



**FY 2020-2024**

**TIP**

**Citizen's  
Version!**



**TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2019/2020 TO 2023/2024**

**TIP Citizen's Version**

**TRANSPORTATION PLANNING ORGANIZATION  
FOR THE MIAMI URBANIZED AREA**

**FY 2020 – 2024 CITIZENS TIP**

This document was prepared by the Transportation Planning Organization for the Miami Urbanized Area in collaboration with the Florida Department of Transportation; Miami-Dade Expressway Authority; Florida's Turnpike Enterprise; South Florida Regional Transportation Authority; Miami-Dade County Office of Strategic Business Management; Miami-Dade Department of Transportation and Public Works, Miami-Dade County Aviation Department; Miami-Dade Seaport Department; Miami-Dade League of Cities; Miami-Dade County Department of Regulatory and Economic Resources; and the Miami-Dade County Developmental Impact Committee.

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## Strategic Miami Area Rapid Transit (SMART) Plan

On February 18, 2016, the TPO Governing Board approved Resolution #06-16, establishing a policy to set as highest priority the advancement of rapid transit projects in Miami-Dade County. As a result, the Miami-Dade TPO Governing Board approved on April 21, 2016, Resolution #26-16 endorsing the Strategic Miami Area Rapid Transit (SMART) Plan and directing the TPO Executive Director to work with the TPO's Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environmental study for said projects.

The TPO Executive Director was further directed to take all necessary steps to implement the Strategic Miami Area Rapid Transit (SMART) Plan, which consists of:

- North Corridor (NW 27<sup>th</sup> Avenue)
- Beach Corridor
- East-West Corridor (SR 836)
- South Dade Transitway
- Tri-Rail Coastal Link (Northeast/FEC Corridor)
- Kendall Corridor

In addition to the six (6) rapid transit corridors, the SMART Plan includes the implementation of the following express bus network along:

- *Route a - Flagler Corridor* - From 107<sup>th</sup> Avenue to Government Center with two branches west of 107<sup>th</sup> Avenue - along NW 12<sup>th</sup> Street to Dolphin Station at approximately NW 122<sup>nd</sup> Avenue and along SW 8<sup>th</sup> Street to Tamiami Station at SW 147<sup>th</sup> Avenue.
- *Route b - South Miami-Dade Express* - Express bus route from the SW 344<sup>th</sup> Street Park-and-Ride/Transit Terminal Facility along the HEFT to the Dadeland North Metrorail Station with an intermediate stop at a future Turnpike/SW 288<sup>th</sup> Street Park-and-Ride Station.
- *Route c - NW Miami-Dade Express* - From I-75 at Miami Gardens Drive Station to Palmetto Metrorail Station along SR- 826.
- *Route d - SW Miami-Dade Express* - From Miami Executive Airport to Dadeland North Metrorail Station along SR-874 and SR-878.
- *Route e1 - Florida's Turnpike Express (South)* - From the SW 344<sup>th</sup> Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations.

## Strategic Miami Area Rapid Transit (SMART) Plan

- *Route e2 - Florida's Turnpike Express (North)* - from the FIU Panther Station to the Dolphin Station and along the Turnpike to the I-75/Miami Gardens Drive Station and to the Unity Station/NW 215<sup>th</sup> Street.
- *Route f1 - Beach Express North* - from Golden Glades Intermodal Terminal to the Earlington Heights Metrorail Station, the future Mount Sinai Transit Terminal, and the Miami Beach Convention Center area.
- *Route f2- Beach Express Central* - From Civic Center Metrorail Station to the Miami Beach Convention Center area.
- *Route f3 - Beach Express South* - From Miami Central Station to the Miami Beach Convention Center area.

## **Transportation Planning Organization Governing Board**

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Esteban L. Bovo, Jr., Vice Chairman

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Michelle Lopez	Public Schools
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Juan Kuryla	Miami-Dade Seaport Department
Jack Osterholt	Regulatory and Economic Resources
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Larry M. Spring, Jr., CPA	City of North Miami
Vacant	Dade League of Cities

## **Transportation Planning Organization Executive Director**

Aileen Bouclé, AICP

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## A CITIZENS' GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



### MESSAGE TO THE READER

*Thank you for your interest and participation in the Miami Urban Area transportation planning process and in particular the Transportation Improvement Program (TIP).*

### What is the TIP?



The Transportation Improvement Program (TIP) is a staged multi-year program that prioritizes transportation improvement projects for federal, state and local funding. The TIP is also the capital improvements element of the Long Range Transportation Plan (LRTP). The TIP has a role in putting the LRTP into action.

### TIP: Putting the Long Range Transportation Plan into Action

Picturing the projects contained in the 2040 LRTP for Miami-Dade County as a warehouse full of transportation projects for the next 20-plus years, the TIP is the vehicle that carries those projects to market. The TIP not only lists specific projects, but also the anticipated schedule and cost for each project. Like the LRTP, the projects in the TIP must be financially constrained, undergo a series of evaluations, and include opportunity for public comment. Once compiled, review of the TIP begins. During this period of time there is a 30-day public review.



The TIP is a changing document. Frequently, projects may be added to meet changing priorities or to take advantage of a special opportunity. For this reason, the TIP may be changed after it is approved. It can be amended in order to add, change or delete projects for a variety of reasons. Amendments to the TIP must undergo the same review and public scrutiny as the original TIP.

## **Some Basic Facts about Miami-Dade County**

### ***Population***

With a 2017 estimated population of more than 2.75 million, Miami-Dade County is the most populous county in Florida. By the year 2040, the region's population is expected to climb to approximately 3.3 million. The number of households are expected to grow 33.4 percent, from 0.87 million to 1.16 million and the number of jobs in the county will increase from 1.4 million to over 2 million, between 2010 and 2040.

### ***The region***

Miami-Dade County includes 450 square miles of urban development in more than 2000 square miles of land area. The urban area encompasses thirty-four municipalities and the unincorporated area. The City of Miami is the County's most populous municipality, with a population of more than 456,260 inhabitants in 2015. There are 8 municipalities with populations over 50,000 and they are the City of Hialeah, City of Homestead, City of Miami, City of Miami Beach, City of Miami Gardens, City of North Miami, City of Doral, and City of Coral Gables.

### ***Transportation network***

Miami-Dade's transportation network includes 43 miles of interstate freeways, 188 miles of Turnpike and other freeways, 580 miles of major roadways, over 5,600 miles of local streets and roads, and 180 miles of bike paths. In all, that is over 6,000 miles that must be maintained, policed, cleaned and frequently repaved or rebuilt. In addition, there are 209 bridges, 130 miles of active railroad tracks, one major airport, and one seaport.

### ***Public Transportation***

Public Transportation services in the County are provided by the Miami-Dade Department of Transportation and Public Works (DTPW),

South Florida Regional Transportation Authority (SFRTA) and by a number of municipalities. Miami-Dade Department of Public Works is the largest public transportation system in Florida, operating a fleet of 774 buses as well as Metrorail (the 24.8-mile elevated rail system) and Metromover (the 4.4-mile downtown people mover). DTPW's buses provide service throughout Miami-Dade County and commuter express service extending well into Broward County. DTPW contracts out 16 routes with 43 buses, with service extending into Monroe County. Currently DTPW Bus Operations directly operates a total of 24.7 million scheduled revenue miles and 2.4 million scheduled revenue miles from contracted bus routes. The annual boardings for fiscal year 2018 were 51.1 million for Metrobus; 19.1 million boardings for Metrorail and 8.8 million boardings for Metromover. SFRTA operates a 72-mile commuter rail system with 18 stations called Tri-Rail that connects Miami-Dade with Broward and Palm Beach Counties. Tri-Rail had 4.3 million riders in Fiscal Year 2018.

## How to Access the TIP on the Web?

The Transportation Improvement Program (TIP) document may be accessed through the website by visiting the TPO website at: <http://miamidadetpo.org/home.asp> - select “5 – Year Plan TIP” and click on the final report on the right hand side of the screen.



TPO HOME PAGE



TPO TIP PAGE

## The TIP's Mechanics

### Why is there a TIP?



The U.S. Department of Transportation will not approve use of federal funds for an improvement unless the project is identified in the TIP. Inclusion in the TIP does not, however, guarantee federal funding. The TIP is fiscally constrained with reasonable estimates of project costs balanced against anticipated funding. Projects not funded by the federal government are included in the TIP to provide a more comprehensive picture of the proposed allocation of transportation funds in the region.

### Who prepares the TIP?

The TIP is prepared by the Transportation Planning Organization (TPO) in cooperation with local transportation agencies. The TPO is the agency designated by the Governor of the State of Florida and certified by the federal government to carry out metropolitan transportation planning. The TIP is one of the TPO's responsibilities.



Photo by Miami-Dade County Photographers

### **How does the TIP work?**



1. The first year is current (the funded annual element); the remaining four are future.
2. Each year adds a new fifth year and advances a new annual period to current funded status.
3. Identifies funding levels, by source and type, and whether funds are to be used for: road capacity, preservation, bridges, transit capital, safety, non-motorized, right-of-way, study or other.
4. Improvements in the TIP are based on TPO-established priorities from the LRTP.
5. The TIP is consistent with the adopted 2040 Long Range Transportation Plan.

### **TIP Consistency**

The TIP must be consistent with the Long Range Transportation Plan (LRTP).

### **What fiscal years does this TIP include?**



This TIP covers fiscal years 2020 to 2024. Fiscal years spanned are 2020, 2021, 2022, 2023 and 2024. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

Fiscal Year 2020 -----	begins July 1, 2019 and ends June 30, 2020
Fiscal Year 2021 -----	begins July 1, 2020 and ends June 30, 2021
Fiscal Year 2022 -----	begins July 1, 2021 and ends June 30, 2022
Fiscal Year 2023 -----	begins July 1, 2022 and ends June 30, 2023
Fiscal Year 2024 -----	begins July 1, 2023 and ends June 30, 2024

### **What does the TIP include?**



The TIP includes a prioritized listing of transportation improvement projects for the Miami-Dade County region for the next five fiscal years.

### **Who participates in putting the TIP together?**



The TPO, with local transportation agencies and other stakeholders as follows (in alphabetical order):

1. Florida Department of Transportation (FDOT) District 6
2. Florida's Turnpike Enterprise
3. Miami-Dade Aviation Department
4. Miami-Dade Expressway Authority (MDX)
5. Miami-Dade Regulatory and Economic Resources Department (RER)
6. Miami-Dade Department of Transportation and Public Works
7. Miami-Dade Seaport Department
8. Office of Strategic Business Management (OSMB)
9. South Florida Regional Transportation Authority (SFRTA)

### **What major projects or projects of countywide significance are in the TIP?**



Major projects and projects of countywide significance are referenced in the Citizen's TIP in each agency's section.

## The TIP's Technicalities

### *Who must approve the TIP locally?*



The Transportation Planning Organization (TPO) Governing Board must approve the TIP.

### *Who must approve the TIP at the State level?*



The Governor of the State of Florida must approve the TIP before the document becomes part of the State Transportation Improvement Program.

### *Who must approve the TIP at the Federal level?*



The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approve the TIP for funding purposes.

## Where Does the TPO Get its Authority?



**Federal Law:** From Title 23 U.S. Code -- "To carry out the transportation planning process a metropolitan planning organization shall be designated for each urbanized area with a population of more than 50,000 individuals". In 1973, the Federal Transportation Act mandated that each urbanized area with 50,000 or more in population establish a Metropolitan Planning Organization (MPO). Federal law required that the Governor of the state designate the agency to serve as the MPO.

**State Law:** From 339.175 Florida Statutes: "It is the intent of the Legislature to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight..." To accomplish these objectives, MPOs shall develop plans and programs that "must provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as an intermodal transportation system for the metropolitan area."

## TIP Program Funding

### *Where does Highway Funding come from?*



Gasoline taxes, such as federal gas tax, state motor fuel tax, local option gas tax, voter gas tax, motor vehicle fees and road impact fees and automobile related user fees such as tolls.

### *Where does Transit Funding come from?*

Transit funding comes from a combination of funds from the Federal Transit Administration (FTA), the State of Florida through the Florida Department of Transportation Public Transportation Office, Local Dedicated Source of Funding (half-penny sales tax) and Miami-Dade County's Budget (from local general funds).

### **What is a TIP Amendment:**

An amendment is a revision to a TIP or STIP that involves a major change to a project in a TIP or STIP, including addition or deletion of a project, a major change in project cost, project phase initiation dates, or a major change in design concept or design scope (i.e., changing project termini or the number of through traffic lanes). [23 C.F.R. 450.104] An amendment requires public review and comment, demonstration of financial constraint, or a conformity determination, if applicable. Additionally, amendments to the TIP are available for public review at least fourteen (14) days prior to the scheduled public hearing. This information is also available to the public in the TPO Prospectus for Transportation Improvements at:

<http://www.miamidadetpo.org/library/reports/prospectus-for-transportation-improvements-2015-05-admin-update-2018-02.pdf>

### **What is a TIP Administrative Modification:**

An administrative modification is a minor revision to a TIP or STIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination, if applicable. [23 C.F.R. 450.104]

### **Administrative TIP Amendment between the start of the State and Federal Fiscal Years:**

An administrative TIP Amendment is an amendment that does not have to go to the full MPO Board for approval. FHWA and FTA will allow an administrative TIP Amendment during the three-month gap between the start of the new State fiscal year and the end of the old Federal fiscal year (July 1 to September 30) for new projects that were added during the Tentative Work Program development cycle.

In these instances, the TIP must be amended to include the project, but FHWA and FTA have agreed to allow the MPO Executive Director to process an Administrative TIP Amendment for these types of projects rather than having to go before the full Board. FHWA and FTA will allow this only under the following conditions:

- The amendment takes place between **July 1** and **September 30**;
- The project must appear in the amendment exactly as it appears in the newly adopted TIP; and
- The MPO Director has been authorized by the Board to approve administrative TIP Amendments.

**2020 – 2024 TIP**  
**Review by Transportation Agencies**



**Fiscal Years 2019/2020- 2023/2024  
Transportation Improvement Program**

**STATE TRANSPORTATION SYSTEM  
AND MAJOR PROJECTS**

**Florida Department of Transportation, District Six**

This section of the Transportation Improvement Program (TIP) focuses on the State Transportation System and Major Projects located within Miami-Dade County. The projects listed include improvements to highways, transit, aviation, rail, seaport, freight, and bicycle/pedestrian modes over the next five fiscal years.

The FDOT, District Six, section provides an overview of the following topics:

- The FDOT Five Year Work Program
- The Work Program Cycle
- Programs and Funding
- Strategic Intermodal System (SIS) Projects
- Other Major Corridor Improvements
- Intelligent Transportation System (ITS) Program
- Bicycle/Pedestrian Corridor Improvements
- Public Transportation Projects

### **The Florida Department of Transportation's Five-Year Work Program**

The FDOT District Six Work Program is a major component of the Miami-Dade Transportation Planning Organization's (TPO) TIP. The Work Program, which is updated annually, is a project specific list of transportation activities and improvements that the FDOT will undertake during the next five-year period. It is developed by the District in cooperation with the Miami-Dade TPO and is consistent with the 2040 Long Range Transportation Plan (LRTP), and TPO priorities. The projects must also meet the objectives of the 2060 Florida Transportation Plan (FTP). The first three years of the Adopted Work Program represent a commitment that local governments may rely on for planning purposes, and for the development of capital improvement elements of the local government comprehensive plans.

\*All renderings used in this report are subject to change as they continue through the project phase and may not denote the final product.



## The Work Program Cycle

The Department coordinates development of the Work Program with the TPO TIP Committee process and input is received through public hearings. In the summer of 2018, FDOT began the new cycle to develop the Tentative Work Program for Fiscal Years (FY) 2020 – 2024. The Tentative Work Program is then sent to the Governor’s Office, Legislature, Florida Transportation Commission and the Department of Economic Opportunity for review and it will become effective as the Adopted Work Program on July 1, 2019.

## Programs and Funding

### *Program Descriptions*

For budgeting purposes, the FDOT’s Work Program is comprised of six departmental programs including; Product, Product Support, Operations and Maintenance, Administration, Fixed Capital Outlay (FCO), and Other. An overview of each program is summarized below:

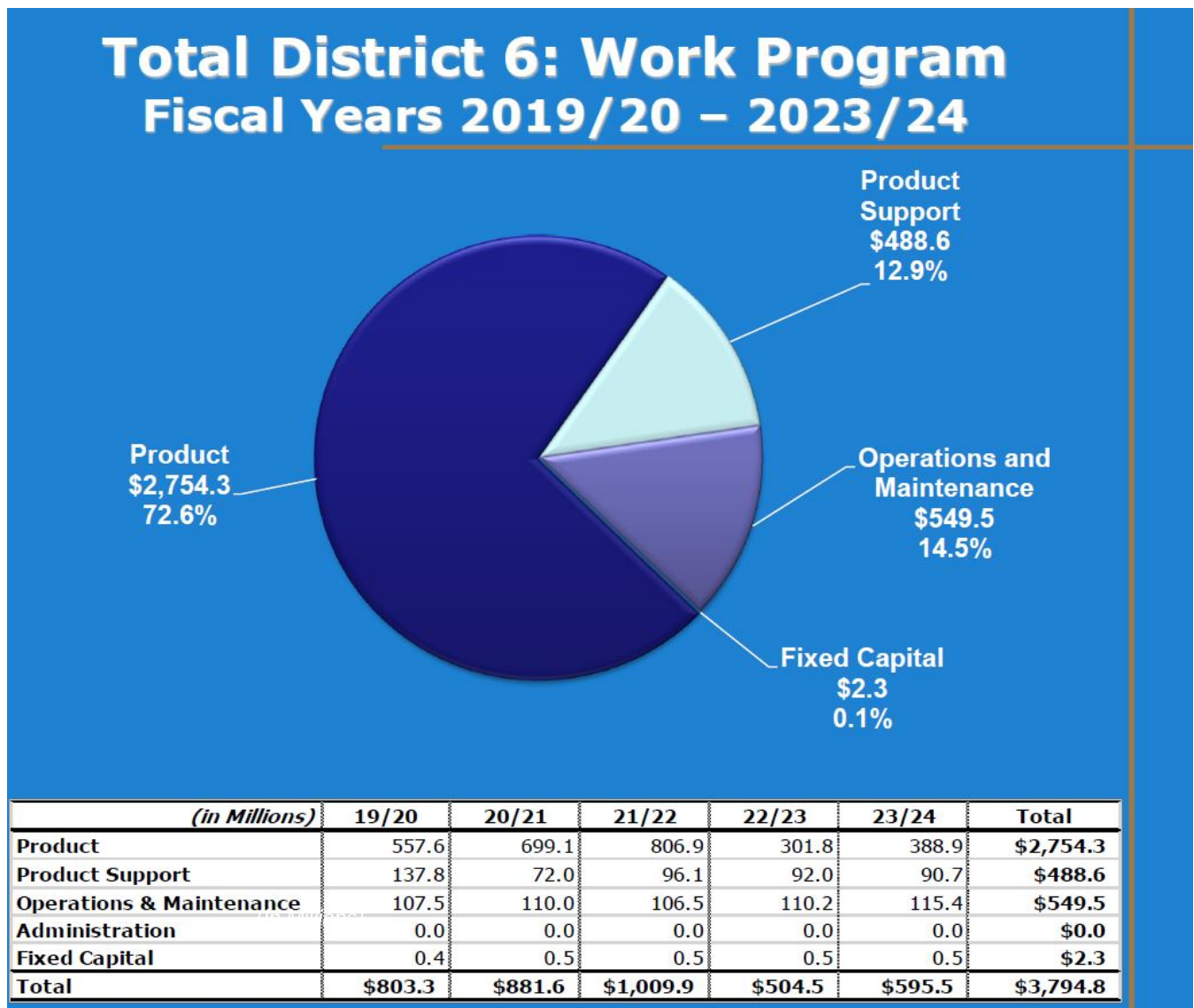
- **Product** - The FDOT’s Work Program Product consists of all transportation improvement projects for highways, bridges, transit, aviation, rail, seaport, freight, and bicycle/pedestrian modes. It also includes the land cost of right-of-way acquisition, resurfacing improvements for preservation of the transportation system, and safety programs.
- **Product Support** - Product Support includes preparation of planning studies, project development and environmental studies, design plans, right-of-way support costs for acquisition activities, environmental mitigation, and construction engineering and inspection of projects noted above under the heading – Product. It also includes management and program oversight for public transportation grants.
- **Operations and Maintenance** - Operations and Maintenance includes the activities necessary to maintain and operate the transportation infrastructure once it is constructed. This includes routine roadway and roadside maintenance, bridge inspection, traffic engineering and operations, toll collection, and enforcement of motor carrier compliance laws.
- **Administration** - Administration includes Work Program development, financial services and budget, information systems, legal, personnel, and contract administration functions.
- **Fixed Capital Outlay** - Fixed capital outlay comprises construction and rehabilitation of department buildings and facilities.
- **Other** - Other activities include debt service, State Infrastructure Bank (SIB) loan payback, maintenance of the FDOT’s mobile equipment and operation of the FDOT warehouse and supply system.

**Funding Overview**

The Department’s funds are allocated among seven Districts statewide and the Florida Turnpike Enterprise. In Miami-Dade, the Department in consultation with the TPO, determines the best use of Miami-Dade’s share of funding. The Department’s resources are primarily from federal and state dedicated sources. The State Transportation Trust Fund and the Federal Highway Trust Fund receive revenue from specific tax sources for transportation purposes. Additional funding for Work Program projects comes from local and discretionary sources. By statute, the Department must develop a program that is balanced to cash and revenue forecasts.

