

TIP



**Miami-Dade Transportation
Planning Organization**



CITIZEN'S VERSION

APPROVED MAY 20, 2021

FISCAL YEARS 2022 - 2026

Transportation Improvement Program Fiscal Years 2021/2022 to 2025/2026

TIP Citizen's Version

Transportation Planning Organization for the Miami Urbanized Area

2022-2026 Citizen's 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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A Citizen's 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 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 2045 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 lists specific projects, the anticipated schedule, and cost for each project. Like the LRTP, 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 "living" 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 2019 estimated population of more than 2.71 million, Miami-Dade County is the most populous county in Florida. By the year 2045, the region's population is expected to climb to approximately 3.5 million. The number of households are expected to grow 37.4 percent, from 0.91 million to 1.25 million and the number of jobs in the county will increase from 1.3 million to over 1.8 million, between 2015 and 2045.

The Region

Miami-Dade County includes 421 square miles of urban development in 1,978 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 **470,900 inhabitants in 2018**. 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

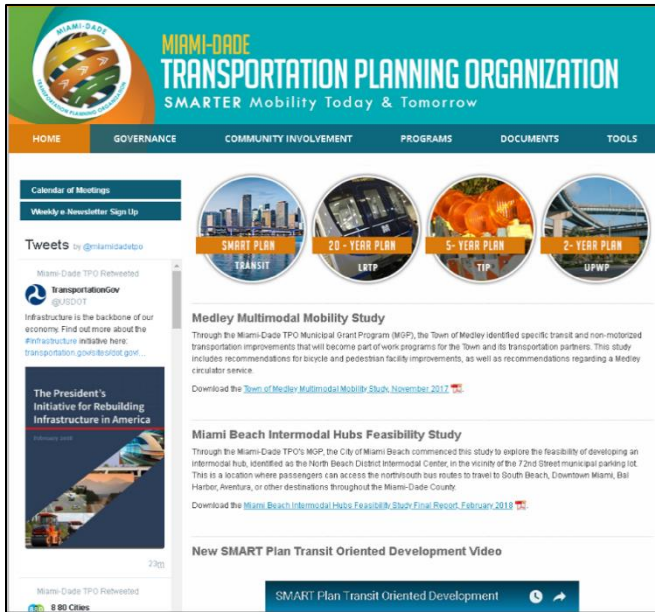
Miami-Dade's transportation network includes 28 miles of interstate freeways, 112 miles of Turnpike and other freeways, 1,373 miles of major roadways, over 5,600 miles of local streets and roads, and 198 miles of shared-use paths. In all, that is over 7,000 miles that must be maintained, policed, cleaned and frequently repaved or rebuilt. In addition, there are 918 bridges (584 on the State system and 334 off the State system), 122 miles of active railroad tracks including 273 rail crossings, 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 **762 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 **23 routes with 64 buses**, with service extending into Monroe County. Currently DTPW Bus Operations directly operates a total of **25.3 million scheduled revenue miles and 1.9 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 3.5 million riders in Fiscal Year 2020.

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 currently adopted 2045 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 2022 to 2026. Fiscal years spanned are 2022, 2023, 2024, 2025, and 2026. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

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
Fiscal Year 2025 -----	begins July 1, 2024 and ends June 30, 2025
Fiscal Year 2026 -----	begins July 1, 2025 and ends June 30, 2026

What does the TIP include?



The TIP includes a listing of transportation improvement projects by Fiscal Year 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 (DTPW)
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://miamidadetpo.org/library/reports/prospectus-for-transportation-improvements-2019.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]

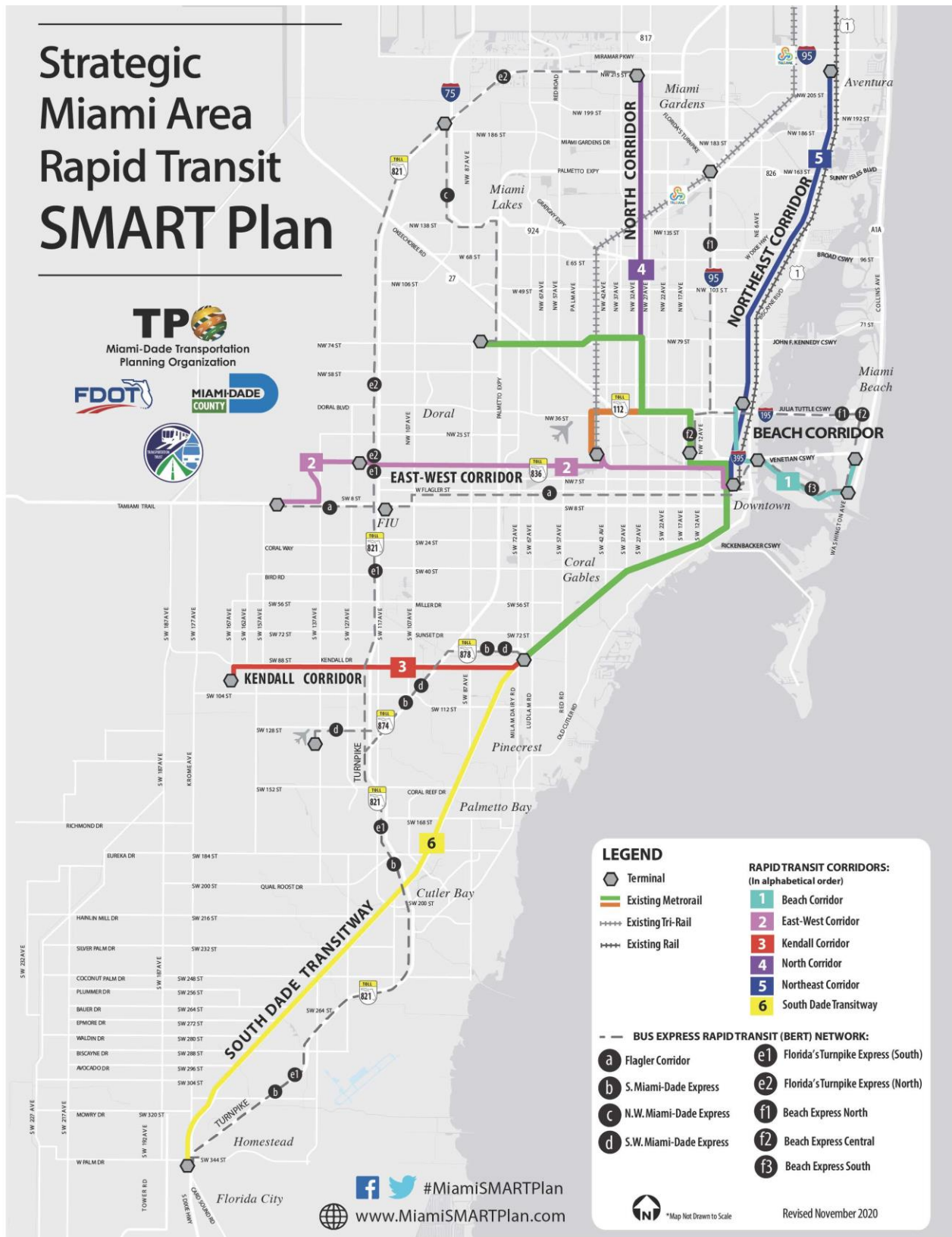
Administrative TIP Amendment Between the Start of the State and Federal Fiscal Years

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.

Strategic Miami Area Rapid Transit (SMART) Plan



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

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 27th Avenue)
- Beach Corridor
- East-West Corridor
- South Dade Transitway
- Northeast 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 107th Avenue to Government Center with two branches west of 107th Avenue - along NW 12th Street to Dolphin Station at approximately NW 122nd Avenue and along SW 8th Street to Tamiami Station at SW 147th Avenue.
- *Route b - South 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.
- *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 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations.

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

- *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 215th 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.

2022-2026 TIP

Review by Transportation Agencies



Fiscal Years 2021/2022 to 2025/2026

Transportation Improvement Program (TIP)

State Transportation System and Major Projects

Florida Department of Transportation, District 6

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
- Freight Projects
- Public Transportation Projects
- SMART Plan Projects

The Florida Department of Transportation 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 2045 Long Range Transportation Plan (LRTP), and TPO priorities. The projects must also meet the objectives of the 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 Florida Department of Transportation coordinates development of the Work Program with the TPO TIP Committee process and input is received through public hearings. In the summer of 2020, FDOT began the new cycle to develop the Tentative Work Program for Fiscal Years (FY) 2022 - 2026. 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, 2021.

Programs and Funding

Program Descriptions

For budgeting purposes, the FDOT's Work Program comprises 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

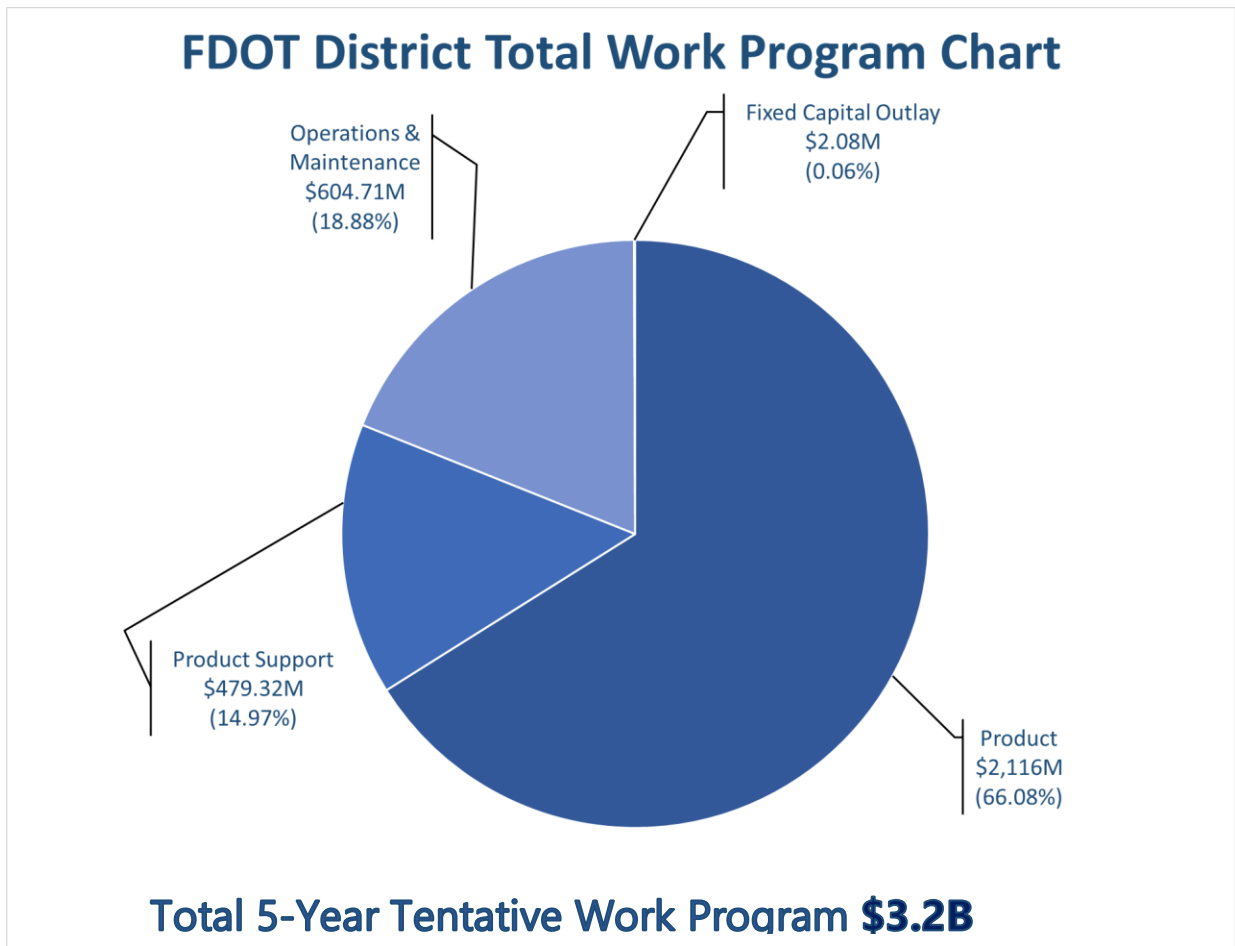
Other activities include debt service, State Infrastructure Bank (SIB) loan payback, maintenance of the FDOT's mobile equipment and operation of the FDOT warehouse and supply system.

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.

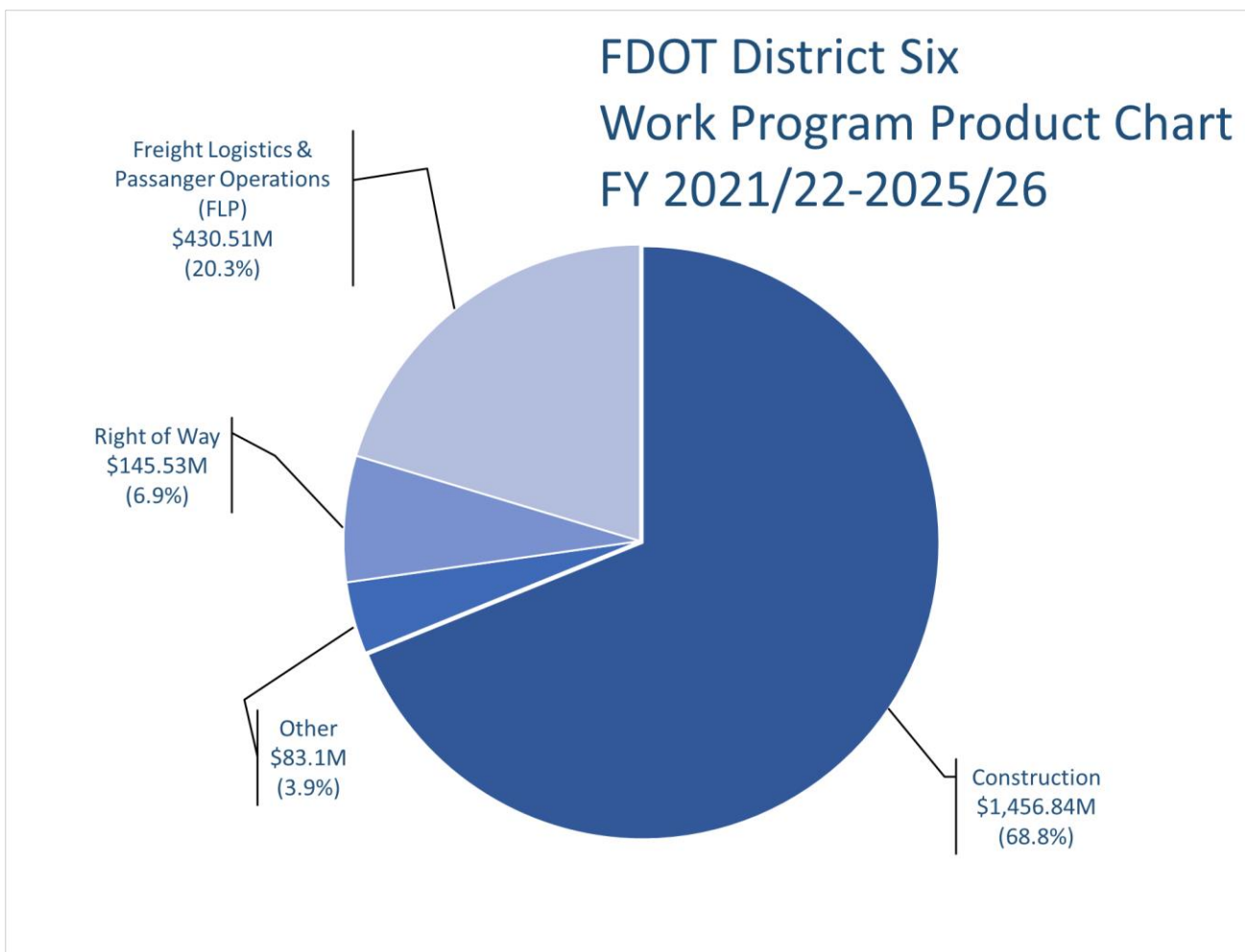
FDOT District Six, Total Budget Breakdown, Tentative Five-Year Work Program Fiscal Years 2022 – 2026

As shown in the Total Budget Breakdown chart below, the majority of the Department’s \$3.2 billion budget is applied to the product budget in the amount of \$2.116 billion.



