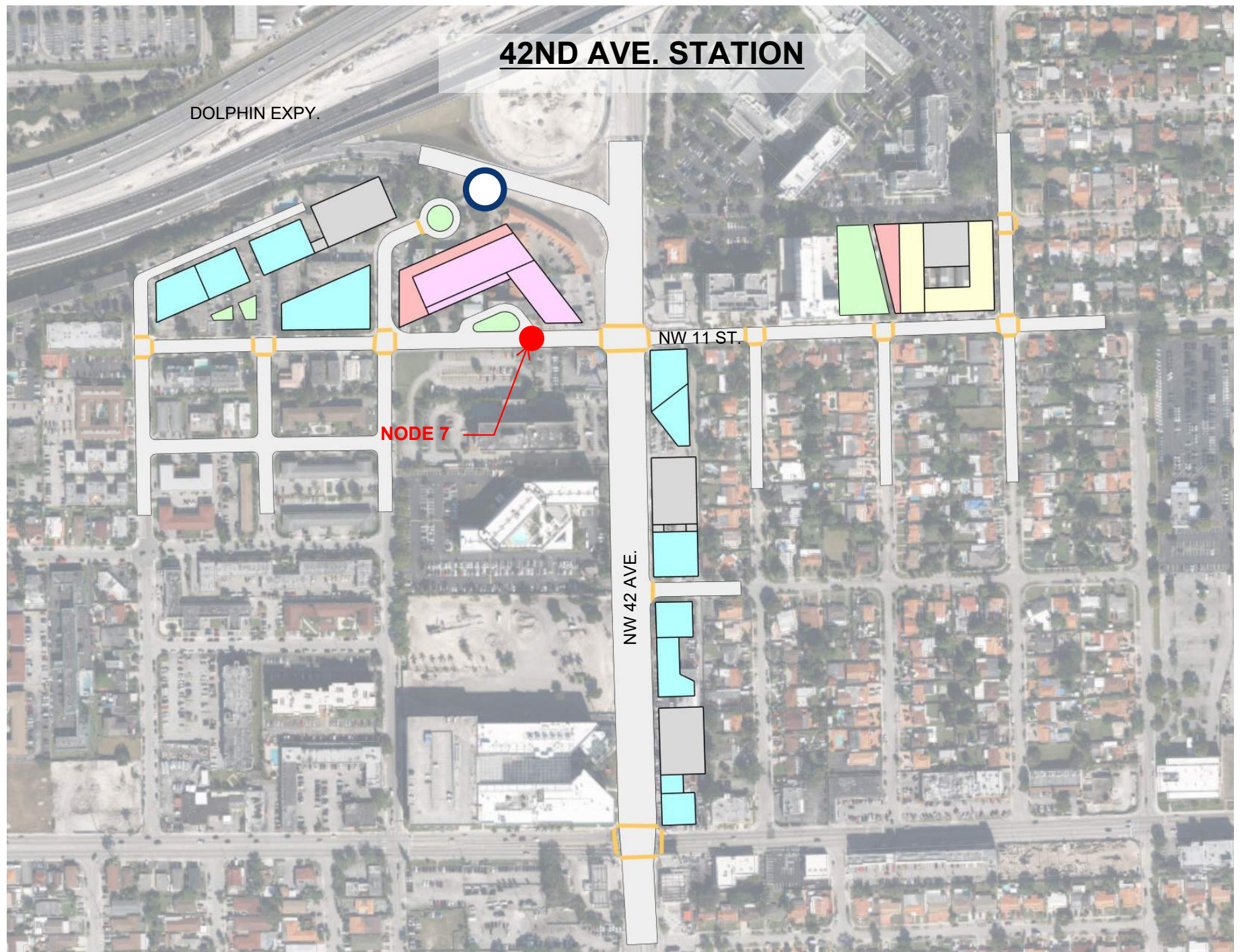
NODE 6

NW 7 ST.

PALMETTO EXPY.







E-W TOD STUDY  
PROJECTED DEMANDS

Station	Node	Use Type	Units/Sq. Ft.	Rated Gallonage	Demand (gpd)	Total Node Demand (gpd)
107th Ave	Node 1	Office	-	5 gpd/100 sq. ft.	-	81,708
		Townhouse	495	165 gpd/unit	81,708	
		Appartment	-	135 gpd/unit	-	
		Retail	-	10 gpd/100 sq. ft.	-	
	Node 2	Office	-	5 gpd/100 sq. ft.	-	267,408
		Townhouse	-	165 gpd/unit	-	
		Appartment	1,981	135 gpd/unit	267,408	
		Retail	-	10 gpd/100 sq. ft.	-	
	Node 3	Office	-	5 gpd/100 sq. ft.	-	200,556
		Townhouse	-	165 gpd/unit	-	
		Appartment	1,486	135 gpd/unit	200,556	
		Retail	-	10 gpd/100 sq. ft.	-	
	Node 4	Office	479,700	5 gpd/100 sq. ft.	23,985	302,113
		Townhouse	-	165 gpd/unit	-	
		Appartment	990	135 gpd/unit	133,704	
		Restaurant	103,160	100 gpd/100 sq. ft.	103,160	
		Retail	412,640	10 gpd/100 sq. ft.	41,264	
97th Ave.	Node 5	Flex - Residential	522	135 gpd/unit	70,421	420,023
		Flex - Restaurant	315,592	100 gpd/100 sq. ft.	315,592	
		Flex - Retail	315,592	10 gpd/100 sq. ft.	31,559	
		Office	49,000	5 gpd/100 sq. ft.	2,450	
7th Street	Node 6	Appartment	2,077	135 gpd/unit	280,395	310,327
		Restaurant	16,880	100 gpd/100 sq. ft.	16,880	
		Retail	67,520	10 gpd/100 sq. ft.	6,752	
		Office	126,000	5 gpd/100 sq. ft.	6,300	
42 Ave.	Node 7	Appartment	275	135 gpd/unit	37,125	195,100
		Restaurant	30,560	100 gpd/100 sq. ft.	30,560	
		Retail	122,240	10 gpd/100 sq. ft.	12,224	
		Office	568,300	5 gpd/100 sq. ft.	28,415	
		Hotel	755	115 gpd/room	86,776	

# ATTACHMENT C

## LETTERS OF AVAILABILITY





**Water and Sewer**  
 PO Box 330316 • 3575 S. Lejeune Road  
 Miami, Florida 33233-0316  
 T 786-268-5360 F 786-268-5150

June 14, 2021

alan.sterental@wsp.com

Alan Sterental  
 7650 Corporate Center Dr, Suite 300  
 Miami FL 33126

**Re: Water and Sewer Availability for Project East-West SMART Corridor TOD Master Plan Water and Wastewater Analysis Nodes 1 - 4**  
**LOA Number:021 - 724**

To Whom It May Concern:

This letter is in response to your inquiry regarding water and/or sewer availability for the construction and connection of the following:

#### Property Information

Folio #	Subdivision	Lot	Block	Address
3530320080125				NW 107 AVE & NW 12 ST
3530320080121				NW 107 AVE & NW 12 ST
3530320080090				NW 107 AVE & NW 12 ST
3530320080021				NW 107 AVE & NW 12 STNW 107 AVE & NW 12 ST
3530320080120				NW 107 AVE & NW 12 ST
3530320080115				NW 107 AVE & NW 12 STNW 107 AVE & NW 12 ST
2530310540020				NW 107 AVE & NW 12 ST
2530310160030				NW 107 AVE & NW 12 ST
3530320080020				NW 107 AVE & NW 12 ST
2530310170010				NW 107 AVE & NW 12 ST
3530320080022				NW 107 AVE & NW 12 ST
2530310350010				NW 107 AVE & NW 12 ST
2530310000021				NW 107 AVE & NW 12 ST
2530310170020				NW 107 AVE & NW 12 ST

#### Types of Units to be Constructed

Proposed Use	Square Footage/ # Units	Water Gallons Per Day	Sewer Gallons Per Day
Townhouse (165 gpd/unit)	495	81,675	81,675
Apartment (135 gpd/unit)	4457	601,695	601,695
Office Building (5 gpd/100 sq ft)	479700	23,985	23,985
Retail (10 gpd/100 sq ft)	515800	51,580	51,580

Construction connection charges and connection charges shall be determined once the developer enters into an agreement for water and sewer service, provided the Department is able to offer those services at the time of the developer's request. Information concerning the estimated cost of facilities must be obtained from a consulting engineer. All costs of engineering and construction will be the responsibility of the developer. Easements must be provided covering any on-site facilities that will be owned and operated by the Department.

Please be advised that the right to connect the referenced property to the Department's sewer system is subject to the terms, covenants and conditions set forth in court orders, judgments, consent orders, consent decrees and the like entered into between the County and the United States, the State of Florida and/or any other governmental entity, including but not limited to, the Consent Decree entered on April 9, 2014, in the United States of America, State of Florida and State of Florida Department of Environmental Protection v. Miami-Dade County, Case No. 1:12-cv-24400-FAM, as well as all other current, subsequent or future enforcement and regulatory actions and proceedings.

This letter is for informational purposes only and conditions remain in effect for thirty (30) days from the date of this letter. Nothing contained in this letter provides the developer with any vested rights to receive water and/or sewer service. The availability of water and/or sewer service is subject to the approval of all applicable governmental agencies having jurisdiction over these matters. When development plans for the subject property are finalized, and upon the developer's request, the Department will prepare an agreement for service, provided the Department is able to offer those services at the time of the developer's request. The agreement will detail requirements for off-site and on-site facilities, if any, points of connection, connection charges, capacity reservation and all other terms and conditions necessary for service in accordance with the Department's rules and regulations.

Attached please find the Points of Connection (POC) Memo. If you need further assistance in this matter, please contact us.

Very truly yours,

Maria Capote  
 Utilities Supervisor



**Water and Sewer**  
PO Box 330316 • 3575 S. Lejeune Road  
Miami, Florida 33233-0316  
T 786-268-5360 F 786-268-5150

#### POINT OF CONNECTION

PROJECT NAME:	<b>East-West SMART Corridor TOD Master Plan Water and Wastewater Analysis Nodes 1 - 4</b>		
LOA NUMBER:	021 - 724		
WATER GALLONS PER DAY:	758,935	SEWER GALLONS PER DAY	758,935
PROJECT LOCATION:	NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 STNW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 STNW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST		
PROJECT DESCRIPTION:	Planning Level Study to identify needed water & sewer improvements as part of the future project from DTPW East-West SMART Corridor TOD Master Plan		
EXISTING ZONING:	CC (Commercial Corridor District), DCUC (Dolphin Community Urban Center), C-2 (Special Commercial District), I-1 (Industrial Light Manufacturing District), I-2 (Industrial Heavy Manufacturing District), IU (Interim Use District), and I-3 (Industrial Conditional District)	ATLAS PAGE:	S-13

#### WATER:

Note to New Business Section: Please be advised that per M-D County ArcMap G.I.S. MDC.WetLandAOC layer, this project falls within protected wetland areas; therefore, the agreement will require specific language advising the customer of all necessary permits from M-D County R.E.R. Dept. before commencement of any work under this project.

Since property Folio No. 25-3031-000-0021 is connecting to M-D WASD water system for the first time, the developer is required to install a water main along one entire boundary of the property, as per M-D WASD Rules & Regulations, Section 2.02(1) and 2.04(2)(d).

Therefore, the developer shall connect to an existing twelve (12)-in. w.m. (E1492-1) in N.W. 111 Ave. at N.W. 12 St., and

extend a sixteen (16)-in. w.m. westerly in N.W. 12 St. to N.W. 107 Ave., interconnecting to an existing sixteen (16)-in. w.m. (E9584-3) at that location.

Oversizing credit applies from a twelve (12)-in. w.m. to a sixteen (16)-in. w.m. in N.W. 12 St. (Section line). Approximately 2,300 ft.

In addition, the developer shall connect to any of the existing water mains:

1. An existing twelve (12)-in. w.m. (E1193-2) in N.W. 110 Ave., north of N.W. 14 St.
2. An existing twelve (12)-in. w.m. (E1193-3) in N.W. 14 St., between N.W. 111 Ave. and N.W. 107 Ave.
3. An existing twelve (12)-in. w.m. (E1492-1) in N.W. 111 Ave., between N.W. 14 St. and N.W. 12 St.
4. An existing sixteen (16)-in. w.m. (E9584-3) in N.W. 107 Ave., between N.W. 14 St. and N.W. 12 St.
5. An existing sixteen (16)-in. w.m. (E9914-2,3 & 4) in N.W. 12 St., east of N.W. 107 Ave.
6. An existing twelve (12)-in. w.m. (E3114-1) in an MD WASD easement within property Folio No. 35-3032-008-0022.
7. An existing twelve (12)-in. w.m. (E3687-1) in an MD WASD easement within property Folio No. 35-3032-008-0020.
8. Existing twelve (12)-in. water mains (E10033-1) in MD WASD easements within property Folios No. 35-3032-008-0120, 35-3032-008-0121, 35-3032-008-0115, and 35-3032-008-0125.

Any public w.m. extension within the property shall be twelve (12)-in. minimum diameter. If two (2) or more fire services are to be connected to a public w.m., then the water system shall be looped with two (2) P.O.C.

There are water mains within the property, either in existing dedicated R/W or easements, which need to be removed and relocated if in conflict with the proposed development. Easements associated with mains to be removed and relocated shall be closed and vacated before starting construction in the easement(s) areas. In case of R/W to be closed and vacated within the property, mains shall be removed and relocated, if needed, before closing/ vacating them. Fire hydrants associated with mains to be removed and relocated shall be relocated as per Fire Department recommendations. Cutting and plugging of existing water mains shall be done by a licensed contractor under WASD supervision. Services to existing customers cannot be interrupted.

Water Basin	No
Water Basin Name	N/A
Water Basin Rate	0.00

Additional Service Program-WATER	No
Number of Residences - WATER	

**POINT OF CONNECTION**

PROJECT NAME:		East-West SMART Corridor TOD Master Plan Water and Wastewater Analysis Nodes 1 - 4		
LOA NUMBER:		021 - 724		
WATER GALLONS PER DAY:		758,935	SEWER GALLONS PER DAY	758,935
PROJECT LOCATION:		NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 STNW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 STNW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST NW 107 AVE & NW 12 ST		
PROJECT DESCRIPTION:		Planning Level Study to identify needed water & sewer improvements as part of the future project from DTPW East-West SMART Corridor TOD Master Plan		
EXISTING ZONING:		CC (Commercial Corridor District), DCUC (Dolphin Community Urban Center), C-2 (Special Commercial District), I-1 (Industrial Light Manufacturing District), I-2 (Industrial Heavy Manufacturing District), IU (Interim Use District), and I-3 (Industrial Conditional District)	ATLAS PAGE:	S-13

Note to New Business Section: Please be advised that per M-D County ArcMap G.I.S. MDC.WetLandAOC layer, this project falls within protected wetland areas; therefore, the agreement will require specific language advising the customer of all necessary permits from M-D County R.E.R. Dept. before commencement of any work under this project.

Since property Folio No. 25-3031-000-0021 is connecting to M-D WASD water system for the first time, the developer is required to install a water main along one entire boundary of the property, as per M-D WASD Rules & Regulations, Section 2.02(1) and 2.04(2)(d).

Therefore, the developer shall connect to an existing twelve (12)-in. w.m. (E1492-1) in N.W. 111 Ave. at N.W. 12 St., and

1. An existing twelve (12)-in. w.m. (E1193-2) in N.W. 110 Ave., north of N.W. 14 St.
2. An existing twelve (12)-in. w.m. (E1193-3) in N.W. 14 St., between N.W. 111 Ave. and N.W. 107 Ave.
3. An existing twelve (12)-in. w.m. (E1492-1) in N.W. 111 Ave., between N.W. 14 St. and N.W. 12 St.
4. An existing sixteen (16)-in. w.m. (E9584-3) in N.W. 107 Ave., between N.W. 14 St. and N.W. 12 St.
5. An existing sixteen (16)-in. w.m. (E9914-2,3 & 4) in N.W. 12 St., east of N.W. 107 Ave.
6. An existing twelve (12)-in. w.m. (E3114-1) in an MD WASD easement within property Folio No. 35-3032-008-0022.
7. An existing twelve (12)-in. w.m. (E3687-1) in an MD WASD easement within property Folio No. 35-3032-008-0020.
8. Existing twelve (12)-in. water mains (E10033-1) in MD WASD easements within property Folios No. 35-3032-008-0120, 35-3032-008-0121, 35-3032-008-0115, and 35-3032-008-0125.

There are water mains within the property, either in existing dedicated R/W or easements, which need to be removed and relocated if in conflict with the proposed development. Easements associated with mains to be removed and relocated shall be closed and vacated before starting construction in the easement(s) areas. In case of R/W to be closed and vacated within the property, mains shall be removed and relocated, if needed, before closing/ vacating them. Fire hydrants associated with mains to be removed and relocated shall be relocated as per Fire Department recommendations. Cutting and plugging of existing water mains shall be done by a licensed contractor under WASD supervision. Services to existing customers cannot be interrupted.

Water Basin	No
Water Basin Name	N/A
Water Basin Rate	0.00

Additional Service Program-WATER	No
Number of Residences - WATER	

Water - Additional Services Program (ASP)			
No.	Property Address	Property Folio	Service Size

Oversizing Credit	Yes
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Water – Oversizing Credit		
No.	Pipe Size	Linear Foot

**SEWER:**

As per P.S. Compliance Section and Planning and Modeling's recommendations, the developer shall connect as follows:

Node 1 - 495 Townhomes (81,675 GPD's):

P.S. No. 30-0174 will have to be upgraded in order to connect to the gravity sewer system. The upgrade consists of two (2) new pumps of 47 HP and a new electrical control panel.

Once these upgrades are performed and the P.S. is certified by the USEPA, the developer shall connect to any of the eight (8)-in. gravity sewers (ES5181-2, 3, & 4) in N.W. 14 St., abutting the southern boundary of the property, and/ or in MD WASD easements in the eastern and western boundaries of the property.

Please be aware that, at the time of the Agreement, the E.O.R. will be required to provide the distribution of flows to the gravity sewer mains in order to update the Capacity Analysis.

If UNITY OF TITLE does not apply, then any gravity sewer within the property shall be public and eight (8)-in. minimum in diameter.

Note: Planning and Modeling Section provided Gravity Sewer Capacity Analysis on: 06-11-21.

Note to New Business Section: Please add the "approved language" for this agreement in reference to the additional sewage connection charges for P.S. No.174 and 155 Doral Basins.

Nodes 2, 3, and 4:

New Public Pump Station(s) are required. The amount of Pump Stations will be determined by the E.O.R.'s design. The new Pump Station(s) design capacity, basin boundaries, and size of proposed force mains required to connect to WASD sewer system will be determined by the Force Main Pressure Analysis to be performed by Planning and Modeling Section at the time of the Agreement.

The developer shall connect to any of the existing twenty-four (24)-in. F.M. (No As-built found but see ES4804-1 and ES5181-5) in N.W. 107 Ave., and twelve (12)-in. F.M. (ES5181-5) in N.W. 14 St., and extend minimum eight (8)-in. force mains, as required to provide service to the new Public Pump Station(s).

Please be advised that the new public P.S. site dimensions are 45-ft.x65-ft., shall be deeded to the M-DWASD, and must be shown on plat, having direct access to either dedicated public (Right of Way) R/W or to ingress-egress paved access and utility easement with a minimum width of 20-ft.

Additionally, the developer shall connect to the aforementioned proposed public P.S., and extend eight (8)-in. minimum gravity sewer mains AT FULL DEPTH in public R/W as required to provide service to all of the properties within the proposed development.

If UNITY OF TITLE does not apply, then any gravity sewer within the properties shall be public and eight (8)-in. minimum diameter.

There are sewer mains within the property, either in existing dedicated R/W or easements, which need to be removed and relocated if in conflict with the proposed development. Easements associated with mains to be removed and relocated shall be closed and vacated before starting construction in the easement(s) areas. In case of R/W to be closed and vacated within the property, mains shall be removed and relocated, if needed, before closing/ vacating them. Services to existing customers cannot be interrupted.

Sewer Basin	Yes
Sewer Basin Name	Doral Basin Special Sewer
Sewer Basin Rate	7.030.00

Additional Service Program-SEWER	No
Number of Residences - SEWER	

Sewer - Additional Services Program (ASP)			
No.	Property Address	Property Folio	Service Size

Gravity Sewer	No
Oversizing Credit	

Gravity Sewer – Oversizing Credit		
No.	Pipe Size	Linear Foot

Force Main	No
Oversizing Credit	

Force Main – Oversizing Credit		
No.	Pipe Size	Linear Foot

**PUMP STATION:**

Existing Public Pump Station and new Public Pump Stations.

Pump Station Compliance Section provided recommendations for Pump Station No. 30-0174 on: 05-21-21.  
Pump Station Compliance Section provided recommendations for Pump Station No. 30-0155 on: 04-28-21.

New Pump Station	Yes
New generator, including building	Yes
Existing Pump Station improvement	Yes
Pump Station Number	30-0174
Proposed N.A.P.O.T. (hours)	13.43
Pump Station Status	OH: OK - HAMA Limited

PREPARED BY:

Printed Name of Reviewer

APPROVED BY:

Maria Capote

Printed Name of Supervisor





**Water and Sewer**  
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May 14, 2021

alan.sterental@wsp.com

Alan Sterental  
 7650 Corporate Center Dr, Suite 300  
 Miami Florida 33126

**Re: Water and Sewer Availability for Project East-West SMART Corridor TOD Master Plan Water and Wastewater Analysis Node 5**  
**LOA Number:021 - 725**

To Whom It May Concern:

This letter is in response to your inquiry regarding water and/or sewer availability for the construction and connection of the following:

#### Property Information

Folio #	Subdivision	Lot	Block	Address
3530330250001				NW 97 AVE & NW 12 ST
3530330040120				NW 97 AVE & NW 12 ST
3530330060010				NW 97 AVE & NW 12 ST
3530330030010				NW 97 AVE & NW 12 ST
3530330040110				NW 97 AVE & NW 12 ST
3530330040140				NW 97 AVE & NW 12 ST
3530330040130				NW 97 AVE & NW 12 ST

#### Types of Units to be Constructed

Proposed Use	Square Footage/ # Units	Water Gallons Per Day	Sewer Gallons Per Day
Apartment (135 gpd/unit)	522	70,470	70,470
Retail (10 gpd/100 sq ft)	315592	31,559.2	31,559.2
Office Building (5 gpd/100 sq ft)	49000	2,450	2,450
Restaurant Full Service (100 gpd/100 sq ft)	315592	315,592	315,592

Construction connection charges and connection charges shall be determined once the developer enters into an agreement for water and sewer service, provided the Department is able to offer those services at the time of the developer's request. Information concerning the estimated cost of facilities must be obtained from a consulting engineer. All costs of engineering and construction will be the responsibility of the developer. Easements must be provided covering any on-site facilities that will be owned and operated by the Department.

Please be advised that the right to connect the referenced property to the Department's sewer system is subject to the terms, covenants and conditions set forth in court orders, judgments, consent orders, consent decrees and the like entered into between the County and the United States, the State of Florida and/or any other governmental entity, including but not limited to, the Consent Decree entered on April 9,

2014, in the United States of America, State of Florida and State of Florida Department of Environmental Protection v. Miami-Dade County, Case No. 1:12-cv-24400-FAM, as well as all other current, subsequent or future enforcement and regulatory actions and proceedings.

This letter is for informational purposes only and conditions remain in effect for thirty (30) days from the date of this letter. Nothing contained in this letter provides the developer with any vested rights to receive water and/or sewer service. The availability of water and/or sewer service is subject to the approval of all applicable governmental agencies having jurisdiction over these matters. When development plans for the subject property are finalized, and upon the developer's request, the Department will prepare an agreement for service, provided the Department is able to offer those services at the time of the developer's request. The agreement will detail requirements for off-site and on-site facilities, if any, points of connection, connection charges, capacity reservation and all other terms and conditions necessary for service in accordance with the Department's rules and regulations.

Attached please find the Points of Connection (POC) Memo. If you need further assistance in this matter, please contact us.

Very truly yours,

Maria Capote  
**Utilities Supervisor**



**Water and Sewer**  
 PO Box 330316 • 3575 S. Lejeune Road  
 Miami, Florida 33233-0316  
 T 786-268-5360 F 786-268-5150

**POINT OF CONNECTION**

PROJECT NAME:	<b>East-West SMART Corridor TOD Master Plan Water and Wastewater Analysis Node 5</b>		
LOA NUMBER:	021 - 725		
WATER GALLONS PER DAY:	136,350	SEWER GALLONS PER DAY	136,350
PROJECT LOCATION:	NW 97 AVE & NW 12 ST NW 97 AVE & NW 12 ST NW 97 AVE & NW 12 ST NW 97 AVE & NW 12 ST NW 97 AVE & NW 12 ST NW 97 AVE & NW 12 ST NW 97 AVE & NW 12 ST		
PROJECT DESCRIPTION:	Planning Level Study to identify needed water & sewer improvements as part of the future project from DTPW East-West SMART Corridor TOD Master Plan		
EXISTING ZONING:	I (Industrial)	ATLAS PAGE:	Q-13

**WATER:**

The developer shall connect to ANY of the following water mains:	
1. An existing sixteen (16)-in. w.m. (E8770-3 & E8841-1) in N.W. 97 Ave., north of N.W. 13 St. 2. An existing sixteen (16)-in. w.m. (E8770-3) in N.W. 13 St., between N.W. 93 Ct. and N.W. 97 Ave. 3. An existing sixteen (16)-in. w.m. (E8770-3) in N.W. 93 Ct., between N.W. 12 St. and N.W. 13 St. 4. An existing sixteen (16)-in. w.m. (E8770-1) in N.W. 12 St., east of N.W. 93 Ct. 5. An existing twelve (12)-in. w.m. (E8770-4 & E9020-1) in N.W. 12 St., west of N.W. 93 Ct.	
Any public w.m. extension within the property shall be twelve (12)-in. minimum diameter. If two (2) or more fire services are to be connected to a public w.m., then the water system shall be looped with two (2) P.O.C.	
There are water mains within the property, either in existing dedicated R/W or easements, which need to be removed and relocated if in conflict with the proposed development. Easements associated with mains to be removed and relocated shall be closed and vacated before starting construction in the easement(s) areas. In case of R/W to be closed and vacated within the property, mains shall be removed and relocated, if needed, before closing/ vacating them. Fire hydrants associated with mains to be removed and relocated shall be relocated as per Fire Department recommendations. Cutting and plugging of existing water mains shall be done by a licensed contractor under WASD	

supervision. Services to existing customers cannot be interrupted.

Water Basin	No
Water Basin Name	N/A
Water Basin Rate	0.00

Additional Service Program-WATER	No
Number of Residences - WATER	

Water - Additional Services Program (ASP)			
No.	Property Address	Property Folio	Service Size

Oversizing Credit	No
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Water – Oversizing Credit		
No.	Pipe Size	Linear Foot

**SEWER:**

As per P.S. Compliance's recommendations, a new public P.S. will be required for this project. The developer shall connect to an existing eight (8)-in. force main (ES6733-1) in N.W. 12 St. east of N.W. 93 Ct., and extend the same (8-in. force main) westerly in N.W. 12 St. to N.W. 93 Ct., and then, northerly in N.W. 93 Ct. as required to provide service to the new public P.S.
Please be advised that the new public P.S. site dimensions are 45-ft.x65-ft., shall be deeded to the M-DWASD, and must be shown on plat, having direct access to either dedicated public (Right of Way) R/W or to ingress-egress paved access and utility easement with a minimum width of 20-ft.
Additionally, the developer shall connect to the aforementioned proposed public P.S. and extend eight (8)-in. minimum gravity sewer mains AT FULL DEPTH in public R/W as required to provide service to all of the properties within the proposed development.
If UNITY OF TITLE does not apply, then any gravity sewer within the properties shall be public and eight (8)-in. minimum diameter.
At the time this project applies for an Agreement, a force main pressure analysis will be provided. The Point of Connection

and size of the proposed force main may change, according to the force main pressures and recommendations provided by Planning and Modeling Section.

Note to New Business Section: Please add the "approved language" for this agreement in reference to the additional sewage connection charges for Doral Basin.

Sewer Basin	Yes
Sewer Basin Name	Doral Basin Special Sewer
Sewer Basin Rate	7.030.00

Additional Service Program-SEWER	No
Number of Residences - SEWER	

Sewer - Additional Services Program (ASP)			
No.	Property Address	Property Folio	Service Size

Gravity Sewer Oversizing Credit	No
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Gravity Sewer – Oversizing Credit		
No.	Pipe Size	Linear Foot

Force Main Oversizing Credit	No
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Force Main – Oversizing Credit		
No.	Pipe Size	Linear Foot

#### **PUMP STATION:**

Proposed Public Pump Station.

Pump Station Compliance Section provided recommendations for Pump Station No. 30-0124 on: 05-14-21. P.S. No. 30-0124 is not able to accommodate the project's flow.

New Pump Station	Yes
New generator, including building	Yes
Existing Pump Station improvement	No
Pump Station Number	30-0124
Proposed N.A.P.O.T. (hours)	22.41
Pump Station Status	OH: OK - HAMA Limited

PREPARED BY:

Printed Name of Reviewer

APPROVED BY:

Maria Capote

Printed Name of Supervisor



**Water and Sewer**  
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May 21, 2021

alan.sterental@wsp.com

Alan Sterental  
 7650 Corporate Center Dr, Suite 300  
 Miami Florida 33126

**Re: Water and Sewer Availability for Project East-West SMART Corridor TOD Master Plan Water and Wastewater Analysis Node 6**  
**LOA Number: 021 - 726**

To Whom It May Concern:

This letter is in response to your inquiry regarding water and/or sewer availability for the construction and connection of the following:

**Property Information**

Folio #	Subdivision	Lot	Block	Address
3040020400020				
3030520020980				7421 NW 7 ST
3030520020880				7586 NW 8 ST
3030520020900				7555 NW 7 ST
3030520020830				7482 NW 8 ST
3030520020440				
3030520020850				7500 NW 8 ST
3030520020510				
3030520020430				
3030520020450				
3030520020930				7501 NW 7 ST
3030520710001				
3030520020840				7498 NW 8 ST
3030520020480				
3040020094181				
3030520020500				
3030520020512				
3030520020970				7441 NW 7 ST
3030520021250				
3030520021260				
3030520020920				
3030520020950				7475 NW 7 ST
3030520020940				7495 NW 7 ST
3030520020820				7460 NW 8 ST
3030520020810				7440 NW 8 ST
3030520020945				7489 NW 7 ST
3040020094182				
3040020094183				

**Types of Units to be Constructed**

Proposed Use	Square Footage/ # Units	Water Gallons Per Day	Sewer Gallons Per Day
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Apartment (135 gpd/unit)	2077	280,395	280,395
Retail (10 gpd/100 sq ft)	67520	6,752	6,752
Office Building (5 gpd/100 sq ft)	126000	6,300	6,300
Restaurant Full Service (100 gpd/100 sq ft)	16880	16,880	16,880

Construction connection charges and connection charges shall be determined once the developer enters into an agreement for water and sewer service, provided the Department is able to offer those services at the time of the developer's request. Information concerning the estimated cost of facilities must be obtained from a consulting engineer. All costs of engineering and construction will be the responsibility of the developer. Easements must be provided covering any on-site facilities that will be owned and operated by the Department.

Please be advised that the right to connect the referenced property to the Department's sewer system is subject to the terms, covenants and conditions set forth in court orders, judgments, consent orders, consent decrees and the like entered into between the County and the United States, the State of Florida and/or any other governmental entity, including but not limited to, the Consent Decree entered on April 9, 2014, in the United States of America, State of Florida and State of Florida Department of Environmental Protection v. Miami-Dade County, Case No. 1:12-cv-24400-FAM, as well as all other current, subsequent or future enforcement and regulatory actions and proceedings.

This letter is for informational purposes only and conditions remain in effect for thirty (30) days from the date of this letter. Nothing contained in this letter provides the developer with any vested rights to receive water and/or sewer service. The availability of water and/or sewer service is subject to the approval of all applicable governmental agencies having jurisdiction over these matters. When development plans for the subject property are finalized, and upon the developer's request, the Department will prepare an agreement for service, provided the Department is able to offer those services at the time of the developer's request. The agreement will detail requirements for off-site and on-site facilities, if any, points of connection, connection charges, capacity reservation and all other terms and conditions necessary for service in accordance with the Department's rules and regulations.

Attached please find the Points of Connection (POC) Memo. If you need further assistance in this matter, please contact us.

Very truly yours,

Maria Capote  
**Utilities Supervisor**





**Water and Sewer**  
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### POINT OF CONNECTION

PROJECT NAME:	<b>East-West SMART Corridor TOD Master Plan Water and Wastewater Analysis Node 6</b>		
LOA NUMBER:	021 - 726		
WATER GALLONS PER DAY:	295,135	SEWER GALLONS PER DAY	295,135
PROJECT LOCATION:	7421 NW 7 ST 7586 NW 8 ST 7555 NW 7 ST 7482 NW 8 ST 7500 NW 8 ST 7501 NW 7 ST 7498 NW 8 ST 7441 NW 7 ST 7475 NW 7 ST 7495 NW 7 ST 7460 NW 8 ST 7440 NW 8 ST 7489 NW 7 ST		
PROJECT DESCRIPTION:	Planning Level Study to identify needed water & sewer improvements as part of the future project from DTPW East-West SMART Corridor TOD Master Plan		
EXISTING ZONING:	IU-1, IU-C, RU-1 (Industrial/Residential Zoning - High Density Development)	ATLAS PAGE:	N-135

### WATER:

As per sketch provided by the E.O.R., the area to be developed is located south of NW 8 St. Therefore, the developer shall connect to any of the existing sixteen (16)-in. w.m. (E927-1, E9902-1 & E13664-2) and twelve (12)-in. w.m. (E8919-1) in N.W. 7 St. west of N.W. 72 Ave.

If water/ fire service is required in N.W. 76 Ave., thence the developer shall connect to the aforementioned existing sixteen (16)-in. w.m. (E9902-1 & E13664-2) in N.W. 7 St. at N.W. 76 Ave., and extend the same (16)-in. w.m. northerly in N.W. 76 Ave., as required to provide service to the proposed development.

If water/ fire service is required in N.W. 8 St., thence the developer shall connect to the aforementioned proposed sixteen (16)-in. w.m. in N.W. 76 Ave., and extend the same (16)-in. w.m. northerly in N.W. 76 Ave. to N.W. 8 St., and then, easterly in N.W. 8 St., as required to provide service to the proposed development, interconnecting to an existing eight (8)-in. w.m. (E8327-1) at that location.

Oversizing credit would apply from a twelve (12)-in. w.m. to a sixteen (16)-in. w.m. in N.W. 76 Ave. (Section line).

Proper interconnections to the aforementioned proposed water mains are required at all public right-of-way intersections and crossing of existing water mains.

Any public w.m. extension within the property, either in an MD WASD easement or in a proposed dedicated public R/W, shall be twelve (12)-in. minimum diameter. If two (2) or more fire services are to be connected to a public w.m., then the water system shall be looped with two (2) P.O.C.

For the area north of N.W. 7 St., the developer shall connect to the aforementioned existing eight (8)-in. w.m. (E8327-1) in N.W. 8 St. to provide a second P.O.C. for the project.

There are water mains within the property, either in existing dedicated R/W or easements, which need to be removed and relocated if in conflict with the proposed development. Easements associated with mains to be removed and relocated shall be closed and vacated before starting construction in the easement(s) areas. In case of R/W to be closed and vacated within the property, mains shall be removed and relocated, if needed, before closing/ vacating them. Fire hydrants associated with mains to be removed and relocated shall be relocated as per Fire Department recommendations. Cutting and plugging of existing water mains shall be done by a licensed contractor under WASD supervision. Services to existing customers cannot be interrupted.

Water Basin	No
Water Basin Name	N/A
Water Basin Rate	0.00

Additional Service Program-WATER	No
Number of Residences - WATER	

Water - Additional Services Program (ASP)			
No.	Property Address	Property Folio	Service Size

Oversizing Credit	No
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Water – Oversizing Credit		
No.	Pipe Size	Linear Foot

### SEWER:

As per P.S. Compliance's recommendations, a new public P.S. will be required for this project. The developer shall connect to an existing eight (8)-in. force main (ES5009-1) in N.W. 7 St. west of N.W. 72 Ave., and extend the same (8-in. force main) westerly in N.W. 7 St., as required to provide service to the new public P.S.

Please be advised that the new public P.S. site dimensions are 45-ft.x65-ft., shall be deeded to the M-DWASD, and must be shown on plat, having direct access to either dedicated public (Right of Way) R/W or to ingress-egress paved access and utility easement with a minimum width of 20-ft.

Additionally, the developer shall connect to the aforementioned proposed public P.S. and extend eight (8)-in. minimum gravity sewer mains AT FULL DEPTH in public R/W as required to provide service to all of the properties within the proposed development.

If UNITY OF TITLE does not apply, then any gravity sewer within the properties shall be public and eight (8)-in. minimum diameter.

At the time this project applies for an Agreement, a force main pressure analysis will be provided. The Point of Connection and size of the proposed force main may change, according to the force main pressures and recommendations provided by Planning and Modeling Section.

There are sewer mains within the property, either in existing dedicated R/W or easements, which need to be removed and relocated if in conflict with the proposed development. Easements associated with mains to be removed and relocated shall be closed and vacated before starting construction in the easement(s) areas. In case of R/W to be closed and vacated within the property, mains shall be removed and relocated, if needed, before closing/ vacating them. Services to existing customers cannot be interrupted.

Sewer Basin	No
Sewer Basin Name	N/A
Sewer Basin Rate	0.000.00

Additional Service Program-SEWER	No
Number of Residences - SEWER	

Sewer - Additional Services Program (ASP)			
No.	Property Address	Property Folio	Service Size

Gravity Sewer Oversizing Credit	No
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Gravity Sewer – Oversizing Credit		
No.	Pipe Size	Linear Foot

Force Main Oversizing Credit	No
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Force Main – Oversizing Credit		
No.	Pipe Size	Linear Foot

#### **PUMP STATION:**

Proposed Public Pump Station.

Pump Station Compliance Section provided recommendations for Pump Station No. 30-0168 on: 05-20-21.

New Pump Station	Yes
New generator, including building	N/A
Existing Pump Station improvement	N/A
Pump Station Number	N/A
Proposed N.A.P.O.T. (hours)	N/A
Pump Station Status	N/A

PREPARED BY:

Printed Name of Reviewer

APPROVED BY:

Maria Capote

Printed Name of Supervisor



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July 21, 2021

alan.sterental@wsp.com

Alan Sterental  
7650 Corporate Center Dr, Suite 300  
Miami Florida 33126

**Re: Water and Sewer Availability for Project East-West SMART Corridor TOD Master Plan Water and Wastewater Analysis Node 7**  
**LOA Number:021 - 727**

To Whom It May Concern:

This letter is in response to your inquiry regarding water and/or sewer availability for the construction and connection of the following:

#### Property Information

Folio #	Subdivision	Lot	Block	Address
0131320340001				4271 NW 11 ST
0131320090080				4251 NW 11 ST
0131320090010				1100 LE JEUNE RD
0131320130380				1099 NW 42 AVE
0131320130350				1001 NW 42 AVE
0131320130310				901 NW 42 AVE
0131320130610				875 NW 42 AVE
0131320130550				835 NW 42 AVE
0131320130540				731 NW 42 AVE
0131320130530				709 NW 42 AVE
0131320130510				701 NW 42 AVE
0131320180070				4013 NW 11 ST
0131320180060				4001 NW 11 ST
0131320180050				3991 NW 11 ST
0131320180040				3981 NW 11 ST
0131320180030				3971 NW 11 ST
0131320180020				3961 NW 11 ST
0131320180010				1100 NW 39 CT
0131320290020				4393 NW 11 ST
0131320090190				1102 NW 43 AVE
0131320090180				4291 NW 12 ST
0131320090160				4289 NW 12 ST
0131320090140				4259 NW 12 ST
0131320410010				1111 NW 43 AVE
0131320090171				4293 NW 11 ST
0131320090172				4295 NW 11 ST
0131320090150				4275 NW 11 ST

#### Types of Units to be Constructed

Proposed Use	Square Footage/ # Units	Water Gallons Per Day	Sewer Gallons Per Day
Apartment (135 gpd/unit)	275	37,125	37,125

Retail (10 gpd/100 sq ft)	122240	12,224	12,224
Office Building (5 gpd/100 sq ft)	568300	28,415	28,415
Hotel/Motel (115 gpd/room)	755	86,825	86,825
Restaurant Full Service (100 gpd/100 sq ft)	30560	30,560	30,560

Construction connection charges and connection charges shall be determined once the developer enters into an agreement for water and sewer service, provided the Department is able to offer those services at the time of the developer's request. Information concerning the estimated cost of facilities must be obtained from a consulting engineer. All costs of engineering and construction will be the responsibility of the developer. Easements must be provided covering any on-site facilities that will be owned and operated by the Department.

Please be advised that the right to connect the referenced property to the Department's sewer system is subject to the terms, covenants and conditions set forth in court orders, judgments, consent orders, consent decrees and the like entered into between the County and the United States, the State of Florida and/or any other governmental entity, including but not limited to, the Consent Decree entered on April 9, 2014, in the United States of America, State of Florida and State of Florida Department of Environmental Protection v. Miami-Dade County, Case No. 1:12-cv-24400-FAM, as well as all other current, subsequent or future enforcement and regulatory actions and proceedings.

This letter is for informational purposes only and conditions remain in effect for thirty (30) days from the date of this letter. Nothing contained in this letter provides the developer with any vested rights to receive water and/or sewer service. The availability of water and/or sewer service is subject to the approval of all applicable governmental agencies having jurisdiction over these matters. When development plans for the subject property are finalized, and upon the developer's request, the Department will prepare an agreement for service, provided the Department is able to offer those services at the time of the developer's request. The agreement will detail requirements for off-site and on-site facilities, if any, points of connection, connection charges, capacity reservation and all other terms and conditions necessary for service in accordance with the Department's rules and regulations.

Attached please find the Points of Connection (POC) Memo. If you need further assistance in this matter, please contact us.

Very truly yours,

Maria Capote  
Utilities Supervisor



**Water and Sewer**  
PO Box 330316 • 3575 S. Lejeune Road  
Miami, Florida 33233-0316  
T 786-268-5360 F 786-268-5150

#### POINT OF CONNECTION

PROJECT NAME:	<b>East-West SMART Corridor TOD Master Plan Water and Wastewater Analysis Node 7</b>		
LOA NUMBER:	021 - 727		
WATER GALLONS PER DAY:	167645	SEWER GALLONS PER DAY	167645
PROJECT LOCATION:	4271 NW 11 ST 4251 NW 11 ST 1100 LE JEUNE RD 1099 NW 42 AVE 1001 NW 42 AVE 901 NW 42 AVE 875 NW 42 AVE 835 NW 42 AVE 731 NW 42 AVE 709 NW 42 AVE 701 NW 42 AVE 4013 NW 11 ST 4001 NW 11 ST 3991 NW 11 ST 3981 NW 11 ST 3971 NW 11 ST 3961 NW 11 ST 1100 NW 39 CT 4393 NW 11 ST 1102 NW 43 AVE 4291 NW 12 ST 4269 NW 12 ST 4259 NW 12 ST 1111 NW 43 AVE 4293 NW 11 ST 4295 NW 11 ST 4275 NW 11 ST		
PROJECT DESCRIPTION:	Planning Level Study to identify needed water & sewer improvements as part of the future project from DTPW East-West SMART Corridor TOD Master Plan		
EXISTING ZONING:	T5-R & L and T6-8-O & L (High Density)	ATLAS PAGE:	K-13

#### WATER:

Even though the Zoning of the area is High-Density, the proposed use is a Low/ Medium Density development. Therefore, eight (8)-in. water mains are enough to provide service to the project. If the development increases the density to 50 units/ acre or more, then twelve (12)-in. water mains will be required to provide service to the project.

The developer shall connect to any of the existing eight (8)-in. and twelve (12)-in. w.m. (E7319-1, E7380-1, E7682-1 & 4, E7711-3, E8580-1, E12941-4 and E13288-2) in N.W. 11 St. and N.W. 42 Ave.

Any public w.m. extension within the property, either in an MD WASD easement or in a proposed dedicated public R/W, shall be eight (8)-in. minimum diameter. If two (2) or more fire services are to be connected to a public w.m., then the water system shall be looped with two (2) P.O.C.

Water Basin	No
Water Basin Name	N/A
Water Basin Rate	0.00

Additional Service Program-WATER	No
Number of Residences - WATER	

Water - Additional Services Program (ASP)			
No.	Property Address	Property Folio	Service Size

Oversizing Credit	No
-------------------	----

Water – Oversizing Credit		
No.	Pipe Size	Linear Foot

#### SEWER:

As per Planning and Modeling Section's recommendations, since the developer did not submit a distribution of flow for the project, the gravity evaluation considered the worst-case scenario for the requested P.O.C.'s by applying the total project flow to each P.O.C. in separate scenarios:

Discharging to P.S. No. 30-0117, which is under OK Status:

1. A ten (10)-in. gravity sewer (ES5045-10) in an MD WASD easement within the property: There is NOT adequate capacity in the gravity sewer system. Therefore, the developer shall perform all the following upgrades:

- ☐ Upgrade an existing ten (10)-inch gravity sewer (ES5045-10) in an MD WASD easement within the property, to a sixteen (16)-inch gravity sewer, from MH-64 to MH-47 (per WASD Sewer Atlas K-23), approximately 2,770 LF.
- ☐ Upgrade an existing twelve (12)-inch gravity sewer (ES5045-1 & ES565-41) located in N.W. 11 St., between N.W. 38



Ave. and N.W. 37 Ave., to a sixteen (16)-inch gravity sewer, from MH-47 to MH-29 (per WASD Sewer Atlas K13) approximately 1,170 LF.

2. A ten (10)-in. gravity sewer (ES5045-17) in N.W. 11 St. between NW. 39 Ave. and N.W. 42 Ave: There is NOT adequate capacity in the gravity sewer system. Therefore, the developer shall perform all the following upgrades:

- ☐ Upgrade an existing ten (10)-inch gravity sewer (ES5045-17) in N.W. 11 St., to a sixteen (16)-inch gravity sewer, from MH-54 to MH-47 (per WASD Sewer Atlas K-23), approximately 1,620 LF.
- ☐ Upgrade an existing twelve (12)-inch gravity sewer (ES5045-1 & ES565-41) located in NW 11 St., between N.W. 38 Ave. and N.W. 37 Ave., to a sixteen (16)-inch gravity sewer, from MH-47 to MH-29 (per WASD Sewer Atlas K13) approximately 1,170 LF.

Discharging to P.S. No. 30-0112, which is under C.M. (Conditional Moratorium) Status: As per P.S. Compliance Section's recommendations, the remedial plan consists of repairs of the identified infiltration and inflow defects in the mains. The deadline to be certified with USEPA is December 31st, 2024. New allocations can be given with the condition that no certificates of occupancy or completion of the new construction are issued until the proposed plan of corrective actions is completed and certified with USEPA. The developer will be required to record an Estoppel on the property in order to obtain the conditional sewer certification.

3. A ten (10)-in. gravity sewer (ES556-9) in N.W. 11 St., between N.W. 42 Ave. and N.W. 44 Ave.: There is NOT adequate capacity in the gravity sewer system. Therefore, the developer shall perform all the following upgrades:

- ☐ To connect from West of the property: Upgrade an existing ten (10)-inch gravity sewer (ES556-9) in N.W. 11 St., between N.W. 44 Ave. and N.W. 43 Ave., to a twelve (12)-inch gravity sewer, from MH-56 to MH-55 (per WASD Sewer Atlas K-23), approximately 550 LF.
- ☐ To connect from East of the property: Upgrade an existing ten (10)-inch gravity sewer (ES556-9) in N.W. 11 St., between N.W. 43 Ave. and N.W. 42 Ave., to a twelve (12)-inch gravity sewer, from MH-60 to MH-55 (per WASD Sewer Atlas K-23), approximately 500 LF.

4. A fifteen (15)-in. gravity sewer (ES556-8) in N.W. 43 Ave.: Adequate capacity is available.

5. A ten (10)-in. gravity sewer (ES556-8) in N.W. 43 Ave./ N.W. 12 St.: There is NOT adequate capacity in the gravity sewer system. Therefore, the developer shall upgrade an existing ten (10)-inch gravity sewer (ES556-8) in N.W. 43 Ave./ N.W. 12 St., to a sixteen (16)-inch gravity sewer, from MH-58 to MH-57 (per WASD Sewer Atlas K-23), approximately 290 LF.

Please be aware that, at the time of the Agreement, the E.O.R. will be required to provide the distribution of flows to the gravity sewer mains in order to update the Capacity Analysis.

If UNITY OF TITLE does not apply, then any gravity sewer within the property shall be public and eight (8)-in. minimum in diameter.

Note: Planning and Modeling Section provided Gravity Sewer Capacity Analysis on: 06-18-21.

There are sewer mains within the property, either in existing dedicated R/W or easements, which need to be removed and relocated if in conflict with the proposed development. Easements associated with mains to be removed and relocated shall be closed and vacated before starting construction in the easement(s) areas. In case of R/W to be closed and vacated within the property, mains shall be removed and relocated, if needed, before closing/ vacating them. Services to existing customers cannot be interrupted.

Sewer Basin	No
Sewer Basin Name	N/A
Sewer Basin Rate	0.000.00

Additional Service Program-SEWER	No
Number of Residences - SEWER	

Sewer - Additional Services Program (ASP)			
No.	Property Address	Property Folio	Service Size

Gravity Sewer Oversizing Credit	No
---------------------------------	----

Gravity Sewer – Oversizing Credit		
No.	Pipe Size	Linear Foot

Force Main Oversizing Credit	No
------------------------------	----

Force Main – Oversizing Credit		
No.	Pipe Size	Linear Foot

#### **PUMP STATION:**

Existing Public Pump Stations 30-0112 and 30-0117.

Pump Station Compliance Section provided recommendations for Pump Station No. 30-0112 and No. 30-0117 on: 05-20-21.

New Pump Station	No
New generator, including building	N/A
Existing Pump Station improvement	N/A
Pump Station Number	30-0112 / 30-0117
Proposed N.A.P.O.T. (hours)	11.41 / 8.29
Pump Station Status	CM: Conditional Moratorium

PREPARED BY:

Printed Name of Reviewer

APPROVED BY:

Maria Capote

Printed Name of Supervisor

# ATTACHMENT D

## COST ESTIMATE

**Smart Plan E-W TOD - Planning Level Quantities and Cost Estimate**  
**107th Avenue Station**

**Nodes 1, 2, 3 and 4 - Water**

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	12" Water Main Pipe - Furnish & Install	6,633.00	LF	\$200.00	\$1,326,600.00
2	16" Water Main Pipe - Furnish & Install	7,781.00	LF	\$270.00	\$2,100,870.00
3					\$0.00
4					\$0.00

Subtotal	\$3,427,470.00
Engineering and Survey (12%)	\$ 411,296.40
Subtotal	\$3,838,766.40
Construction Management Services (8%)	\$ 274,197.60
Subtotal	\$4,112,964.00
Contingency (15%)	\$ 514,120.50
<b>Total</b>	<b>\$4,627,084.50</b>

**Nodes 1, 2, 3 and 4 - Sewer**

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	8" Sewer Pipe - Furnish & Install	12,133.00	LF	\$120.00	\$1,455,960.00
2	Pump Station No. 30-0174 Upgrade - (2) New 47 HP Pumps and Electrical Control Panel	1.00	LS	\$300,000.00	\$300,000.00
3	New Public Pump Stations	2.00	EA	\$1,000,000.00	\$2,000,000.00
4	8" New Force Main	1,200.00	LF	\$160.00	\$192,000.00
5					\$0.00

Subtotal	\$3,947,960.00
Engineering and Survey (12%)	\$ 473,755.20
Subtotal	\$4,421,715.20
Construction Management Services (8%)	\$ 315,836.80
Subtotal	\$4,737,552.00
Contingency (15%)	\$ 592,194.00
<b>Total</b>	<b>\$5,329,746.00</b>

**Smart Plan E-W TOD - Planning Level Quantities and Cost Estimate**  
**97th Avenue Station**

**Node 5 - Water**

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	12" Water Main Pipe - Furnish & Install	3,525.00	LF	\$200.00	\$705,000.00
2					\$0.00
3					\$0.00

Subtotal	\$705,000.00
Engineering and Survey (12%)	\$ 84,600.00
Subtotal	\$789,600.00
Construction Management Services (8%)	\$ 56,400.00
Subtotal	\$846,000.00
Contingency (15%)	\$ 105,750.00
<b>Total</b>	<b>\$951,750.00</b>

**97th Avenue Station**

**Node 5 - Sewer**

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	8" Sewer Pipe - Furnish & Install	5,638.00	LF	\$120.00	\$676,560.00
2	New Public Pump Station	1.00	EA	\$1,000,000.00	\$1,000,000.00
3	8" New Force Main - Furnish & Install	950.00	LF	\$160.00	\$152,000.00
4					\$0.00

Subtotal	\$1,828,560.00
Engineering and Survey (12%)	\$ 219,427.20
Subtotal	\$2,047,987.20
Construction Management Services (8%)	\$ 146,284.80
Subtotal	\$2,194,272.00
Contingency (15%)	\$ 274,284.00
<b>Total</b>	<b>\$2,468,556.00</b>



**Smart Plan E-W TOD - Planning Level Quantities and Cost Estimate**  
**7th Street Station**

**Node 6 - Water**

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	16" Water Main Pipe - Furnish & Install	4,372.00	LF	\$270.00	\$1,180,440.00
2					\$0.00
3					\$0.00

Subtotal	\$1,180,440.00
Engineering and Survey (12%)	\$ 141,652.80
Subtotal	\$1,322,092.80
Construction Management Services (8%)	\$ 94,435.20
Subtotal	\$1,416,528.00
Contingency (15%)	\$ 177,066.00
<b>Total</b>	<b>\$1,593,594.00</b>

**7th Street Station**

**Node 6 - Sewer**

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	8" Sewer Pipe - Furnish & Install	4,238.00	LF	\$120.00	\$508,560.00
2	New Public Pump Station	1.00	EA	\$1,000,000.00	\$1,000,000.00
3	8" New Force Main - Furnish & Install	1,870.00	LF	\$160.00	\$299,200.00
4					\$0.00
5					\$0.00

Subtotal	\$1,807,760.00
Engineering and Survey (12%)	\$ 216,931.20
Subtotal	\$2,024,691.20
Construction Management Services (8%)	\$ 144,620.80
Subtotal	\$2,169,312.00
Contingency (15%)	\$ 271,164.00
<b>Total</b>	<b>\$2,440,476.00</b>

**Smart Plan E-W TOD - Planning Level Quantities and Cost Estimate**  
**42nd Ave. Station**

**Node 7 - Water**

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	8" Water Main Pipe - Furnish & Install	1,050.00	LF	\$160.00	\$168,000.00
2	12" Water Main Pipe - Furnish & Install	1,030.00	LF	\$200.00	\$206,000.00
3					\$0.00
4					\$0.00

Subtotal	\$374,000.00
Engineering and Survey (12%) \$	44,880.00
Subtotal	\$418,880.00
Construction Management Services (8%) \$	29,920.00
Subtotal	\$448,800.00
Contingency (15%) \$	56,100.00
<b>Total</b>	<b>\$504,900.00</b>

**42nd Ave. Station**

**Node 7 - Sewer**

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	8" Sewer Pipe - Furnish & Install	385.00	LF	\$120.00	\$46,200.00
2	12" Sewer Pipe - Furnish & Install	1,050.00	LF	\$180.00	\$189,000.00
3	16" Sewer Pipe - Furnish & Install	6,450.00	LF	\$240.00	\$1,548,000.00
4					\$0.00
5					\$0.00

Subtotal	\$1,783,200.00
Engineering and Survey (12%) \$	213,984.00
Subtotal	\$1,997,184.00
Construction Management Services (8%) \$	142,656.00
Subtotal	\$2,139,840.00
Contingency (15%) \$	267,480.00
<b>Total</b>	<b>\$2,407,320.00</b>

# **A5 - MARKET ANALYSIS AND VALUE CAPTURE REPORT**







MIAMI-DADE COUNTY DTPW

**MASTER TOD PLAN FOR EAST-WEST  
SMART CORRIDOR**

**APPENDIX 9.5:  
TOD MARKET & VALUE CAPTURE ANALYSIS**

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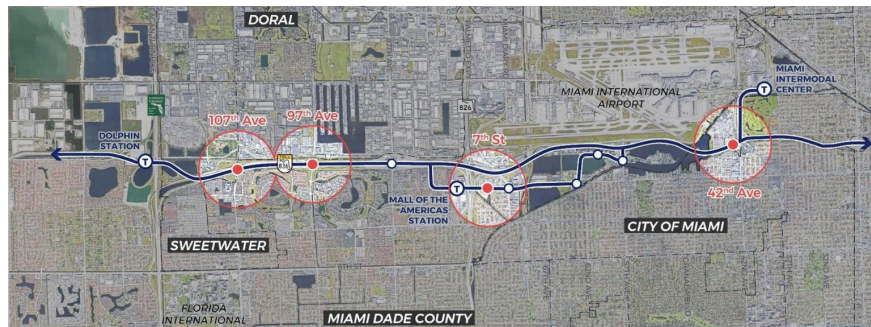
## APPENDICES

APPENDIX A	RESIDENTIAL DEMAND METHODOLOGY
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# 1 BACKGROUND AND OBJECTIVES

As part of the East-West Corridor Master TOD Plan, four potential station locations were identified for station-area planning. Part of this process includes a careful real estate market analysis to help the planning team understand feasible, market-driven buildout scenarios, as well as the revenue-generating potential of various value capture strategies. In this section, historical and forecast market data on real estate supply and demand conditions are used to inform corridor and station-specific development programs. This section summarizes the market analysis findings, including the scale and mix of commercial and residential uses.

**Figure 1: Map of East-West Corridor and Station Areas**



Source: WSP

The market analysis effort evaluates the corridor and station areas through the lens of:

- Real Estate Market Conditions:
  - Historical and forecast market conditions for TOD land uses at regional, submarket, and corridor level;
  - Demand indicators, including economic and demographic trends;
  - Supply conditions for multifamily, office, and retail land uses.
- Corridor / Station Area Context:
  - An inventory of station-specific locational strengths and weaknesses for new development, such as proximity to regional activity centers, employment concentrations, amenities/destinations
- Development Capacity:
  - Parcel utilization analysis, including an inventory of vacant and underutilized land area in each station area;
  - Overall development capacity and potential for new development opportunities.

The market analysis focuses on supply and demand conditions for new TOD land uses. Indicators and sources of demand are rooted in socioeconomic indicators, including historical and forecast trends in household growth, stratified by age, income, size, and other relevant demographic factors informing demand, and selected economic trends such as employment growth by sector. In terms of real estate market supply conditions, historical and forecast market data were analyzed, including historical and forecast average rents, net absorption, and vacancy of commercial and residential uses in the region and local submarket. Findings and conclusions will inform other master plan tasks including the station-specific planning. Once proposed land uses at each station are finalized by the station area design team, preliminary value capture revenue estimates will be finalized based on these proposed buildouts.

# 2 SOCIOECONOMIC CONDITIONS

## 2.1 DRIVERS OF TOD DEMAND

From a macroeconomic perspective, several market forces are contributing to an ongoing structural shift in supply and demand conditions favoring the type of multifamily product found in TOD typologies. These include the evolving preferences of the two largest demographic segments as well as shifting preferences and changing perceptions that were a result of the housing crisis and Great Recession. Although there will always be certain segments of the population, such as growing and mature families, that prefer the lower-density, suburban residential format, this segment is not nearly as prevalent as it was in the past. Demographic trends suggest that there is an increasing demand for urban living from two large and growing segments: Empty Nesters and Millennials.

As the Baby Boomer generation continues to age, the large segment of mature family households (those with older children) are transitioning into empty-nester households and no longer need the amount of space single-family housing supplies. Those choosing to move are seeking smaller, low-maintenance residential options that offer better proximity to amenities and services, which are typically in more urban locations. They are, however, generally less willing to relocate to more pioneering or transitioning areas and can typically afford more established locations.

Millennials represent the other key to the recent turnaround in many urban centers. This generation was born between 1981 and 1996 and are now rapidly taking over the real estate market as they purchase their first homes in their 30s. They are generally attracted to urban locations offering a broad range of activities, but because wages have stagnated against inflation during their lifetimes, they are typically financially constrained. Because of this constraint, millennials are more willing to consider pioneering locations, especially rental units with access to transit for transportation cost savings. Desired locations typically offer some combination of cultural amenities and affordability.

The boom and resulting bust in for-sale housing that culminated in the Great Recession has served to create a market opportunity for new rental apartments. From a demand perspective, household preferences have shifted from owner to renter for a variety of reasons. After a period of declining price trends, homeownership is now no longer perceived as the risk-free investment it was once thought to be. Furthermore, the transaction costs of buying and selling a home serve to limit housing options, thereby limiting the worker's pool of job opportunities. This flexibility became more of a priority during the weak economic conditions of the Great Recession when employees sought work wherever they could find it geographically. Lastly, numerous households found themselves in homes they eventually could not afford. This segment gradually shifted back to the rental demand pool.

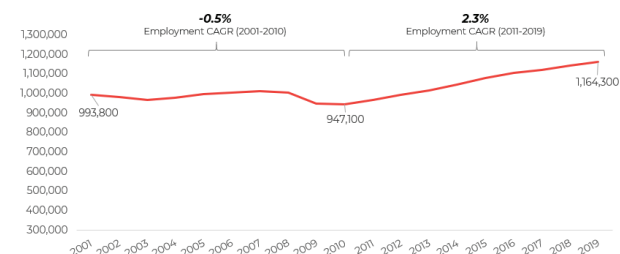
During the housing boom, a higher proportion of for-sale units were developed, and rental apartments were delivered at a far lower rate compared to historical trends. Now, as demand preferences have shifted back from owner to renter, the relatively low level of new rental construction that took place during the housing boom has resulted in tight rental markets throughout the country.

## 2.2 SOCIOECONOMIC TRENDS

Generally, employment represents the primary driver of demand for most land uses and best overall indicator of future growth. Growth in employment indicates a growth in demand for commercial land uses and creates additional local demand for new residential units. As such, understanding historical and forecast employment trends in the region and for the corridor will inform the overall demand potential for new TOD. On the demographic side, trends in household growth stratified by age, income, size, tenure, and other factors were reviewed to better understand potential depth of demand for various residential product types in a TOD setting.

Miami-Dade County showed strong, steady job growth over the past decade following the Great Recession. Average annual job growth was 24,000 over the period from 2010 to 2019, accounting for over 200,000 jobs from 2010 through 2019. The growth represented an average of 2.3% per year over the period, compared to relatively flat growth from 2001 through 2010 (-0.5%), as shown in Figure 2.

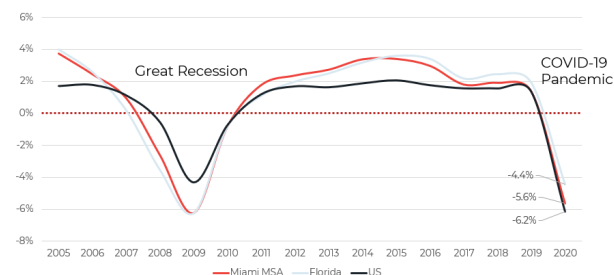
**Figure 2: Historical Nonfarm Employment, Miami-Dade County, 2001 – 2019**



Source: WSP, U.S. Bureau of Labor Statistics (BLS)

This trend of consistent growth since 2011 was disrupted by COVID-19, which has had a dramatic economic effect on most major economies due to shutdowns of entire industry sectors such as travel and hospitality, which are a major part of the Miami Economy. The dramatic impacts of putting the economy into an “induced coma” are shown in Figure 3, with year-over-year employment growth dropping dramatically from 2019 to 2020 nationwide, including Florida and the Miami MSA.

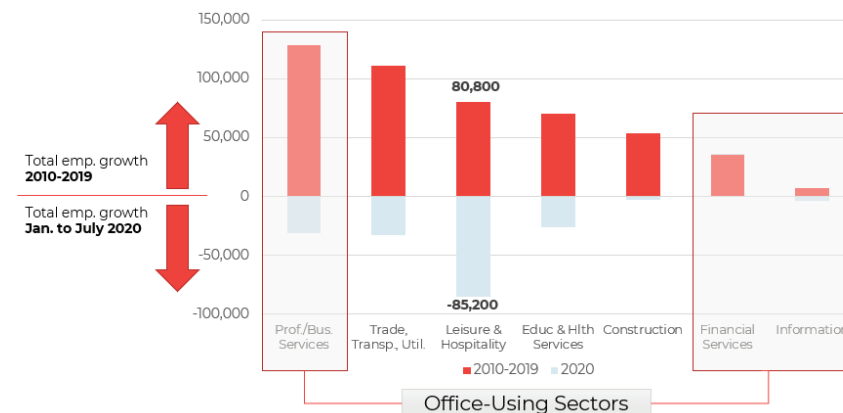
**Figure 3: Annual Nonfarm Employment Growth, Miami MSA, Florida, and U.S., 2005 – 2020 (through July)**



Source: WSP, U.S. BLS

Prior to the global pandemic, job growth was led by the Professional and Business Services supersector (comprised of the professional, scientific, and technical service sectors) followed by the Leisure and Hospitality supersector. The former proved resilient during the downturn of 2020, while the latter was decimated by the shutting down of most forms of travel, tourism, hospitality, and entertainment-oriented activity, which are key economic drivers in Florida and in the region. As shown in Figure 4, sectors that traditionally occupy office space, including Professional and Business Services, Financial Services, and Information, all experienced minimal job loss in the first half of 2020, while Leisure and Hospitality made up the majority of job loss, offsetting nine years of growth in six months.