**FDOT District Six, Total Budget Breakdown, Tentative Five-Year Work Program Fiscal Years 2020-2024**

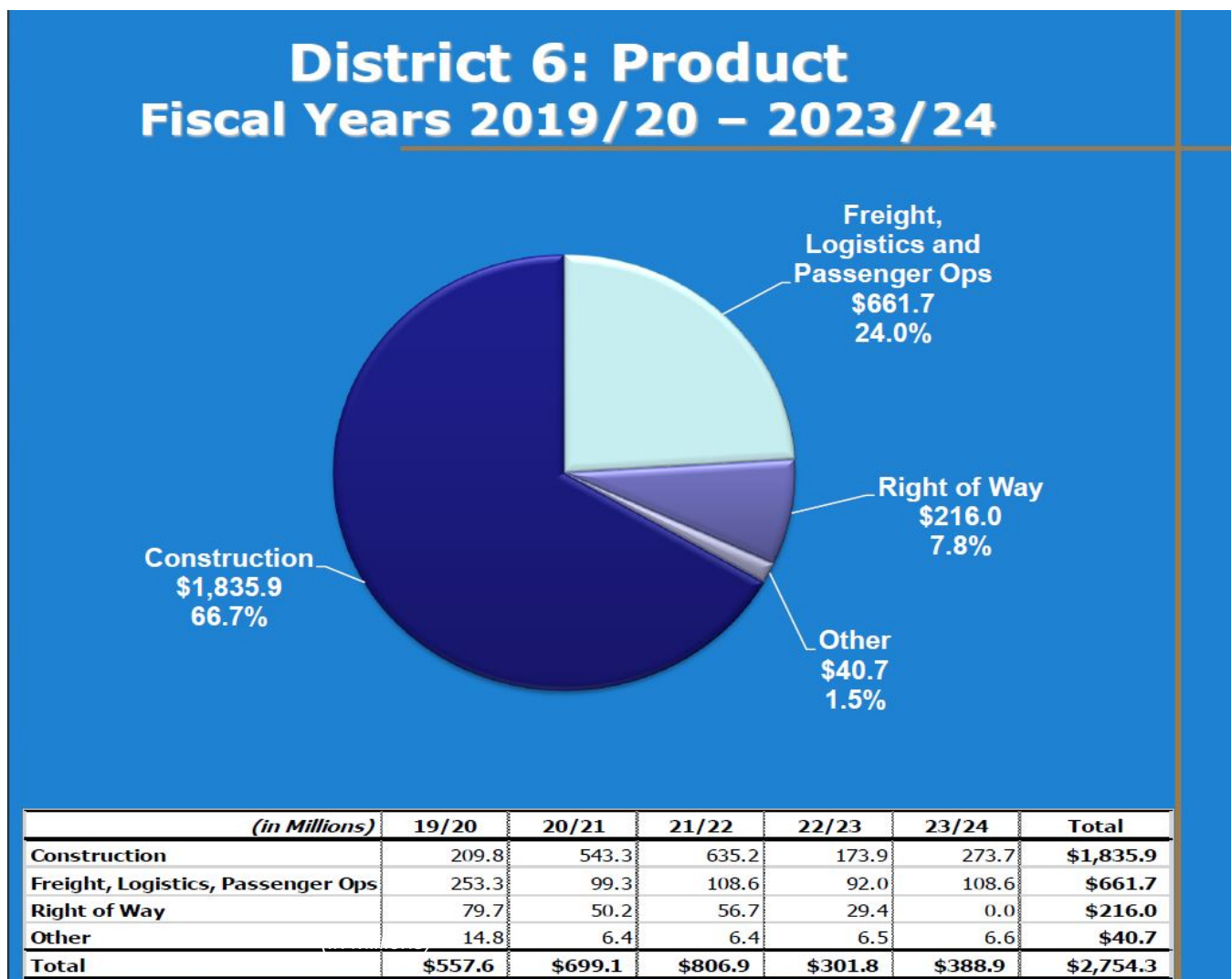
As shown in the Total Budget Breakdown chart below, the majority of the Department’s \$3.795 billion budget is applied to the product budget in the amount of \$2.754 billion.



<i>(in Millions)</i>	19/20	20/21	21/22	22/23	23/24	Total
Product	557.6	699.1	806.9	301.8	388.9	\$2,754.3
Product Support	137.8	72.0	96.1	92.0	90.7	\$488.6
Operations & Maintenance	107.5	110.0	106.5	110.2	115.4	\$549.5
Administration	0.0	0.0	0.0	0.0	0.0	\$0.0
Fixed Capital	0.4	0.5	0.5	0.5	0.5	\$2.3
<b>Total</b>	<b>\$803.3</b>	<b>\$881.6</b>	<b>\$1,009.9</b>	<b>\$504.5</b>	<b>\$595.5</b>	<b>\$3,794.8</b>

**FDOT District Six, Product Budget Breakdown Tentative Five-Year Work Program  
Fiscal Years 2020-2024**

The product budget includes money spent on construction, freight, logistics & passenger operations (public transportation), right-of-way, and other product. As shown in the Product Budget Breakdown chart below, approximately \$1.836 billion (66.7%) of the budget will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge, and resurfacing; approximately \$662 million (24%) will go towards freight and public transportation programs and services; approximately \$216 million (7.8%) will go towards the purchasing of right-of-way; and the remaining \$40.7 million (1.5%) will be applied to other product, which consists of grants to local governments such as the County Incentive Grant Program and the Transportation Alternatives Program.



## Strategic Intermodal System (SIS) Projects

Florida’s Strategic Intermodal System (SIS) is a transportation system that comprises facilities and services of statewide and regional significance. The SIS includes corridors and connectors that provide for smooth and efficient transfers between modes and major facilities such as ports and airports. The SIS is an intermodal transportation network established to serve the mobility needs of Florida’s citizens, businesses, and visitors, and to position Florida as a worldwide economic leader, with enhanced global competitiveness.

The SIS network of high-priority transportation facilities includes commercial airports, spaceports, deep water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways and highways. These facilities carry more than 99% of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, 89% of all interregional rail/bus passengers, more than 70% of all truck traffic and 55% of total traffic on the State Transportation System. The following are major SIS improvement projects in Miami-Dade County:

### ▪ I-75/SR 826/Palmetto Expressway Express Lanes

This project consists of the implementation of tolled express lanes along the SR 826/Palmetto Expressway from SR 968/W Flagler Street to NW 154<sup>th</sup> Street and along I-75 from SR 826/Palmetto Expressway to NW 170<sup>th</sup> Street in Miami-Dade County. The project is approximately 13 miles in length and will provide continuity to the I-75 Express Lanes, which extends to I-595 in Broward County. The project is part of the emerging South Florida Express Lanes network. It will improve mobility, relieve congestion, accommodate future growth and development in the region, enhance emergency evacuation, and improve connectivity with SR 826/Palmetto Expressway, I-75, SR 924/Gratigny Parkway, Florida's Turnpike, I-595, and the SR 869/Sawgrass Expressway. The project is contained within the existing public right-of-way.

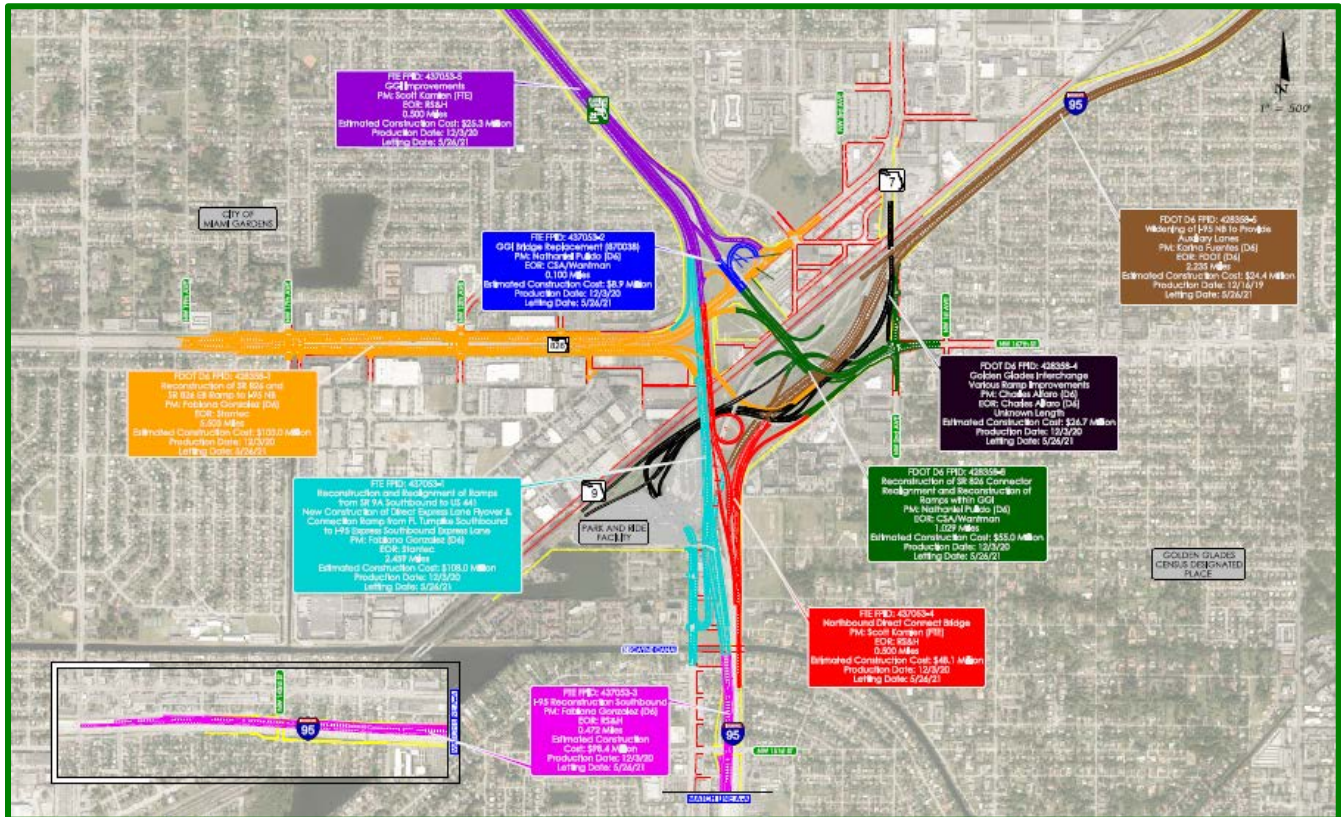


Overall improvements include:

- One to two tolled express lane in each direction along the Palmetto Expressway, from W. Flagler Street to north of NW 154 Street, and one tolled express lane in each direction along I-75 from the Palmetto Expressway to NW 170 Street
- Construction of a new flyover connecting the SR 826/Palmetto and I-75 express lanes.
- Access points to and from the express lanes system
- Ramp Metering at all entrance ramps along the Palmetto Expressway
- Installation of noise barrier walls at specific locations along I-75
- New lighting along the I-75 express lanes

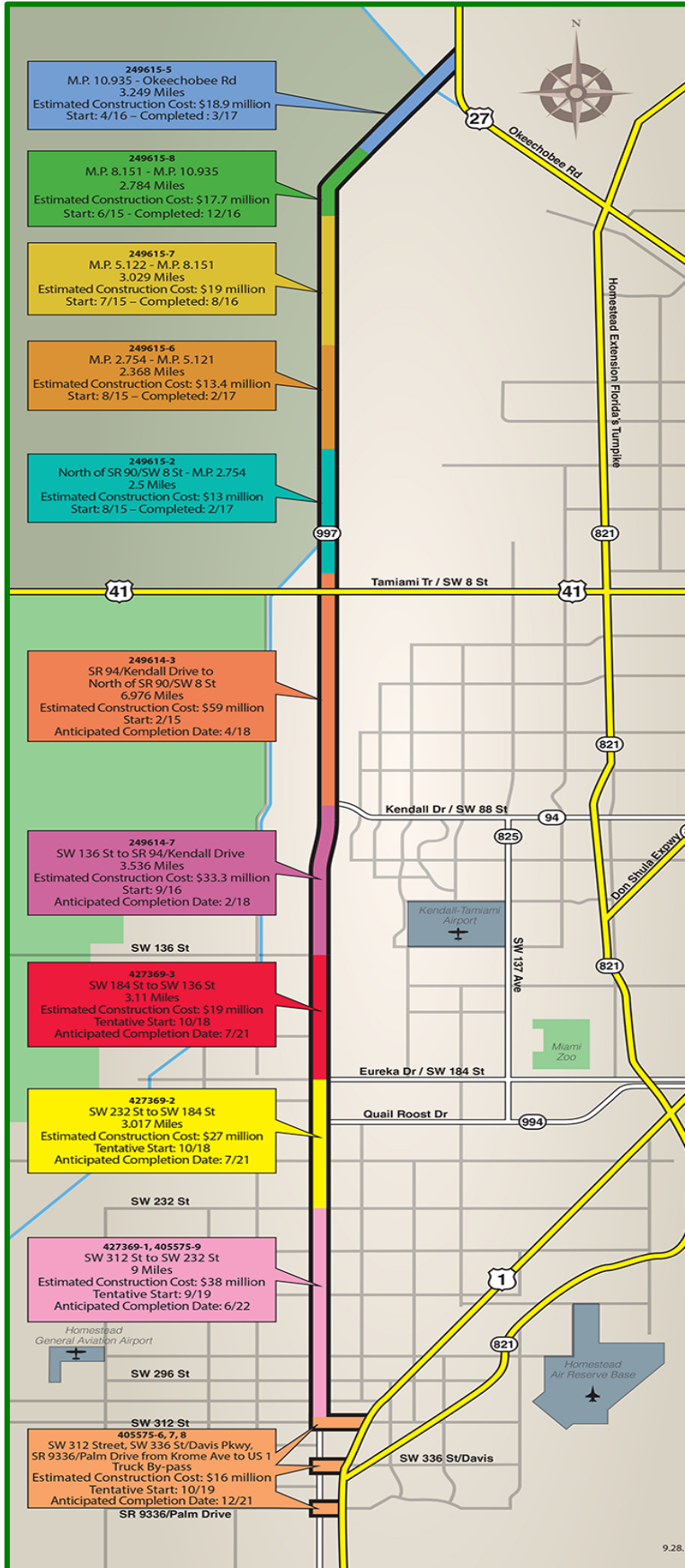
The estimated total project cost is \$264.5 million. Construction began in March 2014 and is estimated to be complete by Summer of 2019. For information about the construction schedule or related information visit: [www.PalmettoExpressLanes.com](http://www.PalmettoExpressLanes.com)

▪ Golden Glades Interchange Reconstruction



The Golden Glades Interchange (GGI) reconstruction project includes nine separate construction projects that will result in a \$560 million improvement to the interchange. The GGI is the connecting point of three major State highways: I-95; SR 826 / Palmetto Expressway; and Florida’s Turnpike. The projects are scheduled to begin construction in 2021. The nine projects will greatly improve traffic operations within and through the GGI. Additional improvement detail is provided below.

1. Widening of the southbound Turnpike connector to provide two lanes merging with the SR 826 westbound and I-95 southbound traffic.
2. Relocation of the connector ramp to NW 7<sup>th</sup> Avenue/SR 7/US 441 to increase distance between signals and improve operations along the Turnpike Connector.
3. Widening of I-95 southbound from the GGI to NW 151<sup>st</sup> Street to accommodate the additional lane from the Turnpike Connector
4. Provide a direct ramp connection from eastbound SR 826 / Palmetto Expressway to northbound I-95.
5. The provision of dual northbound left turn lanes at NW 2<sup>nd</sup> Avenue and NW 167<sup>th</sup> Street intersection to improve intersection operations.



• SR 997/Krome Avenue Corridor Improvements

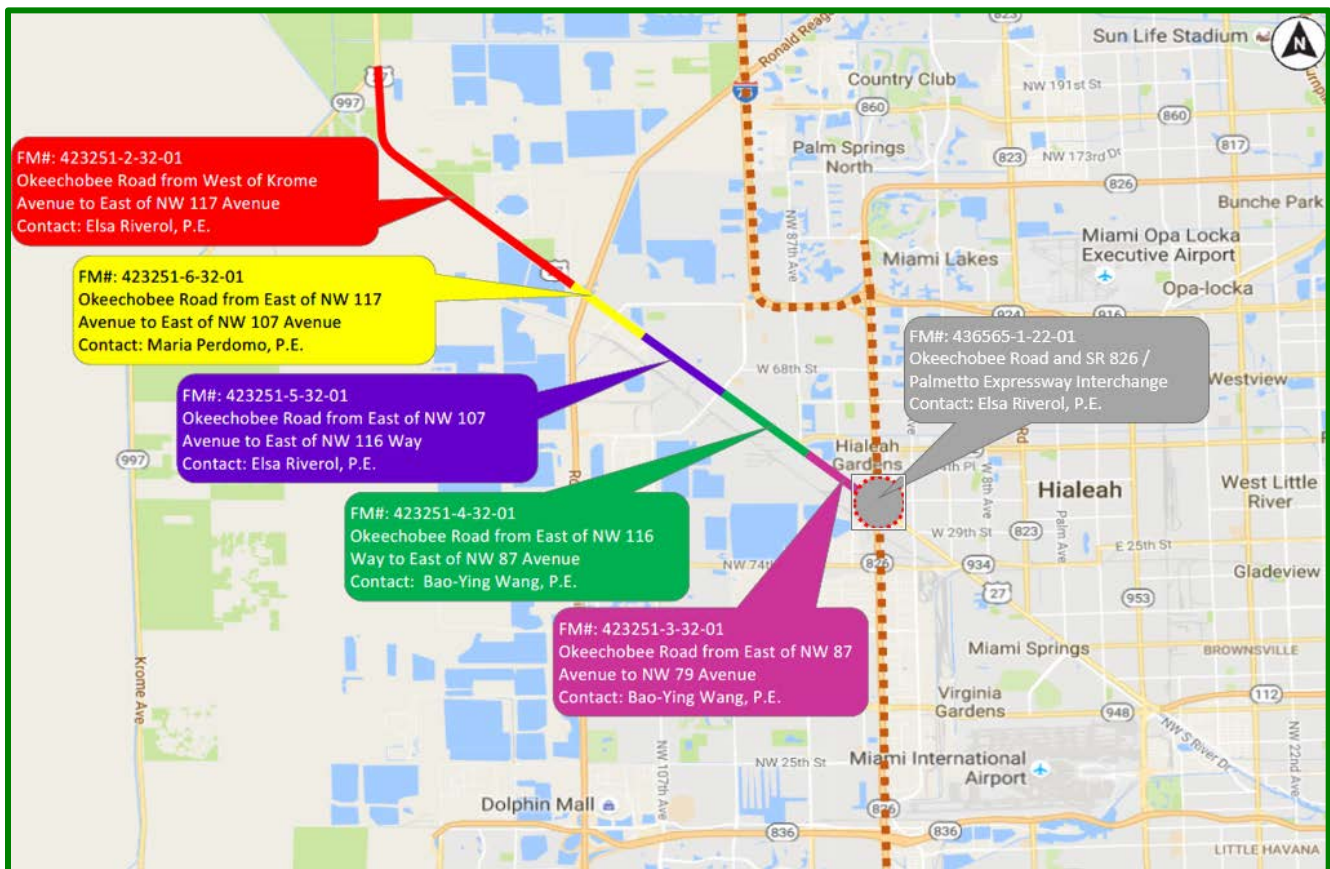
SR 997/Krome Avenue is a major north-south SIS corridor that extends from US 1 in Florida City to US 27/SR 25/Okeechobee Road. The Krome Avenue corridor serves a mix of users ranging from commuters, freight and heavy trucks, and farm equipment within the agricultural area. This project will improve safety for all users along the corridor. The existing two-lane undivided roadway is being widened to a four-lane divided section with two northbound lanes and two southbound lanes. This corridor is divided into several segments for design and construction as shown in the graphic. The project website is: [www.fdotmiamidade.com/krome](http://www.fdotmiamidade.com/krome)

1. **North of SR 90/SW 8<sup>th</sup> Street (Mile Post 2.754) to south of Okeechobee Road (Mile Post 14.032)** which included five segments for construction. Construction was completed in 2017.
2. **South of SW 136<sup>th</sup> Street to north of SR 90/SW 8<sup>th</sup> Street** is under construction and is expected to be completed in July 2018.
3. **SW 296<sup>th</sup> St to SW 136<sup>th</sup> St** - is currently in the design and construction is scheduled to begin in October 2018 with expected completion in June 2022.
4. **SW 312<sup>th</sup> Street to South of SW 296<sup>th</sup> Street** - This project is currently in the design phase. Construction is scheduled to begin in September 2019 and is expected to be completed in June 2022.

5. **SW 312<sup>th</sup> Street/Campbell Drive from SR 997/Krome Avenue to SR 5/US 1** - This project is currently in the design phase. Construction of a roadway widening, and reconstruction is scheduled to begin in October 2019 and is expected to be completed in December 2021.
6. **SW 336<sup>th</sup> Street/Davis Parkway from west of SR 997/Krome Avenue to US 1** - This project is currently in the design phase. Construction is scheduled to begin October 2019 and is expected to be completed in December 2021.
7. **SR 9/Palm Drive from SR 997/Krome Avenue to SR 5/US 1** - This project is currently in the design phase. Construction is scheduled to begin in October 2019 and is expected to be completed in December 2021.

- **SR 25/US 27/Okeechobee Road Improvements**

A Project Development and Environment (PD&E) study was completed for SR 25/US 27/Okeechobee Road from SR 997/Krome Avenue to NW 79<sup>th</sup> Avenue in 2016. Five segments have moved forward into the Design Phase. The following corridor improvements on SR 25/Okeechobee Road include:



1. **West of Krome Avenue to East of NW 117<sup>th</sup> Avenue** - Widening, capacity improvements, milling and resurfacing, as well as improving the frontage road on the north side of the said limits.
2. **East of NW 117<sup>th</sup> Avenue to East of NW 107<sup>th</sup> Avenue** - Full reconstruction to provide concrete pavement, correct geometric and operational deficiencies, and widening of the existing roadway and bridges for added capacity.
3. **East of NW 107<sup>th</sup> Avenue to East of NW 116<sup>th</sup> Way** - Full reconstruction to provide concrete and rigid pavement, replacement of bridges at NW 121<sup>st</sup> Avenue and NW 116<sup>th</sup> Way over Miami (C-6) Canal, design of two braided ramps under SR 25/Okeechobee Road to connect the mainline with the Frontage Road.
4. **East of NW 116<sup>th</sup> Way to East of NW 87<sup>th</sup> Avenue** - Full reconstruction to provide rigid pavement, grade separation of bridges over 87<sup>th</sup> Avenue, design of left turn lanes flyover bridges from Southbound NW 87<sup>th</sup> Avenue to Eastbound Okeechobee Road and from Northbound NW 87<sup>th</sup> Avenue to Westbound Okeechobee Road, a construction of a new bridge at NW 106 Street over the Miami (C-6) Canal, and the realignment of NW 103<sup>rd</sup> Street and the frontage road within the project limits.
5. **East of NW 87<sup>th</sup> Avenue to NW 79<sup>th</sup> Avenue** - Full reconstruction to provide road using rigid pavement, widening of SR 25/Okeechobee Road to four lanes on both approaches, modify the intersection of NW 95<sup>th</sup> Street and Frontage Road, widen NW 79<sup>th</sup> Avenue bridge of Miami (C-6) Canal, and provide new access from Frontage Road to Westbound Okeechobee Road.