FDOT District Six, Product Budget Breakdown Tentative Five-Year Work Program Fiscal Years 2022 – 2026

The product budget includes money spent on construction, freight, logistics & passenger operations, and right-of-way. As shown in the Product Budget Breakdown chart below, approximately \$1,456.84 million (68.8% of product budget) will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge repair and replacement, and resurfacing; approximately \$430.51 million (20.3% of the product budget) will go towards freight and public transportation programs and services; approximately \$145.53 million (6.9% of the product budget) will go towards the purchasing of right-of-way; and approximately \$83.1 million (3.9% of the product budget) will go towards other aspects of production.



Strategic Intermodal System (SIS) Projects

The Florida Legislature established the Strategic Intermodal System (SIS) to enhance Florida’s transportation mobility and economic competitiveness. The SIS consists of a network of high-priority transportation facilities which includes commercial airports, spaceports, deep water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways, and highways. These facilities represent the state’s primary means for moving people and freight between Florida’s diverse regions, between states and nations. The following are major SIS improvement projects in Miami-Dade County:

SR 826/Palmetto Expressway Express Lanes

This project consists of the implementation of managed express lanes along the SR 826/Palmetto Expressway from West of NW 17 Avenue to US 1/SR 5/Dixie Highway. The full project is approximately 27 miles in length. The project is part of the emerging South Florida Express Lanes network. It is expected to 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 divided into 3 major segments:

1. I-75/SR 826/Palmetto Expressway Express Lanes

In February 2020 FDOT announced proposed improvements to this segment of the Palmetto express lanes to further address congestion, the planned improvements include:

The Department recently completed phase 1 improvements in the Northbound direction which included the following:

- Relocate the existing ingress north of NW 36 Street to the Okeechobee Road ingress to provide additional general purpose lanes capacity.
- Relocate the existing ingress north of Okeechobee Road to south of the northbound Okeechobee Road on-ramp to eliminate lane diving.
- Remove the exiting ingress at NW 36 Street.
- Relocate the existing egress south of NW 154 Street to south of NW 103 Street which creates a single express lane from NW 103 Street to NW 154 Street to provide additional general-purpose capacity.



Improvements were completed and began operations September 2020.

The Department is currently in the design phase for phase 2, Palmetto Expressway Capacity Improvements project from South of NW 36 Street to North of NW 154 Street, which consists of improvements in both northbound and southbound as follows:

In the Northbound direction the improvement consists of:

- Widen as well as mill and resurface the mainline to provide full width inside and outside shoulders for improvements recently completed.

In the Southbound direction the improvement consists of:

- Modifying the NW 103 Street westbound to southbound flyover ramp pier along the outside general-purpose lane and subsequently widen the SR 826 mainline bridge and walls to create an additional general-purpose lane through NW 103 Street.
- Extend auxiliary lane between the Okeechobee Road and NW 74 Street interchanges to better facilitate weaving and improve capacity in the general-purpose lanes.
- Widen the bridge over NW 74 Street and Metrorail to better facilitate weaving and improve capacity in the general-purpose lanes.
- Relocate express lane ingress access at NW 154 Street to NW 103 Street to allow access to the express lane from NW 154 Street and NW 122 Street. This will convert an existing express lane to general-purpose lane from NW 154 Street to I-75.

Phase 2 is anticipated to be completed by Summer 2024.

2. SR 826/Palmetto Expressway South Express Lanes

The project on SR 826/Palmetto Expressway from US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway, approximately seven miles, is proposing corridor improvements that are expected to add highway and interchange capacity with the implementation of a managed lanes system and interchange improvements to meet future transportation demand, improve travel time reliability and provide long-term mobility options.

The project includes improvements to 10 interchanges, operational improvements to the Palmetto general purpose lanes and a direct connection to the Busway at the southern end of the project. This project will also include a new drainage system, lighting system and ITS system. Signalized intersections will be upgraded to current standards.

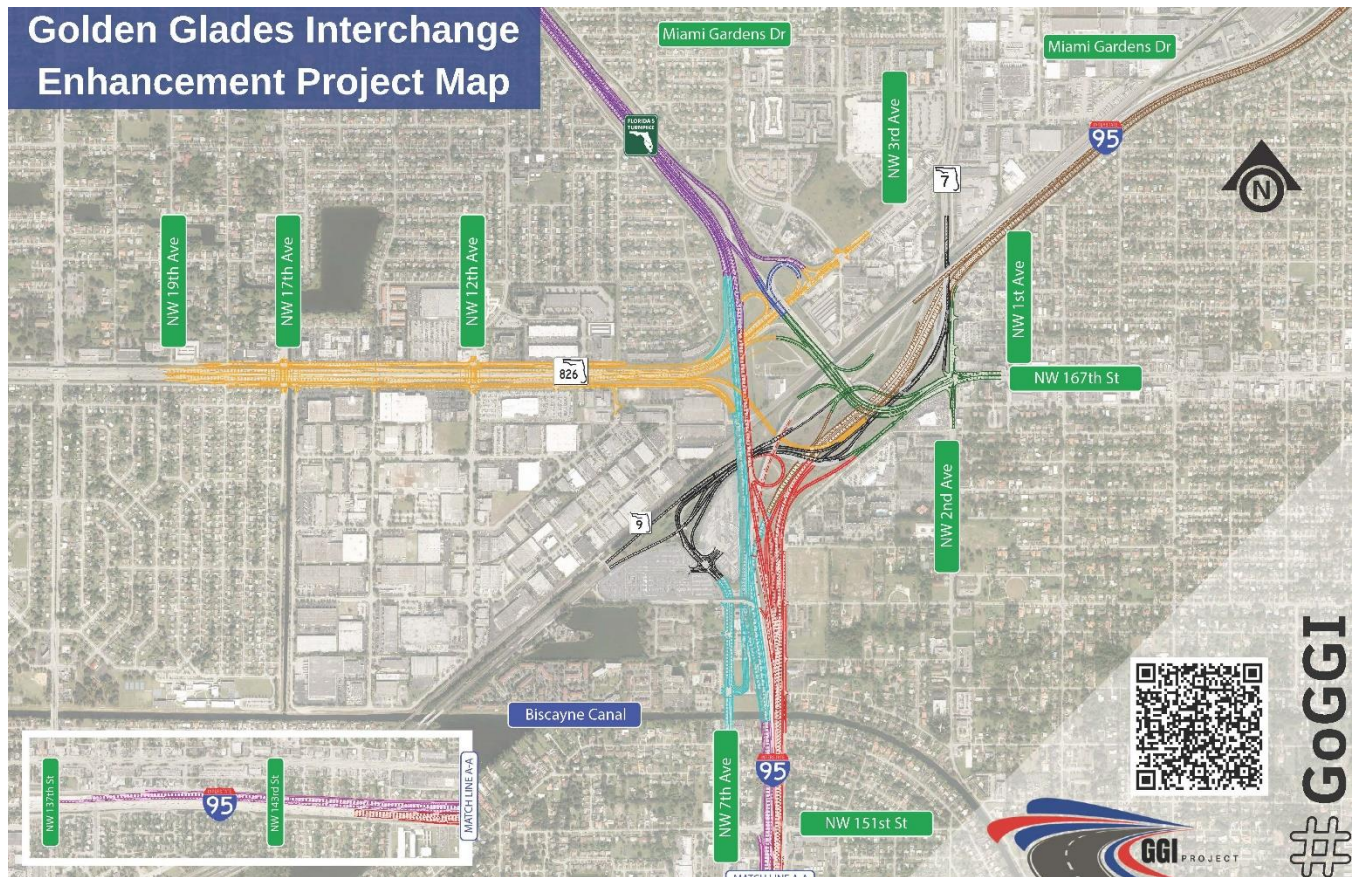


The project is in the Project Development and Environment (PD&E) phase.

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

For more information on these Palmetto Expressway projects visit: www.palmettoexpresslanes.com

Golden Glades Interchange Reconstruction



The Florida Department of Transportation (FDOT) District Six and Florida’s Turnpike Enterprise are developing the design of several roadway projects within the Golden Glades Interchange (GGI) in Miami-Dade County. The proposed enhancements to the GGI Interchange include several miles of roadway and ramps. The overall project will help increase the regional connectivity to this major interchange. The project area consists of the following five major facilities: State Road (SR) 9A/I- 95, SR 826/Palmetto Expressway, Florida’s Turnpike, SR 9 and SR 7/US 441/NW 7 Avenue. The scope of the project includes the following:

- Rebuilding the Palmetto Expressway between NW 17 Avenue and the GGI to accommodate a future I-95 Express Lanes connection
- Providing a direct connection flyover ramp from eastbound Palmetto Expressway to northbound I-95
- Providing protected U-Turns underneath the Palmetto Expressway bridges located at NW 17 Avenue and NW 12 Avenue
- Relocating NW 12 Avenue entrance ramp to I-95
- Rebuilding and realigning various ramps throughout the interchange to meet current standards
- Rebuilding and widening northbound and southbound I-95 from the GGI to Miami Gardens Drive to accommodate future express lanes

- Rebuilding Florida's Turnpike Connector at the intersection of NW 2 Avenue and NW 167 Street
- Widening the southbound lanes of the Turnpike Connector to accommodate two lanes from Florida's Turnpike and three lanes from eastbound Palmetto Expressway to southbound I-95
- Providing a direct express lane connection from Florida's Turnpike to the southbound I-95 Express Lanes
- Relocating the SR 7 exit ramp of southbound I-95
- Rebuilding the westbound Palmetto Expressway bridge and entrance ramp to enhance access from Florida's Turnpike
- Widening southbound I-95 from Biscayne Canal to NW 135 Street to accommodate an additional lane for the southbound Turnpike Connector
- Rebuilding the pedestrian bridge at NW 147 Street to enhance pedestrian safety for Thomas Jefferson Middle School, Biscayne Gardens Elementary and the surrounding communities
- Rebuilding toll gantry
- Rebuilding and widening I-95 to provide a direct connection from northbound I-95 Express Lanes to Florida's Turnpike
- Constructing new express lanes along the Turnpike's median to provide a direct connection to the existing northbound and southbound I-95 Express Lanes
- Rebuilding ramp connections to meet current standards

The construction for all of the GGI projects was pushed out to 2031, and all segments in the design phase are currently on hold. Since this is one of the priority projects for the District, an Alternate Concept focused on minimizing impacts to Florida Gas Transmission (FGT) within the GGI was produced. This concept is in the process of being coordinated with FGT and FDOT Central Office. Given preliminary discussions with FGT, the District is hopeful that this alternate design will be found acceptable by the utility company. If the concept is approved by FGT, FDOT will prioritize seeking construction funding to advance this alternate design next year.

For more information on the project, please visit: <http://www.fdotmiamidade.com/design-projects/expressways/golden-glades-interchange-enhancement-projects.html>

The project video will provide a better visualization of this complex project.

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

- 1. North of SR 90/SW 8 Street to Okeechobee Road** included five segments for construction. Construction was completed in 2017.
- 2. South of SW 136 Street to North of SR 90/SW 8 Street** included two segments. Construction was completed in 2018.
- 3. SW 232 Street to SW 136 Street** Construction completed March 2020.
- 4. SW 232 Street to SW 312 Street** Construction completed January 2021

Truck Bypass Projects

- 1. SW 312 Street/Campbell Drive. from SR 997/Krome Avenue to SR 5/US 1**
- 2. SW 336 Street/Davis Pkwy from West of SR 997/Krome Avenue to US1**
- 3. SR 9/Palm Drive from SR 997/Krome Avenue to SR 5/US 1**

Projects are currently under construction with expected completion of Spring 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 Avenue in 2016. Six segments have moved forward into the Design Phase. The following corridor improvements on SR 25/Okeechobee Road include:

SEGMENT LIMITS	IMPROVEMENTS	CONSTRUCTION YEAR
Broward County Line to East of the HEFT	Widening, capacity improvements, milling and resurfacing, as well as improving the frontage road on the north side of the said limits.	2021
West of NW 138 Street to East of NW 107 Avenue	Full reconstruction to provide concrete pavement, correct geometric and operational deficiencies, and widening of the existing roadway and bridges for added capacity.	Construction Completed June 2020
East of NW 107 Avenue to East of NW 116 Way	Full reconstruction to provide concrete and rigid pavement, replacement of bridges at NW 121 Avenue and NW 116 Way over Miami (C-6) Canal, design of two braided ramps under SR 25/Okeechobee Road to connect the mainline with the Frontage Road.	2021
East of NW 116 Way to East of NW 87 Avenue	Full reconstruction to provide rigid pavement, grade separation of bridges over 87 Avenue, design of left turn lanes flyover bridges from Southbound NW 87 Avenue to Eastbound Okeechobee Road and from Northbound NW 87 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 Street and the frontage road within the project limits.	2025
East of NW 87 Avenue to NW 79 Avenue	Road reconstruction using rigid pavement, widening Okeechobee Road, modify the intersection of NW 95 Street and Frontage Road, widen NW 79 Avenue bridge of Miami (C-6) Canal, and provide new access from Frontage Road to Westbound Okeechobee Road.	2024
Interchange with SR 826/Palmetto Expressway	Three new flyover ramps, the addition of turn lanes at the ramp intersections, and improvements to the Okeechobee Road and W 18 Avenue intersection.	2024

For more information visit: <http://www.fdotmiamidade.com/design-projects/north-miami-dade.html>

Golden Glades Multi-modal Terminal

The Golden Glades Multimodal Transportation Facility (GGMTF) project is 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 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.

Construction began August 2018 and is anticipated to end Summer 2021. 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>



Construction Progress – Spring 2020



Proposed Parking Garage Rendering

SR 112/I-195/Julia Tuttle Causeway Bus on Shoulder from Biscayne Blvd to Alton Road

This project’s Planning phase was completed in January of 2020. The project improvement includes increasing the width of the inside paved shoulders and reducing the widths of the center and inside travel lanes and reconstructing the inside shoulder to allow Bus On Shoulder operations. The use of the inside shoulders of the Julia Tuttle Causeway for Bus Express Rapid Transit (BERT) service is a joint effort between FDOT and Miami-Dade County Department of Transportation and Public Works (DTPW) to provide greater mobility options and support DTPW’s BERT network that is part of the County’s Strategic Miami Area Rapid Transit (SMART) Plan.

This project is anticipated to begin construction in July of 2022. An interim project is being implemented that will allow the use of the outside shoulders until the long-term reconstruction of the inside shoulders is completed. The current use of the outside shoulder for bicyclists, will be suspended to allow buses to run along these shoulders with service anticipated to begin in Fall 2021. The use of the outside shoulders for bus operations will be discontinued when the inside shoulders open for operation which is anticipated in September of 2023.

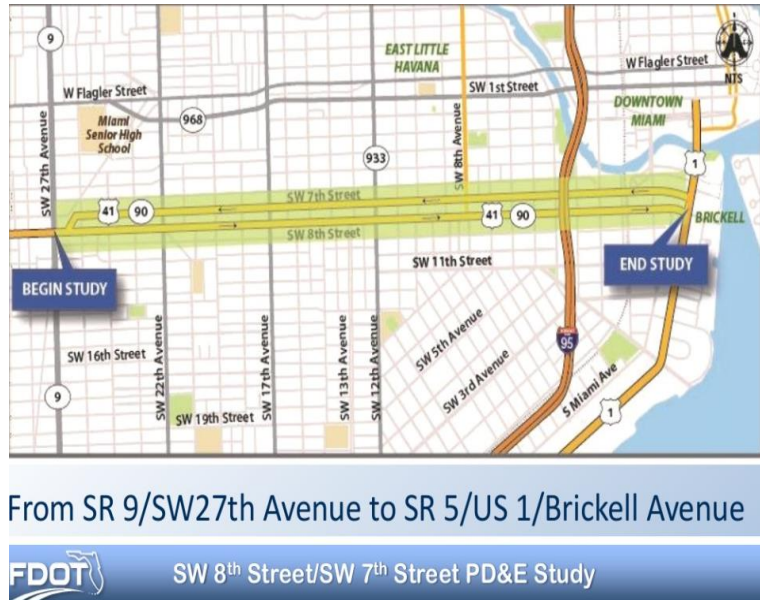
Proposed Typical Section



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 Street and SR 90/SW 7 Street in Miami will evaluate potential physical, operational and safety needs of the project corridor, including the interchanges at SW 8 Street and I-95 and SW 7 Street and I-95. Proposed improvements will be developed to enhance traffic operations, promote safety, provide a multimodal and pedestrian friendly corridor, and provide better access to the Brickell area. The study limits are along SR 90/SW 8 Street/SW 7 Street from SW 27 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 Street and SR 90/SW 7 Street, including at the interchanges of these roadways with Interstate 95 (I-95). Estimated project completion date is Summer 2022. For information related to the project, visit <http://www.fdotmiamidade.com/CalleOchoStudy.html>.