**Figure 4: Historical Employment Growth by Industry Sector, Miami MSA, 2010 – 2019 and 2020 (through July)**



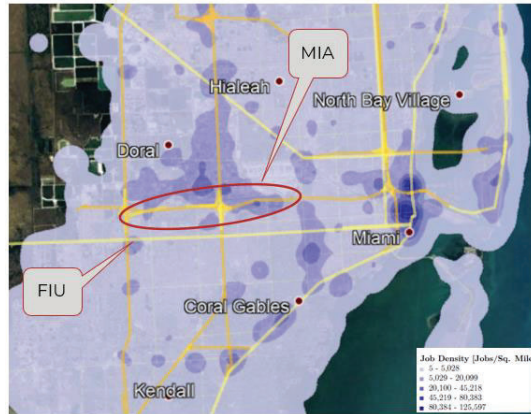
Source: WSP, U.S. BLS

Although the COVID-19 Pandemic has had dire economic effects nationally and across Florida, for the purposes of this analysis, a 20-year forecast period is assumed to evaluate TOD market potential along the corridor. As such, it is assumed that the economy and demand conditions for various land uses will have long since recovered from today’s challenges.

Figure 5 shows that in addition to downtown Miami, the corridor includes some of the county’s most significant employment concentrations. Locally, the East-West Corridor is bookended by two key regional activity centers: Miami International Airport (MIA) and Florida International University (FIU). MIA is a major driver of economic activity and jobs, and corridor stations will have direct connectivity to the airport via the Miami Intermodal Center (MIC). FIU includes 5,000 employees and 54,000 students. The corridor also spans two major employment centers: the Doral industrial area is one of the largest concentrations of light industrial uses in the region, and the Blue Lagoon office area which contains a major concentration of white-collar jobs.



**Figure 5: Map of Job Density (Jobs / Square Mile), Miami-Dade County, 2019**



Source: WSP, U.S. Census Bureau

The rate of household growth in the corridor lagged that of the county from 2000 to 2010 (0.6% annually versus 1.1%) but is estimated to grow at a similar pace to the county from 2010 through 2020, as shown in Table 1.

**Table 1: Total Households, Miami-Dade County and East-West Corridor, 2000 - 2020**

	2000	2010	2020 (forecast)
Miami-Dade County	776.8K	867.4K	962.3K
Total Growth		90.5K	95.0K
Annual Growth Rate		1.1%	1.0%
East-West Corridor	62.3K	66.0K	71.4K
Total Growth		3.8K	5.4K
Annual Growth Rate		0.6%	1.0%

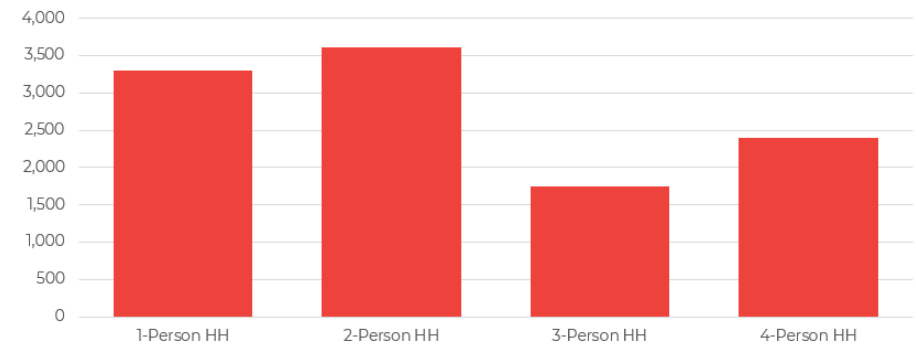
Source: WSP, U.S. Census Bureau, Miami-Dade TPO

This pattern is due in part to the corridor's employment-driven character. The corridor has several large employment concentrations and the jobs-to-housing ratio is approximately 3 to 1. As such, it is not surprising that it has not kept pace with the countywide average household growth historically (from 2000-2010). However, growth has been stronger from 2010 to 2020, indicating that it is evolving into a more diverse mix of commercial and residential land uses. Several new multifamily developments are being delivered within the corridor area, described further in Section 3.1.

## 2.3 CORRIDOR SOCIOECONOMIC FORECAST

Data from the Southeast Florida Regional Planning Model version 7 (SERPM7) developed by the Miami-Dade Transportation Planning Organization (TPO) was used to develop a forecast of employment and households along the corridor through 2040. From 2020 through 2040, a half-mile buffer along the corridor is forecast to grow by 11,500 total households. As shown in Figure 6, most of this household growth is in smaller, 1- and 2-person households, suggesting strong demand for denser, multifamily residential formats.

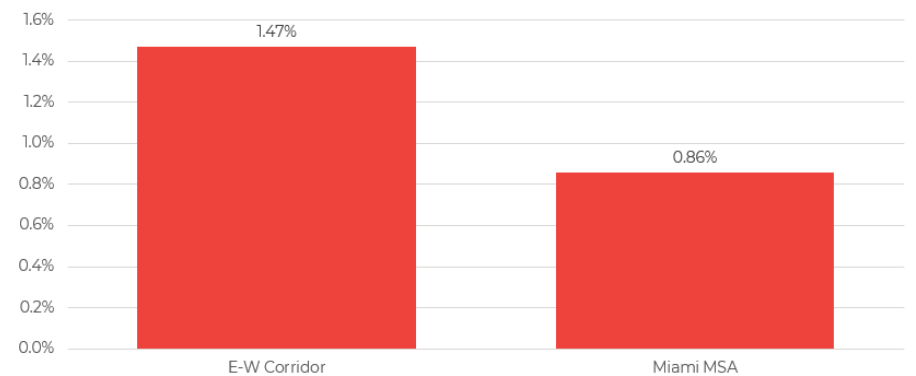
**Figure 6: Forecast Household Growth by Size, East West Corridor, 2020 - 2040**



Source: WSP, Miami-Dade TPO

Figure 7 shows that over the same forecast period, the forecast corridor employment growth rate is 1.5%, almost twice that of the region (0.9%) at 1.5% compared to 0.9% annually over the study period. This constitutes an increase of 19,000 jobs from 2020-2040, including over 8,000 in office-using industry sectors.

**Figure 7: Employment Compound Annual Growth Rate, East West Corridor and Miami MSA, 2020 - 2040**



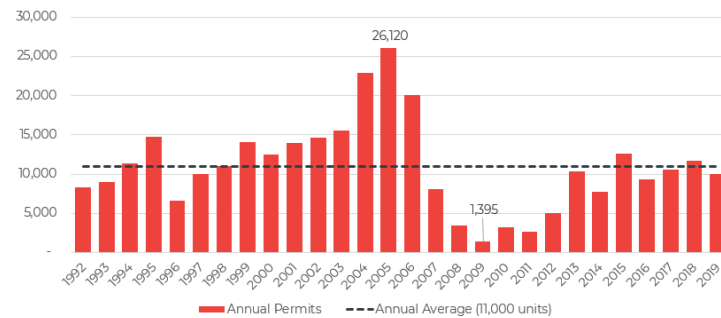
Source: WSP, Miami-Dade TPO

## 3 REAL ESTATE SUPPLY CONDITIONS

### 3.1 MULTIFAMILY RESIDENTIAL SUPPLY

Following the extreme peak and resulting valley of the housing bubble of the 2000s, new market-rate housing has been delivered at more sustainable, steady levels over the past decade. Figure 8 shows this historical trend in residential permit issuance in Miami-Dade County, with a peak of over 26,000 permits issued in 2005 followed by a low of 1,400 permits in 2009.

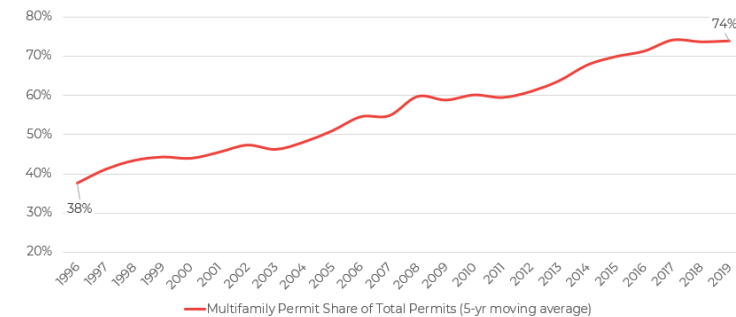
**Figure 8: Annual Residential Permit Issuance (units), Miami-Dade County, 1992 – 2019**



Source: WSP, U.S. Department of Housing and Urban Development

As developable land in the county becomes increasingly scarce, the profile of new construction has undergone a long-term shift from predominantly single family to multifamily. This dynamic suggests increasing potential for denser, infill redevelopment in strategic locations such as the East-West Corridor. Long-range forecast for the region estimates 80% of all new units will be multifamily.

**Figure 9: 5+ Multifamily Permits Share of Total Residential Permits, Miami-Dade County, 1992 – 2019**



Source: WSP, U.S. Department of Housing and Urban Development

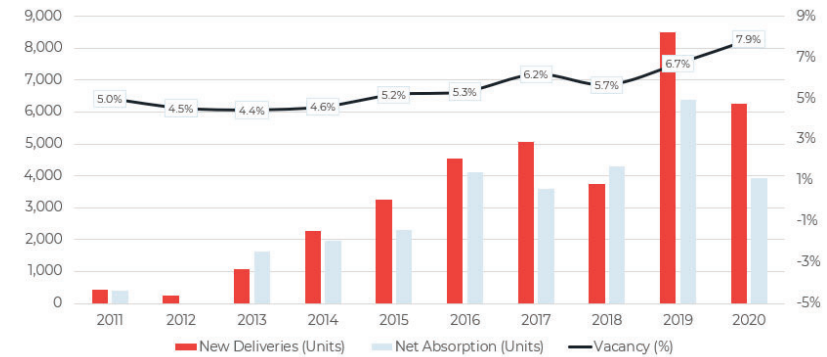
During the period of economic growth from 2010-2019, housing production did not keep pace with job growth and was outpaced at a ratio of 4:1, with approximately 50,000 new dwelling units delivered vs the 200,000 new jobs detailed earlier

Page 8

in this section. Although periods of economic recession will offset some of this imbalance, the long-term trend suggests a growing potential for infill multifamily development due to the constraint of the urban development boundary.

Historical multifamily data reflects healthy market supply/demand conditions up until the negative impacts of the pandemic hit in 2020. Figure 10 shows historical new deliveries, net absorption, and vacancy for the Miami-Dade market. Following a period of limited activity post Great Recession, the delivery of new housing units ramped up steadily from 2013 through 2019. Net absorption was not as strong in 2019 and 2020, suggesting a softening market in the near term, which is reflected in the increase of average vacancy rate from 5.7% in 2018 up to a high of 7.9% in 2020.

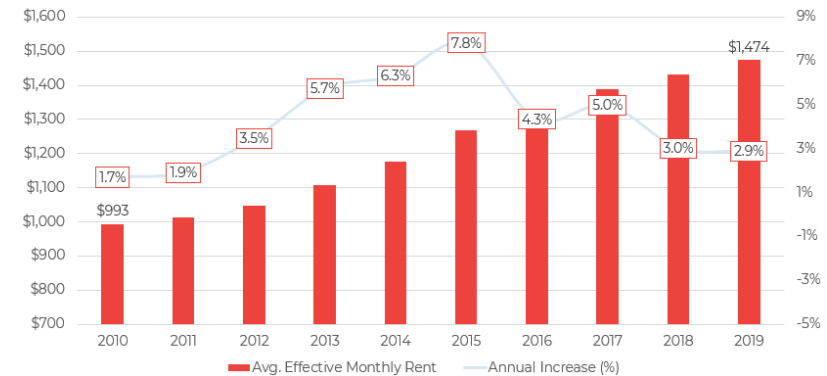
**Figure 10: New Units, Net Absorption, and Vacancy, Miami-Dade County, 2011 – 2020 (Q2)**



Source: WSP, Newmark Group, Inc.

When housing production is outpaced by job growth, an increase in rent occurs, and over the last decade county-wide average monthly rents increased from below \$1,000 in 2010 to almost \$1,500 in 2019, as shown in Figure 11.

**Figure 11: Average Effective Monthly Rent and Annual Growth, Miami-Dade County, 2010 – 2019**



Source: WSP, Newmark Group, Inc.

Although these rent increases are a sign of strength for market-rate multifamily development, it also reflective of an increasing housing affordability crisis as shown in Figure 12. 59% of renters in the county are classified as rent burdened, meaning they pay more than 30% of household income on housing, and the City of Miami alone needs an additional 50,000 affordable units according to their Affordable Housing Master Plan.

**Figure 12: Percentage of Households Classified as Rent Burdened or Severely Rent Burdened, Miami-Dade County, Florida, and U.S., 2019**

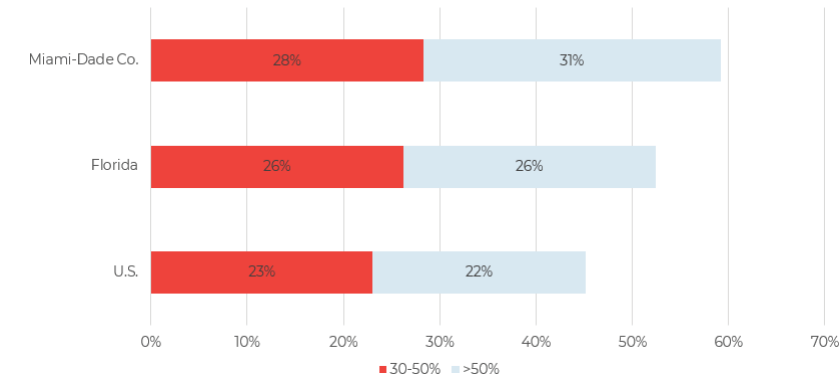
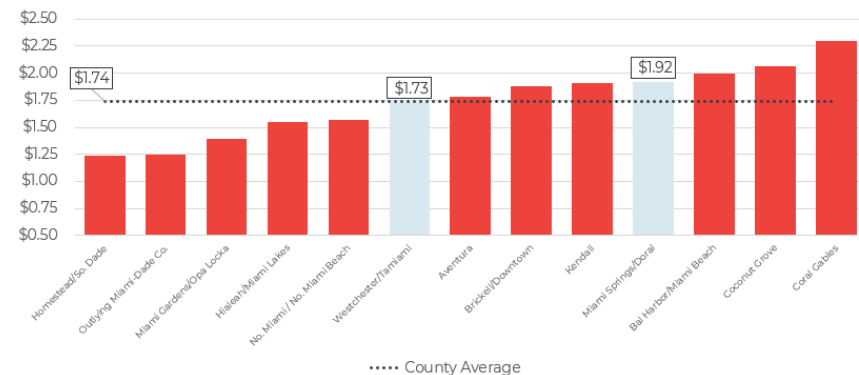


Figure 13 shows approximate multifamily residential rental value for various submarkets within Miami-Dade County. The Westchester/Tamiami submarket is located along the south side of the corridor and achieves an average monthly rent of \$1.73 per square foot, which is on par with the county-wide average of \$1.74. However, the Miami Springs/Doral submarket reports a significantly higher average monthly rent of \$1.92 per square foot, a difference of 10%.

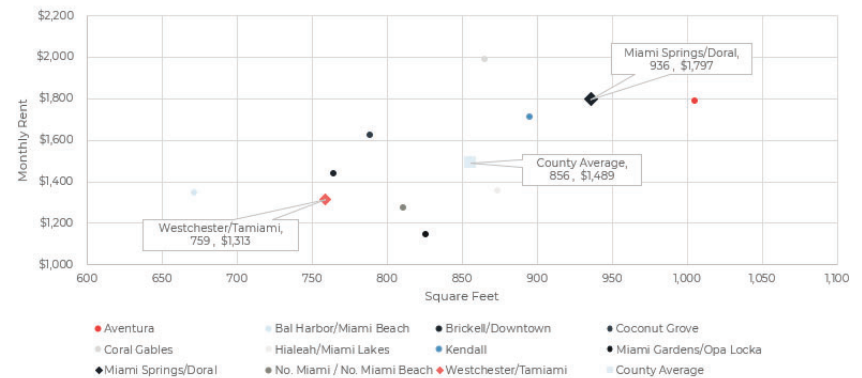
**Figure 13: Average Monthly Rent per Square Foot, Miami-Dade County Submarkets, 2019**



Beyond achievable rent per square foot, multifamily inventory south of the corridor is smaller, with an average unit size of 759 square feet. Units to the north are on the larger end of the range at 936 square feet on average. Figure 14 shows that

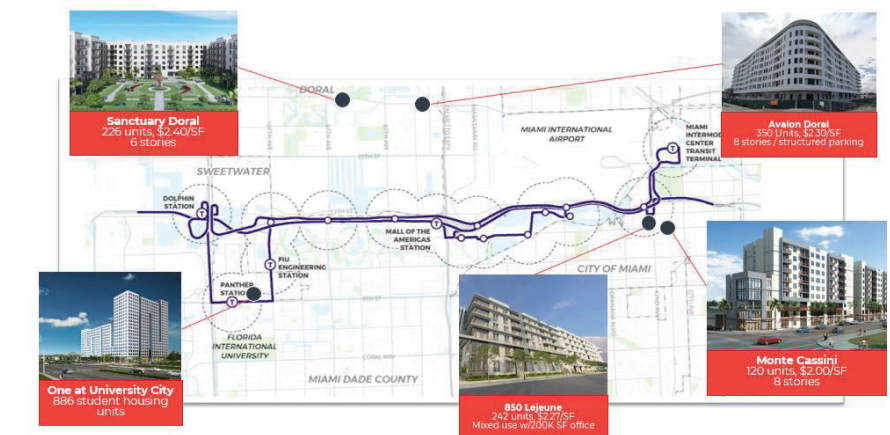
this means that the difference in average rent per unit is even greater than indicated by the average rent per square foot, with Miami Springs/Doral reporting \$1,797, and Westchester/Tamiami reporting \$1,313, a difference of 37%

**Figure 14: Average Apartment Monthly Rent-to-Size Matrix, Miami-Dade County Submarkets, 2019**



Several new multifamily buildings are under construction or leasing up along the corridor, as shown in Figure 15. Most of these units are configured in mid-rise, 6- to 8-story buildings and are positioning average monthly rents per square foot in the low to mid \$2.00 range. Aside from the 900 student housing units at One at University City serving FIU, there are over 900 new, market-rate units planned or under construction within proximity to the corridor.

**Figure 15: Map of Selected New Multifamily Developments, East-West Corridor, 2020**



## 3.2 COMMERCIAL SUPPLY

### 3.2.1 LONG-TERM OFFICE INDUSTRY TRENDS

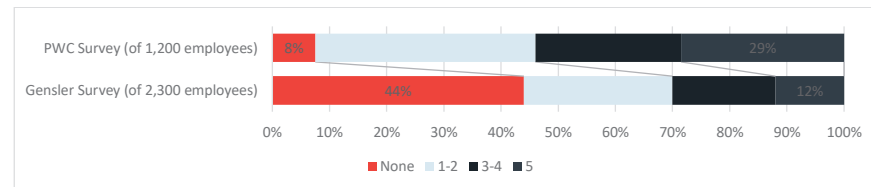
The global pandemic has disrupted travel patterns of residents and workers in the region. Driving, commuting, parking, and work habits have been and remain dramatically altered, and long-term behavior shifts are yet to be determined. While the overall economy and office market are assumed to have rebounded from the COVID-19 economic crisis over the period of analysis, there may still be lasting impacts to the way we use office space in the future. These shifts have the potential to cause significant structural changes to overall office market supply and demand conditions nationally and regionally. A review of the latest industry reports covering the future of office market demand revealed the following key themes:

1. An acceleration of the existing trend towards increased teleworking – *causing a reduced demand for office space*
2. increased worker distance requirements – *causing an increased demand for office space*
3. the possibility for much greater demand for suburban flex office that meets in the middle between the extremes of work from home (WFH) and work in a central business district (CBD) / urban core – *causing an increased demand for smaller-scale, flexible office space in less conventional locations*

#### THEME 1: ACCELERATION OF WFH

After the retail and hospitality sectors, the office sector is the most severely impacted land use in the short term, as most office-using employees have converted to telecommuting. While this shift is a temporary result of efforts to minimize the spread of COVID-19, many employees are discovering that they can conduct the day-to-day requirements of their jobs just as effectively from home. As a result, some office-using employers are rethinking the physical real estate footprint needed going forward. On the other hand, many office-using industry sectors require activities that are more productive in an office environment, which can often facilitate better coordination, collaboration, knowledge transfer, and career guidance / interaction between junior level and senior level staff. Beyond industry sector, employee preference varies on a case-by-case basis depending on factors such as: dependents, childcare demands, existing home office space or lack thereof, and other work-life balance considerations. Even data from various surveys differs significantly about employee preference, as shown below.

Figure 16: Days per Week Employees Would Like to Work from Home



Source: Gensler survey of 2,300 employees, PWC survey of 1,200 employees<sup>1</sup>

The survey results show dramatic differences in office worker preferences, with one survey finding that 44% of employees want to work in an office 5 days per week versus just 8% in the other survey, and 12% full-time working from home versus 29%. Although the landscape of employer and employee preferences continues to change rapidly, most industry experts agree that the propensity to work from home will increase permanently as a result of the pandemic, which could pose a risk to long-term office demand fundamentals. However, what the chart also shows is that at least 72% of workers surveyed want the ability to conduct their work in an office for some amount of their work week.

<sup>1</sup>[www.gensler.com/research-insight/workplace-surveys/us-work-from-home-survey/2020/](http://www.gensler.com/research-insight/workplace-surveys/us-work-from-home-survey/2020/); [www.pwc.com/us/remotework](http://www.pwc.com/us/remotework)  
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#### THEME 2: INCREASED WORKER DISTANCE REQUIREMENTS

Those employees and office tenants who do return to the office in larger-scale office settings are likely to require more space per employee than in the past to increase physical distance between employees. Like the long-term trend towards increasing telecommuting, over the past few decades, office tenants have been focused on increasing space efficiency by getting more employees into smaller spaces, resulting in a decline in the typical square footage per employee required. This ongoing increase in workplace density has had a net effect of reducing overall office space demand as the physical space need to house one employee declines (e.g. from 250 SF per employee to 150 SF). Physically, this trend has meant a shift from employees with a dedicated, enclosed office space to a greater proportion of dedicated cubicles, to agile / “hoteling” workspaces with minimal personally dedicated space.

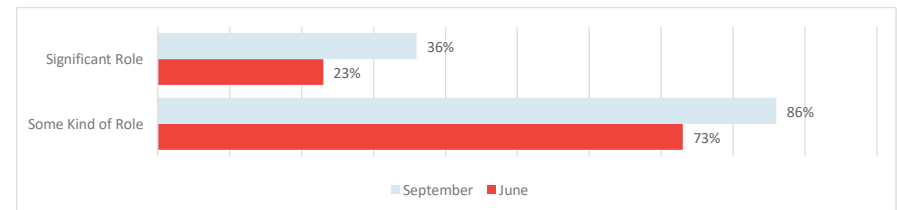
Now that the term “social distancing” has been added to our everyday vocabulary, most office development practitioners and office workers expect to return to workplaces that will foster greater physical distance amongst employees and carefully consider the amount of shared space versus dedicated space. Unlike the work-from-home trend which the pandemic has served as an accelerant for, implementing social distance measures into the office environment would be a reversal of the industry trend towards maximum space efficiency. While every tenant and employee has different situations and preferences, at a macro level this expectation of greater employee distance is likely to mostly offset the reduced office demand resulting from increased propensity to work from home. A recent office market demand analysis conducted by CBRE Econometric Advisors forecasts a net overall decline in office market demand of approximately 2% by 2030 as a result of both trends.<sup>2</sup>

#### THEME 3: GREATER NEED FOR HYBRID / FLEXIBLE OFFICE SPACE

In addition to the above trends, there is also a strong possibility for much greater demand for suburban, flexible office options that “meet in the middle” between working from home and working in a conventional CBD / office destination. This will result in increased demand for smaller-scale, flexible office space in less conventional locations, or “urbanized suburban” settings. This is a concept that may align well with new TOD vision for the East-West Corridor.

As the pandemic persists, flexible, shared space is increasingly being considered as a viable option for larger corporate office users. With employees at home and severe economic contraction, conventional long-term leases of large-scale office spaces are less appealing for companies trying to be as responsive as possible in the face of ongoing uncertainty. A CBRE survey of office tenants taken in both June and September of 2020 reflects this evolving outlook on flexible office space.

Figure 17: Responses over Time on the Anticipated Role of Flexible Office Space



Source: WSP, 2020 Global Occupier Sentiment Survey, CBRE Research<sup>3</sup>

Companies are increasingly exploring the idea of satellite offices offering workspaces within closer proximity to where workers live. This option provides a hybrid solution for those employees who may not be able to or want to work from home 100% of the time and need an office environment but may not necessarily need or want to make a long commute to a large, corporate regional location either.

<sup>2</sup> [www.cbre-ea.com/docs/default-source/ea-viewpoint-reports/cbre-ea-viewpoint-remoteworking.pdf?sfvrsn=2](http://www.cbre-ea.com/docs/default-source/ea-viewpoint-reports/cbre-ea-viewpoint-remoteworking.pdf?sfvrsn=2)

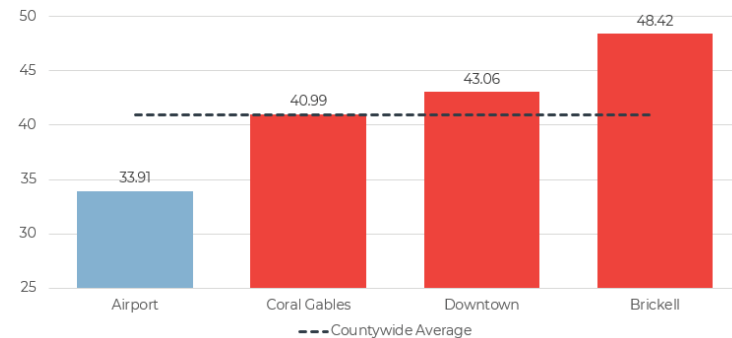
<sup>3</sup> <https://www.cbre.com/-/media/files/the-way-forward/the-end-of-the-beginning-north-america-flexible-office-market-in-2020/north-america-flex-office-2020-1.pdf?la=en>



### 3.2.2 LOCAL OFFICE MARKET CONDITIONS

The corridor's office inventory is characterized by lower-density, suburban formats, relative to the primary market office destinations of Brickell, Downtown, and Coral Gables. As shown in Figure 18 the Airport submarket (the submarket which closely approximates the boundaries of our corridor) has an average asking rent of \$33.91, which is a significant discount to other office destinations and the countywide average.

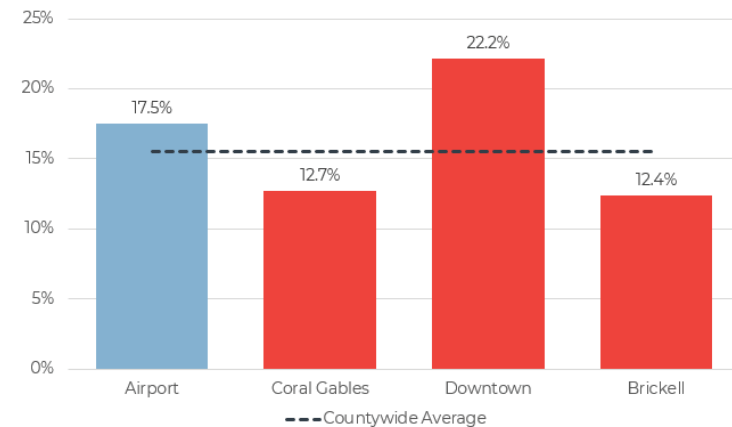
**Figure 18: Average Asking Rent / SF, Miami-Dade Office Submarkets - All Classes, Q2 2020**



Source: WSP, Newmark Group, Inc.

Figure 19 shows that the Airport submarket's vacancy rate is also relatively high compared to the market average, indicating somewhat weak current market conditions.

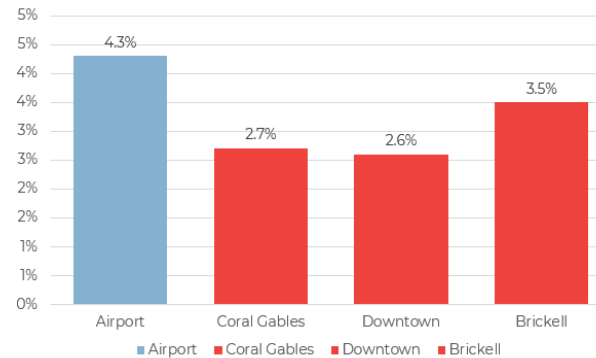
**Figure 19: Vacancy Rate (%), Miami-Dade Office Submarkets - All Classes, Q2 2020**



Source: WSP, Newmark Group, Inc.

Although achievable rents in the Airport submarket are at a significant discount to other core office areas, strong relative growth in Class A rents in recent years suggest that it is evolving as an office destination. From 2015 to 2019, average class A rents in the Airport submarket increased by 4.3% annually, outpacing the Downtown (2.7%), Brickell (2.6%), and Coral Gables (3.5%) annual averages over the same period, as shown in Figure 20.

**Figure 20: Average Annual Growth Rate of Class A Rent / SF, Miami-Dade Office Submarkets, 2015 - 2019**



Source: WSP, Newmark Group, Inc.

### 3.2.3 FLEXIBLE OFFICE TRENDS

Flexible office space is a growing niche that has the potential to experience increasing demand as office tenants look for more agile solutions for workers. The Miami market currently houses just under 2 million square feet of flexible office space. Although this represents just 4% of the total office market, it has grown rapidly from just 500,000 square feet in 2014. Over the same period, the total inventory across the U.S. and Canada has increased from just over 20 million square feet in 2014 to approximately 90 million square feet in 2020.

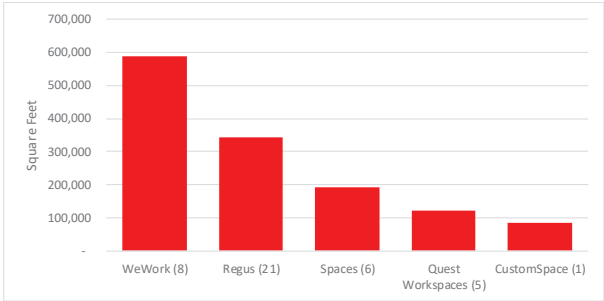
**Table 2: Summary of Miami Flexible Office Market Inventory**

Total Flexible Office Space	1,956,000 SF
# of Operators	39
# of Locations	90
Average Size of Location	21,700 SF
Single Office / Suite Rates	\$380 - \$580

Source: WSP, CBRE

About a quarter of this inventory is concentrated in the Brickell submarket, and of the 39 operators, WeWork is the largest in the market, controlling about 30% of the flexible office inventory (589,000 SF) in 8 different locations. The largest office space operators are shown in Figure 21.

Figure 21: Flexible Office Space Operators by Size (and total locations in parentheses), Miami, Q2 2020



Source: WSP, CBRE

As this category continues to increase its market share of office inventory, and as tenants seek more flexibility and agility to support the rapidly evolving needs of the office-using workforce, it may be a viable format for office use along the corridor relative to traditional lease structures.

3.2.4 LIMITED, “EXPERIENTIAL” RETAIL OPPORTUNITY

Both supply and demand conditions are weak for retail potential along the corridor and suggest that retail should be a complementary use relative to multifamily residential and commercial office use. The retail industry is rapidly evolving, due to the increasing shift of spending online, which has forced major national retailers to close thousands of stores across the country. In this challenging market environment, the most successful retailers have adapted by shifting their in-store focus to “experiential” retail. Experiential retailing can take on several meanings, but in the most general sense, it takes the customer experience beyond a simple purchase of goods by incorporating hands-on experiences. Some businesses, such as restaurants and art galleries, are already experiential. Experiential retail does not need to be complicated, but it is an increasing key to success in today’s retail industry. Designing the station areas in a way that attract and support retail tenants with a proven experiential plan will draw demand, increase success, reduce turnover, and reduce overall station area development risk.

4 STATION AREA SCENARIOS

Market-driven station area buildout scenarios include a Base Case and Build Case development forecast. The Base Case buildout scenario assumes no delivery of the BRT system and therefore no station area TOD opportunity. However, the proposed transit improvements in the Build Case would create an opportunity for infill TOD that would serve to catalyze redevelopment on vacant and/or underutilized parcels in the defined station areas.

4.1 BASE CASE

The corridor’s Base Case forecast of long-term household and employment growth is limited and assumes minimal development potential. Using SERPM forecast data for the station areas, Base Case forecast household growth is approximately 50 units per year for all four station areas combined. Annual demand for new office and retail adds up to approximately 6,000 square feet for all four station areas combined as well.

Table 3: Summary of Annual Commercial and Residential Demand Potential - All Stations Combined

	Annual Demand (all four station sites)
Residential (Units)	50 units
Commercial (SF)	6,000 SF

Source: WSP, Miami-Dade TPO

SERPM forecast data shows little change in households and employment in the station areas and assumes that the majority of station area land is already built out and that growth will take place in other areas. The Base Case incorporates forecast data for transportation analysis zones (TAZs) within a quarter mile of the proposed station area locations.

4.2 BUILD CASE

The Build Case assumes that the implementation of BRT will be a strong catalyst for TOD potential. In terms of station area development potential, the Build Case assumes the station areas capture more than their fair share of forecast growth. Unlike the Base Case, which uses forecast growth in the TAZs immediately surrounding each station area, the Build Case allows the station areas to capture a share of future growth that is forecast to take place within a half-mile buffer along the corridor. While there is a total amount of growth allocated to this broader area surrounding the corridor, the addition of BRT will make these station areas far more competitive with respect to capturing future demand.

4.2.1 RESIDENTIAL DEMAND

The methodology for determining residential demand is summarized in Table 4, and described as follows. SERPM forecast for new household growth along the corridor amounts to approximately 550 new households per year. Additionally, assuming multifamily developments actively marketing new units, some portion of demand from turnover of existing households (renters and/or owners relocating) can be expected as well. Census data on households by income, tenure, and turnover are used to further stratify this pool of demand to inform the mix and positioning of potential units, including market-rate versus income-qualified units and rental versus for-sale. This residential demand analysis suggests very strong depth of demand for TOD product along the corridor, as shown in Table 5.

**Table 4: Residential Demand Methodology Summary<sup>4</sup>**

CORRIDOR RESIDENTIAL ANALYSIS INPUTS	SOURCE	NOTES/RESULTS
<i>Demand from net new household growth</i>	SERPM	550 new households per year; 2020 - 2040
Stratified by income bracket / housing cost	ACS	Yields approximate share of affordable vs. market rate
% Renter vs. owner propensity by income	ACS	Informs potential mix / positioning
+		
<i>Demand from turnover of existing households</i>	SERPM	70,000 existing households
Stratified by income, tenure, and turnover rate by tenure	ACS	Annual turnover of 32% of renter HHs and 10% of owner HHs
Conservative station area capture rates		~7% of rental demand and 5% of for-sale demand

Source: WSP, Miami-Dade TPO, U.S. Census Bureau

**Table 5: Corridor Residential Demand - Build Case**

DEMAND	RESULTS
Annual Demand Potential - Corridor	800 rental; 200 for-sale units
---per Station Area (1/4)	200 rental; 50 for-sale units
Cumulative Demand - 10-year Period	8,000 rental; 2,000 for-sale
---per Station Area (1/4)	2,000 rental; 500 for-sale
Affordable vs. Market Rate	60% affordable / 40% mkt rate

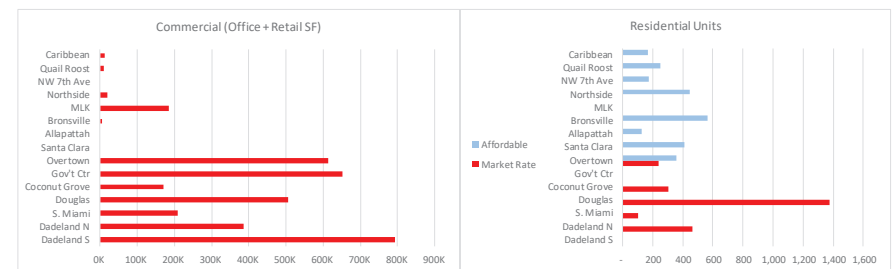
## 4.2.2 MIX OF AFFORDABLE AND MARKET-RATE USES

TOD station areas represent unique opportunities to deliver affordable housing paired with affordable transportation costs. Due to an ongoing lack of housing supply in the county, a very large percentage of households are classified as rent burdened, and there is an unmet affordable housing need of 50,000 units in the City of Miami alone. As such, there is strong depth of future demand for both market-rate and affordable residential units along the corridor, and the station areas are well positioned to capture this demand.

Miami-Dade County has a strong track record of delivering TOD. On the commercial side, there is currently 2.8 million square feet of TOD office and 800,000 square feet of retail space. There is also 5,000 residential units, about half of which are market-rate units, 1,900 are affordable units, and the balance comprised of senior housing and workforce housing. While this is a robust inventory and mix of commercial and residential TOD uses, the vast majority of commercial space and market-rate units have been delivered in the area south of the East-West Corridor (beginning with the Overtown Metrorail station), in areas with strong pre-existing real estate market conditions. Historically, residential TOD has consisted of either market-rate units delivered in strong market conditions to the south, or subsidized units delivered in weaker market conditions to the north, with very little diverging from this pattern, which is clearly illustrated in Figure 22. Except for the Overtown Transit Village & MiamiCentral development, no station area has a strong mix of both market-rate and affordable uses. The East-West Corridor represents a perfect opportunity to deliver a mix of both categories of uses.



**Figure 22: Commercial and Residential P3 TOD Inventory by Station Area, Miami-Dade County, 2020**



## 4.2.3 COMMERCIAL DEMAND

Build Case office demand is estimated based on forecast employment growth in office-using employment categories. Build Case average annual growth in office-using employment is approximately 300 workers per year. Assuming a space-per-employee factor of 175 square feet, this results in annual corridor office demand of about 50,000 square feet, or a cumulative 5-year demand of around 250,000 square feet in the corridor. Notably, this demand estimate is highly sensitive to the

<sup>4</sup> See Appendix A for detailed calculations, assumptions, and sources  
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assumed employment density factor. The 5-year cumulative demand ranges from 200,000 to 300,000 square feet if the space factor is adjusted from 150 square feet per employee to 200. As discussed in Section 3.2.1 *Long-term office industry trends*, this factor had been steadily declining over time prior to COVID-19, as office-using tenants sought lower occupancy costs through greater space efficiency. It is unclear if this trend will continue in the face of greater social distance expectations than in the past. For the purposes of estimating demand and potential future absorption, a lower assumed factor results in a more conservative estimate.

#### 4.2.4 STATION ALLOCATION

The demand potential described above reflects TOD market potential at the corridor level. To arrive at appropriate station area buildout scenarios, this corridor-wide market potential was further allocated based on each station area's relative locational strengths, weaknesses, and opportunities for new commercial and residential development. The rationale for each station area market potential is further described in the following sections.

##### 107<sup>TH</sup> AVENUE

This station area has the strongest real estate market, and therefore the greatest potential to attract high rents for market rate housing and commercial spaces. This is also the location with the most land available for a potential TOD vision, with a very large vacant parcel to the north-west of the transit station, and International Mall presenting the opportunity for adaptive re-use or complete redevelopment as it continues to age and face the challenges of a post-Covid economy. The scale of these opportunities makes this station area a viable opportunity for major development in the form of walkable, mixed-use urbanism.

- **Residential:** This is the most attractive site for market-rate housing, but the scale of the site also presents a major opportunity for affordable housing due to the scale and proximity to blue-collar employment in the Doral industrial area. The recommended solution is to leverage expanded development rights in exchange for the inclusion of affordable housing.
- **Office:** To promote reverse-commuting patterns and take advantage of the expected future growth in hybrid/flexible office space illustrated in Figure 17, the recommendation for this site is to include a large quantity of office space.
- **Retail:** This is the primary location for retail along the corridor. Given the amount of existing nearby competition, this retail will have to leverage the walkable mixed-use character of the TOD, as opposed to indoor malls or drive-up retail which already exists in abundance in the immediately surrounding area.

##### 97<sup>TH</sup> AVENUE

This station area is like 107<sup>th</sup> Avenue, but smaller and with less retail affinity. The presence of the car dealerships along 12<sup>th</sup> street, and the potential to develop within MDX right-of-way present unique opportunities and challenges.

- **Residential:** 97<sup>th</sup> Avenue represents an attractive station area for market-rate housing, although it is also adjacent to a major concentration of blue-collar employment. A mixed-income residential component would be suitable for this location with a potential 1:1 ratio of subsidized to unsubsidized housing.
- **Office:** To promote reverse-commuting patterns and take advantage of the expected future growth in hybrid/flexible office space illustrated in Figure 17, the recommendation for this site is to include a large quantity of office space.
- **Retail:** While Dolphin Mall has healthy occupancy, Miami International Mall is at risk of adaptive re-use. There is capacity for a different type of retail at this location, focused on entertainment like Doral Cityplace.

##### 7<sup>TH</sup> STREET

This location's positioning at the intersection of two highways makes it the most accessible station area to the rest of the county.

- **Residential:** The accessibility to diverse employment opportunities makes this site logical for both market-rate and affordable housing. Surrounding land uses, however, do not make this site as attractive for market rate units compared to the 97<sup>th</sup> Avenue and 107<sup>th</sup> Avenue station areas. A mixed-income residential component is suitable for this location, with a roughly 2:1 ratio of subsidized to unsubsidized housing.
- **Office:** The strong accessibility and fast highway access also make this station area potentially compelling for office uses. The previously discussed shift from traditional office space to flexible or shared office spaces which employees would travel to less frequently, combined with the accessibility of this site make it a strong opportunity for this function. However, competition from the Blue Lagoon office area means that office development here would likely be competing for tenants, reducing the forecast absorption rate and therefore shrinking the recommendation for office development at this site as well.
- **Retail:** Due to the lower-traffic / lower-visibility nature of this site, retail potential is limited and should primarily be used as an amenity geared towards supporting / complementing other uses.

##### 42<sup>ND</sup> AVENUE

- **Residential:** Due to somewhat weaker surrounding land uses, this site is not as attractive as the other sites for new market-rate housing. However, it does provide an opportunity for affordable housing that would benefit from proximity to major employment concentrations. Additionally, the surrounding residential structures are almost all more than 50 years old, which means their redevelopment could potentially be catalyzed by TOD.
- **Office:** This site does not have many strengths that would make it a strong fit for new office development. However, some capacity does exist for office absorption potential in the area, so it could be incorporated into the mix of uses if the station area design team sees an opportunity to creatively integrate an office use
- **Retail:** Due to the lower-traffic / lower-visibility nature of this site, retail potential is limited and should primarily be used as an amenity geared towards supporting / complementing other uses.

**Table 6: 5-Year Cumulative Demand Potential by Station Area and Land Use**

	Residential (units)	Office (SF)	Retail (SF)
107 <sup>th</sup> Avenue	2,700	100,000	168,000
97 <sup>th</sup> Avenue	1,000	100,000	57,000
7 <sup>th</sup> Avenue	900	50,000	24,000
42 <sup>nd</sup> Avenue	400	10,000	14,000





# 5 VALUE CAPTURE

## 5.1 BACKGROUND AND OBJECTIVES

Value capture mechanisms monetize public assets in ways that provide revenue to public entities to pay for those assets. There are many different mechanisms which each have a different type of tax/fee structure, each resulting in a unique financial profile in terms of revenue stream stability, predictability, growth over time, and overall risk and return.

Across the country, organizations developing transit corridor projects are concurrently pursuing corridor-wide value capture strategies as part of that project development effort. The U.S. Department of Transportation (USDOT) has emphasized the need to evaluate value capture early on in project development as one approach that can be used to help pay for a new transit project's capital or maintenance costs.<sup>5</sup> USDOT expects sponsor agencies to collaborate with local jurisdictions along the transit corridor to consider how they may capture the development benefits that the infrastructure project creates and channel them into the project (whether for capital expenses or ongoing operations and maintenance). Value capture mechanisms have the potential to generate significant revenue to fund the program, if structured properly. However, it helps to establish realistic expectations for what percentage of the project's funding needs could come from value capture and to adopt a long-term outlook for how long it may take to realize revenue from a value capture strategy.

Developing a corridor-wide station-area value capture strategy also may improve opportunities to compete for federal grant funds. The Federal Transit Administration (FTA) has recently updated its guidance on joint development and in doing so, emphasized that value capture can "generate revenue for transit agencies, enhance transit systems and service, and improve land use around transit stations."<sup>6</sup> Viable transit-oriented developments along the corridor may still enhance the project for purposes of competing for additional federal grant funding. The selection criteria for FTA capital investment grants includes an economic development category that measures the extent to which a proposed project is likely to induce additional, transit-supportive development in the future based on a qualitative examination of the existing local plans and policies to support economic development proximate to the project.<sup>7</sup> In addition, joint development projects along the corridor may take advantage of the Department of Transportation's TIFIA and RRIF credit programs that provide reduced interest rates for transit agencies, local governments, and transportation improvement districts.<sup>8</sup>

Transit agencies that have implemented corridor-wide joint development or TOD programs have tracked a resulting increase in ridership, which can lead to increased farebox revenue. In addition, other transit agencies have seen a joint development strategy that promotes transit-beneficial land use decisions such as placemaking, equity, sustainability, and smart growth.<sup>9</sup>

The best time to evaluate value capture is early in project development in order to fully anticipate how a value capture strategy may drive governance, property acquisition, and financing. The East-West line has the potential to catalyze a significant amount of new development and redevelopment but the timing and scale of future development are subject to a variety of factors, particularly the business cycle, the preferences of potential tenants, and the supply of competitive projects in the market. Value capture requires a high level of cooperation and support from local government partners and private property stakeholders. Possibly the most significant challenge for using value capture is securing uniform political support and coordination from all partners for the use of the revenue

<sup>5</sup> See [FHWA Guidance on Value Capture](#)

<sup>6</sup> See FTA Guidance on Joint Development, [transit.dot.gov/JointDevelopment](https://transit.dot.gov/JointDevelopment)

<sup>7</sup> See FTA [Policy Guidance on CIG](#)

<sup>8</sup> See [TIFIA](#); [RRIF](#)

<sup>9</sup> See Guide to Joint Development for Public Transportation Agencies, [TCRP Research Report 224](#)



stream. Developing private- and public-sector champions or key strategic partnerships is critical to selling the benefits of infrastructure improvements paid through value capture to muster the political will necessary.

A value capture strategy is necessary now in order to begin to ensure the cooperation and participation of those local taxing authorities and to evaluate legislative and political strategies that make available additional tax revenue. These efforts take time and may need to be clearly established as part of a competitive grant process with USDOT or to secure USDOT financing. Therefore, this strategy will work towards establishing an accountable governance structure, as part of the overall East-West project development plan.

## 5.2 VALUE CAPTURE OPTIONS

The purpose of the following section is to identify and assess the options for pursuing a value capture strategy under Florida law with the intent of using each option as a tool to achieve a broader strategy for the corridor. This section first describes and identifies the mechanisms that commonly fall within the value capture umbrella and identifies the applicable legal authority to implement them. This inventory is then followed by an analysis of the three most common categories of mechanisms: tax increment finance; special assessments; and development impact fees, along with a number of case studies in which value capture strategies were used both in Florida and elsewhere. Lastly, this section identifies the most likely options for the station areas along the East-West corridor.

The most common revenue tools available for value capture in transit projects tend to fall into three general categories:

1. Tax-Increment Financing (TIF)
2. Special Tax Assessments
3. Development-Impact Based Fees

Some of the other common value capture mechanisms used in transportation infrastructure projects are shown on the following table.

	MECHANISM	DESCRIPTION	REGULATING LAWS
Tax Increment Financing	Tax Increment Financing (TIF)	Collect all or part of future tax revenue above an established base level within a designated area that will benefit from the transportation investment. Same tax rate; increases in revenue above the base level amount is dedicated to pay for infrastructure.	F.S. Ch.163
	Synthetic TIF	Installment finance agreement or general obligation bonds based on incremental tax revenues expected; infrastructure improvements themselves are pledged as security.	F.S. Ch. 132
	Project Development Financing	Developers issue bonds or securities to fund capital infrastructure improvements; tax increment is not pledged directly to bond holders but rather through a local government's general obligation, which uses the tax increment to satisfy the obligation.	F.S. Ch. 132
Special Tax Assessments	Special Assessment District	Formerly known as Special Taxing Districts, these are geographic area defined to benefit from infrastructure investment; property owners are charged a recurring additional fee based on the value of their property or on the value of the infrastructure investment.	M-D County Code Ch.18 Article 1 - TIID: M-D County Code Ch. 2 Article CLIX

Impact Fees	Land Value Tax or Split Rate Property Tax	Instead of a land value tax, split tax into a rate on improvement value and a higher rate on land value, shifting tax from the value of improvements to the value of land created by infrastructure, payments are in proportion with benefits from public investments	
	Transportation Utility Fee	Ongoing fees paid by real estate occupants based on intensity and type of land use, typically used to pay for transportation operation and maintenance.	
	Development Impact Fee	One-time charge to developer to cover costs of infrastructure for new development.	
Sales / Leasing	Sale or Lease of Public Land or Air Rights	Sale or lease of property rights at market value that includes value imparted by nearby infrastructure investments; sale is a one-time benefit whereas a lease include value for future lease renewals. May also include acquisition of property in anticipation of an infrastructure project.	
	Naming Rights and Advertising	Payment for the right to name a facility or service, or to use the transit service and its assets to advertise.	
	Concessions and Parking	Revenue from services offered at the facility; methods for delivery of those services vary but can be delivered by a developer.	

# APPENDIX

## TAX INCREMENT FINANCING (TIF)

TIF is a mechanism for capturing all or part of the increased property tax paid by properties within a designated area. TIF is not an additional tax, nor does it deprive governments of existing property tax revenues up to a set base within the TIF district. Instead, part of, or all of, future property taxes (above the set base level) resulting from increased property values or new development are dedicated to paying for the public improvement that caused the value increases and additional development.

TIF is most commonly used by local governments to promote housing, economic development, and urban redevelopment in established neighborhoods, but in some cases has been used to finance transportation projects, mainly public transit. TIF revenues can be used as they accrue on a pay-as-you-go basis or can be bonded against. A public agency may also issue a general obligation (GO) bond to finance improvements and use future TIF district revenue to replenish the general fund. This GO approach usually provides better debt terms than if the TIF revenue is the only stream dedicated to repay the bonds, though it can adversely impact the credit rating of the parent entity making the GO pledge by increasing its overall debt levels. The typically stable growth and minimal long-term volatility of property values makes TIF a reliable stream of revenues to bond against.

## SPECIAL TAX ASSESSMENT DISTRICTS

Special tax assessments are additional taxes paid within defined geographic areas where parcels receive a direct and unique benefit from a public improvement. Generally, the cost of the improvement is allocated to property owners within the defined benefit zone and collected in conjunction with property or sales taxes over a predetermined number of years. Once the annual assessment collections cover the cost of the improvement (or debt issued to pay for the improvement), the assessment is removed.

Implementation of special tax districts can be challenging relative to other value capture mechanisms, as increases in taxes are politically sensitive and highly visible to affected property owners, businesses, and local consumers. Before this mechanism becomes politically feasible, it will require additional effort to convince local landowners and businesses that the tax is worth the value of the infrastructure improvement. Once in place, however, they are relatively easy to administer, and the additional taxes are collected along with current property tax.

Special tax districts are one of the most common forms of value capture for transit projects. Because special taxes represent additional taxes on existing property, the revenue stream tends to begin at a higher level compared to TIF. However, because it is typically limited to a certain maximum percentage, the upside growth potential of special tax is more limited relative to TIF revenues, particularly in scenarios where large-scale station development is likely to take place.

## DEVELOPMENT IMPACT FEES

Development impact fees and excise taxes are one-time charges collected from developers and/or property owners to fund public infrastructure and services made necessary by new development. Impact programs are most successfully implemented in areas poised for significant growth with little or no existing development. Generally, fees are based on a formula taking into consideration the number of new dwelling units or square feet of non-residential space and the relative benefit the infrastructure provides the property. For transportation projects, relative benefit is usually determined by the distance a development is located from the improvement.

Politically, the mechanism is generally less opposed than special assessments, as fees are levied against new development rather than existing residents and business owners. Similar to TIF, the perception that imposing impact fees on new development allows improvements to “pay their own way” may increase public acceptance. However, in some instances, fees have become too onerous and have reduced the competitiveness of certain areas. Fees that are higher than one or two percent of the cost of a property could impact that property’s competitiveness relative to a similar property with no fee, as fees are usually passed through from developers to end users in the form of higher housing costs or commercial rents. For areas along the corridor that might struggle to attract developer interest, a development impact fee would further dissuade private investment. It will be important to engage the developer community for industry opinion on the right balance between development fees and public-funded investment.

Revenue streams from impact fees tend to be much more volatile and unpredictable relative to TIF and special assessments. This is because the revenue is contingent entirely upon new real estate development, which can be heavily cyclical and extremely sensitive



to regional and national economic conditions. To create a district in which development fees can be enforced, the local government must approve this district and related project plans.

In a 2016 case, *Quality Built Homes Inc. v. Town of Carthage*, 789 S.E.2d 454 (N.C. 2016), the Florida Supreme Court struck down the Town of Carthage's impact fees: "While the Public Enterprise Statutes at issue here enable Carthage to charge for the contemporaneous use of its water and sewer systems, the statutes clearly and unambiguously fail to give Carthage the essential prospective charging power necessary to assess impact fees." Under this case, towns did not have the power to charge fees for future capital projects. Thereafter, the legislature amended the statute to limit the ability to charge impact fees to water and sewer only.

### 5.3 CASE STUDIES

#### BROWARD COUNTY TRANSPORTATION ORIENTED CONCURRENCY SYSTEM

The Transportation Concurrency Management System is divided into 10 Concurrency Districts, eight of which are designated as Transportation Concurrency Districts. When construction plans for new development are submitted for review and approval, concurrency fees are assessed. The Transportation Concurrency Assessments are based on a five-year Transit Development Plan (TDP) adopted by the County Commission. The fee is calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant dollar figure for each District, that represents the cost per trip of all the TDP enhancements in that District. The revenues from Transportation Concurrency Assessments must be used to fund transit enhancements in the District. However, there are opportunities for substantial credit against these fees for projects which are designed to encourage transit usage. In addition, the program provides waivers for "low" and "very low" affordable housing and for governmental uses which promote the health and safety needs of the general public. Within the Transportation Concurrency Districts, instead of assessing concurrency at the plat stage, the system assesses development prior to the application for a building permit. This broadens the County's concurrency program to cover all new development and redevelopment, not only development subject to platting. Since the proposed concurrency assessments are calculated to represent mitigation for all project trips, no road or transit impact fees are assessed on projects paying transportation concurrency fees.

Examples of Concurrency Fees by Land Use					
Land Use	# of Trips/ Peak Hour (T/PH)	Trip Length Factor	Adjusted # of Trips/ Peak Hour (T/PH)	Cost Per Trip	Final Cost
50 Single Family Units	50.5	0.88	44.44	\$1,380	\$61,327
50 Garden Apartments	30	0.88	26.4	\$1,380	\$36,432
50,000 square feet Industrial	36	1.00	36.0	\$1,380	\$49,680
50,000 square feet Office	111.52	0.77	85.87	\$1,380	\$118,501
50,000 square feet Retail	397.4	0.65	258.31	\$1,380	\$356,468

**Example: How to calculate the concurrency fee for a 50 Single Family unit project**

- 1) Multiply the use (50 Single Family units) by trip generation rate\* for single family (1.01 T/PH):  $50 \times 1.01 = 50.5 \text{ T/PH}$
- 2) Apply trip length factor for residential use (.88) by multiplying 50.5 Trips  $\times .88 = 44.44 \text{ T/PH}$
- 3) Multiply the adjusted number of peak hour trips (44.44) by the cost per trip (\$1,380) = **\$61,327**

NOTE: All trips are **p.m. peak hour trips (T/PH)**.  
Trip generation rates used are those adopted by Broward County Commission for TRIPS model.

\* For trip generation rates by land use, see table "Trip Rates by Land Use (Effective December 8, 2009)"

#### CHARLOTTE GATEWAY STATION

The Charlotte Gateway Station is a planned multi-modal transportation hub on approximately 13 acres of land and will include a new bus facility and AMTRAK station. The project's development goals include the creation of a mixed-use employment district with commercial and retail space, housing, improvements to public streets, and accommodation for future growth of the local rail network. Planned funding for the project includes capital funding and grants for initial construction of the station building and decommissioning of the existing Amtrak Station, with private developer funding for private development in the areas surrounding the station. According

to the initial funding plan, the project has considered a variety of value capture options to fund additional development in the station area, including tax increment financing. However, as of the date of this report, it does not appear that any value capture mechanisms have been included in the financing plan.

In 2019, the sponsors issued an RFQ seeking a master developer from the private sector to enter a P3 agreement to carry out the development of the Project. A private consortium called Charlotte Development Partners was awarded the contract. According to the publicly available RFQ, a tax increment grant is still under consideration for subsequent development phases of the project. Primary funding tools offered to the developer include a land contribution of \$94,400,000, an FTA grant of \$6.5 million, and \$13 to \$17.5 million in local funding.

Stakeholders include the City of Charlotte, the Charlotte Area Transportation System (CATS), Mecklenburg County, NCDOT, and Charlotte City Center Partners. The Project is currently under construction.

#### LEXINGTON DEPOT DISTRICT

The City of Lexington is developing its Depot District to revitalize the area with a multimodal transportation hub, amphitheater, entertainment, retail, restaurants, and residential buildings. Other stakeholders include the Florida Railroad and NCDOT.

The project was the recipient of a TIGER II grant for the initial study, and in September 2020 received a \$24.9 million BUILD grant to fund further development. The grant will be administered by the Federal Railroad Administration. Total project costs are expected to be approximately \$41 million. An additional \$11 million in project funding is expected to be received from NCDOT, with the final \$5 million from the City of Lexington. In 2006, in anticipation of the project, the City of Lexington purchased an 18-acre site to serve as a potential location for the future rail station. Lexington's 2018 economic development strategic plan shows that the City considered project development financing, including tax increment financing, as one method of funding for the depot district. However, it does not appear that the City has further pursued value capture. Construction of the project is expected to start in 2022, with completion by 2026.

#### REM (MONTREAL, CANADA)

The Regional Express Metro (REM) is a new 40-mile integrated rail line linking downtown Montreal with the North, South, and West communities in the region as well as the airport. The benefits generated by the project are significant including travel time savings, creation of new direct and indirect jobs, and an estimated increase in land values of around \$4 billion. REM is expected to cost \$5 billion which is financed in part through a P3 arrangement with CDPQ Infrastructure (which is comprised of public pension funds) that will recover its initial investment through availability payments linked to achieving ridership and meeting performance targets both in the delivery of the capital works and operating performance measures. Funding will be drawn in part from the expected surplus farebox revenues of operating the more efficient REM compared to existing transit services in Montreal. Just under 10 percent of funding will be drawn from land value capture measures. The remaining 50 percent of funding is provided by Canadian Federal and Quebec Provincial Government grants.

#### PORTLAND STREETCAR (PORTLAND, OREGON)

The Portland Streetcar project is a 14.7-mile, 76 station streetcar network connecting regional activity centers. As part of an innovative funding package, 8.2 percent of the streetcar network's total project cost was funded by TIF. For the initial phase of the streetcar network, the City designated a TIF district in the South Park Blocks area targeted for redevelopment and placed a lifetime cap on property tax revenues levied in the area. Property tax revenues in excess of those being levied at the time the district was established are dedicated to capital improvements in the area, including the streetcar.

#### DENVER UNION STATION (DENVER, COLORADO)

The Denver Union Station project redeveloped a regional multimodal hub connecting commuter rail, light rail and bus rapid transit, and regularly scheduled bus service. The project public partners – RTD as transit agency, along with the city and county, state DOT, and MPO created DUSPA, a nonprofit, public benefit corporation in July 2008 to finance and implement the project. Transit elements have been transferred to RTD, which operates and maintains them as a complete transportation district. The project relied upon TIFIA and RRIF loans secured by liens on pledged revenues. Those include real estate development-related income generated by the DUSPA project area, including tax increment revenues, a levy on property tax revenues, and lodger's tax revenue. The loans are also secured by an annual payment of \$12 million from RTD to DUSPA funded from the 0.4 percent FastTracks sales and use tax approved by voters in 2004. The TIFIA loan has a senior lien to the RRIF loan and was structured not to exceed RTD's annual payment. The rail projects, also part of the FastTracks program that provide service into Denver Union Station, were developed through various alternative delivery methods including CM/GC and DBFOM P3.

## WSP OLDE TOWN TRANSIT HUB (ARVADA, COLORADO)

RTD, the City of Arvada, and the Arvada Urban Renewal Authority formed an executive oversight committee via intergovernmental agreement that was modeled after the Denver Union Station founding governance structure. Through that partnership, the City solicited a master developer to begin development on a nine-acre site adjacent to the future commuter rail station being built by RTD's P3 Concessionaire. Through this partnership, RTD removed the surface parking lot from the concessionaire's scope of work and the City constructed a 650-space parking garage and transit hub that provides commuter and business parking, an RTD bus facility, and new plaza area that the City uses for community events. RTD's contribution was the land it owned where the surface lot was originally planned and the amount deducted from the concession agreement. The City acquired additional property in anticipation of the project, allowing for consolidation of transit and parking into the hub. The result is a community-focused suburban downtown that enhances the historic character of the area with local retail investment. The City funded the balance of the cost of the transit facility through general obligation bonds, and the urban renewal authority has contributed to a private developer a land discount of \$4.4M and pledged sales and property taxes up to \$13.5M to enable a residential development project planned on the 9-acre site now adjacent to the transit facilities. Interestingly, the town on the end-of-line station for that same commuter rail line (Wheat Ridge, Colorado) has also pursued transit-oriented development but has not attracted any interest from developers. That station is slightly more rural and does not provide comparable community amenities or pedestrian access. The town has negotiated an agreement with RTD to enable development at the station when the real estate market better supports such an effort.

### 5.4 OPTIONS FOR THE EAST-WEST CORRIDOR

In 2018, the Miami-Dade Board of County Commissioners created the Transportation Infrastructure Improvement District (TIID), a TIF which targets the entire SMART Plan, including the East-West corridor. With this TIF already in place, the addition of new value capture mechanisms must be balanced to ensure that development in the station areas is not over-burdened compared to the surrounding areas. The use of a special assessment district is likely to cause this over-burdened condition. However, impact fees can be calibrated or even individually adjusted to ensure that development occurs within the station areas at a healthy pace. The type of impact fees should be carefully considered, and earmarked for specific purposes that will enhance each local station area while the TIID enhances the corridor as a whole. Miami-Dade County will also be able to take advantage of less significant value capture options such as the sale of naming rights and advertising to fund transit operations and maintenance.

The first recommended value capture strategy for the East-West corridor is to utilize the existing practice of selling naming rights for transit stations. This presents developers with the opportunity to brand their property with a sense of permanence and civic connection drawn from the transit infrastructure.

The second recommended value capture strategy for the East-West corridor is the implementation of a customized transportation utility fee. It is recommended that DTPW form a cost sharing relationship for circulator services with large developments which are within the station areas, particularly for the center-aligned stations in the west. At these stations, pedestrians will need to walk a minimum of a quarter mile to reach the proposed developments. This distance is typically considered to be the "pedestrian shed", the distance that a typical pedestrian can walk in 5 minutes, and distances greater than this discourages some percentage of pedestrian trips. A robust circulator service will ensure that these developments can maximize the advantage of transit connection, and cost sharing will ensure that the service to their property will operate with the frequency, consistency, and reliability that they hope for.

The third, and most substantial recommendation is the implementation of an affordable housing inclusive zoning policy which allows for developers to pay a fee in lieu of construction. The funds from that fee should be directed to the Department of Public Housing and Community Development for the exclusive purpose of developing additional affordable housing within the station area. The fee should be balanced in such a way that the payment of each fee results in a larger number of units being built than was requested of the developer.