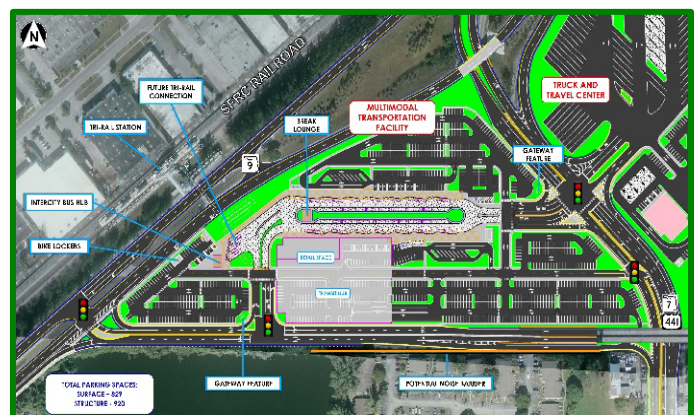
The US-27/State Road (SR) 25/Okeechobee Road and SR 826/Palmetto Expressway Project Development & Environment (PD&E) Study has developed a Recommended Alternative for the Okeechobee Road and SR 826 Interchange that includes:

- A proposed new one-lane flyover ramp from northbound SR 826 to westbound Okeechobee Road.
- A proposed new one-lane flyover ramp from eastbound Okeechobee Road to southbound SR 826.
- A proposed new one-lane flyover ramp from eastbound Okeechobee Road to northbound SR 826.

For information visit: [www.fdotmiamidade.com/okeechobeeroadstudy](http://www.fdotmiamidade.com/okeechobeeroadstudy)

### • Golden Glades Multi-modal Terminal

The Golden Glades Multimodal Transportation Facility (GGMTF) project is located in northern Miami-Dade County on two FDOT owned Park-and-Ride lots adjacent to city of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The GGMTF will consolidate the existing bus transit services at the two Golden Glades Park-and-Ride lots into a single facility adjacent to the Tri-Rail Station. This project will reconstruct the



*Proposed Golden Glades Intermodal Center*



Park-and-Ride into a state -of-the-art transit terminal with a multi-bay bus facility upgraded walkways, platforms, bicycle/pedestrian amenities as well as other improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, wayfinding, and traffic control signage. The GGMTF will feature a multi-story parking garage, kiss-and-ride, and plenty of surface parking lots for all types of motorists, including scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, future governmental use development building, a break lounge for bus drivers, and future governmental use intercity bus terminal.

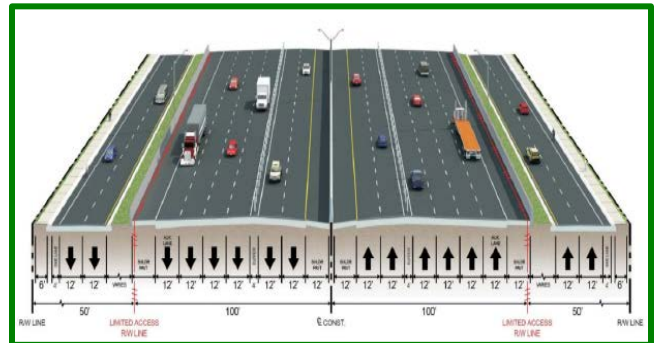
For information about the construction schedule or related information visit:

<http://www.fdotmiamidade.com/current-projects/north-miami-dade/golden-glades-multimodal-transportation-facility--1.html>

- **SR 826/Palmetto Expressway From I-75 to Golden Glades Interchange**

Based on the results of the alternatives analysis as well as input received from the public for the SR 826/Palmetto Expressway from I-75 to Golden Glades Interchange project, FDOT identified a Recommended Alternative for the mainline of the east-west corridor of the Palmetto Expressway and for each interchange along the corridor including the Golden Glades Interchange (GGI). The Recommended Alternative improvements include:

- Reconstruction and widening of the SR 826/Palmetto Expressway mainline to include three 12-foot general purpose lanes in each direction (See Figure).
- A single 12-foot auxiliary lane would be added in each direction between interchanges. This is expected to improve traffic safety and operations.
- Two express lanes in each direction. The express lanes would be separated from the general-purpose lanes by a 4-foot buffer. At the western and eastern project limits, the express lanes transition from two lanes to one with a connection to the planned SR 826 North-South Express Lane System and a direct connect ramp to I-95 Express at the Golden Glades Interchange.
- Express lane connections. The recommended alternative for the express lanes access points includes one ingress and two egress points in the NB/EB direction and two ingress and one egress points in the WB/SB direction. Access to and from the



*Proposed Typical Section – SR 826/Palmetto Expressway From I-75 to NW 17<sup>th</sup> Avenue*



*Proposed Typical Section – SR 826/Palmetto Expressway From NW 17<sup>th</sup> Avenue to Golden Glades Interchange*

express lanes would typically be via slip ramps to/from the general-purpose lanes. Direct connect ramps will be provided at the GGI (See Figure).

- Several existing interchanges are proposed to be modified including the Golden Glades Interchange. Other interchange modifications are proposed for NW 154<sup>th</sup> Street, NW 67<sup>th</sup> Avenue, NW 57<sup>th</sup> Avenue, NW 47<sup>th</sup> Avenue, NW 37<sup>th</sup> Avenue, NW 27<sup>th</sup> Avenue, NW 17<sup>th</sup> Avenue, and NW 12<sup>th</sup> Avenue. With the exception of NW 154<sup>th</sup> Street, all SR 826/Palmetto Expressway overpass bridges will be replaced, and the SR 826/Palmetto Expressway mainline will be raised to satisfy current Federal Highway Administration standards for vertical clearance over cross streets.
- The project is expected to include a new storm water drainage system to satisfy South Florida Water Management District water quantity and quality requirements.

The project has been divided into multiple segments including:

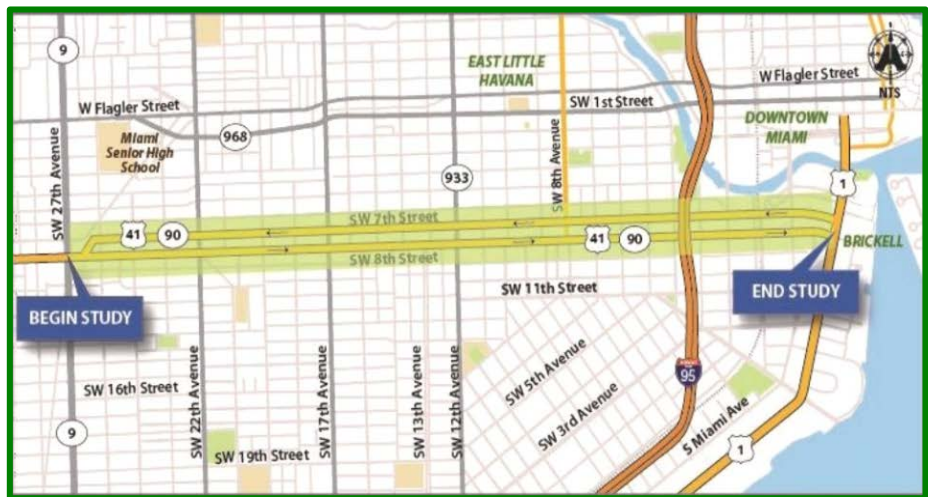
- From I-75 to north of Canal C-8 Bridge (Approx. NW 162ST), letting date April 2022.
- From north of Canal C-8 bridge (Approx. NW 162ST) to east of NW 67 Ave, letting date April 2022.
- From east of NW 67 Ave. to east of NW 57 Ave, letting date July 2024.
- From east of NW 57 Ave. to east of NW 42 Ave, letting date July 2024.
- From east of NW 42 Ave. to east of NW 32 Ave, letting date July 2024.
- From east of NW 32 Ave. to west of NW 17 Ave, letting date July 2027.
- From west of NW 17 Ave. to GGI, letting date May 2021.

## Project Development and Environmental Studies (PD&E)

The following are major PD&E projects in Miami-Dade County:

- **SR 90/SW 8 Street/SW 7 Street from SW 27 Avenue to SR 5/US-1/Brickell Avenue**

PD&E Study for SR 90/SW 8<sup>th</sup> Street and SR 90/SW 7<sup>th</sup> Street in Miami will evaluate potential physical, operational and safety needs of the project corridor, including the interchanges at SW 8<sup>th</sup> Street and I-95 and SW 7<sup>th</sup> Street and I-95. Proposed improvements will be developed to enhance traffic operations, promote safety, provide a multimodal and pedestrian friendly corridor, and



*SW 8<sup>th</sup> Street/SW 7<sup>th</sup> Street PD&E Study; From SR 9/SE 27 Avenue to SR 5/US 1/ Brickell Avenue*

provide better access to the Brickell area. The study limits are along SR 90/SW 8<sup>th</sup> Street/SW 7<sup>th</sup> Street from SW 27<sup>th</sup> Avenue to SR 5/US 1/Brickell Avenue.

This study will improve the existing and future physical, operational and safety deficiencies along the one-way pair of SR 90/SW 8<sup>th</sup> Street and SR 90/SW 7<sup>th</sup> Street, including at the interchanges of these roadways with Interstate 95 (I-95). Estimated project completion date is September 2019.

For information related to the project visit: <http://www.fdotmiamidade.com/CalleOchoStudy.html>

- **SR 934/NE/NW 79 Street PD&E Study**

SR 934/ NW/NE 79<sup>th</sup> Street project is to improve capacity deficiencies/traffic operations and multimodal use along SR 934/NW/NE 79<sup>th</sup> Street and NW/NE 81st/82<sup>nd</sup> Street from NW 17<sup>th</sup> Avenue to N Bayshore Drive to address existing congestion and future travel demand, including safety conditions. A major objective of the project is to achieve a balance between the "Complete Streets/Livability Goals" of the local community and both local and regional "Mobility Goals."

Improvements along the SR 934 corridor are intended to stimulate economic redevelopment within the overall area while balancing livability enhancements with mobility needs, traffic operations, and safety concerns. Project limits are from west of I-95 (13 Court) to end of SR 934/1-way PR. Estimated completion date of the project is September 2019. For information related to the project visit: <http://www.fdotmiamidade.com/79thstreetpdestudy.html>

- **SR 826/Palmetto Expressway South Express Lanes PD&E Study**

SR 826/Palmetto Expressway PD&E Study from US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway, approximately seven miles is proposing corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements to meet future transportation demand, improve travel time reliability and provide long-term mobility options. The project is located in Miami-Dade County and is contained within unincorporated Miami-Dade. The overall goals and objectives of the PD&E Study are described below:

- Evaluate the implementation of an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility and emergency evacuation.
- Identify the appropriate express lanes typical section that, combined with strategic located ingress and egress points, will service the users of the area



and achieve the Purpose and Need of this project.

- Provide relief from existing and projected traffic congestion.
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.

For information related to the project visit: <http://www.fdotmiamidade.com/826expresssouth.html>

## **Resurfacing Projects**

The following are major resurfacing projects in Miami-Dade County:

- **SR 9A/I-95 Pavement Reconstruction**

The I-95 Pavement Reconstruction project will reconstruct 3.04 miles of I-95 mainline Concrete Pavement from just north of NW 29<sup>th</sup> Street to just north of NW 79<sup>th</sup> Street. In addition, the project will include construction of Emergency Stopping Sites (ESS) or “pull-off” areas in the Express Lanes by creating wider median shoulders at 5 locations between NW 62<sup>nd</sup> St. and NW 131<sup>st</sup> St. The pavement for ramps connecting I-95 to local streets and other SIS corridors will be improved. The project also includes traffic railing improvements to four bridges, approach slab replacement for 22 bridges, drainage system repairs and ITS improvements. Construction started in Spring 2017 and construction is anticipated to be completed in fall 2019.

This I-95 Pavement Reconstruction project will renovate and modernize the pavement structure in the vital I-95 SIS corridor and help capitalize on the opportunities afforded by the opening of the Port of Miami Tunnel to increase the safety and efficiency of freight utilization of the corridor while also improving the service life of the impacted roadway infrastructure.

For information about the construction schedule or related information visit:

<http://www.fdotmiamidade.com/current-projects/expressways/sr-9ai-95-from-nw-29-st-to-nw-131-st>

- **SR 907/Alton Road from 43 Street to east of Allison Road**

This project is currently in the Design phase and entails a full roadway reconstruction of Alton Road from Michigan Avenue Street to east of Allison Road. This project will be elevating the roadway profile, widening existing parking lanes from 43 Street to Pine Tree Drive, installing new upgraded pavement markings for bicycle facilities, upgrading roadway lighting to LED and pedestrian ramps and sidewalks to current standards, replacing signal mast arms, and providing signing and pavement markings.

The project will also provide drainage improvements by designing and constructing a new roadway drainage system consisting of curb inlets, pump stations, with outfalls to the Intracoastal Waterway. The project is anticipated to begin construction in late 2021 and will cost approximately \$69 million.

For information about the construction schedule or related information visit:

<http://www.fdotmiamidade.com/design-projects/beaches/sr-907alton-road-from-michigan-avenue-to-43-street-1.html>;

<http://www.fdotmiamidade.com/design-projects/beaches/sr-907alton-rd-from-43-st-to-east-of-allison-rd.html>

Below is a sampling of resurfacing projects included in the 5-year Work Program

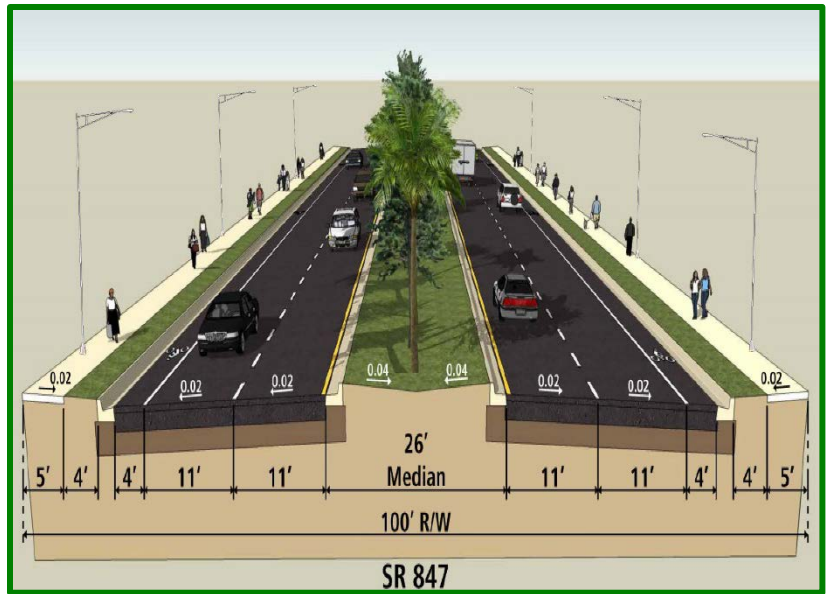
Roadway	Project Area
SR 90/SE 8 Street	From West of SW 74 Court to West of SW 27 Ave (Broken into three separate projects)
SR 817/NW 27 Avenue	From Burlington St. to South of NW 187 St. (Broken into two separate projects)
SR A1A/Collins Avenue	From North of 26 Street to Indian Creek Drive
SR 5/US 1/S Dixie Highway	From North of SW 80 Street to south of Riviera Drive
SR 994/Quail Roost Drive	From East of Krome Avenue to West of SW 127 Ave

**Other Major Corridor Improvements**

The following are major corridor improvement projects in Miami-Dade County:

- **SR 847/NW 47<sup>th</sup> Avenue from SR 860/NW 183<sup>rd</sup> Street to Premier Parkway (Broward)**

The 2.3-mile segment of SR 847/NW 47<sup>th</sup> Avenue from north of SR 860/NW 183<sup>rd</sup> Street/Miami Gardens Drive (Miami-Dade County) to Premier Parkway (Broward County). The preferred alternative from the PD&E phase will reconstruct the existing two-lane rural roadway to provide a four-lane divided urban roadway in order to accommodate projected traffic growth in the area. Design phase has begun and is anticipated to be completed in March 2017. Construction is anticipated to begin in January 2019.



*Proposed Typical Section for SR 874/NW 47th Avenue*

For information about the construction schedule or related information visit:

<http://www.fdotmiamidade.com/current-projects/north-miami-dade/sr-847nw-47-ave-from-nw-183-st-to-premier-pkwy.html>

- **SR 968/SW 1<sup>st</sup> Street at Miami River Bridge # 870660**

The existing SW 1<sup>st</sup> Street bascule bridge is a low-level bascule (movable) bridge spanning the Miami River and carrying the eastbound lanes of a one-way pair facility that comprises Flagler Street (westbound lanes) and SW 1<sup>st</sup> Street. The purpose of the project is to replace the existing bascule bridge. The PD&E Study for this project was completed and Location Design Concept Acceptance was granted in December 2013. The project is currently in the Design phase. The construction is anticipated to commence in August 2019.



*SR 968/SW 1st Street Bridge – Conceptual Rendering*

For information about the construction schedule or related information visit: [www.fdotmiamidade.com/design-projects/south-miami-dade/sr-968sw-1-st-from-sw-6-ave-to-sw-2-ave](http://www.fdotmiamidade.com/design-projects/south-miami-dade/sr-968sw-1-st-from-sw-6-ave-to-sw-2-ave)

## **Intelligent Transportation System (ITS) Program**

The Florida Department of Transportation’s District Six Transportation Systems Management and Operations (TSM&O) Program actively manages our existing roadways through a combination of advanced operational strategies and technologies that work to improve the safety and mobility of our regional transportation system.

Traffic operators housed at the District’s SunGuide® Transportation Management Center (TMC) monitor our roadways to optimize traffic flow, clear incidents and keep drivers informed on roadway conditions. These activities allow the program to provide the motoring public with real-time traffic management, incident management and traveler information services, 24 hours per day, 7 days per week. The program has also expanded in the last few years in response to our region’s rising travel demands. It most recently completed phase two of 95 Express on Interstate 95 and implemented adaptive signal control technologies on 29 traffic signals along SW 8 Street in Miami-Dade County.

The combination of these services has allowed the agency to improve mobility within the region and demonstrated that TSM&O strategies are a viable



*Road Ranger Service Patrol on I-95*



*Video Traffic Center*

and cost-effective alternative to traditional roadway widening projects. The latest annual report shows the Program reduced incident clearance times by 50%.

For more information visit: [www.sunguide.info](http://www.sunguide.info).

**Bicycle/Pedestrian Corridor Improvements**

The bicycle/pedestrian network is a component of the overall transportation system. The Department evaluates bicycle & pedestrian improvements in conjunction with all capacity and resurfacing projects. Bicycle & pedestrian projects are also implemented by local agencies, who oversee construction and management. In addition, some projects are funded through the federally funded Transportation Alternatives Program (TAP) or state funded Shared Use Non-motorized (SUN) Trail Program.



*Conceptual Rendering of the Biscayne Green Trail*

The Florida Department of Transportation (FDOT) makes use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP). The Safe Routes to Schools (SRTS) program integrates safety, traffic relief, health, environmental awareness and physical activity and fitness under one program focusing on school zones. The budget for TAP, SRTS projects in the FY 2019 – 2023 Work Program, are \$38 million and \$6.8 million dollars respectively.

Below is a snapshot of bicycle/pedestrian projects included in the FY 2019 - 2023 Work Program.

Project Segment	Project Type	Project Area
Town of Cutler Bay	Sidewalk	Manta Drive Roadway Improvement Project
Town of Miami Lakes	Bike Lane/Sidewalk	Sidewalk Improvements
City of Miami	Bike Lane/Sidewalk	South Miami Avenue from SW 10 Street to SW 9 Street
Safe Routes to School Infrastructure	Pedestrian Safety/Improvements	Florida City Elementary and Robert R. Moton Elementary, Bunche Park Elementary, Miami Gardens Elementary, Myrtle Grove K-8 & Twin Lakes Elem., Carrie Meek/Westview, Flagami Elementary, H.O. Sibley K-8 & Shadowlawn Elementary, Arch Creek Elem., E. M. Hartner Elem., Lakeview Elem, N. Miami Elem., Jose de Diego Middle School
SUN Trail	Bike Lane/Sidewalk	Underline Segment A Phase II from SW 13 Street to SW 19 Avenue
City of Hialeah	Bike Lane/Sidewalk	West 4 <sup>th</sup> Ave Sidewalk & Guardrail Improvements
City of Coral Gables	Bike Lane/Sidewalk	Alhambra Circle Bike Lanes
City of Miami Beach	Bike Lane/Sidewalk	North Beach Corridor- Various Bike Path Links, ADA Access, and Sidewalks

## Freight, Logistics and Passenger Operations

The FDOT Office of Freight, Logistics and Passenger Operations (FLP) encompasses a level of modal representation and industry engagement unlike any other state DOT organization. FLP acts as a tool to better connect, develop, and implement a freight planning process that maximizes the use of existing facilities while integrating and coordinating the various modes of transportation, including the combined utilization of both government owned and privately-owned resources. Annually, FLP allocates funds toward transportation infrastructure improvements in all the modes. Working together collaboratively, FLP leads Florida’s multimodal transportation initiatives through work with federal and local government partners in planning, coordination, financing, grant management, ridership, and regional analysis. The Office of Freight, Logistics and Passenger Operations office includes, Rail and Motor Carrier, Seaports and Waterways, Aviation and Spaceports, and Transit.