SR 9A/I-95 from South of Miami Gardens Drive to Broward County Line

PD&E Study for SR 9A/I-95 from Miami Gardens Drive to Broward County Line will evaluate potentially providing additional express and/or general use lanes on I-95/SR 9A from south of SR 860/Miami Gardens Drive to the Broward County Line and implementing interchange improvements at SR 860/Miami Gardens Drive and Ives Dairy Road within Miami-Dade County.

Overall, the project will offer enhanced mobility options for motorists and transit users as it will provide additional capacity along the I-95/SR 9A corridor throughout northern Miami-Dade County. Consistent with the existing managed lanes system on I-95/SR 9A, the additional express lanes are anticipated to operate using variable toll pricing based on congestion to optimize traffic flow.

The PD&E Study has the following project objectives:

- Address the deficient operational capacity and relieve existing/future congestion along the I-95/SR 9A corridor.

- Preserve the operational integrity and regional functionality of I-95/SR 9A (and, therefore, the regional transportation network) by complementing similar corridor improvements throughout Miami-Dade, Broward, and Palm Beach Counties.
- Enhance emergency evacuation and response times.

Resurfacing Projects

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

SR 826/Sunny Isles Blvd from NE 35 Avenue to SR A1A/Collins Ave

The design for this project has recently been completed. The project entails repaving and restriping the roadway of Sunny Isles Boulevard/NE 163 Street from NE 35 Avenue to SR A1A/Collins Avenue. This project will also be enhancing the pedestrian ramps and bicyclist railing, repaving the municipal parking lot at the Intercoastal Waterway, reconstructing the traffic island and installing bulb-outs at N Bay Road, relocating bus shelters to improve driver visibility, installing a flashing crosswalk sign at the eastbound-to-westbound U-turn ramp, replacing overhead and ground signs, and replacing the traffic signal at the intersection of SR 826 and NE 35 Avenue. Along with this project there is also a bridge repair project for the bridges number 870592 and 870593 over Intercoastal Waterway on SR 826/Sunny Isles Boulevard. That project will be repairing structural, mechanical, and electrical bridge components, painting the structural steel to address damaged areas, and replacing the deck to improve the riding surface and reduce noise.

This project is anticipated to begin construction in Summer of 2021 and will cost (for both projects) approximately \$12 million. For information about the construction schedule or related information, visit: <http://www.fdotmiamidade.com/design-projects/north-miami-dade/sr-826sunny-isles-blvdne-163-st-from-ne-35-ave-to-sr-a1acollins-ave-1.html>; <http://www.fdotmiamidade.com/design-projects/north-miami-dade/sr-826sunny-isles-blvd.-over-intracoastal-waterway-.html>



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

Roadway	Project Area	Construction Year
SR 817/NW 27 Avenue	From South of NW 203 Street to South of 215 Street/County Line	2022
SR 909/West Dixie Highway	From NE 119 Street to North of NE 124 Street	2023
SR 5/US 1/Biscayne Boulevard	From NE 105 Street to NE 123 Street	2024
SR 860/Miami Gardens Drive	From West of NW 27 Avenue to East of NW 2 Avenue	2025
SR 934/71 Street	From Bay Drive East to Collins Avenue	2026

Other Major Corridor Improvements

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

SR 934/NE/NW 79 Street

A Project Development and Environment (PD&E) study was completed for this SR 934/NE/NW 79 Street Project in 2019. This project is to improve capacity deficiencies/traffic operations and multimodal use along SR 934/NW/NE 79 Street and NW/NE 81/82 Street from west of I-95 (13 Ct) to end of SR 934/1 Way 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". To achieve this 81/82 Street is to be converted to a two-lane, two-way facility. 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.

The project is currently in the Design Phase which anticipated to complete in 2025.

SR 907/Alton Road from Michigan Avenue to 43 Street

This project is currently in the Design phase and it generally entails roadway reconstruction on Alton Road from Michigan Avenue to 43 Street. The design of this project includes elevating the roadway profile, adding a two-way protected bicycle facility from Michigan to Chase, upgrading roadway lighting to LED, upgrading 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, including two pump stations, with one outfall to the Intracoastal Waterway.

The project is anticipated to begin construction in Spring 2025 and end Fall 2027 and will cost approximately \$25 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>

SR 907/Alton Road from 43 Street to north of West 48 Street

This project is currently in the Design phase and it generally entails roadway reconstruction on Alton Road from 43 street to north of West 48 street. The design of this project includes elevating the roadway profile, widening existing parking lanes from 43 Street to West 48 street, installing new upgraded pavement markings for bicycle facilities, upgrading roadway lighting to LED, adding pedestrian ramps and sidewalks to meet 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, including one new pump station, with outfall to the Intracoastal Waterway.

The project is anticipated to begin construction in Spring 2025 and end Summer 2027. Construction Cost is approximately \$15.4 million. For information about the construction schedule or related information, visit: <http://www.fdotmiamidade.com/design-projects/beaches/sr-907alton-rd-from-43-st-to-east-of-allison-rd.html>

SR 907/Alton Road from north of West 48 Street to east of Allison Road

This project is currently in the Design phase and it generally entails roadway reconstruction on Alton Road from north of West 48th street to east of Allison Road. The design of this project includes elevating the roadway profile, widening existing parking lanes from West 48th Street to Pine Tree Drive, installing new upgraded pavement markings for bicycle facilities, upgrading roadway lighting to LED, adding pedestrian ramps and sidewalks to meet 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, including one new pump station, with outfall to the West Canal and to the Intracoastal Waterway.

The project is anticipated to begin construction in Fall 2025 and end Fall 2027. Construction Cost is approximately \$28.8 million. For information about the construction schedule or related information, visit: <http://www.fdotmiamidade.com/design-projects/beaches/sr-907alton-rd-from-43-st-to-east-of-allison-rd.html>

Roundabout at SR 972/Coral Way Road and SW 3 Avenue

This project is currently in the Design phase and entails the reconfiguration of the existing five-legged intersection to a two-lane roundabout. Sidewalks throughout the roundabout will be widened to ten feet and high emphasis crosswalks will be provided at SW 3 Avenue, 15 Road and Coral Way. Drainage inlets and French drains will be added and connected to the existing system, and the lighting throughout the intersection will be upgraded to LED. This project will also provide metering signals or beacons northbound Coral Way and eastbound 15 Road; as well as enhancing the pedestrian ramps

and providing pier protection to the I-95 bridge columns. Signing and pavement markings will be upgraded to meet new standards.

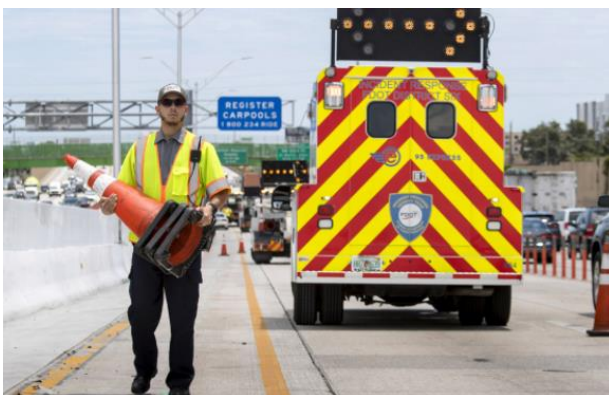
This project is anticipated to begin construction in Summer of 2023 and will cost approximately \$3 million. For more information about this project visit: <http://www.fdotmiamidade.com/design-projects/south-miami-dade/sr-972sw-13-stsw-3-avecoral-way-and-sw-15-rd-roundabout.html>

Intelligent Transportation System (ITS) Program

The Florida Department of Transportation’s District Six Transportation Systems Management and Operations (TSM&O) Office actively manages our roadways by implementing multi-modal strategies to promote the safety and reliability of our regional roadway system.

Traffic operators at the District’s SunGuide® Transportation Management Center (TMC) monitor our roadways to improve traffic flow, clear incidents and keep drivers up to date with the latest traffic information. These activities provide the real-time traffic management, incident management and traveler information services needed to keep our roadways moving 24 hours per day, 7 days per week. The Office has continued to expand its operations to provide the multi-modal transportation solutions needed to meet current and future demand. It recently launched the District’s first Infrastructure to Vehicle (I2V) Project on Interstate 95 in Miami-Dade County and assumed the operations and maintenance of the traffic signal system for the City of Key West in Monroe County. The Office will continue to expand upon efforts as it prepares for additional projects, including the District’s first connected and automated vehicle project in the Florida Keys.

TSM&O strategies have proved to be a viable and cost-effective alternative to traditional roadway widening projects. To learn more about the program, please visit www.sunguide.info



Road Ranger Incident Management on I-95



Video Traffic Management Center

Bicycle/Pedestrian Corridor Improvements



Conceptual Rendering of the Biscayne Green Trail

The bicycle/pedestrian network is a component of the overall transportation system. The Department evaluates bicycle and 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.

The Florida Department of Transportation (FDOT) makes use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-

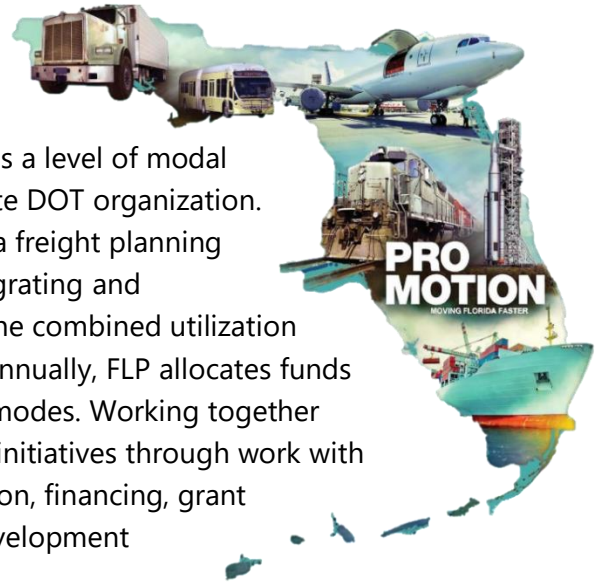
motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP). The Safe Routes to Schools (SRTS) program integrates safety, traffic relief, health, environmental awareness and physical activity and fitness under one program focusing on school zones.

Below is a sample of bicycle/pedestrian projects included in the FY 2022 - 2026 Work Program.

PROJECT SEGMENT	PROJECT TYPE	PROJECT AREA
City of Coral Gables	Sidewalk	Citywide Improvements to Transit Stops
Town of Miami Lakes	Bike Lane/Sidewalk	NW 79 Court Transportation Improvements
North Bay Village	Bike Lane/Sidewalk	Baywalk Plaza
Safe Routes to School Infrastructure	Pedestrian Safety Improvements	Rainbow Park Elementary, Golden Glades Elementary, Lake Stevens Elementary, North County K-8, and Benjamin Franklin K-8
Miami-Dade County	Bike Path/Trail	Ludlam Trail from NW 7 Street to SW 40 Street
City of Miami	Sidewalk	Miami River Greenway Curtis Park East
Miami-Dade County	Bike Path/Trail	Black Creek Trail Segment B Phase I & II

Freight, Logistics and Passenger Operations

The FDOT Freight, Logistics and Passenger Operations (FLP); commonly known as Modal Development; Office 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 Modal Development Office includes Aviation, Rail, Freight, Seaports, and Transit



RAIL	AVIATION
Passenger and Freight Rail Safety Projects	MIA Perimeter Road Widening and Realignment
Railroad Crossing Surface Rehabilitation Projects	MIA Fuel Tanker Parking Facility
Grade Separation on NE 203 Street	MIA Central Base Pavement Rehabilitation
Operation STRIDE: Statewide Traffic and Rail Initiative Using Dynamic Envelopes	MIA Airport Operations and Communication Center (AOCC)
SEAPORT	MIA Surface Management System (Aerobahn System)
Port of Miami Post Panamax Cranes	Miami-Opa Locka Executive Airports Custom Building Expansion
Port of Miami Cruise Terminal Improvements	Miami Executive Airport Taxiway D Connector and Rehabilitation
Port of Miami Upland Cargo Improvements	Dade-Collier Training and Transition Airport CCTV Camera Installation
Port of Miami Inland Cargo and Container Distribution Center	Miami Homestead General CCTV Camera Installation

State Transit Block Grant to DTPW for Operating Costs

This grant provides operating assistance for Miami-Dade Department of Transportation and Public Works (DTPW) Fixed Route Bus Service. The Metrobus fixed route bus service is run by Miami-Dade DTPW and operates seven days a week, 24 hours per day. A total of 99 routes – Miami-Dade DTPW directly operated regular bus service structure which are served by a total fleet of 767 buses and 30 contracted routes with 106 contractor-owned buses. Two of these Contract Routes are Express Bus Service in Monroe County with 7 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.



Freight Overview

From agriculture and heavy equipment to daily consumables, the movement of freight impacts every aspect of our daily lives. It is crucial for the nation’s economy to maintain a safe and reliable transportation system that moves goods efficiently. Freight transportation has been a driving force for economic productivity, global competitiveness, and job creation. Every economic sector depends on a reliable, safe, and cost-effective network to move goods and services. As a leading international hub, this statement is very relevant to the state of Florida. With goods worth approximately \$154 billion flowing through Florida’s airports and seaports, it is critical for the State to maintain and improve its extensive multimodal freight infrastructure. Today, Miami International Airport (MIA) is the nation’s top handler of international air cargo and the State’s busiest general aviation airport. Similarly, PortMiami is the world’s top processor of cruise passengers and is the State’s fourth port with highest total trade tonnage. These major freight hubs, along with a booming construction industry and growing population and local economy, indicate Miami-Dade County is vital for the movement of freight in Florida.

FDOT District Six is home to many diverse communities with unique transportation freight mobility and transportation needs. These needs can be traced back to some of the State’s leading freight facilities and international trade gateways such as MIA and PortMiami. With significant investments made to these facilities in order to compete globally for new cargo opportunities stemming from the expansion of the Panama Canal, increased use of the Suez Canal, and growing North/South trade, these facilities are expected to increase demand for regional warehouses, distribution centers, cold treatment facilities, foreign trade zones, and truck parking



Port Miami Post-Panamax Cranes

facilities. With an anticipated doubling in cargo activity handled at PortMiami, Port Everglades, and MIA; these investments will be critical to the overall freight transportation network.

Hence, it is essential that District 6 and industrial based communities identify and invest in infrastructure improvements to position themselves for economic development and growth in cargo. Key developments and tools should be incorporated such as ITS/technologies, truck parking needs, economic impact analyses, innovative funding programs, and land use and redevelopment opportunities-helping market these industrial based communities as competitive global logistics service centers.

District 6 has identified a strategy to help advance its freight and logistics system focused on partnering with local communities to develop subarea freight plans; these freight focused plans help identify freight mobility strategies at the project level. The Town of Medley, one of the leading freight hubs in Miami-Dade County and South Florida, is the first area scrutinized through this process due to its long history as a leader in the industrial sector; providing services to PortMiami, Port Everglades, MIA, Florida East Coast Railway, and the South Florida business community. With access to SR 826, I-75, Florida’s Turnpike, US 27, and connections with the region’s major freight activity centers, Medley is accessible to local, regional, and state markets.

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 programmed by District 6. 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 and assess the potential of short sea shipping along the Miami River.