## 6 RESIDENTIAL DEMAND METHODOLOGY

### ESTIMATED ANNUAL DEMAND POTENTIAL FOR NEW RESIDENTIAL UNITS EAST-WEST TRANSIT CORRIDOR STATION AREAS

	Gross Rent: Below \$300	\$300 \$500	\$500 \$690	\$690 \$990	\$990 \$1,490	\$1,490 \$1,980	\$1,980 \$2,970	\$2,970 and above	
Income: <sup>1</sup>	Below \$15,000	\$15,000 \$25,000	\$25,000 \$35,000	\$35,000 \$50,000	\$50,000 \$75,000	\$75,000 \$100,000	\$100,000 \$150,000	\$150,000 and above	
SOURCES OF DEMAND									TOTAL / AVG.
<b>Net New Household Growth, 2020 - 2040</b>									
Total Annual New Households, East-West Corridor <sup>2</sup>	553	553	553	553	553	553	553	553	553
x Income Qualified <sup>3</sup>	13%	10%	10%	12%	18%	12%	13%	12%	100%
= Income Qualified <sup>4</sup>	74	54	57	67	99	64	71	67	553
x Renter Propensity <sup>4</sup>	67%	63%	59%	59%	52%	45%	34%	20%	50%
= Qualified Annual New Renter Households	50	34	33	40	51	29	24	13	274
<b>Existing Renter Households</b>									
Total Households, East-West Corridor <sup>2</sup>	70,850	70,850	70,850	70,850	70,850	70,850	70,850	70,850	70,850
x Income Qualified <sup>3</sup>	13%	10%	10%	12%	18%	12%	13%	12%	100%
x Renter Propensity <sup>4</sup>	67%	63%	59%	59%	52%	45%	34%	20%	50%
x Turnover Rate <sup>5</sup>	32%	32%	32%	32%	32%	32%	32%	32%	32%
= Qualified Annual Turnover	2,051	1,407	1,379	1,639	2,122	1,182	985	555	11,320
Total Qualified Renter Households/ Demand Potential	2,101	1,441	1,412	1,678	2,174	1,210	1,009	589	11,594
TOD Station Area Total Capture (%) <sup>6</sup>	10%	10%	10%	5%	5%	5%	5%	5%	7.1%
East-West Station Area Capture (#)	210	144	141	84	109	61	50	28	827
<b>Net New Household Growth, 2020 - 2040</b>									
Total Annual New Households, East-West Corridor <sup>2</sup>	553	553	553	553	553	553	553	553	553
x Income Qualified <sup>3</sup>	13%	10%	10%	12%	18%	12%	13%	12%	100%
= Income Qualified <sup>4</sup>	74	54	57	67	99	64	71	67	553
x Owner Propensity <sup>4</sup>	33%	37%	41%	41%	48%	55%	66%	80%	50%
= Qualified New For-Sale Households	24	20	24	28	48	35	47	54	279
<b>Existing Owner Households</b>									
Total Households, East-West Corridor <sup>2</sup>	70,850	70,850	70,850	70,850	70,850	70,850	70,850	70,850	70,850
x Income Qualified <sup>3</sup>	13%	10%	10%	12%	18%	12%	13%	12%	100%
x Owner Propensity <sup>4</sup>	33%	37%	41%	41%	48%	55%	66%	80%	50%
x Turnover Rate <sup>5</sup>	10%	10%	10%	10%	10%	10%	10%	10%	10%
= Qualified Annual Turnover	298	245	290	341	591	432	575	661	3,433
Total Qualified Households/ Demand Potential	322	285	314	369	639	467	621	715	3,712
TOD Station Area Total Capture (%) <sup>6</sup>	10%	10%	10%	5%	5%	5%	3%	3%	5.3%
East-West Station Area Capture (#)	32	26	31	18	32	23	16	18	197

<sup>1</sup> Based on qualifying ratio of one-third of after tax income

<sup>2</sup> SERPM projections

<sup>3</sup> Income ranges based on 2019 ACS

<sup>4</sup> Renter propensity based on American Community Survey for Miami-Dade County

<sup>5</sup> Based on 2019 turnover rates for Miami-Dade County from the U.S. Census Bureau

<sup>6</sup> Based on adjusted fair share analysis of the subject property relative to the competitive set



# **A6 - BICYCLE AND PEDESTRIAN RECOMMENDATIONS**



## A6.1 BACKGROUND

Miami-Dade has more than a hundred miles of paved paths, bike lanes, and unpaved trails. In addition to these, many of the major streets and neighborhoods have sidewalks for safe walking. There are many useful resources available in the state and county level to make bicycle and pedestrian systems more accessible. The Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways more commonly known as the Florida Greenbook chapters eight and nine provides the guidelines for the design of a pedestrian and bicycle facility. There are four different type of pedestrian facilities: sidewalks, shared use paths, shared streets and shoulders.

Guidelines for designing sidewalks:

- Sidewalks should be provided along both sides of roadways that are in or within one mile of an urban area.
- The minimum width of a sidewalk shall be 5 feet on both curb and gutter and flush shoulder roadways.
- Sidewalks shall be accessible by persons with disabilities.

These requirements should be met in the design of a pedestrian crosswalk:

- Crosswalks should be placed at locations with sufficient sight distances
- At crossings, the roadway should be free from changes in alignment or cross section
- The entire length of crosswalk shall be visible to drivers at a sufficient distance to allow a stopping maneuver
- Stop bars or yield markings, in conjunction with the appropriate signing shall be provided at all marked crosswalks
- Crosswalks shall be easily identified and clearly delineated, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and Rule 14-15.010

The coordination of bicycling with public transport is beneficial to both systems. With easier access to and from the transit stations, riders will be more willing to use transit as a form of transportation.

## A6.2 REASONING BEHIND THE PLAN

The East-West Corridor has several major thoroughfares that run parallel or intersect it with high levels of vehicular traffic and limited right-of-way. In anticipation of the development of a new Bus Rapid Transit service on the East-West Corridor, this assessment was tasked to recommend bicycle and pedestrian network improvements.

review the existing and planned pedestrian facilities within half a mile of the proposed station and the bicycle network within three miles of the proposed station

The objective of the bicycle and pedestrian recommendations is to propose additional facilities that would help alleviate vehicular traffic, facilitate and incentivize transit usage, walking and biking within the corridor without exacerbating the current conditions. These recommendations took into consideration the demographic distributions along the corridor as well as the travel patterns along this corridor previously evaluated in the Project Development and Environment (PD&E) study .

This study took a holistic approach while formulating these recommendations to ensure that these facilities would promote a mode shift within and to and from the corridor. Therefore, considerations for bicycle and pedestrian connectivity were also listed in the Land Use and Zoning Master Plan of this study to ensure that the future developments in the corridor would be built to support multimodality.

The study team identified the gaps and areas of concern and proposed additional facilities and infrastructure improvements to create a complete and safe multimodal network that would incentivize non-vehicular access to and from the TOD stations.

The study teams' focus when making bicycle network recommendations was to propose a paths where safe facilities can be built that would suit most comfort levels of bicycle riders. In addition, wider and separated facilities were the favored option because the intent was to create networks that would be used both for commute and recreation, thus wider grade separated facilities would be more attractive to the average rider.



## A6.3 STATION SPECIFIC RECOMMENDATIONS

Miami-Dade County has a series of incomplete bicycle and pedestrian networks that are mostly concentrated around urban and densely populated areas. Seeing as the bus rapid transit route runs along an expressway and half of the TOD stations for this study are center stations the main recommendations for this study is to provide safe and equitable accessible non-motorized access to these stations.

### A6.3.1 NW 107TH AVENUE

The proposed NW 107th Avenue station site is located at the center of the Dolphin Expressway at the 107th Avenue interchange. NW 12th Street runs parallel of the expressway and provides a direct connection to the Mall of the Americas. The Kitty Roedel trail currently runs parallel and south of the railroad track.

The study team proposed the following:

- Pedestrian Recommendations:
  - East of NW 107th Avenue, the study team recommended the completion of the pedestrian network to improve access from NW 12th Street and NW 107th Avenue to the Mall of the Americas.
  - West of NW 107th Avenue, the study team recommended the continuation of the sidewalk network on the both sides of NW 12th Street as well as the extension of the Kitty Roedel Trail parallel to the train track running in the strip of land between NW 12th Street and the railroad track.
  - Along NW 107th Avenue between NW 14th Street and Fontainebleau Boulevard the study team recommends the completion of the sidewalk network on the western side to complete the network and improve pedestrian access to the station and existing transit stops along that stretch.
  - At the intersection of NW 107th Avenue and NW 12th Street, the study team also recommends a ramp that would connect the Kitty Roedel on the which currently ends on the east side of NW 12th Street to the study recommended extension.
  - In addition to completing the network more crosswalks and traffic signals have been recommended. To improve the pedestrian access to the mall, pedestrian scrambles and pedestrian refuge have been recommended as well as pedestrian crossing beacon for recommended midblock crossings.
- Bicycle Recommendations:
  - A designated bicycle lane along NW 107th Avenue from NW 25th Street to SW 8th Street to connect to the existing designated bicycle lanes on NW 25th Street and the existing designated bike lane along SW 107th Avenue which start on both sides a few blocks north of SW 8th Street.
  - A bicycle lane for both direction along NW 12th Street from 107th Avenue to NW 111th Street. The study team recommended designated bicycle lanes along NW 111th Avenue from NW 25th Street to NW 12th Street to connect to the planned designated bicycle lanes on NW 25th Street and the planned bicycle lane on NW 12th Street.

### A6.3.2 NW 97TH AVENUE

The proposed NW 97th Avenue station site is located at the center of the Dolphin Expressway at the 97th Avenue. NW 12th Street runs parallel of the expressway and provides a direct connection to the International Corporate Park. The Kitty Roedel trail currently runs parallel and south of the railroad track.

The study team proposed the following:

- Pedestrian Recommendations:
  - Along NW 97th Avenue between NW 14th Street and 900 Block the study team recommends the completion of the sidewalk network on the eastern side to complete the network and improve pedestrian access to the station.
  - Along NW 13th Street, the study team recommends the installation of a multi-use path and crosswalks with pedestrian crossing beacons at the intersections of the study recommended streets in the design for this area.
  - Along NW 12th Street, the study team recommends the installation of a shared-use path on the on the northern side of the roadway between NW 97th Avenue and NW 93rd Court.
  - Along NW 93rd Court, the study team recommends the installation of a shared-use path on the on the northern side of the roadway between NW 12th Street and NW 13th Street.
  - At the intersection of NW 97th Avenue and the Kitty Roedel Trail, the study team recommends the construction of a pair of staircases on opposing sides of NW 97th Avenue to provide a direct pedestrian connection to the trail from that street.
  - At the intersection of NW 93rd Court and NW 12th Street, the study team recommend the installation of a multi-use path that would cut across the developments south of NW 12th Street and connect the path users directly to the Kitty Roedel trail with a formalized railroad crossing infrastructure that would enable both pedestrian (wheeled or walking) and bicycle access.
  - Another similar connection was also recommended by the study team along NW 12th Street between NW 93rd Court and NW 89th Court.
  - In addition to completing the network more crosswalks and traffic signals have been recommended. To improve the pedestrian access to the existing development. Pedestrian scrambles and pedestrian refuge have been recommended as well as pedestrian crossing beacon for recommended midblock crossings.
- Bicycle Recommendations:
  - A designated bicycle lane along NW 97th Avenue from NW 72nd Street to NW 37th Street to connect to the planned off-road multi-use facility along NW 37th Street and the study recommended shared-use path along NW 7th Street.
  - A designated bicycle lane along NW 7th Street from NW 87th Avenue to NW 8th Street to connect to the study recommended shared-use path along NW 7th Street.

### A6.3.3 NW 7TH STREET

The proposed NW 7th Street station site, The Wedge, is located on a vacant parcel south of the Dolphin Expressway east of the Mall of the Americas and West of NW 74th Avenue. The SMART Trails CSX Rail Corridor is projected to run all the way to NW 72nd Avenue along NW 7th Streets. The projected Ludlam Trail which will span north to south is located about half a mile east of the station site.

The study team proposed the following:

- Pedestrian Recommendations:
  - Along NW 10th Street and NW 7th Street between NW 82nd Avenue and SW 72nd Avenue the study team recommends a shared-use path on the strip of land that abuts the highway to improve access to the station.
  - Along NW 6th Street between NW 74th Avenue and SW 72nd Avenue the study team recommends a shared-use path to improve access to the station.
  - Along FL State Road 826 extension, between NW 7th Street and NW 5th Street the study team recommends a shared-use path on the strip of land that abuts the highway to improve access to the station.
  - In addition to completing the network more crosswalks and traffic signals have been recommended. To improve the pedestrian access to the mall, neighborhood, transit stops and Robert King/Carlos Arbolyea Park. Pedestrian scrambles and pedestrian refuge have been recommended as well as pedestrian crossing beacon for recommended midblock crossings.
- Bicycle Recommendations:
  - A designated bicycle lane along NW 97th Avenue from NW 25th Street to SW 8th Street to connect to the planned multi-use path NW 25th Street which connects to an existing bike lane to the west and a planned bicycle facility to the west and the existing designated bike lane along SW 8th Street.

### A6.3.4 NW 42ND AVENUE

The proposed NW 12th Street station site, LeJeune Road, is located on a undeveloped parcel south of the Dolphin Expressway Ramp to NW 42nd Avenue, LeJeune Road. The proposed station site is located less than ¼ miles from the airport. There are four hotels within a 15 minutes walking distance from the site and a movie theater and Kinloch Park.

The study team proposed the following:

- Pedestrian Recommendations:
  - On the south side of NW 11th Street between NW 43rd Court and NW 43rd Avenue the study team recommends the extension of the sidewalk network to improve access to the station.
  - On the west side of NW 43rd Court between NW 11th Street and NW 10th Street the study team recommends the extension of the sidewalk network to improve access to the station.
  - In addition to completing the network more crosswalks and traffic signals have been recommended. To improve the pedestrian access to the hotels, neighborhood, transit stops Kinloch Park. Pedestrian scrambles and pedestrian refuge have been recommended as well as pedestrian crossing beacon for recommended midblock crossings.
- Bicycle Recommendations:
  - A designated bicycle lane along NW 43rd Avenue from NW 12th Street to NW 5th Street to connect to the study recommended bicycle facility along NW 5th Street which connects to another study recommended bicycle facility along NW 44th Avenue which leads to Kinloch Park Middle and Elementary School then south to West Flagler Streets along NW 43rd. This indirect recommended set of bicycle facility run all the way south to Milan Avenue to connect to a planned facility along that road.

As the design for this center station has not been finalized, the mode of connection from the NW 107th Avenue and 97th Avenue station site to the existing and proposed network has not yet been determined.

## A6.4 STAKEHOLDER CONVERSATIONS

### A6.4.1 STATE

#### FDOT D6 BICYCLE/PEDESTRIAN COORDINATOR & ADA COORDINATOR

The study team virtually presented the proposed recommendations to a District 6 FDOT Coordinator in April 2021. The study team was advise to only propose new networks to which connected on both ends to existing or planned facilities to ensure that no new infrastructure gaps were created thus leaving cyclist and pedestrians stranded on those new networks, amps and bridges to the stations located at the center of the Dolphin Expressway were the preferred connectors as it would enable cyclist to better use the facility as opposed to staircase connections. The study team was also advised to suggest a direct connection from 107th Avenue to the expressway to reroute traffic from NW 12th Street thus reducing the traffic on that street and facilitating the implementation of a road diet to add in bicycle facilities.

#### 3.1.2. RAILS TO TRAILS

The study team virtually presented the proposed recommendations to a District 6 FDOT Coordinator in April 2021. During the meeting the study team ensured that it had obtained the most up to date data repository for rails to trails and asked if there were potentially new bicycle and pedestrian connections that were being contemplated but had not yet been officialized. The study team was given more details about the type of use (recreation, commute, exercise) some of the existing networks and was advised to ensure that the proposed connections would align with the uses.

### A6.4.2 COUNTY

#### MDC PARKS, RECREATION AND OPEN SPACES

The study team (virtually) presented the proposed recommendations to a MDC PROS in \_\_\_\_ 2021. During this meeting, the PROS stressed the importance of establishing a strong link to the planned Ludlam Trail. This trail, a rails to trails conversion running near NW 67th Avenue from PErmieter Road to the Dadeland South Metrorail Station has its northern terminus near the the NW 7th Street Wedge site. The trail can serve as a cycling commuting corridor and provide a valuable link for cyclists who wish to transfer to the East-West Transit corridor.

#### 3.2.2. MDC RER

The study team (virtually) presented the proposed recommendations to a MDC RER in \_\_\_\_ 2021.



### **A6.4.3 MUNICIPAL**

#### **DORAL TRANSPORTATION ANALYST**

The study team shared the bicycle and pedestrian recommendation maps and table with the transportation analyst at the City of Doral and received comments and suggestions. The recommendations centered on the proposed 10th Avenue and 97th Avenue stations site. In general, the requested that we proposed more pedestrian network gap closure to the station sites, the Miami International Mall, Kitty Roedel Trail, and existing transit stops (bus, trolley, etc.).

#### **CITY OF MIAMI**

The study team (virtually) presented the proposed recommendations to the City of in March 2021. The meeting focused on the LeJeune Road station and the study team was apprised of more details regarding some of the upcoming trail projects near the Miami River and Miami International airport. The study team was given some suggestions on facility types which allowed for the fine tuning of some the recommendations. The study team was notified of a new City of Miami land development policy in urban cores which incentivizes developers to install bicycle facilities within ½ mile of their property in exchange of a density bonus.

#### **SWEETWATER**

The study team reached out to Sweetwater to obtain feedback on the recommended bicycle and pedestrian projects but did not receive a reply.

## A6.5 DOCUMENTS CONSULTED

The study team reviewed the following documents and databases to complete the inventory of the existing and planned facilities. Due to the COVID-19 restriction, Google Street View imageries and drive-by informal site visits were done to verify the accuracy of the data.

### A6.5.1 FLORIDA DATABASE

- Florida SUN Trail Network: <http://floridasuntrail.com/>
- FDOT Bicycle and Pedestrian Facilities:
  - Suntrails: <http://floridasuntrail.com/>
  - Bike Lane: Miami-Dade County GIS Open Data Hub
  - Shared Path: Miami-Dade County GIS Open Data Hub
  - Sidewalk: Miami-Dade County GIS Open Data Hub

### A6.5.2 COUNTY DATABASE

- Miami-Dade County 2045 Long Range Transportation Plan
- Miami-Dade County Transportation Improvement Program 2021-2025
- Bike305
- Miami-Dade Parks, Recreation, and Open Space Master Plan
- MDC PROS Master Plan GIS Database, Last Updated January 2020 (Received by E-mail):
  - Blueways
  - Boulevards
  - EcoZone
  - Greenways
  - Western Greenway
- Miami-Dade County GIS Data Hub:
  - Bike Lane
  - Paved Shoulder
  - Sidewalk:

### A6.5.3 MUNICIPAL DATABASES

#### DORAL

- City of Doral Bikeway Network Plan (Source: CityofDoral.com)
- City of Doral Transportation Master Plan (Source: CityofDoral.com)

#### CITY OF MIAMI

- City of Miami 2030 Bicycle Master Plan Miami (Source: StreetPlans.com)
- Miami's Best By Bike Map (Source: GreenMobilityNetwork.org, Last Updated January 2013).
- Miami Bicycle Master Plan (Source: MiamiGov.com, Last Updated October 2010)
- Safe Streets Miami (Source: GreenMobilityNetwork.org)
- Miami Bicycle Initiatives (Source: MiamiGov.com).

#### CITY OF SWEETWATER

- None found.

#### CITY OF CORAL GABLES

- Bicycle Plan

## A6.6 PROJECT PRIORITIZATION

The various recommended projects were cross referenced with non-bike ped planned projects in the 2045 LRTP and 2021 TIP as well as FDOT Bicycle Plan Network currently under refinement and still awaiting final alignment approval to provide a weight to each project. In addition roadway conditions, proximity to the station and the identified Vision Zero high injury networks provided an additional weight. All of this was summarized in the cost estimation spreadsheet.

## A6.7 CONCLUSION

There are six major strategies to implement a successful bicycle & pedestrian infrastructure environment along the East-West corridor:

- 1) Incorporate the recommendations of this plan into municipal and county bicycle and pedestrian implementation plans.
- 2) Identify project funding in advance to ensure the projects are completed.
- 3) Implement pedestrian priority zones within transit station areas.
- 4) Align bike/ped projects with roadway projects to minimize number of constructions.
- 5) Incentivize bike/ped connection for new developments to ensure access to the existing, planned and study recommended facilities.
- 6) Implement Complete Streets Design Guidelines when designing and improving pedestrian and bicycle facilities.

The recommendations aim provide connections to planned facilities and improve access to all transit modes (bus rapid transit transit-oriented stations, bus stops and trolley stops) around the station area and complete the sidewalk network between the transit stop and key residential areas and other developments such as malls, parks and existing trails (Kitty Roedel). To improve the pedestrian and bicycle improvement some signalization and intersection improvements have been recommended as well to provide safe access for non-motorized travelers to the bus rapid transit transit-oriented stations.

## A6.8 DETAILED RECOMMENDATIONS

The following maps depict the study recommendations for each of the stations and the table provides more specific detail.

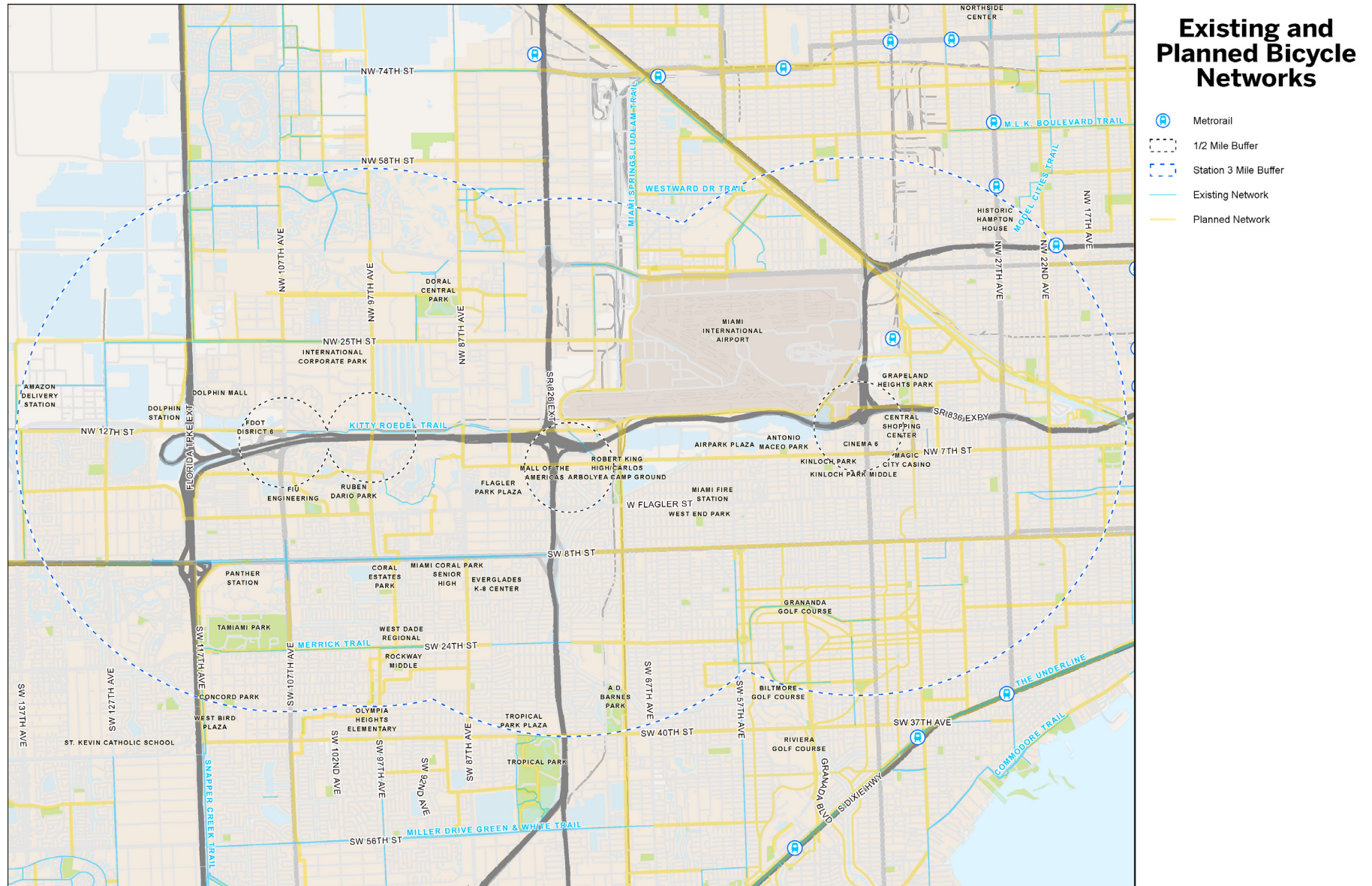
## **A6.8.1 EXISTING AND PLANNED BICYCLE NETWORKS**

This map depicts in the existing and planned facilities within 3 miles of the station areas.

The existing network, symbolized in a light blue solid line, is a compilation of the Florida Department of Transportation (FDOT) Bicycle Network Plan Existing Facilities, Shared Path, Bike Lane and SUNTrail Existing Network, Miami-Dade County (MDC) Greenways Network, Bike 305 Trails Existing Network, City of Doral (Doral) Bike paths and Bikeway Network, City of Coral Gables (Coral Gables) Existing Bicycle Paths and Routes, City of Miami (Miami) Greenways and Bicycle Facilities and manually drawn GIS pedestrian network layer. Sharrows and paved shoulders were not tabulated as existing bicycle facilities.

The planned network, symbolized in a solid light orange line, is a compilation of FDOT's Network Plan Upcoming Network and FDOT Proposed Bike Network, SUNTrail Future Network, Bike 305 Trails Planned Network, Doral Bike paths, Coral Gables Proposed Bicycle Paths and Routes, LRTP 2045 Bicycle Projects, TIP 2021 Bicycle Projects and manually drawn GIS pedestrian network layer.





## A6.8.2 PROPOSED BICYCLE NETWORK BY PRIORITY

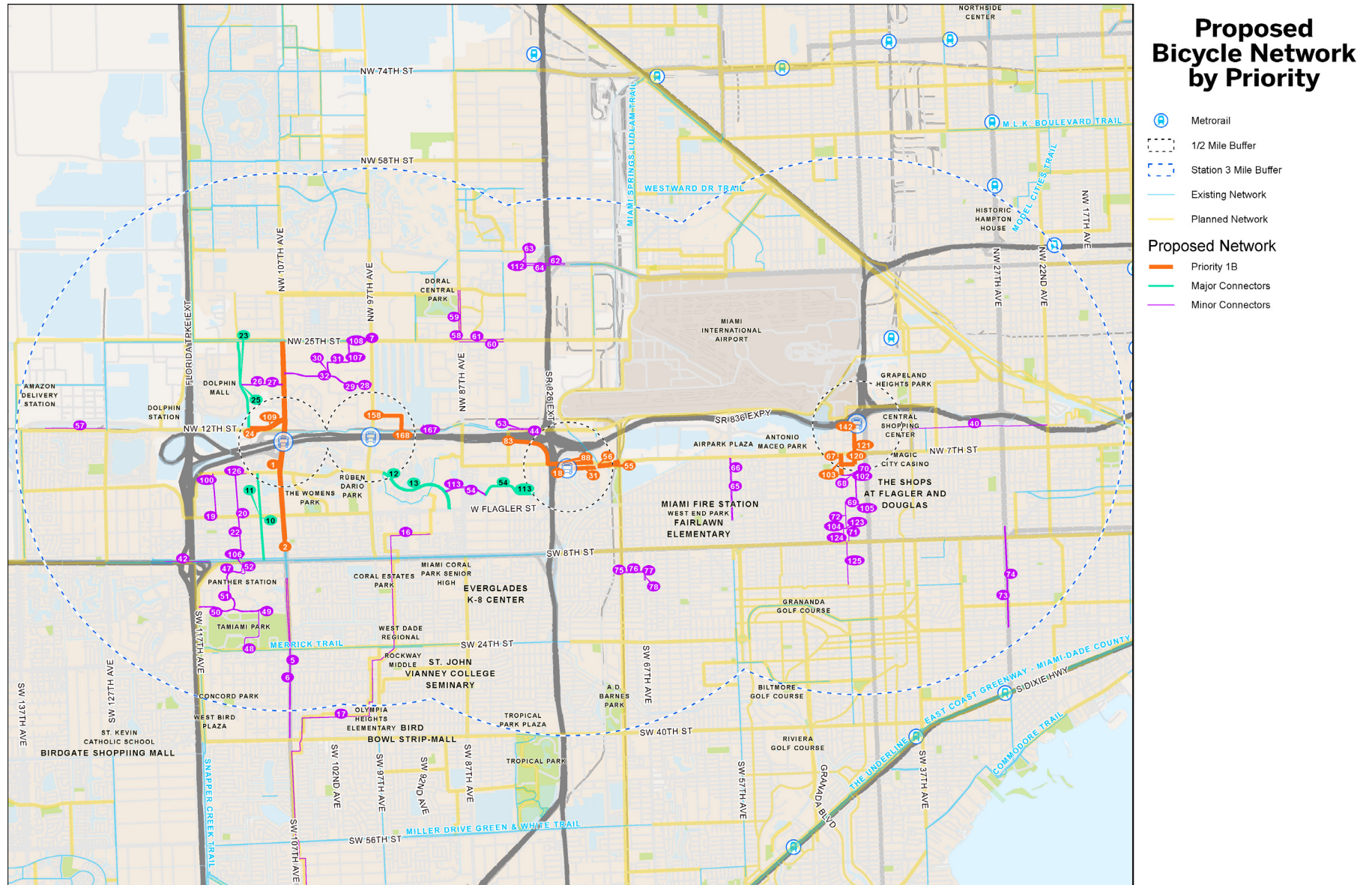
This map depicts in the proposed bicycle projects by priority for the different stations.

The priority 1B projects consist of all the bicycle projects with ½ mile of the station. They are depicted by a thick dark orange line. These projects provide immediate connection from the station area to existing and planned bicycle networks.

Major connectors consist of subset of bicycle projects that provide further connection to the 1B bicycle network that located less than a mile out and are mainly located major roadways. They are depicted in a thinner aquamarine green line.

Minor connectors consist of all other bicycle projects that extend further in the 3 miles area. They are depicted by a very thin light purple line. These projects are generally located in minor roadways and provide more connections to points of interest such as schools, universities parks.



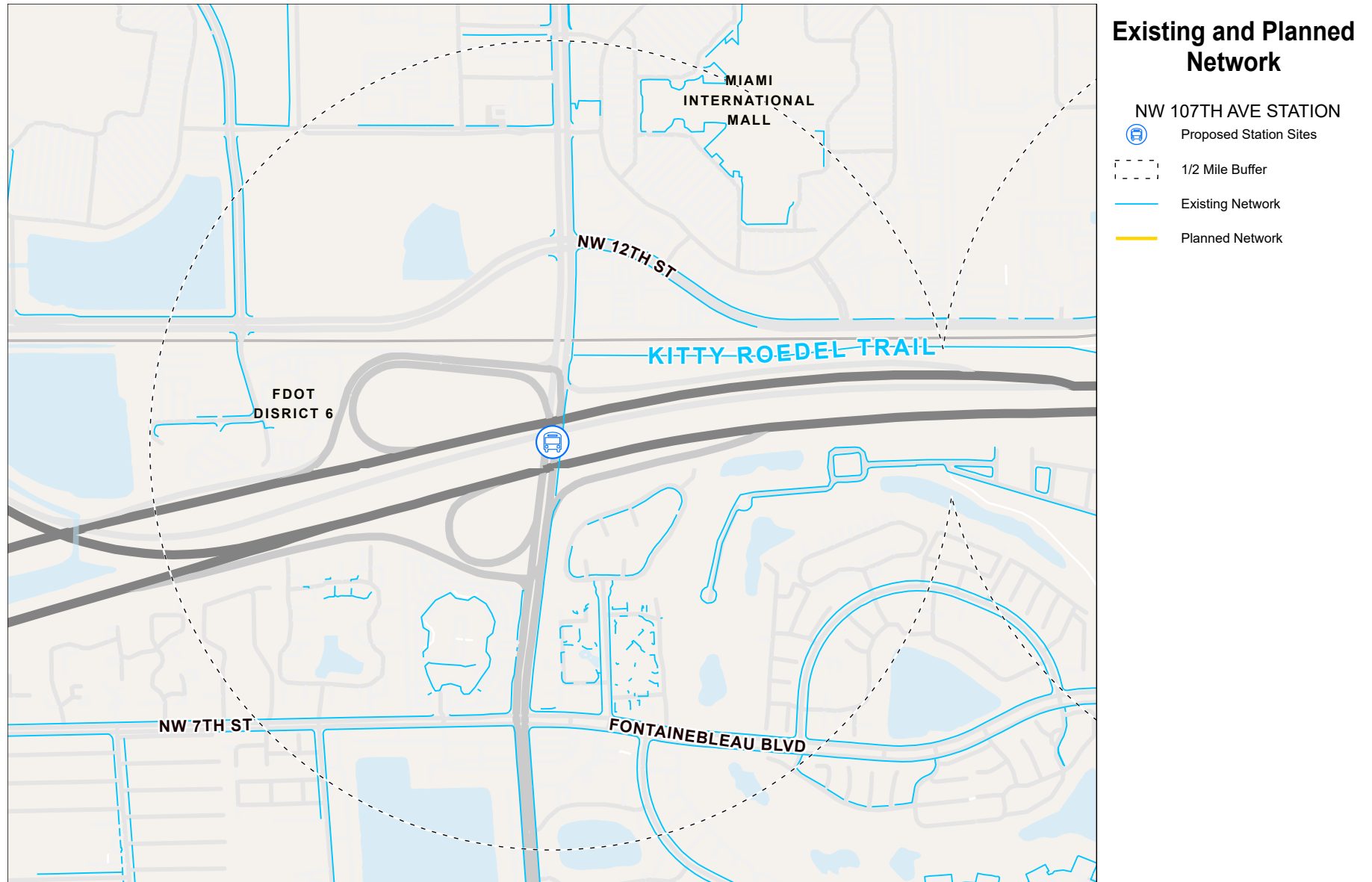


### **A6.8.3 EXISTING AND PLANNED PEDESTRIAN NETWORK**

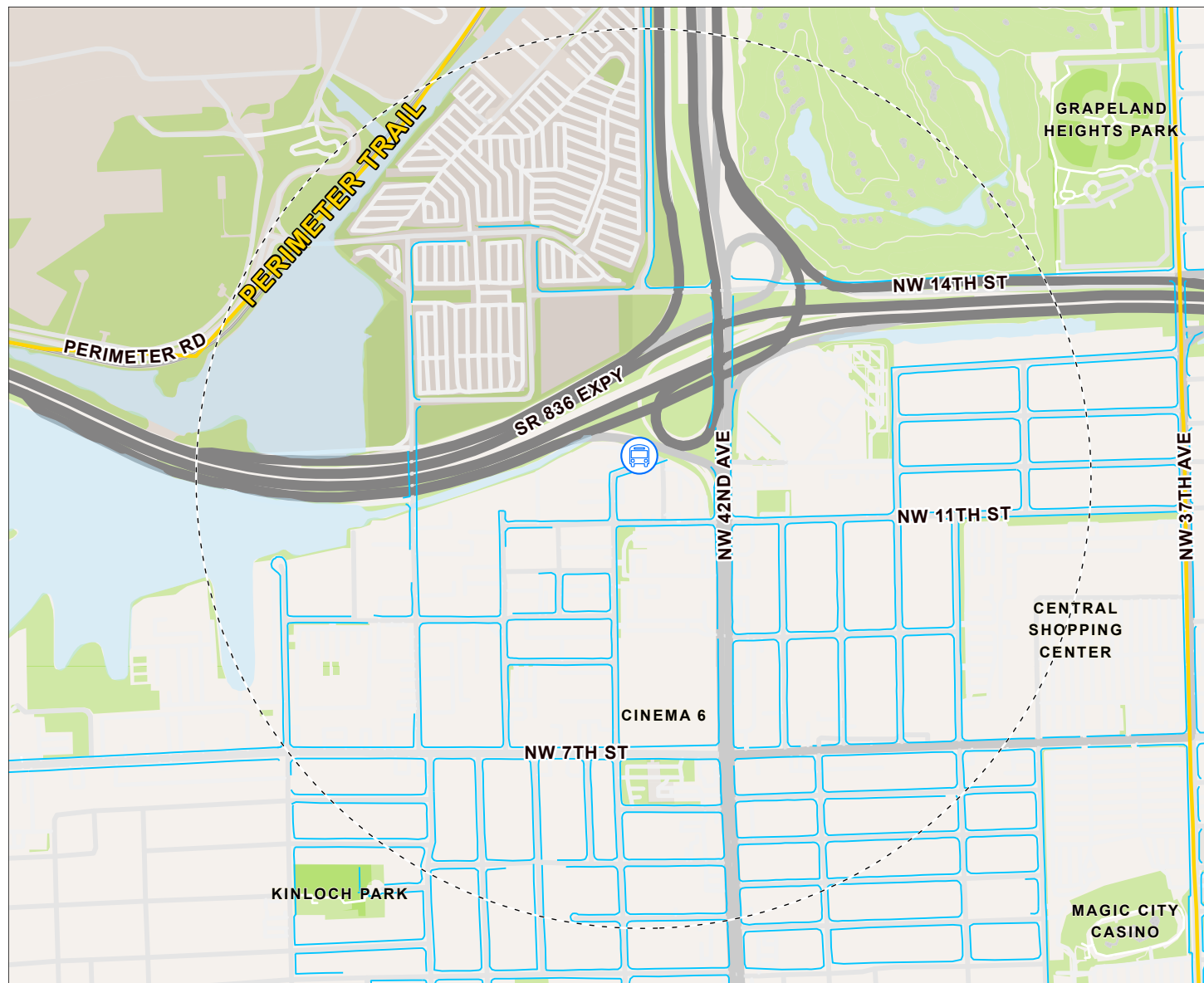
This map depicts in the existing pedestrian facilities within ½ a mile of the station areas.

The existing network, symbolized in a light blue solid line, is a compilation of the FDOT Bicycle Network Plan Existing Facilities, Shared Path, Bike Lane and SUNTrail Existing Network, MDC Paved Path, Greenways, Sidewalk, Bike 305 Trails Network, Miami Greenways and manually drawn GIS pedestrian network layer.

The planned network, symbolized in a solid light orange/yellow line, is a compilation of the FDOTs Network Plan Upcoming Network and FDOT Proposed Bike Network, SUNTrail Future Network, Bike 305 Trails Planned Network, Doral Bike paths, LRTP 2045 Pedestrian Projects, TIP 2021 Pedestrian Projects and manually drawn GIS pedestrian network layer.









## Existing and Planned Network

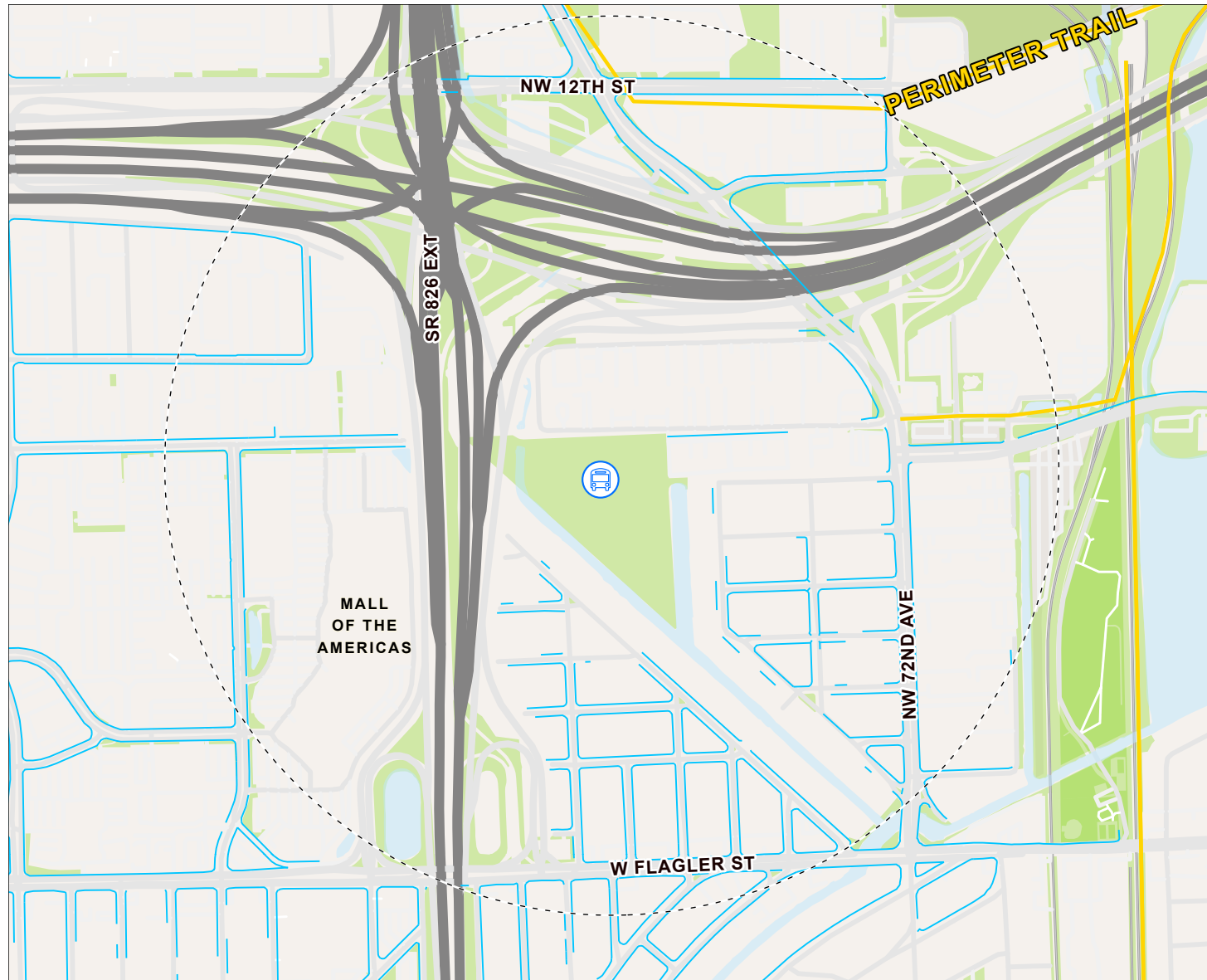
### NW 42ND AVE STATION

 Proposed Station Sites





 1/2 Mile Buffer

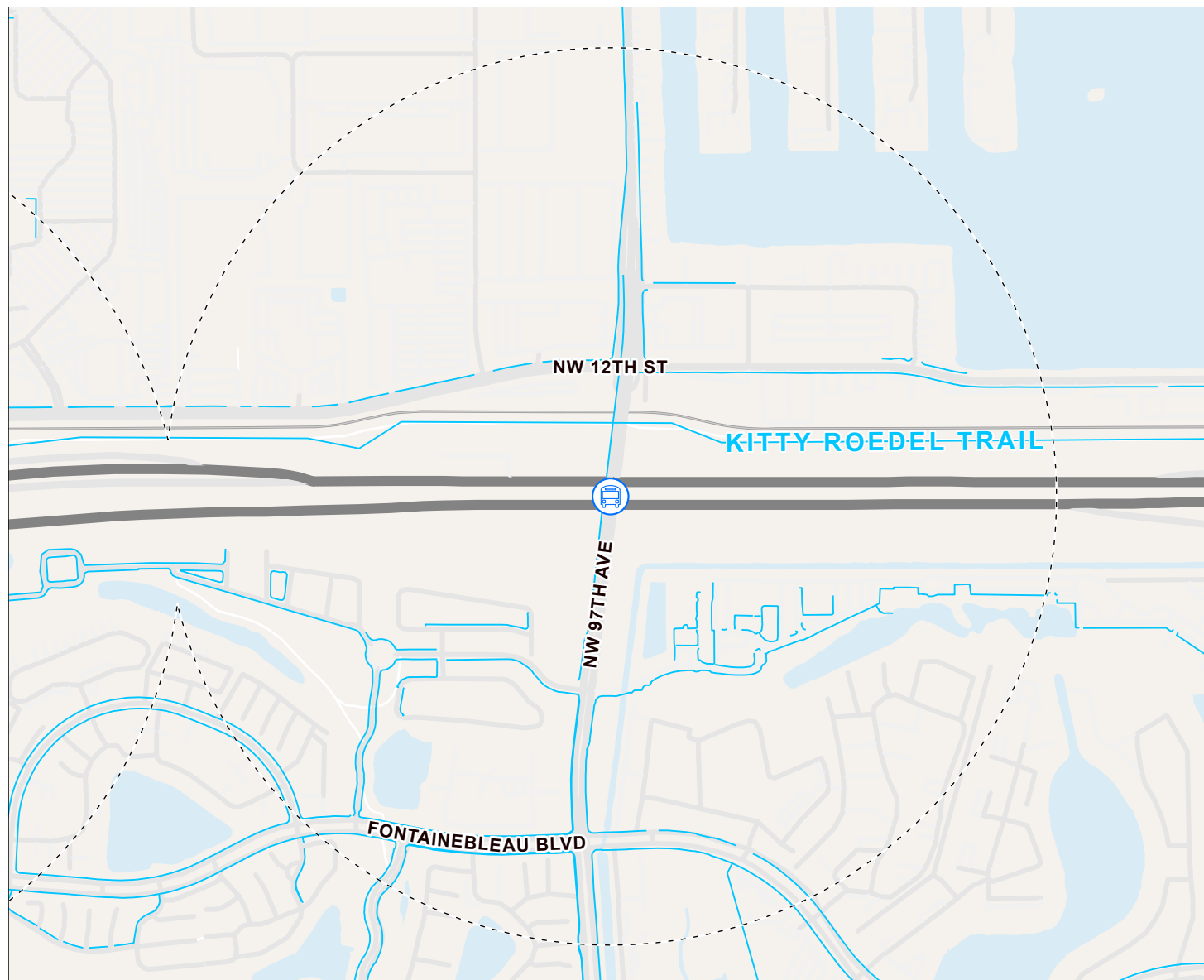
 Existing Network

 Planned Network




## Existing and Planned Network


- NW 7TH ST STATION**
-  Proposed Station Sites
  -  1/2 Mile Buffer
  -  Existing Network
  -  Planned Network




## Existing and Planned Network

### NW 97TH AVE STATION

 Proposed Station Sites

 1/2 Mile Buffer

 Existing Network

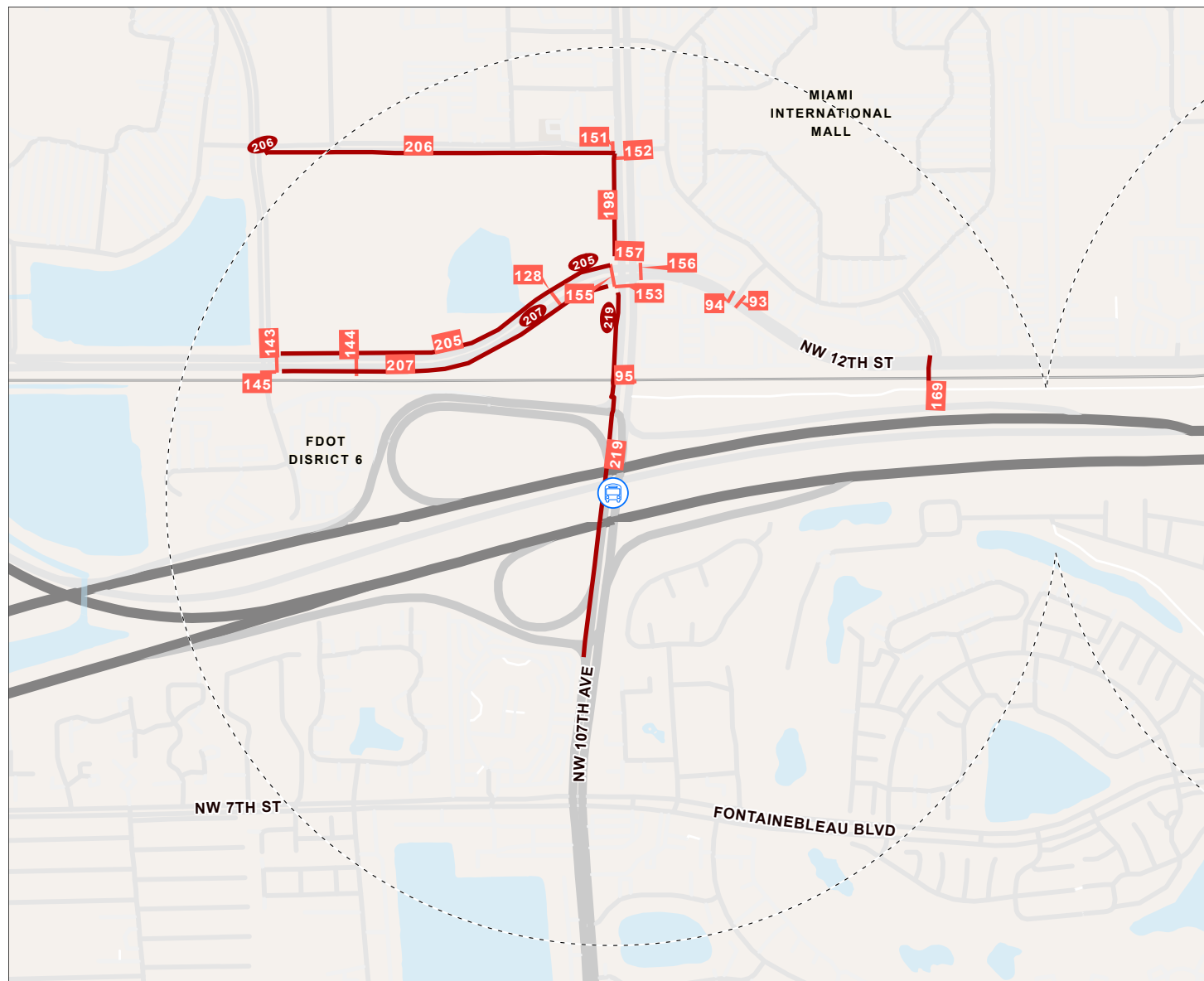
 Planned Network

#### A6.8.4 PEDESTRIAN PROJECTS

This map depicts in proposed pedestrian projects by type, sidewalks and crosswalks, for the different stations.

The sidewalks are depicted in wine red thick line. The proposed sidewalk network aims to improve pedestrian access to the Miami International Mall, the dolphin Mall, the FDOT District 6 Office south of NW 12th Street and existing transit facilities along NW 107th Avenue within the buffer area. As past is the sidewalk network there is proposed connection to the Kitty Roedel Trail south of the Miami International Mall and east of NW 107th Avenue along NW 12th Street. This connection is intended to provide access to both pedestrian and cyclist to the trail at this junction.

The proposed crosswalks are depicted in a salmon pink thick line. Most of them are to improve the crossing opportunities for pedestrians and potential cyclist primarily along 107th and NW 12th. Slightly north of the SR-826 Westbound Overpass at the railroad crossing. There is another proposed connection to the Kitty Roedel Trail connecting the proposed west side sidewalk along NW 107th Avenue to the Kitty Roedel Trail.



## Pedestrian Projects

### NW 107TH AVE STATION



Proposed Station Sites



1/2 Mile Buffer

### Facility Type

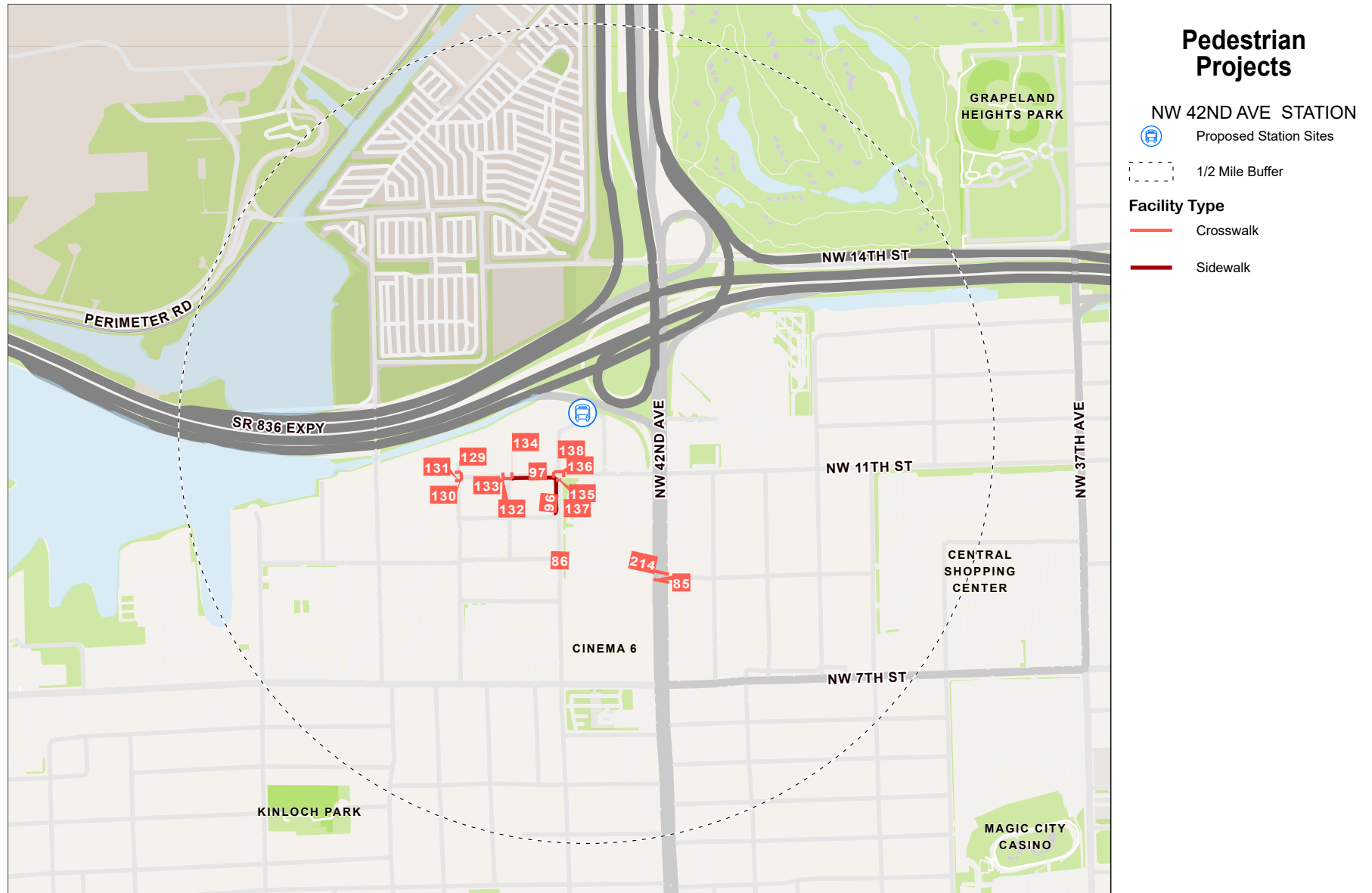


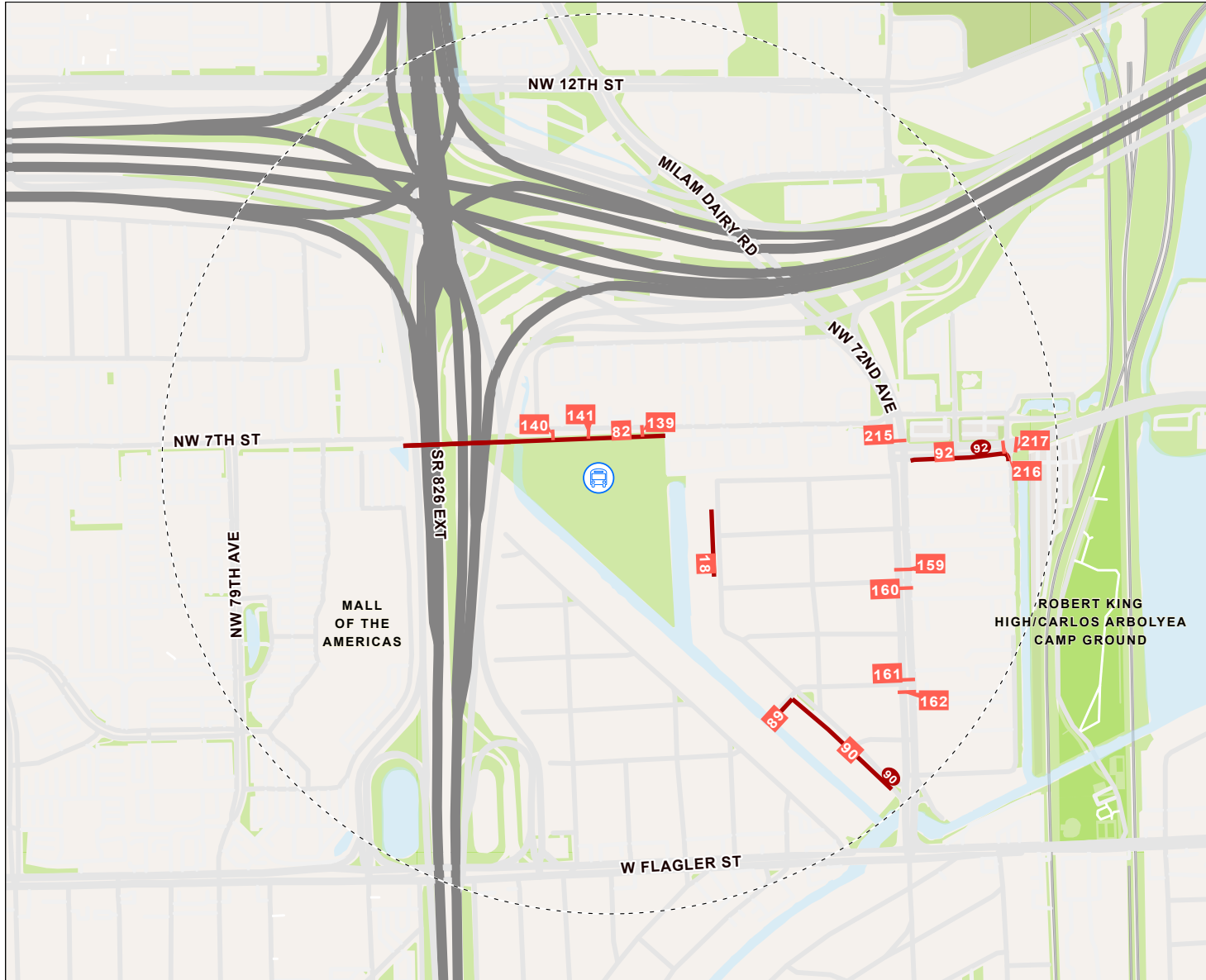
Crosswalk



Sidewalk







## Pedestrian Projects

### NW 7TH ST STATION



Proposed Station Sites

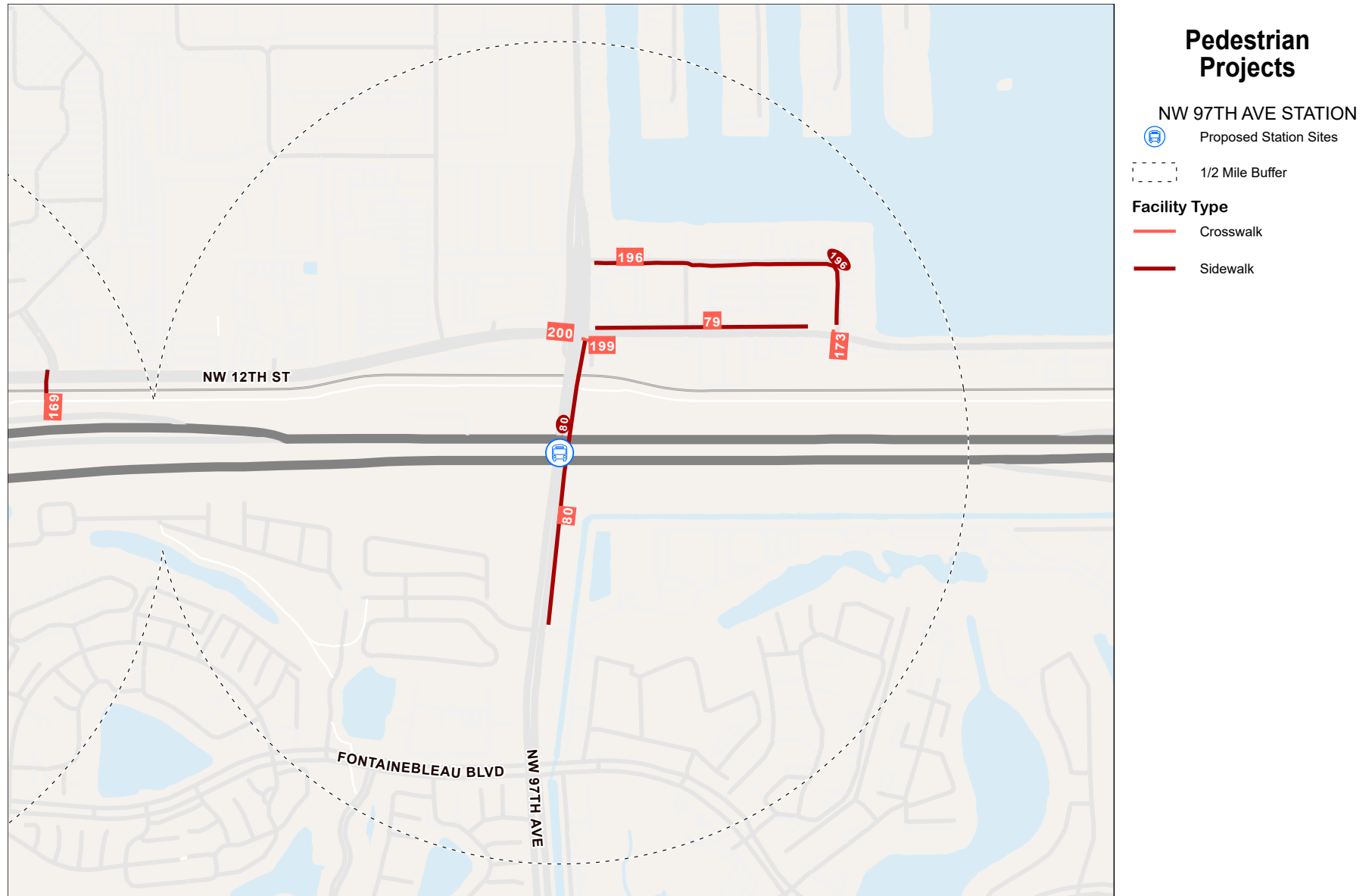


1/2 Mile Buffer

### Facility Type

— Crosswalk

— Sidewalk



### A6.8.5 INTERSECTION TREATMENT PROJECTS

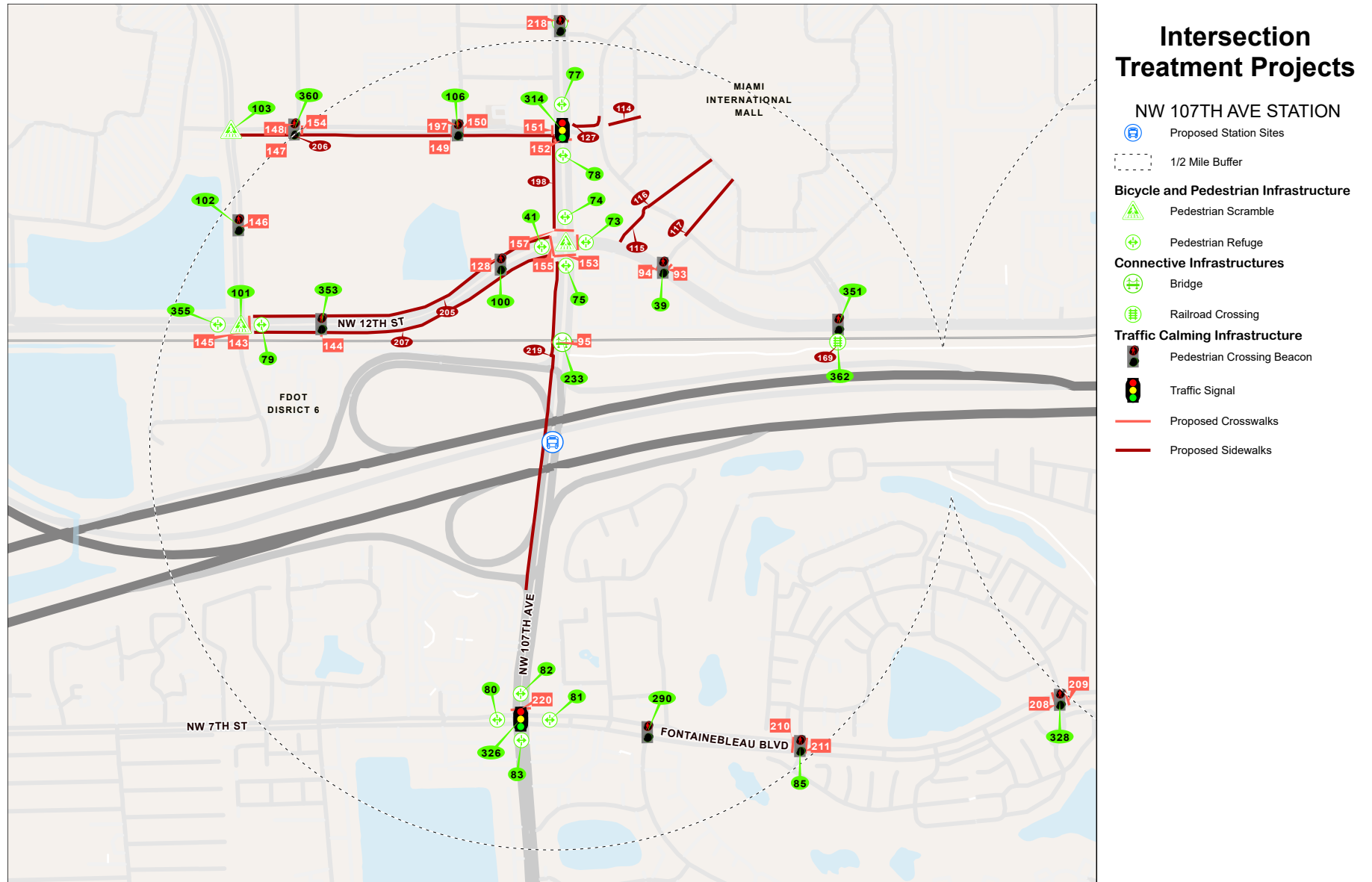
This map depicts in proposed pedestrian projects by type, sidewalks and crosswalks and intersection treatments, for the different stations. The sidewalks are depicted in wine red thick line. The proposed sidewalk network aims to improve pedestrian access to the Miami International Mall, the dolphin Mall, the FDOT District 6 Office south of NW 12th Street and existing transit facilities along NW 107th Avenue within the buffer area. As past is the sidewalk network there is proposed connection to the Kitty Roedel Trail south of the Miami International Mall and east of NW 107th Avenue along NW 12th Street. This connection is intended to provide access to both pedestrian and cyclist to the trail at this junction.