Rail	Aviation
Passenger and Freight Rail Safety Projects	MIA Concourse E Satellite Improvements
Railroad Crossing Surface Rehabilitation Projects	MIA A380 Gates D2
Miami Dade County Quiet Zone around Florida East Coast Railroad	MIA Concourse H Internalization
Seaport	MIA Perimeter Road Widening and Realignment
Port of Miami Post Panamax Cranes	MIA Taxiway R realignment and fuel demolition
Port of Miami Cruise Terminal Improvements	Miami Executive Airport Taxiway Rehabilitation
Port of Miami Upland Cargo Improvements	MIA Terminal E thru F Connector
Port of Miami Inland Cargo and Container Distribution Center	MIA South and Central Terminal Baggage Handling System Improvements



Miami International Airport Gates E8 & E6



Miami International Airport Runway Rehabilitation



Port Miami Post-Panamax Cranes



### State Transit Block Grant to MDT for operating costs

This grant provides operating assistance for MDT’s Fixed Route Bus Service. The Metrobus fixed route bus service is run by MDT and operates seven days a week, 24 hours per day. A total of 93 routes comprise MDT’s regular bus service structure which are served by a total fleet of 823 buses and two contracted routes with seven buses. Metrobus includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) Arterial Busway services. The FDOT provides 50% State Participation Rate for this program.



*Miami-Dade Transit Bus*

### Freight Overview

FDOT District Six is home to many diverse communities with unique transportation needs, highlighted with some of the State’s leading freight facilities and international trade gateways such as Miami International Airport and PortMiami. Significant investments have been made to compete for new cargo opportunities stemming from the expansion of the Panama Canal and increased use of the Suez Canal. These investments in freight mobility, both internationally and regionally, will generate demand for new capacity of regional warehouses, distribution centers, cold treatment facilities, and foreign trade zones, and truck parking facilities.



With an anticipated doubling in cargo activity handled at PortMiami, Port Everglades, and Miami International Airport (MIA), improving freight mobility within District 6 will be critical for the transportation system. In response, the District identified a strategy to help advance its freight and logistics system focused on partnering with local communities to develop subarea freight plans which will help identify freight mobility strategies at the project level. These planning level studies will assess freight accessibility to and

from each sub-area and will develop strategies to enhance access and improve freight mobility. The following table lists all the sub-area freight planning efforts currently programed by District 6 and display their respective study area. The Miami River Freight Improvement Plan is unique amongst the sub-area freight planning efforts as it does not focus on a specific town or city. Instead, this study will develop viable options to improve intermodal freight movement along the river by studying the river’s capacity and assess the potential of short sea shipping from PortMiami. These freight-focused plans aim to determine freight transportation needs and subsequently satisfy these needs by recommending solutions that will either feed District 6’s Work Program, be incorporated in the Miami-Dade TPO’s Freight Plan Update/LRTP Freight Set-Aside or will be passed to local municipalities and/or the Miami-Dade County.

**FDOT D6 Sub-Area Freight Planning Efforts:**

<u>Name</u>	<u>Status</u>
Town of Medley Freight Improvement Plan	Completed
Opa-Locka Freight Improvement Plan	In Progress
Miami River Freight Improvement Plan	In Progress
Doral Freight Improvement Plan	In Progress
Miami Gardens Freight Improvement Plan	In Progress
Hialeah Freight Improvement Plan	In Progress
Homestead Freight Improvement Plan	In Progress
Freight Village Analysis Study (Countywide)	In Progress

**Strategic Miami Area Rapid Transit (SMART) Plan**

The Strategic Miami Area Rapid Transit (SMART) Plan is an infrastructure investment program of projects developed to improve transportation mobility and create a world-class transit system that will support economic growth and competitiveness in the global arena.

The SMART Plan is expected to expand transit options in Miami-Dade County along six critical corridors that are linked to local, regional, national, and global economic markets; as highlighted below. Another critical component of the SMART Plan will be a network of Express Buses, known as Bus Express Rapid Transit (BERT), which is intended to expand South Florida’s Express Lanes network with the implementation of six identified BERT express lane concepts. This innovative approach effectively expands the reach of transit in Miami-Dade County and beyond.

- **Beach Corridor:** Highest tourist demand in region with major employment centers.
- **East-West Corridor:** Heaviest commuter travel for international, state and local businesses.
- **Kendall Corridor:** One of the most congested arterial roadways with the highest demand.
- **North Corridor:** Key regional mobility linkage for access to jobs, stadium and educational facilities.
- **Northeast Corridor:** High transit demand and part of a critical regional corridor stretching to Palm Beach County.
- **South Corridor:** Experiencing the fastest population growth in Miami-Dade County.

**FDOT is conducting the Project Development and Environmental (PD&E) study for the following three SMART & BERT corridors:**

- **NW 27 Avenue Premium Transit Corridor**

A PD&E study is being conducted to evaluate the implementation of a premium transit service (Bus Rapid Transit (BRT), Heavy Rail Transit (Metrorail), and appropriate variation of Heavy Rail Transit Rail At-Grade) along NW 27<sup>th</sup> Avenue from NW 215<sup>th</sup> Street (Countyline Road) to approximately NW 38<sup>th</sup> Street and from the Miami Intermodal Center (at Miami International Airport) to NW 27<sup>th</sup> Avenue via SR 112 Expressway. The study focuses on implementation of a premium transit service and infrastructure along SR 9/SR 817/NW 27<sup>th</sup> Avenue. The study will

also include public on-street transit stations/stops as well as public and/or private facilities located adjacent to or off-corridor where potential park-and-ride and/or transit terminals (including the Miami Dade College North Campus) will be considered. The study will consider public and private station/stop facilities, new or upgraded park-and-ride locations, and transit terminals.

Three viable alternatives have been developed and presented to the public. Each of these represents the three modes running within the existing carriageway. BRT would operate in the curb lanes. Heavy rail whether at-grade or elevated would run over the centerline of the roadway. The study is developing the detailed engineering criteria and evaluating the environmental impacts that would result from implementation. Cost estimating, ridership forecasting, and traffic impacts are all being evaluated. On December 6, 2018, the Miami-Dade Transportation Planning Organization (TPO) Governing Board adopted as the Locally Preferred Alternative (LPA) an elevated fixed guideway transit system. Following this action, Miami-Dade County has requested that FDOT evaluate three alternative technologies: 1.) Monorail; 2.) Automated Peoplemover; and, 3.) Maglev.

- **Flagler Street Premium Transit Corridor**

A PD&E study is being conducted to evaluate the implementation of rapid transit along SR 968/Flagler Street. This study focuses on multimodal street improvements to accommodate rapid transit service along Flagler from SW/NW 107<sup>th</sup> Avenue to the Government Center with branches along SW 8<sup>th</sup> Street and NW 12<sup>th</sup> Street. Rapid Transit modes to be evaluated include Enhanced Bus Service (EBS) Transit in mixed traffic as well as Bus Rapid Transit (BRT) on exclusive or reversible lanes. FDOT met with the community through three Project Corridor Workshops held in November 2016 to discuss and obtain their feedback on the proposed improvements along the corridor. Fifteen alternative concepts were presented, and input solicited as to preferences on configuration, service, and amenities.

Based on feedback from the community and analysis from collected data, a set of the three most attractive and potentially viable alternatives have been identified. These alternatives were evaluated in detail and presented at the Alternatives Workshops. Evaluation of alternatives is ongoing.

Detailed cost estimating, engineering, environmental analysis, and ridership forecasting is all occurring with the expectation of presenting a recommended alternative in the Spring-Summer 2019.

- **Kendall Drive Premium Transit Corridor**

A PD&E study is being conducted to evaluate implementation of a premium transit service (BRT, Light Rail Transit, and other appropriate transit technologies) primarily along SR 94/SW 88<sup>th</sup> Street/Kendall Drive between Dadeland North Metrorail Station and SR 997/Krome Avenue, along SR 874 and SR 878 from Kendall Drive to the Dadeland North Metrorail Station, and potentially north along the Homestead Extension Florida's Turnpike from Kendall Drive to FIU (at the proposed Panther Station) and/or to the proposed Dolphin Station (at SR-836). This study focuses on multimodal street improvements to accommodate rapid transit service, as well as walking and bicycle trips, along Kendall Drive. The study will evaluate various options for transit service - mode, station stop locations, signalization for transit, use of exclusive lanes, etc.

Kendall Drive will serve as the primary premium transit running way via exclusive arterial transit lines but will also include other roadways and expressways connecting to Kendall Drive for accommodating branched transit routes. The study will also include public on-street transit stations located along various running ways as well as potential park-and-ride and/or transit terminal locations.

Three alternatives were initially identified as viable alternatives: BRT running in the curb lanes or median lanes, and rail at-grade. At the request of the TPO, a concept that includes BRT in the curb lanes and a reversible auto lane to supplement peak direction traffic was added to the scope of work. In response to public interest, an elevated rail alternative was also added to the scope. Evaluation and comparison of the alternatives is currently taking place with the expectation of presenting a recommended alternative in the Spring-Summer 2019.



**Fiscal Years 2019/2020- 2023/2024  
Transportation Improvement Program**

**MOVING MIAMI-DADE**

**Miami-Dade Expressway Authority (MDX)**

This section of the TIP focuses on the major mobility improvement projects programmed by the Miami-Dade Expressway Authority (MDX) for the next five years. MDX is an agency of the State enabled by the Florida Legislature and created by Ordinance of the Miami-Dade County Commission in December 1994 which allowed MDX to acquire, hold, construct, improve, maintain, operate, own and lease an expressway system located in Miami-Dade County.

### **The MDX System**

The MDX System includes five (5) of the busiest and most important State Roads (SR) in Miami-Dade County: Airport Expressway (SR 112); Dolphin Expressway (SR 836); Don Shula Expressway (SR 874); Snapper Creek Expressway (SR 878); Gratigny Parkway (SR 924) as well as NW 138<sup>th</sup> Street from US-27 to just east of NW 97<sup>th</sup> Avenue and the LeJeune Frontage Roads from SR 836 to Central Boulevard.

### **Project Funding**

MDX's primary source of revenue is the tolls collected on its five expressways which are reinvested in Miami-Dade County to improve mobility and offer transportation choices within the county. MDX borrows money to fund its projects by selling bonds and uses the toll revenues as collateral. Like a mortgage loan where collateral is offered to the bank to secure the loan until fully paid, MDX offers the projected revenues as assurance that the bond's principal and interest will be paid. MDX does not receive any gas tax, property tax, sales tax or any other source of revenue.

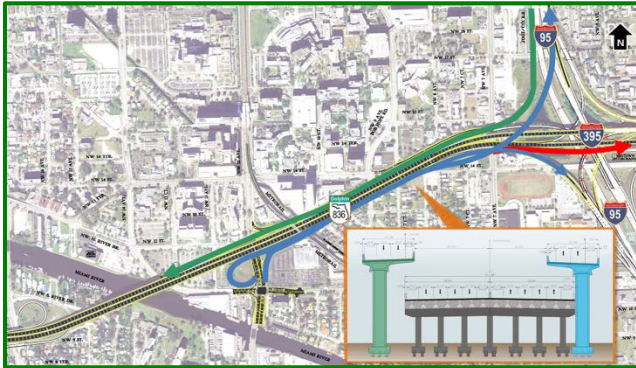
### **FY 2020-2024 TIP**

Projects included in the MDX FY 2020 - 2024 TIP are highlighted within the following pages. The projects have been organized by the following categories: Existing System Improvements, System Expansion and Others.

### **Existing System Improvement Projects**

The following projects are categorized as Existing System Improvements in the current Five-Year TIP and include widening or reconstruction within an existing roadway segment:

### Projects 83611 – SR 836/I-95 Interchange Improvements



MDX has partnered with FDOT to acquire right-of-way, design and build the SR 836 improvements from NW 17<sup>th</sup> Avenue to I-95 in conjunction with the I-95/I-395 project. Improvements include widening and operational improvements to SR 836 eastbound from NW 17<sup>th</sup> Avenue to the I-95 Interchange, widening of the SR 836 bridges over the Miami River and improvements to the SR 836 westbound mainline and new connector serving southbound I-95 traffic destined westbound on SR 836 and to the

Civic Center. The project will improve safety and mobility and improve access to the Hospital District by providing a new improved access to the area from I-95 and SR 836. The design-build contract was executed in July 2018 and completion is anticipated by FY 2023. Total cost for the MDX project is estimated at \$238.8 million.

### Project 83628 – SR 836 Operational, Capacity and Interchange Improvements

This project is constructing an additional eastbound and westbound lane on SR 836 from west of NW 57<sup>th</sup> Avenue to NW 17<sup>th</sup> Avenue as well as improving the SR 836 interchanges at NW 57<sup>th</sup> Avenue, LeJeune Road, NW 27<sup>th</sup> Avenue and NW 17<sup>th</sup> Avenue. These improvements will provide additional capacity on the mainline and improve operations in and around the existing interchanges resulting in an improved level of service and safety. This project includes inside shoulder modifications to support the SR 836 Express Bus Service along the corridor. The design-build for this project is underway with an anticipated completion in early FY 2020. Total cost is estimated at \$194.2 million.



SR 836 WB at NW 27th Ave. EB & WB

### Project 83629 – SR 836 Interchange Modifications at 87<sup>th</sup> Avenue



NW 82nd Ave Reconstruction & NW 7th St

This project reconstructs the SR 836 Mainline and NW 87<sup>th</sup> Avenue interchange to enhance operations and improve safety on the SR 836 corridor. It includes the extension of a 4<sup>th</sup> lane westbound on the mainline from the SR 836/SR 826 interchange to the exit to NW 107<sup>th</sup> Avenue to alleviate congestion caused by the merging traffic. The project also includes, as a contribution to Miami Dade County, the reconstruction of 82<sup>nd</sup> Avenue to provide alternate north-south connection between Flagler Street and NW 12<sup>th</sup> Street through NW 82<sup>nd</sup> Avenue and alleviate congestion at the intersections of NW 87<sup>th</sup> Avenue and NW 7<sup>th</sup> and 8<sup>th</sup>

Street. It also includes the connection of NW 7<sup>th</sup> Street from 76<sup>th</sup> Avenue to 79<sup>th</sup> Avenue for direct connection beneath SR 826, and the Midway pump station to be fully funded by Miami-Dade County. Construction is underway with an anticipated completion date of FY 2020. Total cost is estimated at \$103.3 million.

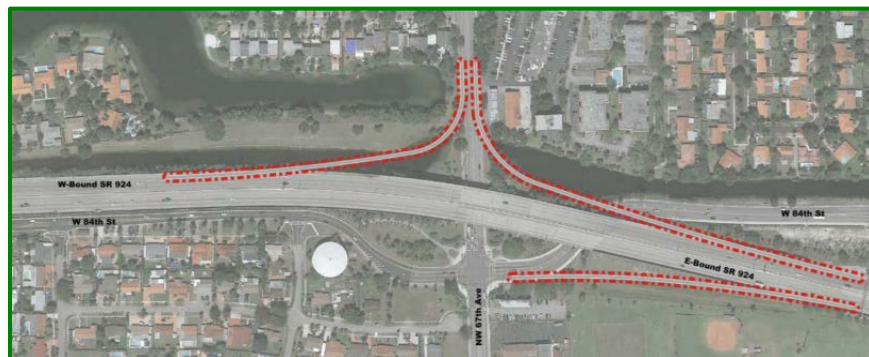
### Project 83634 – SR 836 New Homestead Extension of Florida’s Turnpike (HEFT) Ramp Connections

This project consists of new ramps from eastbound and westbound SR 836 to northbound HEFT and southbound HEFT to westbound SR 836. It also includes ramps to and from the west on SR 836 to the Dolphin Station Park & Ride Lot to provide direct access for western Miami Dade County as an alternative to NW 12<sup>th</sup> Street which is at capacity. It also includes the southbound HEFT to westbound SR 836 Express Lane Ramp Bridge, funded by Florida’s Turnpike Enterprise (FTE), to provide direct access to westbound SR 836 for future FTE southbound Express Lane users. These ramps were originally contemplated to be part of MDX’s SR 836 Southwest Extension (83618) project which is currently in the PD&E phase. In light of the Florida’s Turnpike Enterprise (FTE) advancing the construction of their project to alter the current interchange and HEFT mainline configuration, MDX accelerated the MDX ramps portion of this Project. This allows MDX to work with FTE on a unified interchange project that will yield significant efficiencies and eliminate future throwaway costs. Design-build is anticipated to begin in early FY 2020. Total cost is estimated at \$57.3 million.



### Project 92408 – SR 924 Partial Interchange at NW 67<sup>th</sup> Avenue

This project will construct a new westbound on-ramp and off-ramp on SR 924 at NW 67<sup>th</sup> Avenue and new eastbound on-ramp from NW 67<sup>th</sup> Avenue. This partial interchange will provide congestion relief to Miami Lakes and Hialeah by providing additional traffic movements at SR 924 and NW 67<sup>th</sup> Avenue. Design-build is anticipated to begin in FY 2021. Total cost is estimated at \$32.4 million.

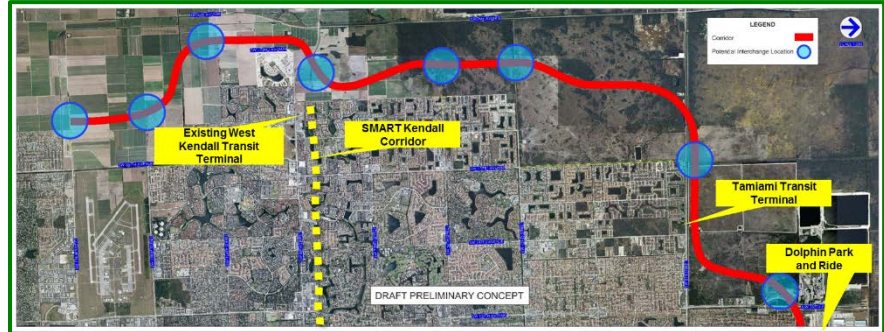


## System Expansion Projects

The following projects are categorized as System Expansions in the current Five-Year TIP and include all construction of new roadway segments on new alignments adjacent to the existing system that will increase the total centerline miles of the system:

### Project 83618 – SR 836 Southwest Extension

This 14-mile multimodal corridor will extend SR 836 from NW 137<sup>th</sup> Avenue to SW 136<sup>th</sup> Street and provide the residents in the western portion of the County another transportation option. The project is envisioned to include: Express bus service and park & ride facilities at SW 88<sup>th</sup> Street and at the southern segment of the project;



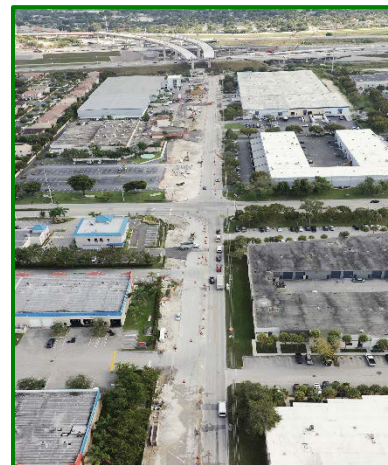
a multi-use recreational trail for walking and biking; 1,000 acres of land to be preserved in its natural state in perpetuity; widening of the existing SR 836 Extension from NW 137<sup>th</sup> Avenue to the Florida's Turnpike; as well as improvements to 137<sup>th</sup> Avenue, 157<sup>th</sup> Avenue, SW 88<sup>th</sup> Street, SW 104<sup>th</sup> Street and SW 136<sup>th</sup> Street to facilitate access. The final design of some of the components of this project is anticipated to begin in FY 2020. Total cost is estimated at \$1 billion.

### Project 87410 – SR 874 Ramp Connector to SW 128th Street

The construction is underway for the new access ramp connection from the southern terminus of SR 874 to SW 128<sup>th</sup> Street. This new ramp will provide expressway access to the growing southwest Miami-Dade communities, presently only serviced by access to and from Florida's Turnpike, through the SW 120<sup>th</sup> Street and the SW 152<sup>nd</sup> Street ramps. MDX will widen SW 128<sup>th</sup> Street from two to four lanes from SW 122<sup>nd</sup> Avenue to SW 137<sup>th</sup> Avenue as a contribution to Miami-Dade County. A portion of this project is being constructed by the Florida's Turnpike Enterprise under an interagency agreement with MDX as part of a larger project to widen the HEFT and reconstruct the HEFT/SR 874 Interchange to yield efficiencies and eliminate future



SR 874 Connector Bridges



SW 128th Street Approaching SR 874



throwaway costs. This project also includes the extension of SW 127<sup>th</sup> Avenue from SW 128<sup>th</sup> Street to SW 124<sup>th</sup> Street. The construction is anticipated to be completed in FY 2020. Total cost is estimated at \$109.0 million.

#### Project 92404 -SR 924 Extension West to the HEFT

MDX has completed the PD&E study for the 2.3-mile expressway extension of SR 924 west to the Homestead Extension of the Florida's Turnpike (HEFT) including the improvements to NW 107<sup>th</sup> Ave from NW 138<sup>th</sup> Street to NW 170<sup>th</sup> Street. This work program includes funding for the right-of-way and the construction of substructure in critical areas which will be procured and managed by FTE. The balance of this project is on hold due to funding considerations. The improvements on NW 107<sup>th</sup> Avenue are fully funded by Miami-Dade County under Interlocal Agreement with City of Hialeah and City of Hialeah Gardens. The total funded for this project is \$60.0 million.