FDOT D6 Sub-Area Freight Planning Efforts:

Name	Status
Town of Medley Freight Improvement Plan	Completed
Opa-Locka Freight Improvement Plan	Completed
Miami River Freight Improvement Plan	Completed
Doral Freight Improvement Plan	Completed
Miami Gardens Freight Improvement Plan	Completed
Hialeah Freight Improvement Plan	In Progress
Homestead Freight Improvement Plan	In Progress
Monroe County Freight Plan	To Be Executed in 2020/2021
Freight Village Analysis Study	To Be Executed in 2022/2023

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 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 the 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, the 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:

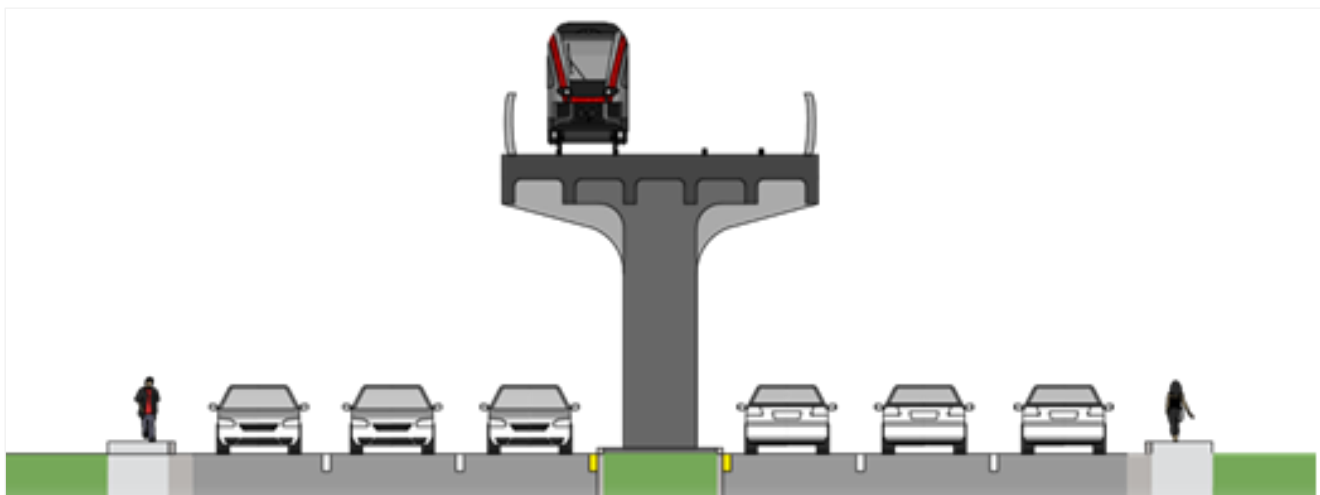
NW 27 Avenue Premium Transit Corridor

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 Avenue from NW 215 Street (Countyline Road) to approximately NW 38 Street and from the Miami Intermodal Center (at Miami International Airport) to NW 27^t Avenue via SR 112 Expressway. The study focuses on implementation of a premium transit service and infrastructure along SR 9/SR 817/NW 27 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.

In October 2019, the Miami-Dade TPO selected elevated heavy rail transit as the LPA for the North Corridor. On April 23, 2020, the TPO Governing Board accepted a report by Miami-Dade County's Department of Transportation and Public Works (DTPW) on alternative transit technologies for NW 27 Avenue and has a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. The process is anticipated to take approximately 12 months. FDOT has placed its North Corridor PD&E study on hold after the consulting with the Federal Transit Administration (FTA). FDOT is ready to resume and complete the PD&E study after the DTPW study is completed and the final transit technology, track alignment, elevated structure type, and maintenance/storage facility needs are determined.



Elevated HRT (Metrorail) Typical Section

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 Avenue to the Government Center with branches along SW 8 Street and NW 12 Street. Viable alternatives analyzed as part of this study include: Bus Rapid Transit (BRT) along curbside lanes, BRT along curb lanes with a center reversible auto lane.

In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. FDOT has conducted a series of meetings with elected officials, stakeholders and communities on the corridor and presented the recommended alternative to the TPO Governing Board on July 18, 2019. A workshop with TPO Board members was held January 30, 2020; where FDOT was asked to further analyze the implementation of reversible auto lanes along the Flagler corridor.



BAT Lanes would only be considered for the segment east of West 24th Avenue

FDOT conducted a study on the implementation of reversible lanes along segments of the corridor as a traffic mitigation measure. The additional analysis on reversible lanes was completed in January 2021 and results of the analysis demonstrated that reversible lanes are not feasible the Flagler Corridor. On January 28, 2021, the TPO Governing Board adopted Resolution No. 07-2021 supporting FDOT's Alternative -1 Curbside Bus Rapid Transit Lanes with the exception that the PD&E study shall not consider the reduction of vehicular traffic lanes for any portion of Flagler Street west of West 24th Avenue and concurs that FDOT may, with the exception noted, may proceed with the PD&E Study Tier 3 Refinement Analysis. FDOT will proceed as instructed by TPO Resolution No. 07-2021 and anticipates bringing the refined Tier 3 Alternative back to the TPO Governing Board for selection of the locally preferred alternative in late 2021

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) along SR 94/Kendall Drive/SW 88 Street from approximately SR 997/Krome Avenue/SW 177 Avenue to the Dadeland North Metrorail Station (at approximately US 1/SR 5). The study will also consider connecting with another segment running along SR 874 and SR 878 from Kendall Drive to the Dadeland North Metrorail Station, and potentially north along the HEFT 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 center 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.

In November 2019, Curbside BRT was identified as the recommended alternative for the Kendall corridor and was presented at a series of Public Workshops in December 2019. In February 2020, the TPO requested for FDOT to further analyze the implementation of reversible lanes along the Kendall Corridor. This additional analysis on reversible lanes was completed in November 2020. Results of the reversible lanes analysis demonstrate that reversible lanes are not feasible on the Kendall Corridor.



Corridor Based Bus Rapid Transit BRT

Lack of local support for a Curbside BRT alternative that contemplates reduction of vehicular traffic lanes has been demonstrated on similar east-west corridors. Therefore, the Department will analyze implementation of a corridor-based bus rapid transit solution that would not require reduction of vehicular traffic lanes along the Kendall Corridor. Corridor-based bus rapid transit will include defined stations, active transit signal priority, queue jump lanes, optimized bus service plan, and distinct branding of stations and vehicles without reducing the number of existing vehicular traffic lanes on Kendall Drive.

The Department anticipates going to the TPO Governing Board for an endorsement of the recommended corridor-based bus rapid transit solution in Spring 2021. Upon endorsement by the TPO Governing Board, FDOT will continue into the Tier 3 PD&E analysis to further refine the recommended alternative.



Fiscal Years 2021/2022 to 2025/2026
Transportation Improvement Program (TIP)

Florida Department of Transportation Turnpike Enterprise

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 / SR 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 / SR 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 Major Projects

Widening Projects

PROJECT NAME	FPN	LIMITS
1 Turnpike Extension / SR 821 Widening (widen from 6 to 10 lanes to include 4 managed lanes)	435543-1	MP 26 (Dolphin Expressway / SR 836) to MP 34 (NW 106th Street / Flagler Station Boulevard)
2 Turnpike Extension / SR 821 Widening (widen from 6 to 10 lanes to include 4 managed lanes)	435542-1	MP 34 (NW 106th Street / Flagler Station Boulevard) to MP 39 (I-75)

Interchange Projects

PROJECT NAME	FPN	LIMITS
1 Turnpike Extension / SR 821 Interchange Improvements	437211-1	MP 11 (Hainlin Mill Drive / SW 216th Street)



Fiscal Years 2021/2022 to 2025/2026
Transportation Improvement Program (TIP)

“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 Expressway Authority System

The MDX System includes five (5) of the busiest and most important State Roads 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 138th Street from US-27 to just east of NW 97th 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 2022-2026 TIP

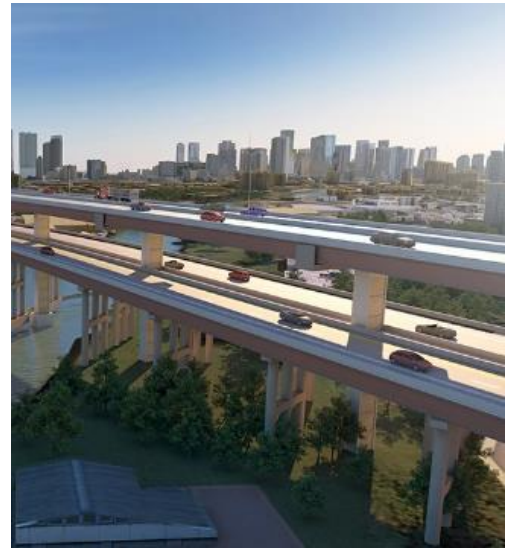
Major projects included in the MDX FY 2022 - 2026 TIP are highlighted within the following pages. The projects have been organized by the following categories: Existing System Improvements and System Expansion.

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:

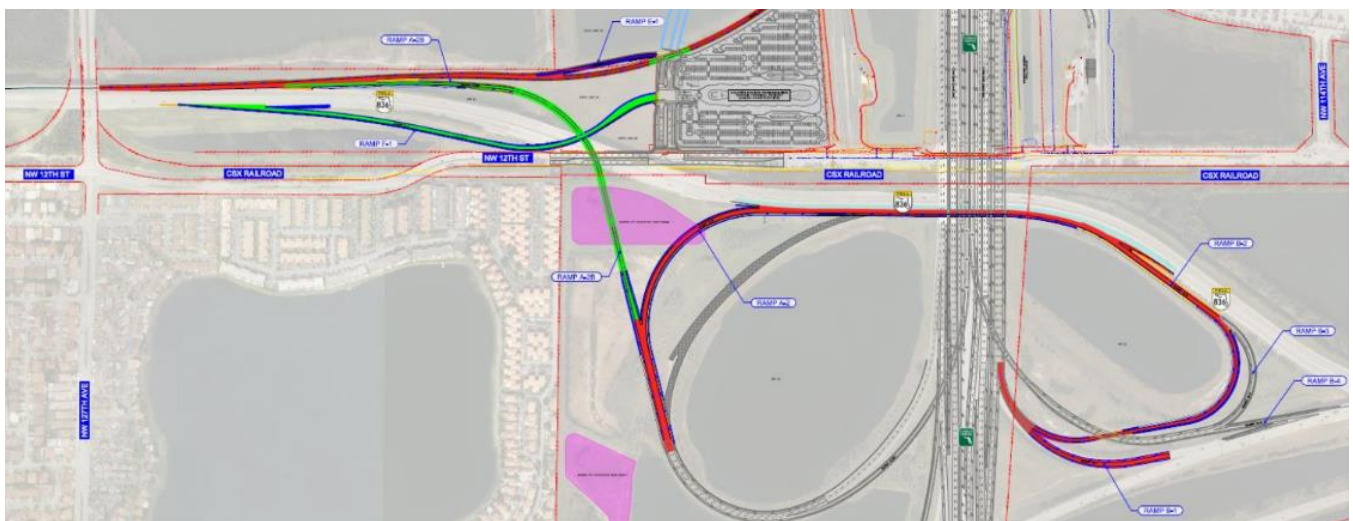
Project 83611 – SR 836/I-95 Interchange Improvements

MDX has partnered with FDOT to acquire right-of-way, design and build the SR 836 improvements from NW 17th Avenue to I-95 in conjunction with the I-95/I-395 project. Improvements to SR 836 from NW 17th Avenue to I-95 including widening and operational improvements to SR 836 eastbound and westbound, and a new viaduct consisting of an elevated 4 lane structure to bypass traffic on the lower level and improve mobility to and from Downtown and Miami Beach. The project will improve access to the Health District by providing improved connections 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 \$244.0 million.



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

This project consists of new ramps from eastbound SR 836 to northbound HEFT and southbound HEFT to westbound SR 836. Additionally, the southbound HEFT Express Lanes to westbound SR 836 ramp bridge, which is funded by Florida’s Turnpike Enterprise (FTE), to provide direct access to westbound SR 836 for future FTE southbound Express Lane users is included. These ramps were originally contemplated to be part of MDX’s SR 836 Southwest Extension (83618) project. **The project has been halted due to legislation affecting MDX.** The project components, estimated cost and funding partners will be re-evaluated once MDX is in a position to resume the project. Total cost is estimated at \$57.4 million, where the MDX portion of the project is \$42.4 million and FTE is pre-funding of \$15.0 million for construction of their bridge.



Project 92408 – SR 924 Partial Interchange at NW 67th Avenue

This project will construct a new westbound on-ramp and off-ramp with SR 924 at NW 67th Avenue and a new eastbound on-ramp from NW 67th Avenue. This partial interchange will provide congestion relief to Miami Lakes and Hialeah by providing additional traffic movements and access to SR 924 at NW 67th Avenue. **Due to legislation affecting MDX this project has been halted.** Total cost is estimated at \$32.4 million.

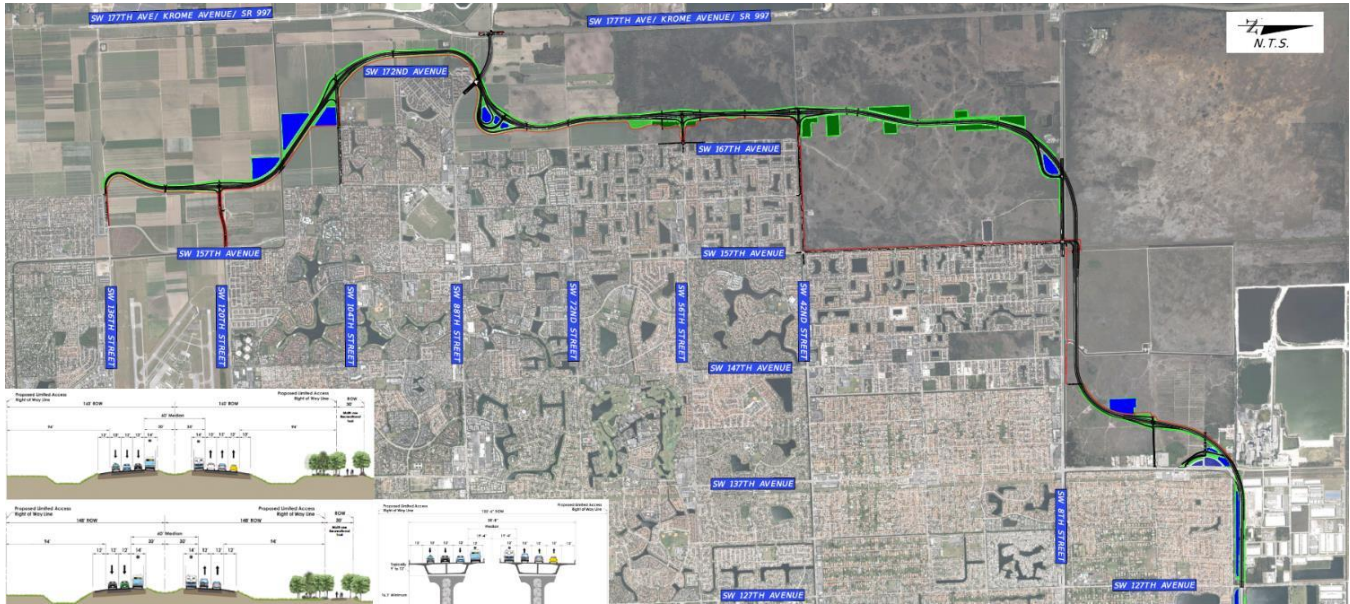


System Expansion Projects

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/Kendall Parkway

This 14-mile multimodal corridor will extend SR 836 from NW 137th Avenue to SW 136th 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 in the vicinity of SW 88th Street and SW 136th Street; 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 137th Avenue to the Florida's Turnpike. The improvements to local streets and portions of ramp connections will be a contribution to Miami-Dade County. MDX is continuing to work on the environmental permitting and right-of-way transfer of government parcels only. **The final design, construction and right-of-way acquisition start dates are yet to be determined pending funding availability.** 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 128th 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 120th Street and the SW 152nd Street ramps. MDX will widen SW 128th Street from two to five lane sections with two through lanes in each direction and a continuous turn lane in the median from SW 137th Avenue to SW 122nd 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 throwaway costs. This project also includes the extension of SW 127th Avenue from SW 128th Street to SW 124th Street funded by Miami-Dade County. The construction is anticipated to be completed in FY 2022. Total cost is estimated at \$115.5 million including the Miami-Dade County project.



SR 874 Northbound/Southbound Connector Bridges to SR 874

Project 92404 – SR 924 Extension West to the Homestead Extension of the Florida’s Turnpike (HEFT)

MDX has completed the PD&E study for the 2.3-mile expressway extension of SR 924 west to the HEFT. **Due to legislation affecting MDX this project has been halted.** Only minimal budget remains in the next five years to coordinate the construction of substructure in critical areas which will be procured and managed by FTE as part of their larger project. The improvements on NW 107th Avenue under Interlocal Agreement with City of Hialeah and City of Hialeah Gardens are to be funded and constructed by Miami-Dade County. The total funded for this project is \$39.7 million.