The proposed crosswalks are depicted in a salmon pink thick line. Most of them are to improve the crossing opportunities for pedestrians and potential cyclist primarily along 107th and NW 12th. Slightly north of the SR-826 Westbound Overpass at the railroad crossing. There is another proposed connection to the Kitty Roedel Trail connecting the proposed west side sidewalk along NW 107th Avenue to the Kitty Roedel Trail.

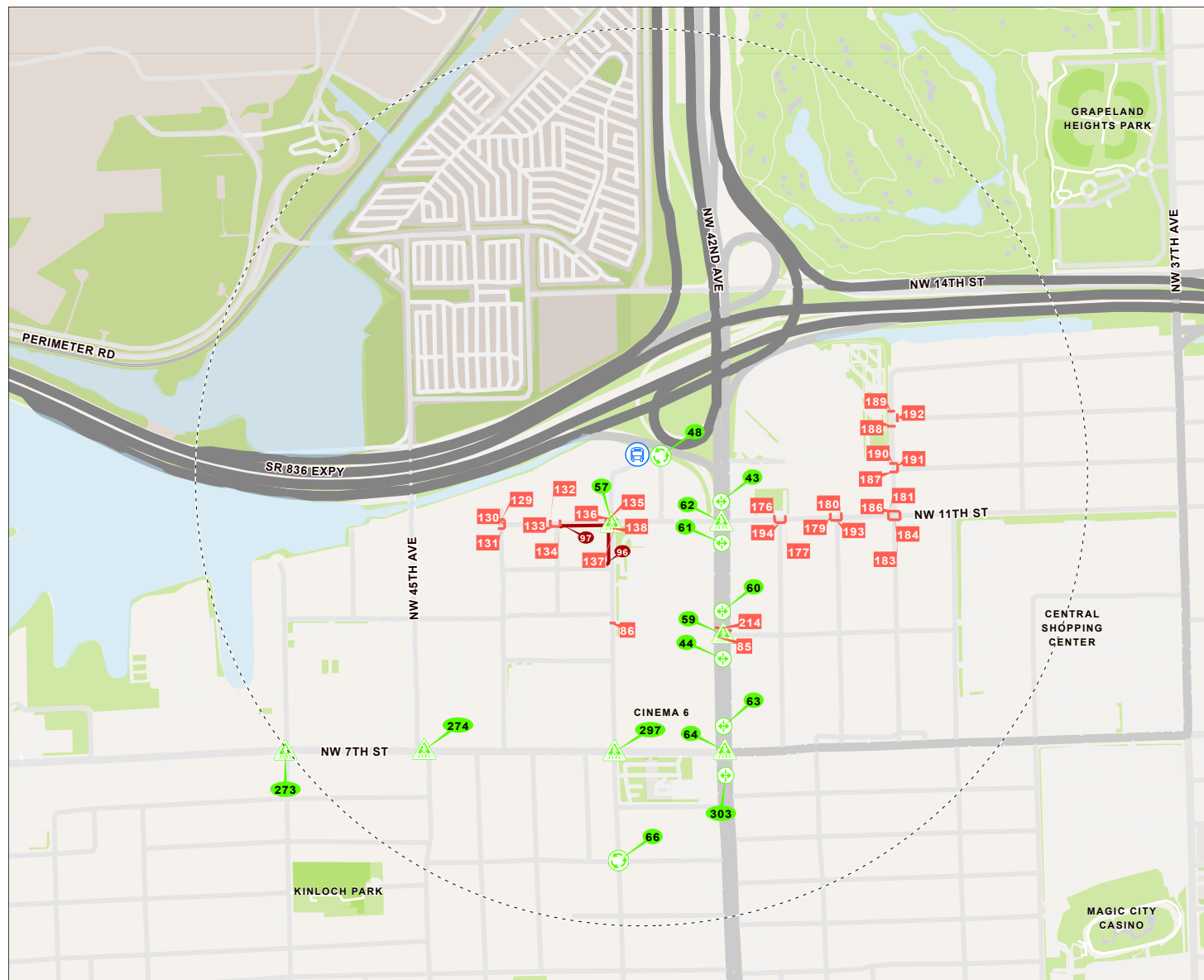
Intersection Treatment are depicted by a variety of symbol. There are 3 categories of infrastructures: pedestrian, connective and traffic calming.



These infrastructures aim to improve the quality and safety of the pedestrian at these various location and existing transit stops within the ½ mile radius thus making the use of these stations more attractive to potential transit riders.









## Intersection Treatment Projects


### NW 42ND AVE STATION

 Proposed Station Sites


 1/2 Mile Buffer

### Bicycle and Pedestrian Infrastructure

 Pedestrian Scramble

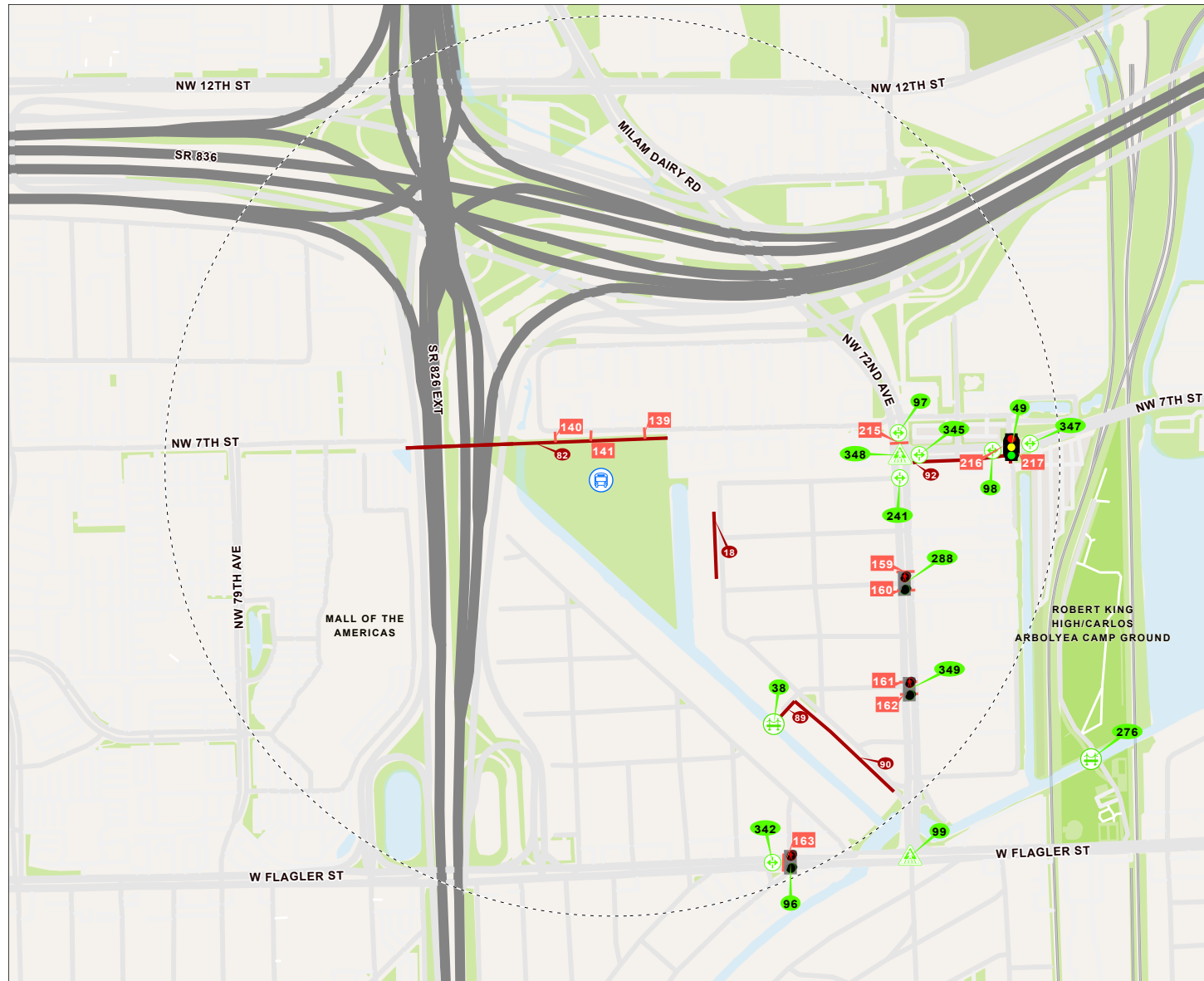
 Pedestrian Refuge

### Traffic Calming Infrastructure

 Roundabout

 Proposed Crosswalks

 Proposed Sidewalks



## Intersection Treatment Projects

### NW 7TH ST STATION

Proposed Station Sites

1/2 Mile Buffer

#### Bicycle and Pedestrian Infrastructure

Pedestrian Scramble

Pedestrian Refuge

#### Connective Infrastructures

Bridge

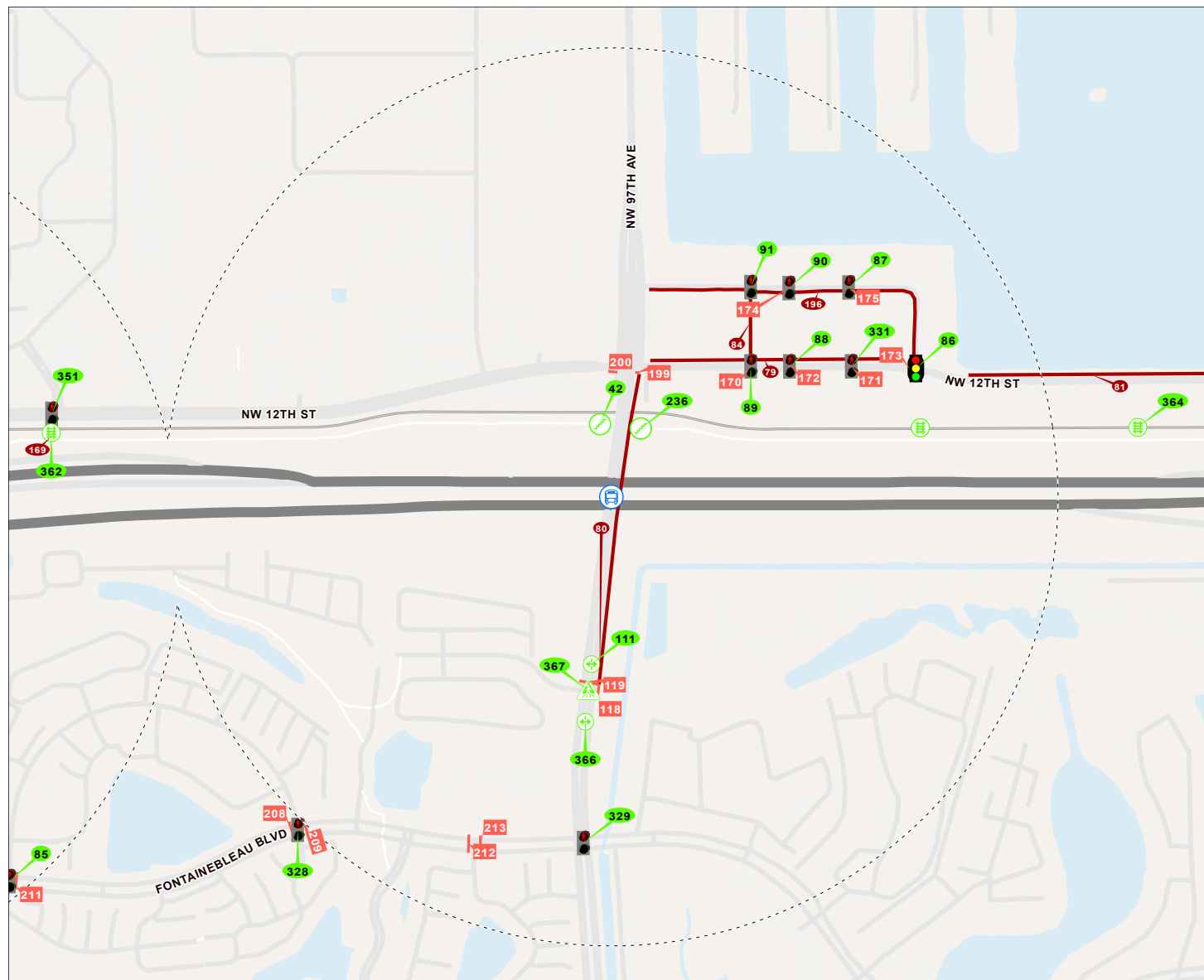
#### Traffic Calming Infrastructure

Pedestrian Crossing Beacon

Traffic Signal


Proposed Crosswalks


Proposed Sidewalks




## Intersection Treatment Projects


### NW 97TH AVE STATION

 Proposed Station Sites


 1/2 Mile Buffer

### Bicycle and Pedestrian Infrastructure

 Pedestrian Scramble


 Pedestrian Refuge

### Connective Infrastructures

 Staircase

 Railroad Crossing

### Traffic Calming Infrastructure

 Pedestrian Crossing Beacon

 Traffic Signal

 Proposed Crosswalks

 Proposed Sidewalks

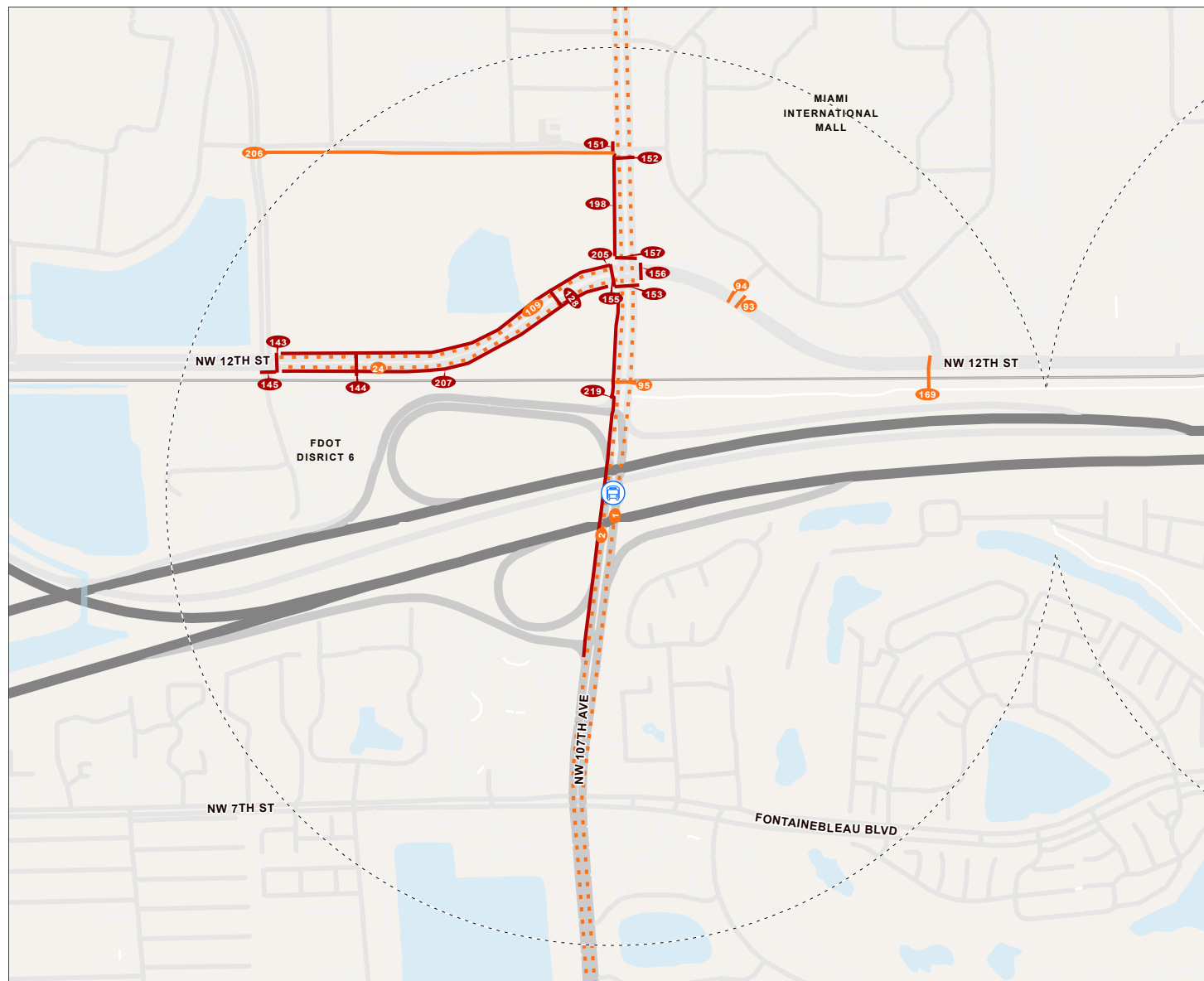
### A6.8.6 BICYCLE AND PEDESTRIAN PRIORITY PROJECTS

This map depicts in proposed priority bicycle and pedestrian, for the different stations.

The priority 1A pedestrian projects consist of all the pedestrian projects with ½ mile of the station that are essential for connecting the East-West PD&E phase I stations to the nearby point of interest and neighborhoods. They are depicted by a thick wine red line.

The priority 1B pedestrian projects consist of all the pedestrian projects with ½ mile of the station. They are depicted by a thick dark orange line.

The priority 1B bicycle projects consist of all the bicycle projects with ½ mile of the station. They are depicted by a thick dark orange dashed line. These projects provide immediate connection from the station area to existing and planned bicycle networks.



## Bicycle and Pedestrian Priority Projects

### NW 107TH AVE STATION



Proposed Station Sites



1/2 Mile Buffer

### Pedestrian Priority Projects



Priority 1A



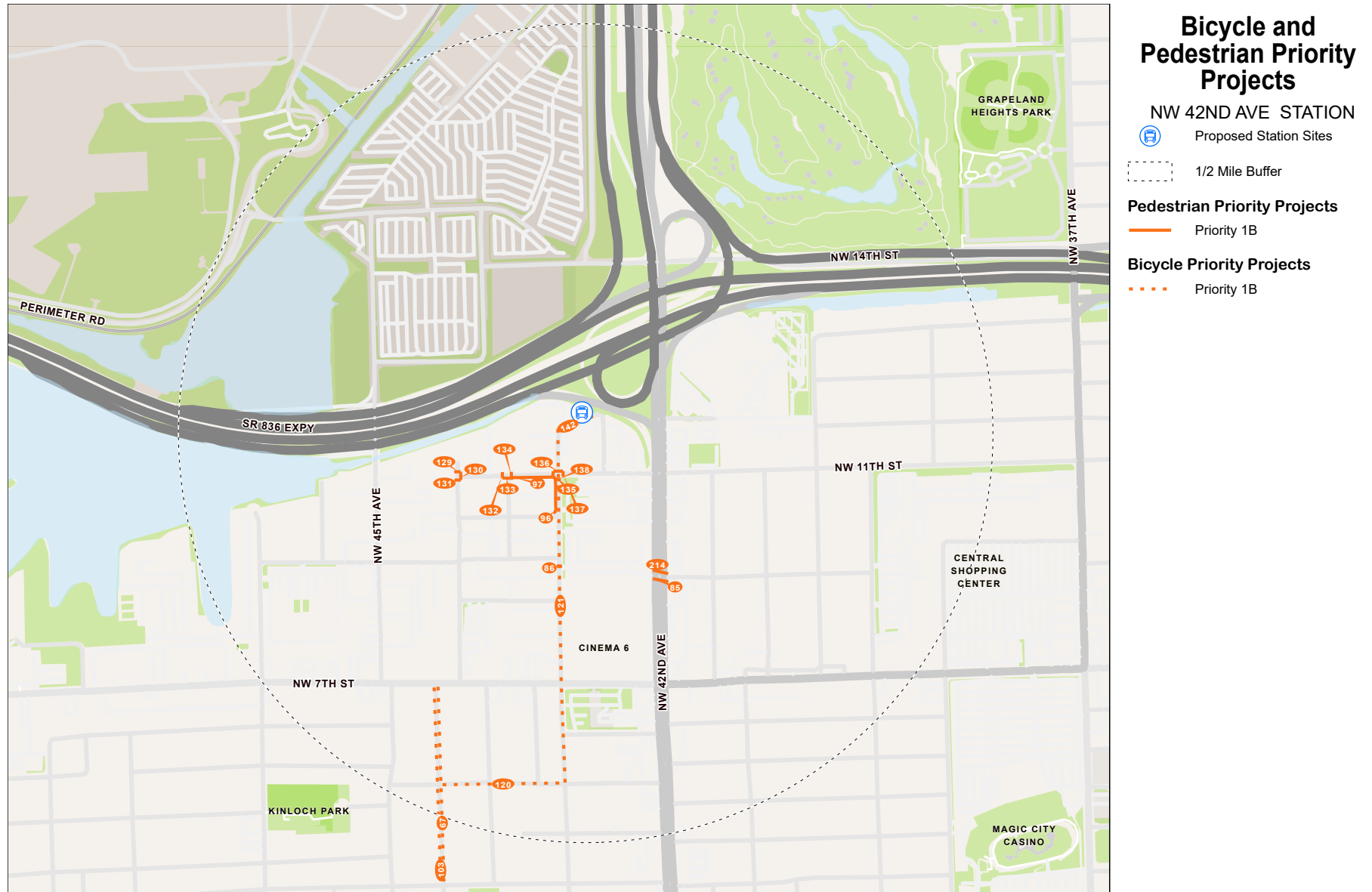
Priority 1B

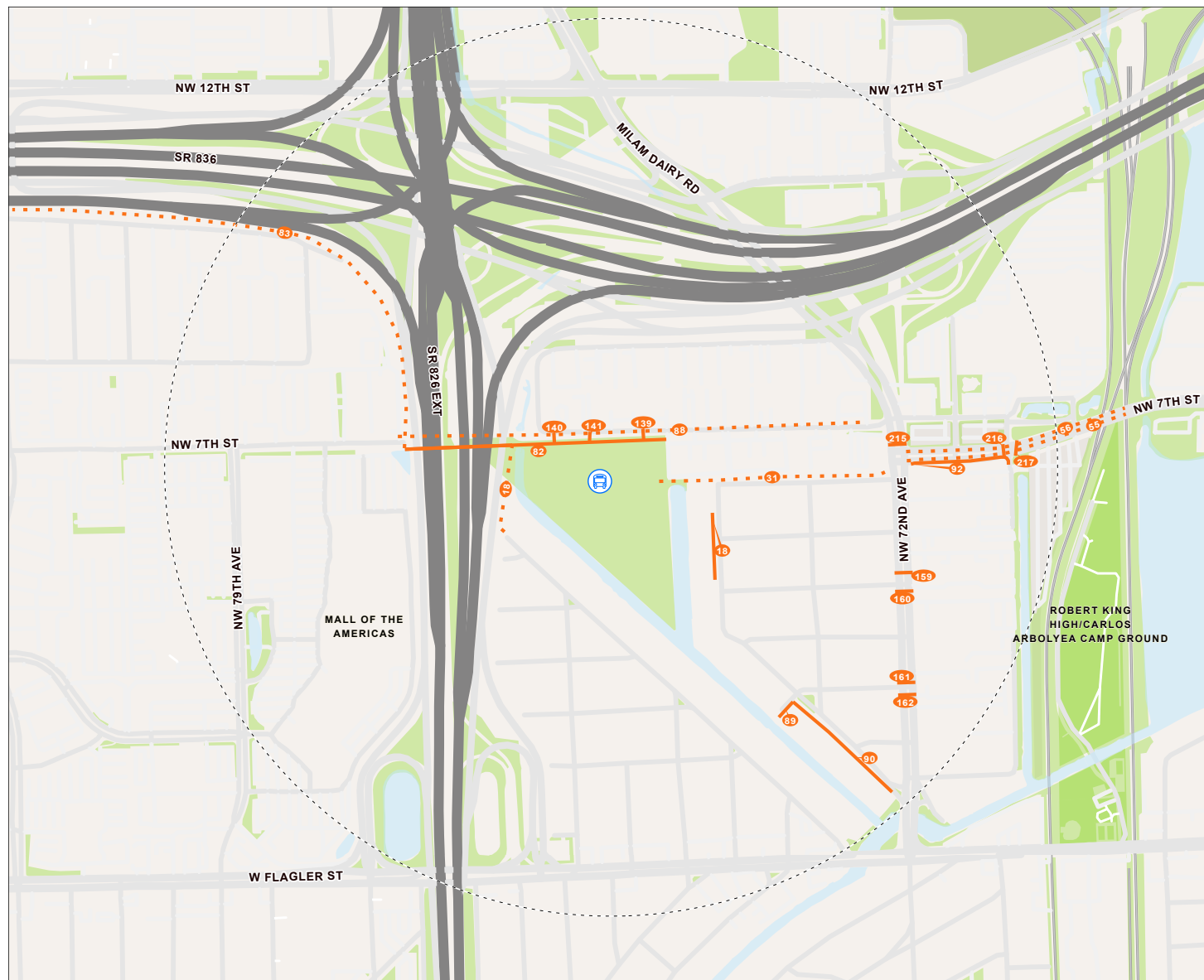
### Bicycle Priority Projects



Priority 1B









## Bicycle and Pedestrian Priority Projects

### NW 7TH ST STATION

 Proposed Station Sites

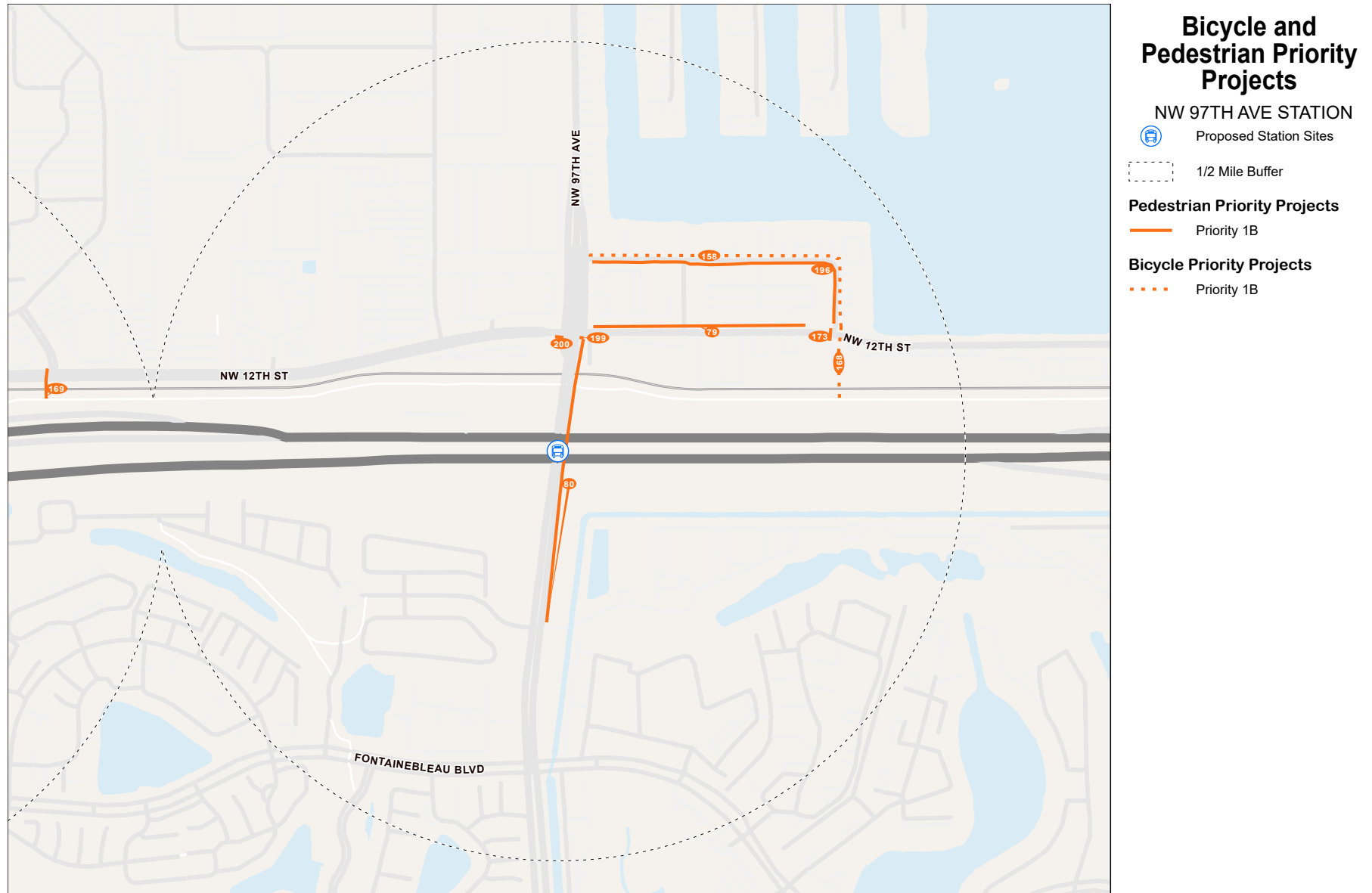
 1/2 Mile Buffer

### Pedestrian Priority Projects

 Priority 1B

### Bicycle Priority Projects

 Priority 1B



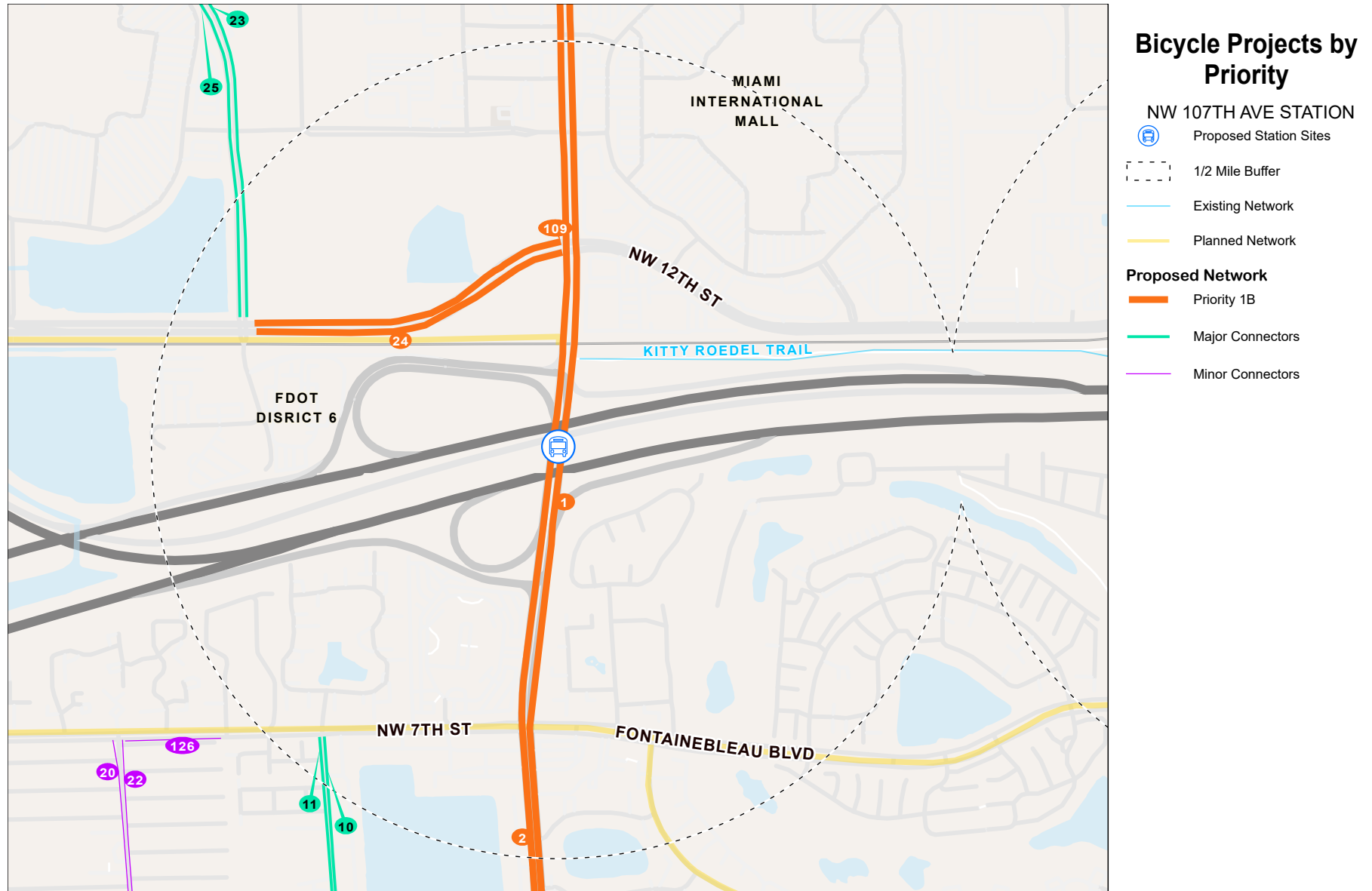
### **A6.8.7 BICYCLE PROJECTS BY PRIORITY**

This map depicts in the proposed bicycle projects by priority for the different stations.

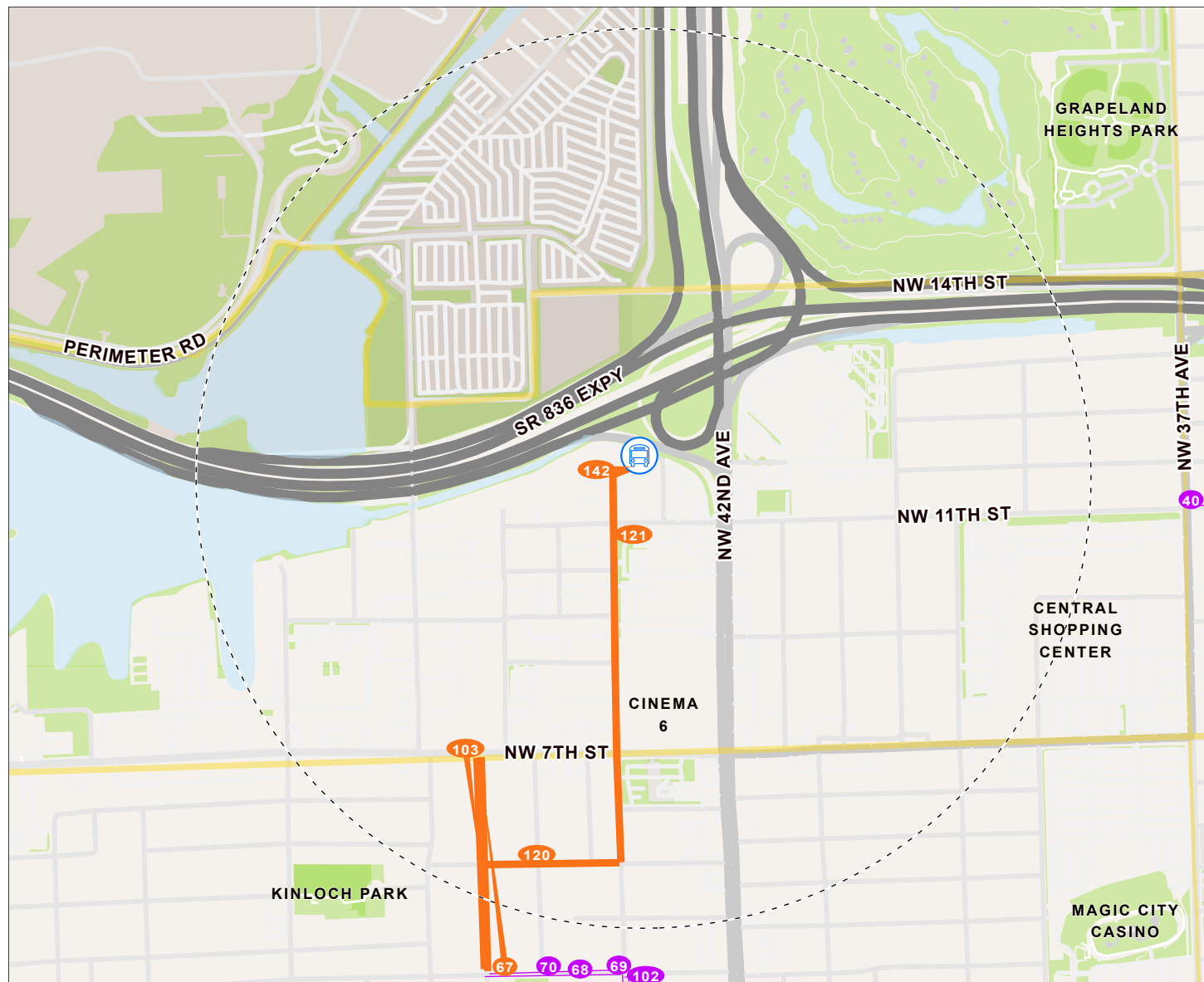
The priority 1B projects consist of all the bicycle projects with ½ mile of the station. They are depicted by a thick dark orange line. These projects provide immediate connection from the station area to existing and planned bicycle networks.

Major connectors consist of subset of bicycle projects that provide further connection to the 1B bicycle network that located less than a mile out and are mainly located major roadways. They are depicted in a thinner aquamarine green line.

Minor connectors consist of all other bicycle projects that extend further in the 3 miles area. They are depicted by a very thin light purple line. These projects are generally located in minor roadways and provide more connections to points of interest such as schools, universities parks.







## Bicycle Projects by Priority

### NW 42ND AVE STATION

 Proposed Station Sites

 1/2 Mile Buffer

 Existing Network

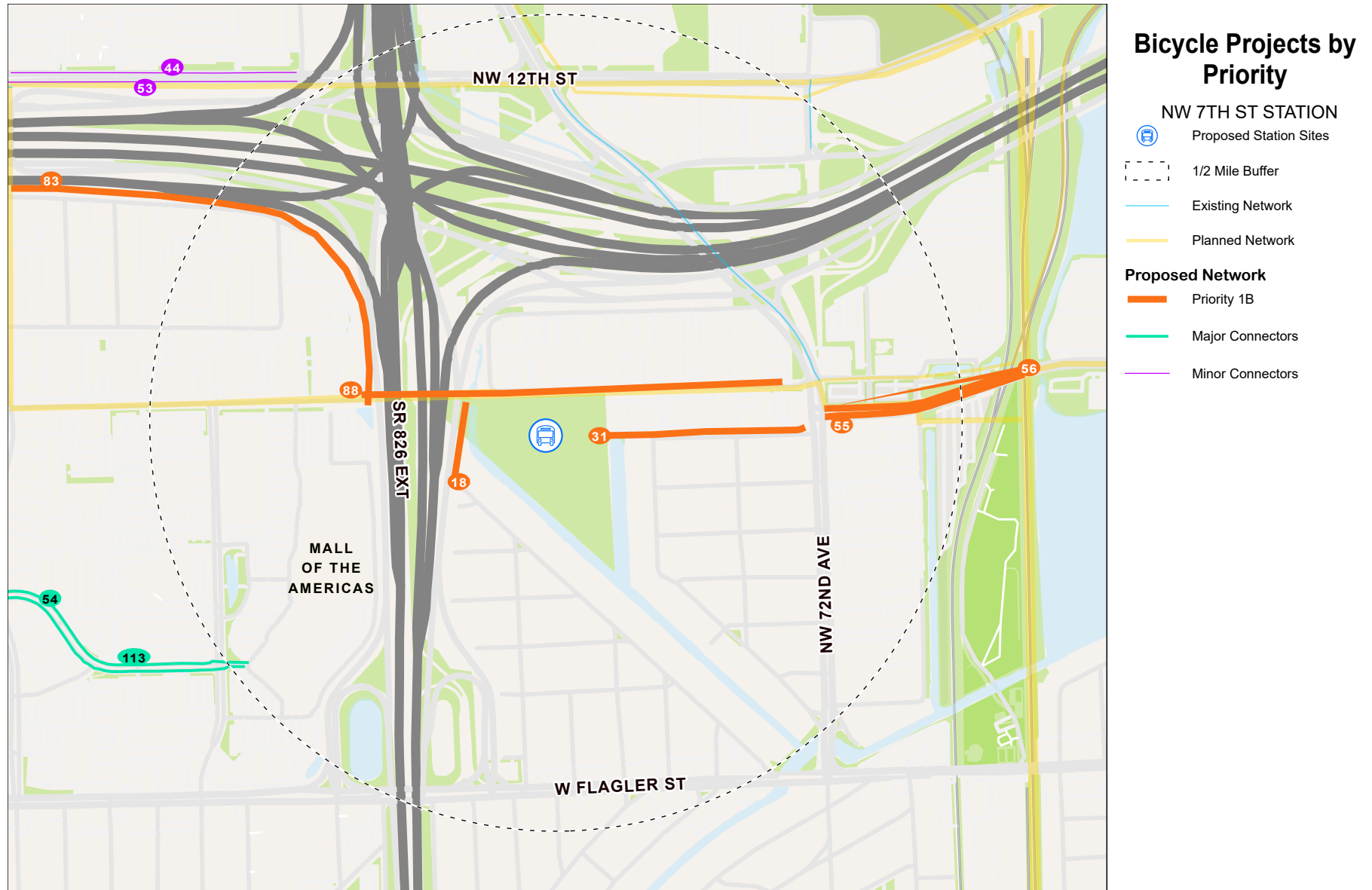
 Planned Network

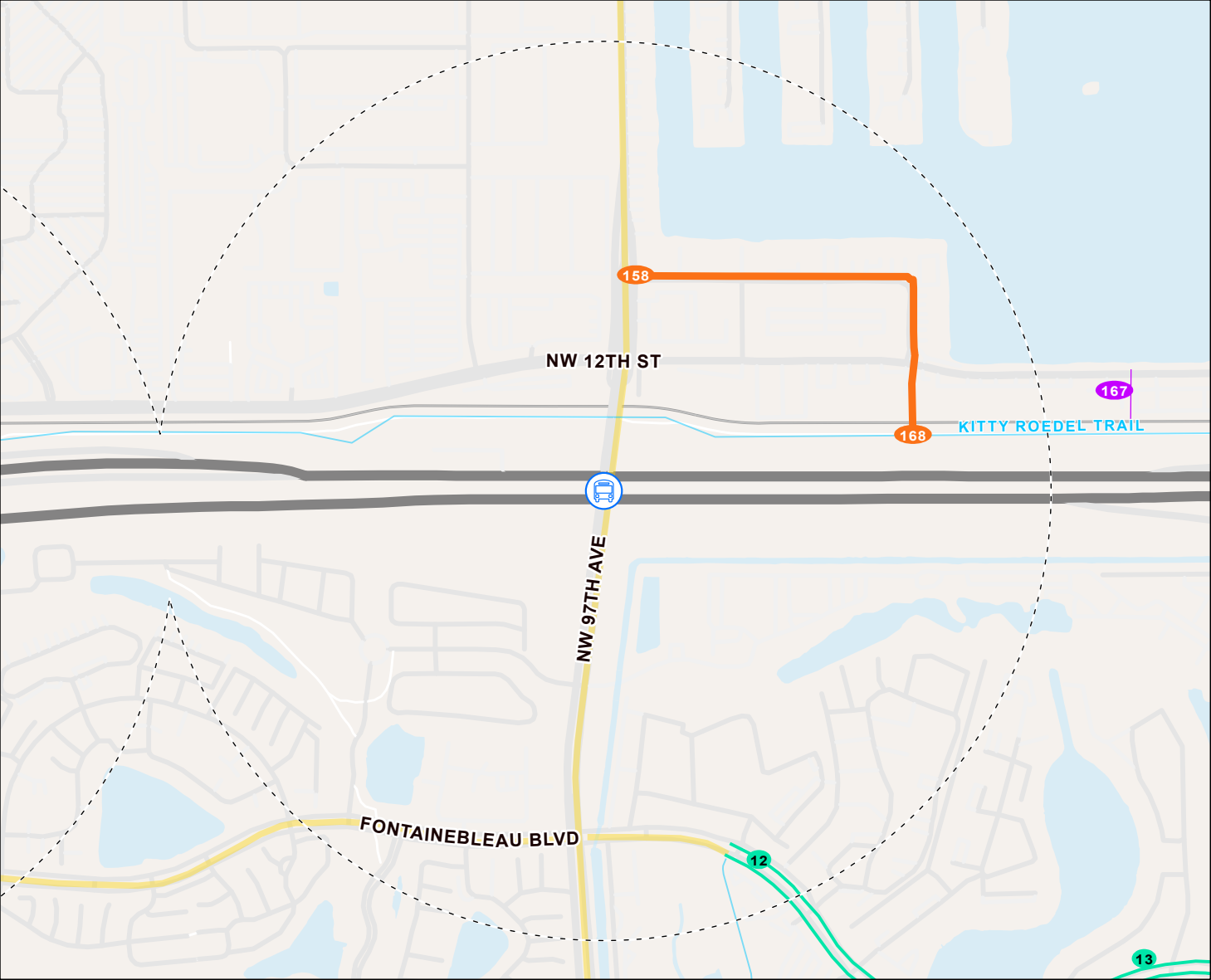
### Proposed Network

 Priority 1B

 Major Connectors

 Minor Connectors





# Bicycle Projects by Priority

NW 97TH AVE STATION

Proposed Station Sites

1/2 Mile Buffer

Existing Network

Planned Network

Proposed Network

Priority 1B

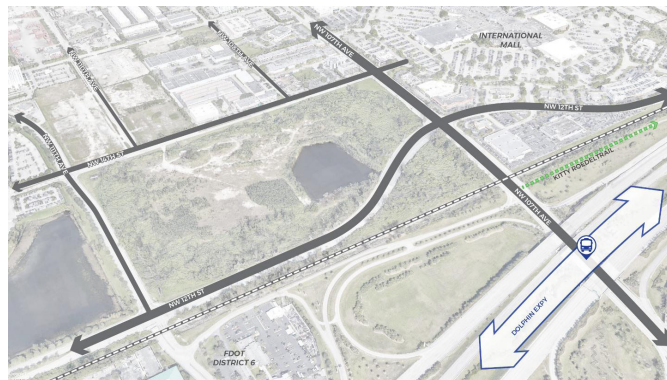
Major Connectors

Minor Connectors

## A6.8.8 URBAN DESIGN CONCEPTS

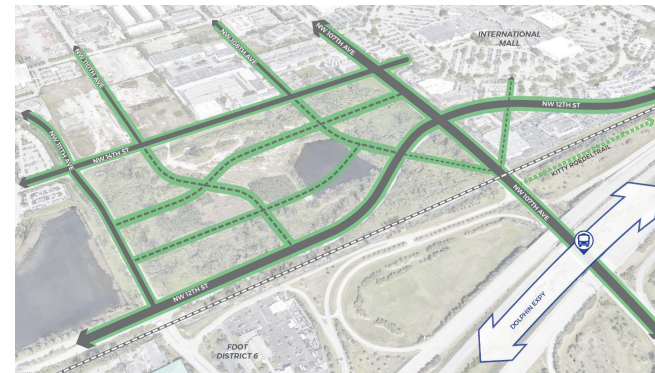
The following maps represent the new bicycle and pedestrian connectivity that is envisioned for the potential TODs at each station area.

107th Avenue



### Existing Connectivity

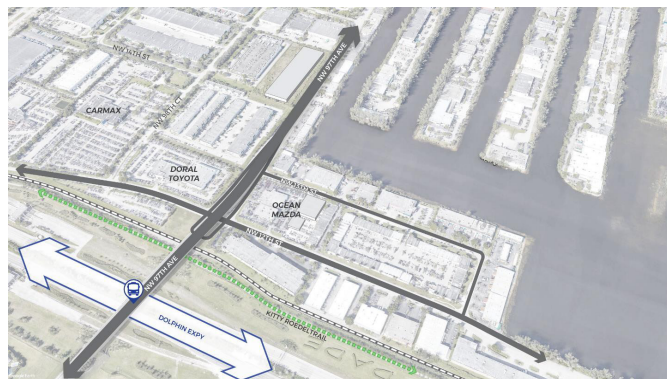
-  Streets
-  Railway
-  Multiuse Path



### Proposed Connectivity

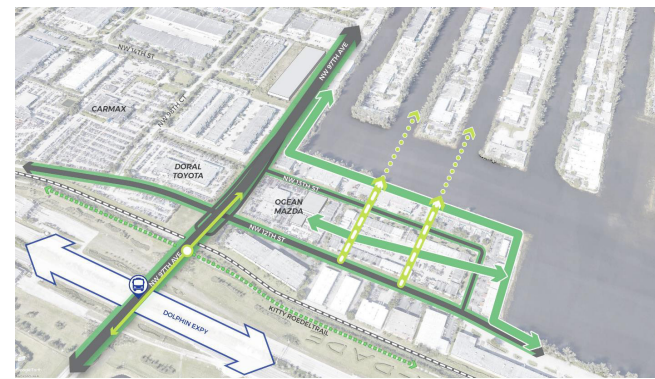
- Streetscape improvement
- Proposed Street

97th Avenue



### Existing Connectivity

-  Streets  
 Railway  
 Multiuse Path



### Proposed Connectivity

-  Streetscape Improvement
-  Green Space Connection
-  Pedestrian Street
-  View Corridor
-  Upgrade Bike/Pedestrian connection on the Bridge
-  Proposed Staircase

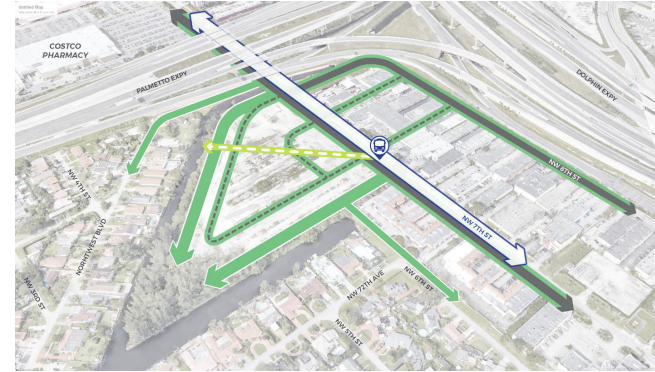


## 7th Street



Existing Connectivity

→ Existing Street



Proposed Connectivity

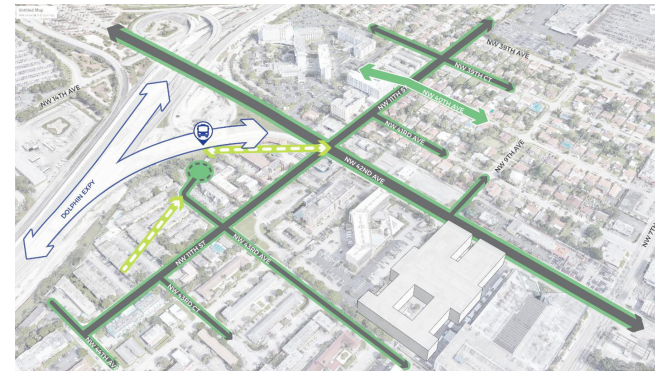
→ Streetscape Improvement  
→ Proposed Street  
→ Green Space Connection  
→ Pedestrian Street

## 42nd Avenue



Existing Connectivity

→ Existing Street



Proposed Connectivity

→ Streetscape Improvement  
→ Proposed Street  
→ Green Space Connection  
→ Pedestrian Street



### **A6.8.9 COMPLETE LIST OF RECOMMENDED BICYCLE AND PEDESTRIAN PROJECTS**

The following table contains all recommended bicycle and pedestrian projects for the East-West corridor stations addressed in this study. The map ID numbers correspond to the labeled numbers on the preceeding maps in this appendix.

Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
1	NW 107TH AVE @ KITTY ROEDEL TRAIL	NW 25TH ST	SR836 - NB NW 107 AVE	107TH AVE	2.21	Buffered Bike Lane	1B	\$ 5,390,000
2	NW 107TH AVE @ KITTY ROEDEL TRAIL	NW 25TH ST	SR836 - NB NW 107 AVE	107TH AVE	2.30	Buffered Bike Lane	1B	\$ 5,610,000
3	NW 7TH ST	NW 79TH AVE	NW 72ND AVE	THE WEDGE	0.72	Buffered Bike Lane	1B	\$ 1,220,000
4	NW 7TH ST	NW 79TH AVE	NW 72ND AVE	THE WEDGE	0.74	Buffered Bike Lane	1B	\$ 310,000
5	NW 107TH AVE	SW 11TH ST	SW 40 ST/BIRD ROAD	107TH AVE	1.79	Designated Bike Lane (Buffered Bike Lane)	Minor Connectors	\$ 3,250,000
6	NW 107TH AVE	SW 11TH ST	SW 40 ST/BIRD ROAD	107TH AVE	1.79	Designated Bike Lane (Buffered Bike Lane)	Minor Connectors	\$ 3,250,000
7	NW 25TH ST	NW 99TH AVE	NW 97TH AVE	97TH AVE	0.25	Multi-Use Path	Minor Connectors	\$ 2,100,000
8	NW 97TH AVE	SW 8TH ST	NW 25TH ST	97TH AVE	2.42	Designated Bike Lane (Buffered Bike Lane)	1B	\$ 630,000
9	NW 97TH AVE	SW 8TH ST	NW 25TH ST	97TH AVE	2.42	Designated Bike Lane (Buffered Bike Lane)	1B	\$ 670,000
10	SW 109TH AVE	SW 8TH ST	NW 7TH ST	107TH AVE	0.97	Designated Bike Lane (Buffered Bike Lane)	Major Connectors	\$ 50,000
11	SW 109TH AVE	SW 8TH ST	NW 7TH ST	107TH AVE	0.97	Designated Bike Lane (Buffered Bike Lane)	Major Connectors	\$ 80,000
12	NW 107TH AVE	FONTAINEBLEAU BLVD	W FLAGLER ST	107TH AVE	2.18	Designated Bike Lane	Major Connectors	\$ 1,460,000
13	NW 107TH AVE	FONTAINEBLEAU BLVD	W FLAGLER ST	107TH AVE	2.21	Designated Bike Lane	1B	\$ 1,460,000
14	FONTAINEBLEAU BLVD UTILITY PATH BIKE LANE	PRIVATE ROAD WEST OF NW 800 BLK	SW 8TH ST	107TH AVE	0.67	Designated Bike Lane	Major Connectors	\$ 1,530,000
15	FONTAINEBLEAU BLVD	SW 4TH ST	SW 8TH ST	107TH AVE	0.25	Designated Bike Lane	1B	\$ 1,720,000
16	SW 4TH ST	SW 95TH CT	SW 91ST AVE		0.44	Designated Bike Lane	Minor Connectors	\$ 10,000
17	SW 95TH CT	SW GRAND CANAL DR	SW 4TH ST		5.11	Designated Bike Lane	Minor Connectors	\$ 10,000
18	THE WEDGE STATION	NW 7TH ST	THE WEDGE STATION	THE WEDGE	0.10	Multi-Use Path	Minor Connectors	\$ 210,000
19	NW 114TH AVE	NW 7TH ST	W FLAGLER ST		0.48	Designated Bike Lane	Minor Connectors	\$ 10,000

Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
20	NW 112TH AVE	NW 7TH ST	SW 7TH TER		0.95	Buffered Bike Lane	1B	\$ 20,000
21	W FLAGLER ST	NW 114TH AVE	NW 118TH AVE		0.35	Designated Bike Lane (Buffered Bike Lane)	Minor Connectors	\$ 10,000
22	NW 112TH AVE	NW 7TH ST	SW 7TH TER		0.95	Buffered Bike Lane	Minor Connectors	\$ 10,000
23	NW 112TH AVE/NW 111TH AVE	NW 25TH ST	NW 12TH ST		0.97	Designated Bike Lane	Minor Connectors	\$ 10,000
24	NW 12TH ST	NW 111TH AVE	NW 107TH AVE	107TH AVE	0.39	Buffered Bike Lane	Minor Connectors	\$ 2,470,000
25	NW 112TH AVE/NW 111TH AVE	NW 25TH ST	NW 12TH ST		0.97	Designated Bike Lane	Major Connectors	\$ 10,000
26	NW 17TH ST	NW 112TH AVE	NW 107TH AVE		0.47	Buffered Bike Lane	1B	\$ 10,000
27	NW 17TH ST	NW 112TH AVE	NW 107TH AVE		0.47	Buffered Bike Lane	Major Connectors	\$ 770,000
28	NW 19TH ST/NW 17TH ST	NW 107TH AVE	NW 97TH AVE		1.01	Buffered Bike Lane	Minor Connectors	\$ 850,000
29	NW 19TH ST/NW 17TH ST	NW 107TH AVE	NW 97TH AVE		1.01	Buffered Bike Lane	Minor Connectors	\$ 690,000
30	NW 102ND AVE	NW 21ST ST	NW 19TH ST		0.15	Shared Use Path	Minor Connectors	\$ 10,000
31	NW 21ST ST	NW 102ND AVE	NW 99TH AVE		0.24	Multi-Use Path	Minor Connectors	\$ 70,000
32	NW 21ST ST	NW 102ND AVE	NW 99TH AVE		0.39	Shared Use Path	Minor Connectors	\$ 10,000
33	PRIVATE ROAD WEST OF NW 800 BLK	FPL UTILITY PATH	NW 800 BLK		0.19	Designated Bike Lane	Minor Connectors	\$ 10,000
35	NW 7TH ST	NW 87TH AVE	NW 72ND AVE	THE WEDGE	0.76	Designated Bike Lane	Minor Connectors	\$ 10,000
36	NW 7TH ST	NW 87TH AVE	NW 72ND AVE	THE WEDGE	0.78	Designated Bike Lane	1B	\$ 1,180,000
37	NW 87TH AVE	NW 800 BLK	NW 7TH ST		0.11	Designated Bike Lane	1B	\$ 10,000
39	PRIVATE ROAD WEST OF NW 800 BLK	FPL UTILITY PATH	NW 800 BLK		0.18	Designated Bike Lane	Minor Connectors	\$ 10,000
40	NW 11TH ST	NW 37TH AVE	NW 22ND AVE		1.53	Buffered Bike Lane	Minor Connectors	\$ 320,000

Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
41	KITTY ROEDEL TRAIL	NW 10TH AVE	NW 127TH AVE	107TH AVE	1.99	Multi-Use Path	1B	\$ 130,000
42	SW 8TH ST	SW 122ND AVE	HEFT RAMP		0.50	Designated Bike Lane	Minor Connectors	\$ 10,000
43	NW 82ND AVE	NW 10TH ST	NW 7TH ST		0.39	Designated Bike Lane	Minor Connectors	\$ 10,000
44	NW 12TH ST	NW 82ND AVE	NW 78TH AVE		0.35	Designated Bike Lane	Minor Connectors	\$ 10,000
45	NW 82ND AVE	NW 10TH ST	NW 7TH ST		0.39	Designated Bike Lane	Minor Connectors	\$ 10,000
46	NW 6TH ST	THE WEDGE	NW 72ND ST	THE WEDGE	0.25	Multi-Use Path	1B	\$ 670,000
47	SW 10TH ST	SW 112TH AVE	SW 17TH ST		0.59	Designated Bike Lane	Minor Connectors	\$ 10,000
48	TAMIAMI PARK ROAD SEPERATING THE FIELDS AND PARKING LOT.	SW 117TH ST	SW 24TH ST		0.58	Designated Bike Lane	Minor Connectors	\$ 10,000
49	SW 17TH ST	TAMIAMI PARK	SW 117TH AVE		0.79	Designated Bike Lane	Minor Connectors	\$ 130,000
50	SW 17TH ST	TAMIAMI PARK	SW 117TH AVE		0.79	Designated Bike Lane	Minor Connectors	\$ 10,000
51	SW 10TH ST	SW 112TH AVE	SW 17TH ST		0.63	Designated Bike Lane	Minor Connectors	\$ 10,000
52	SW 112TH AVE	SW 8TH ST	SW 10TH ST		0.11	Designated Bike Lane	Minor Connectors	\$ 10,000
53	NW 12TH ST	NW 82ND AVE	NW 78TH AVE		0.36	Designated Bike Lane	Minor Connectors	\$ 10,000
54	PARK BLVD	NW 87TH AVE	NW 79TH AVE		1.12	Lane Diet (Designated Bike Lane)	Minor Connectors	\$ 10,000
55	NW 7TH ST	NW 72ND AVE	NW 37TH AVE		3.53	Lane Diet (Designated Bike Lane)	Minor Connectors	\$ 80,000
56	NW 7TH ST	NW 72ND AVE	NW 37TH AVE		3.53	Lane Diet (Designated Bike Lane)	Major Connectors	\$ 80,000
57	KITTY ROEDEL TRAIL	NW 134TH AVE	NW 127TH AVE		0.68	Multi-Use Path	Major Connectors	\$ 70,000
58	NW 87TH AVE	NW 33RD ST	NW 24TH TER		0.55	Designated Bike Lane	1B	\$ 10,000
59	NW 87TH AVE	NW 33RD ST	NW 24TH TER		0.55	Designated Bike Lane	1B	\$ 210,000

Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
60	NW 25TH ST	NW 87TH AVE	NW 82ND AVE		0.50	Designated Bike Lane	Minor Connectors	\$ 1,890,000
61	NW 25TH ST	NW 87TH AVE	NW 82ND AVE		0.50	Designated Bike Lane	Minor Connectors	\$ 590,000
62	NW 36TH ST	NW 79TH AVE	SR-826 RAMP		0.44	Designated Bike Lane	Minor Connectors	\$ 20,000
63	NW 79TH AVE	NW 41ST ST	NW 36TH ST		0.17	Designated Bike Lane	Minor Connectors	\$ 30,000
64	NW 36TH ST	NW 79TH AVE	SR-826 RAMP		0.45	Designated Bike Lane	Minor Connectors	\$ 10,000
65	NW 57TH AVE	NW 7TH ST	SW 3RD ST		0.70	Lane Diet (Designated Bike Lane)	Minor Connectors	\$ 80,000
66	NW 57TH AVE	NW 7TH ST	SW 3RD ST		0.69	Lane Diet (Designated Bike Lane)	Minor Connectors	\$ 80,000
67	NW 44TH AVE	NW 7TH ST	NW 3RD ST		0.24	Designated Bike Lane	Minor Connectors	\$ 10,000
68	NW 3RD ST	NW 43RD AVE	NW 43RD AVE		0.15	Designated Bike Lane	Minor Connectors	\$ 10,000
69	NW 43RD AVE	NW 3RD ST	SW 1ST ST		0.30	Designated Bike Lane	Minor Connectors	\$ 10,000
70	NW 3RD ST	NW 44TH AVE	NW 43RD AVE		0.16	Designated Bike Lane	1B	\$ 10,000
71	SW 44TH AVE	SW 5TH TER	SW 8TH ST		0.14	Designated Bike Lane	Minor Connectors	\$ 10,000
72	SW 44TH AVE	SW 1ST ST	SW 5TH TER		0.30	Designated Bike Lane	Minor Connectors	\$ 10,000
73	NW 27TH AVE	SW 6TH ST	SW 22ND ST		1.13	Designated Bike Lane	Minor Connectors	\$ 10,000
74	NW 27TH AVE	SW 6TH ST	SW 22ND ST		1.13	Designated Bike Lane	Minor Connectors	\$ 10,000
75	SW 12TH ST	LUDLAM TRAIL	SW 67TH AVE		0.25	Designated Bike Lane	Minor Connectors	\$ 210,000
76	SW 12TH ST	LUDLAM TRAIL	SW 67TH AVE		0.25	Designated Bike Lane	Minor Connectors	\$ 10,000
77	SW 7TH AVE	SW 13TH ST	SW 13TH TER		0.09	Designated Bike Lane	Minor Connectors	\$ 10,000
78	SW 7TH AVE	SW 13TH ST	SW 13TH TER		0.09	Designated Bike Lane	Minor Connectors	\$ 10,000



Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
79	NW 12TH STREET	NW 97TH AVE	NW 93RD CT	97TH AVE	0.26	Sidewalk	Minor Connectors	\$ 900,000
82	NW 7TH ST	MALL OF THE AMERICAS PLAZA	NW 76TH AVE	THE WEDGE	0.29	Sidewalk	1B	\$ 20,000
83	NW 10TH ST	NW 82ND AVE	NW 7TH ST		0.61	Multi-Use Path	1B	\$ 80,000
84	PEDESTRIAN WALKWAY	NW 13TH ST	NW 12TH ST	97TH AVE	0.09	Sidewalk	1B	\$ 790,000
85	NW 42ND AVE @ NW 9TH ST	NW 9TH ST	950 NW LeJeune Rd, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 720,000
86	NW 43RD AVE @ NW 9TH ST	NW 9TH ST	950 NW LeJeune Rd, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	Minor Connectors	\$ 670,000
88	NW 7TH ST	MALL OF THE AMERICAS PLAZA	NW 76TH AVE	THE WEDGE	0.52	Shared Use Path	Minor Connectors	\$ 10,000
90	NW DR	NW 2ND ST CANAL BRIDGE	NW 72ND AVE		0.15	Sidewalk	Minor Connectors	\$ 80,000
92	NW 7TH ST	NW 72ND AVE	NW 71ST AVE		0.12	Sidewalk	Minor Connectors	\$ 80,000
93	NW 12TH ST	MIAMI INTERNATIONAL MALL	107TH AVE STATION		N/A	Crosswalk	Minor Connectors	\$ 40,000
94	NW 12TH ST	MIAMI INTERNATIONAL MALL	NW 107TH AVE STATION		N/A	Crosswalk	Minor Connectors	\$ 10,000
95	NW 107TH AVE @ KITTY ROEDEL TRAIL	KITTY ROEDEL TRAIL	NW 107TH AVE	107TH AVE	N/A	Crosswalk	1B	\$ 1,980,000
96	NW 43RD AVE	NW 11TH ST	NW 10TH ST	LEJEUNE RD	0.05	Sidewalk	Minor Connectors	\$ 1,780,000
97	NW 11TH ST	NW 43RD CT	NW 43RD AVE	LEJEUNE RD	0.05	Sidewalk	Minor Connectors	\$ 1,770,000
98	NW 7TH ST	NW 11TH AVE	NW 107TH AVE		0.75	Designated Bike Lane	Major Connectors	\$ 10,000
99	NW 7TH ST	NW 107TH AVE	NW 114TH AVE		0.74	Designated Bike Lane	1B	\$ 10,000
100	NW 114TH AVE	NW 7TH ST	W FLAGLER ST		0.47	Designated Bike Lane	1B	\$ 10,000
101	W FLAGLER ST	NW 114TH AVE	NW 118TH AVE		0.35	Designated Bike Lane	Minor Connectors	\$ 10,000
102	NW 43RD AVE	NW 3RD ST	SW 1ST ST		0.29	Designated Bike Lane	Minor Connectors	\$ 10,000

Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
103	NW 44TH AVE	NW 7TH ST	NW 3RD ST		0.25	Designated Bike Lane	Minor Connectors	\$ 10,000
104	SW 5TH TER	SW 44TH AVE	SW 44TH AVE		0.02	Designated Bike Lane	Minor Connectors	\$ 10,000
105	SW 1ST ST	SW 44TH AVE	SW 5TH TER		0.13	Designated Bike Lane	Minor Connectors	\$ 10,000
106	SW 112 AVE	SW 8TH ST	SW 10TH ST		0.10	Designated Bike Lane	1B	\$ 10,000
108	NW 99TH AVE	NW 25TH ST	NW 21ST ST		0.23	Multi-Use Path	1B	\$ 80,000
109	NW 12TH ST	NW 111TH AVE	NW 107TH AVE	107TH AVE	0.40	Buffered Bike Lane	Minor Connectors	\$ 2,530,000
110	NW 800 BLK	PRIVATE ROAD WEST OF NW 800 BLK	NW 800 BLK		N/A	Crosswalk	Minor Connectors	\$ 10,000
111	NW 87TH AVE	NW 800 BLK	NW 7TH ST		0.11	Designated Bike Lane	Minor Connectors	\$ 10,000
112	NW 79TH AVE	NW 41ST ST	NW 36TH ST		0.15	Designated Bike Lane	1B	\$ 10,000
113	PARK BLVD	NW 87TH AVE	NW 79TH AVE		1.12	Lane Diet (Designated Bike Lane)	1B	\$ 70,000
114	PEDESTRIAN PATH TO THE MALL	ROAD AROUND MIAMI INTERNATIONAL MALL NEAR NW 16TH ST.	MIAMI INTERNATIONAL MALL		0.04	Sidewalk	1B	\$ 80,000
116	PEDESTRIAN PATH TO THE MALL	ROAD AROUND MIAMI INTERNATIONAL MALL NEAR TD BANK.	MIAMI INTERNATIONAL MALL		0.10	Sidewalk	Minor Connectors	\$ 310,000
117	PEDESTRIAN PATH TO THE MALL	ROAD AROUND MIAMI INTERNATIONAL MALL NEAR NW 10500 BLK.	MIAMI INTERNATIONAL MALL		0.09	Sidewalk	Minor Connectors	\$ 70,000
118	NW 900 BLK @ NW 97TH AVE	NW 900 BLK	NW 97TH AVE	97TH AVE	N/A	Crosswalk	1B	\$ 610,000
119	NW 97TH AVE @ NW 900 BLK	NW 97TH AVE	NW 900 BLK	97TH AVE	N/A	Crosswalk	1B	\$ 620,000
120	NW 5TH ST	NW 44TH AVE	NW 43RD AVE	LEJEUNE RD	0.15	Designated Bike Lane	Aspirational	\$ 10,000
121	NW 43RD AVE	NW 12TH ST	NW 5TH ST	LEJEUNE RD	0.43	Designated Bike Lane	Aspirational	\$ 10,000
122	NW 800 BLK	PRIVATE ROAD WEST OF NW 800 BLK	NW 87TH AVE		0.09	Designated Bike Lane	1B	\$ 10,000
123	SW 5TH TER	SW 44TH AVE	SW 44TH CT		0.03	Designated Bike Lane	1B	\$ 60,000

Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
124	SW 44TH CT	SW 5TH TER	SW 8TH ST		0.15	Designated Bike Lane	Aspirational	\$ 10,000
125	SW 44TH AVE	SW 8TH ST	SW 15TH TER		0.47	Designated Bike Lane	1B	\$ 20,000
126	NW 6TH LN	NW 109TH AVE	NW 112TH AVE		0.12	Multi-Use Path	Aspirational	\$ 80,000
127	NW 16TH ST	ROAD AROUND MIAMI INTERNATIONAL MALL	NW 107TH AVE		0.04	Sidewalk	1B	\$ 10,000
128	NW 12TH ST	Proposed Street in Design Concept.	Proposed Southwest Development.	107TH AVE	N/A	Crosswalk	1B	\$ 3,220,000
129	NW 44TH AVE	NW 11TH ST	1050 NW 44th Ave, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 270,000
130	NW 11TH ST	2 NW 44th Ave, Miami, FL 33126	4370 NW 44th Ave, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 710,000
131	NW 44TH AVE	NW 11TH ST	1050 NW 44th Ave, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 280,000
132	NW 11TH ST	54 NW 43rd Ct, Miami, FL 33126	4370 NW 11th St, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 280,000
133	NW 43RD CT	4370 NW 11th St, Miami, FL 33126	4340 NW 11th St, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 610,000
134	NW 11TH ST	108 NW 43rd Ct, Miami, FL 33126	4340 NW 11th St, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 490,000
135	NW 11TH ST	1102 NW 43rd Ave, Miami, FL 33126	1050 NW 43rd Ave, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 80,000
136	NW 43RD AVE	1102 NW 43rd Ave, Miami, FL 33126	4295 NW 11th St, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 780,000
137	NW 11TH ST	4295 NW 11th St, Miami, FL 33126	1000 NW 42nd Ave, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 760,000
138	NW 43RD AVE	1050 NW 43rd Ave, Miami, FL 33126	1000 NW 42nd Ave, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1B	\$ 980,000
139	NW 7TH ST	Proposed pedestrian Street.	THE WEDGE		N/A	Crosswalk	Aspirational	\$ 10,000
140	NW 7TH ST	Proposed pedestrian Street.	THE WEDGE		N/A	Crosswalk	Aspirational	\$ 10,000
142	NW 12TH ST	LEJEUNE RD STATION	NW 43RD AVE	LEJEUNE RD	0.05	Designated Bike Lane	Aspirational	\$ 10,000
143	NW 12TH ST	NW 111TH AVE		107TH AVE	N/A	Crosswalk	Aspirational	\$ 3,220,000

Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
145	NW 111TH AVE	NW 12TH ST		107TH AVE	N/A	Crosswalk	Aspirational	\$ 80,000
146	NW 111TH AVE	Proposed pedestrian Street.	Proposed Northwest Development.	107TH AVE	N/A	Crosswalk	Aspirational	\$ 4,280,000
147	NW 14TH ST @ NW 110TH AVE	NW 14TH ST	NW 110TH AVE	107TH AVE	N/A	Crosswalk	1A	\$ 4,330,000
148	NW 110TH AVE @ NW 14TH ST	NW 110TH AVE	NW 14TH ST	107TH AVE	N/A	Crosswalk	1B	\$ 190,000
149	NW 14TH ST @ NW 108TH AVE	NW 14TH ST	NW 108TH AVE	107TH AVE	N/A	Crosswalk	1B	\$ 70,000
150	NW 14TH ST @ NW 108TH AVE	NW 14TH ST	NW 108TH AVE	107TH AVE	N/A	Crosswalk	1B	\$ 750,000
151	NW 14TH ST @ NW 107TH AVE	NW 14TH ST	NW 107TH AVE	107TH AVE	N/A	Crosswalk	1B	\$ 2,100,000
152	NW 107TH AVE @ NW 14TH ST	NW 107TH AVE	NW 14TH ST	107TH AVE	N/A	Crosswalk	1B	\$ 260,000
153	NW 107TH AVE @ NW 12TH ST	NW 107TH AVE	NW 12TH ST	107TH AVE	N/A	Crosswalk	1B	\$ 430,000
154	NW 14TH ST @ NW 110TH AVE	NW 14TH ST	NW 110TH AVE	107TH AVE	N/A	Crosswalk	1B	\$ 2,960,000
155	NW 12TH ST @ NW 107TH AVE	NW 12TH ST	NW 107TH AVE	107TH AVE	N/A	Crosswalk	1B	\$ 8,580,000
156	NW 12TH ST @ NW 107TH AVE	NW 12TH ST	NW 107TH AVE	107TH AVE	N/A	Crosswalk	1B	\$ 30,000
157	NW 107TH AVE @ NW 12TH ST	NW 107TH AVE	NW 12TH ST	107TH AVE	N/A	Crosswalk	1B	\$ 810,000
158	NW 13TH ST	NW 97TH AVE	NW 12TH ST	97TH AVE	0.40	Shared Use Path	1B	\$ 220,000
159	NW 72ND AVE @ NW 4TH ST	NW 72ND AVE	NW 4TH ST	THE WEDGE	N/A	Crosswalk	1B	\$ 970,000
160	NW 72ND AVE @ NW 4TH ST	NW 72ND AVE	NW 4TH ST	THE WEDGE	N/A	Crosswalk	1B	\$ 620,000
161	NW 72ND AVE @ NW 4TH ST	NW 72ND AVE	NW 4TH ST	THE WEDGE	N/A	Crosswalk	1A	\$ 310,000
162	NW 72ND AVE @ NW 4TH ST	NW 72ND AVE	NW 4TH ST	THE WEDGE	N/A	Crosswalk	1A	\$ 460,000
163	W FLAGLER ST @ NW 73RD CT	W FLAGLER ST	NW 73RD CT	THE WEDGE	N/A	Crosswalk	1A	\$ 700,000

Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
164	W PARK DR	FONTAINEBLEAU BLVD	W FLAGLER ST	107TH AVE	0.65	Multi-Use Path	Aspirational	\$ 30,000
165	W FLAGLER ST	NW 114TH AVE	FONTAINEBLEAU BLVD		1.21	Buffered Bike Lane	Aspirational	\$ 490,000
166	W FLAGLER ST	NW 114TH AVE	FONTAINEBLEAU BLVD		0.35	Buffered Bike Lane	Aspirational	\$ 940,000
167	9000 NW 12th St, Doral, FL 33172	NW 12TH ST	KITTY ROEDEL TRAIL		0.06	Multi-Use Path	Aspirational	\$ 80,000
168	NW 93RD CT	NW 12TH ST	KITTY ROEDEL TRAIL	97TH AVE	0.09	Multi-Use Path	Aspirational	\$ 2,100,000
169	NW 9500 BLKC	NW 12TH ST	KITTY ROEDEL TRAIL	107TH AVE	0.04	Multi-Use Path	1A	\$ 1,350,000
170	NW 12TH ST BTWN NW 97TH AVE & NW 93RD CT	NW 12TH ST	THEORETICAL STREET BETWEEN NW 97TH AVE AND NW 93RD CT.	97TH AVE	N/A	Crosswalk	1A	\$ 590,000
171	NW 12TH ST BTWN NW 97TH AVE & NW 93RD CT	NW 12TH ST	THEORETICAL STREET BETWEEN NW 97TH AVE AND NW 93RD CT.	97TH AVE	N/A	Crosswalk	1A	\$ 80,000
172	NW 12TH ST BTWN NW 97TH AVE & NW 93RD CT	NW 12TH ST	THEORETICAL STREET BETWEEN NW 97TH AVE AND NW 93RD CT.	97TH AVE	N/A	Crosswalk	Aspirational	\$ 870,000
173	NW 93RD CT	NW 12TH ST	KITTY ROEDEL TRAIL	97TH AVE	N/A	Crosswalk	1A	\$ 1,010,000
174	NW 13TH ST BTWN NW 97TH AVE & NW 93RD CT	NW 13TH ST	THEORETICAL STREET BETWEEN NW 97TH AVE AND NW 93RD CT.	97TH AVE	N/A	Crosswalk	1A	\$ 1,390,000
175	NW 13TH ST BTWN NW 97TH AVE & NW 93RD CT	NW 13TH ST	THEORETICAL STREET BETWEEN NW 97TH AVE AND NW 93RD CT.	97TH AVE	N/A	Crosswalk	1A	\$ 1,320,000
176	NW 11TH ST @ NW 41ST AVE	NW 11TH ST	NW 41ST AVE	LEJEUNE RD	N/A	Crosswalk	1B	\$ 580,000
177	NW 11TH ST @ NW 41ST AVE	NW 11TH ST	NW 41ST AVE	LEJEUNE RD	N/A	Crosswalk	1B	\$ 580,000
178	W PARK DR	FONTAINEBLEAU BLVD	W FLAGLER ST	107TH AVE	0.65	Multi-Use Path	1B	\$ 1,390,000
179	NW 11TH ST @ NW 40TH AVE	NW 11TH ST	NW 40TH AVE	LEJEUNE RD	N/A	Crosswalk	1B	\$ 630,000
180	NW 11TH ST @ NW 40TH AVE	NW 11TH ST	NW 40TH AVE	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 630,000
181	NW 11TH ST @ NW 40TH AVE	NW 11TH ST	NW 39TH CT	LEJEUNE RD	N/A	Crosswalk	1B	\$ 280,000
183	NW 11TH ST @ NW 40TH AVE	NW 11TH ST	NW 39TH CT	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 280,000



Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
184	NW 39TH CT @ NW 11TH ST	NW 11TH ST	NW 39TH CT	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 40,000
185	NW 39TH CT @ NW 11TH ST	NW 11TH ST	NW 39TH CT	LEJEUNE RD	N/A	Crosswalk	1B	\$ 50,000
187	NW 39TH CT @ NW 12TH ST	NW 12TH ST	NW 39TH CT	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 200,000
188	NW 39TH CT @ NW 12TH TER	NW 12TH TER	NW 39TH CT	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 10,000
189	NW 39TH CT @ NW 12TH TER	NW 12TH TER	NW 39TH CT	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 80,000
190	NW 39TH CT @ NW 12TH ST	NW 12TH ST	NW 39TH CT	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 10,000
191	NW 12TH ST @ NW 39TH CT	NW 39TH CT	NW 12TH ST	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 170,000
192	NW 12TH TER @ NW 39TH CT	NW 39TH CT	NW 12TH TER	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 30,000
193	NW 40TH ST @ NW 11TH ST	NW 11TH ST	NW 40TH ST	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 20,000
194	NW 41ST ST @ NW 11TH ST	NW 11TH ST	NW 41ST ST	LEJEUNE RD	N/A	Crosswalk	Aspirational	\$ 50,000
195	NW 87TH AVE @ NW 800 BLCK	NW 87TH AVE	NW 800 BLCK		N/A	Crosswalk	Aspirational	\$ 10,000
196	NW 13TH ST & NW 93RD CT	NW 107TH AVE	NW 12TH ST	97TH AVE	0.37	Sidewalk	Aspirational	\$ 720,000
197	NW 108TH AVE @ NW 14TH ST	NW 14TH ST	NW 108TH AVE	107TH AVE	N/A	Crosswalk	Aspirational	\$ 140,000
198	NW 107TH AVE	NW 14TH ST	NW 12TH ST	107TH AVE	0.12	Sidewalk	Aspirational	\$ 210,000
199	NW 12TH ST @ NW 107TH ST	NW 12TH ST	NW 107TH ST	97TH AVE	N/A	Crosswalk	Aspirational	\$ 1,120,000
200	NW 12TH ST @ NW 107TH ST	NW 12TH ST	NW 107TH ST	97TH AVE	N/A	Crosswalk	Aspirational	\$ 180,000
201	NW 25TH ST @ NW 99TH AVE	NW 25TH ST	NW 99TH AVE		N/A	Crosswalk	Aspirational	\$ 10,000
202	NW 25TH ST @ NW 99TH AVE	NW 25TH ST	NW 99TH AVE		N/A	Crosswalk	Aspirational	\$ 10,000
203	NW 87TH AVE @ NW 30TH TER	DORAL CENTRAL PARK	NW 30TH TER		N/A	Crosswalk	Aspirational	\$ 10,000

Map ID	Location	From Street	To Street	Nearest Station	Length (Miles)	Recommended Facility	Priority	Estimated Cost
204	NW 87TH AVE @ NW 30TH TER	DORAL CENTRAL PARK	NW 30TH TER		N/A	Crosswalk	Aspirational	\$ 10,000
205	NW 12TH ST	NW 111TH AVE	NW 107TH AVE	107TH AVE	0.39	Sidewalk	1B	\$ 50,000
206	NW 14TH ST	NW 111TH AVE	NW 107TH AVE	107TH AVE	0.39	Sidewalk	Aspirational	\$ 4,770,000
207	NW 12TH ST	NW 111TH AVE	NW 107TH AVE	107TH AVE	0.39	Sidewalk	1A	\$ 650,000
208	FONTAINEBLEAU BLVD @ NW 9TH ST CIR	FONTAINEBLEAU BLVD	NW 9TH ST CIR		N/A	Crosswalk	1B	\$ 10,000
209	FONTAINEBLEAU BLVD @ NW 9TH ST CIR	FONTAINEBLEAU BLVD	NW 9TH ST CIR		N/A	Crosswalk	1B	\$ 10,000
210	NW 7TH ST @ NW 9TH ST CIR	NW 7TH ST	NW 9TH ST CIR		N/A	Crosswalk	Aspirational	\$ 10,000
211	NW 7TH ST @ NW 9TH ST CIR	NW 7TH ST	NW 9TH ST CIR		N/A	Crosswalk	Aspirational	\$ 10,000
212	FONTAINEBLEAU BLVD @ NW 97TH PL	FONTAINEBLEAU BLVD	NW 97TH PL		N/A	Crosswalk	Aspirational	\$ 10,000
213	FONTAINEBLEAU BLVD @ NW 97TH PL	FONTAINEBLEAU BLVD	NW 97TH PL		N/A	Crosswalk	Aspirational	\$ 30,000
214	NW 42ND AVE @ NW 9TH ST	NW 9TH ST	950 NW LeJeune Rd, Miami, FL 33126	LEJEUNE RD	N/A	Crosswalk	1A	\$ 310,000
216	NW 7TH ST @ NW 71ST AVE	NW 7TH ST	NW 71ST AVE	THE WEDGE	N/A	Crosswalk	1A	\$ 70,000
217	NW 7TH ST @ NW 71ST AVE	NW 7TH ST	NW 71ST AVE	THE WEDGE	N/A	Crosswalk	Aspirational	\$ 1,390,000
218	NW 107TH AVE @ NW 15TH ST	NW 107TH AVE	NW 14TH ST	107TH AVE	N/A	Crosswalk	Aspirational	\$ 2,960,000
219	NW 107TH AVE	NW 12TH ST	FLORIDA TURNPIKE OFF RAMP (NORTH OF NW 7TH ST).	107TH AVE	0.41	Sidewalk	Aspirational	\$ 1,010,000
220	NW 107TH AVE @ NW 12TH ST	NW 107TH AVE	FONTAINEBLEAU BLVD	107TH AVE	N/A	Crosswalk	Aspirational	\$ 1,720,000

# **A7 - CIVIC ENGAGEMENT PLAN**



## Civic Engagement Plan

### Master TOD Plan for East-West SMART Corridor

#### Federal Transit Administration TOD Planning Pilot Program

DTPW Project Number: CIP 154  
DTPW Contract Number: CIP 142-TR15-PE-1  
DTPW WO-A-012.RO

*Prepared for*

**Department of Transportation and Public Works (DTPW)**  
Miami-Dade County, Florida



*Prepared by:*

**WSP USA, Inc.**  
**Ann Pope Consulting, Inc.**

March 2019

Quality Process Log		
	Date	Initials
Originator	3-11-2019	AP (APC)
Checker	3-21-19	AP / ZP
Updated Version / Revised	3-27-19	JL
Updated w/Client Edits	4/2/19	AP/ZP/JL
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Back Checker		
Updated w/Additional Client Edits		
Updated w/Additional Client Edits		
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Updated		



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## Civic Engagement Plan

The Miami-Dade County Department of Transportation and Public Works (DTPW) recognizes that the success of any transportation improvement is dependent upon a proactive and consistent successful public outreach effort. As such, DTPW is committed to conducting a Civic Engagement Plan (CEP) that focuses on soliciting community interaction and incorporates an extensive evaluation of community impacts and opinions throughout the public engagement process. The positive value of implementing a strong and proactive public engagement effort generally results in public awareness of and support for the project.

The CEP is a working document which will be updated and amended throughout the project to incorporate the latest public engagement policies and techniques as they evolve during the life of the project. The program outlines the public engagement approach and activities required to be undertaken with the project, including lists of the contact persons (stakeholders, officials, agencies, and media) and the means used to involve them in the process. The Consultant will prepare responses to public inquiries during the public engagement process for use by DTPW. The collection of public input occurs throughout the entire project.



## Chapter 1 Project Description

In 2016, the SR-836/Dolphin Expressway Corridor (hereafter referred to as the East-West Corridor) was identified by the Strategic Miami Area Rapid Transit (SMART) Plan to be prioritized for implementation of rapid transit services. The SMART Plan was formulated by the Miami-Dade County Department of Transportation and Public Works (DTPW), as an actionable plan that seeks to improve mobility within Miami-Dade County. The plan calls for the implementation of six (6) priority rapid transit corridors as well as eight corresponding Bus Express Rapid Transit (BERT) routes on corridors of regional significance.

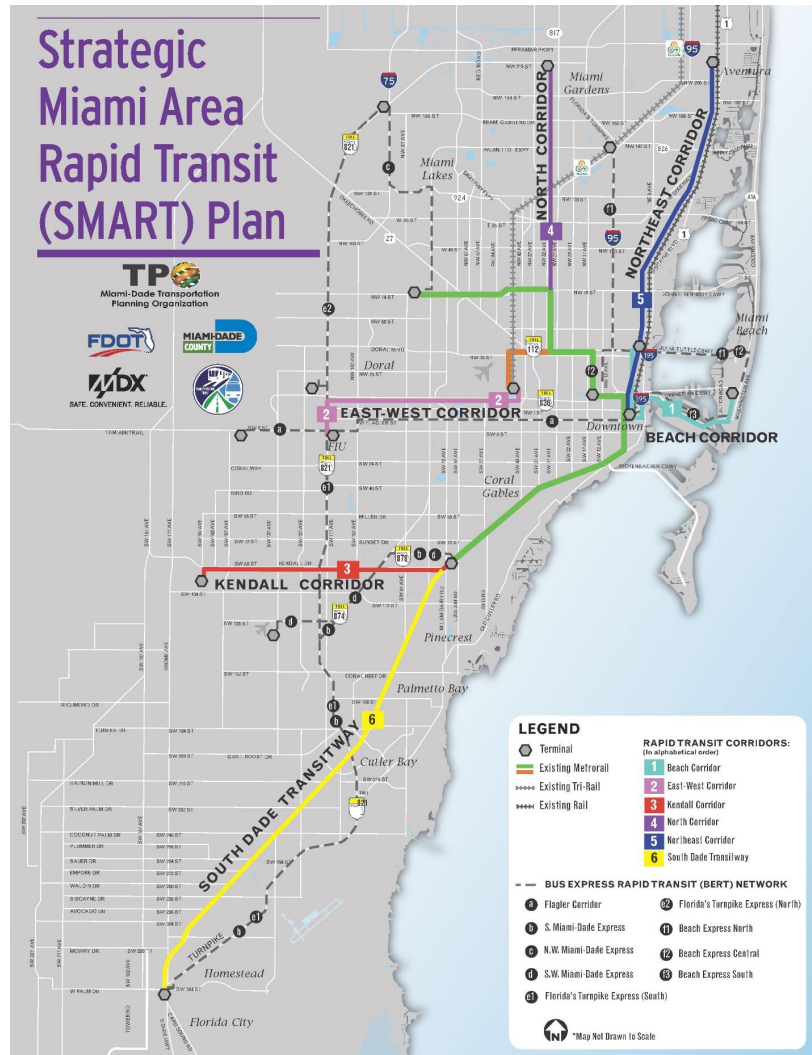
Public engagement efforts will be conducted within the context of each individual corridor, but will also be coordinated with and within the overall multi-corridor SMART Plan. The SMART Plan's corridors and corresponding express bus routes are depicted in Figure 1-1: The SMART Plan Corridors.

The Miami-Dade County Department of Transportation and Public Works (DTPW), in partnership with the Miami-Dade Transportation Planning Organization (TPO) and Miami-Dade Regulatory and Economic Resources (RER), will prepare a Corridor Master Transit Oriented Development (TOD) Plan (the Plan) for the East-West Rapid Transit corridor.

The Master TOD Plan for the East-West Corridor is being prepared in response to DTPW successfully submitting an Federal Transit Administration (FTA) grant application and being awarded funding from FTA's TOD Planning Pilot Program. The goal of the FTA TOD Planning Pilot Program is to leverage significant transit investments by funding planning activities along future transit corridors. Various planning efforts have occurred for this transit corridor, such as the identification of intermodal hubs and station locations. The work plan will build from these efforts to assess existing infrastructure needs, analyze potential for market development, (including redevelopment and new development), resulting in a corridor wide TOD implementation strategy based upon public stakeholder and private developer involvement.

The result will be transit projects that better meet the competitive criteria for federal transit funding. Activities funded will support economic development, ridership, multimodal connectivity and accessibility, increased transit access for pedestrian and bicycle traffic, and promote mixed-used development near transit stations.

Figure 1-1: The SMART Plan Corridors



## 1.1 Project Limits

The project limits for the implementation of rapid transit and supporting infrastructure along SR-836/Dolphin Expressway from SR 90/US 41/SW 8<sup>th</sup> Street at SW 109<sup>th</sup> Avenue/Florida International University (FIU) to Miami Intermodal Center (MIC) at Miami International Airport (MIA). More specifically, the corridor includes the following roadways and facilities: Miami Intermodal Center (MIC) at Miami International Airport, SR 953/NW 42<sup>nd</sup> Avenue/LeJeune Road, SR 959/NW 57<sup>th</sup> Avenue, NW 7<sup>th</sup> Street, SR 973/NW 87<sup>th</sup> Avenue, SR 836/Dolphin Expressway, NW 12<sup>th</sup> Street, west side of the SR 821/Florida's Turnpike, and SR 91/US 41/SW 8<sup>th</sup> Street. The project limits are depicted on Figure 1-2.

## 1.2 Public Involvement Process

Based on the TPO's adopted Public Participation Plan, a comprehensive Civic Engagement Plan will be developed and implemented. The Plan will incorporate Title VI and environmental justice considerations, as mandated by federal requirements. Title VI refers to Title VI of the Civil Rights Act of 1964 which prohibits discrimination based on race, color, national origin, age, sex, income, disability, religion, and family status. The Plan will include a summary of the working groups organized for each task along with a summary of findings, lessons learned and recommendations for future efforts.

The study process begins with a gathering of data and a refinement of the project needs and objectives. Public involvement during this phase of the station area planning process is very important. It includes meetings with elected officials and the public; as well as other communication efforts. The information gathered will be used by the consulting team to develop a preliminary Master TOD Plan for the corridor. Figure 1-3 further defines the steps of the Master TOD Plan Process.

Figure 1-2: Master TOD Plan Process

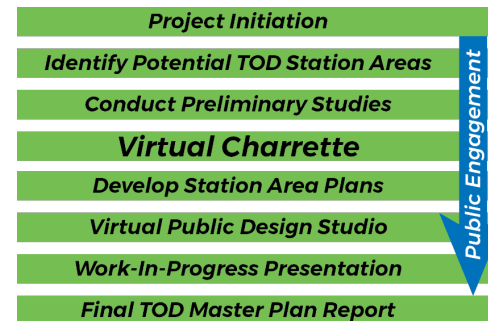




Figure 1-3: Project Location Map



Public and stakeholder outreach meetings will be scheduled to inform elected officials, municipal staff, the Miami-Dade Transportation Planning Organization (TPO) and its committees, as well as the Florida Department of Transportation (FDOT), and Miami-Dade Expressway (MDX) about the objectives, technical analysis and timeframe for this master plan. The main objectives for these meetings will be to inform, educate and seek input from participants for purposes of helping to guide the project through the station area planning process.

The public involvement team will work together with the communities within the master plan limits. Project updates will be provided both electronically and in-person. In these notifications, contact information including a master plan team member's email address, phone number and mailing address will be provided to the public. A database will be created to ensure that interested stakeholders receive regular updates about the project. It is the public involvement team's goal to notify and update all stakeholders and officials within the project limits about the master plan development.

The general content of this TOD Master Plan process is briefly described below.

- **Public Participation** – The public participation effort is woven throughout the station area planning process and involves a series of public meetings and a continuing process of public outreach and information gathering. Briefings will be conducted as needed with local elected officials to keep them informed and public meetings will be held to engage constituents.

At a minimum, the following public meetings will be held:

- Up to forty (40) Stakeholder Interviews
- Up to eight (8) Station Area Plans Meetings
- Up to eight (8) TOD Comprehensive Development Plan Amendments Meetings
- One (1) Public Design Charrette
- One (1) Public Design Studio

Additionally, a website ([www.MiamiSMARTPlan.com](http://www.MiamiSMARTPlan.com)) and social media (#miamismartplan) will serve as a constant source of information, providing the public an opportunity to engage the project team at any point and be included in the comments for this project. These public participation techniques are discussed more thoroughly in the subsequent sections.

## Chapter 2 Project Profile/Tasks

### 2.1 Project Profile

The East-West Corridor extends from the western edge of the County to Downtown Miami and points east. It is the only major east-west highway traversing the width of the County. From west to east the corridor character becomes more urban, from suburban residential areas to Downtown Miami and commercial and office developments, with pockets of industrial developments.

The Corridor plays a crucial role in connecting major regional economic centers including Miami International Airport, the Blue Lagoon area, Downtown Miami and Miami Beach. In addition to these facilities, other major activity centers along the Corridor include Florida International University (FIU), Dolphin Mall, International Mall, and Mall of the Americas.

The East-West Corridor also provides access to five major transit hubs in addition to the Metrorail Government Center via the Airport Link. Transit terminals include the Miami Intermodal Center (MIC), the proposed Tamiami Station at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue, FIU Panther Station at SW 8<sup>th</sup> Street and SW 109<sup>th</sup> Avenue, Dolphin Station at NW 12<sup>th</sup> Street and Florida's Turnpike, and Mall of the Americas at NW 7<sup>th</sup> Street and the Palmetto.

At the eastern limit of the project, the Miami Intermodal Center (MIC) is a major transit hub, home to two regional transit services, AMTRAK and Tri-Rail, providing service to Palm Beach County and beyond. In addition, a connection to the Miami International Airport via a people-mover system and intercity bus service is available at the MIC. In 2012, the AirportLink was open for revenue service, linking the Miami International Airport via the Miami Intermodal Center to the Metrorail Orange Line, providing seamless one-seat ride service to Downtown Miami and points south. The AirportLink would also provide access to the new Brightline Commuter Rail service via a transfer at Government Center. Brightline service will provide service between Miami-Dade and Orlando.

### 2.2 Tasks

The primary TOD Master Plan Planning Program objective is to leverage significant FTA transit investments by funding planning activities along future transit corridors. Various planning efforts have occurred for this transit corridor, such as the identification of intermodal hubs and station locations.

The work plan will build from these efforts to assess existing infrastructure needs, analyze potential for market development, (including redevelopment and new development), resulting in a corridor wide TOD implementation strategy based upon public stakeholder and private developer involvement with the following key tasks.

1. Prepare TOD supportive land use policy/zoning analysis /station area planning.
2. Conduct market analysis and affordable housing study.
3. Create station area bicycle and pedestrian plans.
4. Conduct a corridor water and wastewater capacity analysis.





## Chapter 3 Identification of Stakeholders

The scope of the Civic Engagement Plan and the identification of stakeholders must take into consideration issues related to needed improvements identified in the planning study. As an integral part of the Civic Engagement Plan, a list of agencies, organizations and individuals having an interest in, or jurisdiction over, the master plan area will be developed and maintained. These lists will be used to notify individuals and agencies about upcoming meetings and to inform them of progress on the master plan and recommendations. A preliminary mailing and contact list is included in **Appendix A**.

### 3.1 State, Regional and Local Agencies

Coordination with state, regional, and local agencies is vital to the success of this project, as these agencies will provide comments on the proposed master plan that will be developed. This process aims to engage agencies and obtain their feedback early in the project, continuing throughout the life of the project. A list of representative agency contacts is provided in **Appendix A**.

### 3.2 Local Elected and Appointed Officials

Meetings with local elected and appointed officials are necessary to discuss issues, explain study procedure, request recommendations and engage their participation throughout the station area planning process. The public involvement coordinator will generate and maintain a matrix of all briefings with elected officials as well as record any action items that may arise throughout the project. All elected officials will be encouraged to attend public meetings. A list of current elected and appointed officials with their contact information is also included in **Appendix A**.

### 3.3 Transportation Planning Organization (TPO)

The TPO Governing Board will be engaged throughout the station area planning process. The TPO's Governing Board is comprised of elected officials representing the County, Municipalities, and other stakeholders that are expected to provide valuable input on the station area plans process. Updates will be provided to the Governing Board and the various advisory committees upon request and are subject to the same public notice requirements as other Board of County Commissioners meetings. When necessary, Governing Board members as well as the advisory committees will be met with to provide master plan related briefings. A list of current TPO governing board members and advisory committees is also included in **Appendix A**.

### 3.4 Miami-Dade County Regulatory and Economic Resources (RER)

The Planning and Development Services Divisions of the RER, in coordination with the TPO, will oversee the development of the TOD Master Plan. The RER is charged with educating and protecting consumers, including the enforcement of zoning codes and land development regulations related to structures and activities that may impact the environment or enhance economic resources. Therefore, the RER will provide guidance to the project team with regards to station area selection and will review the methodology and results of the affordable housing study to ensure that all segments of the population can benefit from future development near transit stations.

### 3.5 Concerned Citizens and Property Owners

Newspaper advertisements will also be published to serve as public notices for our design charrettes in the *Miami Herald* Neighbors Section Zones 2 & 3, *El Nuevo Herald*, and *The Miami Times*. This mailing list will be updated throughout the life of the project. Any additional concerned



citizens or interest groups who participate in meetings or contact the project team will be added to the list. We will work with stakeholders to use their communication vehicles to support and inform constituents about station area plan progress and meeting notification.

### 3.6 Municipal Engagement

The East-West Corridor runs through municipalities, and the elected officials and staff from each municipality will be actively engaged throughout the study. The corridor runs through the City of Sweetwater from the western terminus, through the City of Doral and the City of Miami on the eastern terminus.

## Chapter 4 Public Notification

The project team will work to make the public involvement process as inclusive and conclusive as possible. The team will use several techniques to maximize existing public information resources in the County; as well as, those additional techniques listed in this plan to provide for a high level of public participation and constructive recommendations to be used by the engineering team in developing the TOD Master plan. All collateral materials for public dissemination will be developed in accordance with the established "plain language" initiative required by DTPW.

The Team will maintain the lists developed for public and agency notification and will ensure all interested organizations and stakeholders are involved in the process. A database of stakeholders, elected officials and people who request to be added to the contact list will be maintained and updated throughout the project as mentioned earlier in this document. This list will be used to notify individuals and groups of upcoming meetings.

The project team will also work very closely with both municipal and county public information staff to provide project information to residents through existing communication channels. Among the resources that will be utilized are social media, and e-mail distributions to interested persons and residents.

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status. Solicitation for public participation will be made through the advertising, websites, public meetings and informational handouts as well as through community groups interested in assisting the DTPW with this effort. **Additionally, public meeting announcements will be published in the Florida Administrative Register at least seven (7) days prior to the meetings.**

### 4.1 Advertisements

Public meetings will be preceded by display ads in local newspapers including the *Miami Herald* Neighbors Section in Zones 2 & 3, *El Nuevo Herald*, *The Miami Times* as well as the Florida Administrative Register.

### 4.2 Stakeholder/Special Interest Group Meetings

As required and approved by the DTPW, scheduled meetings with the Miami-Dade TPO and its committees, the Citizens Independent Transit Trust (CITT), chambers of commerce, civic groups, elected officials and concerned citizens' groups will be conducted as requested. The project team will also coordinate the development of an Affordable Housing Working Group and a Water and Wastewater Working Group, and also coordinate meetings with local homeowner associations (HOA's), Florida International University (FIU) and the Business Owners within the project limits. All requests for these meetings will be evaluated and the decision to conduct them will ultimately be made by the DTPW's Project Manager.

### 4.3 Project Information Contact Number

Project information can be obtained by contacting Public Information Specialist Ann E. Pope at (305) 321-6011 or by email at [annpope.ap@gmail.com](mailto:annpope.ap@gmail.com). Phone numbers will be advertised so that interested persons may call to obtain project information.

### 4.4 Web and Social Media

An interactive SMART plan website will be maintained by DTPW at [www.miamismartplan.com](http://www.miamismartplan.com). The consultant will provide Master TOD Plan for East/West Corridor project information, public

involvement materials and presentations to the DTPW at least three weeks prior to the meeting for review and approval. DTPW will then update the website with this information at least one week prior to the meeting. Social media posts and graphics announcing scheduled public meetings and other opportunities for participation will be developed for posting by DTPW on social media accounts. The consultant should provide any graphics or maps developed for the meetings to DTPW Marketing Division for promotion on social media channels.



## Chapter 5 Public Meeting Program

Eighteen (18) meetings are anticipated for this project, including up to eight (8) Station Area Plans Meetings, up to eight (8) TOD Comprehensive Development Plan Amendments Meetings, a Public Design Charrette and a Public Design Studio. The general content and structure of these meetings is described below.

- **Station Area Plans: Meetings and Presentations** – To facilitate the adoption of the TOD Master Plan and its component Station Area Plans, up to eight (8) meetings will be held with the Planning Advisory Board (PAB), Board of County Commissioners (BCC) and any other relevant agencies and organizations to ensure that the Master Plan develops appropriately. Progress updates will be presented and discussed, with feedback recorded for incorporation into the Master Plan.
- **TOD Comprehensive Development Plan Amendments: Meetings and Presentations** – To enable the passage of Comprehensive Plan Amendments which encourage TOD, up to eight (8) meetings will be held with local government committees, boards, and elected officials to ensure that the proposed amendments are tenable and effective. Meetings will facilitate discussion of and revisions to the language contained in the proposed amendments.
- **Public Design Virtual Charrette** – A Charrette is an intensive working session focused on dialogue between the project team, residents of the corridor, government officials, and other stakeholders. Due to the COVID-19 Pandemic, the TOD Master Plan Charrette will be held virtually on internet-based platforms. This approach offers the advantage of giving more stakeholders in a location within the corridor, providing the public with the opportunity to provide feedback on both the TOD Master Plan and its component Station Area Plans.
- The project team will present the results of their research into existing and projected conditions, identify opportunities and challenges, gather public input, and develop consensus concepts for further evaluation. Leveraging web-based tools is one of the advantages to going virtual for the charrette. The Study Team will develop a public comment crowdsourcing map to elicit feedback from charrette participants and other interested stakeholders. This virtual map gives members of the public the opportunity to place “pins” on a Google Maps-based platform.
- The project team also proposes to leverage DTPW’s social media presence (on Facebook, Twitter and Instagram) with scheduled posts to generate additional discussion about the opportunities and challenges of developing TOD at the station sites.
- **Appendix B** contains more detailed information about the Virtual Charrette strategy
- **Public Design Studio** – The design studio will act as a continuation of the Charrette, showing how the design process has advanced in the intervening weeks and allowing for public participation as the Station Area Plans continue to evolve. While the studio will include handouts, presentations and public input gathering exercises, it will be at a smaller scale than the Charrette. The project team will also prepare graphics and other relevant information for the Design Studio, as well as coordinating other activities such as registration, newsletters, fact sheets, flyers, newspaper advertisements, etc. Due to the COVID-19 Pandemic, the Public Design Studio will take place virtually.

### 5.1 Stakeholder Meetings

Additional meetings and project briefings may be conducted at the request of elected officials, public agencies and interested stakeholders to discuss specific aspects of the project. These meetings will be held at the request of the concerned party as approved by the DTPW. It is estimated that there will be up to 40 meetings throughout the study duration. These meetings will



occur virtually, using teleconference technologies such as, Zoom, Teams, and others as applicable.

### 5.2 Meeting Location

All public meetings will be held within the project limits as practical, virtually, using virtual meeting technologies, which may include Zoom, GoTo Meeting, Microsoft Teams, or others as determined by the project team and approved by the County.

Any selected meeting site must meet Americans with Disabilities Act (ADA) requirements, must comply with Florida statutes such as the Jessica Lunsford Act and, when applicable, Department Environmental Protection Green Lodging requirements per Department procedure 001-350-001-a. The Department of Transportation and Public Works is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

### 5.3 Presentation Techniques

This study may be presented using communication techniques such as:

- **Concept Plans on Aerial Photography** – Alternative concept plan diagrams will be prepared on aerial photographs. Project improvements will be illustrated using colored line work and shading to make them clear and comprehensible to the general public.
- **Diagrams** – Simple diagrams will be used to describe project elements. The graphic presentations will be user-friendly and much more understandable to the public than engineering drawings.
- **Conceptual Renderings** – 3D renderings will be constructed to provide point-of-view and/or birds-eye perspectives of the built space. These will help the general public more accurately envision the environments depicted in the concept plans.
- **Photographs** – Photographs of existing conditions and other similar projects to explain the proposed improvements will be used.
- **Exercises** – At the Charrette, exercises will be organized in which participants may draw, place stickers, or rearrange graphical elements to express their preferences and design input before presenting their ideas to all in attendance.
- **Handouts/Downloads** – Concise, easy-to-read factsheets/newsletters will be prepared and made available or download. These materials will provide a summary of current project information, summarize public comments gathered to date, and solicit further feedback from the community.
- **PowerPoint Presentations** – Presentations will be given by the project team as a method of conveying project information to the public. These presentations may include audience polling to gather public feedback on the topics being presented.
- **Display Boards** – Renderings and other diagrams will be featured on large-scale display boards at public meetings to clearly explain project alternatives and processes.
- **Translation** – Meeting invitations, Factsheets, and Newsletters will be prepared in English and Spanish. At public meetings, a member of the project team will also be present to provide additional instruction or present material in Spanish as necessary.

## Chapter 6 Public Input Analysis and Evaluation

All public input will be documented in a public involvement binder. Comment sheets will be distributed at public meetings and those returned will be logged and responded to within ten (10) days. Virtual meetings will allow for public input to be submitted.

Letters received from public agencies will be accumulated and logged for reference. All concerns expressed by the public will be addressed by the project team and incorporated into the project record, as appropriate.

## Chapter 7 Key Project Issues

The project team is already aware of several pertinent engineering, environmental, and public involvement issues. Additional project issues will most certainly emerge as the station area planning process progresses and public participation will be required on these important issues.

The following issues are anticipated and will be explored by the TOD team:

### 7.1 Public Involvement Issues

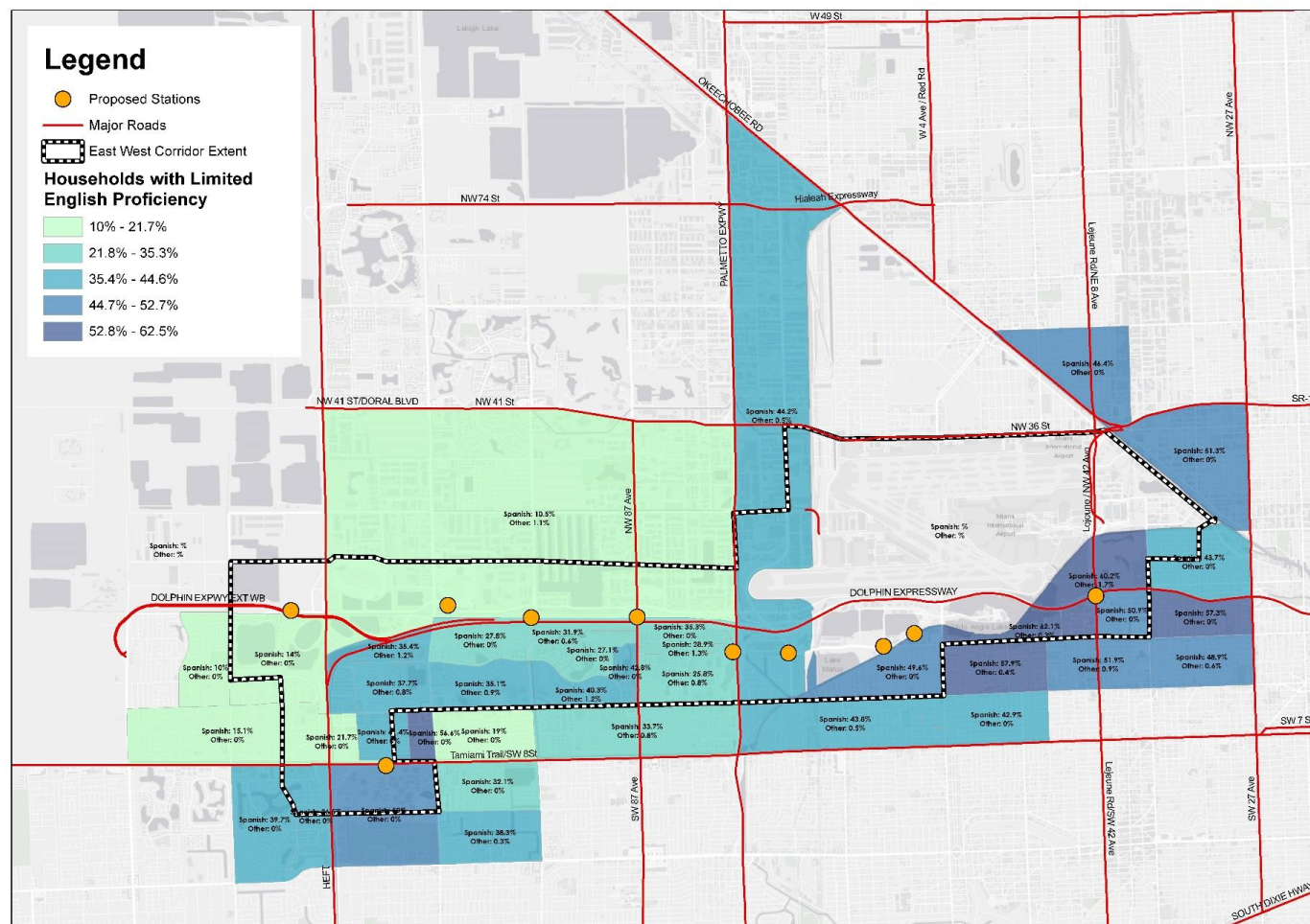
Collecting public feedback as we highlight the benefits of this project will be the first priority from a Public Involvement standpoint. The Master TOD Plan for the East-West Corridor is being prepared as a result of DTPW successfully submitting an FTA grant application and being awarded funding from FTA's TOD Planning Pilot Program. The goal of the FTA TOD Planning Pilot Program is to leverage significant FTA transit investments by funding planning activities along future transit corridors. Various planning efforts have occurred for this transit corridor, such as the identification of intermodal hubs and station locations.

The work plan will build from these efforts to assess existing infrastructure needs, analyze potential for market development, (including redevelopment and new development), resulting in a corridor wide TOD implementation strategy based upon public stakeholder and private developer involvement. While the corridor is ethnically diverse, there is a significant Hispanic population and an elderly component as well as several small businesses. It will be important to ensure that informational materials are distributed to both commercial and residential stakeholders along the corridor.

### 7.2 Limited English Proficiency

A Limited English Proficiency (LEP) analysis was conducted using 2014 Census Tracts. The Census dataset identifies whether a household is proficient in English, if it is proficient in Spanish, or if it is proficient in some other language. The analysis was mapped on the East-West Corridor, as depicted in Figure 7-1.

English and Spanish are the predominant languages on the corridor. No census tract has more than three (3) percent of households that speak a language other than English or Spanish. Spanish speaking households are generally concentrated on the east and center of the corridor, while English speaking households are more concentrated on the west side of the corridor.

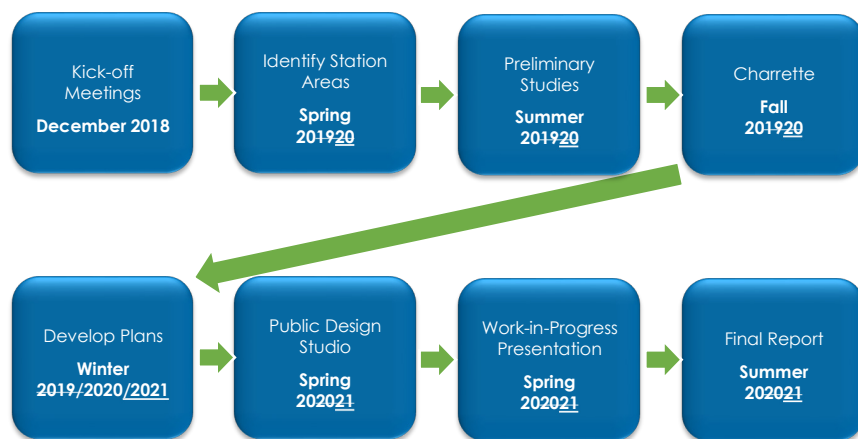




## Chapter 8 Project Schedule

A project schedule that will accomplish the DTPW's objective of completing the project in a timely manner within 20 months has been prepared. A summary schedule is shown in Figure 8-1.

Figure 8-1: Project Schedule



## Chapter 9 Evaluation of the Civic Engagement Plan

A civic engagement evaluation process will be developed to assess the effectiveness of the civic engagement efforts utilized throughout the Master TOD Plan Process. This process will include identification of the public involvement tools, establishment of performance measures, performance evaluations, and identification of improvement strategies.

Therefore, a logical first step in developing a performance methodology for public involvement is to identify appropriate goals (or what the agency wants to achieve) and objectives (how the agency proposes to achieve the goal) that could provide an effective framework for performance measurement. To do so, the project team developed a list of typical public involvement goals and objectives.

### Goal

The Civic Engagement Program will identify the numerous stakeholders within the study area, provide them with detailed information, offer them ample opportunities to interact with the project technical team and ensure that their input is carefully considered.

### Objectives

The Civic Engagement Program will identify the numerous stakeholders within the study area, provide them with detailed information, and offer them ample opportunities to interact with the project technical team. To achieve those objectives the CEP will:

- Encourage broad participation in the process from the various community groups and organizations within or near the study corridor
- Create frequent and convenient opportunities for citizens to offer their input
- Fully inform citizens, communities and stakeholders throughout the development of station area plans
- Identify their concerns and issues early in the process
- Promote community acceptance by highlighting the benefits of Transit Oriented Development (TOD), establishing and maintaining a positive image of the East-West Corridor TOD Master Plan process

The appropriate indicators and targets that might be realistic performance measurement for an agency to achieve will be established for each objective once the research team engages in the process and begins communication with the stakeholders.



## APPENDIX A PUBLIC INVOLVEMENT CONTACT LISTS

**Table A-1: State Agency Contact List**

STATE AGENCIES	
Ms. Jackie Moalli Florida Department of Agriculture and Consumer Services <a href="mailto:Jacqueline.Moalli@freshfromflorida.com">Jacqueline.Moalli@freshfromflorida.com</a>	Ms. Cissy Proctor Florida Department of Economic Opportunity <a href="mailto:cissy.proctor@deo.myflorida.com">cissy.proctor@deo.myflorida.com</a>
Mr. Martin Horwitz Florida's Turnpike Enterprise <a href="mailto:Martin.Horwitz@dot.state.fl.us">Martin.Horwitz@dot.state.fl.us</a>	Mr. Christopher Peary Florida Department of Economic Opportunity <a href="mailto:christopher.peary@deo.myflorida.com">christopher.peary@deo.myflorida.com</a>

\*Denotes who will receive hard copies of notifications

**Table A-2: Regional Agency Contact List**

REGIONAL AGENCIES	
Isabel Cosio Carballo South Florida Regional Planning Council 3340 Hollywood Blvd., Suite 140 Hollywood, FL 33021 Phone: 954-985-4416 <a href="mailto:isabelc@sfrpc.com">isabelc@sfrpc.com</a>	

\*Denotes who will receive hard copies of notifications

**Table A-3: Miami-Dade County Elected/Appointed Officials Contact List**

MIAMI-DADE COUNTY ELECTED/APPOINTED OFFICIALS	
The Honorable Carlos A. Gimenez* Mayor Miami-Dade County 111 NW 1 Street, Suite 2910 Miami, FL 33128 Phone: 305-375-5071 <a href="mailto:mayor@miamidadegov">mayor@miamidadegov</a>	The Honorable Barbara J. Jordan Commissioner, District 1 Miami-Dade County 111 NW 1 Street, Suite Miami, FL 33128 Phone: 305-375-5694 <a href="mailto:district1@miamidadegov">district1@miamidadegov</a>
The Honorable Jean Monestime Commissioner, District 2 Miami-Dade County 111 NW 1 Street, Suite Miami, FL 33128 Phone: 305-375-4833 <a href="mailto:district2@miamidadegov">district2@miamidadegov</a>	The Honorable Audrey Edmonson Commissioner, District 3 Miami-Dade County 111 NW 1 Street, Suite Miami, FL 33128 Phone: 305-375-5393 <a href="mailto:district3@miamidadegov">district3@miamidadegov</a>



MIAMI-DADE COUNTY ELECTED/APPOINTED OFFICIALS	
The Honorable Sally A. Heyman Commissioner, District 4 Miami-Dade County 111 NW 1 Street, Suite Miami, FL 33128 Phone: 305-375 <a href="mailto:district4@miamidadegov">district4@miamidadegov</a>	The Honorable Bruno A. Barreiro* Commissioner, District 5 Miami-Dade County 111 NW 1 Street, Suite 220 Miami, FL 33128 Phone: 305-643-8525 <a href="mailto:district5@miamidadegov">district5@miamidadegov</a>
The Honorable Rebeca Sosa* Commissioner, District 6 Miami-Dade County 111 NW 1 Street, Suite 220 Miami, FL 33128 Phone: 305-267-6377 <a href="mailto:district6@miamidadegov">district6@miamidadegov</a>	The Honorable Xavier L. Suarez Commissioner, District 7 Miami-Dade County 111 NW 1 Street, Suite Miami, FL 33128 Phone: 305-669-4003 <a href="mailto:district7@miamidadegov">district7@miamidadegov</a>
The Honorable Daniella Levine Cava Commissioner, District 8 Miami-Dade County 111 NW 1 Street, Suite Miami, FL 33128 Phone: 305-375-5218 <a href="mailto:district8@miamidadegov">district8@miamidadegov</a>	The Honorable Dennis C. Moss Commissioner, District 9 Miami-Dade County 111 NW 1 Street, Suite Miami, FL 33128 Phone: 305-375-4832 <a href="mailto:district9@miamidadegov">district9@miamidadegov</a>
The Honorable Javier D. Souto* Senator, District 10 Miami-Dade County 111 NW 1 Street, Suite 320 Miami, FL 33128 Phone: 305-222-2116 <a href="mailto:District10@miamidadegov">District10@miamidadegov</a>	The Honorable Joe A. Martinez* Commissioner, District 11 Miami-Dade County 111 NW 1 Street, Suite 320 Miami, FL 33128 Phone: 305-375-5511 <a href="mailto:Zapata@miamidadegov">Zapata@miamidadegov</a>
The Honorable Jose "Pepe" Diaz* Commissioner, District 12 Miami-Dade County 111 NW 1 Street, Suite 320 Miami, FL 33128 Phone: 305-375-4343 <a href="mailto:District12@miamidadegov">District12@miamidadegov</a>	The Honorable Commissioner Esteban L. Bovo, Jr. Commissioner, District 13 Miami-Dade County 111 NW 1 Street, Suite Miami, FL 33128 Phone: 305-375-4831 <a href="mailto:District13@miamidadegov">District13@miamidadegov</a>
Ms. Aileen Boucle, AICP* Executive Director Miami-Dade Transportation Planning Organization 111 NW 1 Street, Suite 920 Miami, FL 33128 Phone: 305-375-4507 <a href="mailto:Aileen.boucle@miamidadegov">Aileen.boucle@miamidadegov</a>	Mr. Jack Osterholt Director Miami-Dade County Department of Regulatory and Economic Resources 10710 SW 211 Street, Suite 109 Cutler Bay, FL 33189 Phone: 305-971-5051 <a href="mailto:jack.osterholt@miamidadegov">jack.osterholt@miamidadegov</a>
Ms. Alina T. Hudak* Deputy Mayor Miami-Dade County 111 NW 1 Street, Suite 2910 Miami, FL 33128 Phone: 305-375-2531 <a href="mailto:ath2@miamidadegov">ath2@miamidadegov</a>	Ms. Alice Bravo, PE* Director of Department of Transportation and Public Works Miami-Dade County 701 NW 1 Court, Suite 2910 Miami, FL 33136 Phone: 786-469-5307 <a href="mailto:abravo@miamidadegov">abravo@miamidadegov</a>

### MIAMI-DADE COUNTY ELECTED/APPOINTED OFFICIALS

<p>Ms. Maria Nardi *</p> <p>Director of Parks, Recreation and Open Spaces</p> <p>Miami-Dade County</p> <p>275 NW 2 Street, Floor 5</p> <p>Miami, FL 33128</p> <p>Phone: 305-755-7903</p> <p><a href="mailto:kardys@miamidade.gov">kardys@miamidade.gov</a></p>	<p>Mr. Michael A. Hernandez</p> <p>Director of Communications for the Mayor</p> <p>Miami-Dade County</p> <p>111 NW 1 Street, Suite 2910</p> <p>Miami, FL 33128</p> <p>Phone: 305-375-1545</p> <p><a href="mailto:michael.hernandez@miamidade.gov">michael.hernandez@miamidade.gov</a></p>
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\*Denotes who will receive hard copies of notification

**Table A-4: City of Miami Elected/Appointed Officials**

CITY OF MIAMI ELECTED/APPOINTED OFFICIALS	
<p>The Honorable Francis Suarez*</p> <p>Mayor</p> <p>City of Miami</p> <p>3500 Pan American Drive</p> <p>Miami, FL 33133</p> <p>Phone: 305-250-5300</p> <p><a href="mailto:fsuarez@miamigov.com">fsuarez@miamigov.com</a></p>	<p>The Honorable Wifredo (Willy) Gort</p> <p>Commissioner, District 1</p> <p>City of Miami</p> <p>3500 Pan American Drive</p> <p>Miami, FL 33133</p> <p>Phone: 305-250-5430</p> <p><a href="mailto:wgort@miamigov.com">wgort@miamigov.com</a></p>
<p>The Honorable Ken Russell*</p> <p>Commissioner, District 2</p> <p>City of Miami</p> <p>3500 Pan American Drive</p> <p>Miami, FL 33133</p> <p>Phone: 305-250-5333</p> <p><a href="mailto:krussell@miamigov.com">krussell@miamigov.com</a></p>	<p>The Honorable Joe Carollo*</p> <p>Commissioner, District 3</p> <p>City of Miami</p> <p>3500 Pan American Drive</p> <p>Miami, FL 33133</p> <p>Phone: 305-250-5380</p> <p><a href="mailto:jcarollo@miamigov.com">jcarollo@miamigov.com</a></p>
<p>The Honorable Manolo Reyes*</p> <p>Commissioner, District 4</p> <p>City of Miami</p> <p>3500 Pan American Drive</p> <p>Miami, FL 33133</p> <p>Phone: 305-250-5420</p> <p><a href="mailto:mreyes@miamigov.com">mreyes@miamigov.com</a></p>	<p>The Honorable Keon Hardemon</p> <p>Commissioner, District 5</p> <p>City of Miami</p> <p>3500 Pan American Drive</p> <p>Miami, FL 33133</p> <p>Phone: 305-250-5390</p> <p><a href="mailto:khardemon@miamigov.com">khardemon@miamigov.com</a></p>
<p>Mr. Art Noriega*</p> <p>City Manager</p> <p>City of Miami</p> <p>444 SW 2 Avenue, Floor 10</p> <p>Miami, FL 33130</p> <p>Phone: 305-416-1025</p> <p><a href="mailto:etgonzalez@miamigov.com">etgonzalez@miamigov.com</a></p>	<p>Mr. Hector L. Badia Moro*</p> <p>Assistant Director of Capital Improvement Program</p> <p>City of Miami</p> <p>444 SW 2 Avenue, Floor 8</p> <p>Miami, FL 33130</p> <p>Phone: 305-416-1236</p> <p><a href="mailto:hbadia@miamigov.com">hbadia@miamigov.com</a></p>
<p>Mr. Francisco J. Garcia*</p> <p>Director of Planning</p> <p>City of Miami</p> <p>444 SW 2 Avenue, Floor 3</p> <p>Miami, FL 33130</p> <p>Phone: 305-416-1470</p> <p><a href="mailto:FGarcia@miamigov.com">FGarcia@miamigov.com</a></p>	<p>Mr. Devin Cejas*</p> <p>Director of Zoning</p> <p>City of Miami</p> <p>444 SW 2 Avenue, Floor 4</p> <p>Miami, FL 33130</p> <p>Phone: 305-416-1419</p> <p><a href="mailto:dcejas@miamigov.com">dcejas@miamigov.com</a></p>
<p>Mr. George Mensah*</p> <p>Director of Community Development</p> <p>City of Miami</p> <p>444 SW 2 Avenue, Floor 2</p> <p>Miami, FL 33130</p> <p>Phone: 305-416-1978</p> <p><a href="mailto:gmensah@miamigov.com">gmensah@miamigov.com</a></p>	<p>Mr. Alan Dodd, P.E.*</p> <p>Director of Public Works</p> <p>City of Miami</p> <p>444 SW 2 Avenue, Floor 8</p> <p>Miami, FL 33130</p> <p>Phone: 305-416-1200</p> <p><a href="mailto:jsantana@miamigov.com">jsantana@miamigov.com</a></p>



## CITY OF MIAMI ELECTED/APPOINTED OFFICIALS

Mr. Fernando J Casamayor Assistant City Manager City of Miami 444 SW 2 Avenue, Floor 10 Miami, FL 33130 Phone: 305-416-1009 <a href="mailto:fcasamayor@miamigov.com">fcasamayor@miamigov.com</a>	Mr. Wade Sanders* Assistant Director of Public Works City of Miami 1290 NW 20 <sup>th</sup> Street Miami, FL 33142 Phone: 305-416-1200 <a href="mailto:wasanders@miamigov.com">wasanders@miamigov.com</a>
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\*Denotes who will receive hard copies of notification

Table A-5: City of Sweetwater Elected/Appointed Officials Contact List

## CITY OF SWEETWATER ELECTED/APPOINTED OFFICIALS

The Honorable Orlando Lopez Mayor City of Sweetwater 500 SW 109 Avenue Sweetwater, FL 33174 Phone: 305-221-0411 ext. 1200 <a href="mailto:Olopez@cityofsweetwater.fl.gov">Olopez@cityofsweetwater.fl.gov</a>	The Honorable Marco Villanueva Commissioner City of Sweetwater 500 SW 109 Avenue Sweetwater, FL 33174 Phone: 305-221-0411 <a href="mailto:mvillanueva@cityofsweetwater.fl.gov">mvillanueva@cityofsweetwater.fl.gov</a>
The Honorable Prisca Barreto Commissioner City of Sweetwater 500 SW 109 Avenue Sweetwater, FL 33174 Phone: 305-485-4524 <a href="mailto:pbarreto@cityofsweetwater.fl.gov">pbarreto@cityofsweetwater.fl.gov</a>	The Honorable Cecilia Holtz-Alonso Commissioner City of Sweetwater 500 SW 109 Avenue Sweetwater, FL 33174 Phone: 305-570-6351 <a href="mailto:choltzalonso@cityofsweetwater.fl.gov">choltzalonso@cityofsweetwater.fl.gov</a>
The Honorable Manuel Duasso Commissioner City of Sweetwater 500 SW 109 Avenue Sweetwater, FL 33174 Phone: 305-485-4524 <a href="mailto:mduasso@cityofsweetwater.fl.gov">mduasso@cityofsweetwater.fl.gov</a>	The Honorable Idania LLanio Commission Vice President City of Sweetwater 500 SW 109 Avenue Sweetwater, FL 33174 Phone: 786-606-2104 <a href="mailto:illanio@cityofsweetwater.fl.gov">illanio@cityofsweetwater.fl.gov</a>
The Honorable Joniel Diaz Commissioner City of Sweetwater 500 SW 109 Avenue Sweetwater, FL 33174 Phone: 305-570-6094 <a href="mailto:joniel@cityofsweetwater.fl.gov">joniel@cityofsweetwater.fl.gov</a>	The Honorable David Borrero Commissioner City of Sweetwater 500 SW 109 Avenue Sweetwater, FL 33174 Phone: 305-570-6131 <a href="mailto:david@cityofsweetwater.fl.gov">david@cityofsweetwater.fl.gov</a>

\*Denotes who will receive hard copies of notifications



Table A-6: City of Doral Elected/Appointed Officials Contact List

## CITY OF DORAL ELECTED/APPOINTED OFFICIALS

The Honorable Juan Carlos Bermudez Mayor City of Doral 8401 NW 53 Terrace Doral, FL 33166 Phone: 305-593-6725 <a href="mailto:juancarlos.bermudez@cityofdoral.com">juancarlos.bermudez@cityofdoral.com</a>	The Honorable Ana Maria Rodriguez Vice Mayor City of Doral 8401 NW 53 Terrace Doral, FL 33166 Phone: 305-593-6725 <a href="mailto:anamaria.rodriguez@cityofdoral.com">anamaria.rodriguez@cityofdoral.com</a>
The Honorable Claudia Mariaca Councilwoman City of Doral 8401 NW 53 Terrace Doral, FL 33166 Phone: 305-593-6725 <a href="mailto:claudia.mariaca@cityofdoral.com">claudia.mariaca@cityofdoral.com</a>	The Honorable Christi Fraga Councilwoman City of Doral 8401 NW 53 Terrace Doral, FL 33166 Phone: 305-593-6725 <a href="mailto:christi.fraga@cityofdoral.com">christi.fraga@cityofdoral.com</a>
The Honorable Pete Cabrera Councilman City of Doral 8401 NW 53 Terrace Doral, FL 33166 Phone: 305-593-6725 <a href="mailto:pete.cabrera@cityofdoral.com">pete.cabrera@cityofdoral.com</a>	

\*Denotes who will receive hard copies of notifications

**Table A-7: Major Local Stakeholders & Community Organizations Contact List**

MAJOR LOCAL STAKEHOLDERS/COMMUNITY ORGANIZATIONS	
Airport West Chamber of Commerce 8181 NW 36 Street, Suite 3 Miami, FL 33166 Phone: 305-592-5141	Beacon Council Michael A. Finney President & CEO 80 SW 8 Street, Suite 2400 Miami, FL 33130 Phone: 305-579-1325 mfinney@beaconcouncil.com
Bleau Fontaine Community 9401 Fontainebleau Blvd Miami, FL 33172 Phone: 305-221-4592	Bleaufontaine Condominiums 9423 Fontainebleau Blvd Miami, FL 33172 Phone: 305-221-4592
Blue Grotto Condominiums 9440 Fontainebleau Blvd Miami, FL 33172 Phone: 305-553-8229	CAMACOL 1401 West Flagler Street Miami, FL 33135 Phone: 305-642-3870 info@camacol.org
Caribbean Springs Village Condo 10315 NW 9 <sup>th</sup> Street Circle Miami, FL 33172 Phone: 305-559-6098	Country Club of Miami Community Council #5 West Dade Office 11805 SW 2th Street Miami, FL 33175 Phone: 786-315-2000 dpnz@miamidade.gov
CSX Railroad E. Hunter Harrison President & CEO 401 SW 21 Terrace Ft. Lauderdale, FL 33312 Phone: 954-581-6434	Dolphin Mall Pete Marrero Manager 11401 NW 12 Street Miami, FL 33172 Phone: 305-599-3000 pmarrero@taubman.com
Doral Chamber of Commerce 8181 NW 36 Street, Suite 21-A Doral, FL 33166 Phone: 305-477-7600 info@doralchamber.com	Doral View Apartments in Miami, FL 901 NW 97 <sup>th</sup> Avenue Miami, FL 33172 Phone: 305-570-3035
East Wind Lake Village 9706 NW 6 <sup>th</sup> Lane Miami, FL 33172	FEC Railroad James R. Hertwig President & CEO 6875 NW 58 Street Miami, FL 33166 Phone: 305-889-5641

**MAJOR LOCAL STAKEHOLDERS/COMMUNITY ORGANIZATIONS**

Florida International University Mark B. Rosenberg President 11200 SW 8 Street Miami, FL 33199 Phone: 305-348-2111 president@fiu.edu	Fountain Blue Garden Condo Inc. 8185 NW 7 <sup>th</sup> Street Miami, FL 33126
Fox Chase Condominium 8605 NW 8 <sup>th</sup> Street Miami, FL 33126 Phone: 305-264-3644	Grapeland Water Park 1550 NW 37 <sup>th</sup> Avenue Miami, FL 33126 Phone: 305-960-2950
Greater Miami Chamber of Commerce Alfred Sanchez President & CEO 1601 Biscayne Boulevard Miami, FL 33132 Phone: 305-577-5450 asanchez@miamichamber.com	Golfview Club Condominium 9678 Fontainebleau Blvd Miami, FL 33172 Phone: 305-554-9311
Laguna Club Condominiums 508 NW 107 Avenue Miami, FL 33172 Phone: 305-227-7454	Las Brisas Condo Association 10155 NW 9 <sup>th</sup> Street Circle Miami, FL 33172 Phone: 305-223-7288
Miami International Mall Teresita Hernandez 1455 NW 107 Avenue Doral, FL 33172 Phone: 305-593-1777 teresita.hernandez@simon.com	Mall of Americas 7795 West Flagler Street Miami, FL 33144 Phone: 305-261-8772
Marriott (LeJeune Road) 1201 NW Le Jeune Road Miami, FL 33126 Phone: 305-649-5000	Melreese Golf Course 1802 NW 37 <sup>th</sup> Avenue Miami, FL 33125 Phone: 305-633-4583
Miami Dade Chamber of Commerce Gordon Eric Knowles President & CEO 100 South Biscayne Boulevard, Suite 300 Miami, FL 33131 Phone: 305-751-8648 mdcc@m-dcc.org	Miami Dade College – Interamerican Campus Malou Harrison President 627 SW 27 Avenue Miami, FL 33135 Phone: 305-237-6000
Miami International Merchandise Mart 777 NW 72 Avenue Miami, FL 33126 Phone: 305-265-9900	North Central Community Council #8 West Dade Office 11805 SW 2th Street Miami, FL 33175 Phone: 786-315-2000 dpnz@miamidade.gov
Parkwoods Condominium Association 9240 Fontainebleau Blvd Miami, FL 33172 Phone: 305-552-5252	Pine Lakes Village Condominiums 8883 Fontainebleau Blvd Miami, FL 33172 Phone: 305-227-1135





### MAJOR LOCAL STAKEHOLDERS/COMMUNITY ORGANIZATIONS

Pineside Condominium Association Inc. 8889 Fontainebleau Blvd #108 Miami, FL 33172 Phone: 305-553-8042	Secret Gardens Condominium 8330 NW 10 <sup>th</sup> Street Miami, FL 33126 Phone: 305-265-7725
Soleil Condo Association 9721 Fontainebleau Blvd Miami, FL 33172 Phone: 305-227-1224	Summit Chase Condominium Associates 8503 NW 8 <sup>th</sup> Street Miami, FL 33126
The Beach Club 9351 Fontainebleau Blvd Miami, FL 33172 Phone: 305-553-9292	Waterford Development of Regional Impact c/o The Hogan Group 701 Waterford Way Suite 400 Miami, FL 33126
Westchester Community Council #10 West Dade Office 11805 SW 2th Street Miami, FL 33175 Phone: 786-315-2000 dpnz@miamidade.gov	West Fontaine Condo 10227 NW 9 <sup>th</sup> Street Circle Miami, FL 33172 Phone: 305-552-0760

## APPENDIX B CHARRETTE APPROACH

**East-West SMART Corridor TOD Master Plan Public Design Charrette Outline**  
**Proposed Dates: Tuesday, November 10<sup>th</sup>, and Thursday, November 12<sup>th</sup>, 2020**  
**Start time TBD**

### Objective

- Introduce TOD planning goals and process for the four station sites
- Review baseline analysis and market analysis findings
- Discuss TOD Vision for selected station areas
- Obtain feedback from stakeholders and attendees

### Pre-Meeting (2-3 weeks)

1. **Advertising & Promotion**
  - a. Newspaper (per Civic Engagement Plan (CEP))
    - i. needs to be ready to submit to newspaper by mid-September to ensure notification windows.
  - b. Social Media – DTPW & Partner Agencies
    - i. Scheduled posts on Twitter, Instagram and Facebook and any other DTPW-maintained social media platforms
    - ii. Social media posts could potentially include thought-provoking questions. Comments on these posts can also serve as a form of preliminary feedback.
    - iii. Create a Facebook Event
  - c. Emailed Newsletters – DTPW, TPO Newsletter & Partner Agencies
  - d. Push notification on DTPW Transit app – (can this appear when specific transit routes are consulted?)
  - e. Contact Stakeholders
    - i. Representatives identified in the CEP; Email addresses from PD&E database
2. Public Comment Crowdsourcing Map (Example: <http://trianglebikeway.com/crowdsourcing/map.aspx#>)
  - a. To be released in anticipation of charrette to allow public to begin sharing ideas.
  - b. Study team can incorporate these early inputs into presentation. Map will remain open after presentation to continue gathering input.