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## Fiscal Years 2019/2020 to 2023/2024 Transportation Improvement Program

**Florida's Turnpike Enterprise,  
Florida Department of Transportation**

Florida's Turnpike Enterprise is an agency of the Florida Department of Transportation, and currently owns and operates over 498 miles of toll facilities and 139 interchanges in the State of Florida. The Turnpike Mainline / S.R. 91 extends from North Miami to a junction with Interstate 75 in north central Florida. It extends through the counties of Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, Osceola, Orange, Lake and Sumter. The Turnpike System includes the 47-mile Turnpike Extension / S.R. 821 located in Miami-Dade and Broward Counties, among other facilities statewide.

The Turnpike is a user-financed system that uses toll revenues, service plaza sales revenue, and bonds to pay for new construction and maintenance of the entire system. It does not receive traditional gas tax revenue.

### Miami-Dade County Turnpike Planned Projects

#### Widening Projects

	<b>Project Name</b>	<b>FPN</b>	<b>Limits</b>
1	Turnpike Extension / S.R. 821 Widening (widen from 4 to 6 lanes to include 2 express lanes)	444111-1	MP 4 (North of Campbell Drive) – MP 6 (North of Tallahassee Road)
2	Turnpike Extension / S.R. 821 Widening (widen from 6 to 10 lanes to include 4 express lanes)	435543-1	MP 26 (Dolphin Expressway / S.R. 836) – MP 34 (NW 106 <sup>th</sup> Street)
3	Turnpike Extension / S.R. 821 Widening (widen from 6 to 10 lanes to include 4 express lanes)	435542-1	MP 34 (NW 106 <sup>th</sup> Street) – MP 39 (I-75)
4	Turnpike Mainline / S.R. 91 Widening (widen from 6 to 8 lanes)	423373-5	MP 0.4 – MP 3.3 (Miami-Dade / Broward County Line)
5	Okeechobee Road / S.R. 25 Widening (widen from 4 to 6 lanes)	435542-3	west of Turnpike Extension / S.R. 821 at MP 35 (Okeechobee Road / S.R. 25) - west of NW 138 <sup>th</sup> Street

#### Interchange Projects

	<b>Project Name</b>	<b>FPN</b>	<b>Limits</b>
1	Turnpike Extension / S.R. 821 Interchange Improvements	437211-1	MP 11 (Hainlin Mill Drive / SW 216 <sup>th</sup> Street)
2	Turnpike Extension / S.R. 821 New Interchange	443790-1	MP 37 (NW 170 <sup>th</sup> Street)
3	Turnpike Extension / S.R. 821 Interchange Improvements (new buttonhook off-ramp from northbound Turnpike Extension / S.R. 821 to access southbound NW 107 <sup>th</sup> Avenue; and new flyover bridge over NW 170 <sup>th</sup> Street)	443790-2	MP 37 (NW 170 <sup>th</sup> Street)
4	Turnpike Mainline / S.R. 91 Interchange Improvements	437053-1, -2, -3, -4, -5	MP 0X (Golden Glades)

#### Resurfacing Projects

	<b>Project Name</b>	<b>FPN</b>	<b>Limits</b>
1	Turnpike Extension / S.R. 821 Resurfacing	440423-1, -2	MP 0 - 5.1 (mainline); MP 5.1 - 9.2 (ramps)

Florida's Turnpike Enterprise



Widening SR 821/Turnpike's Extension @ I-75



SR 821 North of I-75



SR 821 South of NW 12<sup>th</sup> Street



Widen SR 821 Eureka Drive to Killian Pkwy – Design Build



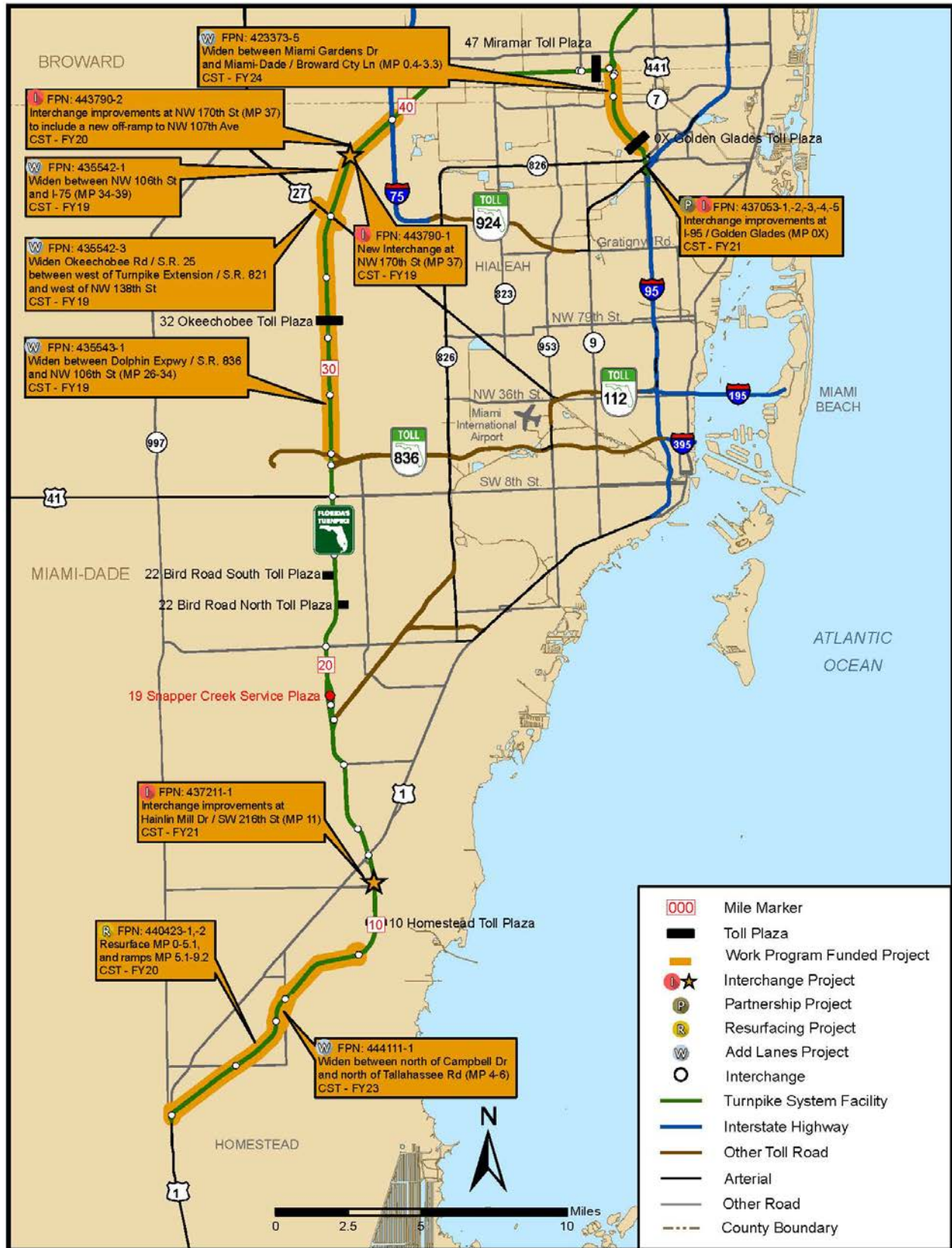
SR 821 @ NW 199<sup>th</sup> Street



SR 821 Toll Gantry Installation North of Bird Road



Coral Way Bridge





**Fiscal Years 2019/2020 - 2023/2024  
Transportation Improvement Program**

**SECONDARY GAS TAX PROGRAM**

**Miami-Dade County  
Department of Transportation and Public Works**

The program includes continuing projects that have fund allocations yearly.

**Continuing Program Projects**

Bridge Repair and Painting	Beautification Improvements
Guardrail Safety Improvements	Pavement Markings Contracts
Railroad Crossing Improvements	Maintenance of Roads and Bridges
Street Lighting Maintenance	Traffic Control Devices (Equipment/Materials)
Special Taxing District	Local Grant Match for TPO
Pavement Markings Crew	Traffic Signal Materials
Capitalization of Traffic Signals and Signs Crew	Road and Bridge Emergency Bridge Repairs/Improvements/Painting
ADA Hotline Projects	Traffic Signals and Signs Right-of-Way
Secondary Gas-Road and Bridge Maintenance	





**Fiscal Years 2019/2020 - 2023/2024  
Transportation Improvement Program**

**ROAD IMPACT FEE**

**Miami-Dade County  
Department of Transportation and Public Works**

On December 6, 1988, the Board of County Commissioners adopted Dade County Road Impact Fee Ordinance No. 88-112, which provides for the fair share assessment of road impact fees on new building construction in Miami-Dade County, including municipalities. The County has been divided into nine road impact fee benefit districts. Fees collected within each district will be expended for roadway capacity improvements within each district.

Each district program includes four improvement categories: Road and Bridge Projects, Resurfacing, Traffic Operations Projects to Increase Capacity and Safety (T.O.P.I.C.S.), and Traffic Control Devices.

**Road and Bridge Projects**

Capacity improvements along arterials and collectors

**Continuing Program Projects**

***Resurfacing***

Paving, widening, drainage, striping



***T.O.P.I.C.S.*** (Traffic Operations Projects to Increase Capacity and Safety) Intersection Improvements



***Traffic Control Devices***

Signalization





**Fiscal Years 2019/2020 - 2023/2024  
Transportation Improvement Program**

**PEOPLE'S TRANSPORTATION PLAN  
IMPROVEMENTS**

**Miami-Dade County  
Department of Transportation and Public Works**

On the November 5, 2002 ballot, voters approved the People's Transportation Plan (PTP), which provides for a half percent sales surtax to fund major transportation improvements.

The Citizens' Independent Transportation Trust (CITT), a group of citizens who function as an independent decision-making body, was created to oversee the construction and management of the PTP's transportation plan. The Department of Transportation and Public Works (DTPW) has worked closely with the CITT to provide a wide range of roadway and neighborhood improvements.

The plan includes the two categories from the PTP Ordinance that relate to the DTPW; major highway road improvements and neighborhood improvement projects.

**Major Highway Road Improvement Projects**

Major road and bridge projects under construction or scheduled to begin construction include, but are not limited to:

- NW 37 Avenue from North River Drive to NW 79 Street
- SW 137 Avenue from US-1 to SW 200 Street
- SW 137 Avenue from HEFT to US-1
- SW 216 Street from SW 127 Avenue to HEFT

**Neighborhood Improvement Projects**

The DTPW, as part of the PTP, has been tasked with coordinating and constructing various categories of Neighborhood Improvement Projects.

To address the various non-sitespecific categories discussed in the PTP Ordinance, the Department created "The Neighborhood Improvement Projects Formula" to allocate funds. The formula takes into account population in the Unincorporated Municipal Service Area for each commission district, the needs as reported to the Department, and the percentage of maintained arterial and collector lane miles. A portion is then evenly distributed to each district. PTP Neighborhood Improvements include modifications of intersections, resurfacing of local and arterial roads, installation / repairs of guardrails, installation of school flashing signals, enhancement of greenways and bikeways, A.D.A. curb cuts / repairs, pavement markings, roadway lighting, traffic calming, traffic signals, and traffic sign replacement / repair. Such improvements also include replacement / repair of sidewalks, repair / installation of drainage and landscape beautification (including community image enhancements) related to the



development, construction, operation or maintenance of roads and bridges in the County or to the expansion, operation or maintenance of bus and fixed guideway system.

The Neighborhood Improvement Projects include:

- Site Specific Neighborhood Improvement Sites
- Non-Site Specific Neighborhood Improvement Sites
- Countywide Neighborhood Improvements
- School Flashing Signals Program



**Fiscal Years 2019/2020 - 2023/2024  
Transportation Improvement Program**

**PRIVATE SECTOR IMPROVEMENTS**

**Miami-Dade County  
Department of Transportation and Public Works**

The Private Sector Improvements Program addresses road improvement commitments to be made by private developers during the regional and local development approval process.

The improvements listed are necessary to help mitigate traffic impacts of specific large development projects such as Developments of Regional Impact (DRI) and other zoning requests reviewed by the Miami-Dade County Development Impact Committee (DIC) and approved by the Community Zoning Appeals Board (CZAB) or the Board of County Commissioners (BCC). These road improvement commitments are contained in County Commission zoning resolutions and/or documents proffered by development interests to the Commission. In some cases, especially DRI development orders, sketch drawings of the improvements are attached to these legal documents. The last column of the table in this section contains either the Commission Resolution Number or the official record book/page number associated with each improvement.

Unlike other parts of the TIP, the construction of improvements in this section are normally not linked to specific dates, but instead, are usually dependent upon the construction schedule of a specific development project, which can vary considerably according to the market and other conditions.

This section addresses road improvement commitments to be made by private developers as part of the land development process.





**Fiscal Years 2019/2020 – 2023/2024  
 Transportation Improvement Program  
 AVIATION ON-SITE IMPROVEMENTS  
 Miami-Dade County Aviation Department**

The Miami-Dade County Transportation Improvement Program includes capital improvements for the Aviation Department for the continued development of Miami International Airport and the General Aviation Administration Airports (GAA - OPF, TMB, X51 & TNT). The funding for this program is primarily from revenue generated by the Aviation Department and from Federal and State grants. Major projects at Miami-Dade County's airports include phases of the following:



	<u>Dollars in</u> <u>Million</u> <u>(Funded)</u>
MIA - Perimeter Road Widening Realignment & Bridge Replacement	
Perimeter Road Bridge Replacement	\$ 23.70
MIA - MIA Taxiways T, S, R Rehabilitation and M5-Connector	\$ 66.10
MIA - Cc H Gates Internationalization (H15) Phase 1	\$ 31.50
MIA - Terminal E Thru F Connector	\$ 17.10
MIA - Terminal E thru F Life Safety Upgrades	\$ 6.50
MIA – Terminalwide Façade Renovation	\$ 34.90
MIA - New Fuel Storage - (4 <sup>th</sup> Tank)	\$ 48.40
MIA - South Terminal Hardstand (Apron & Utilities) and GSE Facility (Phase 1)	\$ 31.10
MIA - South Terminal Federal Inspection Services (FIS)	\$ 23.40
MIA - Central Base Apron and Utilities Modification and Expansion	\$ 91.60
MIA - Airport Operations Center (AOC)	\$ 11.04
MIA - Surface Management Tool (Aerobahn System)	\$ 3.50
MIA - Bldg 702 New Apron Expansion & Warehouse Phase 1	\$ 35.70
MIA - MDAD Consolidated Administrative Office	\$ 6.90
GAA - X51 Security Enhancements and Upgrades	\$ 1.13
GAA - OPF Taxiways / Apron Rehabilitation and Repair	\$ 1.25
GAA - OPF Taxiway Y & D Rehabilitation	\$ 0.60
GAA - OPF 9L/27R Pavement Rehabilitation	\$ 1.00
GAA - OPF Engine Run-Up Pad	\$ 7.60
GAA - TNT Power Distribution & Airfield Line Feeder	\$ 0.30
GAA - TMB Taxiway Rehabilitation	\$ 15.30
GAA - TMB Runway Incursion Apron Expansion & New Taxilane	\$ 9.10
GAA - TMB Pave Shoulders for Runway 9L/27R	\$ 2.00
<b>TOTAL:</b>	<b>\$ 469.72</b>



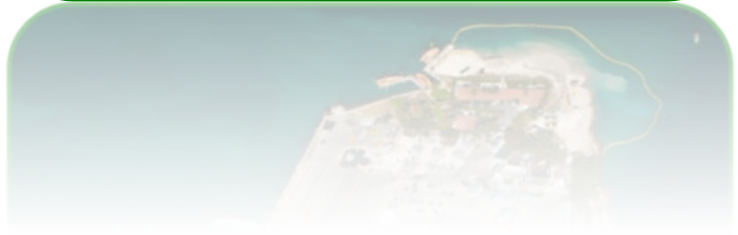
**Fiscal Years 2019/2020 - 2023/2024  
Transportation Improvement Program  
MULTIMODAL SEAPORT DEVELOPMENT  
The Dante B. Fascell Port of Miami-Dade  
("PortMiami")**

**Transportation Improvement Program Strategy**

PortMiami (Port) is known as the Cruise Capital of the World with more than 5.5 million passengers annually and 22 cruise brands and 1,217 ship calls. As a cargo gateway center, the Port handles more than 1.08 million twenty-foot equivalent units (TEU's) annually. The Port's Transportation Improvement Program (TIP) is comprised of a total of \$597 million in funded projects over the next five years; and reflects the Port's aggressive strategy for optimizing land use and enhancing throughput capacity to meet the demands of the cargo and cruise industries.

As part of the Capital Development Program, the Port is dedicated to meet and exceed industry demands by supporting the following Capital Improvement Projects:

- Construction of Terminals
- Roadway project for new Cruise Terminals
- Modernization of Cargo Terminals with electric rubber tire gantry (RTG) cranes
- Additional Gantry Cranes
- Bulkhead Improvements
- Seaport Security

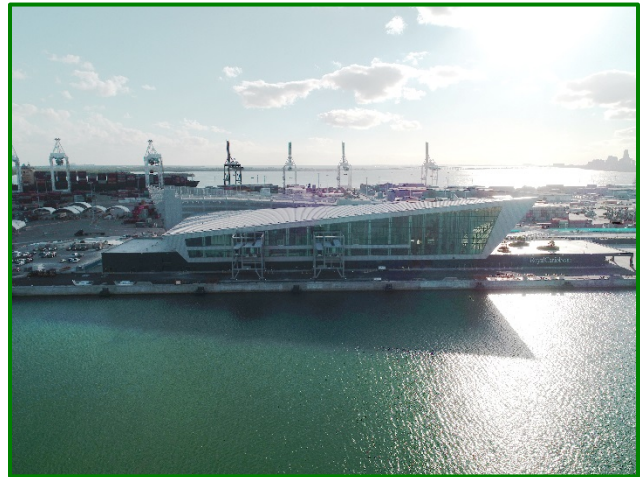


The Port continues to assertively seek grant funding from local, state and federal sources. The TIP reflects participation from the Florida Department of Transportation (FDOT) with \$3.9 million in cruise terminals, and other port infrastructure projects. The U.S. Department of Transportation Nationally Significant Freight and Highway (INFRA Grants), awarded \$7 million for "PortMiami Truck Gate Innovation" project. The Department of Homeland Security also awarded \$364,800 in support of security projects. These agencies and the Port's partners continue to be part of the established goals to support the Master Plan program and accommodate growth.

## PortMiami Accomplishments

### New Cruise Terminal A

The new Cruise Terminal A, completed in November 2018, is also called The Crown of Miami. The state of the art facility, built in collaboration with Royal Caribbean and is an architectural marvel. The new terminal serves as homeport to some of Royal Caribbean's largest ships. For the terminal's opening, PortMiami welcomed Royal Caribbean's Symphony of the Seas, an innovative 5,400 passengers. This 18-deck cruise ship is currently the largest passenger ship in the world, measuring 1,188 feet.



## PortMiami Current Projects

### Gantry Cranes

The Port has six Super Post Panamax Gantry cranes and needs three more to effectively service two Post Panamax cargo vessels simultaneously. Thus the Port is in the process of acquiring three more cranes. These cranes will have a loading capacity of up to 14,000 TEUs, thus increasing cargo productivity.

### Cargo Yard Modernization

PortMiami continues to make tremendous investments in order to service larger cargo vessels by dredging the channel, purchasing new cranes, and constructing a tunnel with direct access to the national highway system. With the growth in volume of containers forecasted, the port must concentrate on the modernization of its cargo yards through the investment in electric rubber tire gantry (RTG) cranes. This project, in partnership with South Florida Container terminal Operator (SFCT) is structured to accommodate cargo capacity increases on a smaller footprint. The RTG system will increased cargo handling efficiently by at least 40%.

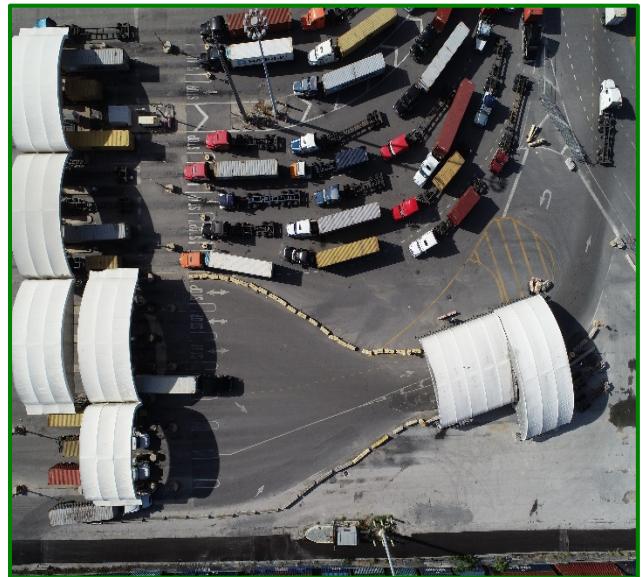


### Truck Gate Innovation

The project will increase cargo efficiency by reducing truck processing speed times, increase traffic flow and adding Radio Frequency Identification (RFID) technology. This will result in faster truck processing time at the gates while enhancing security, thus reducing trucks idling time.

### Bulkheads

The Port is investing in construction technologies to extend the life of its bulkheads. To improve the cruise berths, the Port will implement corrosion protection and seafloor stabilization, while construction methods for the bulkheads along the cargo berths are still being analyzed. Additionally, the Port will be constructing new cruise berths for the next generation of cruise vessels.



### Cruise Terminal Expansion

In keeping with its designation as Cruise Capital of the World, PortMiami embarked on a cruise expansion program aimed at servicing the larger cruise ships while providing the most modern facilities for the convenience of the passengers. These projects include upgrading and expanding existing terminals as well as construction of new terminals.

First, in partnership with Norwegian Cruise Line (NCL) the Port is now building new cruise terminal B just in time to welcome the Norwegian Encore to her homeport Miami.

This will allow the port to consolidate existing cruise terminal B and C to Cruise Terminal C building.

There is an executed Memorandum of Understanding (MOU) between PortMiami and Virgin Cruises for the construction of a new cruise terminal on the northwest corner of the Port.



Also, seizing on opportunities for additional passengers, PortMiami and MSC C.A. cruise lines are negotiating the terms of a new agreement to construct a new cruise terminal to bring its largest vessel on order to the world-class, capable of carrying approximately 7,000 passengers.