Completed Highway Projects in 2020 Miami-Dade Expressway Authority (MDX)

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	COMPLETION DATE
1	None				

List includes projects completed in fiscal year 2020.

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

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	ESTIMATED COMPLETION DATE
1	SR 836 Operational, Capacity and Interchange Improvements	83628	NW 57 th Avenue to NW 17 th Avenue	Widening and Interchange improvements	August-20 COMPLETED
2	SR 836 Interchange Modifications at NW 87 th Avenue	83629	SR 836 West of NW 82 nd Avenue to NW 97 th Avenue	Interchange Improvements	September-20 COMPLETED
3	SR 874 Ramp Connector	87410	SW 128 th Street to SR 874	New Ramp	May-21
4	SR 836/I-95 Interchange Improvements	83611	NW 17 th Avenue to I-95	Interchange Modification (JPA with FDOT)	May-23

List includes projects to be in construction during fiscal year 2021.



Fiscal Years 2021/2022 to 2025/2026
Transportation Improvement Program (TIP)

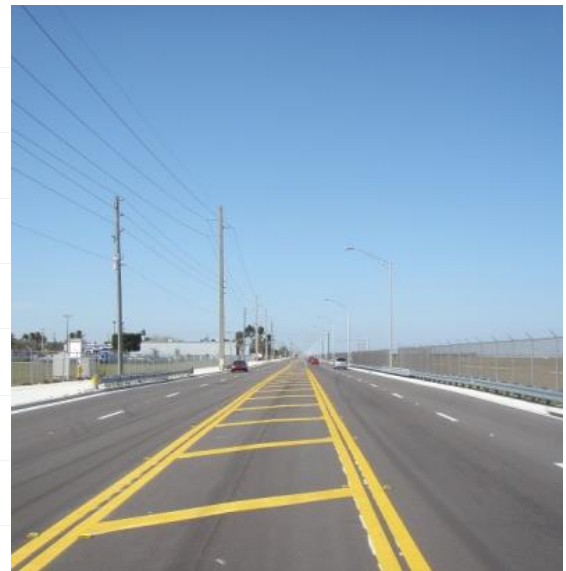
Secondary Gas Tax

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

The program includes continuing projects that have fund allocations yearly.

Continuing Program Projects

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





Fiscal Years 2021/2022 to 2025/2026
Transportation Improvement Program (TIP)

Road Impact Fee

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

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 the following categories:

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 2021/2022 to 2025/2026
Transportation Improvement Program (TIP)

People's Transportation Plan Improvements

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

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 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-site specific 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.



Fiscal Years 2021/2022 to 2025/2026
Transportation Improvement Program (TIP)

Private Sector Improvements

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

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 2021/2022 to 2025/2026
Transportation Improvement Program (TIP)

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:



	DOLLARS IN MILLIONS (FUNDED)
MIA - Perimeter Road Widening Realignment & Bridge Replacement	\$29.30
MIA - MIA Taxiways R Rehabilitation and Westside Cargo Fuel Tender Facility	\$31.30
MIA - Cc H Gates Internationalization (H11-H15) Phase 1	\$26.90
MIA - Terminal Wide Re-Roofing, Drains and Scuppers	\$20.36
MIA - Central Terminal Phase 1 (E Thru F Connector and Cc F Infill)	\$143.10
MIA - South Terminal Expansion East Phase 1 (New Gates)	\$263.99
MIA - South Terminal Apron & Utilities Modification/Expansion & GSE Facility	\$66.45
MIA - Employee Parking Garage	\$118.78
MIA - New Fuel Storage - (4th Tank)	\$30.00
MIA - New Concourse F	\$20.36
MIA - Concourse G Demolition	\$17.26
MIA - Central Base Apron and Utilities Modification and Expansion (Phase 1 & 2)	\$69.20
MIA - Airport Operations Center (AOC)	\$20.50
MIA - Surface Management Tool (Aerobahn System)	\$3.50
MIA - Bldg. 702 New Apron Expansion (& Warehouse) - Phase 1	\$35.70
MIA - Consolidated Office Complex	\$13.32
MIA - Runway 9-27 Rehabilitation	\$48.43
GAA - X51 Security Enhancements and Upgrades	\$2.70
GAA - X51 Widen Building 6 Parking Lot Roadway Access	\$1.23
GAA - X51 Re-Establish and Overhaul Segmented Circle	\$0.50
GAA - OPF Taxiways / Apron Rehabilitation and Repair	\$1.25
GAA - OPF Widen Taxiway "P" to Provide ADG IV	\$0.26
GAA - OPF Runway 12/30 Rehabilitation - Design	\$1.23
GAA - OPF Upgrade Runway 9/27 Rehabilitation	\$33.35
GAA - OPF Engine Run-Up Pad	\$7.42
GAA - TMB RIM HS1 with Taxiway H West Extension to Threshold	\$13.30
GAA - TMB South Apron Expansion & New Taxi lane	\$17.20

Miami-Dade County – Department of Transportation and Public Works – People’s Transportation Plan Improvements

GAA - TMB Pave Shoulders for Runway 9L/27R	\$2.00
GAA - TMB Relocate Airfield Rotating Beacon	\$0.53
GAA - TMB Taxiway Y & D Rehabilitation (RIM 4)	\$3.40
GAA - TNT Power Distribution & Airfield Line Feeder	\$0.30
TOTAL:	\$1,043.12

Multimodal Seaport Development

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

Transportation Improvement Program Safety

PortMiami (Port) is known as the Cruise Capital of the World with more than 6.8 million passengers annually and with 22 cruise lines berthing 55 ships.

As a cargo gateway center, the Port handles more than 1.12 million twenty-foot equivalent units (TEU's) annually. The total value of the economic impact created by cargo containers moving via PortMiami is estimated at \$35 billion dollars to the State of Florida.

The Port's Transportation Improvement Program (TIP) comprises a total of approximately \$1.9 billion 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 rubber tire gantry (RTG) cranes
- Additional Gantry Cranes
- Bulkhead Improvements
- Fumigation and Cold Chain Processing Center



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 \$32.7 million in support of cranes, cargo improvements and other infrastructure projects. This agency and the Port's partners continue to be part of the established goals to support the program and accommodate growth.

PortMiami Accomplishments

Cruise Terminal A

Cruise Terminal A opened in October 2018 and accepted the largest cruise ship in the world, Symphony of the Seas, with 6,680 passengers.

Cargo Gantry Crane Electrification

PortMiami demonstrates its commitment to its Plan by being one of the first US ports to voluntarily electrify its gantry cranes independent of financial assistance. PortMiami has completed the last phase of its gantry cranes electrification project. The newly electrified cranes provide an emissions-free operation, reducing maintenance costs, and eliminate the use of diesel fuels. The project also includes the electrification of 11 cargo handlers. Both phase of the project was completed in 2012. This project alone saves the Port and our community over 238,000 gallons of diesel fuel and emissions each year.

PortMiami Current Projects

Construction Supervision

PortMiami provides supervision of on-going construction projects at the Seaport.

New Cruise Terminal AAAA

PortMiami is designing and constructing a new cruise terminal to support expanding operations.

New Cruise Terminal Berth 10

PortMiami is preparing Berth 10 for future berthing.

Cruise Terminal F – Phase 2

In 2019, PortMiami commenced with improvements to the entry and pedestrian circulation for Cruise Terminal F

New Cruise Terminal K

PortMiami is planning and designing a new cruise terminal to support expanding operations.

New Cruise Terminal V

In 2019, the Port began construction of a terminal to serve mid-sized cruise ships, with an expected cruise ship capacity of approximately 2,700 passengers each.

New Cruise Terminals AA and AAA

PortMiami is designing and constructing new cruise terminals to support expanded operations with MSC Cruise Lines.

Federal Inspection Facility

PortMiami is building a new facility for Immigration and Customs Enforcement Operations.

Gantry Cranes

In anticipation of the Port receiving larger ships, the Department will add up to five new post-panamax gantry cranes which will bring the total number of cranes to 17; the additional cranes will allow the Port to handle more than one million TEUs annually.

Cargo Gate Modifications

PortMiami is installing a new gateway system that will improve access and circulation and reduce the average truck gate processing time of approximately 2 hours to under one hour. Employment of innovative intelligent transportation systems, such as placing Radio-frequency identification (RFID) readers at critical ingress/egress points, will provide advanced notification of truck and cargo arrivals. Utilization of real-time gate data and advanced notification systems for planned cargo moves will increase throughput, lower shipping costs by making the process more seamless, and reducing unnecessary cargo movements.

Infrastructure Improvements – Channel Modifications

PortMiami is undergoing safety and navigation improvements to Seaport channels because of the new terminal additions at the Port.

Container Yard Improvements

The Port is implementing container yard upgrades in the Seaboard terminal area for drainage.

Cruise Campus Improvements

PortMiami is contributing infrastructure improvements including but not limited to road work and relocations for future buildings constructed by Royal Caribbean Cruise Line, Norwegian Cruise Line and Carnival Cruise Line.

North Bulkhead - Rehabilitation

In FY 2010-21, PortMiami is continuing to repair and upgrade both cargo and cruise bulkheads, expected to add at least 30 years of life to the Port. The Port is currently repairing and improving its north bulkhead to address upkeep and resiliency.

North Cruise Boulevard Extension

The Port is extending cruise boulevard for added operations.

Passenger Boarding Bridges

PortMiami is purchasing passenger boarding bridges for various terminals.

Portwide Infrastructure Improvements

Provide infrastructure improvements in various areas of the Port including drainage, wayfinding port beautification projects, etc.

South Bulkhead - Rehabilitation

In FY 2010-21, PortMiami is continuing to repair and upgrade both cargo and cruise bulkheads, expected to add at least 30 years of life to the Port. The Port is currently repairing and improving the south bulkhead to address upkeep and resiliency.

South Florida Container Terminal (SFCT) Improvements

PortMiami is improving the drainage in the SFCT's cargo yard.

Portwide Water and Sewer Upgrades

PortMiami is upgrading its water and sewer system for new services.

Inspection and Fumigation Facility

As part of Seaport's capital improvement plan, construction of the new Inspection and Fumigation facility will begin in early FY 2020-21 with a projected completion date of Summer FY 2021-22; this state-of-the-art facility will replace the Port's current facility and provide for a more efficient inspection and fumigation process for the Port's fruit and vegetable customers.

BrightlineTrain Station

It is anticipated that in FY 2020-21, the Brightline Trains project will be completed allowing passengers and employees to connect from Miami-Dade County's transit system to PortMiami. PortMiami anticipates growing from 6-million passengers to 10 million within the next ten years. The railway's current level of capacity and the current and future cargo densification efforts present an opportunity to provide local and regional passenger rail service.



Fiscal Years 2021/2022 to 2025/2026
Transportation Improvement Program (TIP)

Public Transportation Improvements

Miami-Dade County Department of Transportation and
Public Works (DTPW) (Formerly known as Miami-Dade Transit)

Specific Aspects of the Program

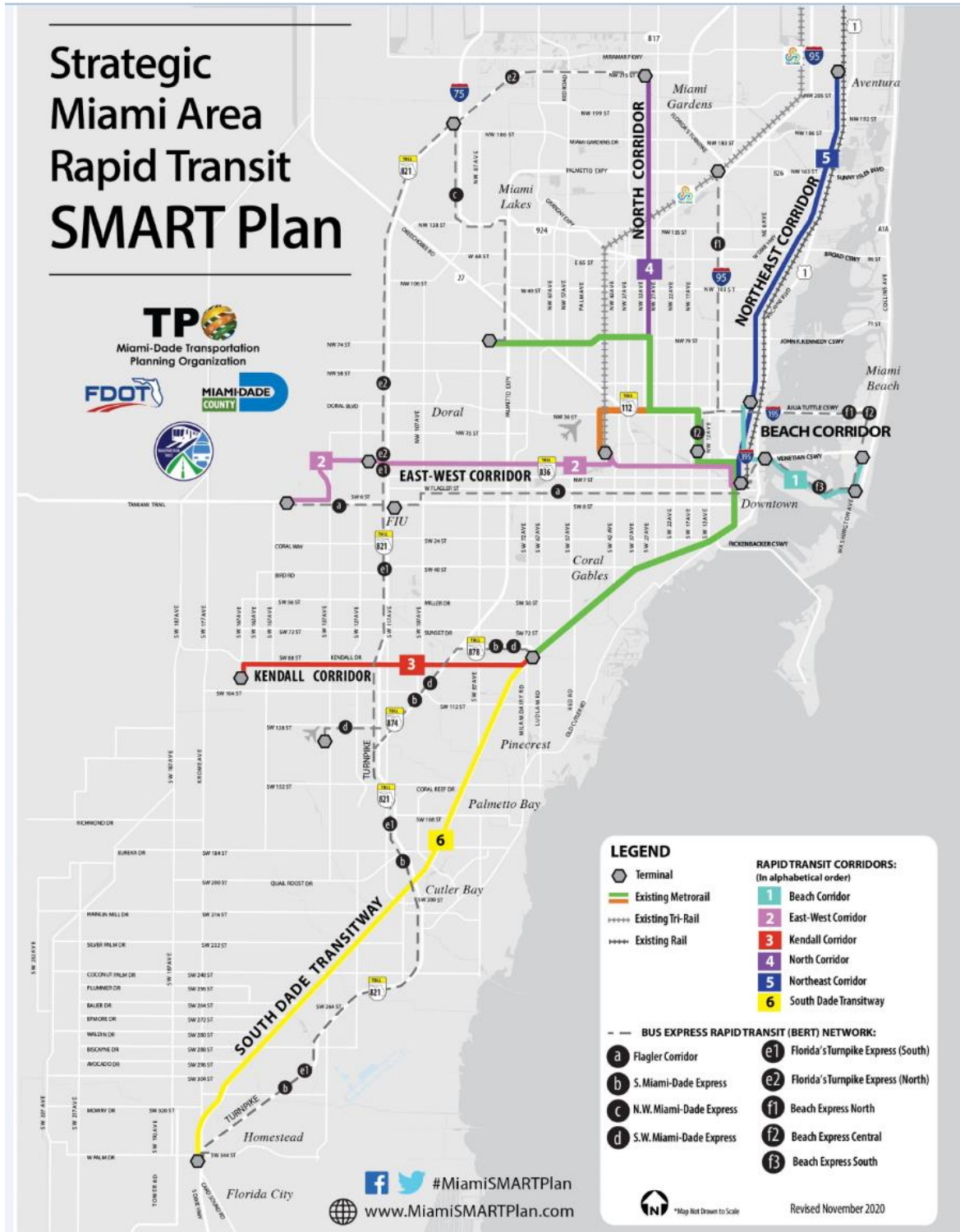
The FY 2021 Transportation Improvement Program includes funding over the next five years for the following projects:

Ongoing Projects

Urban Corridor Development

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

Summary Highlights of SMART Plan Corridors



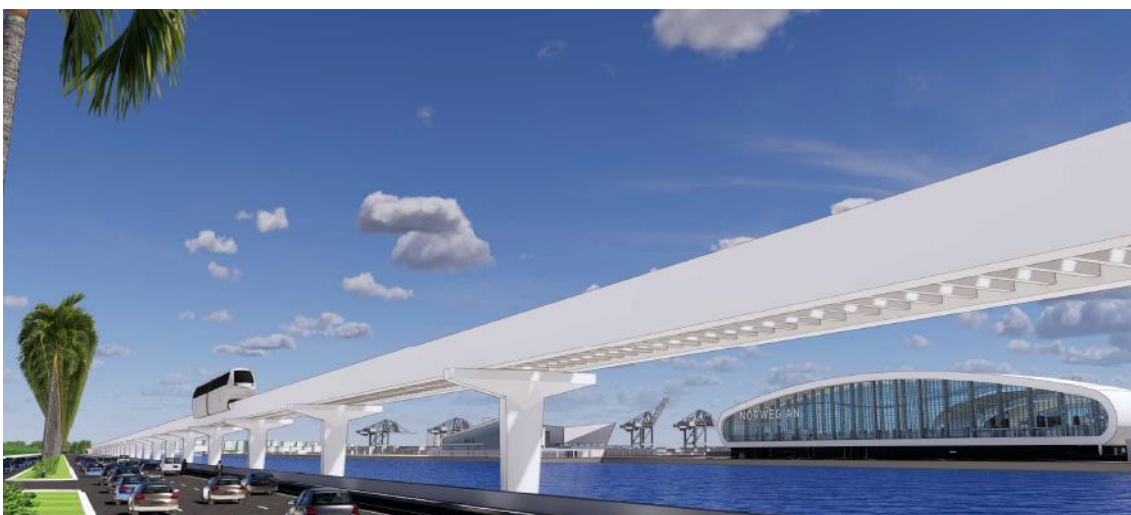
The Strategic Miami Area Rapid Transit (SMART) Plan will expand the existing fixed guideway system, comprised of a 25-mile Metrorail and downtown Metromover, with six rapid transit corridors that add over 70 miles of rapid transit network and link major local and regional activity centers. The SMART Plan is funded through a 40-year proforma which is pivotal for allowing projects to move forward in parallel.