### Web Meeting (90 mins)

To be divided in two separate sessions taking place on two consecutive weekday evenings – October 28, and 29.

Each night will focus on two stations, western stations (NW 107<sup>th</sup>, NW 97<sup>th</sup>) on one night, eastern (The Wedge, NW 42<sup>nd</sup>) on the other. This approach will ensure that there is enough time to allow for in-depth feedback and commentary from the public. The initial portion of the presentation – Introduction and overall market analysis will be repeated on both nights, before the

#### 9.1 1- Presentation (Zoom + Facebook Live stream)

1. **Project Introduction (Francisco Arbelaez + Thomas Rodrigues) 10 minutes**

- Corridor overview
  - BRT planning (PD&E update)
  - TOD planning: project goals and where we at
  - **Introduce Poll Everywhere, with a test question to prepare attendees for use later in presentation**
2. **Market Analysis Findings (led by Tim Thornton) 15-20 minutes**
    - Overview of market conditions, opportunities at various sites within the study areas.
    - Discussion or **Poll Everywhere**
  3. **Station Area Planning (led by Miranda Zhang) 60 minutes**
    - Baseline - land use, connectivity
    - Opportunities - soft sites and TOD potential
    - Discussion - TOD vision, key strategies and precedents
    - Pause for discussion/questions after each station
    - Discussion or **Poll Everywhere**
  4. **Next Steps (Francisco, Thomas & Miranda) 3 minutes**
    - Introduction of Public Comment Map survey instrument (Including a brief demonstration)
    - Announce next public meeting (Spring 2021)

### Survey

#### Public Comment Crowdsourcing Map.

- Website-based map (hosted by WSP, no login required) with charrette-like capabilities. Using Google Maps as a base, users can add points or lines that are supplemented with a comment box. Edits to the map are publicly viewable by default, but users can opt to make them private (viewable to study team only). Other users can add comments to existing points and lines.
  - This map will be left open for a set period after meeting, or left open indefinitely through end of study. (To be determined how long the map will be left open; server space is reserved for one year)
  - Map will be live for a soft launch to share with internal stakeholders
1. TOD Vision – let us know what you like to see in future development/improvement in the station areas
    - NW 107th Station
    - NW 97th Station
    - Wedge Parcel
    - Le Jeune Road
  2. General comment & questions



## Action Items

Item	Responsible Party	Due By
<b>Pre-Meeting</b>		
Newspaper Advertising	<b>Consulting team:</b> Ann Pope to coordinate logistics, WSP to provide language  <b>DTPW:</b> to provide meeting URL details*	<ul style="list-style-type: none"> <li>Ads placed in late September</li> <li>Tentatively published week of October 5</li> </ul>
Social Media Posts; Create a Facebook Event (enables interested participants to register)	<b>Consulting team</b> to draft messaging; disseminate to social media account managers  <b>DTPW Marketing Team &amp; other stakeholders</b> (TPO, FDOT, Sweetwater, Doral); to schedule on social media platforms.);	Social media strategy prepared by week of September 28; create a timeline with scheduled posts to go out regularly before the meetings
Newsletters	<b>Consulting team</b> to draft messaging  <b>DTPW</b> , partner agencies to post	End of September (TBD when newsletters are sent)
Transit App Notification	<b>Consulting team</b> to draft messaging  <b>DTPW</b> to push notification to app	1-2 weeks before meeting if feasible
Develop Public Comment Crowdsourc Map (example: <a href="http://trianglebikeway.com/crowdsourc/map.aspx#">http://trianglebikeway.com/crowdsourc/map.aspx#</a> )	<b>Consulting team</b> to develop the map, monitor responses	Developed by mid-October
<b>Web Meeting (Zoom, streamed on Facebook Live)</b>		
PowerPoint Slideshow <ul style="list-style-type: none"> <li>Zoom               <ul style="list-style-type: none"> <li>Integrating Poll Everywhere surveys</li> </ul> </li> </ul>	<b>Consulting team</b> to prepare PPT; Poll Everywhere Questions; lead meeting	Draft by early October; Ongoing coordination with DTPW PM, Marketing, and IT as necessary



Item	Responsible Party	Due By
<ul style="list-style-type: none"> <li>Streamed to FB Live</li> </ul>	<b>DTPW</b> (to be determined) *1. "Host" meeting (post on website, provide Zoom credentials. (Note: WSP has a Zoom account and can do this too. However, it is worth exploring whether we should host it from the official DTPW account as this is a County-sponsored meeting.)  2. Meetings should be noticed on County Virtual Meetings site <a href="https://www.miamidade.gov/global/webcasting/virtual-meeting.page">https://www.miamidade.gov/global/webcasting/virtual-meeting.page</a>  3. Create FB event to encourage further participation; coordinate with Marketing on setting up stream to FB Live.	
<b>Post Meeting</b>		
Continue to monitor feedback on Public Comment Crowdsourc Map	<b>Consulting team</b>	TBD – through end of October; if map is successful and receives continued feedback, we could opt to leave it open for longer
Follow-up social media posts to encourage use of Crowdsourc Map	<b>Consulting team</b> to draft messaging DTPW Marketing	
Post meeting materials to DTPW website	<b>Consulting team</b> to compile items  <b>DTPW</b> to post to website	



# **A8 - ADOPTED BUDGET - TRANSPORTATION AND MOBILITY SECTION**

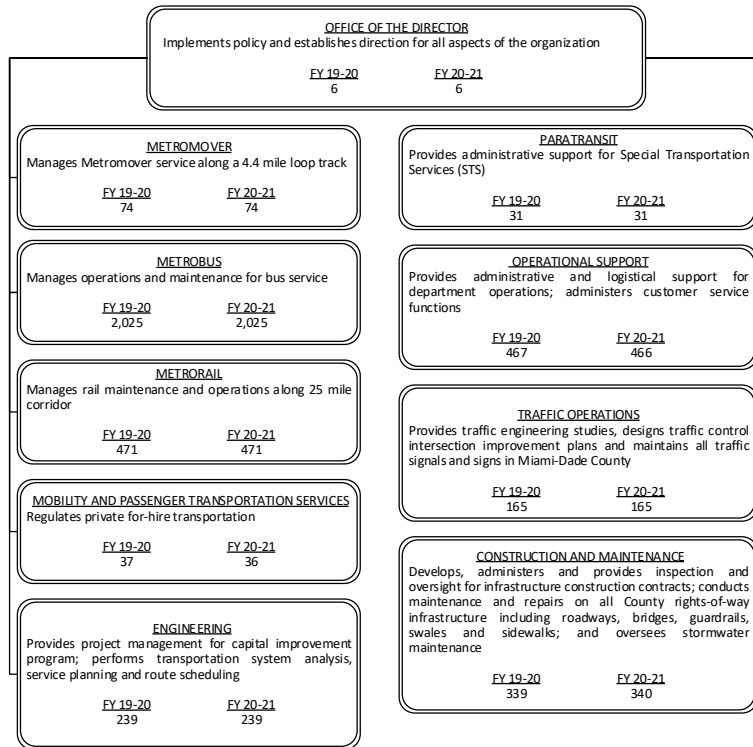






## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### TABLE OF ORGANIZATION



\*The FY 2020-21 total number of full-time equivalent positions is 4,098.84

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### DIVISION: OFFICE OF THE DIRECTOR

The Office of the Director is responsible for the overall direction of Metrobus, Metrorail, Metromover, Paratransit, Construction and Maintenance, Traffic Operations, Mobility and Passenger Transportation Services and related support services.

- Implements transportation services for Miami-Dade County residents and visitors
- Coordinates community outreach and provides market analysis
- Represents the Department to stakeholders including the Citizens' Independent Transportation Trust (CITT) and Transportation Planning Organization (TPO)
- Implements People's Transportation Plan (PTP) initiatives

### DIVISION: CONSTRUCTION AND MAINTENANCE

The Construction and Maintenance Division is responsible for developing, administering and providing inspection and oversight of infrastructure construction contracts; conducting maintenance and repairs on all County maintained rights-of-way infrastructure including roadways, bridges, guardrails, swales and sidewalks; and overseeing the stormwater management system.

- Manages and administers contracts and specifications for construction of roadway and right-of-way infrastructure improvement and rehabilitation projects
- Issues permits and inspects construction of facilities in public rights-of-way and on private property
- Maintains and repairs all County roads and sidewalks, including guardrail repairs and street sweeping along roadways with curb and gutters
- Maintains and repairs the Stormwater Utilities canals, pump stations and drainage system
- Maintains and repairs all County bridges and operates drawbridges

### Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
Percentage of pothole patching requests responded to within three business days**	TM3-1	IE-1	EF	↑	84%	85%	100%	47%	83%
Secondary canal miles cleaned mechanically*	NI2-2	IE-1	OP	↔	152	191	304	150	150
Percentage of citizen requested drain cleaning requests responded to within fourteen business days	NI2-2	IE-1	OC	↑	100%	100%	100%	100%	100%
Arterial and local road storm drains cleaned proactively**	NI2-2	IE-1	OP	↔	10,874	3,993	21,600	4,300	19,600
Percentage of sidewalk inspection requests responded to within fourteen business days**	TM1-2	IE-1	EF	↑	49%	100%	80%	36%	55%

\*FY 2019-20 Projection reflects the impact of COVID-19

\*\*FY 2018-19 Actual has been updated to reflect end of the year adjustments; the FY 19-20 Projection and FY 20-21 Target has been updated to reflect the challenge of identifying qualified candidates and reassignments

### DIVISION COMMENTS

- The FY 2020-21 Adopted Budget includes a departmental reorganization that transfers one Information Officer position from Operational Support to work on communications and public relations efforts related to Construction and Maintenance projects

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

**DIVISION: ENGINEERING**

The Engineering Division is responsible for transportation system analysis, planning and development of the capital program, procurement, quality assurance, bridge inspection and project management activities.

- Manages long-term system planning and station area development
- Manages guideway, systems, station, rehabilitation and fixed facility construction
- Responsible for project scheduling and cost control and reporting
- Responsible for design and construction of capital projects
- Responsible for testing and acceptance of new systems and installations, as well as systems compliance
- Responsible for right-of-way acquisition, utilities relocation and survey of right-of-way administration; negotiates transit-oriented developments
- Develops and monitors quality assurance and quality control requirements for all transit projects along with operational activities to ensure compliance with federal and state requirements
- Responsible for bridge and guideway structural inspection and reporting
- Coordinates the Highway Transportation program, including the Five-Year Transportation Improvement Program (TIP)

**Key Department Measures, Strategic Objectives and Resiliency Drivers**

Measures	SO	RD	Type	Good	FY 17-18 Actual	FY 18-19 Actual	FY 19-20 Budget	FY 19-20 Projection	FY 20-21 Target
Bridges inspected for structural integrity*	TM3-1	IE-2	OC	↑	149	122	149	171	122

\*All 208 bridges are inspected biannually in conjunction with the State of Florida; this measure reflects additional work performed by the County on the bridges

**DIVISION: METROBUS**

The Metrobus Division is responsible for bus operations and bus maintenance.

- Provides maintenance services for bus fleet
- Manages bus operations
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities

**Key Department Measures, Strategic Objectives and Resiliency Drivers**

Measures	SO	RD	Type	Good	FY 17-18 Actual	FY 18-19 Actual	FY 19-20 Budget	FY 19-20 Projection	FY 20-21 Target
Average weekday bus boardings (in thousands)**	TM1-3	IE-3	IN	↔	167	161	151	118	160
Bus service (revenue) miles (in millions)**	TM1-3	IE-3	OP	↔	27.2	27.5	27.5	24.9	27.5
Bus on-time performance	TM1-3	IE-3	OC	↑	70%	71%	78%	73%	78%
Percentage of preventive maintenance completed on schedule**	TM3-2	IE-3	EF	↑	87%	98%	90%	95%	90%
Mean distance between mechanical breakdowns (in miles)**	TM3-2	IE-3	OC	↑	3,117	4,199	4,000	5,000	4,000
Peak hour bus availability*	TM1-3	IE-3	OC	↑	99%	100%	100%	99%	100%

\*FY 2018-19 Actual has been updated to reflect end of the year adjustments and includes contracted routes

\*\*FY 2019-20 Projection has been updated to reflect the impact of COVID-19

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

**DIVISION: METROMOVER**

The Metromover Division is responsible for Metromover operations and maintenance.

- Provides maintenance to Metromover cars and wayside systems
- Provides support for Metromover operations
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities

**Key Department Measures, Strategic Objectives and Resiliency Drivers**

Measures	SO	RD	Type	Good	FY 17-18 Actual	FY 18-19 Actual	FY 19-20 Budget	FY 19-20 Projection	FY 20-21 Target
Average weekday Metromover boardings (in thousands)*	TM1-3	IE-3	IN	↔	29	29	27	19	31
Percentage of preventive maintenance completed on schedule*	TM3-2	IE-3	EF	↑	97%	99%	90%	99%	90%
Monthly Metromover service availability	TM1-3	IE-3	EF	↑	99.5%	99%	100%	99%	100%
Metromover mean miles between failures	TM3-2	IE-3	OC	↑	4,737	6,727	6,000	6,000	6,000

\*FY 2018-19 Actual has been updated to reflect end of the year adjustments; the FY 19-20 Projection has been updated to reflect the impact of COVID-19

**DIVISION: METRORAIL**

The Metrorail Division is responsible for Metrorail operations and maintenance.

- Manages train operations, train control, traction power, track and structures
- Provides maintenance for rail cars
- Performs all transit structural inspections of Metrorail and Metromover guideways
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities

**Key Department Measures, Strategic Objectives and Resiliency Drivers**

Measures	SO	RD	Type	Good	FY 17-18 Actual	FY 18-19 Actual	FY 19-20 Budget	FY 19-20 Projection	FY 20-21 Target
Average weekday Metrorail boardings (in thousands)*	TM1-3	IE-3	IN	↔	66	63	65	40	57
Rail on-time performance	TM1-3	IE-3	OC	↑	77%	93%	95%	95%	95%
Metrorail mean miles between failures**	TM3-2	IE-3	OC	↓	3,360	4,276	3,000	3,000	3,000

\*FY 2019-20 Projection has been updated to reflect the impact of COVID-19

\*\*FY 2018-19 Actual has been updated to reflect end of the year adjustments

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### DIVISION: MOBILITY AND PASSENGER TRANSPORTATION SERVICES

The Mobility and Passenger Transportation Services Division regulates private for-hire passenger transportation and investigates consumer/passenger complaints.

- Assures compliance with code requirements relating to private for-hire transportation businesses, including taxi cabs, limousines, private ambulances, non-emergency vehicles, private school buses, passenger motor carriers and Special Transportation Services carriers; and performs vehicle inspections
- Performs field enforcement, issues citations, seizes and impounds illegal vehicles, prepares cases for license suspension/revocation actions, processes applications and issues licenses, certifications, registrations and permits

#### Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
Wait time at the For-Hire Vehicle Inspection Station (in minutes)**	ED1-2	IE-3	EF	↓	35	35	35	40	40
Individuals trained at For-Hire Trainings**	ED1-3	IE-3	IN	↔	1,556	1,476	1,536	1,024	1,536

\*FY 2018-19 Actual has been updated to reflect end of the year adjustments; the FY 19-20 Projection has been updated to reflect the impact of COVID-19

#### DIVISION COMMENTS

- The FY 2020-21 Adopted Budget includes the elimination of one vacant Passenger Transportation Enforcement Officer 1 position (\$65,000)

### DIVISION: OPERATIONAL SUPPORT

The Operational Support Division is responsible for providing administrative and logistical support to the Department.

- Manages accounting, budget, personnel and procurement functions
- Manages the service level agreements with the Information Technology Department for information technology projects and systems
- Manages joint development
- Provides route scheduling, service planning and ridership analysis
- Provides marketing services including advertising, promotions, graphic design, media relations and market analysis
- Directs labor relations and ensures compliance with the Americans with Disabilities Act and other federal, state and local laws and regulations
- Develops and implements policy for comprehensive, integrated and coordinated transit safety and security programs
- Responsible for procurement of goods and services professional services and construction contracts and contract administration and compliance

#### Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
Average monthly security post inspections*	PS3-3	ES-2	OP	↔	1,077	990	950	1,015	950
Metrorail/Metromover elevator and escalator availability	TM1-3	IE-3	OC	↑	97%	98%	96%	97%	96%

\*FY 2018-19 Actual has been updated to reflect end of the year adjustments

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

#### DIVISION COMMENTS

- The FY 2020-21 Adopted Budget includes a departmental reorganization that transfers one Information Officer position to Construction and Maintenance to work on communications and public relations efforts related to Construction and Maintenance projects

### DIVISION: PARATRANSIT

The Paratransit Division is responsible for administering Special Transportation Services (STS) for individuals with disabilities.

- Administers Paratransit operations
- Administers contract compliance, customer certification and customer service

#### Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
STS on-time performance*	TM1-3	IE-3	OC	↑	90%	87%	90%	85%	85%
Average annual fixed route boardings	TM1-3	IE-3	IN	↔	57,335	56,000	55,419	42,812	56,000

\*FY 2018-19 Actual has been updated to reflect end of the year adjustments; the FY 19-20 Projection has been updated to reflect the impact of COVID-19

### DIVISION: TRAFFIC SERVICES

The Traffic Services Division, which includes Traffic Engineering and Traffic Signals and Signs, provides traffic engineering studies, designs traffic control and intersection improvement plans and maintains all traffic control devices in Miami-Dade County.

- Investigates requests for new or additional traffic control devices and performs traffic studies
- Collects traffic data to monitor traffic patterns and trends
- Investigates hazardous traffic conditions and makes recommendations and plans for the installation of traffic control and calming devices
- Reviews permits for fences, block parties and special events
- Develops design plans for construction projects, such as intersection improvements, new signals, school zone flashing signals and general signage and pavement markings
- Monitors and controls the County's Automated Traffic Management System (ATMS) at the Traffic Control Center (TCC)
- Maintains and repairs all traffic devices, which include signals, signs, school zone flashing signals and beacons and arterial roadway streetlights
- Fabricates traffic signs
- Installs pavement markings



## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

Key Department Measures, Strategic Objectives and Resiliency Drivers									
Measures	SO	RD	Type	Good	FY 17-18 Actual	FY 18-19 Actual	FY 19-20 Budget	FY 19-20 Projection	FY 20-21 Target
Percentage of citizens' complaints for traffic congestion receiving an initial response within five days	TM1-1	IE-3	EF	↑	100%	100%	100%	100%	100%
Percentage of high priority traffic control signs repaired or replaced within 16 hours of notification	TM2-1	IE-3	EF	↑	100%	100%	95%	100%	98%
Traffic control and street name signs repaired or replaced*	TM2-1	IE-3	OP	↔	61,515	27,396	26,400	21,500	26,000

\* FY 2017-18 Actual reflects Hurricane Irma recovery efforts; the FY 19-20 Projection has been updated to reflect the impact of COVID-19

## ADDITIONAL INFORMATION

- The FY 2020-21 Adopted Budget includes \$48.910 million in federal funding under the Coronavirus Aid and Economic Security (CARES) Act to fund operations net of revenues received; in FY 2019-20, the Department projects to utilize \$96.849 million of the CARES Act funding
- In FY 2020-21, the Countywide General Fund Maintenance of Effort (MOE) for transit services will increase to \$214.928 million, a 3.5 percent increase of the FY 2019-20 MOE of \$207.660 million
- In FY 2020-21, the PTP surtax contribution to DTPW totals \$152.694 million and includes \$35.152 million for transit operations and support services (a \$48.848 million reduction from the FY 2019-20 Adopted Budget); \$92.973 million for PTP surtax debt service payments for extension of Metrorail to Miami Intermodal Center (MIC), replacement of Metromover and Metrorail vehicles and on-going replacement and rehabilitation of existing transit system assets and equipment; \$24.569 million for PTP surtax debt service payments for major public works roadway improvement projects, public works neighborhood roadway maintenance and improvements, Advanced Traffic Management System and PTP neighborhood projects
- The FY 2020-21 Adopted Budget includes \$35.152 million in operating expenses approved by the voters and CITT as part of the People's Transportation Plan; to support a portion of the fare-free service through the Golden and Patriot Passport programs (\$18.902 million), fare-free Metromover maintenance and operation (\$855,161), the Orange Line Metrorail extension to MIA maintenance and operation (\$16.965 million) and bus service enhancements (\$52.116 million); because only \$35.152 million of PTP surtax is going to fund operations, \$53.686 million of General Fund is subsidizing these activities
- The FY 2020-21 Adopted Budget funds the South Florida Regional Transportation Authority (SFRTA) at the statutory minimum of \$4.235 million; this amount reflects the required minimum for operating needs of \$1.565 million (Section 343.58(2) Florida Statutes) and capital needs of \$2.67 million (Section 343.58(1) Florida Statutes)
- The FY 2020-21 Adopted Budget will continue to provide transit passes to both City Year (\$169,000) and Greater Miami Service Corps (\$47,000) in exchange for a total of 7,000 hours of volunteer service
- The FY 2020-21 Adopted Budget includes a reserve of \$2.146 million for future SMART Plan operations, maintenance and upgrades from joint development revenue as required by Resolutions R-429-17 and R-774-17

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

## CAPITAL BUDGET HIGHLIGHTS AND OPERATIONAL IMPACTS

- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes the South Dade Transitway Corridor, a premium transit service in the southern part of the County; the South Corridor is one of six rapid transit corridors in the Strategic Miami Area Rapid Transit (SMART) Plan; the South Corridor runs along the existing South Dade Transitway for approximately 20 miles from SW 344th Street/West Palm Drive in Florida City to the Dadeland South Metrorail station to connect the communities along the corridor to the existing rapid transit system and downtown Miami; Bus Rapid Transit (BRT) was adopted as the locally preferred alternative for the South Corridor; the project will include several improvements to the corridor to provide passengers with a reliable and comfortable travel option with rail-like travel times, iconic stations and enhanced safety features; the South Corridor consultant team has completed the FTA Project Development Phase, the project was advertised as a Design-Build Contract, bids were received and the Department anticipates awarding the contract by the fall of 2020 (total project cost \$303.460 million; \$134.86 million in FY 2020-21)
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes the project development and environmental studies for six rapid transit corridors in the Strategic Miami Area Rapid Transit (SMART) Plan - Beach, East-West, North, Northeast, Flagler and Kendall corridors; the Beach and East-West corridors consultant teams will complete preliminary engineering and environmental evaluations of the transit alternatives and recommend a preferred alternative to the Miami-Dade Transportation Planning Organization (TPO) by Winter 2020 and Summer 2020, respectively, and the final environmental reports to the Federal Transit Administration (FTA) within a year (total project cost \$49.365 million; \$14.73 million in FY 2020-21)
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan continues funding for replacement of 136 Metrorail vehicles; the Department anticipates all 136 Metrorail vehicles to be replaced and in service by the end of FY 2020-21; the replacement of the Department's aging Metrorail fleet has improved service performance and reliability, which has decreased service delays, unplanned overtime expenditures and replacement parts (total project cost \$385.813 million; \$6.084 million in FY 2020-21)
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan contains several bus related projects including a fleet replacement program and build out of Compressed Natural Gas (CNG) facilities; 420 of 560 CNG buses have been procured and released for service; it is expected that the remaining 140 CNG buses will be delivered by the end of February 2021; the CNG stations at Coral Way and Central bus facilities are under construction and are estimated to be completed by September 2020 and August 2020, respectively; the construction for the Northeast garage is expected to begin March 2021; the replacement of the Department's aging bus fleet will decrease bus delays, unplanned overtime and maintenance expenditures due to breakdowns and increase bus service performance and reliability, which will lead to increased rider satisfaction (total project cost \$600.91 million; \$218.569 million in FY 2020-21)
- In FY 2020-21, DTPW will continue expanding and improving the Advanced Traffic Management System (ATMS) with enhancements to provide for real time data collection, adaptive traffic signal controls, infrastructure for vehicle communications, and traffic monitoring capabilities to provide more efficient traffic movement and congestion management; 300 intersections along 12 of the most congested corridors within the County have been upgraded; DTPW expects to upgrade approximately 40 additional intersections of the remaining 2,600 intersections countywide by the end of 2020 through on-going partnership efforts with FDOT, the Town of Miami-Lakes and the Village of Key Biscayne; in May, the contract for the remaining countywide traffic signals was awarded; the ATMS Program Management contract will be awarded at the start of the upcoming fiscal year (total project cost \$302.546 million; \$23.275 million in FY 2020-21)
- Included in the FY 2020-21 Adopted Budget and Multi-Year Capital Plan is the continuation of various countywide arterial roadway improvements such as resurfacing roadways, installing and repairing sidewalks and improving drainage; projects include roadway improvements on NE 2 Avenue from NE 20 Street to West Little River Canal, NE 16 Avenue from NE 123 Street to NE 135 Street and SW 344 Street from US-1 to SW 172 Avenue (total project cost \$128.093 million; \$22.870 million in FY 2020-21); DTPW anticipates minimal operating impact to the annual budget that will be absorbed using existing resources
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan will continue various intersection improvements countywide to improve vehicular traffic capacity and safety; projects include turn lanes at SW 268 Street from US-1 to SW 112 Avenue and an elevated intersection (flyover ramp) at NW 107 Avenue and NW 122 Street over the Florida East Coast (FEC) rail crossing to allow continuous ingress and egress from the Pan American North Business Park (total project cost \$100.087 million; \$29.446 million in FY 2020-21)

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan will continue various countywide road widening projects to increase traffic capacity; roadway widening projects include SW 137 Avenue from SW 184 Street to the Homestead Extension of the Florida Turnpike and SW 328 Street from US-1 to SW 162 Avenue (total project cost \$389.849 million; \$32.115 million in FY 2020-21); DTPW anticipates minimal impact to the operating budget as the maintenance of these projects can be absorbed within the existing budget
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes Metrorail station and system improvements that will refurbish the 23 stations; complete a condition assessment of Metrorail Station elevators and escalators to create a prioritized implementation schedule to overhaul, replace or refurbish the existing equipment inventory; and upgrade the Tri-Rail Station power sub-station (total project cost \$203.390 million; \$42.007 million in FY 2020-21); these improvements and upgrades will enhance the current Metrorail stations, improve system reliability and safety and reduce maintenance costs
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan will continue People's Transportation Plan (PTP) funding to replace and upgrade transit's physical assets to include buses, facilities and equipment according to normal replacement cycles as part of the Infrastructure Renewal Plan (total project cost \$100 million; \$12.5 million in FY 2020-21)
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes the design and development of the ten-mile Underline corridor running below the Metrorail guideway from the Miami River to Dadeland South Station, a multi-modal corridor and linear park that will enhance connectivity, mobility and biking safety for Miami-Dade County residents and visitors; Phase One extends from the Miami River to SW 13th Street; Phase Two extends from SW 13th Street to SW 19th Avenue; and Phase 3 extends from SW 19th Avenue to Dadeland Boulevard (total project cost \$149.319 million; \$7.438 million in FY 2020-21)
- The Department's FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes the purchase of 103 vehicles including trucks, sedans and vans (\$7.201 million) for the replacement of its aging fleet; the fleet replacement plan will provide operational savings to the Department in the long-term as it will reduce maintenance costs, fuel consumption and overtime as a result of addressing equipment failure; the County's fleet replacement plan is included under Non-Departmental project #2000000511
- In FY 2020-21, the Department will continue to utilize FTA Section 5307/5309 Formula Grant and FTA Section 5337 State of Good Repair Formula Grant to support the capitalization of major preventive maintenance expenses in the operating budget and miscellaneous capital improvement projects (total project cost \$596.233 million; \$80.801 million in FY 2020-21)

### SELECTED ITEM HIGHLIGHTS AND DETAILS

Line Item Highlights	(dollars in thousands)				
	Actual	Actual	Budget	Projection	Budget
	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
Advertising	578	732	1,010	939	965
Fuel	21,025	18,448	19,210	16,074	19,045
Overtime	44,242	40,861	33,460	41,437	41,695
Rent	4,227	4,327	2,217	2,048	2,481
Security Services	17,558	16,665	16,813	16,924	17,815
Temporary Services	281	81	190	142	70
Travel and Registration	327	362	358	171	146
Utilities	15,037	15,604	17,038	15,542	17,012

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### OPERATING FINANCIAL SUMMARY

(dollars in thousands)	Actual FY 17-18	Actual FY 18-19	Budget FY 19-20	Adopted FY 20-21
<b>Revenue Summary</b>				
General Fund Countywide	199,404	209,756	226,889	235,107
General Fund UMMA	9,880	10,734	5,777	7,030
Carryover	6,842	8,302	9,316	15,840
Construction / Plat Fees	2,910	3,152	2,835	3,490
Fees and Charges	4,987	3,914	3,723	3,418
Fines and Forfeitures	565	409	520	510
Interest Earnings	97	157	97	144
Intradepartmental Transfers	15,403	16,762	18,996	19,010
Other Revenues	17,155	20,267	16,288	17,121
PTP Sales Tax Revenue	164,548	164,435	158,907	109,889
Storm Water Utility Fees	15,641	17,050	22,191	21,220
Transit Fares and Fees	80,205	82,036	78,864	78,457
FDOT Payment	5,694	6,440	7,208	7,208
Other	667	667	666	666
State Grants	7,275	10,834	12,695	13,194
Federal Funds	14,672	4,320	4,150	4,324
Bond Proceeds	3,722	5,532	7,970	5,948
Federal Grants	114,280	87,060	82,287	81,500
Federal Grants - CARES ACT	0	0	0	48,910
Interagency Transfers	7,991	10,271	13,384	14,005
Interfund Transfers	3,226	3,832	3,365	3,407
Local Option Gas Tax	22,592	22,100	21,405	20,746
Capitalization				
Secondary Gas Tax	8,965	9,956	10,946	9,551
State Operating Assistance	41,451	43,344	21,952	22,308
Total Revenues	748,172	741,330	730,431	743,003

### Operating Expenditures

<b>Summary</b>				
Salary	277,512	268,886	275,069	282,197
Fringe Benefits	104,186	122,479	110,044	112,126
Court Costs	6	20	17	14
Contractual Services	84,744	100,513	103,341	106,929
Other Operating	159,132	105,371	110,942	110,401
Charges for County Services	30,457	31,076	28,685	28,258
Grants to Outside	4,235	4,233	4,235	4,235
Organizations				
Capital	4,600	7,232	10,114	9,631
Total Operating Expenditures	664,872	639,810	642,447	653,791

### Non-Operating Expenditures

<b>Summary</b>				
Transfers	0	518	0	0
Distribution of Funds In Trust	0	0	0	0
Debt Service	75,059	73,091	78,883	78,882
Depreciation, Amortizations and Depletion	0	0	0	0
Reserve	0	703	9,101	10,330
Total Non-Operating Expenditures	75,059	74,312	87,984	89,212

(dollars in thousands)	Total Funding		Total Positions	
	Budget FY 19-20	Adopted FY 20-21	Budget FY 19-20	Adopted FY 20-21
<b>Strategic Area: Transportation and Mobility</b>				
Office of the Director	923	957	6	6
Construction and Maintenance	13,155	13,177	103	104
Engineering	33,295	34,078	239	239
Metrobus	241,858	249,499	2,025	2,025
Metromover	12,283	13,895	74	74
Metrorail	74,269	74,168	471	471
Mobility and Passenger	4,455	4,734	37	36
Transportation Services				
Operating Grants	6,743	7,242	0	0
Operational Support	125,194	123,026	453	452
Paratransit	51,237	54,339	31	31
South Florida Regional	4,235	4,235	0	0
Transportation Authority				
Traffic Services	36,989	37,451	165	165
<b>Strategic Area: Neighborhood and Infrastructure</b>				
Construction and Maintenance	31,331	30,541	236	236
Operational Support	6,480	6,449	14	14
Total Operating Expenditures	642,447	653,791	3,854	3,853

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

<b>CAPITAL BUDGET SUMMARY</b>									
(dollars in thousands)	PRIOR	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FUTURE	TOTAL
<b>Revenue</b>									
BBC GOB Financing	89,794	9,724	3,499	1,500	1,307	0	0	0	105,824
Capital Impr. Local Option Gas Tax	24,473	20,746	19,907	20,206	20,509	20,817	21,129	0	147,787
Charter County Transit System	40,020	12,761	500	500	500	500	0	0	54,781
Surtax									
City of Coral Gables Park & Mobility Impact Fees	0	0	0	2,421	2,421	2,421	0	0	7,263
City of Homestead Contribution	77	0	0	0	0	0	0	0	77
City of Miami Beach Contribution	0	417	0	0	0	0	0	0	417
City of Miami Contribution	0	417	0	0	0	0	0	0	417
City of Miami Park Impact Fees	4,871	602	1,169	4,302	2,530	2,530	0	0	16,004
City of South Miami Contribution	0	0	0	733	733	734	0	0	2,200
Developer Contribution	2,123	0	0	0	0	0	0	0	2,123
Developer Fees/Donations	0	0	2,250	0	0	0	0	0	2,250
FDOT Funds	97,702	81,582	69,496	22,973	8,150	7,394	4,921	500	292,718
FDOT-County Incentive Grant Program	11,295	1,900	1,650	1,830	1,000	751	0	0	18,426
Florida City Contribution	2,005	1,237	0	0	0	0	0	0	3,242
Florida Inland Navigational District	794	122	0	0	0	0	0	0	916
FTA 5307 Transfer	879	489	755	756	0	0	0	0	2,879
FTA 5309 Bus & Bus Facility Formula	903	0	0	0	0	0	0	0	903
FTA 5339 Bus & Bus Facility Formula	30,432	7,636	7,409	5,961	6,109	6,263	6,419	0	70,229
FTA Section 5307/5309 Formula Grant	96,869	63,313	60,242	58,531	59,958	61,418	55,980	500	456,811
FTA Section 5309 Discretionary Grant	3,147	45,279	38,702	14,872	0	0	0	0	102,000
FTA Section 5337 State of Good Repair Formula Grant	30,878	31,650	32,441	33,252	34,083	34,935	35,809	0	233,048
General Government Improvement Fund (GGIF)	500	0	0	0	0	0	0	0	500
Lease Financing - County Bonds/Debt	205,901	155,975	48,990	0	0	0	0	0	410,866
Operating Revenue	249	0	0	0	0	0	0	0	249
People's Transportation Plan Bond Program	1,054,782	332,159	240,562	159,501	106,950	77,513	22,000	45,697	2,039,164
Peoples Transportation Plan Capital Reserve Fund	56,289	68,823	63,517	13,033	1,189	396	0	0	203,247
Road Impact Fees	650,553	99,644	99,644	99,644	99,644	99,302	0	0	1,148,431
Secondary Gas Tax	18,874	18,404	19,799	19,799	19,799	19,799	19,799	0	136,273
Stormwater Utility	12,108	7,791	9,738	10,470	9,200	7,374	6,947	7,016	70,644
Town of Medley Contribution	2,767	3,750	0	0	0	0	0	0	6,517
USDOT Build Program	0	9,500	0	6,708	7,379	4,472	3,801	0	31,860
Village of Palmetto Bay Contribution	0	200	200	0	0	0	0	0	400
Village of Pinecrest Contribution	0	150	150	0	0	0	0	0	300
WASD Project Fund	250	3,602	0	0	0	0	0	0	3,852
<b>Total:</b>	<b>2,438,535</b>	<b>977,873</b>	<b>720,620</b>	<b>476,992</b>	<b>381,461</b>	<b>346,619</b>	<b>176,805</b>	<b>53,713</b>	<b>5,572,618</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

(dollars in thousands)	PRIOR	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FUTURE	TOTAL
<b>Expenditures</b>									
<b>Strategic Area: TM</b>									
ADA Accessibility Improvements	74,160	14,458	85	155	0	0	0	0	88,858
Bridges, Infrastructure, Neighborhood Improvements	56,962	32,280	27,052	24,570	24,091	23,560	45,990	0	234,505
Bus System Projects	83,042	18,508	17,359	10,282	1,914	0	0	0	131,105
Computer and Systems Automation	11,376	10,640	2,384	0	0	0	0	0	24,400
Equipment Acquisition	375,097	220,833	83,920	1,283	975	795	815	0	683,718
Facility Improvements	28,452	47,560	45,095	39,059	37,311	33,373	0	0	230,850
Infrastructure Improvements	20,329	39,393	20,821	13,070	13,085	13,099	13,114	12,500	145,411
Mass Transit Projects	175,319	288,419	276,329	179,278	113,791	116,748	118,408	1,000	1,269,292
Metromover Projects	32,396	31,632	29,827	25,301	24,524	16,969	0	0	160,649
Metrorail Projects	433,262	64,134	38,526	10,096	8,820	15,442	6,500	33,197	609,977
New Facilities	850	11,246	3,609	22,007	18,502	0	0	0	56,214
Park and Ride Improvements and New Facilities	37,452	37,473	28,531	5,910	3,695	25	0	0	113,086
Pedestrian Paths and Bikeways	21,849	7,767	22,104	31,173	22,270	21,886	22,539	60	149,648
Road Improvements - Major Roads	359,038	128,024	113,903	120,675	89,354	44,566	24,707	1,609	881,876
Traffic Control Systems	117,155	58,271	111,195	103,189	78,169	47,056	14,516	5,209	534,760
<b>Strategic Area: NI</b>									
Drainage Improvements	97,491	12,972	12,567	11,970	10,507	7,374	6,947	7,016	166,844
Infrastructure Improvements	75,329	5,913	5,000	5,183	0	0	0	0	91,425
<b>Total:</b>	<b>1,999,559</b>	<b>1,029,523</b>	<b>838,307</b>	<b>603,201</b>	<b>447,008</b>	<b>340,893</b>	<b>253,536</b>	<b>60,591</b>	<b>5,572,618</b>

## FUNDED CAPITAL PROJECTS

(dollars in thousands)

## ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) - PHASE 3

PROJECT #: 608400

DESCRIPTION: Continue to expand and improve the Advanced Traffic Management System (ATMS) to provide more efficient traffic movement and congestion management through real time data collection, adaptive traffic signal control and vehicle communications and traffic monitoring

LOCATION: Countywide District Located: Countywide  
Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	8,608	0	0	0	0	0	0	0	8,608
FDOT-County Incentive Grant Program	6,349	1,900	1,650	1,830	1,000	751	0	0	13,480
People's Transportation Plan Bond Program	45,394	895	970	720	520	526	0	0	49,025
Road Impact Fees	112,344	25,807	24,282	21,779	22,633	24,588	0	0	231,433
<b>TOTAL REVENUES:</b>	<b>172,695</b>	<b>28,602</b>	<b>26,902</b>	<b>24,329</b>	<b>24,153</b>	<b>25,865</b>	<b>0</b>	<b>0</b>	<b>302,546</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	1,008	0	0	0	0	0	0	0	1,008
Furniture Fixtures and Equipment	25	0	0	0	0	0	0	0	25
Project Administration	0	2,130	6,302	6,706	4,058	2,350	928	596	23,070
Technology Hardware/Software	69,970	21,145	61,302	60,421	33,862	20,885	6,245	4,613	278,443
<b>TOTAL EXPENDITURES:</b>	<b>71,003</b>	<b>23,275</b>	<b>67,604</b>	<b>67,127</b>	<b>37,920</b>	<b>23,235</b>	<b>7,173</b>	<b>5,209</b>	<b>302,546</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### ARTERIAL ROADS - COUNTYWIDE

DESCRIPTION: Improve arterial roads to include resurfacing, sidewalks and drainage  
LOCATION: Various Sites  
Throughout Miami-Dade County

PROJECT #: 2000000538

District Located:  
Countywide  
District(s) Served:  
Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System Surtax	27	0	0	0	0	0	0	0	27
Developer Contribution	1,384	0	0	0	0	0	0	0	1,384
Florida City Contribution	2,005	1,237	0	0	0	0	0	0	3,242
People's Transportation Plan Bond Program	38,655	10,534	5,347	126	0	0	0	0	54,662
Road Impact Fees	61,614	2,485	2,615	210	0	0	0	0	66,924
WASD Project Fund	0	1,854	0	0	0	0	0	0	1,854
<b>TOTAL REVENUES:</b>	<b>103,685</b>	<b>16,110</b>	<b>7,962</b>	<b>336</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128,093</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	46,578	19,816	25,052	15,727	4,107	0	0	0	111,280
Planning and Design	7,575	1,129	490	448	122	0	0	0	9,764
Project Administration	3,082	1,925	1,035	641	366	0	0	0	7,049
<b>TOTAL EXPENDITURES:</b>	<b>57,235</b>	<b>22,870</b>	<b>26,577</b>	<b>16,816</b>	<b>4,595</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128,093</b>

### AVENTURA STATION

DESCRIPTION: Purchase approximately three acres of vacant land for the Strategic Miami Area Rapid Transit (SMART) Plan Northeast Corridor for improved connectivity and to provide alternative transportation options; construct new station, park and ride lot, center platform, track and signalization improvements; construct pedestrian bridge crossing and other infrastructure improvements to allow for the passage of transit riders and the public to and from the proposed station, central platform and Aventura Mall  
LOCATION: 19700 Harriet Tubman Hwy and 198 NE 26 Ave  
Aventura

PROJECT #: 2000001322

District Located:  
4

District(s) Served:  
4

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Peoples Transportation Plan Capital Reserve Fund	29,096	30,000	17,400	0	0	0	0	0	76,496
<b>TOTAL REVENUES:</b>	<b>29,096</b>	<b>30,000</b>	<b>17,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76,496</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	0	0	267	0	0	0	0	0	267
Construction	10,000	30,000	17,133	0	0	0	0	0	57,133
Land Acquisition/Improvements	19,096	0	0	0	0	0	0	0	19,096
<b>TOTAL EXPENDITURES:</b>	<b>29,096</b>	<b>30,000</b>	<b>17,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76,496</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### BASCULE BRIDGE (NW 22 AVE) OVER THE MIAMI RIVER - RENOVATION

DESCRIPTION: Evaluate structural integrity of the bridge tender house, replace/upgrade tender house structure as needed and refurbish bascule leaves  
LOCATION: NW 22 Ave over the Miami River  
City of Miami

PROJECT #: 607840

District Located:  
5  
District(s) Served:  
Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	0	120	880	0	0	0	0	0	1,000
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>120</b>	<b>880</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	0	880	0	0	0	0	0	880
Planning and Design	0	120	0	0	0	0	0	0	120
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>120</b>	<b>880</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>

### BEACH EXPRESS SOUTH

DESCRIPTION: Design and construct exclusive bus lanes for the new express bus service from the future Miami Central Station across I-195 (Julia Tuttle Causeway) in Downtown Miami to the Miami Beach Convention Center and purchase buses  
LOCATION: Miami Central Station to Miami Beach  
Convention Center  
Miami Beach

PROJECT #: 2000001205

District Located:  
5  
District(s) Served:  
Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	0	178	0	0	0	0	0	0	178
People's Transportation Plan Bond Program	356	974	4,046	4,046	0	0	0	0	9,422
<b>TOTAL REVENUES:</b>	<b>356</b>	<b>1,152</b>	<b>4,046</b>	<b>4,046</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,600</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	0	4,046	4,046	0	0	0	0	8,092
Planning and Design	356	1,152	0	0	0	0	0	0	1,508
<b>TOTAL EXPENDITURES:</b>	<b>356</b>	<b>1,152</b>	<b>4,046</b>	<b>4,046</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,600</b>

Estimated Annual Operating Impact will begin in FY 2022-23 in the amount of \$55,000 and includes 0 FTE(s)

### BIKE PATH - WEST DIXIE HIGHWAY FROM IVES DAIRY ROAD TO MIAMI GARDENS DRIVE

DESCRIPTION: Construct and provide various infrastructure improvements to bike path  
LOCATION: W Dixie Hwy between Ives Dairy Rd and Miami Gardens Dr  
Aventura

PROJECT #: 6010120

District Located:  
4  
District(s) Served:  
4

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	0	120	0	0	0	0	0	0	120
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	120	0	0	0	0	0	0	120
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

## BIKE PATHS - COMMISSION DISTRICT 10

PROJECT #: 605810

DESCRIPTION: Construct bike paths in Commission District 10

LOCATION: Commission District 10  
Various SitesDistrict Located: 10  
District(s) Served: 10

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	371	329	0	0	0	0	0	0	700
<b>TOTAL REVENUES:</b>	<b>371</b>	<b>329</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	241	329	0	0	0	0	0	0	570
Planning and Design	130	0	0	0	0	0	0	0	130
<b>TOTAL EXPENDITURES:</b>	<b>371</b>	<b>329</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700</b>

## BRIDGE REHABILITATION - COUNTYWIDE IMPROVEMENTS

PROJECT #: 2000000534

DESCRIPTION: Construct, rehabilitate and/or provide infrastructure improvements to bridges countywide

LOCATION: Various Sites  
Throughout Miami-Dade CountyDistrict Located: Countywide  
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	357	0	0	0	0	0	0	0	357
FDOT Funds	487	0	0	0	80	0	0	0	567
Road Impact Fees	44,670	7,847	7,773	11,695	10,941	10,061	0	0	92,987
Secondary Gas Tax	749	749	749	749	749	749	749	0	5,243
<b>TOTAL REVENUES:</b>	<b>46,263</b>	<b>8,596</b>	<b>8,522</b>	<b>12,444</b>	<b>11,770</b>	<b>10,810</b>	<b>749</b>	<b>0</b>	<b>99,154</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	10,518	10,305	4,476	5,751	3,938	3,220	30,063	0	68,271
Planning and Design	2,487	4,831	4,656	1,074	3,719	3,500	0	0	20,267
Project Administration	1,540	813	1,295	1,833	688	50	4,397	0	10,616
<b>TOTAL EXPENDITURES:</b>	<b>14,545</b>	<b>15,949</b>	<b>10,427</b>	<b>8,658</b>	<b>8,345</b>	<b>6,770</b>	<b>34,460</b>	<b>0</b>	<b>99,154</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

## BUS - ENHANCEMENTS

PROJECT #: 6730101

DESCRIPTION: Purchase buses for route expansions and construct transit hubs as needed throughout Miami-Dade County

LOCATION: Countywide  
Throughout Miami-Dade CountyDistrict Located: Countywide  
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
City of Homestead Contribution	77	0	0	0	0	0	0	0	77
FDOT Funds	20,376	2,344	1,053	0	0	0	0	0	23,773
FDOT-County Incentive Grant	4,946	0	0	0	0	0	0	0	4,946
Program									
FTA Section 5307/5309 Formula Grant	5,187	2,867	1,659	0	0	0	0	0	9,713
Operating Revenue	29	0	0	0	0	0	0	0	29
People's Transportation Plan Bond	26,017	3,461	6,652	3,733	0	0	0	0	39,863
Program									
<b>TOTAL REVENUES:</b>	<b>56,632</b>	<b>8,672</b>	<b>9,364</b>	<b>3,733</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78,401</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	4,297	8,352	8,241	3,522	0	0	0	0	24,412
Land Acquisition/Improvements	8,156	0	823	0	0	0	0	0	8,979
Major Machinery and Equipment	41,363	0	0	0	0	0	0	0	41,363
Planning and Design	2,580	220	140	31	0	0	0	0	2,971
Project Administration	216	0	0	0	0	0	0	0	216
Project Contingency	20	100	160	180	0	0	0	0	460
<b>TOTAL EXPENDITURES:</b>	<b>56,632</b>	<b>8,672</b>	<b>9,364</b>	<b>3,733</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78,401</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,044	574	332	0	0	0	0	0	1,950
<b>TOTAL DONATIONS:</b>	<b>1,044</b>	<b>574</b>	<b>332</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,950</b>

Estimated Annual Operating Impact will begin in FY 2021-22 in the amount of \$3,887,900 and includes 0 FTE(s)

## BUS - NEW SOUTH DADE MAINTENANCE FACILITY

PROJECT #: 2000001321

DESCRIPTION: Construct a new bus maintenance facility required within close distance to the South Dade Transitway Rapid Transit project in order to improve operational efficiency by decreasing the turn around time for placing buses back in revenue service

LOCATION: South Dade Transitway  
To Be DeterminedDistrict Located: N/A  
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond	850	11,246	3,609	22,007	18,502	0	0	0	56,214
Program									
<b>TOTAL REVENUES:</b>	<b>850</b>	<b>11,246</b>	<b>3,609</b>	<b>22,007</b>	<b>18,502</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,214</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	0	3,137	19,611	16,473	0	0	0	39,221
Land Acquisition/Improvements	0	10,000	0	0	0	0	0	0	10,000
Planning and Design	350	1,070	200	1,248	1,048	0	0	0	3,916
Project Administration	0	100	100	100	100	0	0	0	400
Project Contingency	500	76	172	1,048	881	0	0	0	2,677
<b>TOTAL EXPENDITURES:</b>	<b>850</b>	<b>11,246</b>	<b>3,609</b>	<b>22,007</b>	<b>18,502</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,214</b>



## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### BUS - RELATED PROJECTS

PROJECT #: 673800

DESCRIPTION: Replace buses; install electric engine cooling systems; implement Americans with Disabilities Act (ADA) improvements along the busway and convert fuel systems at bus garages to Compressed Natural Gas (CNG)  
LOCATION: Countywide District Located: Countywide  
Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	1,267	0	0	0	0	0	0	0	1,267
FDOT Funds	4,582	9,360	14,326	0	0	0	0	0	28,268
FTA 5339 Bus & Bus Facility Formula	24,632	2,683	2,332	757	775	795	815	0	32,789
FTA Section 5307/5309 Formula	11,922	0	0	0	0	0	0	0	11,922
Grant									
Lease Financing - County	205,901	155,975	48,990	0	0	0	0	0	410,866
Bonds/Debt									
Operating Revenue	48	0	0	0	0	0	0	0	48
People's Transportation Plan Bond	46,201	50,551	18,272	526	200	0	0	0	115,750
Program									
<b>TOTAL REVENUES:</b>	<b>294,553</b>	<b>218,569</b>	<b>83,920</b>	<b>1,283</b>	<b>975</b>	<b>795</b>	<b>815</b>	<b>0</b>	<b>600,910</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	41,497	47,863	0	0	0	0	0	0	89,360
Major Machinery and Equipment	250,581	168,613	80,484	1,283	975	795	815	0	503,546
Planning and Design	392	0	0	0	0	0	0	0	392
Project Administration	2,083	243	27	0	0	0	0	0	2,353
Project Contingency	0	1,850	3,409	0	0	0	0	0	5,259
<b>TOTAL EXPENDITURES:</b>	<b>294,553</b>	<b>218,569</b>	<b>83,920</b>	<b>1,283</b>	<b>975</b>	<b>795</b>	<b>815</b>	<b>0</b>	<b>600,910</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	5,411	480	185	189	194	199	204	204	6,862
<b>TOTAL DONATIONS:</b>	<b>5,411</b>	<b>480</b>	<b>185</b>	<b>189</b>	<b>194</b>	<b>199</b>	<b>204</b>	<b>204</b>	<b>6,862</b>

### BUS - TRACKER AND AUTOMATIC VEHICLE LOCATING SYSTEM UPGRADE (CAD/AVL)

PROJECT #: 672830

DESCRIPTION: Continue network upgrade to support the real-time Bus Tracking System to replace existing Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) System  
LOCATION: 111 NW 1 St District Located: 5  
City of Miami District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond	17,985	661	0	0	0	0	0	0	18,646
Program									
<b>TOTAL REVENUES:</b>	<b>17,985</b>	<b>661</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,646</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	443	0	0	0	0	0	0	0	443
Furniture Fixtures and Equipment	12,395	0	0	0	0	0	0	0	12,395
Major Machinery and Equipment	2,275	661	0	0	0	0	0	0	2,936
Planning and Design	1,750	0	0	0	0	0	0	0	1,750
Project Administration	1,122	0	0	0	0	0	0	0	1,122
<b>TOTAL EXPENDITURES:</b>	<b>17,985</b>	<b>661</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,646</b>

Estimated Annual Operating Impact will begin in FY 2020-21 in the amount of \$376,000 and includes 0 FTE(s)

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### BUS AND BUS FACILITIES

PROJECT #: 671560

DESCRIPTION: Provide improvements to buses and bus facilities including but not limited to the various bus parking garages, roofs, fire suppression, the resurfacing of the parking lot at the central Metrobus facility and the replacement of the NE garage maintenance bathroom lockers; in addition, purchase various support vehicles, Metrobus seat inserts and Metrobus bike racks  
LOCATION: Various Sites District Located: Countywide  
Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA 5339 Bus & Bus Facility Formula	967	0	0	0	0	0	0	0	967
FTA Section 5307/5309 Formula	4,477	0	0	0	0	0	0	0	4,477
Grant									
Operating Revenue	28	0	0	0	0	0	0	0	28
People's Transportation Plan Bond	2,953	9,175	7,995	6,549	1,914	0	0	0	28,586
Program									
<b>TOTAL REVENUES:</b>	<b>8,425</b>	<b>9,175</b>	<b>7,995</b>	<b>6,549</b>	<b>1,914</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,058</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	2,249	5,300	4,210	3,015	1,914	0	0	0	16,688
Major Machinery and Equipment	5,354	3,435	3,435	3,434	0	0	0	0	15,658
Planning and Design	778	440	350	100	0	0	0	0	1,668
Project Administration	4	0	0	0	0	0	0	0	4
Project Contingency	40	0	0	0	0	0	0	0	40
<b>TOTAL EXPENDITURES:</b>	<b>8,425</b>	<b>9,175</b>	<b>7,995</b>	<b>6,549</b>	<b>1,914</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,058</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,361	0	0	0	0	0	0	0	1,361
<b>TOTAL DONATIONS:</b>	<b>1,361</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,361</b>

### DADELAND SOUTH INTERMODAL STATION

PROJECT #: 2000001203

DESCRIPTION: Construct direct ramps to and from the proposed elevated Bus Rapid Transit (BRT) platform at the Dadeland South Metrorail Station platform level to provide a seamless transfer between the Transitway BRT and the Metrorail; provide various station infrastructure improvements  
LOCATION: Dadeland South Metrorail Station District Located: 7  
Unincorporated Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	198	0	0	0	0	0	0	0	198
FTA Section 5307/5309 Formula	111	0	0	0	0	0	0	0	111
Grant									
Operating Revenue	56	0	0	0	0	0	0	0	56
People's Transportation Plan Bond	1,165	300	24,252	23,436	994	0	0	0	50,147
Program									
<b>TOTAL REVENUES:</b>	<b>1,530</b>	<b>300</b>	<b>24,252</b>	<b>23,436</b>	<b>994</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,512</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	0	0	458	0	0	0	0	0	458
Construction	9	0	21,253	21,081	807	0	0	0	43,150
Planning and Design	1,390	225	2,441	2,255	112	0	0	0	6,423
Project Administration	131	75	100	100	75	0	0	0	481
<b>TOTAL EXPENDITURES:</b>	<b>1,530</b>	<b>300</b>	<b>24,252</b>	<b>23,436</b>	<b>994</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,512</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	28	0	0	0	0	0	0	0	28
<b>TOTAL DONATIONS:</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>

Estimated Annual Operating Impact will begin in FY 2022-23 in the amount of \$1,768,000 and includes 0 FTE(s)

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

## DRAINAGE IMPROVEMENTS (BUILDING BETTER COMMUNITIES BOND PROGRAM)

PROJECT #: 2000000384

DESCRIPTION: Construct stormwater drainage improvements throughout Miami-Dade County  
 LOCATION: Various Sites District Located: Countywide  
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	85,353	4,616	2,324	1,500	1,307	0	0	0	95,100
<b>TOTAL REVENUES:</b>	<b>85,353</b>	<b>4,616</b>	<b>2,324</b>	<b>1,500</b>	<b>1,307</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95,100</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	71,526	3,232	1,627	1,050	915	0	0	0	78,350
Planning and Design	13,827	1,384	697	450	392	0	0	0	16,750
<b>TOTAL EXPENDITURES:</b>	<b>85,353</b>	<b>4,616</b>	<b>2,324</b>	<b>1,500</b>	<b>1,307</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95,100</b>

## DRAINAGE IMPROVEMENTS - COUNTY MAINTAINED ROADS

PROJECT #: 2000000533

DESCRIPTION: Improve drainage on County maintained roads  
 LOCATION: Various Sites District Located: Countywide  
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Road Impact Fees	30	565	505	0	0	0	0	0	1,100
Stormwater Utility	12,108	7,791	9,738	10,470	9,200	7,374	6,947	7,016	70,644
<b>TOTAL REVENUES:</b>	<b>12,138</b>	<b>8,356</b>	<b>10,243</b>	<b>10,470</b>	<b>9,200</b>	<b>7,374</b>	<b>6,947</b>	<b>7,016</b>	<b>71,744</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	8,475	6,015	7,352	7,416	6,500	5,222	4,923	4,971	50,874
Planning and Design	3,633	2,198	2,766	3,054	2,700	2,152	2,024	2,045	20,572
Project Administration	30	143	125	0	0	0	0	0	298
<b>TOTAL EXPENDITURES:</b>	<b>12,138</b>	<b>8,356</b>	<b>10,243</b>	<b>10,470</b>	<b>9,200</b>	<b>7,374</b>	<b>6,947</b>	<b>7,016</b>	<b>71,744</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