**Fiscal Years 2019/2020 - 2023/2024**  
**Transportation Improvement Program**  
**PUBLIC TRANSPORTATION IMPROVEMENTS**  
**Miami-Dade County**  
**Department of Transportation and Public Works**  
**(Formerly known as Miami-Dade Transit)**

## Specific Aspects of the Program

The FYs 2020 through 2024 Transportation Improvement Program includes funding over the next five years for the following projects:

### **Urban Corridor Development**

Urban Corridor Development: State Transit Corridor Program operation and maintenance funds will be used for the continuation of several successful South Miami-Dade Transitway routes, as well as the Flagler MAX route, the Kendall Cruiser and various 95 Express routes.

## Ongoing Projects

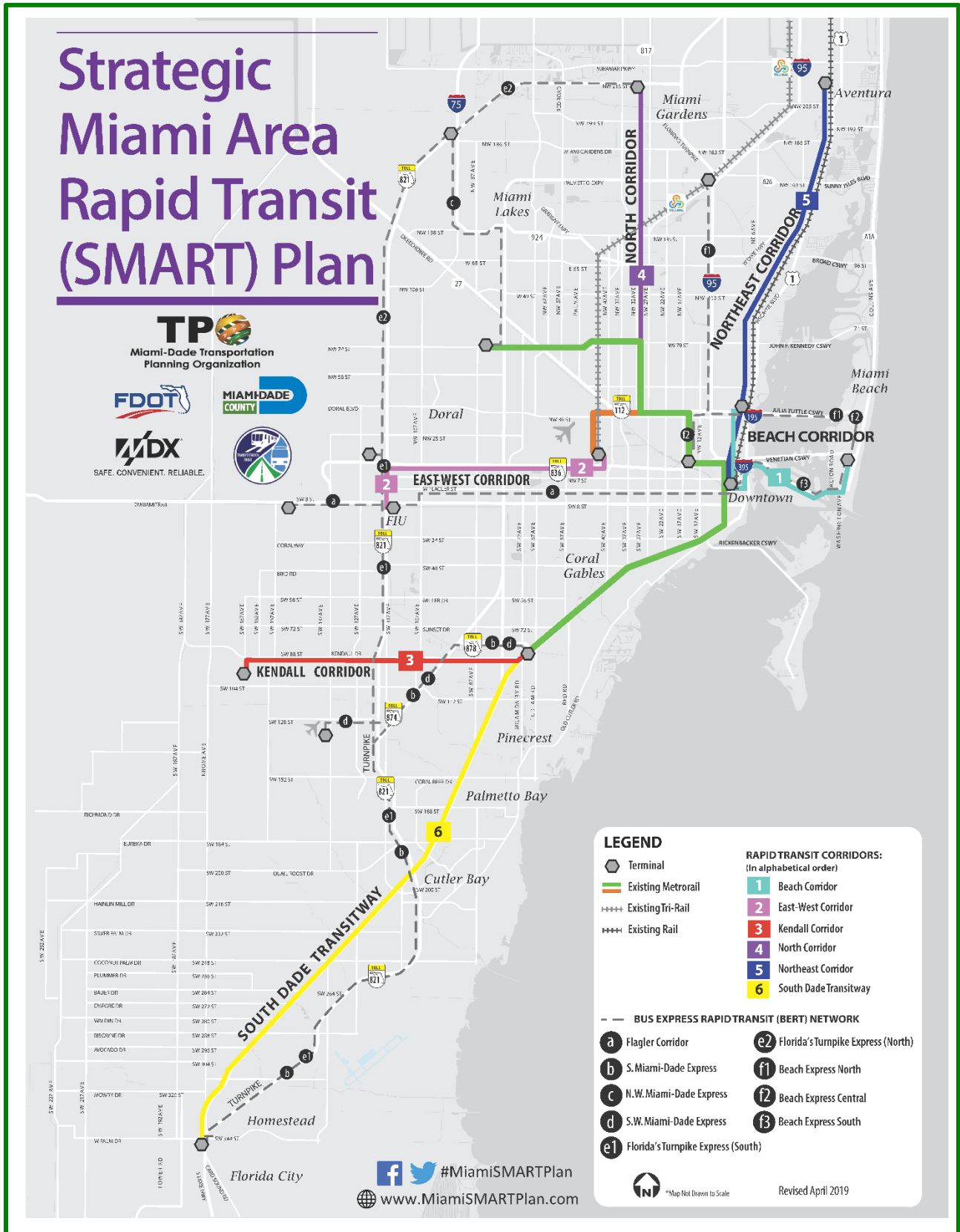
### **NW 12<sup>th</sup> Street and the HEFT (Dolphin Station)**

Property owned by the Florida Department of Transportation (FDOT) located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12<sup>th</sup> Street has been identified as a strategic location for a transit center with a park-and-ride facility. This transit center would support the SR 836 Express Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral. Construction of the facility was completed in 2018. The facility has been completed and is currently being transferred to Miami-Dade Expressway Authority (MDX) for operation and maintenance.





## Summary Highlights of SMART Plan Corridors



On April 21, 2016, Miami-Dade TPO Governing Board unanimously adopted and endorsed the Strategic Miami Area Rapid Transit Plan (SMART Plan) under TPO Resolution No. 26-16, which includes six (6) rapid transit corridors and a Bus Express Rapid Transit (BERT) network. Since then, implementation of the SMART Plan has become a top priority of the Miami-Dade County Department of Transportation and Public Works (DTPW). FDOT District Six and DTPW staff have begun the development of Project Environmental studies as follows:

### Beach Corridor

The Beach Corridor project will serve the cities of Miami and Miami Beach along a 9.7-mile corridor, crossing Biscayne Bay to link Miami Design District/ Midtown Miami and Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades, as part of a strategy to address east-west directional travel demands.

In 2017 the Department of Transportation and Public Works (DTPW) initiated the Project Development & Environment (PD&E) study to evaluate the implementation of the Beach Corridor Rapid Transit Project. The study aims to identify locations for transit stations, Park and Ride/transit terminal facilities, and the implementation of a cost-effective, high-ridership, new premium transit service with supporting pedestrian and bicycle facilities. The Tier I evaluation considered seven rapid transit alternatives and developed alignments which recommended further analysis of four rapid transit alternatives. Additionally, a Miami Corridor Analysis report was completed to analyze north-south corridors that connect Midtown to Downtown Miami. Currently, the Tier II evaluation of the four shortlisted rapid transit alternatives is in progress.

### East-West Corridor

The East-West Corridor project will run approximately 10 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA) west along the SR-836/Dolphin Expressway, to the Turnpike in the vicinity of Florida International University (FIU). It will provide multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), and Downtown Miami while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc.).

In 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate the implementation of the East-West Rapid Transit Project. The study aims to identify locations for transit stations, Park-and-Ride/transit terminal facilities, and the implementation of a cost-effective, high-ridership, new premium transit service with supporting pedestrian and bicycle facilities.

The Tier I evaluation explored Bus Rapid Transit (BRT), Heavy Rail Transit (HRT), and Commuter Rail Transit (CRT) alternatives which were presented for public feedback at the Public Corridor Workshops on exclusive lanes. Based on the Tier I evaluation, BRT and HRT alternatives were recommended for further analysis.

Currently, the Tier II evaluation of the two shortlisted rapid transit alternatives is in progress. The first hub of the East-West Corridor broke ground in January 2017 with the Dolphin Station Park-

and-Ride Transit Terminal Facility, which is located off NW 12 Street just west of Florida's Turnpike and expected to open in summer of 2019. The Panther Station, which will be located at Florida International University's Modesto Maidique Campus; and the Tamiami Station, which will be located at the corner of SW 8 Street and 147 Avenue will also service the East-West Corridor.

A project kick-off meeting was held in March 2017. The study is scheduled for completion in 2020.

### Kendall Corridor

The Kendall Corridor project is 10 miles from the Dadeland North Metrorail Station west along SR 94/Kendall Drive/SW 88<sup>th</sup> Street to approximately SW 162<sup>nd</sup> Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami.

In 2016, FDOT, District Six, initiated a Project Development & Environment (PD&E) Study to evaluate the implementation of rapid transit along State Road (SR) 94/Kendall Drive/SW 88 Street from SR 997/Krome Avenue/SW 177 Avenue to the Dadeland North Metrorail Station.

This Study is focusing on improving Kendall Drive through the implementation of a cost-effective, high-ridership, new premium transit service with supporting pedestrian and bicycle facilities. Premium transit modes being evaluated include Bus Rapid Transit (BRT), Light Rail Transit (LRT), Heavy Rail Transit (HRT), and Metrorail at-grade (powered by overhead lines), on exclusive lanes. Five alternatives are currently being evaluated and compared with the expectation of presenting a recommended alternative by Summer 2019.

### North Corridor

The North Corridor project is approximately 9.5 miles from the Dr. Martin Luther King Jr. Metrorail Station north along NW 27<sup>th</sup> Avenue to NW 215<sup>th</sup> Street. It will connect the cities of Miami, Opa-Locka, and Miami Gardens with major activity centers, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami), and Calder Race Course. At the northern end of the project, a new park-and-ride/transit terminal facility will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new Unity Station at NW 215<sup>th</sup> Street.

In 2016, FDOT, District Six, initiated a Project Development & Environment (PD&E) Study to study the implementation of rapid transit service and infrastructure along NW 27 Avenue from NW 215 Street to approximately NW 38 Street and from the Miami Intermodal Center (MIC) at Miami International Airport (MIA) to NW 27 Avenue via State Road (SR) 112. The study focuses on providing transit stations/stops located along the various transit runningways within the study limits. Rapid transit modes such as Bus Rapid Transit (BRT) and rail were evaluated within the North Corridor that is to be part of an overall interconnected premium transit network.

The Miami-Dade TPO selected an elevated fixed guideway transit system as the Locally Preferred Alternative (LPA) on December 6, 2018 based on the recommendation of the PD&E study through the adoption of TPO Resolution No. 52-18.

### Northeast Corridor

The Northeast Corridor is a regional connection that links Miami-Dade County with neighbors to the north via the Florida East Coast (FEC) railway. It extends approximately 14 miles through the historic core of the County and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami. FDOT District Four is currently leading this effort.

### South Dade Transitway Corridor

The South corridor (South Dade Transitway) runs approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (aka Busway) to the SW 344<sup>th</sup> Street Park-and-Ride/Transit Terminal Facility. It will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami.

In 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions along the South Dade Transitway. On August 30, 2018, the Miami-Dade TPO voted on the Locally Preferred Alternative (LPA) for the South Dade Transitway Corridor and selected Bus Rapid Transit (BRT) as the most feasible mode of transportation for this corridor based on the recommendation of the PD&E study.

The project was entered into Project Development phase of the Federal Transit Administration's Capital Investment Grant (CIG) Small Starts program on Oct 26, 2018. The construction of the project is estimated to be completed in 2022.

Once completed, the South Corridor BRT will provide rail-like travel time, iconic stations, level boarding through all doors, and pre-paid fares for speedy access. The BRT upgrades will also provide enhanced safety features and multi-layered service lines on the Transitway.

### East-West Corridor Transit-Oriented Development (TOD) Project

The East-West Corridor is one of six premium transit corridors included in the Strategic Miami Area Rapid Transit (SMART) Plan, as endorsed by the Miami-Dade Transportation Planning Organization (TPO) Governing Board, linking the Miami Intermodal Center with Florida International University and the western communities of Miami-Dade County. DTPW will conduct a comprehensive planning effort that will inform land use and transit-supportive planning in the East-West Corridor. In June 2016, DTPW submitted a grant application which was awarded by the Federal Transit Administration (FTA) under the TOD Planning Pilot Program. The grant is funding a study to develop detailed station area plans that will maximize the capacity of potential stations for new jobs, housing and commercial development. This study is scheduled for completion in 2020.

### The Underline Phase I - Brickell Backyard Project

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Metrorail Station, will create a linear mobility corridor that will enhance

connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. Currently the project is structured in nine phases for development as funding becomes available. The Underline Phase I is known as the Brickell Backyard and extends from the Miami River to SW 13<sup>th</sup> Street, approximately a ½ mile long. The off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8<sup>th</sup> Street and between the Metrorail Station and SW 13<sup>th</sup> Street. This phase commenced construction in December 2018 and is expected to open to the public in the 3rd quarter of 2020.



### The Underline Phase II - Hammock Trail

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. Phase II is approximately 2.14 miles in length and will extend the pedestrian and bicycle paths further south from SW 13<sup>th</sup> Street to SW 19<sup>th</sup> Avenue. The Design/Build Criteria Package was finalized July of 2018. DTPW received NEPA TYPE 1 CE re-certification for this segment and subsequent notice-to-proceed to advertise. The project is currently in the advertisement phase. Project award is expected by the end of 2019.



### The Underline Design/Build Criteria Package – 7 segments

DTPW received State funding to develop the Design-Build Criteria Package for the rest of the 10-mile corridor. The project is currently being advertised with concurrency from FDOT. The Design-Build Criteria Package will provide for all required surveys, trail alignment and its configuration, design of twenty-four (24) intersections and location of amenities. This document will be utilized to procure the rest of the Underline segments and to provide information to FDOT, municipalities and private developers on the improvements of all remaining intersections. Estimated schedule for the award of the project will take place in the 4<sup>th</sup> quarter of 2019 and the package completion by the end of the 2020.

### NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street (Unity Station)

A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27<sup>th</sup> Avenue has been identified as a strategic park-and-ride/transit terminal facility for the North Corridor (NW 27<sup>th</sup> Avenue) Premium Transit project which is being studied by the Florida Department of Transportation (FDOT). Up to 350 parking spaces are proposed for this facility which would serve the northernmost station for new premium transit service in the corridor. This park-and-ride/ transit terminal facility also provides strategic transit oriented development (TOD) opportunities.

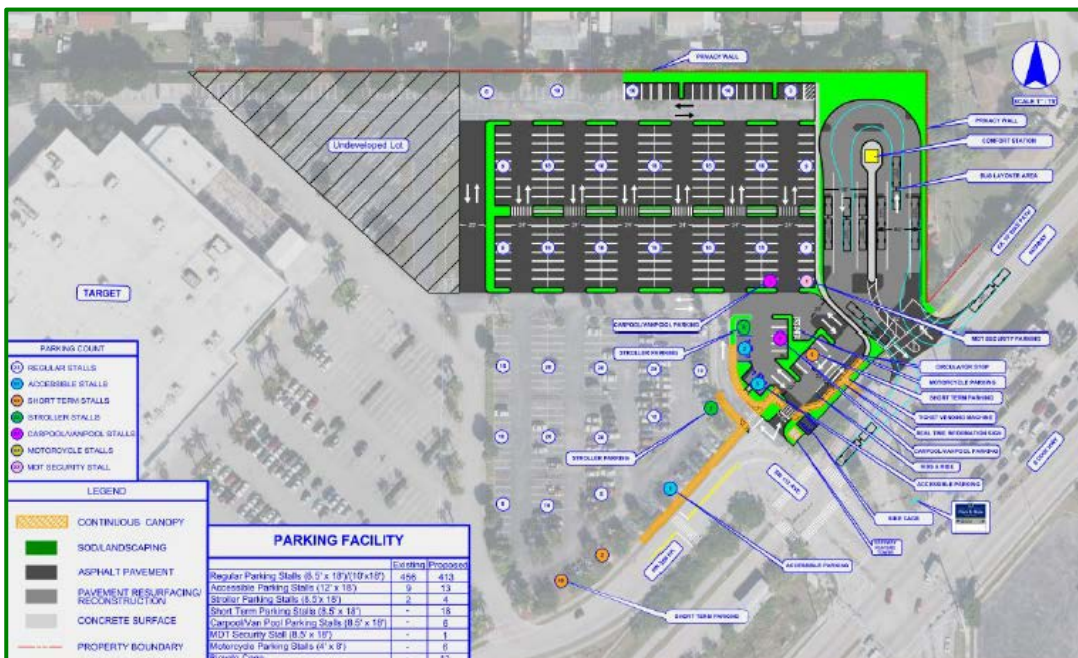


### Palmetto Expressway at NW 74<sup>th</sup> Street (Palmetto Intermodal Terminal)

DTPW is proceeding with land acquisition and preliminary engineering and design of an intermodal terminal immediately south of the Palmetto Metrorail Station that will include but not be limited to: long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 6 bus bays and 2 layover bays.

### Park-and-Ride/Transit Terminal Facility at South Dade Transitway (formerly known as Busway) and SW 112<sup>th</sup> Avenue

DTPW has acquired the existing surface lot located at approximately SW 112<sup>th</sup> Avenue and the South Miami-Dade Transitway and is in the process of improving the existing surface parking to better serve transit patrons and improve access to the Transitway.





**Park-and-Ride/Transit Terminal Facility at South Dade Transitway (formerly known as Busway) and SW 152nd Street:**

DTPW received the *Better Utilizing Investments to Leverage Development* (BUILD) grant in 2018 to construct a modernized 511-space parking garage with enhanced amenities at this site. This project is anticipated to be completed in 2022.

**Park-and-Ride/Transit Terminal Facility at South Dade Transitway (formerly known as Busway) and SW 168th Street:**

DTPW received the *Better Utilizing Investments to Leverage Development* (BUILD) grant in 2018 to construct a modernized 495-space parking garage with enhanced amenities at this site. This project is anticipated to be completed in 2022.

**Park-and-Ride/Transit Terminal Facility at South Dade Transitway (formerly known as Busway) and SW 344th Street:**

DTPW has identified a need to expand and enhance the existing end-of-the-line transit terminal/park-and-ride facility at SW 344th Street in order to meet future demand for parking along the South Dade Transitway. The project is anticipated to be completed in 2023.



**Bus Express Rapid Transit (BERT) Network**

**Flagler Corridor**

In 2016, FDOT, District Six, began a Project Development and Environment (PD&E) study to examine implementation of Premium Transit along SR 968/Flagler Street. The corridor is along Flagler from SW/NW 107th Avenue to the Government Center with branches along SW 8th Street and NW 12th Street west of 107th Avenue.

The primary study objective is to evaluate the implementation of a cost-effective, high-ridership transit system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. Premium transit modes such as Bus Rapid Transit (BRT) will be evaluated on exclusive transit lanes or reversible transit lanes. The FDOT project team is currently refining and evaluating three alternatives with the expectation of presenting a recommended alternative by summer 2019.

DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses.

## Overall Status Update for SMART Plan BERT Network Implementation

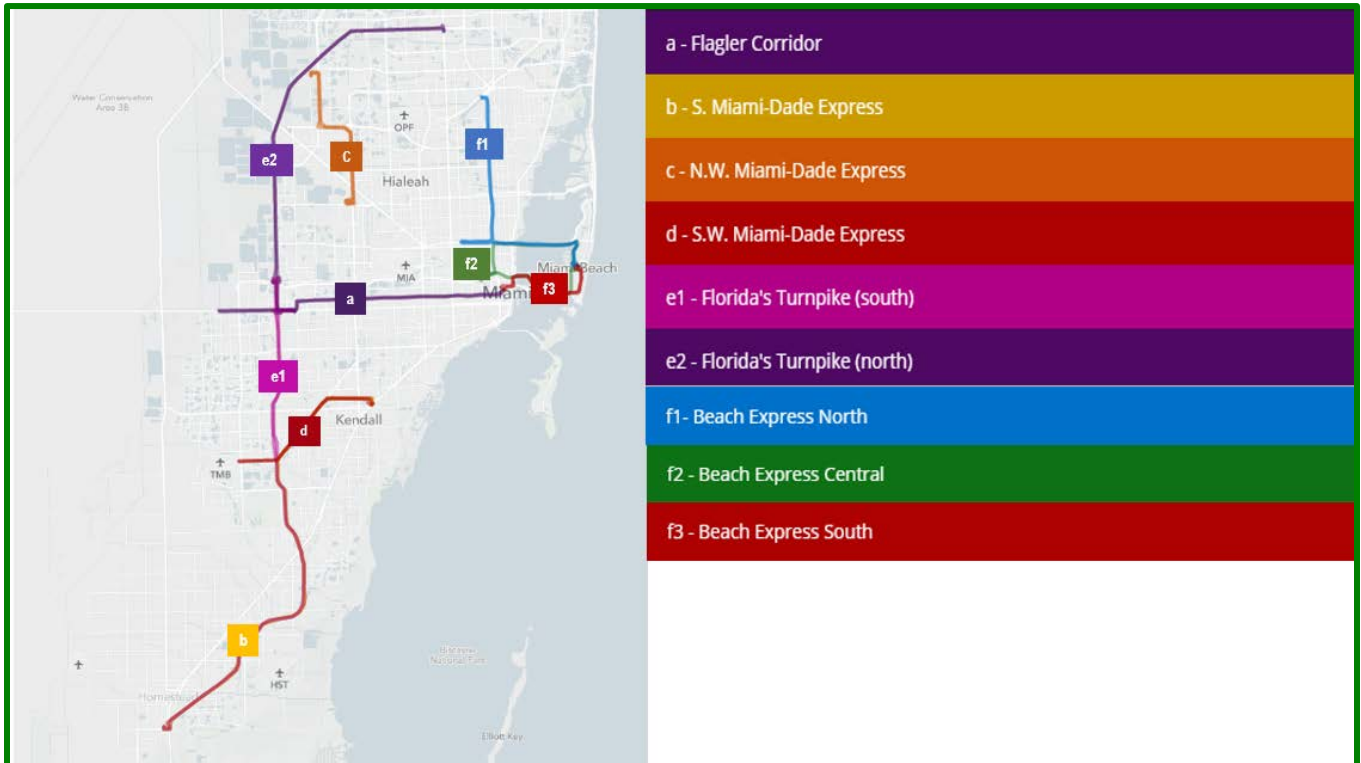
Subsequent to the adoption of the SMART Plan, FDOT and DTPW staff started the planning activities for the implementation of BERT network. DTPW staff has begun assessing the infrastructure needs such as new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc. Coordination is also required between DTPW and other transportation agencies such as FDOT, Florida’s Turnpike Enterprise (FTE) and Miami-Dade Expressway Authority (MDX) to ensure transit access to roadways are supported. Table 1 presents descriptions of each BERT project as currently planned with additional detail pending completion of further study and planning. Figure 1 shows the complete BERT network with supportive transit terminals.