The SMART Plan represents a bold infrastructure program of projects that significantly improve transportation mobility, promote economic growth and job creation, and increase region's international competitiveness.

Beach Corridor

The Beach corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. The Beach Corridor project will serve the cities of Miami and Miami Beach along a 9.7-mile corridor, crossing Biscayne Bay to link 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 May 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions between Downtown Miami and the City of Miami Beach via I-395 and I-195. In January 2020, the TPO selected elevated automated rail transit for the trunk line, automated people mover for the Midtown/Design District and Bus/Trolley in dedicated lanes on Miami Beach as the locally preferred alternative (LPA), as recommended by the PD&E. In October 2020, Board of County Commissioners approved the contract award for the Interim Agreement (IA) for the Beach Corridor Trunk Line. The IA became effective on Oct 31, 2020. 12-18 months of pre-development activities and negotiation of the final project development are anticipated.



East-West Corridor

The East-West Corridor project will run approximately 14 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA), west along the SR-836/Dolphin Expressway, to the Tamiami Terminal Station at SW 8 Street and SW 147 Avenue. It provides 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 Miami International Airport, the Miami Intermodal Center (MIC), and Downtown Miami while transporting riders to and from major employment areas (Sweetwater, Doral, Health District, Central Business District, Brickell, etc.).

In April 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions along the SR-836/Dolphin Expressway. The East-West corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridor that directly support the mobility of our future population and employment growth. On October 22, 2020, the Miami-Dade Transportation Planning Organization (TPO) Governing Board selected the Locally Preferred Alternative (LPA) as Bus Rapid Transit (BRT). The LPA includes BRT routes operating within dedicated transit-only lanes, along SW 8th Street from the Tamiami Terminal to SW 137th Avenue and along SW 137th Avenue to the SR 836 Extension, and on the SR 836 Extension shoulders. Further east, the BRT routes would use dedicated lanes in the center of SR 836, and along NW 7th Street to NW 62nd Avenue, on route to the MIC and Downtown Miami. The East-West BRT routes would be in addition to and complement the 836 Express Services which already began operating in the Corridor in early 2020.



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. DTPW will conduct a comprehensive planning effort that will inform transit planning in the East-West Corridor, a 14-mile corridor linking the Miami Intermodal Center with the City of Doral, the City of Sweetwater, Florida International University and the western communities of Miami-Dade County. In June 2016, DTPW submitted a grant application, which was awarded by the

Federal Transit Administration (FTA) under the TOD Planning Pilot Program. This study is scheduled for completion in Spring 2021.

Kendall Corridor

The Kendall Corridor project is 10 miles from the Dadeland North Metrorail Station west along SR 94/Kendall Drive/SW 88th Street to approximately SW 162nd 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, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. In November 2019, Curbside BRT was identified as the recommended alternative for the Kendall corridor and was presented at the Public Workshops in December 2019. In February 2020, the TPO requested FDOT to further analyze the implementation of reversible lanes along the Kendall Corridor. The additional analysis on reversible lanes was completed in November 2020.

Results of the reversible lanes analysis demonstrate that reversible lanes are not feasible on the Kendall Corridor.

Lack of local support for a Curbside BRT alternative that contemplates reduction of vehicular traffic lanes has been demonstrated on similar east-west corridors. Therefore, the Department will analyze implementation of a corridor-based bus rapid transit solution that would not require reduction of vehicular traffic lanes along the Kendall Corridor. Corridor-based bus rapid transit will include defined stations, active transit signal priority, queue jump lanes, optimized bus service plan, and distinct branding of stations and vehicles without reducing the number of existing vehicular traffic lanes on Kendall Drive.

The Department anticipates going to the TPO Governing Board for an endorsement of the recommended corridor-based bus rapid transit solution in Spring 2021. Upon endorsement by the TPO Governing Board, FDOT will continue into the Tier 3 PD&E analysis to further refine the recommended alternative.

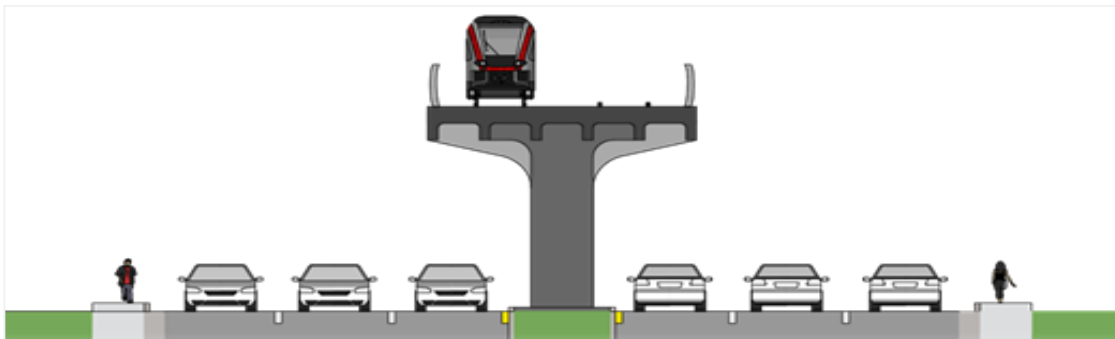


North (NW 27th Avenue Premium Transit) Corridor

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 Avenue from NW 215 Street (Countyline Road) to approximately NW 38 Street and from the Miami Intermodal Center (at Miami International Airport) to NW 27th Avenue via SR 112 (Miami Airport Expressway). The study focuses on implementation of a premium transit service and infrastructure along SR 9/SR 817/NW 27 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.

Three viable alternatives have been developed and presented to the public. Each of these represents the three modes running within the existing roadway. 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 requested that FDOT evaluate three alternative technologies: 1.) Monorail; 2.) Automated Peplemover; and 3.) Maglev.

In October 2019, the Miami-Dade County Transportation Planning Organization (TPO) selected elevated heavy rail transit as the Locally Preferred Alternative (LPA) for the North Corridor. On 4/23/20, the Governing Board accepted a report by Miami-Dade County's Department of Transportation and Public Works (DTPW) on alternative transit technologies for NW 27th Avenue and has a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. The process is anticipated to take approximately 12 months. FDOT has placed its North Corridor PD&E study on hold after consulting with the Federal Transit Administration (FTA). FDOT is ready to resume and complete the PD&E study after the Miami-Dade Department of Transportation and Public Works study is completed and the final transit technology, track alignment, elevated structure type, and maintenance/storage facility needs are determined.



Elevated HRT (Metrorail) Typical Section

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 Avenue to the Government Center with branches along SW 8 Street and NW 12 Street. Viable alternatives analyzed as part of this study include: Bus Rapid Transit (BRT) along curbside lanes, BRT along curb lanes with a center reversible auto lane. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. FDOT has conducted a series of meetings with elected officials, stakeholders and communities along the corridor and presented the recommended alternative to the TPO Governing Board on July 18, 2019. A workshop with TPO Board members was held January 30, 2020 where FDOT was asked to further analyze the implementation of reversible auto lanes along the Flagler corridor. FDOT conducted a study on the implementation of reversible lanes along segments of the corridor as a traffic mitigation measure. The additional analysis on reversible lanes was completed in January 2021. The Department anticipates going to the TPO Governing Board for an endorsement of the recommended Curbside BAT lanes alternative in Winter 2021. Upon endorsement by the TPO Governing Board, FDOT will continue into the Tier 3 PD&E analysis to further refine the recommended alternative.



Northeast Corridor

The Northeast Corridor project is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line and is one of the busiest transit corridors in the region. It extends approximately 14 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami. Regional passenger rail service to the West Aventura Station is considered the first phase of the Northeast Corridor. In 2019, the County approved using PTP funds to design and construct the West Aventura Station. Brightline has committed to providing regional passenger rail service to the West Aventura Station by 2022. Currently DTPW is leading the discussions with Brightline regarding agreements required

in order to provide the proposed commuter rail service for the NE Corridor. The commuter rail service plan is 30-minute peak headway and 60-minute off-peak headway for both directions during weekdays and 60-minute headway during weekends. Framework for negotiations with Brightline has been established. DTPW is also working on clearing NEPA and pursuing federal and state funding for the capital investment required for this corridor.



South Corridor

The South Corridor Project will run approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (formerly known as Busway) to the SW 344th 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.

DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. The TPO Governing Board selected the LPA on August 30, 2018 as Bus Rapid Transit (BRT). The project team has started coordination with the Federal Transit Administration (FTA) on submitting a Small Starts Grant application for the South Corridor BRT project. The estimated total project capital cost is \$300 million. Miami Dade County and FDOT have both committed \$100 million each to fund design and construction, while the project team successfully secured \$100 million from the FTA Small Starts Grant program. BRT is scheduled to begin operation by Winter (Jan) 2023.

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



**Not all elements, shown for purpose of clarity. Rendering from Indicative Concept Plans.*



**Not all elements, shown for purpose of clarity. Rendering from Indicative Concept Plans*

Bus Express Rapid Transit (BERT) Network

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.

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-2021. A map of the BERT Network is shown in Figure 1.

Among the BERT routes, some are further advanced than others. Service implementation for Route a is being studied through Service for Route c began in November 2019. Service for Route b is anticipated in 2021; while service for the Beach BERT Routes d, e1, f1, f2, and f3 are anticipated for 2023. Service for Route e2 is anticipated in 2027, pending the provision of the park and ride terminal at the Miami Executive Airport. DTPW is in coordination with the Florida Turnpike Enterprise for permission to use the shoulders along the Turnpike under congested traffic conditions. The Turnpike is still currently constructing managed lanes, with an estimated completion date in early 2025.

In order to advance the implementation of Route F1, DTPW is in coordination with the FDOT and the Federal Highway Administration (FHWA) to begin an interim service which is anticipated for Fall 2021. The interim service will use the outside shoulder of the Julia Tuttle Causeway/I-195 to bypass congestion. Ultimately, Routes f1, f2 and other DTPW routes will be able to use the inside shoulder to bypass congestion.

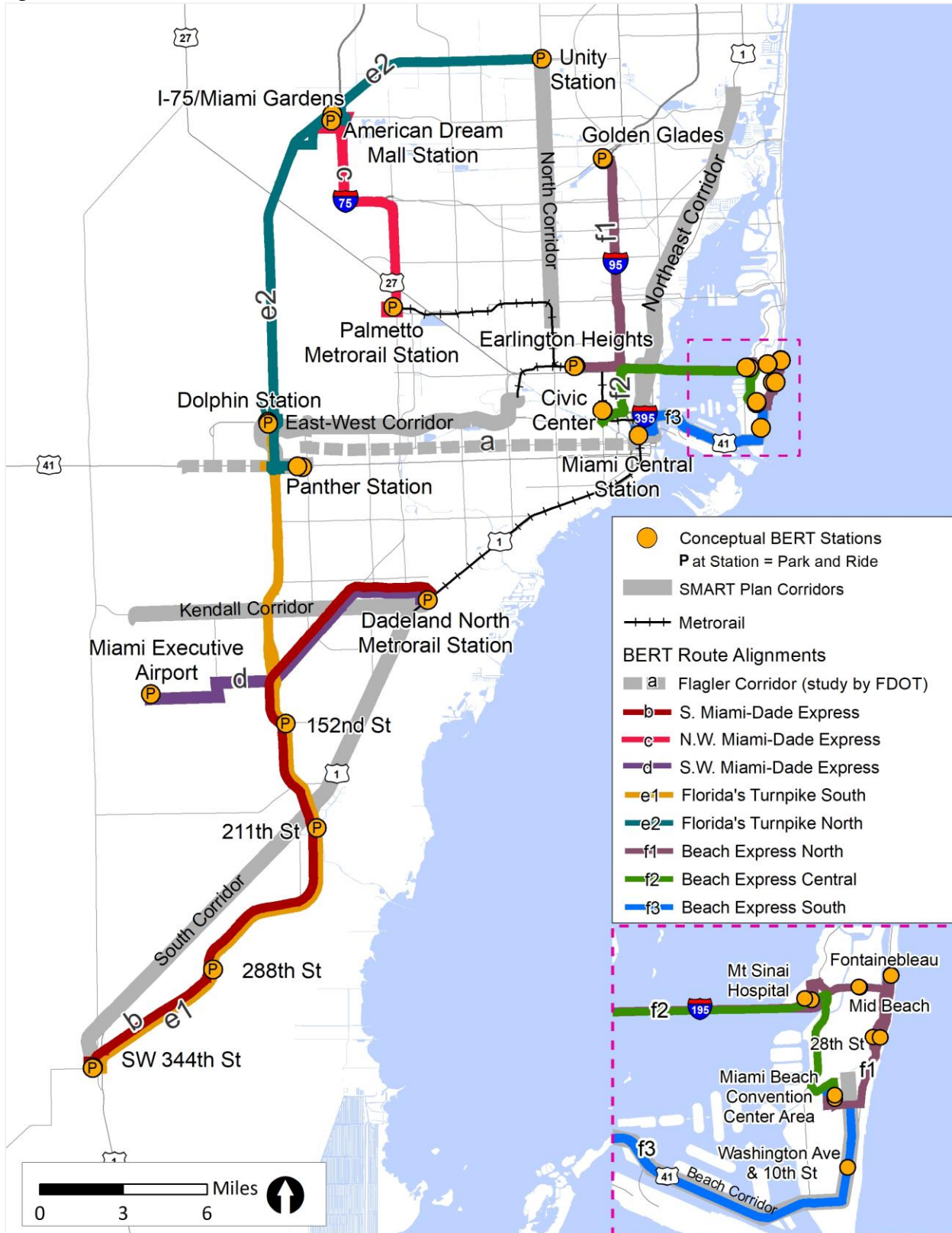
Table 1 presents the planning work required to complete these infrastructure improvement projects. Figure 1 shows the complete BERT network with supportive transit terminals.

Table 1: Planning Study Required for Implementation of the BERT Network

SMART PLAN ROUTE #	PROJECT NAME	LOCATION	PROJECT DESCRIPTION	PROJECT LENGTH (MILES)	COMMISSION DISTRICT
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami; Dolphin Station to Downtown Miami; Panther Station to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost- effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. The Department anticipates going to the TPO Governing Board for an endorsement of the recommended Curbside BAT lanes alternative in Winter 2021. Upon endorsement by the TPO Governing Board, FDOT will continue into the Tier 3 PD&E analysis to further refine the recommended alternative.	20	5, 6, 10, 11, 12
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Turnpike to the Dadeland North Metrorail Station, as well as from the SW 288th St/HEFT to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm.	25.3	7, 9
c	NW Miami-Dade Express	American Dream Mall Station/ I-75/Miami Gardens Dr Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Mall Station to the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station. This route will run in the peak hour only, with 20-minute headways.	9.5	12

d	SW Miami-Dade Express	Miami Executive Airport/ Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. This route will run in the peak hour only, with 20-minute headways.	9	7, 11
e1	Florida's Turnpike Express (South)	344 St. Transitway Station/ Panther Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours.	30.5	9, 11
e2	Florida's Turnpike Express (North)	FIU Panther Station/Dolphin Station/Miami Gardens Station/American Dream Mall Station	Route will provide express bus service from the FIU Panther Station to the Dolphin Station, I-75/Miami Gardens Dr Station and the American Dream Mall Station, all along the Turnpike. This route will run in the peak hour only, with 20-minute headways.	23	12, 13
f1	Beach Express North	Golden Glades Multimodal Transportation Facility/ Earlington Heights Metrorail Station/Mt Sinai Transit Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Multimodal Transportation Facility to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Weekend service will provide headways of 20 minutes. Service span will be from 5:00am to 12:00am.	20	2, 5
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. Service span will be from 5:30am to 12:00am.	8	3, 5
f3	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day seven days a week. Weekday service will provide 15-minute headways, while weekend service will have 20 min headways. Service Span will be from 5:00am to 12:00am.	6.7	3, 5

Figure 1: BERT Network



Flagler 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 Avenue to the Government Center with branches along SW 8 Street and NW 12 Street. Viable alternatives analyzed as part of this study include: Bus Rapid Transit (BRT) along curbside lanes, BRT along curb lanes with a center reversible auto lane. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. FDOT has conducted a series of meetings with elected officials, stakeholders and communities along the corridor and presented the recommended alternative to the TPO Governing Board on July 18, 2019. A workshop with TPO Board members was held on January 30, 2020 where FDOT was asked to further analyze the implementation of reversible auto lanes along the Flagler corridor.