## FARE COLLECTION EQUIPMENT PROJECTS

PROJECT #: 6730051

DESCRIPTION: Purchase and install updated fare collection equipment and provide data migration to the cloud to enhance the Metrobus and Metrorail rider experience by allowing transit passengers the ability to pay transit fares with their bankcards or mobile wallets  
 LOCATION: Countywide District Located: Countywide  
 Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA 5309 Bus & Bus Facility Formula	903	0	0	0	0	0	0	0	903
People's Transportation Plan Bond Program	79,641	2,264	0	0	0	0	0	0	81,905
<b>TOTAL REVENUES:</b>	<b>80,544</b>	<b>2,264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82,808</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	66	0	0	0	0	0	0	0	66
Furniture Fixtures and Equipment	1	0	0	0	0	0	0	0	1
Land Acquisition/Improvements	37	0	0	0	0	0	0	0	37
Major Machinery and Equipment	65,867	2,264	0	0	0	0	0	0	68,131
Planning and Design	2,634	0	0	0	0	0	0	0	2,634
Project Administration	11,939	0	0	0	0	0	0	0	11,939
<b>TOTAL EXPENDITURES:</b>	<b>80,544</b>	<b>2,264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82,808</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	226	0	0	0	0	0	0	0	226
<b>TOTAL DONATIONS:</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>

Estimated Annual Operating Impact will begin in FY 2017-18 in the amount of \$1,526,000 and includes 0 FTE(s)

## FEDERALLY FUNDED PROJECTS

PROJECT #: 2000000326

DESCRIPTION: Provide preventive maintenance and complete various other Metrobus, Metrorail and Metromover projects  
 LOCATION: Various Sites District Located: Countywide  
 Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	19,962	20,261	19,907	20,206	20,509	20,817	21,129	0	142,791
FDOT Funds	0	500	500	500	500	500	500	500	3,500
FTA 5339 Bus & Bus Facility Formula	4,833	4,953	5,077	5,204	5,334	5,468	5,604	0	36,473
FTA Section 5307/5309 Formula Grant	50,229	49,151	49,581	50,959	52,371	55,028	55,366	500	363,185
FTA Section 5337 State of Good Repair Formula Grant	30,878	31,650	32,441	33,252	34,083	34,935	35,809	0	233,048
People's Transportation Plan Bond Program	0	862	0	0	0	0	0	0	862
<b>TOTAL REVENUES:</b>	<b>105,902</b>	<b>107,377</b>	<b>107,506</b>	<b>110,121</b>	<b>112,797</b>	<b>116,748</b>	<b>118,408</b>	<b>1,000</b>	<b>779,859</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	3,802	1,775	0	0	0	0	0	0	5,577
Major Machinery and Equipment	95,791	98,161	99,929	102,404	104,937	109,280	111,804	0	722,306
Other Capital	6,309	6,441	6,577	6,717	6,860	6,468	5,604	0	44,976
Project Administration	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000
<b>TOTAL EXPENDITURES:</b>	<b>105,902</b>	<b>107,377</b>	<b>107,506</b>	<b>110,121</b>	<b>112,797</b>	<b>116,748</b>	<b>118,408</b>	<b>1,000</b>	<b>779,859</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	21,485	21,438	21,775	22,354	22,947	23,858	24,195	24,195	158,177
<b>TOTAL DONATIONS:</b>	<b>21,485</b>	<b>21,438</b>	<b>21,775</b>	<b>22,354</b>	<b>22,947</b>	<b>23,858</b>	<b>24,195</b>	<b>24,195</b>	<b>158,177</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

INFRASTRUCTURE RENEWAL PLAN (IRP)									
DESCRIPTION: Replace/upgrade transit physical assets to include buses, facilities, infrastructure systems, equipment overhauls and acquisitions									PROJECT #: 677200
LOCATION: Various Sites Throughout Miami-Dade County			District Located: Countywide			District(s) Served: Countywide			
REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	100,000
TOTAL REVENUES:	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	100,000
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Major Machinery and Equipment	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	100,000
TOTAL EXPENDITURES:	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	100,000

INTERSECTION IMPROVEMENTS - COUNTYWIDE									
DESCRIPTION: Increase vehicular traffic capacity and safety by installing turn bays and other intersection infrastructure improvements									PROJECT #: 2000000536
LOCATION: Various Sites Throughout Miami-Dade County			District Located: Countywide			District(s) Served: Countywide			
REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	0	1,000	0	0	0	0	0	0	1,000
Road Impact Fees	49,939	9,200	8,523	7,761	7,650	7,499	0	0	90,572
Town of Medley Contribution	2,767	3,750	0	0	0	0	0	0	6,517
WASD Project Fund	250	1,748	0	0	0	0	0	0	1,998
TOTAL REVENUES:	52,956	15,698	8,523	7,761	7,650	7,499	0	0	100,087
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	19,987	24,458	12,922	8,461	6,120	5,999	0	1,609	79,556
Planning and Design	5,493	1,421	995	885	765	750	0	0	10,309
Project Administration	2,052	3,567	1,768	1,320	765	750	0	0	10,222
TOTAL EXPENDITURES:	27,532	29,446	15,685	10,666	7,650	7,499	0	1,609	100,087

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

LEHMAN YARD - MISCELLANEOUS IMPROVEMENTS									
DESCRIPTION: Install five storage tracks, an under-floor rail wheel truing machine and rehabilitate and expand emergency exits									PROJECT #: 674560
LOCATION: 6601 NW 72 Ave Unincorporated Miami-Dade County			District Located: 12			District(s) Served: Countywide			
REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	2,670	0	0	0	0	0	0	0	2,670
People's Transportation Plan Bond Program	71,490	14,458	85	155	0	0	0	0	86,188
TOTAL REVENUES:	74,160	14,458	85	155	0	0	0	0	88,858
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	65,295	12,834	0	0	0	0	0	0	78,129
Furniture Fixtures and Equipment	784	0	0	0	0	0	0	0	784
Planning and Design	2,139	537	65	70	0	0	0	0	2,811
Project Administration	5,819	94	0	0	0	0	0	0	5,913
Project Contingency	123	993	20	85	0	0	0	0	1,221
TOTAL EXPENDITURES:	74,160	14,458	85	155	0	0	0	0	88,858

METROMOVER - IMPROVEMENT PROJECTS									
DESCRIPTION: Replace various Metromover system controls to include the Data Transmission (Central Control and Wayside Interface High Speed System), Platform LCD Sign Control Unit and High Cycle Switch Logic Control Cabinets									PROJECT #: 673910
LOCATION: Metromover City of Miami			District Located: Countywide			District(s) Served: Countywide			
REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula Grant	7,102	7,002	7,002	7,002	7,002	5,791	0	0	40,901
People's Transportation Plan Bond Program	25,294	24,630	22,825	18,299	17,522	11,178	0	0	119,748
TOTAL REVENUES:	32,396	31,632	29,827	25,301	24,524	16,969	0	0	160,649
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	13,676	16,151	14,893	14,893	14,893	14,893	0	0	89,399
Furniture Fixtures and Equipment	90	0	0	0	0	0	0	0	90
Major Machinery and Equipment	16,870	14,648	14,684	10,308	9,531	2,000	0	0	68,041
Planning and Design	1,745	668	250	100	100	76	0	0	2,939
Project Administration	5	0	0	0	0	0	0	0	5
Project Contingency	10	165	0	0	0	0	0	0	175
TOTAL EXPENDITURES:	32,396	31,632	29,827	25,301	24,524	16,969	0	0	160,649
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,776	1,751	1,751	1,751	1,751	1,448	0	0	10,228
TOTAL DONATIONS:	1,776	1,751	1,751	1,751	1,751	1,448	0	0	10,228

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

METRORAIL - STATIONS AND SYSTEMS IMPROVEMENTS									
PROJECT #: 2000000104									
DESCRIPTION:	Refurbish and/or update the Metrorail systems control equipment, fire alarms and other infrastructure improvements as needed throughout the entire rail system								
LOCATION:	Metrorail Various Sites	District Located:		Countywide					
		District(s) Served:		Countywide					
REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	22	0	0	0	0	0	0	0	22
FDOT Funds	968	849	1,351	0	596	0	0	0	3,764
FTA Section 5307/5309 Formula	4,129	0	0	0	0	0	0	0	4,129
Grant									
Operating Revenue	15	0	0	0	0	0	0	0	15
People's Transportation Plan Bond Program	22,612	41,158	28,885	35,888	34,336	32,581	0	0	195,460
TOTAL REVENUES:	27,746	42,007	30,236	35,888	34,932	32,581	0	0	203,390
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	10,902	33,673	22,874	30,478	32,284	29,944	0	0	160,155
Furniture Fixtures and Equipment	2,461	0	0	0	0	0	0	0	2,461
Major Machinery and Equipment	11,967	7,175	4,776	1,068	0	0	0	0	24,986
Planning and Design	2,033	637	1,995	4,065	2,448	2,537	0	0	13,715
Project Administration	350	10	315	215	200	100	0	0	1,190
Project Contingency	33	512	276	62	0	0	0	0	883
TOTAL EXPENDITURES:	27,746	42,007	30,236	35,888	34,932	32,581	0	0	203,390
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,032	0	0	0	0	0	0	0	1,032
TOTAL DONATIONS:	1,032	0	0	0	0	0	0	0	1,032

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$75,000 and includes 0 FTE(s)

METRORAIL - TRACK AND GUIDEWAY PROJECTS									
PROJECT #: 6710900									
DESCRIPTION:	Rehabilitate existing track and guideway equipment and fixtures; replace safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, drains, equipment and materials as needed								
LOCATION:	Metrorail Various Sites	District Located:		2, 3, 5, 6, 7, 12, 13					
		District(s) Served:		Countywide					
REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	67,036	50,550	36,356	8,500	8,025	6,500	6,500	33,197	216,664
TOTAL REVENUES:	67,036	50,550	36,356	8,500	8,025	6,500	6,500	33,197	216,664
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	24,961	42,550	28,356	1,500	1,500	1,500	1,500	0	101,867
Furniture Fixtures and Equipment	85	0	0	0	0	0	0	0	85
Major Machinery and Equipment	15,412	5,500	5,500	5,500	5,525	4,000	4,000	33,197	78,634
Planning and Design	83	0	0	0	0	0	0	0	83
Project Administration	26,495	2,500	2,500	1,500	1,000	1,000	1,000	0	35,995
TOTAL EXPENDITURES:	67,036	50,550	36,356	8,500	8,025	6,500	6,500	33,197	216,664

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

METRORAIL - VEHICLE REPLACEMENT									
PROJECT #: 6733001									
DESCRIPTION:	Overhaul and modernize existing fleet and purchase 136 new heavy rail vehicles								
LOCATION:	Metrorail Throughout Miami-Dade County	District Located:		Countywide					
		District(s) Served:		Countywide					
REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula	1,036	0	0	0	0	0	0	0	1,036
Grant									
People's Transportation Plan Bond Program	365,190	6,084	2,170	1,596	795	8,942	0	0	384,777
TOTAL REVENUES:	366,226	6,084	2,170	1,596	795	8,942	0	0	385,813
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Furniture Fixtures and Equipment	118	0	0	0	0	0	0	0	118
Major Machinery and Equipment	290,396	250	138	63	100	8,257	0	0	299,204
Other Capital	15,495	1,250	805	858	0	0	0	0	18,408
Project Administration	46,613	1,963	929	675	695	685	0	0	51,560
Project Contingency	13,604	2,621	298	0	0	0	0	0	16,523
TOTAL EXPENDITURES:	366,226	6,084	2,170	1,596	795	8,942	0	0	385,813
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	259	0	0	0	0	0	0	0	259
TOTAL DONATIONS:	259	0	0	0	0	0	0	0	259

METRORAIL AND METROMOVER PROJECTS									
PROJECT #: 2000000185									
DESCRIPTION:	Upgrade video systems and A/C units at substations; replace existing relay-based control equipment and; modify software and hardware central controls to accommodate new train control systems								
LOCATION:	Metrorail and Metromover Various Sites	District Located:		Countywide					
		District(s) Served:		Countywide					

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula	4,374	543	556	570	585	599	614	0	7,841
Grant									
People's Transportation Plan Bond Program	3,000	6,750	5,250	0	0	0	0	0	15,000
TOTAL REVENUES:	7,374	7,293	5,806	570	585	599	614	0	22,841
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Major Machinery and Equipment	7,224	6,956	5,543	570	585	599	614	0	22,091
Project Administration	150	337	263	0	0	0	0	0	750
TOTAL EXPENDITURES:	7,374	7,293	5,806	570	585	599	614	0	22,841
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,095	136	139	143	146	150	154	154	1,963
TOTAL DONATIONS:	1,095	136	139	143	146	150	154	154	1,963

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### MIAMI RIVER GREENWAY

PROJECT #: 6010960

DESCRIPTION: Design and construct pedestrian and bicycle shared-used facility along the Miami River  
LOCATION: Miami River  
City of Miami

District Located: 5  
District(s) Served: 5

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	3,306	4,194	295	0	0	0	0	0	7,795
Florida Inland Navigational District	794	122	0	0	0	0	0	0	916
<b>TOTAL REVENUES:</b>	<b>4,100</b>	<b>4,316</b>	<b>295</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,711</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	3,145	3,323	295	0	0	0	0	0	6,763
Permitting	55	0	0	0	0	0	0	0	55
Planning and Design	377	428	0	0	0	0	0	0	805
Project Administration	523	565	0	0	0	0	0	0	1,088
<b>TOTAL EXPENDITURES:</b>	<b>4,100</b>	<b>4,316</b>	<b>295</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,711</b>

### NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS

PROJECT #: 2000000535

DESCRIPTION: Construct various neighborhood improvements to include resurfacing, guardrails, sidewalks, traffic signals, drainage, streetlights and various intersection improvements  
LOCATION: Various Sites  
Throughout Miami-Dade County

District Located: Countywide  
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	75,329	5,913	5,000	5,183	0	0	0	0	91,425
<b>TOTAL REVENUES:</b>	<b>75,329</b>	<b>5,913</b>	<b>5,000</b>	<b>5,183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91,425</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	75,329	5,913	5,000	5,183	0	0	0	0	91,425
<b>TOTAL EXPENDITURES:</b>	<b>75,329</b>	<b>5,913</b>	<b>5,000</b>	<b>5,183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91,425</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### PALMETTO INTERMODAL TERMINAL

PROJECT #: 2000000680

DESCRIPTION: Plan and develop a Long-Range Transportation Plan for the Palmetto Intermodal Terminal to include the purchase of land, an analysis on the possibility of direct ramps accessing the facility via the proposed State Road 826 Palmetto express lanes, potential site remediation and continued National Environmental Policy Act related studies  
LOCATION: 7400 NW 79 Ave  
Medley

District Located: 12  
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	0	9,465	820	0	0	0	0	0	10,285
People's Transportation Plan Bond Program	0	9,465	820	0	0	0	0	0	10,285
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>18,930</b>	<b>1,640</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,570</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Land Acquisition/Improvements	0	10,070	0	0	0	0	0	0	10,070
Planning and Design	0	5,056	0	0	0	0	0	0	5,056
Project Contingency	0	3,804	1,640	0	0	0	0	0	5,444
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>18,930</b>	<b>1,640</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,570</b>

### PARK AND RIDE - TRANSIT PROJECTS

PROJECT #: 671610

DESCRIPTION: Construct Park and Ride stations at various Transit locations throughout Miami-Dade County to include bus bays, parking, improved connectivity lanes and other related park and ride accommodations to expand rider experience  
LOCATION: Various Sites  
Throughout Miami-Dade County

District Located: Countywide  
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	842	0	0	0	0	0	0	0	842
FDOT Funds	6,588	252	263	580	626	0	0	0	8,309
FTA Section 5307/5309 Formula Grant	4,852	544	0	0	0	0	0	0	5,396
Operating Revenue	73	0	0	0	0	0	0	0	73
People's Transportation Plan Bond Program	14,429	6,848	7,307	5,330	3,069	25	0	0	37,008
<b>TOTAL REVENUES:</b>	<b>26,784</b>	<b>7,644</b>	<b>7,570</b>	<b>5,910</b>	<b>3,695</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51,628</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	13,064	6,948	7,131	4,733	1,634	0	0	0	33,510
Land Acquisition/Improvements	10,462	0	0	0	0	0	0	0	10,462
Major Machinery and Equipment	144	0	0	0	0	0	0	0	144
Planning and Design	2,028	574	250	105	55	25	0	0	3,037
Project Administration	1,086	72	72	72	56	0	0	0	1,358
Project Contingency	0	50	117	1,000	1,950	0	0	0	3,117
<b>TOTAL EXPENDITURES:</b>	<b>26,784</b>	<b>7,644</b>	<b>7,570</b>	<b>5,910</b>	<b>3,695</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51,628</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,214	136	0	0	0	0	0	0	1,350
<b>TOTAL DONATIONS:</b>	<b>1,214</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,350</b>



## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

**PARK AND RIDE - TRANSITWAY AT SW 168TH STREET****PROJECT #:** 2000001092

**DESCRIPTION:** Construct a Park and Ride garage with approximately 450 spaces on the Transitway at SW 168th St near the Village of Palmetto Bay to provide expanded capacity for the Transitway

**LOCATION:** SW 168 St  
Unincorporated Miami-Dade County

**District Located:** 8  
**District(s) Served:** Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond	10,668	20,329	20,961	0	0	0	0	0	51,958
Program									
USDOT Build Program	0	9,500	0	0	0	0	0	0	9,500
<b>TOTAL REVENUES:</b>	<b>10,668</b>	<b>29,829</b>	<b>20,961</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61,458</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	681	0	0	0	0	0	0	0	681
Construction	7,670	27,902	20,361	0	0	0	0	0	55,933
Planning and Design	2,188	1,799	500	0	0	0	0	0	4,487
Project Administration	129	128	100	0	0	0	0	0	357
<b>TOTAL EXPENDITURES:</b>	<b>10,668</b>	<b>29,829</b>	<b>20,961</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61,458</b>

Estimated Annual Operating Impact will begin in FY 2021-22 in the amount of \$397,000

**PEDESTRIAN BRIDGE - OVER C-100 CANAL AT OLD CUTLER RD AND SW 173 ST****PROJECT #:** 608290

**DESCRIPTION:** Construct a pedestrian bridge over C-100 canal

**LOCATION:** Old Cutler Rd and SW 173 St  
Palmetto Bay

**District Located:** 8  
**District(s) Served:** 8, 9

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	455	345	0	0	0	0	0	0	800
Road Impact Fees	650	275	275	0	0	0	0	0	1,200
<b>TOTAL REVENUES:</b>	<b>1,105</b>	<b>620</b>	<b>275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	330	665	805	0	0	0	0	0	1,800
Planning and Design	120	0	20	0	0	0	0	0	140
Project Administration	5	5	50	0	0	0	0	0	60
<b>TOTAL EXPENDITURES:</b>	<b>455</b>	<b>670</b>	<b>875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

**RESURFACING - COUNTYWIDE IMPROVEMENTS****PROJECT #:** 2000000539

**DESCRIPTION:** Provide resurfacing infrastructure improvements to include ADA ramps and connectors on arterial roads countywide

**LOCATION:** Various Sites  
Throughout Miami-Dade County

**District Located:** Countywide  
**District(s) Served:** Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Road Impact Fees	78,392	11,407	10,850	10,121	10,708	10,142	0	0	131,620
<b>TOTAL REVENUES:</b>	<b>78,392</b>	<b>11,407</b>	<b>10,850</b>	<b>10,121</b>	<b>10,708</b>	<b>10,142</b>	<b>0</b>	<b>0</b>	<b>131,620</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	54,829	20,550	9,658	8,277	8,746	8,466	0	0	110,526
Planning and Design	1,165	1,333	919	847	906	778	0	0	5,948
Project Administration	8,401	2,725	1,069	997	1,056	898	0	0	15,146
<b>TOTAL EXPENDITURES:</b>	<b>64,395</b>	<b>24,608</b>	<b>11,646</b>	<b>10,121</b>	<b>10,708</b>	<b>10,142</b>	<b>0</b>	<b>0</b>	<b>131,620</b>

**RIGHTS-OF-WAY ACQUISITION - COUNTYWIDE****PROJECT #:** 2000000537

**DESCRIPTION:** Acquire rights-of-way for construction projects countywide

**LOCATION:** Various Sites  
Throughout Miami-Dade County

**District Located:** Countywide  
**District(s) Served:** Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System	17	0	0	0	0	0	0	0	17
Surtax									
People's Transportation Plan Bond	21,822	427	227	67	0	0	0	0	22,543
Program									
Road Impact Fees	17,547	1,280	1,280	780	560	977	0	0	22,424
<b>TOTAL REVENUES:</b>	<b>39,386</b>	<b>1,707</b>	<b>1,507</b>	<b>847</b>	<b>560</b>	<b>977</b>	<b>0</b>	<b>0</b>	<b>44,984</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Land Acquisition/Improvements	26,655	3,921	6,280	3,640	2,026	1,657	805	0	44,984
<b>TOTAL EXPENDITURES:</b>	<b>26,655</b>	<b>3,921</b>	<b>6,280</b>	<b>3,640</b>	<b>2,026</b>	<b>1,657</b>	<b>805</b>	<b>0</b>	<b>44,984</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### ROAD WIDENING - COUNTYWIDE

PROJECT #: 2000000540

DESCRIPTION: Increase traffic capacity countywide by widening roads  
LOCATION: Various Sites  
Throughout Miami-Dade County

District Located: Countywide  
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System	119	0	0	0	0	0	0	0	119
Surtax									
Developer Contribution	739	0	0	0	0	0	0	0	739
FDOT Funds	32,877	0	0	0	0	0	0	0	32,877
People's Transportation Plan Bond	80,793	10,822	12,602	5,630	4,580	424	0	0	114,851
Program									
Road Impact Fees	170,208	13,911	12,389	12,278	15,000	17,477	0	0	241,263
<b>TOTAL REVENUES:</b>	<b>284,736</b>	<b>24,733</b>	<b>24,991</b>	<b>17,908</b>	<b>19,580</b>	<b>17,901</b>	<b>0</b>	<b>0</b>	<b>389,849</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	132,046	23,046	33,136	60,456	50,393	15,084	13,796	0	327,957
Other Capital	427	0	0	0	0	0	0	0	427
Planning and Design	20,440	6,090	5,427	1,244	626	118	930	0	34,875
Project Administration	3,764	2,979	4,977	7,580	4,816	896	1,578	0	26,590
<b>TOTAL EXPENDITURES:</b>	<b>156,677</b>	<b>32,115</b>	<b>43,540</b>	<b>69,280</b>	<b>55,835</b>	<b>16,098</b>	<b>16,304</b>	<b>0</b>	<b>389,849</b>

### ROADWAY AND BRIDGE - MISCELLANEOUS COUNTYWIDE IMPROVEMENTS

PROJECT #: 2000000543

DESCRIPTION: Provide various roadway and bridge maintenance and beautification improvements as needed  
LOCATION: Various Sites  
Throughout Miami-Dade County

District Located: Countywide  
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	205	0	0	0	0	0	0	0	205
Charter County Transit System	30,706	2,183	0	0	0	0	0	0	32,889
Surtax									
FDOT Funds	0	500	500	0	0	0	0	0	1,000
Road Impact Fees	2,901	3,148	3,129	3,319	3,423	3,423	0	0	19,343
Secondary Gas Tax	8,605	7,135	8,530	8,530	8,530	8,530	8,530	0	58,390
Village of Palmetto Bay	0	200	200	0	0	0	0	0	400
Contribution									
Village of Pinecrest Contribution	0	150	150	0	0	0	0	0	300
<b>TOTAL REVENUES:</b>	<b>42,417</b>	<b>13,316</b>	<b>12,509</b>	<b>11,849</b>	<b>11,953</b>	<b>11,953</b>	<b>8,530</b>	<b>0</b>	<b>112,527</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	4,652	3,969	5,364	4,514	4,514	4,514	4,514	0	32,041
Other Capital	34,854	6,199	4,016	4,016	4,016	4,016	4,016	0	61,133
Planning and Design	100	0	0	0	0	0	0	0	100
Project Administration	2,811	3,148	3,129	3,319	3,423	3,423	0	0	19,253
<b>TOTAL EXPENDITURES:</b>	<b>42,417</b>	<b>13,316</b>	<b>12,509</b>	<b>11,849</b>	<b>11,953</b>	<b>11,953</b>	<b>8,530</b>	<b>0</b>	<b>112,527</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### SAFETY IMPROVEMENTS - COUNTYWIDE

PROJECT #: 2000000541

DESCRIPTION: Construct and/or provide safety improvements countywide to include street lights, railroad crossings, guardrails, sidewalks, bike paths, ADA ramps, pavement markings, etc.

LOCATION: Various Sites  
Throughout Miami-Dade County

District Located: Countywide  
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	1,620	485	0	0	0	0	0	0	2,105
Charter County Transit System	7,691	500	500	500	500	500	0	0	10,191
Surtax									
FDOT Funds	5,177	5,938	5,273	5,620	4,663	5,493	4,421	0	36,585
People's Transportation Plan Bond	4,362	0	550	806	200	0	0	0	5,918
Program									
Secondary Gas Tax	3,177	3,177	3,177	3,177	3,177	3,177	3,177	0	22,239
<b>TOTAL REVENUES:</b>	<b>22,027</b>	<b>10,100</b>	<b>9,500</b>	<b>10,103</b>	<b>8,540</b>	<b>9,170</b>	<b>7,598</b>	<b>0</b>	<b>77,038</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	21,542	9,612	9,277	9,719	8,468	9,030	7,598	0	75,246
Planning and Design	370	313	98	205	0	0	0	0	986
Project Administration	115	175	125	179	72	140	0	0	806
<b>TOTAL EXPENDITURES:</b>	<b>22,027</b>	<b>10,100</b>	<b>9,500</b>	<b>10,103</b>	<b>8,540</b>	<b>9,170</b>	<b>7,598</b>	<b>0</b>	<b>77,038</b>

### SAFETY IMPROVEMENTS - FDOT PROJECTS

PROJECT #: 2000001472

DESCRIPTION: Provide safety improvements on Quail Roost Dr from the South Dade Bus-way western right-of-way line to west of S Dixie Hwy and SW 136 St

LOCATION: US-1 between SW 136 St and Quail Roost Dr  
Various Sites

District Located: 8, 9  
District(s) Served: TBD

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	46	521	380	49	0	0	0	0	996
People's Transportation Plan Bond	0	7	0	0	0	0	0	0	7
Program									
<b>TOTAL REVENUES:</b>	<b>46</b>	<b>528</b>	<b>380</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,003</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	46	458	367	45	0	0	0	0	916
Planning and Design	0	70	13	4	0	0	0	0	87
<b>TOTAL EXPENDITURES:</b>	<b>46</b>	<b>528</b>	<b>380</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,003</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

## SIGNAGE AND COMMUNICATION PROJECTS

PROJECT #: 2000000434

DESCRIPTION: Replace and upgrade signage and communication systems throughout transit facilities to include Closed Circuit Televisions on existing buses, real-time signage, Private Branch Exchange Telephones and bus traffic signal prioritization along congested corridors

LOCATION: Metrobus District Located: Countywide  
Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula Grant	3,040	3,206	1,444	0	0	0	0	0	7,690
People's Transportation Plan Bond Program	8,336	7,434	940	0	0	0	0	0	16,710
<b>TOTAL REVENUES:</b>	<b>11,376</b>	<b>10,640</b>	<b>2,384</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,400</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	9,128	9,104	1,069	0	0	0	0	0	19,301
Major Machinery and Equipment	1,941	800	800	0	0	0	0	0	3,541
Project Administration	307	319	140	0	0	0	0	0	766
Project Contingency	0	417	375	0	0	0	0	0	792
<b>TOTAL EXPENDITURES:</b>	<b>11,376</b>	<b>10,640</b>	<b>2,384</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,400</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	760	802	361	0	0	0	0	0	1,923
<b>TOTAL DONATIONS:</b>	<b>760</b>	<b>802</b>	<b>361</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,923</b>

## SOUTH DADE TRANSITWAY CORRIDOR

PROJECT #: 2000000973

DESCRIPTION: Plan and develop the South Dade transit corridor project

LOCATION: Various Sites District Located: Countywide  
Various Sites District(s) Served: 7, 8, 9

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System Surtax	0	10,078	0	0	0	0	0	0	10,078
FDOT Funds	2,489	44,819	38,183	14,509	0	0	0	0	100,000
FTA Section 5309 Discretionary Grant	2,490	44,820	38,182	14,508	0	0	0	0	100,000
Peoples Transportation Plan Capital Reserve Fund	9,484	35,143	38,506	10,249	0	0	0	0	93,382
<b>TOTAL REVENUES:</b>	<b>14,463</b>	<b>134,860</b>	<b>114,871</b>	<b>39,266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>303,460</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	1,253	0	0	0	0	0	0	0	1,253
Construction	1,844	111,712	85,805	36,366	0	0	0	0	235,727
Major Machinery and Equipment	0	250	125	0	0	0	0	0	375
Planning and Design	11,302	22,748	9,587	2,793	0	0	0	0	46,430
Project Administration	64	150	200	107	0	0	0	0	521
Project Contingency	0	0	19,154	0	0	0	0	0	19,154
<b>TOTAL EXPENDITURES:</b>	<b>14,463</b>	<b>134,860</b>	<b>114,871</b>	<b>39,266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>303,460</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

## STRATEGIC MIAMI AREA RAPID TRANSIT PLAN (SMART) PHASE 1

PROJECT #: 672670

DESCRIPTION: Plan and develop Phase 1 of the Long-Range Transportation Plan studies for corridor projects

LOCATION: Miami-Dade County District Located: Countywide  
Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
City of Miami Beach Contribution	0	417	0	0	0	0	0	0	417
City of Miami Contribution	0	417	0	0	0	0	0	0	417
FDOT Funds	3,910	1,090	0	0	0	0	0	0	5,000
FTA 5307 Transfer	879	489	755	756	0	0	0	0	2,879
FTA Section 5309 Discretionary Grant	657	459	520	364	0	0	0	0	2,000
People's Transportation Plan Bond Program	917	8,485	4,580	91	0	0	0	0	14,073
Peoples Transportation Plan Capital Reserve Fund	17,609	3,373	2,399	1,198	0	0	0	0	24,579
<b>TOTAL REVENUES:</b>	<b>23,972</b>	<b>14,730</b>	<b>8,254</b>	<b>2,409</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49,365</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Planning and Design	23,557	14,180	7,704	2,409	0	0	0	0	47,850
Project Administration	415	550	550	0	0	0	0	0	1,515
<b>TOTAL EXPENDITURES:</b>	<b>23,972</b>	<b>14,730</b>	<b>8,254</b>	<b>2,409</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49,365</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	220	123	189	189	0	0	0	0	721
<b>TOTAL DONATIONS:</b>	<b>220</b>	<b>123</b>	<b>189</b>	<b>189</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>721</b>

## SUNSHINE STATION - GOLDEN GLADES BIKE/PEDESTRIAN CONNECTOR

PROJECT #: 2000000984

DESCRIPTION: Construct a 'kiss-and-ride' transit terminal on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station that is connected to the Golden Glades Multimodal Transportation Facility (GGMF) via a fully covered and illuminated pedestrian and bicycle overpass

LOCATION: Between Tri-Rail Station and Golden Glades Interchange District Located: 1  
Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	353	1,065	5,213	1,585	1,190	396	0	0	9,802
People's Transportation Plan Bond Program	253	4,181	4,434	0	0	0	0	0	8,868
Peoples Transportation Plan Capital Reserve Fund	100	307	5,212	1,586	1,189	396	0	0	8,790
<b>TOTAL REVENUES:</b>	<b>706</b>	<b>5,553</b>	<b>14,859</b>	<b>3,171</b>	<b>2,379</b>	<b>792</b>	<b>0</b>	<b>0</b>	<b>27,460</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	4,434	4,434	3,171	2,379	792	0	0	15,210
Land Acquisition/Improvements	0	0	9,987	0	0	0	0	0	9,987
Planning and Design	706	1,119	438	0	0	0	0	0	2,263
<b>TOTAL EXPENDITURES:</b>	<b>706</b>	<b>5,553</b>	<b>14,859</b>	<b>3,171</b>	<b>2,379</b>	<b>792</b>	<b>0</b>	<b>0</b>	<b>27,460</b>

Estimated Annual Operating Impact will begin in FY 2020-21 in the amount of \$55,000 and includes 0 FTE(s)

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### THE UNDERLINE

PROJECT #: 2000000133

DESCRIPTION: Design and develop the 10-mile Underline corridor, running below the Metrorail guideway, from the Miami River to Dadeland South Station; the linear park will enhance connectivity, mobility and biking safety for Miami-Dade residents and visitors; Phase 1 extends from SW 7th St to SW 13th St - Brickell Backyard; and Phase 2 from SW 13th St to SW 19th Ave

LOCATION: Metrorail Transit Zone from the Miami River to Dadeland South Station  
Throughout Miami-Dade County

District Located: 5, 7

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	309	0	0	0	0	0	0	0	309
City of Coral Gables Park & Mobility Impact Fees	0	0	0	2,421	2,421	2,421	0	0	7,263
City of Miami Park Impact Fees	4,871	602	1,169	4,302	2,530	2,530	0	0	16,004
City of South Miami Contribution	0	0	0	733	733	734	0	0	2,200
Developer Fees/Donations	0	0	2,250	0	0	0	0	0	2,250
FDOT Funds	8,571	3,701	1,634	130	495	1,005	0	0	15,536
FTA Section 5307/5309 Formula	410	0	0	0	0	0	0	0	410
Grant									
General Government Improvement Fund (GGIF)	500	0	0	0	0	0	0	0	500
Road Impact Fees	27,005	9,002	11,174	12,626	9,901	12,779	0	0	82,487
USDOT Build Program	0	0	0	6,708	7,379	4,472	3,801	0	22,360
<b>TOTAL REVENUES:</b>	<b>41,666</b>	<b>13,305</b>	<b>16,227</b>	<b>26,920</b>	<b>23,459</b>	<b>23,941</b>	<b>3,801</b>	<b>0</b>	<b>149,319</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	17,363	7,103	17,221	30,219	22,210	17,826	21,708	0	133,650
Planning and Design	3,023	320	4,778	89	0	0	0	0	8,210
Project Administration	177	15	105	75	60	60	60	60	612
Project Contingency	1,286	0	0	790	0	4,000	771	0	6,847
<b>TOTAL EXPENDITURES:</b>	<b>21,849</b>	<b>7,438</b>	<b>22,104</b>	<b>31,173</b>	<b>22,270</b>	<b>21,886</b>	<b>22,539</b>	<b>60</b>	<b>149,319</b>
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	102	0	0	0	0	0	0	0	102
<b>TOTAL DONATIONS:</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>

### TRACK INSPECTION VEHICLE / TRAIN

PROJECT #: 2000001308

DESCRIPTION: Purchase track inspection vehicle or train for the Metrorail to ensure tracks are inspected more frequently as required by the American Public Transportation Association; track inspection equipment will be equipped with a data system that stores track defects and produces a trend analysis report to effectively correct areas reducing track failures and providing a more reliable transit system

LOCATION: Metrorail  
Various Sites

District Located: Countywide

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	0	7,500	0	0	0	0	0	0	7,500
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>7,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,500</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Major Machinery and Equipment	0	7,500	0	0	0	0	0	0	7,500
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>7,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,500</b>

Estimated Annual Operating Impact will begin in FY 2020-21 in the amount of \$70,000

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

### TRAFFIC CONTROL DEVICES - SIGNALIZATION COUNTYWIDE

PROJECT #: 2000000542

DESCRIPTION: Install Traffic Control Devices at intersections that are not currently signalized

LOCATION: Various Sites  
Throughout Miami-Dade County

District Located: Countywide

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System	1,460	0	0	0	0	0	0	0	1,460
Surtax									
People's Transportation Plan Bond Program	11,534	800	691	250	0	0	0	0	13,275
Road Impact Fees	85,253	14,717	16,849	19,075	18,828	12,356	0	0	167,078
Secondary Gas Tax	6,343	7,343	7,343	7,343	7,343	7,343	7,343	0	50,401
<b>TOTAL REVENUES:</b>	<b>104,590</b>	<b>22,860</b>	<b>24,883</b>	<b>26,668</b>	<b>26,171</b>	<b>19,699</b>	<b>7,343</b>	<b>0</b>	<b>232,214</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	39,701	30,301	40,520	33,809	38,149	21,965	7,343	0	211,788
Planning and Design	4,478	2,530	2,219	1,477	1,335	1,106	0	0	13,145
Project Administration	1,973	2,165	852	776	765	750	0	0	7,281
<b>TOTAL EXPENDITURES:</b>	<b>46,152</b>	<b>34,996</b>	<b>43,591</b>	<b>36,062</b>	<b>40,249</b>	<b>23,821</b>	<b>7,343</b>	<b>0</b>	<b>232,214</b>

### VISION ZERO AND SAFETY IMPROVEMENT PROJECTS

PROJECT #: 2000001296

DESCRIPTION: Provide safety improvements and eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all by redesigning streets through improved visibility to include pedestrian features, signals, sidewalks, revised speed limits, speed humps, protected bike lanes, median widening, parking restrictions, raised curb medians etc.

LOCATION: Various Sites  
Throughout Miami-Dade County

District Located: Countywide

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	0	2,895	3,236	4,063	3,793	4,837	3,000	0	21,824
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>2,895</b>	<b>3,236</b>	<b>4,063</b>	<b>3,793</b>	<b>4,837</b>	<b>3,000</b>	<b>0</b>	<b>21,824</b>
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	1,473	1,687	2,371	2,144	2,982	2,400	0	13,057
Planning and Design	0	651	710	783	761	864	300	0	4,069
Project Administration	0	771	839	909	888	991	300	0	4,698
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>2,895</b>	<b>3,236</b>	<b>4,063</b>	<b>3,793</b>	<b>4,837</b>	<b>3,000</b>	<b>0</b>	<b>21,824</b>

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

## UNFUNDED CAPITAL PROJECTS

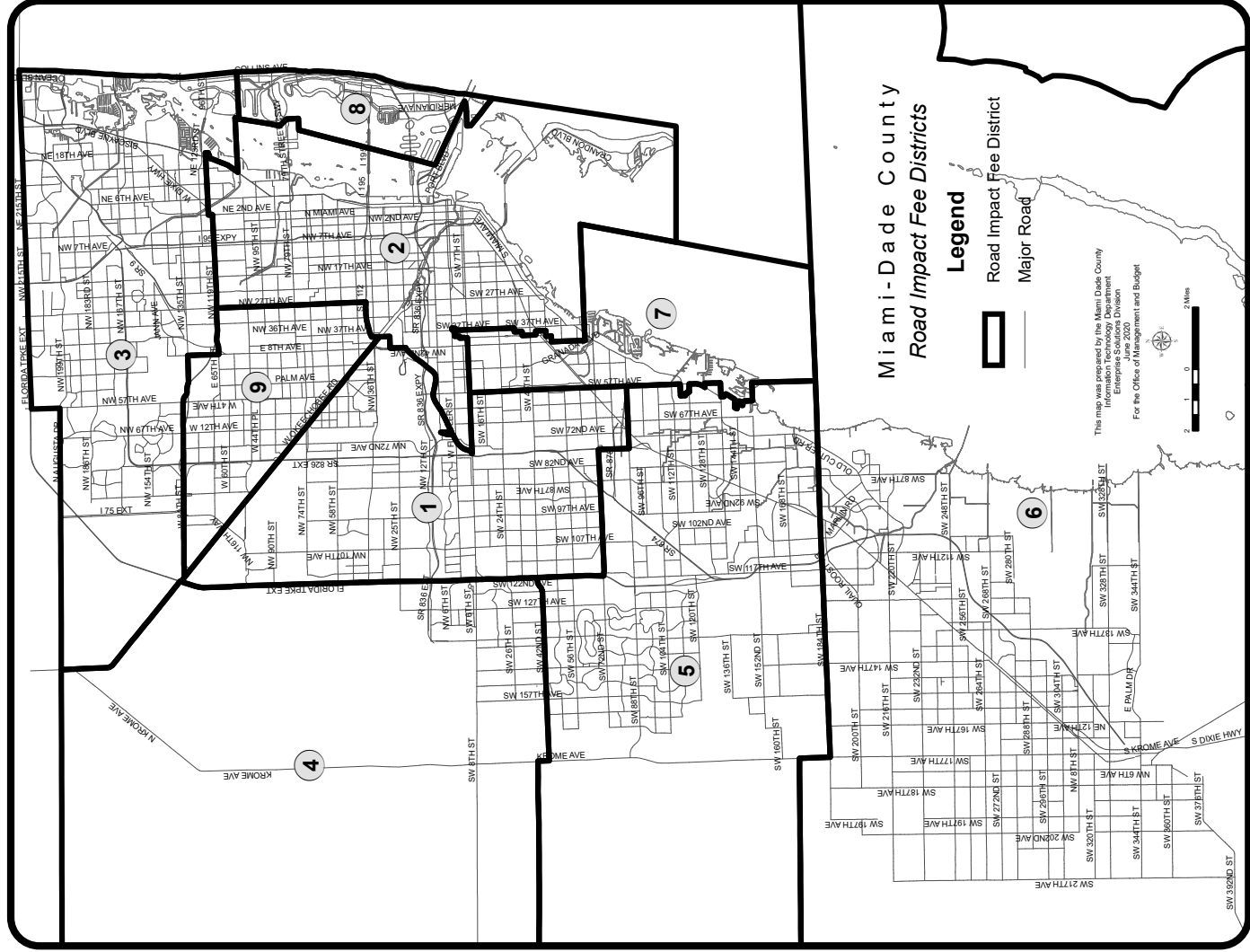
PROJECT NAME	LOCATION	(dollars in thousands)
		ESTIMATED PROJECT COST
BARRIER REMOVAL - AMERICANS WITH DISABILITIES ACT	Various Sites	16,891
BIKE LANES - NEW	Various Sites	47,279
BRIDGES - REPAIR/REPLACEMENT	Various Sites	130,485
CANAL - IMPROVEMENTS AND EMBANKMENT RESTORATION	Various Sites	96,510
DRAINAGE - STORMWATER IMPROVEMENTS AND RETROFIT	Various Sites	112,045
GUARDRAILS - INSTALL/REPLACE, SURROUNDING BODIES OF WATER	Various Sites	6,944
INTERSECTION - TURN BAYS AND OTHER OPERATIONAL IMPROVEMENTS	Various Sites	2,190
MAST ARMS - UPGRADES	Various Sites	26,325
METROBUS - GARAGE IMPROVEMENTS	Metrobus Garages	6,386
METROMOVER - EXTENSION GUIDEWAY PAINTING	Metromover	19,600
METRO RAIL - PIERS GROUNDING TESTING	Metrarail	5,150
METRO RAIL - TRAIN CONTROL UPGRADE	Metrarail	250,660
PAVEMENT MARKING - REPLACEMENT	Various Sites	7,200
ROADWAY - COUNTYWIDE IMPROVEMENTS	Various Sites	141,110
ROADWAY - LIGHTING RETROFIT	Various Sites	30,000
ROADWAY - REPAIR AND RESURFACE LOCAL ROADS IN UMSA	Various Sites	194,078
ROADWAY - UPGRADE LIGHTS (L.E.D. AND SMART LIGHT TECHNOLOGY)	Throughout Miami-Dade County	26,164
SCHOOL FLASHING LIGHTS	Various Sites	5,925
SIDEWALKS - CONSTRUCT/REPAIR (UMSA AND ARTERIAL ROADS)	Various Sites	65,657
SPAN-WIRE TRAFFIC SIGNALS - REPLACE	Various Sites	85,435
STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN	Various Sites	7,044,000
STREETLIGHTS - INSTALL ON ARTERIAL ROADS	Various Sites	30,791
TRACK AND GUIDEWAY WORK FACILITY BUILDING	6601 NW 72 Ave	2,050
TRAFFIC CONTROL - UPGRADE COMMUNICATIONS	Various Sites	60,402
TRAFFIC SIGNALS - NEW	Various Sites	4,850
TRANSIT FACILITIES - ROOF REPLACEMENT	Various Sites	22,660
TRANSIT TERMINAL - WEST KENDALL IMPROVEMENTS	To Be Determined	13,630
UNFUNDED TOTAL		8,454,417

Department Operational Unmet Needs			
Description	(dollars in thousands)		Positions
	Startup Costs/ Non-Recurring Costs	Recurring Costs	
Fund three Traffic Engineer 1, one Traffic Engineer 3, four Traffic Signal Technician 1 and one Traffic Signal Technician 2 positions to support the South Dade BRT Corridor operations for the Traffic Signals and Signs work unit	\$0	\$791	9
Fund 15 DTPW Facilities Equipment Technician and two Facilities Supervisor positions to support the South Dade BRT Corridor facilities for the Facilities Maintenance work unit	\$0	\$1,487	17
Fund South Miami-Dade Express (Route B) (SMART Plan's BERT Network)SW 344th Street Park and Ride - Dadeland North Metrorail Station - Dadeland North Metrorail Station	\$0	\$4,950	0
Fund Florida Turnpike (South) (Route E1) (SMART Plan's BERT Network)344th Street Park & Ride / Transit Terminal Facility - Panther- Dolphin Stations	\$0	\$4,600	0
Flagler Corridor (Route A)(SMART Plan's BERT Network) Tamiami Station - Panther Station - Dolphin Station - Downtown Miami	\$0	\$500	0
Fund five ITD positions to provide technical support and innovation	\$0	\$918	5
Fund four Geographic Information System (GIS) Field Technician positions to operate Visual Inventory Roadway Asset System van to continue Maintenance Rating Program	\$0	\$524	4
Fund five Auto Equipment Operator positions to establish a Swale Restoration Crew to recontour the swales for the Road and Bridge work unit	\$0	\$878	5

## FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

Department Operational Unmet Needs			
Description	(dollars in thousands)		Positions
	Startup Costs/ Non-Recurring Costs	Recurring Costs	
Fund Bridge Repairers and Semi-skilled laborers to maintain the County's drawbridges and fixed bridges and pedestrian bridges in accordance with federal standards	\$0	\$659	9
Fund two DTPW Project Inspector 1 positions for the Permitting and Inspection Section to provide for coverage and compliance in enforcing the utility contractors' and developers' construction activities within the public rights of way	\$0	\$167	2
Fund two DTPW Parking Enforcement Specialist positions for oversight for parking and traffic control at DTPW parking facilities for the Security and Safety work unit	\$0	\$113	2
Fund five Field Test Engineers (various disciplines)to improve safety and service reliability for the Infrastructure Engineering and Maintenance work unit	\$0	\$601	5
Fund five Transit Electronic Technician/ Systems positions for preventive maintenance and repairs for the Field Engineering and Systems Management work unit	\$0	\$703	5
Fund two Transit Electronic Technician/ Radio positions to work on the CleverVision system for the CNG bus fleet	\$0	\$176	2
Fund three DTPW Facilities Repairer positions to assist in adequately maintaining the new facilities for Facilities Maintenance work unit	\$0	\$199	3
Fund three Laborer positions for Facilities Maintenance work unit to help with clean-up and other similar task at all transit facilities and stations	\$0	\$154	3
Fund two Purchasing Specialists for the Procurement work unit	\$0	\$151	2
Fund one Part-Time Social Media Specialist for the Advertising and Media Relations work unit	\$0	\$60	1
Fund two positions for DTPW's Fleet Vehicle Replacement Program for non-revenue vehicles - one Fleet Manager and one Administrative Officer 2 for the Deputy Director of Administration	\$0	\$193	2
Fund the continuous installation of ETA Signs countywide through Clever Devices ITD Contract(minimum 6 signs per year) for the Strategic Planning work unit	\$0	\$100	0
Fund Maintenance or removal of pilot projects - Green and Red decorative pavement markings (implemented dedicated bike and bus lanes) for the Strategic Planning division	\$0	\$200	0
Fund one Project Scheduler (DTPW Sections Manager) for the Design and Engineering Division	\$0	\$107	1
Fund two Bus Stock Clerk positions for Materials Management work unit	\$0	\$141	2
Fund one Clerk 2 position for Rail Services Training Unit	\$0	\$53	1
Fund three DTPW Operations and Maintenance Instructor positions to provide additional training in Rail Maintenance	\$0	\$264	3
Fund five Rail Traffic Controller positions for Rail Transportation division	\$0	\$492	5
Fund one Rail Yard Master position for the Rail Transportation division	\$0	\$94	1
Fund one Rail Vehicle Cleaner Supervisor position for Rail Maintenance	\$0	\$73	1
Fund one Rail Vehicle Machinist position for Rail Vehicle Maintenance	\$0	\$88	1
Fund six Metromover Technicians	\$0	\$527	6
<b>Total</b>	<b>\$0</b>	<b>\$19,963</b>	<b>97</b>

# FY 2020-21 Adopted Budget and Multi-Year Capital Plan





# A9 - PUBLIC MEETINGS

## Working Meetings:

- Affordable Housing Working Group meetings - Nov 14, 2019, Feb 9 2021, Aug 20 2021
- Water & Wastewater Working Group meetings - Nov 14, 2019, Feb 9 2021, Aug 20 2021
- RER Coordination Meetings - June 13 2019, February 9 2021, March 10 2021, April 15 2021, May 20 2021
- Public Design Charrettes - November 18 & 19, 2020
- Design Studios - March 23 & 24, 2021

## Presentations:

- TPO Bicycle & Pedestrian Advisory Committee - September 14, 2021
- TPO Transportation Planning Council - September 20, 2021
- Citizens Independent Transportation Trust - February 22, 2023

## Stakeholder Interviews:

- Planet Dodge - January 14, 2021
- Miami International Airport - January 14, 2021
- Sweetwater - January 14, 2021
- Dolphin Mall - January 14, 2021
- Doral - January 19, 2021
- Mall of the Americas - January 21, 2021
- FDOT - January 21, 2021
- Parks and Recreation - January 22, 2021
- International Mall - February 1, 2021
- MDX - February 14, 2021
- Esserman Auto - February 24, 2021
- Doral Toyota - February 24, 2021
- City of Miami - March 1, 2021
- Commissioner Higgins (Chair of Transportation, Mobility, and Planning Committee) - October 28, 2021

## Additional Outreach to County Commissioners

The study was presented as part of a series of East-West Corridor status update meetings with commissioners who represent different parts of the corridor. No comments were received on the TOD master plan during these meetings.

- Commissioner Gonzalez staff - February 13, 2023
- Commissioner Higgins - February 28, 2023
- Commissioner Bermudez - March 2, 2023
- Commissioner Rodriguez - March 9, 2023



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Affordable Housing Working Group

Meeting Notes

Thursday, November 14, 2019  
10:00 AM  
Overtown Transit Village – 1<sup>st</sup> Floor Training Room  
701 NW 1<sup>st</sup> Court  
Miami, FL 33136

**Presentation Team**

Thomas Rodrigues, Project Manager, WSP USA  
Zachary Parnas, Project Manager, WSP USA  
Francisco Arbelaez, Project Manager, Department of Transportation and Public Works  
Franchesca Taylor, Department of Transportation and Public Works  
Ann E. Pope, Public Information Specialist, Ann Pope Consulting, Inc.  
Ruby Hemingway Adams, Public Information Specialist, Ann Pope Consulting, Inc.

**Affordable Housing Working Group present**

Clarence Brown – Division Director, Public Housing and Community Development  
Evian White De Leon – Deputy Director, Miami Homes For All, Inc  
Cheree Gulley – Executive Director, Housing Finance Authority  
Ana Navarro – Public Housing and Community Development

**Action Items**

- ✓ Add income and race overlays to existing maps
- ✓ Obtain updated affordable housing list from Clarence Brown

**Purpose of Meeting**

This was the kick-off meeting for the Affordable Housing Working Group. The meeting purpose was to introduce the study objectives to the working group, and to obtain concurrence on the proposed project methodology. Ultimately, the project team will identify affordable housing initiatives that will assist housing partners in increasing the supply of inclusive and attainable housing, and reducing the combined burden of housing and transportation costs.

**Ann E. Pope**, provided a welcome and purpose of the meeting and introduced **Francisco Arbelaez**, who provided greetings followed by self-introductions by all present.

**Presentation**

Thomas Rodrigues presented the project with a detailed PowerPoint presentation (attached to these notes). He explained the limits of the corridor, the history of the PD&E study, the scope of the master TOD plan, the area's population density and growth, average household income, the five transit modes and alternatives being considered in the PD&E, and an overview of the four stations being evaluated. Additionally, it included the affordable housing and equity analysis work to date and next steps, feedback and project contact information.



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Affordable Housing Working Group

Meeting Notes

**Discussion and Questions**

Members of the Affordable Housing Working Group shared the following:

**Evian White De Leon**

- There are a number of things that overlap and are interrelated with issues pertaining to Water and Wastewater. We should have a joint meeting with the Water and Wastewater Working Group.
- **Clarence Brown added:**
  - o In order to maximize affordable housing there is always conversation with water and sewer – how does affordable housing impact the cost
- **Evian responded:**
  - o Development impacts the cost. Even low-density affordable housing is impacted by limited access to County water and sewer infrastructure. (Provided example of container homes)
- **Clarence Brown added:**
  - o Anecdotal stuff is county wide and not specific to the corridor but useful to the discussion process. There is a water and sewer crisis and it is important for sewer to be part of the discussion.

**Evian White De Leon**

- Is the transit corridor building rail?
- **Response by Thomas Rodrigues:**
  - o Not yet determined at this stage. Four different alternatives are being considered that encompass several modes, including BRT, Express Bus, Heavy Rail, and Commuter Rail.
- **Francisco Arbelaez added:**
  - o We expect to have a recommended alternative and alignment at the next meeting.

**Evian White De Leon**

- How many stations are there?
- **Response by Zachary Parnas:**
  - o There are four being contemplated for the TOD plan.
- **Francisco Arbelaez added:**
  - o We own the wedge parcel at NW 7<sup>th</sup> and the Dolphin station parcel. The parcels at 97<sup>th</sup> and 107<sup>th</sup> have to be acquired and they do show good ridership numbers.

**Evian White De Leon**

- Is the density map overlaid with income? Action Item: add income and race overlays to existing maps.
- **Response by Zachary Parnas:**



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Affordable Housing Working Group

Meeting Notes

- Section 8 is based on vouchers. They are a moving target. We will include and also add a racial map overlay.

**Clarence Brown**

- There are examples of affordable properties. Little Abner apartment building - Clarence will confirm address 11239 NW 4<sup>th</sup> Terrace (developed 4-5 years ago). They are going to be developing additional affordable housing in that area.
- **Francisco Arbelaez added:**
  - The heavy rail transit (HRT) option will have a walkup station at 5<sup>th</sup> Terrace.
- Clarence Brown agreed to share a list of all affordable housing sites and Thomas Rodrigues will overlay with racial minorities.

**Action Item:** Obtain updated affordable housing list from Clarence

**Clarence Brown**

- We should encourage people to get from place to place by all means safely.
- Make sure that as part of the plan there are trails; There should be walkable and bikeable trails and pathways, Network of covered walkways
- **Francisco Arbelaez commented:**
  - Transit Oriented Developments (TODs) have certain requirements and standards. There needs to be connectivity so there is a potential for commercial activity to be tied to it – connectivity with transit.

**Ana Navarro**

- We need to work with solid waste management.

**Franchesca Taylor**

- What is the process for affordable housing – is there a market study to identify what type of housing?
- **Clarence Brown responded:**
  - It's the developer that makes the decision.
- **Frank Arbelaez asked:**
  - What is the best affordable housing typology to be built along the corridor? What is most successful on a TOD.
- **Clarence Brown responded:**
  - You need mixed income housing.
- **Evian White De Leon added:**
  - We can send development criteria – mixed income and mixed use.
- **Clarence Brown added:**
  - Mixed income makes the most sense – children need to be in areas where they can see what they can be. (80% market/20% affordable)

**Francisco Arbelaez**



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Affordable Housing Working Group

Meeting Notes

- What about amenities? Do you need parking with affordable units.
- **Clarence Brown responded:**
  - Yes parking is needed. People can't seem to be able to give up their car (i.e. Gran Via is an example – senior facility built 0.5 parking spaces per bedroom and there is more demand than supply for parking). Brickell View Terrace is an example of the condo situation where developer opted to provide separate amenities – affordable units have separate recreation spaces from Market rate units Developer opted to remove swimming pool from project once affordable units were included.

**Francisco Arbelaez**

- Are developers providing affordable housing monies?
- **Clarence Brown responded:**
  - Yes, through workforce housing (60-140) ordinance – pay into a fund and get increased density.

Clarence outlined different types of funds available for Affordable housing developers.

- **Clarence Brown continued:**
  - There is also rapid transit zoning that developers have to abide by – expanding the RTD radius.
- **Evian White De Leon added:**
  - Other thing to think about is House Bill 7103 – you have to make the developer whole. They have to feel that they are not losing.

**Francisco Arbelaez**

- Is there more need for workforce housing?
- **Clarence Brown responded:**
  - There is a need for all types of housing and to say that you make too much (\$\$\$) and you do not qualify that is not right. We need to do more for those that have the least but we need to do more overall.

**Ana Navarro**

- East West Corridor. How far does it extend?
- **Francisco Arbelaez responded:**
  - From the Miami Intermodal Center (MIC) to FIU and the Dolphin Station. An extension from the MIC to downtown is also being considered.

While discussing the various interchanges, it was agreed that several would have to be retrofitted to accommodate bike and pedestrian connections.

**Zachary Parnas**

- People want proximity. How much value does circulators have?



**Department of Transportation and Public Works (DTPW)**  
**East-West Corridor Transit Oriented Development**  
**Affordable Housing Working Group**

**Meeting Notes**

All agreed that they are a major contributor and are good in general for affordable housing!! i.e. the Coral Gables Trolley. Speak to Transit Alliance for the Better Bus project.

At the conclusion of the meeting, Ann E. Pope thanked everyone for attending and providing valuable feedback and comments.



**Department of Transportation and Public Works (DTPW)**  
**CIP142 SMART Plan Master TOD Plan for East-West Corridor**  
**SMART Corridor**  
**Affordable Housing Working Group Meeting 2**  
**February 9, 2021**

**Attendees:**

Diana Fields	Florida Housing Finance Corporation
Clarence Brown	PHCD Division Director – Community Development Programs
Cheree Gulley	Executive Director of Housing Finance Authority
Carlos Hernandez	Division Chief, DERM Water and Wastewater
Annalise Mannix	Miami-Dade Water & Sewer Planning Chief
Maria Valdes	Miami-Dade Water & Sewer
Tara Blakey	DTPW In-House Consultant
Ann Pope	Ann Pope Consulting
Ruby Adams	Ann Pope Consulting
Thomas Rodrigues	WSP USA, Inc
Zachary Parnas	WSP USA, Inc

**Agenda:**

- I. Project Refresher
- II. Advancements Since our Last Meeting
- III. Affordable Housing Needs and Preliminary Plans
- IV. Site-by-Site Discussion
  - 107<sup>th</sup> Avenue
  - 97<sup>th</sup> Avenue
  - 7<sup>th</sup> Street at 71<sup>st</sup> Avenue
  - 42<sup>nd</sup> (LeJeune) Avenue
- V. Next Steps

**Comments:**

Clarence Brown: Documentary Stamp Surtax was not included in the funding sources – Surtax will get more money than HOME or CDBG. Suggest scratching "choice neighborhood program".

Note: Documentary Stamp Surtax was included but not highlighted. It will be brought to the forefront of this section.

Cheree: Definitely add surtax, as it will be one of the key funding sources.



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Water and Wastewater Working Group

Meeting Notes

Thursday, November 14, 2019

1:00 PM

Overtown Transit Village – 1<sup>st</sup> Floor Training Room  
701 NW 1<sup>st</sup> Court  
Miami, FL 33136

**Presentation Team**

Thomas Rodrigues, Project Manager, WSP USA  
Alan Sterental, Senior Water Engineer, WSP USA  
Francisco Arbelaez, Project Manager, Department of Transportation and Public Works (DTPW)  
Tara Blakey, In-house Consultant, Department of Transportation and Public Works (DTPW)  
Ann E. Pope, Public Information Specialist, Ann Pope Consulting, Inc.  
Ruby Hemingway Adams, Public Information Specialist, Ann Pope Consulting, Inc.

**Water and Wastewater Working Group present**

Kimberly Brown – Supervisor for Long Range Planning, RER  
Sue Trone – Chief of Planning Division, City of Miami Planning Department  
Maria Valdes – Chief of Planning & Water Supply, Miami-Dade Water & Sewer Department

**Purpose of Meeting**

This was the kick-off meeting for Water and Wastewater Working Group. The meeting purpose was to introduce the study objectives to the working group, and to obtain concurrence on the proposed project methodology. Ultimately, the project team will identify water and wastewater demands at the proposed TOD locations and ascertain how capacity will be affected. Study will also identify whether the current infrastructure would need to be upgraded based on the anticipated demands of the proposed TODs.

**Ann E. Pope**, provided a welcome and purpose of the meeting and introduced **Francisco Arbelaez**, who provided greetings followed by self-introductions by all present.

**Presentation**

Thomas Rodrigues presented the project with a detailed PowerPoint presentation (attached to these notes). He explained the limits of the corridor, the history of the PD&E study, the scope of the master TOD plan, the study area's population density and growth., the five transit modes and alternatives being considered in the PD&E, and an overview of the four stations being considered for a TOD. Alan Sterental presented the water and sewer service providers and infrastructure. Additionally, it included the water and wastewater analysis work to date and next steps, feedback, project contact information and an overview of WASD infrastructure, private water and utility coordination projects .

**Discussion and Questions**

Members of the Water and Wastewater Working Group shared the following:



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Water and Wastewater Working Group

Meeting Notes

**Maria Valdes**

- As far as the water infrastructure, there are lots of undersized mains in the corridor. We will need to look at requirements, so we can determine capacity based on types of buildings.
- What are you using as population projections?
- **Alan Sterental responded:**
  - o Projections are based on TAZs and the 2010 Water Master Plan
- **Maria Valdes added:**
  - o That master plan document is very old. WASD has conducted new projections that the study team should consider. Contact Manuel Armada to obtain information.

**Action Item:** Alan will send an email requesting the new population projections.

- **Alan Sterental added:**
  - o There is no model analyzing specific areas. Can we do a master plan model to include location, square footage, types of building?
- **Maria Valdes responded:**
  - o Yes, location is important to the impact on the system.
- **Alan Sterental added:**
  - o Four station areas are being looked at.
- **Francisco Arbelaez explained:**
  - o Why these four stations – DTPW has land rights to the wedge parcel on NW 7<sup>th</sup> Street and the parcel at Dolphin station. Preliminary ridership indicates that NW 107<sup>th</sup> Avenue and NW 97<sup>th</sup> Avenue have high usage.

**Kimberly Brown**

- As it pertains to the Dolphin station, there is a prohibition of residential uses restricted by state law. There are also restriction to FAR (.4). The prohibition has to do with the proximity to rock mining (Graham property).
- There is a retail district report by the county to tie both malls – Dolphin and International

**Sue Trone**

- What is the allowed density?
- **Response by Kimberly Brown:**
  - o At NW 97<sup>th</sup> Avenue it doesn't look like much possibility.
- **Thomas Rodrigues added:**
  - o If existing dealerships in the area stack like the Williamson Cadillac dealership on US1, we can swap land and this would allow more land to be available.
  - o Opportunity to do development at the abandoned toll booths.
- **Francisco Arbelaez added:**
  - o The wedge at NW 7<sup>th</sup> Street is owned by FDOT and was transferred to the County. It can be connected through and take you downtown.





Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Water and Wastewater Working Group

Meeting Notes

**Maria Valdes**

- What is the timeframe?
- **Response by Francisco Arbelaez:**
  - o In January 2020, the East-West Corridor PD&E study will be going to the Transportation Planning Organization (TPO) with a recommended alternative.

**Maria Valdes**

- We will also need the dates of construction to better assist and provide information.

**Kimberly Brown**

- We will also need information on funding.

**Sue Trone**

- How far from study area is the Marlin Stadium?
- **Response by Thomas Rodrigues:**
  - o The Marlin Stadium is not currently in the study area but there is an extension to the East-West corridor being contemplated from the MIC to downtown that if implemented, would include the stadium.

There was conversation about a Water and Wastewater Master Plan RFP that would show the planning horizon through 2040. Also to note is that new projections yield higher population than before.

**Kimberly Brown**

- One challenge – Some of these areas are zoned for higher density but may not have enough infrastructure.

The group discussed that it was a good idea to have a joint meeting with the Affordable Housing Working Group and that stormwater expertise was needed. The following names were suggested:

- Marina Blanco-Pape
- Kareem Smith
- Akin Owosina
- Renee (from the airport)

At the conclusion of the meeting, Ann E. Pope thanked everyone for attending and providing valuable feedback and comments.