**Table 1 Description of BERT Network Projects**

SMART Plan Project	Project Description	Distance (miles)	Commission District
Route a - Flagler Corridor	The FDOT project team is currently identifying and refining recommended alternatives for implementing rapid transit along Flagler from 107th Avenue to Government Center with two branches west of 107th Ave - along NW 12th Street to Dolphin Station at approximately NW 122nd Avenue and along SW 8th Street to Tamiami Station at SW 147th Ave. Rapid Transit modes evaluated include Enhanced Bus Service (EBS) Transit in mixed traffic as well as Bus Rapid Transit (BRT) on exclusive or reversible lanes. Multiple routes would be operated over the corridor to connect the various western terminals with destinations to the east.	15.4	5, 6, 10, 11, 12
Route b - S Miami-Dade Express	Express bus route from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the HEFT to the Dadeland North Metrorail Station with an intermediate stop at a future Turnpike/SW 288th Street Park-and-Ride Station.	25.3	7, 9
Route c - NW Miami-Dade Express	Express bus route from the American Dream Station and the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station.	9.5	12
Route d - SW Miami-Dade Express	Express bus route from the Miami Executive Airport to the Dadeland North Metrorail Station via SR 874 and SR 878.	9	7, 11
Route e1 - Florida's Turnpike Express (South)	Express bus route from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations.	30.5	9, 11
Route e2 - Florida's Turnpike Express (North)	Express bus route from the FIU Panther Station to the Dolphin Station and along the Turnpike to the American Dream Station/ I-75/Miami Gardens Dr Station and to the Unity Station.	23.3	12, 13
Route f1 - Beach Express North	Express bus route from Golden Glades Intermodal Terminal to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center area.	8.2	2, 5
Route f2- Beach Express Central	Express bus route from Civic Center Metrorail Station to the Miami Beach Convention Center area.	6.7	3, 5
Route f3 - Beach Express South	Express bus route from Miami Central Station to the Miami Beach Convention Center area.	6.3	3, 5

A BERT Network study is underway and includes a planning and environmental study to determine origins and destinations along the BERT routes, develop a service plan for the routes, analyze potential traffic mitigation strategies to enhance transit operations, develop conceptual plans for new and/or enhanced park-and-ride facilities, and prepare necessary environmental approvals for anticipated FTA funding. The study is anticipated to be completed by early 2020.

**Figure 1 BERT Network**



### **Metrorail New Vehicle Replacement**

The Miami-Dade Board of County Commissioners (BCC) and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$380 million procurement of 136 new rail vehicles for replacing the existing fleet. The new vehicles, which are being manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. The first vehicles were put into revenue service in November 2017 with the additional vehicles being delivered between 2018 and 2020. Fifty-six (56) new vehicles have been delivered to DTPW, and forty-two (42) new rail cars are operating in revenue service. DTPW anticipates having the full fleet of new rail cars (136 total) assembled and delivered by the end of April 2020.



### SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue (Tamiami Station)

An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue has been identified as a strategic park-and-ride/transit terminal facility for the SR 836 Express Bus Service project. The proposed facility will accommodate over 450 parking spaces, which would serve as the western most station for the new premium bus service in the corridor as well as other local bus routes. The estimated completion date is 2021.



### Panther Station at Florida International University

Florida International University (FIU) constructed a parking garage along SW 8<sup>th</sup> Street with ground floor space reserved for a future transit terminal. The location of the new parking garage, between SW 112<sup>th</sup> Avenue and SW 109<sup>th</sup> Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit terminal would provide eight (8) bus bays. Five (5) of the eight (8) bays are to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107<sup>th</sup> Avenue/SW 17<sup>th</sup> Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street Bus Rapid Transit (BRT) and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT). The remaining three (3) bus bays will accommodate circulators/trolleys operated by FIU and adjacent municipalities. The transit center is estimated to be completed in 2022.



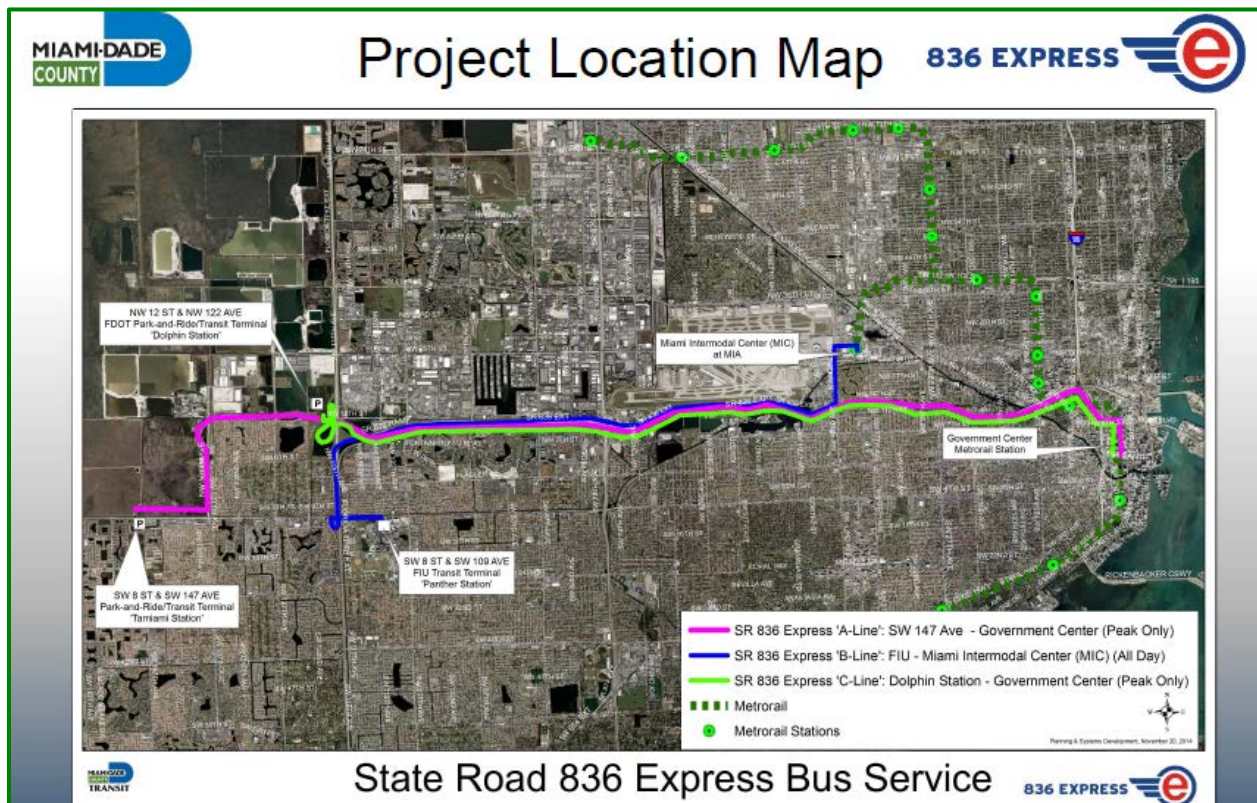
### SR 836 Express Bus Service

This project would provide premium express transit service along SR 836 from west Miami-Dade County Tamiami Station (SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue) to the Miami Intermodal Center (MIC) and Downtown Miami via SW 137<sup>th</sup> Avenue/SR 836 Extension as well as via the Homestead Extension of the Florida Turnpike (HEFT). This project will feature three routes:

- The first route (Line A) will provide premium express transit service from the proposed Tamiami Station (park-and-ride/transit terminal facility located at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue) to Downtown Miami via SW 8<sup>th</sup> Street, SW 137<sup>th</sup> Avenue and SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will be completed by 2021 using 9 new 60-foot alternative fuel buses.
- The second route (Line B) will provide premium express transit service from the proposed Panther Station at Florida International University's Modesto A. Maidique Campus (MMC) to the MIC via SW 8<sup>th</sup> Street, SR 821/HEFT and SR 836. This route will operate all day

with 20-minute headways. The planned long-term improvements for this route will be completed by 2022 using 3 new 60-foot alternative fuel buses.

- The third route (Line C) will provide premium express transit service from the proposed Dolphin Station (NW 12<sup>th</sup> Street and HEFT) to Downtown Miami via SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will coincide with the opening of the SR 836 shoulder lanes in 2019. This route will feature 8 new 60-foot alternative fuel buses.



### DTPW additional elevators at Dadeland North Metrorail Station

Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. The estimated project completion date is March 2023.

## Completed Projects

### CAD/AVL System Replacement:

DTPW implemented the Bus Tracker System / Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) technology project by replacing the infrastructure, on-board equipment, back-office and communications hardware and software - the systems currently used to manage and monitor the transit fleet. The project will facilitate delivery of real time bus predictive arrival/departure via the Internet, to mobile devices and electronic signs, using the County’s satellite/radio technologies.

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management. This project was completed in 2018.

### ADA Pedestrian Improvements along the Transitway:

DTPW implemented ADA pedestrian improvements within a quarter (1/4) mile radius of bus stations along the South Miami-Dade Transitway Phase I alignment from Dadeland South Metrorail Station to SW 200<sup>th</sup> Street Station to provide better accessibility. Infrastructure improvements include the construction of sidewalks, ramps and crosswalks. The ADA Pedestrian Improvement project along the Transitway was completed in December 2017.

**Safety and Security:** DTPW has programmed funding to purchase security equipment to upgrade and install closed circuit camera television (CCTV) systems and its respective software components, and to continue the replacement of fire detection and reporting systems. DTPW’s commitment to the safety and security of the DTPW system, patrons, and employees is of the highest priority. In an effort to further complement its existing security infrastructure, DTPW continues to aggressively add state-of-the art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. FDOT Rule 14-15.017(2.2.1), however, prevents DTPW from disclosing these improvements/installations in greater detail.

### Bus New Vehicle Replacement:

DTPW continues to implement its bus replacement program. Funding for this program is provided through various sources including the PTP, FDOT and Federal funding sources. DTPW’s bus fleet is continuously aging; therefore, an aggressive bus replacement plan is in place to ensure compliance with FTA’s bus retirement criteria. Since October 2016, DTPW has acquired the following vehicles, some of which will be used on the Flagler and SR-836 corridors.

YEAR	BUS TYPE	# OF VEHICLES
2015	NABI 15100 DIESEL	15
2016	NEWFL 16500 HYBRID	11
2016	NEWFL 17500 HYBRID	10
2017	Gillig 16100 DIESEL	5
2018	NEWFL 18100 CNG	169
2019	NEWFL 19100 CNG	24

The procurement of alternative fuel buses for replacements and enhancements would not only be an improvement to transit but also promote the county’s long-term initiative towards a state of good repair, economic competitiveness, livability, sustainability, safety, job creation, and economic stimulus. After examining various alternative fuels, DTPW decided to migrate its bus

## Miami-Dade DTPW – Public Transportation Improvements

fleet to clean-burning, compressed natural gas (CNG). In addition to CNG, DTPW will also acquire its first 33 electric-powered, zero emission buses. These vehicles will be the first of their kind in Miami-Dade County's Metrobus Fleet, and complement the ongoing modernization of the fleet.







## Fiscal Years 2019/2020 - 2023/2024 Transportation Improvement Program

### **PUBLIC TRANSPORTATION IMPROVEMENTS**

#### **South Florida Regional Transportation Authority**

The South Florida Regional Transportation Authority's (SFRTA) mission is to provide greater mobility in South Florida, thus improving the economic viability and the quality of the Community, Region and State. SFRTA operates the Tri-Rail Commuter Rail System. SFRTA, per its legislation, is charged with the responsibility of having the overall authority to coordinate, develop and operate a regional transportation system within the area served. The following projects are included in SFRTA's Capital Budget and Five Year Plan in the Fiscal Year 2020 thru 2024 period.

#### ***THE TRI-RAIL COASTAL LINK***

The TRCL project is planned to introduce new commuter rail service along 85 miles of the FEC rail corridor and provide new regional and intercity mobility, economic development and transportation choice to the traveling public and private sector. TRCL is planned to fully integrate its existing system with the FEC rail corridor and connect with the region's most populous eastern cities between downtown Miami and Jupiter. As a strategic investment for Southeast Florida, it has the potential to transform regional mobility and enhance the long-term competitive position of our region.



#### ***FEDERAL TRANSIT ADMINISTRATION (FTA) GRANT, PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT (TOD)***

SFRTA received a \$1.25 million FTA grant in September 2015, for TOD planning along the proposed Tri-Rail Coastal Link (TRCL) commuter rail line. SFRTA is partnering with the South Florida Regional Planning Council and Treasure Coast Regional Planning Council to complete the study. The work includes comprehensive station area planning, an infrastructure assessment, station-area bicycle and pedestrian planning, an affordable housing analysis, and will explore creation of a regional TOD Fund. Earlier market and economic analysis of the potential development TRCL could generate identified station-area residential and commercial development in the billions of dollars. The TOD work will provide the region with suggestions on how to realize that economic potential and increase livability and quality of life in South Florida. The grant dollars provide matching funds for planning activities around potential station areas

located on the Tri-Rail Coastal Link Corridor. Three (3) applications were received from Miami-Dade County. To date, the Regional Planning Council's (RPC) have conducted two (2) public charrettes/workshops with North Miami Beach and Miami. Other activities related to the SFTOD grant include the Housing Equity Study, Infrastructure Capacity Study, Bicycle/Pedestrian Planning Study, and the TOD Business Fund approach.

### ***TRI-RAIL REAL-TIME PASSENGER INFORMATION SYSTEM (RTPIS), INCLUDING SMART PHONE APPLICATION***

SFRTA 's RTPIS will provide train locations and predicted arrival times at each station via the internet, smart phone app, telephone, text message, and LCD displays location on the station platforms. The system will include onboard signage and an audio system on train cars to display and announce next station arrival and destination information. The train-tracking component is expected to be available via internet and smart phone app.

### ***POSITIVE TRAIN CONTROL***

The U.S. Department of Transportation awarded \$31.63 million to SFRTA in 2017 for the completion of Positive Train Control on South Florida Rail Corridor (SFRC). Positive Train Control (PTC) systems are integrated command, control, communications, and information systems for controlling train movements with safety, security, precision, and efficiency. PTC systems will improve railroad safety by significantly reducing the probability of collisions between trains, casualties to roadway workers and damage to their equipment, and over speed accidents. In addition to providing a greater level of safety and security, PTC systems also enable a railroad to run scheduled operations and provide improved running time, greater running time reliability, higher asset utilization, and greater track capacity. They will assist railroads in measuring and managing costs and in improving energy efficiency. PTC on the SFRC completion is scheduled for December 2019.

### ***PLANNING AND CAPITAL DEVELOPMENT***

SFRTA's short and long term planning efforts and activities conducted by the Planning Department are included in this line item. This item facilitates the performance of planning and capital development studies and projects such as the Transit Development Plan (TDP), the development of a station-area Transit Oriented Development (TOD) plan Tri-Rail stations, South Florida East Coast Corridor (FEC) Transit Analysis Study and other studies and plans.

### ***PROGRAM OF PROJECTS***

SFRTA receives annual Federal Appropriations Sections 5307 and 5337 funding from the Federal Transit Administration (FTA). This funding is programmed in SFRTA's Capital and Operating Budget to include preventive maintenance costs, such items as rolling stock maintenance, station maintenance, wayfinding, transit enhancements, and general engineering consultants and transit oriented development, which are allowable expenditures of funds under FTA guidelines.

**Appendix A**  
**Completed Projects in 2018**

**Completed Highway Projects in 2018**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 968/SW 1 ST	414633-2-52-01	FROM W. FLAGLER TO SW 17 AVE	FLEXIBLE PAVEMENT RECONSTRUCT.	January-18
2	SR 7/US-441/SB	425637-3-52-01	FROM N OF NW 15900 BLOCK TO N OF NW 16000 BLOCK	RESURFACING - RIDE ONLY	January-18
3	SR 953/LE JEUNE RD	435408-1-52-01	FROM SW 22 ST TO SR 836	LANDSCAPING	January-18
4	SR 9/1-95/RAMPS	425216-2-52-01	AT MIAMI GARDENS DR	RESURFACING	January-18
5	SR 992/SW 152 ST/CORAL REEF DR	433286-2-52-01	FROM SR 821 HEFT NB RAMP TO SW 93 AVE - RESURFACING	RESURFACING	February-18
6	SR 7/NW 7 AVE	425598-1-52-01	FROM NW 8 ST TO NW 36 ST - FLEXIBLE PAVEMENT RECONSTRUCT.	FLEXIBLE PAVEMENT RECONSTRUCT.	March-18
7	SR 997/KROME AVE	249614-7-52-01	FROM SW 136 ST TO KENDALL DR	ADD LANES & RECONSTRUCT	March-18
8	SR 5/BISCAYNE BLVD	433059-2-52-01	FROM NE 32 ST TO NE 38 ST	INTERSECTION IMPROVEMENT	April-18
9	SR 953/LEJEUNE RD	434766-1-52-01	AT BIRD RD	INTERSECTION IMPROVEMENT	April-18
10	SR 915/NE 6 AVE	422620-2-52-01	FROM NE 171 ST TO NE183 ST	LANDSCAPING	May-18
11	SR 985/SW 107 AVE	412479-3-52-01	FROM SW 1100 BLOCK TO SW 3 ST - PLUS BRIDGE REPLACEMENT	ADD LANES & REHABILITATE PVMNT	May-18
12	DISTRICTWIDE (ADA) PUSHBUTTON - PEDESTRIAN SAFETY IMPROVEMENT	429536-2-52-01	DISTRICTWIDE (ADA) PUSHBUTTON	PEDESTRIAN SAFETY IMPROVEMENT	June-18
13	SR 976/BIRD RD	434771-1-52-01	FROM SW 57 AVE TO ALHAMBRA CIRCLE	INTERSECTION IMPROVEMENT	June-18
14	SR 933/SW/NW 12 AVE	432748-2-52-01	FROM N OF SW 13 ST TO NW 1500 BLOCK - RESURFACING	RESURFACING - RIDE ONLY	June-18
15	SR 968/SW 1 ST	418312-2-52-01	FROM SW 17 AVE TO SW 6 AVE	FLEX PAVEMENT RECONSTRUCT.	July-18
16	SR 5/US-1/S DIXIE	428487-2-52-01	FROM N OF SW 184 ST TO S OF SW 168 ST	RESURFACING	August-18
17	SR 7/NW 2 AVE	436312-1-52-01	AT NW 199 ST	INTERSECTION IMPROVEMENT	September-18
18	SR 90/SW 7 ST	437792-1-52-01	FROM SW 27 AVE TO BRICKELL AVE	PEDESTRIAN SAFETY IMPROVEMENT	September-18
19	SR 94/SW 88 ST/KENDALL DR	434776-1-52-01	AT SW 107 AVE	INTERSECTION IMPROVEMENT	September-18
20	SR A1A/COLLINS AVE	430949-1-52-01	FROM S OF BAYVIEW DR TO 192 ST	RESURFACING	September-18

**Completed Highway Projects in 2018**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
21	SR 986/SW 72 ST	427651-2-52-01	FROM E OF SW 87 CT TO W OF SW 84 PL	RESURFACING	September-18
22	SR 112/I-195/JULIA TUTTLE CSWY -	436533-1-52-01	BRIDGE # 870302	BRIDGE-REPAIR/REHABILITATION	October-18
23	SR 817/NW 27 AVE	437921-1-52-01	FROM NW 171 ST TO NW 177 ST	PEDESTRIAN SAFETY IMPROVEMENT	October-18
24	SR 9/NW 27 AVE	436385-1-52-01	AT NW 17 ST	INTERSECTION IMPROVEMENT	October-18
25	SR 934/NW/NE 79 ST	427452-2-52-01	FROM NW 14 AVE TO N BAYSHORE DRIVE	LANDSCAPING	October-18
26	SR 916/NE 135 ST	435601-1-52-01	AT ARCH CREEK FROM MP 10.165 TO MP 10.205 - CULVERT	DRAINAGE IMPROVEMENTS	October-18
27	SR 5/US-1	433489-1-52-01	FROM C-100A CANAL/SW 106 ST TO SW 100 ST	INTERSECTION IMPROVEMENT	November-18
28	SR 924/NW 119 ST	438263-1-52-01	FROM I-95 TO WEST DIXIE HWY	SIDEWALK	November-18
29	SR 934/NW 81 ST/NW 82 ST	436933-1-52-01	FROM NW 13 CT TO MIAMI AVE	LANDSCAPING	November-18
30	SR 997/KROME AVE	249614-3-52-01	FROM KENDALL DR (SW 88 ST) TO NORTH OF SW 8 ST	ADD LANES & RECONSTRUCT	November-18
31	SR 9A/I-95	433924-2-52-01	FROM NW 170 ST TO SNAKE CREEK	LANDSCAPING	November-18
32	SR 932/NW 103 ST	434768-1-52-01	FROM SR 826 TO W 12 AVE	INTERSECTION IMPROVEMENT	November-18
33	SR 823/NW 57 AVE	433425-1-52-01	FROM NW 183 ST/MIAMI GARDENS DR TO MIAMI-DADE/BROWRD LINE	LANDSCAPING	November-18
34	SR 112/ARTHUR GODFREY RD	434778-1-52-01	FROM ALTON RD TO W OF PINE TREE DR	INTERSECTION IMPROVEMENT	November-18
35	SR 90/US-41/SW 8 ST	437475-1-52-01	FROM SW 27 AVE TO SW 3 AVE	PEDESTRIAN SAFETY IMPROVEMENT	November-18
36	SR 5/US-1/SOUTH DIXIE HWY	437873-1-52-01	AT SW 200 ST	PEDESTRIAN SAFETY IMPROVEMENT	November-18
37	SR 997/KROME AVE	427369-4-52-01	AT C-102- CONTROL STRUCTURE	DRAINAGE IMPROVEMENTS	December-18
38	MIAMI-DADE COUNTY - PUSH BUTTON - TRAFFIC OPS - SIGNALS AND ELECTRICAL WORK	414477-9-52-01	MIAMI-DADE COUNTY - PUSH BUTTON - TRAFFIC OPS - SIGNALS AND ELECTRICAL WORK	MISCELLANEOUS CONSTRUCTION	December-18