FDOT conducted a study on the implementation of reversible lanes along segments of the corridor as a traffic mitigation measure. The additional analysis on reversible lanes was completed in January 2021 and results of the analysis demonstrated that reversible lanes are not feasible the Flagler Corridor. On January 28, 2021, the TPO Governing Board adopted Resolution No. 07-2021 supporting FDOT's Alternative -1 Curbside Bus Rapid Transit Lanes with the exception that the PD&E study shall not consider the reduction of vehicular traffic lanes for any portion of Flagler Street west of West 24th Avenue and concurs that FDOT may, with the exception noted, may proceed with the PD&E Study Tier 3 Refinement Analysis. FDOT will proceed as instructed by TPO Resolution No. 07-2021 and anticipates bringing the refined Tier 3 Alternative back to the TPO Governing Board for selection of the locally preferred alternative in late 2021.



Other DTPW Projects – Express Service and Multi-Use Trails

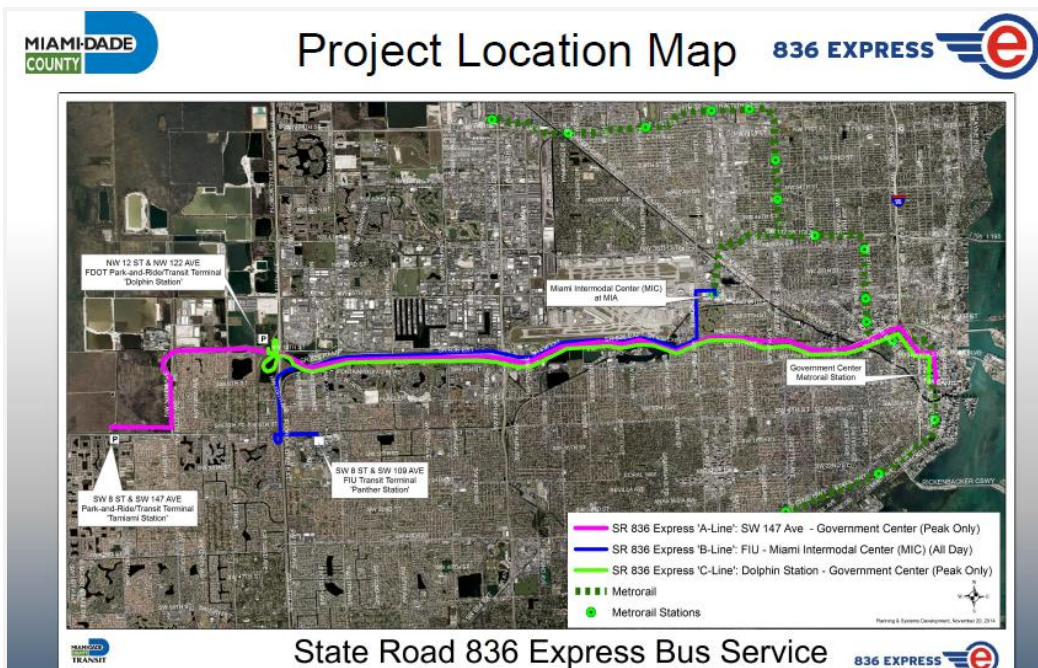
SR 836 Express Bus Service

This project would provide premium express transit service along SR 836 from west Miami-Dade County Tamiami Station (SW 8th Street and SW 147th Avenue) to the Miami Intermodal Center (MIC) and Downtown Miami via SW 137th 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 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route are anticipated to be completed by 2021, the service will use 16 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 8th 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 are anticipated to be completed by 2023, the service will use 5 new 60-foot alternative fuel buses.

The third route (Line C) will provide premium express transit service from the proposed Dolphin Station (NW 12th Street and HEFT) to Downtown Miami via SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The Dolphin Station was completed in 2019. Inside shoulder for the use of bus operations were completed early 2020, using 9 new 60-foot alternative fuel buses. Services



were temporary suspended due to the Covid-19 pandemic, services are anticipated to resume when ridership demand returns.

NW 12th St Bus Only Lane

The project consists of widening and resurfacing of NW 12 Street from the Dolphin Park and Ride Facility to NW 114 Avenue. The project will increase capacity for existing left turn and right turn lanes as well as provide new left turn and right turn lanes along NW 12 Street. Exit ramps from the Florida Turnpike, and the right turn lane exit from the Dolphin Mall at NW 114 Ave will be improved. The project will also add new Bus Only lanes to service the new Dolphin Park and Ride facility. The project will include new storm drainage system, pavement markings and signage, intersection and signalization improvements, roadway lighting, permitting, culvert extension, and construction administration services. The project length is approximately 0.65 miles. The project is currently in the design phase (Master Plan). The Master Plan phase will be completed in March 2021.

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 13th 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 8th Street and between the Metrorail Station and SW 13th Street. This project is under construction as of November 1, 2019 and completion is expected in February 2021.



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 13th Street to SW 19th Avenue. At this time, the project is in design and should be completed by mid- 2023.



The Underline Phase III

This segment is the longest of all the Underline Phases. It extends 7.36 miles extending from SW 19th Avenue to Dadeland South Kiss and Ride. The phase will traverse thru the Cities of Miami, Coral Gables, and South Miami and end at Unincorporated Miami-Dade County. The Design Criteria package is expected to be completed in February 2021. The project should go out for advertisement in March 2021. Final construction completion expected by December 2025.

Other DTPW Projects – Terminals and Park & Rides

Aventura Station

In an effort to advance the implementation of the SMART Plan Northeast Corridor, Miami-Dade County Commissioners approved an agreement with Brightline Trains Florida, LLC (Formerly Virgin Trains USA Florida, LLC) to provide high-speed rail service between the Aventura Mall and the company's downtown train station beginning as early as October 2020. The County will invest \$76.7 million toward the project, which will run high-speed trains every half hour during the morning and afternoon rush hours utilizing the FECR rail corridor. The County will own the land planned for the new Aventura Station, while Brightline will be responsible for all operation and maintenance costs. The project also calls for construction of a park and ride lot and a future pedestrian bridge across Biscayne Boulevard, and it will feature a platform design that can accommodate Tri-Rail or other commuter trains in the future. pending negotiations with the tri-county commuter rail line.



SW 8th Street and SW 147th Avenue (Tamiami Station)

An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th 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 493 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. As of February 2021, construction completion and revenue service are scheduled for mid-late 2021.

Palmetto Expressway at NW 74th Street (Palmetto Intermodal Terminal)

This project includes the purchase of a semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Intermodal Terminal. The project also includes construction of a 1,000-space parking garage including long-term and short-term parking, kiss-and-ride, pool-and-ride, and a minimum of a 12-bus bay terminal. DTPW is

currently working to gain access to the site for environmental analysis. As of February 2021, acquisition for this site is anticipated for Fall (October) 2021.



Dadeland South Intermodal Terminal

The Dadeland South Intermodal Terminal is a major connecting point for bus route on the South Dade Transitway. The proposed project will also include improvements/refurbishments to the existing station to enhance passenger amenities and experience. The project is scheduled for completion in Spring 2024.

Panther Station at Florida International University

Florida International University (FIU) constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit terminal. The location of the new parking garage, between SW 112th Avenue and SW 109th 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 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 107th Avenue/SW 17th 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. As of February 2021, construction completion and revenue service is scheduled for late 2023.





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

DTPW was leasing approximately 450 parking spaces on an existing surface lot located at approximately SW 112th Avenue and the South Miami-Dade Transitway to provide enhanced passenger amenities, bus terminals and additional parking spaces. As of February 2021, acquisition of the site has been completed.



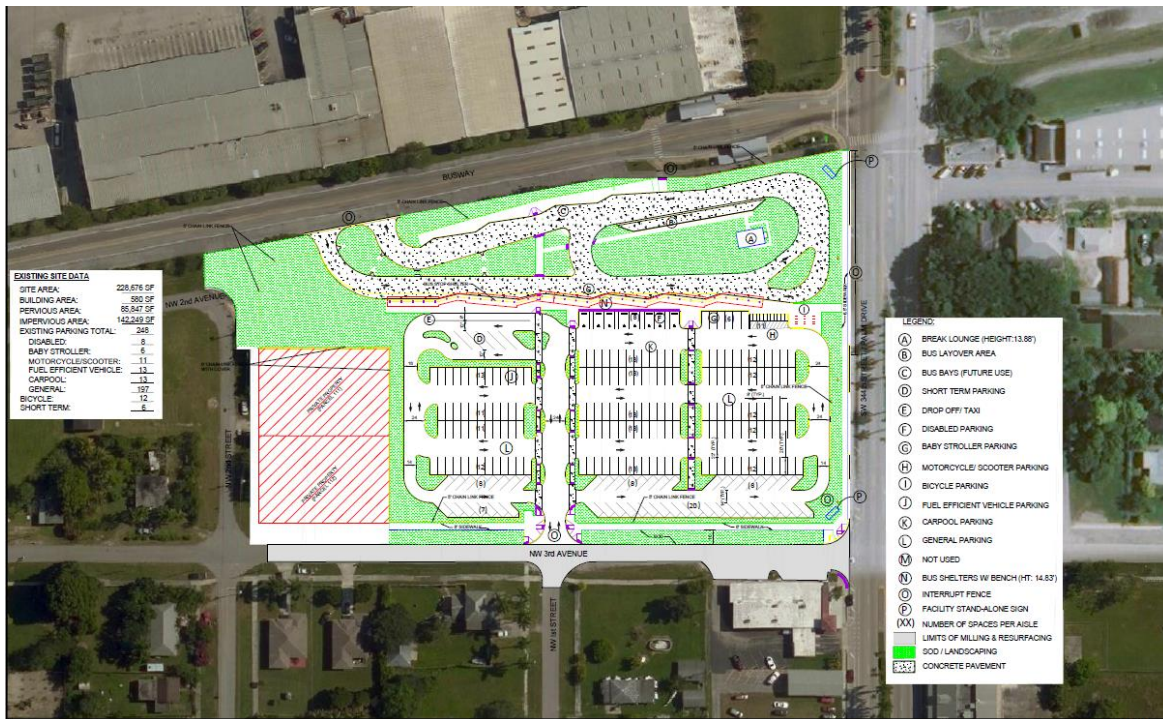
Park-and-Ride/Transit Terminal Facility at South Dade Transitway (formerly known as Busway) and SW 168th Street

The existing surface parking lot is at 100% utilization. DTPW received the BUILD grant in 2018 to construct a modernized parking garage with enhanced amenities at this site. Due to the restriction at the SW 152nd Street park-and-ride, DTPW has worked with FTA to move the BUILD grant fund to the SW 168th Street park-and-ride and increase the capacity from the originally proposed 450 spaces capacity to over 650 630 spaces. In addition, the park-and-ride garage will provide direct access to the Transitway station at SW 168th Street. This project is part of the South Corridor project. The project is anticipated to be completed in Spring 2023.



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

The existing surface terminal facility of the Transitway is at South Dade Transitway and SW 344th Street. The County plans to acquire two additional parcels located on the north side of the existing terminal facility and add premium passenger amenities, such as restrooms, an enhances kiss-and-ride area, and provide electric and veteran parking spaces. DPTW is acquiring two parcels in order to build the facility. As of February 2021, DTPW has closed on the first parcel. The second parcel is anticipated to close by April 2021.



Other DTPW Projects – Maintenance and Safety

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. The two (2) proposed (new) elevators will be built at the Northern end of the existing Parking Garage. DTPW is currently in the Design-Builder selection process for design-build services. As of February 2021, the estimated project is anticipated to be completed in late 2024.

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 April 2021.



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. After examining various alternative fuels, DTPW decided to migrate its bus fleet to clean-burning, compressed natural gas (CNG). The procurement of alternative fuel buses for replacements and enhancements is not only an improvement to transit, but also promotes the county's long-term initiative towards a state of good repair, economic competitiveness, livability, sustainability, safety, job creation, and economic stimulus.

In addition to CNG, DTPW will also acquire its first 33 electric-powered, zero emission buses. The 33 new vehicles are slated to be in service by May 2022. These vehicles will be the first of their kind in Miami-Dade County's Metrobus Fleet and complement the ongoing modernization of the fleet. DTPW has an option to purchase up to an additional 42 alternative fuel buses. DTPW will also purchase 65 articulated 60-foot Battery-Electric zero emission buses. DTPW has an option to purchase

up to an additional 35 articulated 60-foot Battery-Electric zero emission buses. These new vehicles are slated to be in service by third quarter 2022.

South Dade Bus Maintenance Facility

With the implementation of the SMART plan, the County inventoried the availability of garages located within the south Miami-Dade area of the County for bus maintenance facilities and determined that the closest maintenance facility to the South Miami-Dade area is the Coral Way facility; which has reached its capacity and is approximately 30-miles away from the southern county line of Miami-Dade. This new maintenance facility will improve Transit's operational efficiency by decreasing the turn around time for placing buses back in revenue service. As of February 2021, the acquisition for this site is pending inter-departmental transfer; this process is expected to be completed by March 2021.

Parking Space Counters at Metrorail Parking Garages

The purpose of this project is to furnish and install real-time parking space counting systems at five (5) parking garages located at Dadeland South, Dadeland North, South Miami, Earlington Heights and Okeechobee Metrorail Stations. The available parking space counting systems will allow Metrorail customers to check real-time parking availability over the Internet using personal electronic devices including Smart phones, Personal Digital Assistants (PDAs), Tablets, etc., and by Electronic Signs located at the entrances to each of the five (5) garages. The system shall display "Lot Full" when all spaces are occupied. In 2017, parking space counters were successfully installed at all five (5) parking garages. Since that time, the project has been extended. A new Parking Space Counter System will be installed at the Santa Clara and North Side Metrorail Stations under a new contract. This new project is slated to be completed by February 2022 and will provide similar functionality to the existing Parking Space Counter system.

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.

DTPW will continue to enhance existing security equipment with the addition of 4K technology to the CCTV Systems in Metrorail and Metromover. The second phase of the CCTV project is slated to be complete by October 2021. Metromover will also have a new fire detection and reporting system installed in all Metromover stations and at the Stephen P. Clark Metromover Control Center. This new fire detection and reporting system is slated to be completed by January 2023.

COVID-19 Safety Measures

The following actions have been taken to ensure the safety of transit operators, employees and riders:

- Suspended fares for all Miami-Dade Transit services, including parking fees.
- Required rear-door boarding on Metrobus vehicles. Accommodations for riders in need of the wheelchair accessible ramp, including the elderly, will continue to be made.
- Cabin partitions for operators converted into a full-enclosure shield on all 767 Metrobuses.
- Blocked seats closer to operator's cabins.
- Distributed PPE to transit operators, maintenance and construction employees.
- Increased cleaning schedules for all vehicles, which are also being disinfected several times a day.
- Employees over 65 or with underlying medical conditions were offered to stay at home with pay or work from home.
- Began temperature checks for all employees and visitors at all garages and facilities.
- Purchased additional tables and rented tents for bus maintenance garages to enable social distancing between employees.



Miami-Dade County
Department of
Transportation and Public
Works ✓

Mar 30, 2020 · 🌐

Metrobus riders, remember to enter and exit via the rear door. Front door boarding is limited to those who need assistance. We appreciate those riders who are staying home to help flatten the curve and using public transit for essential trips only. We're in this together.

Rear-Door Boarding in effect for Miami-Dade Transit Metrobus

All transit fares have been suspended until further notice. We urge riders to use public transportation for essential trips only.

All other riders



Fiscal Years 2021/2022 to 2025/2026
Transportation Improvement Program (TIP)

South Florida Regional Transportation Authority (SFRTA)

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 Fiscal Year 2022 thru 2026.