Department of Transportation and Public Works (DTPW)  
CIP142 SMART Plan Master TOD Plan for East-West Corridor  
SMART Corridor  
Water Working Group Meeting 2 - Agenda  
February 9, 2021

- I. Project Refresher
- II. Project Advancements Since our Last Meeting
- III. Affordable Housing Needs and Preliminary Plans
- IV. Site-by-Site Discussion
  - 107<sup>th</sup> Avenue
  - 97<sup>th</sup> Avenue
  - 7<sup>th</sup> Street at 71<sup>st</sup> Avenue
  - 42<sup>nd</sup> (LeJeune) Avenue
- V. Next Steps

Juvenal Santana -  
Carlos Hernandez – DERM Water and wastewater division chief  
Debbie Griner – wasd resilience program  
Kim Braun – M-d county planning  
Maria Valdes – WASD Planning  
Patrick Chong – Coordinator of ?  
Lisa Self – FL dept of environmental protection  
Zangeneh – Environmental protection  
Annalise Mannix – WASD planning and development division chief  
Ryan Shedd –  
Katherine Hagelman

Maria – Projections look consistent with what we have

Lisa Self – recommends dealing entirely with Miami-dade water and sewer, not hialeah



**Department of Transportation and Public Works (DTPW)**  
**CIP142 SMART Plan Master TOD Plan for East-West Corridor**  
**SMART Corridor**  
**RER Coordination Meeting Agenda**  
**June 13, 2019**

In Attendance: **RER:** Jerry Bell, Kim Brown, Gianni Lodi, Garrett Rowe  
**DTPW:** Jie Bian, Tara Blakey  
**WSP:** John Lafferty, Zach Parnas, Thomas Rodrigues, Josh Turner

**I. Introductions**

**II. Meeting Objectives**

1. Introduce project and provide an overview of the scope and completion schedule
2. Identify point of contact within RER.
3. Obtain feedback/input from RER on working groups for Water and Affordable Housing.
4. Inform RER that County Comprehensive Development Master Plan (CDMP) is being reviewed and team will request feedback at point during project

**III. Scope of Services / Schedule Overview**

1. Scope of Services: A copy of the scope of services was distributed to attendees. An overview of major tasks was provided to include:
  - o Development of Station Area Plans for up to four station site locations within the E-W corridor
  - o Affordable housing assessment
  - o Zoning and CDMP review and assessment
  - o Wastewater capacity and demand analysis for the Corridor as well as for the four station site locations
  - o Public outreach and stakeholder coordination
  - o Working Group interaction specifically for wastewater and affordable housing.
2. Project schedule: Project is anticipated to be complete by July 2020. A detailed schedule was distributed to attendees.

**IV. Identified Station Areas:** Two of the four station sites have been identified to date (map of both sites distributed to meeting attendees)

1. Dolphin Station (Parcel 3705);
2. "The Wedge" site, located in the southeast quadrant of the intersection between SRs 836 and 826 and adjacent to the Winona Park neighborhood.

**V. Project Work Groups**

1. Two project working groups are to be identified and meetings held with each of these groups up to three times (key milestones) through the project duration.
  - o Wastewater Capacity Working Group
  - o Affordable Housing Working Group

2. A list of proposed members for each working group was distributed. Request was made to have RER review and provide input on suggest members

**ACTION ITEM:** RER to review proposed working group lists and provide input to SDTPW by Friday, 6/28/19.

**VI. Coordination:** Jerry Bell will serve as RER primary point of contact with project team for this effort.

**VII. Other Items**

A discussion regarding Urban Centers and how this would apply to the product of the E-W TOD Study occurred. As an example, RER is in process of amending the CDMP to include additional Urban Centers (Bird Road development), but Florida Department of Economic Opportunity wanted to RER to identify maximum development potential. RER needs to demonstrate sufficient water and road capacity at Bird Road site before Urban Center designation can be applied there. This demonstrated capacity requirement will be a requirement for subsequent Urban Centers as well.

Because of higher restrictions for Urban Centers, RER will also expand Rapid Transit Zones (RTZ) designation to cover TOD opportunity sites as an initial step.

RER already planning RTZs for Palmetto Metrorail Station. County can expand RTZ designation to cover Parcel 3705, and other station sites on East-West Corridor. MIC station site falls partially within the Palmer Lake Urban Center.

The aforementioned minutes reflect the recorder's best recollection of the discussion at the meeting. Please review and provide written comments as necessary, so the recorder can update the meeting notes. Updated meeting notes will be distributed following the recorders receipt/resolution of written comments. In the absence of written comments/edits, these meeting minutes will be considered final after one week.



**Department of Transportation and Public Works (DTPW)**  
**CIP142 SMART Plan Master TOD Plan for East-West Corridor**  
**SMART Corridor**  
**RER Briefing - NOTES**  
**February 9, 2021**

- I. **Project Refresher**
- II. **Project Advancements Since our Last Meeting**
- III. **Affordable Housing Needs and Preliminary Plans**
- IV. **Site-by-Site Discussion**
  - **107<sup>th</sup> Avenue**
  - **97<sup>th</sup> Avenue**
  - **7<sup>th</sup> Street at 71<sup>st</sup> Avenue**
  - **42<sup>nd</sup> (LeJeune) Avenue**
- V. **Next Steps**

**Attendees:**

Jerry Bell  
 Manny Armada  
 Kimberly Brown  
 Vinod Sandanasamy  
 Garrett Rowe  
 Francisco Arbelaez  
 Tara Blakey  
 Ann Pope  
 Thomas Rodrigues  
 Zachary Parnas

Thomas: We

Kimberly Brown:  
 ID District within urban center permits industrial uses  
 EC Planned Area Development is mostly form based code that allows for mixing of light industrial uses with residential and commercial.

Garrett Rowe:

Anything within a 1 mile buffer of the transit corridor can take advantage of bonuses for mixed use development, within the unincorporated county

Multiple people recommend a meeting for project team with Gianni Lodi

Manny Vera: County document: The "RED" report states that an entertainment uses would help tie the malls together, integrated with retail at the Balzebre site.

Manny Vera: There is a MAC for fountainebleau, so they may become a new municipality.

Vinod: Notes that there are not any studies or methodologies for how to predict and estimate induced traffic

Manny Vera: new residential development coming near the wedge at old Costco site



Department of Transportation and Public Works (DTPW)  
CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan  
Massing Review RER Meeting - Notes  
April 15, 2021 – 4:00 AM

**Attendees:**

Thomas Rodrigues  
Zachary Parnas  
Francisco Arbelaez  
Tara Blakey  
Jie Bian  
Gianni Lodi – Development services  
Garrett Rowe – Chief, metropolitan planning section of planning division  
Rosa Davis – planning section supervisor  
Kim Brown – supervisor of long range planning  
Jerry Bell

- Discussion of implementing metropolitan Urban Center across the entire area including international mall
  - Gianni Lodi response: OK.
- **New language in CDMP makes all rapid transit stops into community urban centers! Only need to upgrade if CUC is not large enough.**
- Regarding an RTZ in the corridor, it is unlikely that municipalities will cooperate. Permitting and Zoning must be intertwined – tried to strike a deal where it is split, but found that it wouldn't work.
  - There is direction to pursue expanding RTZs, but it must be done prudently.
- Urban Center is not necessary at 97<sup>th</sup> if Doral Land Use is sufficient
- The CDMP on the website is not the most up-to-date version, more recent version is needed.
- New urban Center at 97? Move the Mall of the Americas urban center? Expand it?
- Need land development amendment to implement zoning district

East-West Corridor TOD Master Plan

5/20/21 Meeting with RER on Land Use and Zoning Recommendations

General:

- Remove the idea of the RTZ “sub-zone” from the entire project – replace with just RTZ. RTZ subzone is a product of the process:
  - Every time the board expands the RTZ, it adds properties to the map. The board brings in the properties into county jurisdiction if they are not
  - Then there is a public hearing to confirm the rezoning, which is when county assigns the regulations to the property
  - Board adopts the regulations and the property at the same time
- RTZ has to be negotiated within Municipalities
- RTZ and Urban Center is used interchangeable, BUT RTZ is more geared to county properties immediately around a station
- Urban Centers do have teeth in municipal lands
  - LU-7F policy is very low minimums
  - Actual urban center has maximums
- Add inclusionary zoning to RTZ. If developers want to forego the affordable housing, they can pay a repeating fee to support the community
- WSP to perform GIS analysis to find all publicly owned land near a rapid transit stations on the corridor, and recommend that they should adopt RTZ zoning.

107<sup>th</sup> Avenue

- Use urban center minimum density standards to establish the guidelines that municipalities have to satisfy with their zoning
  - Haven't done it before with a heavy hand, but the framework is there that says the county establishes the minimum standards
  - Minimum densities are distributed across the entire station area, mechanics of actual zoning implementation will require careful consideration and likely workshops

97<sup>th</sup> Avenue

- Doral can either expand CMU to include industrial uses, or:
- Propose that Doral creates a new zoning category based on the county MCI
  - Allows mixed-use within industrial areas. MCI is used to transition into other urban forms while retaining industrial use.

7<sup>th</sup> Street

- Mixing RTZ and Urban Center isn't really a thing in the way we described
- We have a generic RTZ (based on CDMP, with no small area plan) for other stations throughout the SMART corridor, but it doesn't have the ability to mix the time frames between the Urban Centers and RTZ as we described
- Better approach is to create a general RTZ for all government owned land along the smart corridors, which applies to the wedge, then later implement the zoned urban center for the larger area.

#### 42<sup>nd</sup> Avenue

- TDR is a good idea to relocate the residential development potential affected by the Airport OSZ.
  - Leave options for the city - In this case, a lot of land is compromised by the golf course, airport air constraints,
  - If city thinks proximity to the airport isn't good, can move the density along the corridor



## Department of Transportation and Public Works (DTPW) East-West Corridor Transit Oriented Development Virtual Public Charrette

### Notes

Wednesday, November 18, 2020

6:30 PM

Virtual Zoom/Facebook Live

#### Project Team

Elia Nunez, P.E. – Assistant Director, DTPW  
 Jie Bian, Ph.D. – Chief, Planning and System Development, DTPW  
 Francisco Arbelaez, AICP LEED GA – County Project Manager, DTPW  
 Tara Blakey – In-House Consultant, DTPW  
 Jennie Lopez – Information Officer, DTPW  
 Carolina Del Busto – Senior Social Media Specialist, DTPW  
 Franchesca Taylor – Principal Planner, DTPW  
 Thomas Rodrigues, AICP – Consultant Project Manager, WSP  
 Miranda Zhang, AICP, LEED GA – Lead Urban Designer, WSP  
 Marie-Elsie Dowell, P.E. – Vice President, WSP  
 Tim Thornton – Assistant Vice President, WSP  
 Zachary Parnas, AICP – Senior Consultant, WSP  
 Shuman Wu – Urban Designer, WSP  
 Alan Sterental, E.I., ENV SP – Senior Water Engineer, WSP  
 Ann E. Pope – Senior Public Information Specialist, Ann Pope Consulting, Inc.  
 Ruby Hemingway Adams – Senior Public Information Specialist, Ann Pope Consulting, Inc.

#### Attendees

Nicole Alvarez	Alex Leon
Maria Bendfeldt	Myra Patino
Megan Bennett	Tina Pereira
Wiatt Bowers	Jose Ramos
Javier Bustamante	Amaya Rod
Robert Garcia	Dennis Rodrigues
Javier Gonzalez	Raymond Saavedra
Mark Heinicke	Jack Schnettler
Karen Lawrence	Maria Vilches

#### Purpose of Charrette

The Department of Transportation and Public Works hosted a virtual public charrette with the community to discuss Transit Oriented Development (TOD) opportunities at four station sites along the East-West SMART corridor, which runs along the Dolphin Expressway (SR-836). This charrette covered two of the four stations:

- NW 107<sup>th</sup> Avenue
- NW 97<sup>th</sup> Avenue



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Virtual Public Charrette

Notes

**Ann E. Pope** provided a welcome, purpose of the meeting, reviewed the charrette meeting guidelines and introduced **Francisco Arbelaez**, who provided the history of the East-West SMART Plan Corridor Project Development & Environment (PD&E) Study and the BRT Planning updates.

**Presentation**

Thomas Rodrigues presented the project with a detailed PowerPoint presentation (attached to these notes). He explained the limits of the corridor with context and the scope of the master TOD plan. Miranda Zhang reviewed the station area TOD opportunities in detail with examples.

**Discussion and Questions:**

**Megan Bennett:** Florida International University (FIU) Student – Has there been consideration or conversation for mobility for the Students?

- ✓ **Thomas Rodrigues** – Other projects such as the Project Development & Environment (PD&E) study are continuing to move forward, and existing service will be aligned. 107<sup>th</sup> Avenue does have transit on it. Bus Bays are in place to get to FIU and back to stations

**Robert Garcia** (Facebook): Is Florida International University part of this corridor?

- ✓ **Thomas Rodrigues** – Yes, it is within the study. Transit service to FIU will not be direct. Any comments, feedback would be welcomed.

**Javier Gonzalez** (City of Doral Zoning Department): How will the City of Doral be able to take advantage and draft legislation to support this project? How will stations be located for access?

- ✓ **Thomas Rodrigues** – We are in the process of coordinating with local stakeholders such as Doral and meetings will be set up to work through some of these challenges.
- ✓ **Francisco Arbelaez** – The conceptional design has center platform stations at SR 836 and bus bays for Trolley access which are within a few steps to the stations.

**Javier Bustamante:** From NW 97<sup>th</sup> Avenue to 107<sup>th</sup> Avenue is the location of prominent car dealers. Have you thought about how to minimize impact to those businesses? Maybe potential land swap for dealerships, go more vertical and not horizontal. Conversations need to be held for planning process.

- ✓ **Marie-Elsie Dowell** – Visit the SMART Plan website and go to the East-West Corridor Project for more information on the proposed stations and platform configurations. Link: <https://www.miamidade.gov/global/transportation/smart-plan-east-west-corridor.page> w

**Mr. Gonzalez** (Facebook): I think another Doral location will be useful.

**Unknown:** I think a lot of people will use cars and there will be a lot of traffic.

11/19/2020  
Page 2 of 4



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Virtual Public Charrette

Notes

- ✓ **Thomas Rodrigues** – TOD doesn't have to make traffic worse. It should encourage and enable people to move about without a vehicle. Garages will be part of the TOD for connectivity at 107<sup>th</sup> Avenue. Additionally, to improve bicycle mobility there is the Kitty Roedel Bike Trail. Sidewalks will be retrofitted.

**Unknown:** The Stations do not appear to be close to Transit.

- ✓ **Jie Bian** – The growth of the County will happen. The purpose of the TOD is to focus growth where there's more transportation options so congestion can be alleviated.

**Ann Pope:** Thomas, can you provide a demo on the Map which shows the study corridor and the four stations.

- ✓ **Thomas Rodrigues** - Participants, please provide your thoughts, comments to fill in the Map which is an interactive tool. There is also a Mobile version of the Map. <https://vizmaps.wspis.com/east-westtod/>

**Question from Facebook:** Will the County build the buildings at these sites? How will that be controlled?

- ✓ **Tim Thornton** – It comes down to Zoning. Focusing on certain usages that increase ridership. There is a lot of potential for development and a vision for the future.
- ✓ **Thomas Rodrigues** – Some of the land surrounding these corridors is owned by the County. Some are privately owned. Incentives for privately owned developers are used to encourage development.

**Question:** Will these stations have Park n Ride to take people downtown to work?

- ✓ **Marie-Elsie Dowell** – The following stations are slated for Park n Ride: 107<sup>th</sup> Avenue at SR 836, 97<sup>th</sup> Avenue and 87<sup>th</sup> Avenue.

**Question:** Is there any mention of Affordable Housing?

- ✓ **Thomas Rodrigues** – One of the Task we are recommending to County is to offer incentives for developers to build affordable housing in their TODs.
- ✓ **Tim Thornton** – One of the big issues in Miami-Dade County is affordable housing. We are encouraging use of incentives.
- ✓ **Marie-Elsie Dowell** – Development can be both public and private and this sets the path for what can be built, and construction controlled.

11/19/2020  
Page 3 of 4





Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Virtual Public Charrette

Notes

Ms. Pope asked if there were any other questions. Hearing none, she indicated that the public survey link will be open until December 20<sup>th</sup> and that the link will be sent to anyone who registered. The survey provides an opportunity to share thoughts on types of uses they would like to see at the stations. For instance, what type of affordable housing do you envision for the stations.

Additionally, she announced that there would be another charrette tomorrow evening.

Meeting was then adjourned.

**Note: During tonight's broadcast** we reached a total of approximately 790 people, had 450 views, and had a total of 258 engagements. We had 15 comments (including replies) and 7 people shared the video to their pages. These numbers are as of 7:50 p.m. tonight and will likely increase in the coming days.

Here is the [link to the Facebook Live broadcast](#) that will remain on the DTPW news feed under the videos tab.



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Virtual Public Charrette

Notes

Thursday, November 19, 2020  
6:30 PM  
Virtual Zoom/Facebook Live

**Project Team**

Jie Bian, Ph.D., – Chief, Planning and System Development, DTPW  
Francisco Arbelaez, AICP LEED GA – County Project Manager, DTPW  
Tara Blakey – In-House Consultant, DTPW  
Jennie Lopez – Information Officer, DTPW  
Carolina Del Busto – Senior Social Media Specialist, DTPW  
Thomas Rodriguez, AICP – Consultant Project Manager, WSP  
Miranda Zhang, AICP, LEED GA – Lead Urban Designer, WSP  
Marie Elsie-Dowell, P.E., - Vice President, WSP  
Tim Thornton – Assistant Vice President, WSP  
Zachary Parnas, AICP – Senior Consultant, WSP  
Shuman Wu – Urban Designer, WSP  
Ann E. Pope, Public Information Specialist, Ann Pope Consulting, Inc.  
Ruby Hemingway Adams, Public Information Specialist, Ann Pope Consulting, Inc.

**Attendees**

Maria Bendfeldt	Jon Ordonez
Wiatt Bowers	Jose Ramos
Nilia Cartaya	Carolina Rodriguez
Mayra Diaz	Daniela Sanchez
Juan Mullerat	Jack Schnettler
Natalia Neira	Maria Vilches

**Purpose of Charrette**

The Department of Transportation and Public Works hosted a virtual public charrette with the community to discuss Transit Oriented Development (TOD) opportunities at four station sites along the East-West SMART corridor, which runs along the Dolphin Expressway (SR-836). This charrette covered two of the four stations:

- NW 42<sup>nd</sup> Avenue
- NW 75<sup>th</sup> Avenue at NW 7<sup>th</sup> Street



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Virtual Public Charrette

Notes

**Ann E. Pope** provided a welcome, purpose of the meeting, reviewed the charrette meeting guidelines and introduced **Francisco Arbelaez**, who provided the history of the East-West SMART Plan Corridor Project Development & Environment (PD&E) Study and the BRT Planning updates.

**Presentation**

Thomas Rodriguez presented the project with a detailed PowerPoint presentation (attached to these notes). He explained the limits of the corridor with context and the scope of the master TOD plan. Miranda Zhang reviewed the station area TOD opportunities in detail with examples.

**Discussion and Questions:**

**Question:** Will the pandemic have an impact on the vision for Station Areas?

- ✓ **Tim Thornton** – From a more general economic perspective, yes. But the study focus is more long term, approximately ten to fifteen years down the road. How project land will be used in the future can include more housing. From surveys taken and real estate professionals, trends are moving toward work from home. Not the same demand for office space.

**Question:** Are there going to be more bus routes in the area besides the Bus Rapid Transit (BRT) Routes?

- ✓ **Thomas Rodriguez** – The Department of Transportation and Public Works is not just looking at this project, but they are also looking at existing service which can connect this Bus Rapid Transit corridor to neighborhoods, including smaller circulators.
  - Mr. Rodriguez also shared the Interactive Map with the Charette Participants. He stated that the map will be mailed to all participants who registered and asked that they share their thoughts, and opinions on what they felt would work best for this area. He provided an explanation on how to share their comments on the map. He further requested that participants include their name, comments and zip code.
  - <https://vizmaps.wspis.com/east-westtod/crowdsourcemap.aspx>

**Question:** Will there be park and ride facilities so passengers can take the bus to work downtown?

- ✓ **Thomas Rodriguez** – Yes there will be park and ride facilities.

**Question from Facebook:** Some of the areas north of the 836, especially west of the 826 are heavy industrial areas that provide a lot of blue color jobs. Would it be preferable to focus redevelopment in areas that are already commercial and residential, while protecting the county's limited industrial land?

- ✓ **Thomas Rodriguez** – This area is recognized as having a heavy concentration of blue-collar type jobs. The design intent is not to reduce the quantity of industrial land and replace it with residential and commercial.

11/19/2020  
Page 2 of 4



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Virtual Public Charrette

Notes

- ✓ **Comment from Facebook** - As Thomas is saying, a lot of these warehouses and light industrial buildings have already undergone a wave of use changes into more retail-oriented businesses, which are a significant part of the job and tax revenue base in the area. Extending an industrial building stock that is already evolving into something else should be considered with care, and externalities in terms of noise, light, and other kinds of potential pollution considered, as well as what they would do to the 24-hour cycle in the neighborhood, particularly during the evenings.
- ✓ **Tim Thornton** – Yes, it is very important to maintain those areas for employment. We recognize the importance of the diversity in the area in employment.
- ✓ **Miranda Zhang** – We typically refer to higher density for tech type jobs. Mixed use is good for TOD, were people want to live, work and shop nearby.

**Juan Mullerat:** I am familiar with the corridor. It's a limited industrial area that we have here. Is there a way to try to find an industry that will incentive clean jobs land us strategies?

- ✓ **Thomas Rodriguez** – This will be explored.

**Mr. Capp (Facebook):** Please consider facilitating enhanced connectivity to the emerging Ludlam Trail/Perimeter Trail projects which are near your 836/Airport nodes. This is a great opportunity to further connect south and central Miami-Dade County communities with safe and sustainable non-motorized transportation alternatives.

- ✓ **Thomas Rodriguez** – Ludlam Trail is coming to fruition. There is a meeting tonight to further explore linking these two. It runs six miles south to Dadeland North on US1.

**Question from Facebook:** Will these developments be focused on making money for the county or on things that will enhance the neighborhood the most?

- ✓ **Thomas Rodriguez** – Generating revenue is not the main goal of this project, but it is important for the upkeep of the transit system and especially new Bus Rapid Transit.
- ✓ **Tim Thornton** – All elements are critical, as it adds value to the Real Estate market.
- ✓ **Francisco Arbelaez** – It's not about making money for the County but rather how to accommodate growth.

**Question from Facebook:** How long before development is built?

11/19/2020  
Page 3 of 4



Department of Transportation and Public Works (DTPW)  
East-West Corridor Transit Oriented Development  
Virtual Public Charrette

### Notes

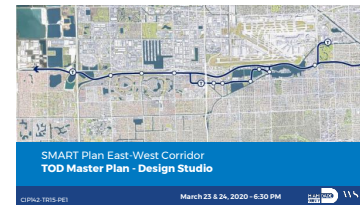
- ✓ **Thomas Rodrigues** – This is dependent on market demand and land owners' schedule to build on their vacant lots. There is no fixed deadline for the TOD, despite the fact that there is a concrete deadline for BRT.
- ✓ **Francisco Arbelaez** – The BRT project should begin revenue service by 2025. Developers are likely to want to break ground prior to that if possible.

Ms. Pope asked if there were any other questions. Hearing none, she indicated that the public survey link will be open until December 20<sup>th</sup> and that the link will be sent to anyone who registered. The survey provides an opportunity to share thoughts on types of uses they would like to see at the stations. For instance, what type of affordable housing do you envision for the stations.

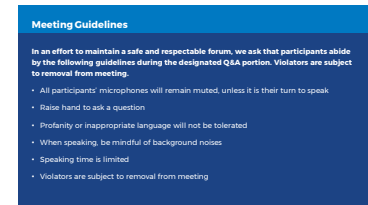
Meeting was then adjourned.

**Note:** During tonight's broadcast we reached a total of approximately 454 people, had 247 views, and had a total of 137 engagements. We had 14 comments (including replies) and 3 people shared the video to their pages. These numbers are as of 7:45 p.m. tonight and will likely increase in the coming days.

Here is the [link to the Facebook Live broadcast](#) that will remain on the DTPW news feed under the videos tab.



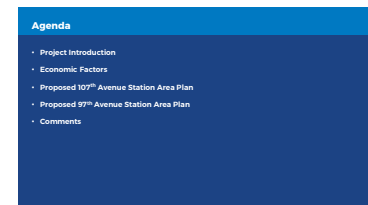
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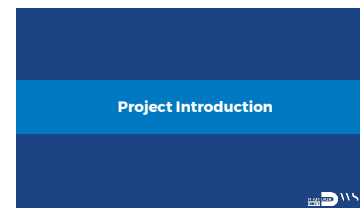
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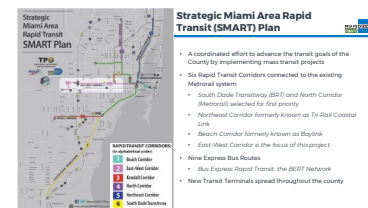
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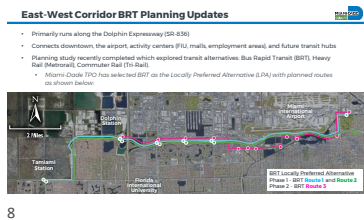
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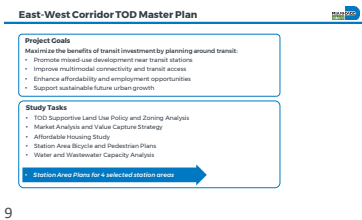
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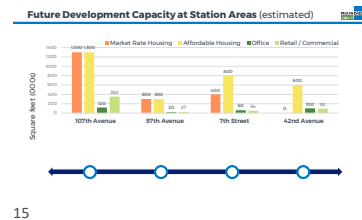
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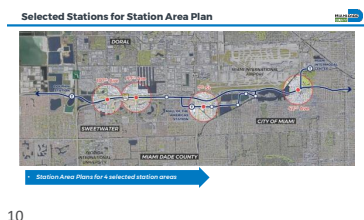
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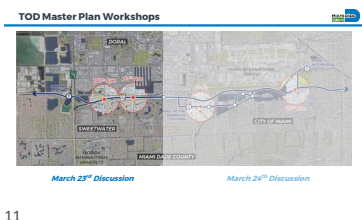
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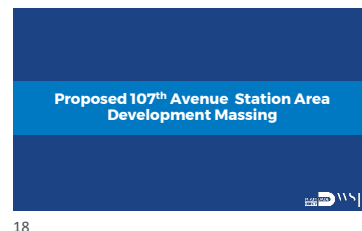
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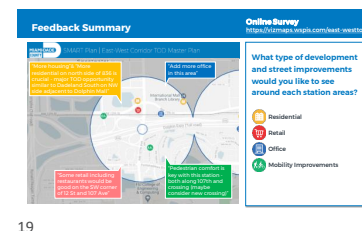
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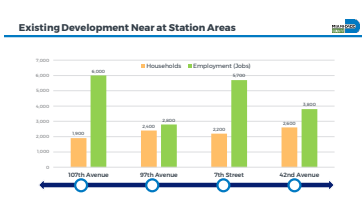
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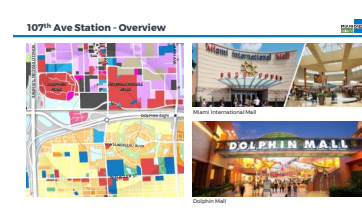
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## 107<sup>th</sup> Ave Station Area Planning

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### 107<sup>th</sup> Ave Station Area Planning

23

### 107th Ave Station Area Planning



**Station Area Concept**

- Residential
- Retail
- Office
- Parking Garages

28

**Proposed 97<sup>th</sup> Avenue Station Area  
Development Massing**

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[illegible]

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[illegible]

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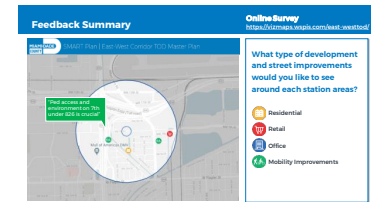
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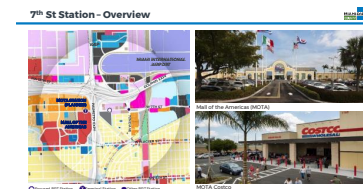
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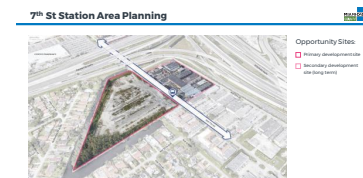
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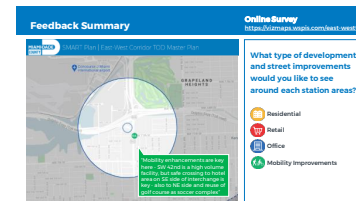




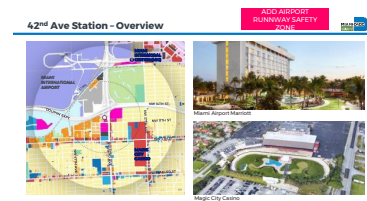
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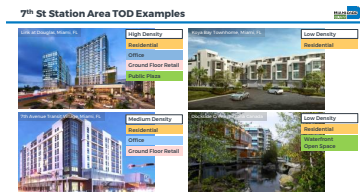
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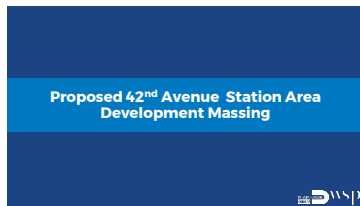
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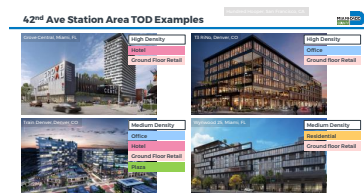
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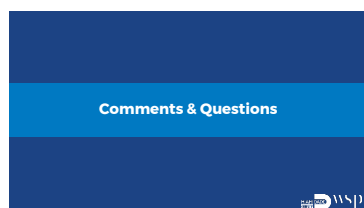
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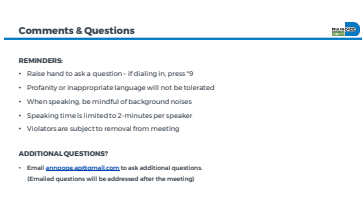
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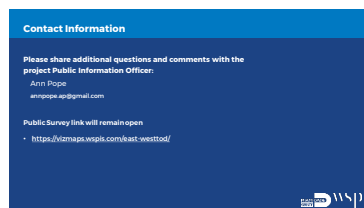
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**Chairman**  
Wilson A. Fernandez

**Aviation**  
Ralph Cutié

**Regulatory and Economic Resources**  
Manuel Armada

**Expressway Authority**  
Javier Rodriguez, P.E.

**Public Schools**  
Michelle Lopez

**Seaport**  
Juan Kuryla

**Transportation and Public Works**  
Euliois Cleckley

**Water & Sewer**  
Roy Coley

**Dade League of Cities**  
Chris Davis, Commissioner  
City of Opa-Locka

**City of Coral Gables**  
Eduardo "Ed" Santamaria

**City of Doral**  
Carlos Arroyo

**City of Hialeah**  
Jose Sanchez

**City of Homestead**  
Julio Brea, P.E.

**City of Miami**  
Charles Alfaro

**City of Miami Gardens**  
Tom Ruiz

**City of North Miami**  
Theresa Therilus, Esq.

**City of Miami Beach**  
Jose R. Gonzalez, P.E.

**SFRTA (Tri-Rail)**  
Lorraine Kelly-Cargill, AICP

**Florida D.O.T.**  
Daniel Iglesias, P.E.

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**SMART Plan**  
Mobility Today & Tomorrow  
[www.miamidadetpo.org](http://www.miamidadetpo.org)

MEETING OF MONDAY, SEPTEMBER 20, 2021, AT 2:00PM

## TRANSPORTATION PLANNING COUNCIL

150 WEST FLAGLER STREET  
SUITE 1924  
MIAMI, FLORIDA 33130  
GOVERNING BOARD CHAMBERS

### I. ROLL CALL

### II. REASONABLE OPPORTUNITY FOR THE PUBLIC TO HEARD

### III. APPROVAL OF AGENDA

### IV. APPROVAL OF MINUTES

- Meeting of July 12, 2021

### V. ACTION ITEM(S)

#### A. FISCAL YEAR 2021 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT: DELETION OF FM#446747-1

RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO FISCAL YEAR 2021 TRANSPORTATION IMPROVEMENT PROGRAM TO REMOVE THE MIAMI SPRINGS - OKEECHOBEE METRORAIL STATION SMART TRAIL CONNECTOR PROJECT, FM #446747-1 (Miami-Dade TPO)

#### B. FISCAL YEAR 2022 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT: DELETION OF FM #446744-1 AND ADDITION OF SCOPE TO RESURFACING PROJECT FM #445995-1

RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO FISCAL YEAR 2022 TRANSPORTATION IMPROVEMENT PROGRAM TO DELETE RICKENBACKER TO VIZCAYA METRORAIL STATION/UNDERLINE TRAIL CONNECTOR, FM #446744-1. THE SCOPE AND FUNDING FOR THE DELETED PROJECT WILL BE ADDED TO A RESURFACING PROJECT ON SE 26<sup>th</sup> ROAD FROM SW 1<sup>st</sup> AVENUE TO RICKENBACKER CAUSEWAY, FM #445995-1 (Florida Department of Transportation)

#### C. FISCAL YEAR 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT: ADDITION OF FISCAL YEAR 2021 ROLL FORWARD PROJECTS

RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FISCAL YEAR 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX ROLL FORWARD PROJECTS THAT WERE ORIGINALLY SCHEDULED IN FISCAL YEAR 2021 TIP FOR AUTHORIZATION AND WERE NOT OBLIGATED BY JUNE 30, 2021 (Florida Department of Transportation)

#### D. FISCAL YEAR 2022 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT: ADDITION OF SE 8<sup>TH</sup> STREET AND BRICKELL BAY DRIVE SIGNAL IMPROVEMENTS PROJECT

RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO FISCAL YEAR 2022 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE A SIGNAL IMPROVEMENTS PROJECT ON SE 8TH STREET AND BRICKELL BAY DRIVE (Miami-Dade Department of Transportation and Public Works)

#### E. FISCAL YEARS 2021 AND 2022 UNIFIED PLANNING WORK PROGRAM AMENDMENT

RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FISCAL YEARS 2021 AND 2022 UNIFIED PLANNING WORK PROGRAM TO INCLUDE ADDITIONAL FEDERAL FUNDS FROM FEDERAL TRANSIT ADMINISTRATION SECTION 5305(D) FOR TASK III: TECHNICAL PROGRAM (Miami-Dade TPO)

### VI. INFORMATION ITEM(S)

#### A. SMART PLAN EAST-WEST CORRIDOR TOD MASTER PLAN (Miami-Dade Department of Transportation and Public Works)

#### B. KENDALL CORRIDOR OF THE SMART PLAN (Florida Department of Transportation)

#### C. INTERSECTION SAFETY ANALYSIS RESULTS (Miami-Dade TPO)

### VII. ADJOURNMENT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge), should contact the TPO at (305) 375-4507 at least seven days prior to the meeting.



Department of Transportation and Public Works (DTPW)  
CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan  
Stakeholder Interview: Planet Dodge – Notes  
Jan 14, 2021 – 3:00 PM

Scott Ritter – General Manager  
Carlos Rodriguez  
Steve Hoffman – Service and Parts

- I. **Background**
  - a. PD&E Study Update
  - b. Sweetwater Plans
  - c. Local Development Plans
- II. **97<sup>th</sup> Avenue Station**
  - a. Potential TOD Locations
- III. **Local Transit Connections**
- IV. **Bicycle & Pedestrian Connections**
- V. **Crowdsource Map – Share your thoughts**
  - a. <https://vizmaps.wspis.com/east-westtod/crowdsource/map.aspx>

Dodge likes the idea of the land swap  
Access vial Highway is a big plus, needs access to 97<sup>th</sup> avenue too  
They like the idea of want to get off 12<sup>th</sup> because of mall traffic  
Land owners alan & Robert potamkin are partners in the business and landlords.  
No relationship with Carmax  
Relationship with Doral Toyota, Esserman, and the mazda group  
120 employees  
Customers come from approx. 15 mile radius  
Has found doral somewhat difficult to deal with



Department of Transportation and Public Works (DTPW)  
CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan  
Stakeholder Interview: Miami International Airport - Agenda  
Jan 14, 2021 – 3:00 PM

- I. **Background**
  - a. PD&E Study Update
  - b. Sweetwater Plans
  - c. Local Development Plans
- II. **107<sup>th</sup> Avenue Station**
  - a. Potential TOD Locations
    - o Large 12<sup>th</sup> Street Parcel
    - o 107<sup>th</sup> Offramp
    - o Other opportunities
- III. **Sweetwater Trolley Connections**
- IV. **Bicycle & Pedestrian Connections**
- V. **Crowdsource Map – Share your thoughts**
  - a. <https://vizmaps.wspis.com/east-westtod/crowdsource/map.aspx>

\*Sweetwater focused on workforce housing  
Sees Balzebre site as a perfect location for an entertainment district ala doral cityplace  
Aiming to upgrade the character of area north of Balzebre site. Moving from industrial to light industrial, looking to make it lighter, and more mixed-use  
Sweetwater has workforce housing ordinance that includes (or will include) a density bonus.  
Trolley can loop through/around the Balzebre site  
Exploring a freebee-like service for the area  
Complete street planned on 109<sup>th</sup> avenue  
New transit vehicles will be mandated to have bicycle racks  
Trolley goes up and down 107<sup>th</sup> ave

Attempting to annex between 12 & 25 out to 137, but doral is applying the same



**Department of Transportation and Public Works (DTPW)**  
**CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan**  
**Stakeholder Interview: City of Sweetwater - Agenda**  
**Jan 14, 2021 – 3:00 PM**

- I. Background**
  - a. PD&E Study Update
  - b. Sweetwater Plans
  - c. Local Development Plans
- II. 107<sup>th</sup> Avenue Station**
  - a. Potential TOD Locations
    - o Large 12<sup>th</sup> Street Parcel
    - o 107<sup>th</sup> Offramp
    - o Other opportunities
- III. Sweetwater Trolley Connections**
- IV. Bicycle & Pedestrian Connections**
- V. Crowdsourcing Map – Share your thoughts**
  - a. <https://vizmaps.wspis.com/east-westlod/crowdsourcing/map.aspx>

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Trolley goes up and down 107<sup>th</sup> ave

Attempting to annex between 12 & 25 out to 137, but doral is applying the same

Robert Herrada, City of Sweetwater  
 Francisco Arbelaez, AICP, LEED GA – County Project Manager, DTPW  
 Tara Blakley, MDTPW  
 Thomas Rodrigues, AICP- Consultant Project Manager, WSP  
 Zachary Parnas, WSP  
 Ann E. Pope, Public Information Officer, Ann Pope Consulting  
 Ruby Hemingway Adams, Public information Officer, Ann Pope Consulting

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The meeting was opened by the Project Manager, Thomas Rodrigues who began by describing the goals of the project which are to promote mixed use development near the identified transit stations, improve multimodal connectivity and transit access, encourage affordable employment opportunities and to support sustainable future urban growth. Four stations have been identified for Transit Oriented Development. They are: NW 42<sup>nd</sup> Avenue, 97<sup>th</sup> Avenue, 107<sup>th</sup> Avenue and NW 7<sup>th</sup> Street Station.

Mr. Arbelaez provide an update on the East West Project Development and Engineering Study (PD&E). The Locally Preferred Alternative (LPA) was approved by the Transportation Planning Organization (TPO) in October, 2020. The Board approved Bus Rapid Transit, which was extended more west to SW 8<sup>th</sup> Street and 137<sup>th</sup> Avenue.

The scope of service for Transit Oriented Development (TOD) includes the following stations: NW 42<sup>nd</sup> Avenue, NW 97<sup>th</sup> Avenue, NW 107<sup>th</sup> Avenue and NW 7<sup>th</sup> Street. The purpose of today's meeting is to hear from the City of Sweetwater regarding the type of development or redevelopment they envision for the 107<sup>th</sup> Street Station. Mr. Herrada requested a copy of today's presentation and stated that there is a CDC located in this vicinity.

It was questioned as to whether there had been conversations with land owners on the northern end of corridor. Mr. Herrada stated that there had been conversation regarding mixed use i.e., offices to entertainment district, offices to residential, family-oriented areas.

Mr. Rodrigues questioned if there had been conversation with developers for Sweetwater, what will be done to encourage the workforce in the area.

Mr. Herrada stated that an ordinance had been adopted to encourage workforce in area. They can't however, Sweetwater, give any monetary incentives but can offer other non-monetary incentives. Trolleys can be extended to serve the area. We work directly with zoning officials.

Mr. Herrada recommended improvements like buying smaller buses and incorporate freebie's, patterning with Florida International University for bus service, need for bicycle paths (109<sup>th</sup> St.) and public transit vehicles must have possibility of bicycle mounting.

Tara suggested that there needs to be seamless transfer between BRT, Trolleys, Buses. Mr. Herrada stated his pleasure with the decision to choose BRT for the locally preferred alternative for East West Corridor.

Mr. Rodrigues asked if there was any in-site from Dolphin Mall where their shoppers live. Mr. Herrada suggest that they probably come from everywhere.

Mr. Arbelaez recommended acquiring that information when we meet with Dolphin Mall management. Mr. Herrada was questioned regarding the municipal circulator destinations, where are the riders traveling and who are the typical riders. Mr. Herrada stated that one circulator is running at this time. From Florida International University (FIU), there is Trolley service on 107<sup>th</sup> Avenue. He questioned the deadline for wrap-up of the TOD study, to which Mr. Rodrigues Responded, April 2021.

Part of what TOD study will accomplish is to ensure that the County has the right zoning for the areas.

Mr. Arbelaez stated that the PD&E Study staff is still gathering information to submit to the Federal Government with an anticipated service implementation date of 2025.

Mr. Rodrigues advised Mr. Herrada of the online survey where comments are being received regarding the types of development and improvements around each of the four stations identified, i.e. residential, retail, office as well as mobility improvements.



**Department of Transportation and Public Works (DTPW)**  
**CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan**  
**Stakeholder Interview: Dolphin Mall - Notes**  
**Jan 14, 2021 – 3:00 PM**

Pete marerro – Dolphin Mall general manager

Alberto arebalo – Dolphin Mall (Also sits on project advisory group for PD&E)

Madeline bayo – Dolphin Mall marketing professional

**I. Background**

- a. PD&E Study Update
- b. Local Plans
- c. Local Development Plans

**II. 97<sup>th</sup> Avenue Station**

- a. Potential TOD Locations

**III. Local Transit Connections**

**IV. Bicycle & Pedestrian Connections**

**V. Crowdsourcing Map – Share your thoughts**

- a. <https://vizmaps.wspis.com/east-westtod/crowdsourcing/map.aspx>

Q: How do you see people accessing the mall in the future?

A: mdb: regarding the shuttle (to bring people to the mall from hotels) – it started free but became a charge. Connects airport, and hotels in doral, Miami beach, and more. Service has declined, likely because of uber and lyft. New operator wasn't as good as former operator as well. Service is now suspended until customers come back in force.

Dolphin mall was #1 uber destination in all of florida

Tried to form relationships with uber and lyft, but problems arose in part due to them having multiple entrances.

Pete: Open to shuttle partnerships with any agency or entity, if the demand is there they are happy to cooperate to get them to the mall

MDB: Connection to cruise ports would be a major positive.

Customers are overwhelmingly coming by car including lyft/uber. 95% or more. More employees come via transit, but still a low number. Estimate at most 20% employees taking transit.

Roughly 3,500-4,500 employees

Q: What conditions would trigger additional parking structure construction?

A: Similar issues as the first time – overwhelming demand including full capacity during weekdays, customers complaining about the need for more parking. Unlikely to happen in the near future, even though they are near capacity now (pre-covid)



Sartage, who obtained the sears at international mall, has transformed “anchor” stores at other malls, such as Aventura (the esplanade). Also added a movie theater elsewhere.

Balzebre reached out to dolphin long ago seeking to do a joint project, but that did not go through.

Mall has excellent relationship with sweetwater.

They like the idea of transforming the area between the two malls to be more pedestrian friendly, and with different uses than existing light industrial.

Ring roads around the mall are not owned by the mall. They are owned by the community development district (CDD) And modifications to the entrance would need to be brought before the board. Board members include local land owners. Madeline Bayo Al Lara, Phil Procathe, Brad Houston, and Pete Marrero

Beacon Trade Port CDD was created to handle the infrastructure for the mall and the industrial area north of the ball (Between 117<sup>th</sup> and 112<sup>th</sup> avenues, south of 25<sup>th</sup> st



**Department of Transportation and Public Works (DTPW)**  
**CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan**  
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**Jan 14, 2021 – 3:00 PM**

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- a. PD&E Study Update
- b. Local Plans
- c. Local Development Plans

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**Department of Transportation and Public Works (DTPW)**  
**CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan**  
**Stakeholder Interview: Mall of the Americas - Agenda**  
**Jan 21, 2021 – 11:00 AM**

**I. Background**

- a. PD&E Study Update
- b. Local Development Plans

**II. Station Area Overview**

**III. Local Transit Connections**

**IV. Bicycle & Pedestrian Connections**

**V. Crowdsourcing Map – Share your thoughts**

- a. <https://vizmaps.wspis.com/east-westtod/crowdsourcing/map.aspx>



**Department of Transportation and Public Works (DTPW)**  
**CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan**  
**Stakeholder Interview: FDOT - Notes**  
**Jan 21, 2021 – 11:00 AM**

- I. Background**
  - a. PD&E Study Update
  - b. Local Development Plans
- II. Station Area Overview**
- III. Local Transit Connections**
- IV. Bicycle & Pedestrian Connections**
- V. Crowdsourcing Map – Share your thoughts**
  - a. <https://vizmaps.wspis.com/east-westtodd/crowdsourcing/map.aspx>

Nilia Cartaya:

- 42<sup>nd</sup> Avenue
  - Need to talk to city planners
  - Tiffany Ghurke is bike/ped specialist worth talking to
- 7<sup>th</sup> Street Wedge
  - Parcel is owned by FDOT (planned to be transferred to the county? Need to investigate to be sure) – FDOT has done planning to look at feasibility of truck parking in the future
  - Palmetto south managed lanes will be moving forward soon
  - Important to work with commissioner at this site (R. Sosa)
- 97<sup>th</sup> Avenue
  - Lack of industrial land in Miami-Dade means the best frame would be an overall increase in total industrial square footage.
    - Convenient for trucks to be able to pull off and on the highway
    - Car dealerships convenient for obvious reasons
    - Pro live-work units, check bird road arts district (s-e of palmetto)
- 107<sup>th</sup> Avenue
  - Reach out to Raymond Freeman regarding FDOT employee origin-destination info
    - Jeremy Mullings at CTS
  - 107 - State Road
  - 12<sup>th</sup> – County Road

**NOTES:**

Introductions were made by the Project Manager, Mr. Rodrigues. He followed up with a brief overview of the project status, which was very familiar to Ms. Cartaya, who previously worked on the project. The Transit Oriented Development (TOD) Project will focus on four station areas to include NW 42<sup>nd</sup> Avenue, 97<sup>th</sup> Avenue, 107<sup>th</sup> Avenue and NW 7<sup>th</sup> Street. Mr. Rodrigues' focus today will be on the 107<sup>th</sup> Avenue Station area as it most directly impacts the Florida Department of Transportation Campus.

Ms. Cartaya asked if it was known what the City of Miami zoning was at the 7<sup>th</sup> Street Station, specifically, the zone category. She suggested a conversation with City of Miami Planners regarding the zoning for this area. Mr. Rodrigues asked if FDOT had plans for anything on NW 42<sup>nd</sup> Avenue. Ms. Cartaya recommended a review of the GIS for State Roads or a review of the Work Plan.

A discussion ensued regarding the demographics of the Mall of the Americas. Parcel A on the 7<sup>th</sup> Street Map is owned by FDOT not the County. It is currently being used for staging and parking for trucks. Ms. Cartaya suggested that the Project Team work closely with the Commissioner for the District.

Regarding the 97<sup>th</sup> Street Station, Mr. Rodrigues stated that he had spoken to the City of Doral and the interest is no mixed-use development, light industrial. Ms. Cartaya stated that normally any conversation regarding taking away industrial land will hit a road block. Doral is more known for its golf courses and residential areas. It was suggested to frame the conversation as an overall net growth of industrial land. It was further discussed to create a zoning category that will controls the development.

Regarding the 107<sup>th</sup> Avenue Station, International Mall is looking at entertainment. Ms. Cartaya was questioned regarding any major changes that are projected at the campus for FDOT and State Troopers. There are none at this time that she is aware of. Mr. Rodrigues asked about any data that will show origin and destinations. Yes, according to Ms. Cartaya, they have consultants on board that's collecting that type of data now, specifically looking at zip codes for their Carpool Program. Mr. Raymond Freeman oversees that contract and they have collected data.

There was discussion regarding extending Kitty-Roedel Trail to Dolphin Park and Ride. Staff will be meeting with Miami-Dade Parks and Recreation Department to learn more about the plans for this Trail. One concern is NW 12<sup>th</sup> Street is a County road and 107<sup>th</sup> Avenue is State.

Ms. Cartaya was encouraged to visit the online survey where comments are being received regarding development around each of the four stations identified.

Ms. Cartaya was thanked for all her feedback and recommendations. The meeting was adjourned.



Department of Transportation and  
Public Works (DTPW)  
East-West Corridor (SMART Plan) TOD Master Plan

## BRIEFING NOTES

**Date:** January 22, 2021  
**Subject:** DTPW East West SMART Corridor Transit Oriented Development Master Plan Briefing – Miami-Dade County Parks, Recreation & Open Spaces Dept.  
**Location:** Zoom  
**Time:** 2:00p.m.

**Attendees:**

Mark Heinicke, PLA, CPRP – Senior Park Planner, M-DC Parks, Recreation & Open Spaces Dept.  
Francisco Arbelaez, AICP – Principal Planner, DTPW  
Tara Blakey – In-House Consultant, DTPW  
Thomas Rodrigues, AICP – Senior Consultant Project Manager, WSP  
Zach Parnas, AICP – Senior Consultant, WSP  
Ann E. Pope – Senior Public Involvement Officer, Ann Pope Consulting  
Ruby Hemingway Adams – Senior Public Involvement Officer, Ann Pope Consulting

The briefing began with a welcome and introductions.

Thomas Rodrigues, Project Manager, began by identifying the four (4) station stops:

- NW 107<sup>th</sup> Avenue
- NW 97<sup>th</sup> Avenue
- NW 7<sup>th</sup> Street
- NW 42<sup>nd</sup> Avenue

Following, he described the goals of the project on and around the four (4) station stops on the East-West Corridor Rapid Transit Project: to promote mixed use development, improve multimodal connectivity and transit access, encourage affordable employment opportunities and to support sustainable future urban growth.

Mr. Rodrigues asked if there were any Parks and Recreation projects contemplated that were near or around these stations? Mr. Heinicke responded that there were no projects from the County. However, there is a project by DTPW. A smart trail corridor, maybe, west of The Turnpike. It goes from the Park and ride over to 137<sup>th</sup> Avenue. He believes it is funded and in the work program. He indicated there was another long-term project – the Central West Basin, a linear park and trail.

Mr. Rodrigues asked if the department had any communications with the City of Sweetwater? Mr. Heinicke referred to Stuart Brandt, FIU Facilities Director and their plan to connect FIU to the City of Sweetwater. He advised that FIU plans to rebuild the fallen bridge across 8<sup>th</sup> Street.

Mr. Heinicke then asked about the stations being in the middle of the expressway. Mr. Rodrigues acknowledged that that is a big challenge making that linkage to the development opportunities north and then somewhat to the south. Mr. Arbelaez also explained the station design details.

Mr. Rodrigues asked if there were any improvements to the Kitty Roedel Park. Mr. Heinicke responded that some improvements were being contemplated that could justify a bicycle lane on 107<sup>th</sup> Avenue.

Mr. Heinicke asked for a brief explanation of how the transit stations work as in Miami people prefer to drive and not walk to stations. Ms. Blakey acknowledged that as a challenge but that there is a lot of people that will walk to the bus station if it's within reasonable distance. But Miami maybe a little bit behind some other transit-oriented places - in how people access the station in terms of walking versus driving.

There was discussion of the Ludlam Trail possibly being widened and how to connect it to 7<sup>th</sup> Street with perhaps a bridge. Mr. Heinicke advised that there was a PD&E effort underway that was funded.

Additional discussion included incorporating Miami Freedom Park and the Miami Loop, which is a way to get from Ludlam Trail over to the MIC, to the Miami River Greenway, then it goes south along the Underline and connects back up to the Ludlam Trail that way. Mr. Heinicke shared that the challenging part would be getting over to the MIC. There was also discussion about the Smart Trail Corridor which would connect Dolphin station to 137<sup>th</sup>.

Mr. Rodrigues reviewed the crowd source map and explained how it works and encouraged Mr. Heinicke to share it.

Ms. Pope thanked Mr. Heinicke for his time and participation and the briefing was adjourned.

### Action Items

Action Item	Responsible Entity
1. Provide link to crowd source map.	Mrs. Pope
2.	

International Mall Meeting, Maria Prado

Simon properties group now owns both malls. Is open to mixed use development, because they see themselves as a real estate company that specializes in commercial. But if the land is more valuable otherwise, they are open to it.

Doral/Sweetwater divide may be difficult along the 107<sup>th</sup> corridor. Cites examples such as signage requirements on the doral side which are lacking on the sweetwater side.

Could use transit between malls

Approximates currently operating with about 50% employee capacity

Sears purchased by Seritage (contact to be provided by maria)

Car dealerships are apparently struggling with lack of land – need more room to park cars

Esserman contact – Francisco “Pancho”

International Mall open to the idea of redeveloping as a mixed-use redevelopment. Willing to put us in contact with their developer.



**Department of Transportation and Public Works (DTPW)**  
**CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan**  
**Stakeholder Interview: MDX - Notes**  
**Jan 14, 2021 – 3:00 PM**

Albert Sosa

Mayra Diaz

**I. Background**

- a. PD&E Study Update
- b. Local Plans
- c. Local Development Plans

**II. All Stations**

- a. Potential TOD Locations

**III. Local Transit Connections**

**IV. Bicycle & Pedestrian Connections**

**V. Crowdsourcing Map – Share your thoughts**

- a. <https://vizmaps.wspis.com/east-westtod/crowdsourcing/map.aspx>

Albert Sosa:

Agnostic to development north of MDX Right of way

At this time MDX is not pursuing any non-roadway uses. Not opposed to it, but not currently pursuing.

Wants to see how it would look further down the road

WSP: we can meet again after the design studio

Mayra: Number 1 priority is to preserve the integrity of the transportation system. The ROW is part of that system. We're not opposed to land development opportunity, but that comes second. First MDX must preserve the integrity of the system.

Any impact to an MDX asset must not impact ability to widen, add an interchange, or diminish capacity.

MDX has an interchange at 97<sup>th</sup> avenue in their future unfunded priorities

Not interested in expanding the kitty rodel trail. This was their part, and the county was supposed to connect to it as is.

DTPW reconfiguring the interchange at 107th

County controls underpass project



Department of Transportation and Public Works (DTPW)  
CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan  
Stakeholder Interview: Esserman Auto Group  
Feb 24, 2021 – 3:00 PM

Pancho  
Thomas Rodrigues  
Zachary Parnas  
Ann Pope  
Ruby Adams

**I. Background**

- a. PD&E Study Update
- b. Sweetwater Plans
- c. Local Development Plans

**II. 97<sup>th</sup> Avenue Station**

- a. Potential TOD Locations

**III. Local Transit Connections**

**IV. Bicycle & Pedestrian Connections**

**V. Crowdsourcing Map – Share your thoughts**

- a. <https://vizmaps.wspis.com/east-westtod/crowdsourcing/map.aspx>

Service is where we make all our money, and business has been booming throughout the pandemic. Actually expanding the shop right now and adding more lifts.

Largest VW in south florida, x2 the next competitor.

Getting a location is difficult because it requires special approval from zoning, so it is unlikely we want to relocate.

This is a very low crime area, and highly spanish speaking.

12<sup>th</sup> street gets jammed with traffic every day around 4pm.

About 150 employees total. Employees come from mostly south dade along the turnpike. Some from doral and very few from broward

About 135 customers per day. Most from 33178, but 85% come from a 7 mile radius.

Garage is about 500 cars.

Frank: What were the conditions and climate that led to Esserman building the garage? What would need to happen for that to happen again?

Answer: Now is not the time. Mr. Esserman passed away in October. But in 2000 when we built the garage, it was the result of winning the VW rights. We decided to build up primarily because of the cost of land.



Department of Transportation and Public Works (DTPW)  
CIP142-TR15-PE-1 WO-A-012.R0 – E-W Corridor TOD Master Plan  
Stakeholder Interview: Doral Toyota - Notes  
Feb 24, 2021 – 2:00 PM

Don Savasta  
Jonathan  
Mark  
Thomas Rodrigues  
Zachary Parnas  
Ann Pope  
Ruby Adams

**I. Background**

- a. PD&E Study Update
- b. Sweetwater Plans
- c. Local Development Plans

**II. 97<sup>th</sup> Avenue Station**

- a. Potential TOD Locations

**III. Local Transit Connections**

**IV. Bicycle & Pedestrian Connections**

**V. Crowdsourcing Map – Share your thoughts**

- a. <https://vizmaps.wspis.com/east-westtod/crowdsourcing/map.aspx>

Jonathan: Fed funds have not yet been allocated, that process is still ongoing, correct? And is this an elevated monorail or train type system? Will this involve any Eminent domain takings?

TJR: Yes it is still ongoing. No it is not elevated rail, it is a BRT system. There are not planned to be any eminent domain takings, the bus runs on the inside shoulder.

Jonathan: The small parcel is the key to our business. If we lose that parcel, we cannot operate as a dealership.

Don: The small parcel is within a DRI.

Target garage would be 600-700 cars, about 3 stories. We don't need the garage now, as long as we have the parking lot. Its an extra expense we don't need.

We would NOT mind, in fact we would welcome being adjacent to a mixed-use development. Sharing the cost to construct a parking garage would be a great idea.

Don: We have an excellent relationship with doral. They said they have already looked at a garage in this location, and would be happy to look at it again. If there is any problem, it would be with the DRI, not doral. Doral had no issues during previous review. Problems were related to the number of trips that would generated by the new development.



TJR: What do you see as the future for the dealership business model? With things like Carvana, Tesla non-dealerships, etc, will things change?

Jonathan: We haven't noticed much disruption so far. People still want to do all the traditional car buying steps in person.

We can't build on top or around the dealership.

170-200 employees, in about 2 shifts per day

Most clients come from a 7 mile radius. Workforce is scattered, including broward, homestead and Miami beach.

Q: Would the county be interested in a P3 co-development? What about if some of the private partners are not interested?

TJR: The county is open to P3s, and has executed many of them successfully in the county, but it is important to have a connected area re-develop together, because standalone TOD is often not successful. Needs to be connected to a "district".

Q: Is there a traffic study related to this development? 12<sup>th</sup> street is a problem, especially during holidays

TJR: Not as a part of this study

October 28, 2021

3:30 pm

#### Meeting Attendees:

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Eileen Higgins, Commissioner District 5, and Chair of the Transportation, Mobility and Planning Committee (TMPC)

Maggie Fernandez, District 5

Chris Hudtwalcher, District 5

Ana Montes, District 5

Gianna Hasbun-Prinstein, District 5

Elia Nunez, Department of Transportation and Public Works (DTPW)

Jie Bian, DTPW

Francisco Arbelaez, DTPW

Thomas Rodrigues, Consultant Project Manager, WSP

Ruby Hemingway Adams, Public Information Officer- APC Consulting

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Mr. Rodrigues opened the meeting and thanked everyone for the opportunity to provide an update on the SMART Plan East-West Corridor Transit Oriented Development (TOD) Project. He provided a brief refresher of the E/W alignment, and the station area plans for four selected station areas. This project got underway during the pandemic, however creative public outreach included virtual Charrettes in November 2020 and a Public Design Studio conducted in March 2021. Virtual Stakeholders interviews were held with businesses and municipalities along the corridor, as well as partner agencies and impacted county agencies. Public comments were received by launching of a Crowdsourc Map tool.

Mr. Rodrigues identified the selected station areas and proposed concepts for each:

1. 107<sup>th</sup> Avenue Station – Residential anchor on southside and northside more retail, parking garage proposed at this station.
2. 97<sup>th</sup> Avenue Station (Doral) – flex space, preserve industrial and commercial space, more housing, create more jobs, pedestrian bridge (more connectivity to Rodel Trail.

3. 7<sup>th</sup> Street Station is also known as the Wedge. FDOT owns the land and is currently using it for staging construction equipment for the I-395 project. FDOT has also identified this site as a potential location for truck parking. Commissioner Higgins doesn't think that's a good location for trucks. More housing is needed and design ways to make the station accessible.
4. 42<sup>nd</sup> Avenue Station by talking about the restrictions that are incumbent surrounding aviation land use. Proposed land use includes residential, retail, hotel, parking garage and office space.

#### Discussion of Recommendations:

##### **Land Use Recommendations:**

Rezone all county-owned parcels (>1 acre) as RTZs.

Commissioner Higgins suggested the team extend the rule from ½ mile to 1 mile from station sites. Commissioner Higgins asked Mr. Rodrigues if he was leaving out any properties that can be used for housing? All county owned properties should be zoned RTZ up to 1 mile from station.

##### **Affordable Housing & Value Capture**

1. Commissioner Higgins was unsure if it is possible to require (per state pre-emption). Study team explained that the recommendation was made to close a loophole where RTZs do not have an AH requirement.
2. Commissioner Higgins requested her staff research whether they could use RTZ a public benefit that can be interpreted as an exchange for AH requirement?
3. PHCD – at the table with discussions early on. (Mayor's office policy to be implemented). Can also be from DTPW director. Mayor might make such a policy 'stick' longer than a DTPW Director.
4. Water/Affordable Housing – recently passed resolution that waives water fees for AH projects under 50 units. (provided they do not exceed capacity of water system)
  - a. Look up legislation at Oct 5th BCC mtg for details from agenda.

##### **AH & Value Capture Recommendations**

1. Smaller municipalities don't receive CDBGs – but perhaps can do more to encourage AH development within their city limits near transit stations
2. Maggie Fernandez was enthusiastic about recommendation that developers fund circulator services to provide access to BRT stations

#### East/West Corridor issues discussed:

This BRT is more complex. Preliminary feedback from FTA indicate they may request an Environmental Assessment (EA) instead of a Categorical Exclusion. DTPW needs to provide more information before a final determination is made. If EA - could take from eight to ten months but not more than twelve. Until that is resolved, there is no federal funding to be secured for the corridor.

1. Without Federal funding, there is no TOD.
2. Need strategy for moving project forward
3. Maintenance of Traffic (MOT) for East-West
4. Historic properties around stations (FTA requesting)
5. FTA had questions about any impacts to water bodies

Given the uncertainty surrounding the Federal funding question, the project team was requested to hold on additional meetings/briefings until further research is completed.

Team was scheduled to present to CITT after the fact, but the item was deferred. In light of commissioner's request, all subsequent briefings are on hold.



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**Transportation Trust****Wednesday, February 22, 2023****Stephen P. Clark Center****111 N.W. 1st Street****2<sup>nd</sup> Floor Commission Chamber****5:00 P.M.****AGENDA****1. ROLL CALL****2. CITIZENS' COMMENTS****3. APPROVAL OF AGENDA****4. APPROVAL OF MINUTES – January 9, 2023, and January 26, 2023****5. APPROVAL OF CONSENT AGENDA****6. PRESENTATIONS/DISCUSSION****A. GGMTF- Technology Components – German Arenes, DTPW****B. GGMTF- Sunshine Station – Jie Bian, DTPW****C. TODs Update – East-West, South, Beach, North – DTPW****D. Municipal Updates:****1. Town of Cutler Bay – Ralph Casals, Town Manager****2. Sunny Isles Beach – Audra Curts-Whann, Assistant City Manager****3. Status of City of Miami Audit – Mariana Price, OCITT****7. ACTION ITEMS**

**A. RESOLUTION BY THE CITIZENS' INDEPENDENT TRANSPORTATION TRUST RECOMMENDING TO THE BOARD OF COUNTY COMMISSIONERS (BCC) AN AMENDMENT TO THE FY 2023-27 UPDATE OF THE FIVE-YEAR IMPLEMENTATION PLAN OF THE PEOPLE'S TRANSPORTATION PLAN (PTP) TO INCLUDE THE PLANNING AND DESIGN FOR THE SOUTH DADE TRAIL SHARED-USE PATH ENHANCEMENTS PROJECT FUNDED IN PART BY CHARTER COUNTY TRANSPORTATION SURTAX FUNDS (CITT)**

**8. REPORTS****A. DTPW – Transit Priorities Report (Attachment)****B. OCITT – Financial Reports (Attachment)****C. DTPW – Monthly PTP Capital Projects Update (Attachment)****D. DTPW – PTP Oldest Contracts Status Report (Attachment)****9. OLD BUSINESS****A. Baylink/ Beach Corridor Discussion****10. COMMITTEE REPORTS****A. Chairperson's Report****B. Executive Director's Report****11. NEW BUSINESS/MEMBER ISSUES****12. INFORMATIONAL ITEMS****A. Schedule for CITT Reports and Presentations (Attachment)****B. Change Order No. 2 for Design-Build Services – Phase 2 - The Underline - Project No. CIP178; Contract No. CIP178-DTPW18-CT2, to Lead Engineering Contractors, LLC (Attachment)****13. ANNOUNCEMENTS**

**Next CITT Meeting:** Wednesday, March 29, 2023  
Time – 5:00 P.M.

**Location:** \*Stephen P. Clark Center  
Commission Chamber  
111 NW 1st Street – 2<sup>nd</sup> Floor  
Miami, FL 33128

**14. ADJOURNMENT**