**Completed Highway Projects in 2018**  
**Miami-Dade Expressway Authority (MDX)**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	Dolphin Station Park & Ride	50001	North of NW 12 <sup>th</sup> Street and West of HEFT	Parking Facility (Partnership with Miami-Dade County & FDOT)	Oct-18
2	Systemwide ITS Improvements	10021	Systemwide	Installation of ITS technology	Dec-18

**Completed Highway Projects in 2018**  
**Florida's Turnpike Enterprise**

#	Project Name	FPN	Limits	Status
1	Turnpike Widening (widen from 4 to 8 lanes to include 2 GUL and 2 express lanes)	415488-1	MP 11.8 (SW 216 <sup>th</sup> Street) – MP 14.5 (North of SW 184 <sup>th</sup> Street / Eureka Drive)	Complete

**Completed Highway Projects in 2018**  
**Miami-Dade County Department of Transportation and Public Works**

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
1	SW 56 Street	SW 75 Avenue	SW 67 Avenue	Resurfacing	January 2019
2	NW 79 Avenue	Flagler Street	NW 7 Street	Resurfacing	November 2018
3	NW 87 Avenue/NW 36 Street			Resurfacing	January 2019
4	SW 92 Avenue	SW 24 Street	SW 8 Street	Resurfacing	November 2018
5	SW 112 Avenue	SW 56 Street	SW 40 Street	Resurfacing	November 2018
6	NW 58 Street/NW 99 Avenue			Traffic signal	December 2018
7	NW 104 Avenue/ NW 33 Street			Traffic signal	December 2017
8	NW South River Drive/ NW 89 Avenue			Traffic signal	August 2018
9	NW 28 Street/NW 19 Avenue			Traffic signal	August 2017
10	SW 37 Avenue/SW 26 Street			Traffic signal	November 2018
11	N Miami Avenue	N 119 Street	N 167 Street	Resurfacing	November 2018
12	NW 22 Avenue	NW 167 Street	NW 188 Terrace	Resurfacing	September 2018
13	NW 68 Avenue/NW 179 Street			Traffic signal	December 2018
14	SW 56 Street	SW 152 Avenue	SW 147 Avenue	Resurfacing	June 2018
15	SW 147 Avenue	SW 120 Street	SW 104 Street	Resurfacing	December 2018
16	SW 137 Avenue/SW 143 Street (R/R Crossing)			Resurfacing	June 2018

**Completed Highway Projects in 2018**  
**Miami-Dade County Department of Transportation and Public Works**

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
17	SW 152 Street/SW 133 Avenue (R/R Crossing)			Resurfacing	June 2018
18	SW 82 Avenue/SW 168 Street			Traffic circle	June 2019
19	SW 122 Avenue/SW 120 Street			Intersection improvement	July 2016
20	SW 57 Avenue/SW 104 Street			Traffic signal	June 2018
21	SW 147 Avenue	SW 264 Street	SW 248 Street	Resurfacing	August 2018
22	SW 147 Avenue	SW 200 Street	SW 184 Street	Resurfacing	November 2018
23	SW 157 Avenue	SW 280 Street	SW 272 Street	Resurfacing	January 2019
24	SW 167 Avenue	SW 296 Street	SW 272 Street	Resurfacing	December 2018
25	SW 187 Avenue	SW 320 Street	SW 299 Street	Resurfacing	April 2018
26	SW 232 Street	Krome Avenue	US-1	Resurfacing	October 2018
27	SW 248 Street	Krome Avenue	SW 147 Avenue	Resurfacing	November 2018
28	SW 264 Street	SW 167 Avenue	SW 162 Avenue	Resurfacing	January 2019
29	West Avenue Bridge Over Collins Canal			Bridge	December 2018
30	Dickens Avenue/75 Street			Traffic signal	October 2018
31	W 24 Avenue	W 60 Street	W 76 Street	Widen to 3 lanes	January 2017
32	W 68 Street	SR 826	W 4 Avenue	Resurfacing	December 2018
33	NW 74 Street	HEFT	SR 826	New 6 lanes	April 2018

**Completed Projects in 2018**

**Miami-Dade County Aviation Department (MDAD)**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	MIA Taxiway T,S,R Rehabilitation and M-5 Connector - Design	P256A	Airside / MIA Taxiways	Pavement rehabilitation	2018
2	MIA E Satellite PLB	U010D	Airside / Terminal Concourses	PLB Installation	2018
3	MIA Cc H Roof Replacement	S071A	Terminal & Concourse H	Roofing	Mar 2019
4	MIA South & Central Terminal Baggage Handling System Building	T042A	Airside	New building	Feb 2019
5	OPF Taxiway Repairs	RM6	Airside	Pavement Repairs	Mar 2019
6	TNT Pavement Markings on Runway, Connectors & Apron Improvements	RM6	Airside	Pavement Repairs	August 2018

**Completed Projects in 2018**

**The Dante B. Fascell Port of Miami-Dade (“PortMiami”)**

#	Project Name	Project Number	Description	Completion Date
1	CT'S D & E RUNWAYS EXTENSIONS	2015-020.02	CT'S D AND E RUNWAYS EXTENSIONS	Feb-18
2	CT D CONCOURSE EXTENSION	2015-020.03	CT D CONCOURSE EXTENSION	Jan-18
3	CT D, F AND G SEATING UPHOLSTERY REPAIRS	M2017-024	CT D, F AND G SEATING UPHOLSTERY REPAIRS	Nov-18
4	CT F RUNWAYS, TIE-DOWNS AND BOLLARDS	2015-055.02	CT F RUNWAYS, TIE-DOWNS AND BOLLARDS	Jul-18



**Appendix B**  
**Projects Under Construction**

**Highway Projects Under Construction**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
1	MIAMI-DADE COUNTYWIDE - PUSHBUTTON	425865-5-52-01	MIAMI-DADE COUNTYWIDE - PUSHBUTTON	DRAINAGE IMPROVEMENTS	December-18
2	SR 826/PALMETTO EXPY	432743-4-52-01	FROM W OF NW 67 AVE TO W OF NW 57 AVE	RESURFACING	January-19
3	SR 976/SW 40 ST	428479-2-52-01	FROM E OF SW 38 CT TO US-1/S DIXIE HWY	RESURFACING - RIDE ONLY	January-19
4	SR 968/W. FLAGLER ST	418091-1-52-01	FROM 27 AVE TO 14 AVE	FLEXIBLE PAVEMENT RECONSTRUCT.	January-19
5	SR 968/W. FLAGLER ST	414633-1-52-01	FROM 14 AVE TO 2 AVE	FLEXIBLE PAVEMENT RECONSTRUCT.	January-19
6	SR 5/BISCAYNE BLVD	412473-9-52-01	FROM SE 3 AVE TO N OF SE 2 ST	RESURFACING	January-19
7	PEDESTRIAN AND BICYCLE SAFETY WITH MINOR TRAFFIC OPERATIONAL IMPROVEMENTS-PUSH BUTTON	431434-1-52-01	PEDESTRIAN AND BICYCLE SAFETY WITH MINOR TRAFFIC OPERATIONAL IMPROVEMENTS-PUSH BUTTON	MISCELLANEOUS CONSTRUCTION	January-19
8	SR 9A/I-95	433924-1-52-01	FROM SNAKE CREEK TO DADE/BROWARD CO LINE	LANDSCAPING	January-19
9	DISTRICTWIDE PUSHBUTTON	405610-6-52-01	DISTRICTWIDE PUSHBUTTON	LANDSCAPING	February-19
10	SR 953/LEJEUNE RD	434769-1-52-01	FROM SW 2 ST TO NW 11 ST	INTERSECTION IMPROVEMENT	February-19
11	SR 90/SW 8 ST	436311-1-52-01	FROM E OF SW 90 AVE TO E OF SW 86 CT	INTERSECTION IMPROVEMENT	February-19
12	SR 976/SW 40 ST	436355-1-52-01	FROM E OF SW 102 AVE TO E OF SW 87 AVE	RESURFACING	February-19
13	SR 990/KILLIAN PRKWY/SW 112 ST	436342-1-52-01	FROM SW 97 AVE TO US1/S DIXIE HWY	RESURFACING	February-19
14	SR 7/NW 7 AVE	440186-1-52-01	FROM SW 6 ST TO NW 62 ST - SIGNALIZED INTERSECTIONS	LIGHTING	February-19
15	TRAFFIC OPERATIONS PUSH BUTTON - SIGNALS - MIAMI-DADE COUNTY	431434-4-52-01	TRAFFIC OPERATIONS PUSH BUTTON - SIGNALS - MIAMI-DADE COUNTY	MISCELLANEOUS CONSTRUCTION	February-19
16	MIAMI-DADE COUNTYWIDE - PUSHBUTTON	425865-7-52-01	MIAMI-DADE COUNTYWIDE - PUSHBUTTON	DRAINAGE IMPROVEMENTS	February-19
17	SR 5/US-1/SOUTH DIXIE HWY	436432-1-52-01	FROM SW 57 AVE TO SW 80 ST	LANDSCAPING	March-19
18	SR 90/TAMIAMI TRAIL	434922-1-52-01	FROM MP 14.038 TO MP 17.230	NEW BRIDGE - NO ADDED CAPACITY	March-19

**Highway Projects Under Construction**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
19	DISTRICTWIDE (ADA) PUSHBUTTON	429536-3-52-01	DISTRICTWIDE (ADA) PUSHBUTTON	PEDESTRIAN SAFETY IMPROVEMENT	April-19
20	SR 922/NW 125 ST	429022-1-52-01	FROM NW 6 AVE TO NE MIAMI CT	INTERSECTION IMPROVEMENT	April-19
21	PEDESTRIAN AND BICYCLE SAFETY WITH MINOR TRAFFIC OPERATIONAL IMPROVEMENTS- PUSH BUTTON	431433-1-52-01	PEDESTRIAN AND BICYCLE SAFETY WITH MINOR TRAFFIC OPERATIONAL IMPROVEMENTS- PUSH BUTTON	MISCELANEOUS CONSTRUCTION	April-19
22	TRAFFIC OPERATIONS PUSH BUTTON - ROADWAY - MIAMI-DADE COUNTY	431433-6-52-01	TRAFFIC OPERATIONS PUSH BUTTON - ROADWAY - MIAMI-DADE COUNTY	MISCELANEOUS CONSTRUCTION	April-19
23	SR A1A/COLLINS AVE	433378-1-52-01	AT BAKER HAULOVER CUT	BRIDGE - PAINTING	May-19
24	SR 7/US-441/NW 7 AVE	430817-2-52-01	FROM N OF NW 79 ST TO LITTLE RIVER DR	RESURFACING	May-19
25	DISTRICTWIDE - PUSHBUTTON - PILOT PROGRAM	431635-1-52-01	DISTRICTWIDE - PUSHBUTTON - PILOT PROGRAM	SAFETY PROJECT	May-19
26	SR 826	432687-1-52-01	FROM FLAGLER ST TO NW 154 ST & I-75/ FROM SR 826 TO NW 170 ST	ADD SPECIAL USE LANE	June-19
27	NW 87 AVE	405615-3-52-01	FROM NW 74 ST TO NW 103 ST	NEW ROAD CONSTRUCTION	July-19
28	SR 944/NW/NE 54 ST	428278-2-52-01	FROM E OF NW 7 AVE TO BISCAYNE BLVD	RESURFACING	August-19
29	SR 94/N KENDALL DR/SW 88 ST	431170-1-52-01	FROM SW 97 AVE TO SW 79 AVE	RESURFACING	September-19
30	SR 25/US-27/OKEECHOBEE RD	425979-2-52-01	FROM W OF SE 7 AVE TO N OF NW 36 ST	RESURFACING	September-19
31	SR 9A/I-95	429300-3-52-01	FROM NW 29 ST TO NW 79 ST	RIGID PAVEMENT RECONSTRUCTION	October-19
32	SR 9A/I-95	438540-1-52-01	AT NW 119 ST INTERCHANGE	ADAPTIVE SIGNAL CONTROL TECHNOLOGIES (ASCT)	December-19
33	SR 5/US-1	433455-1-52-01	FROM PONCE DE LEON BLVD TO SW 37 AVE/S. DOUGLAS RD	INTERSECTION IMPROVEMENT	December-19
34	SR 933/NW 12 AVE	414643-2-52-01	FROM SW 22 ST TO NW 8 TR/SOUTH RIVER DR	LANDSCAPING	February-20
35	SR 826/PALMETTO EXPY	249581-2-52-01	FROM SW 2 ST TO NW 14 ST	LANDSCAPING	March-20

**Highway Projects Under Construction**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
36	PEDESTRIAN & BICYCLE SAFETY - PUSH BUTTON	431433-4-52-01	PEDESTRIAN & BICYCLE SAFETY - PUSH BUTTON	MISCELLANEOUS CONSTRUCTION	May-20
37	SR A1A/MCARTHUR CSWY	436522-1-52-01	EAST BRIDGE # 870077	BRIDGE-REPAIR/REHABILITATION	June-20
38	DISTRICTWIDE - PUSHBUTTON - PILOT PROGRAM	431635-2-52-01	DISTRICTWIDE - PUSHBUTTON - PILOT PROGRAM	SAFETY PROJECT	June-20
39	SR 825/SW 137 AVE	435173-1-52-01	FROM SW 8 ST TO NW 12 ST	LANDSCAPING	August-20
40	DISTRICTWIDE PUSHBUTTON	405610-7-52-01	DISTRICTWIDE PUSHBUTTON	LANDSCAPING	December-20
41	SR 968/SW 1 ST	438056-3-52-01	FROM FLAGLER ST TO SW 17 AVE	LANDSCAPING	April-21
42	GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY - GGMTF	251684-6-52-01	GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY - GGMTF	INTERMODAL HUB CAPACITY	May-21
43	SR 836/I-395	251688-1-52-01	FROM I-95 TO MACARTHUR BRIDGE - BRIDGE-REPLACE AND ADD LANES	BRIDGE-REPLACE AND ADD LANES	November-22

**Highway Projects Under Construction**  
**Miami-Dade Expressway Authority (MDX)**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 836/I-95 Interchange Improvements	83611	NW 17 <sup>th</sup> Avenue to I-95	Interchange Modification (JPA with FDOT)	November-22
2	SR 836 Operational, Capacity and Interchange Improvements	83628	NW 57 <sup>th</sup> Avenue to NW 17 <sup>th</sup> Avenue	Widening and Interchange improvements	September-19
3	SR 836 Interchange Modifications at 87 <sup>th</sup> Avenue	83629	SR 836 West of 82 <sup>nd</sup> Avenue to NW 97 <sup>th</sup> Avenue	Interchange Improvements	July-19
4	SR 874 Ramp Connector	87410	SW 128 <sup>th</sup> Street to SR 874	New Ramp	October-19

## Highway Projects Under Construction Florida's Turnpike Enterprise

#	Project Name	FPN	Limits	Status
1	Turnpike Extension / S.R. 821 Widening (widen from 4 to 6 lanes to include 2 express lanes)	423372-2	MP 5 (SW 288 <sup>th</sup> Street / Biscayne Drive) – MP 11.8 (SW 216 <sup>th</sup> Street)	Estimated Construction Completion – May 2019
2	Turnpike Extension / S.R. 821 Widening (widen from 6 to 8 lanes to include 2 express lanes)	406096-1	MP 14.5 (North of SW 184 <sup>th</sup> Street / Eureka Drive) – MP 19.4 (South of Killian Parkway)	Estimated Construction Completion – July 2019
3	Turnpike Extension / S.R. 821 Widening (widen from 6 to 10 lanes to include 4 express lanes)	415051-1	MP 19.4 (South of Killian Parkway) – MP 21.87 (SW 72 <sup>nd</sup> Street / Sunset Drive)	Estimated Construction Completion – August 2019
4	Turnpike Extension / S.R. 821 Widening (widen from 6 to 10 lanes to include 4 express lanes)	427146-1	MP 21.87 (SW 72 <sup>nd</sup> Street / Sunset Drive) – MP 23.8 (Bird Road)	Estimated Construction Completion – October 2019
5	Turnpike Extension / S.R. 821 Widening (widen from 6 to 10 lanes to include 4 express lanes)	415051-4	MP 23.8 (Bird Road) – MP 26 (SR 836)	Estimated Construction Completion – July 2020

## Highway Projects Under Construction Miami-Dade County Department of Transportation and Public Works

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
1	NW 89 Avenue/NW 93 Street			Widen to 3 lanes	March 2019
2	NW 79 Avenue/NW 36 Street			Intersection improvement	June 2019
3	Tamiami Canal Bridge Replacement			Bridge replacement	April 2019
4	N Miami Avenue	N 17 Street	N 87 Street	Resurfacing	February 2019
5	NE 16 Avenue	NE 123 Street	NE 135 Street	Widen to 3 lanes	March 2019
6	NW 97 Avenue	NW 138 Street	NW 154 Street	New 4 lanes	December 2019
7	NW 142 Street	NW 107 Avenue	NW 97 Avenue	Roadway improvements	June 2019
8	NW 67 Avenue/NW 169 Street			Intersection improvement	May 2019
9	SW 142 Avenue	SW 26 Street	SW 8 Street	Re-aligning roadway, intersection improvements, milling and resurfacing	March 2019
10	SW 149 Avenue/SW 26 Street			Intersection improvement	July 2019
11	SW 152 Street	SW 157 Avenue	SW 147 Avenue	Widen from 2 to 4 lanes	September 2019
12	SW 184 Street	HEFT	US-1	Resurfacing	March 2019
13	SW 147 Avenue/SW 104 Street			Intersection improvement	July 2019
14	SW 152 Avenue/SW 104 Street			Intersection improvement	April 2019
15	SW 152 Avenue/SW 72 Street			Intersection improvement	June 2019
16	SW 328 Street	US-1	SW 162 Avenue	Widen from 2 to 4 lanes	December 2019

**Highway Projects Under Construction**  
**Miami-Dade County Department of Transportation and Public Works**

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
17	SW 216 Street/SW 187 Avenue			Resurfacing	February 2019
18	W 76 Street	W 36 Avenue	W 20 Avenue	Roadway improvements	December 2019
19	W 32 Avenue/W 68 Street			Intersection improvement	June 2019
20	NE 2 Avenue	NE 69 Street	West Little River Canal	Street/Traffic operational improvements	February 2019

**Projects Under Construction**  
**Miami-Dade County Aviation Department (MDAD)**

#	Project Name	Project Number	Limits	Type of Work	Status
1	MIA Taxiway T, S, R Rehabilitation & M-5 Connector-Construction	P256A	Airside	Pavement Rehabilitation	Under Construction
2	MIA Way finding Signs	K098A/P267A	Terminal Wide	Signage	Under Construction
3	MIA Central Base Apron & Utilities	V037A	Airside	Apron Expansion	NTP Pending
4	MIA South and Central Terminal BHS	T042A	South and Central Terminal	Baggage Handling System	Under Construction
5	OPF Construct Interior Service Road Phase 2	S019B	Airside	Service Road	Under Construction
6	TMB Taxiway D Connector Rehabilitation - Phase 2	W076A	Airside	Pavement Rehabilitation	Under Construction
7	X51 Security Project	Y145A	Airside / Landside	Security Enhancements	NTP Feb 2019

**Projects Under Construction**  
**The Dante B. Fascell Port of Miami-Dade (“PortMiami”)**

#	Project Name	Description	Status
1	Cruise Road for Terminal AA	New cruise road and utilities for expanded operations with Carnival Cruise Lies	Design
2	New Cruise Terminal Roadways	New Cruise Blvd roadway extension to handle additional traffic on Port for cruise terminals	Planning/Design
3	Cruise Terminal B & C -Conversion	New Cruise terminal conversion for 5000 cruise passengers and the work includes but is not limited to Intermodal, parking garages and ancillary work.	Design
4	New Cruise Terminal F Ph. 2	Phase II expansion of the cruise terminal to accommodate larger cruise ships.	Planning/Design
5	New Cruise Terminal K	Design and construction of new cruise terminal to accommodate passenger growth.	Planning/Design
6	Purchasing of Cranes	Purchasing of four new Super Post-Panamax Cranes.	In procurement
7	Facility Moves	Moving customer warehouses to another location.	Planning
8	Federal Inspection Facility	Build new FIS to accommodate all federal inspection operation on port.	Design
9	Cruise Terminal J Improvements	Improvements to CT J to attract luxury cruises.	Under Construction
10	Cargo Gate Modifications	Future consolidation of Gates and security systems.	Design
11	Cruise Terminal Bulkheads and future repairs	Cruise terminal seawall rehabilitation	Design

**Projects Under Construction**  
**The Dante B. Fascell Port of Miami-Dade (“PortMiami”)**

#	Project Name	Description	Status
12	Container Yard Improvements	Redevelopment of the container yard area, to include drainage upgrades and bulkhead improvements.	Under Construction
13	Infrastructure Improvements	Infrastructure Improvements include but are not limited to cranes, security IT, recycling export center, container storage, parking, PBB's, mooring bollards and bulkhead improvements.	Under Construction
14	Cargo Bulkheads Rehabilitation	Repair cargo bulkheads bays	Design
15	South Florida Container Terminal	SFCT drainage, electrical gantry cranes and yard improvements.	Construction
16	Sewer Upgrades	Upgrade of the sanitary sewer line and force main to larger capacity.	Construction
17	Inland Port	This is an off Port development container storage and transfer staging areas. Only the study is moving forward.	Planning
18	Channel Modifications	Planning and environmental	Planning
19	New Cruise Terminal B	Construction of cruise terminal B in partnership with Norwegian Cruise Lines	Construction
20	New Cruise Terminal AAA	Design and construction of new cruise terminal AAA	Planning/ Design
21	New Cruise Terminal H	Design and construction of new cruise terminal H in partnership with Virgin	Planning/ Design



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