The Tri-Rail Downtown Miami Link (TRDML)

The SFRTA, in coordination with multiple partners, is extending Tri-Rail's commuter rail service to provide new direct service from Tri-Rail's northern most station at Mangonia Park in Palm Beach County to its southern most station in Miami Dade County at the "MiamiCentral Station" in Downtown Miami. The 9.05-mile extension, known as Tri-Rail Downtown Miami Link (TRDML), will provide a new one-seat ride passenger service link from the South Florida Rail Corridor (SFRC) at Tri-Rail Metrorail Transfer Station to the Florida East Coast (FEC) railway corridor, into Downtown Miami. TRDML service in MiamiCentral is expected to begin in 2021, with first day ridership estimates of approximately 2,000 trips per day. The MiamiCentral Station will serve as Downtown Miami's multimodal hub, providing connections to Brightline, Tri-Rail, the existing Miami Dade county bus system, Metrorail, and Metromover.

TRDML will provide a cost effective and strategic transit solution for Miami-Dade County. The new service will leverage Brightline express train service and station investment, together with the recent US DOT TIGER grant for the needed SFRC connections to the FEC railway corridor; quiet zone funds provided by the Miami-Dade Transportation Planning Organization (TPO); and the region's previous investment in the Tri-Rail system. The key to this leveraging is a local investment of \$70 million by the public for incremental construction costs by the public partners for the MiamiCentral Station, to accommodate Tri-Rail trains and new rail infrastructure to support the extension into Downtown Miami.

Rolling Stock

Procurement of new Tri-Rail Rolling stock will enable SFRTA to both maintain and provide additional passenger service operations on the existing South Florida Rail Corridor (SFRC). New rolling stock will

also allow for increased ridership capacity, operational and train scheduling flexibility and for future service expansion onto the Florida East Coast Railway (FEC).

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, smartphone 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 smartphone app.

Safety and Security Cameras, Phase 2

The purpose of the proposed project is to fund installation of surveillance camera hardware and monitoring technology at 18 (eighteen) Tri-Rail Stations. Cameras will be installed in parking lots, stairwells, pedestrian walkways and bridges, and locations within stations that require safety monitoring. The Phase 1 project focused on installing surveillance cameras on Tri-Rail station platforms.

These cameras and technology allow the SFRTA Public Safety Coordination Center (PSCC) to monitor/detect suspicious and/or unlawful activities in real time for quick detection and response. Activities are recorded for reference, training, system improvement, and/or as video evidence when further law enforcement is needed.

Miami River-Miami Intermodal Center Capacity Improvement

The MR-MICCI Project will provide an additional mainline track within the South Florida Rail Corridor from just north of the Tri-Rail Hialeah Market Station to the Tri-Rail Miami Airport Station within the Miami Intermodal Center. The project will increase capacity and improved track connections across the Miami River, including bridge, track, and signal upgrades. SFRTA has finalized the Project Development and Environment (PD&E) Study and completed 30% design for this project. The Project will be designed and constructed by the Florida Department of Transportation.

Positive Train Control

The U.S. Department of Transportation awarded \$31.63 million to SFRTA in 2017 for the completion of Positive Train Control (PTC) on South Florida Rail Corridor (SFRC). 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. SFRTA completed installation of PTC on the SFRC in December 2020.

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 such as the major update of the Transit Development Plan (TDP), Transit Oriented Development (TOD) station area plans Bicycle and Pedestrian Studies and Passenger Surveys, along with other significant regional projects.

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 Budget to include preventive maintenance expenditures such as rolling stock maintenance and station maintenance; along with other capital projects and initiatives that the Agency plans to undertake, which are allowable expenditures of funds under FTA guidelines.

Appendix A

Completed Construction Projects

FDOT District 6, Completed Projects and Projects with Final Acceptance Date in 2020 Calendar Year

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
429536-3-52-01	DISTRICTWIDE (ADA) PUSHBUTTON - PEDESTRIAN SAFETY IMPROVEMENT	PEDESTRIAN SAFETY IMPROVEMENT		Jan 17, 20
425979-2-52-01	SR 25/US-27/OKEECHOBEE RD from W OF SE 7 AVE to N OF NW 36 ST - RESURFACING	RESURFACING		Jan 25, 20
422629-2-52-01	SR 5/US-1/OVRSEAS HWY from SOUTH PINE CHANNEL (MM 28.75) to SPANISH HARBOR (MM 32.98)	LANDSCAPING		Feb 06, 20
436404-1-52-01	SR 934/E 25 ST/NW 79 ST from E 4 AVE/NW 47 AVE to E 12 AVE/NW 37 AVE - INTERSECTION IMPRO	INTERSECTION IMPROVEMENT		Feb 07, 20
414643-2-52-01	SR 933/NW 12 AVE from SW 22 ST to NW 8 TR/SOUTH RIVER DR - LANDSCAPING	LANDSCAPING		Feb 12, 20
427369-2-52-01	SR 997/KROME AVE from SW 232 ST to SW 184 ST/EUREKA DR - ADD LANES & RECONSTRUCT	ADD LANES & RECONSTRUCT		Mar 03, 20
441833-1-52-01	SR 826/VARIOUS RAMPS @ NW 119 ST AND I-75 - RESURFACING	RESURFACING		Mar 05, 20
426113-1-52-01	NW 34 AVE @ COMFORT CANAL - CITY OF MIAMI - BRIDGE REPLACEMENT	BRIDGE REPLACEMENT		Mar 10, 20
249581-2-52-01	SR 826/PALMETTO EXPY from SW 2 ST to NW 14 ST - LANDSCAPING	LANDSCAPING		Mar 12, 20
440191-1-52-01	SR 5/US-1/from NE 22 ST to SANS SOUCI BLVD/NE 118 ST - SIGNALIZED INTERSECTIONS - LIGHTIN	LIGHTING		Mar 23, 20
431170-4-52-01	SR 94/KENDALL DRIVE from SW 77 AVE TO US 1 - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT		Apr 06, 20
439917-1-52-01	SR 5/SOUTH DIXIE HWY @ SW 127 AVE/SW 232 ST - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT		Apr 16, 20
429300-3-52-01	SR 9A/I-95 from NW 29 ST to NW 79 ST - RIGID PAVEMENT RECONSTRUCTION	RIGID PAVEMENT RECONSTRUCTION		Apr 28, 20
430637-3-52-01	SR 847/NW 47 AVE from N OR NW 199 ST to PREMIER PKY (BROWARD)/N OF TURNPIKE - ADD LAN	ADD LANES & RECONSTRUCT		May 01, 20
442038-1-52-01	SR A1A/COLLINS AVE @ 79 ST - TRAFFIC OPS IMPROVEMENT	TRAFFIC OPS IMPROVEMENT		May 13, 20
429996-1-52-01	I-75/NB RAMP @ NW 138 ST - BRIDGE 870604 - BRIDGE-REPAIR/REHABILITATION	BRIDGE-REPAIR/REHABILITATION		May 20, 20
436532-1-52-01	SR 5/OVERSEAS HWY OVER SNAKE CREEK CANAL (MM 85) - BASCULE BRIDGE # 900077 - BRIDG	BRIDGE-REPAIR/REHABILITATION		May 28, 20
432695-1-52-01	MIAMI-DADE COUNTYWIDE - PUSHBUTTON - DRAINAGE IMPROVEMENTS	DRAINAGE IMPROVEMENTS		May 29, 20
441837-1-52-01	SR 112/I-195/RAMPS @ ALTON ROAD - RESURFACING	RESURFACING		Jun 15, 20
440187-1-52-01	SR 7/NW 7 AVE from NW 63 ST to NW 215 ST - SIGNALIZED INTERSECTIONS - LIGHTING	LIGHTING		Jun 17, 20
440184-1-52-01	SR 5/US-1/from SW 344 ST to SW 244 ST - SIGNALIZED INTERSECTIONS - LIGHTING	LIGHTING		Jul 07, 20
425865-7-52-01	MIAMI-DADE COUNTYWIDE - PUSHBUTTON - DRAINAGE IMPROVEMENTS	DRAINAGE IMPROVEMENTS		Jul 18, 20
436522-1-52-01	SR A1A/MCARTHUR CSWY - EAST BRIDGE # 870077 - BRIDGE-REPAIR/REHABILITATION	BRIDGE-REPAIR/REHABILITATION		Jul 30, 20
431433-1-52-01	PEDESTRIAN AND BICYCLE SAFETY WITH MINOR TRAFFIC OPERATIONAL IMPROVEMENTS- PUS	MISCELLANEOUS CONSTRUCTION		Jul 30, 20

Appendix A- Completed Construction Projects

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
440590-1-52-01	SR 25/NE 36 ST@ NE 1 AVE - TRAFFIC SIGNALS	TRAFFIC SIGNALS		Aug 04, 20
442977-1-52-01	SR 5/US-1/OVERSEAS HWY from MM37.2 to M38.0 - HURRICANE IRMA PERMNT - EMERGENCY OPE	EMERGENCY OPERATIONS		Aug 06, 20
437916-1-52-01	SR 934/NORMANDY DR @ RUE GRANVILLE - PEDESTRIAN SAFETY IMPROVEMENT	PEDESTRIAN SAFETY IMPROVEMENT		Aug 10, 20
435173-1-52-01	SR 825/SW 137 AVE from SW 8 ST to NW 12 ST - LANDSCAPING	LANDSCAPING		Mar 08, 19
433455-4-52-01	SR 5/US-1/S. DIXIE HWY from E OF SW 27 AVE to I-95 - RESURFACING	RESURFACING		Mar 14, 19
440013-1-52-01	SR 934/NE 82 ST from NE 4 PL to BISCAYNE BLVD - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT		Apr 05, 19
438540-1-52-01	SR 9A/I-95/@ NW 119 ST INTERCHANGE - ADAPTIVE SIGNAL CONTROL TECHNOLOGIES (ASCT) -	TRAFFIC SIGNAL UPDATE		Apr 08, 19
443966-1-52-01	SR 934/79 ST CSWY from E OF PELICAN HARBOR to W OF BRIDGE GUARDRAIL - HURRICANE IRM	EMERGENCY OPERATIONS		Apr 26, 19
431635-2-52-01	DISTRICTWIDE - PUSHBUTTON - PILOT PROGRAM - SAFETY PROJECT	SAFETY PROJECT		May 03, 19
442958-1-52-01	SR 5/US-1/OVERSEAS HWY from MM 110.0 to MM 111.0 - FENCING - HURRICANE IRMA PERMNT - E	EMERGENCY OPERATIONS		May 06, 19
437915-1-52-01	SR 5/BISCAYNE BLVD from SE 2 ST to NE 11 TR - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT		May 23, 19
425865-5-52-01	MIAMI-DADE COUNTYWIDE - PUSHBUTTON - DRAINAGE IMPROVEMENTS	DRAINAGE IMPROVEMENTS		May 29, 19
439919-1-52-01	SR 7/NW 2 AVE from NW 7 AVE to NW 179 ST - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT		Jun 12, 19
442813-1-52-01	SR 5/US-1/OVERSEAS HWY @ BAHIA HONDA BRDG from MM36.0 to MM38.5 - HURRICANE IRMA PE	EMERGENCY OPERATIONS		Jul 05, 19
436344-2-52-01	SR 5/US-1/MISSOURI - LITTLE DUCK KEY BRIDGE from MM 39.524 to MM 39.674 - APPROACH SLAB	MISCELLANEOUS STRUCTURE		Jan 09, 19
443212-1-52-01	SR 5/US-1/OVERSEAS HGWY (NB) from MM 28.80 to MM 29.34 - HURRICANE IRMA PERMNT - EMER	EMERGENCY OPERATIONS		Jan 29, 19
441740-1-52-01	SR 5/US-1/OVERSEAS HWY OVER COW KEY CHANNEL (MM 4.1) - 900086/900125 - BRIDGE-REPAI	BRIDGE-REPAIR/REHABILITATION		Jan 30, 19
433264-2-52-01	SR 94/KENDALL DR from E OF SW 132 AVE to E OF SW 122 AVE - RESURFACING	RESURFACING		Feb 04, 19
432687-1-52-01	SR 826/FROM FLAGLER ST TO NW 154 ST & I-75/ from SR 826 to NW 170 ST - ADD SPECIAL USE LANE	ADD SPECIAL USE LANE		Feb 08, 19
439922-1-52-01	SR 25/NW 36 ST from NW 5 AVE to N. MIAMI AVE - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT		Feb 15, 19
443213-1-52-01	SR 5/US-1/OVERSEAS HWY from MM 6.0 to MM 53.0 - HURRICANE IRMA PERMNT - LIGHTING - EME	EMERGENCY OPERATIONS		Jul 08, 19
447023-2-52-01	DISTRICT 6 DYNAMIC ENVELOPES @ VARIOUS RAIL CROSSINGS - FAST TRACK - SIGNING/PAVE	SIGNING/PAVEMENT MARKINGS		Jul 17, 19
433381-1-52-01	SR 5/US-1/OVERSEAS HWY OVER MOSER CHANNEL - 7 MILE BRIDGE - BRIDGE-REPAIR/REHABIL	BRIDGE-REPAIR/REHABILITATION		Jul 19, 19
429185-3-52-01	SR 9/NW 27 AVE from S OF NW 79 ST to N OF NW 103 ST - DRAINAGE IMPROVEMENTS	DRAINAGE IMPROVEMENTS		Jul 19, 19
434684-1-52-01	MONROE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON - SIGNALS - TRAFFIC OPS IMPROVE	TRAFFIC OPS IMPROVEMENT		Jul 21, 19

Miami-Dade County Department of Transportation and Public Works Transportation Improvement Program Completed Construction Projects

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
NW 89 Avenue/NW 93 ST			Widen to 3 lanes	Construction completed (Joint Participation Agreement with Town of Medley)	August 2019
Blue Lagoon Drive	NW 65 Avenue	NW 57 Avenue	Resurfacing	Construction completed	September 2020
SW 117 Avenue	SW 40 Street	SW 8 Street	Resurfacing	Construction completed	February 2021
W 102 Avenue	W Flagler Street	Fontainebleau Boulevard	Resurfacing	Construction completed	July 2020
Curtiss Parkway Circle			Traffic circle	Construction completed	August 2020
NW 107 Avenue and NW 41 Street			Intersection improvement	Construction completed	December 2020
NW 107 Avenue and NW 58 Street			Intersection improvement	Construction completed	February 2020
SW 67 Avenue and SW 33 Street			Traffic signal	Construction completed	January 2021
NW 74 Street and NW 102 Avenue			Traffic signal	Construction completed	September 2020
NW 74 Street and NW 97 Avenue			Traffic signal	Construction completed	September 2020
NW 74 Street and NW 97 Avenue			Traffic signal	Construction completed	September 2020
SW 97 Avenue and SW 28 Street			Traffic signal	Construction completed	October 2019
NE 2 Avenue	NE 69 Street	West Little River Canal	Street/Traffic Operational Improvements	Construction completed	December 2019
N Miami Avenue	N 17 Street	N 87 Street	Resurfacing	Construction completed	March 2019
NW 17 Avenue	NW 7 Street	Miami Avenue Bridge	Resurfacing	Construction completed	September 2020
N Miami Avenue and N 111 Street			Traffic circle	Construction completed	August 2020

Appendix A- Completed Construction Projects

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
N Miami Avenue and N 115 Street			Traffic circle	Construction completed	December 2020
NW 17 Avenue and NW 20 Street			Intersection improvement	Construction completed	January 2021
NW 45 Avenue and NW 7 Street			Intersection improvement	Construction completed	January 2021
NW 97 Avenue	NW 138 Street	NW 154 Street	New 4 lanes	Construction completed (Joint Participation Agreement with City of Hialeah)	December 2019
NW 142 Street	NW 107 Avenue	NW 97 Avenue	Roadway improvements	Construction completed (Joint Participation Agreement with City of Hialeah)	August 2019
NW 22 Avenue	NW 119 Street	NW 151 Street	Resurfacing	Construction completed	February 2021
NE 26 Avenue	NE 203 Street	NE 215 Street	Resurfacing	Construction completed	October 2020
NW 32 Avenue	NW 167 Street	NW 183 Street	Resurfacing	Construction completed	February 2020
NW 37 Avenue	NW 135 Street	NW 167 Street	Resurfacing	Construction completed	January 2020
NW 79 Avenue	NW 186 Street	NW 194 Street	Resurfacing	Construction completed	March 2020
NW 173 Drive	NW 57 Avenue	NW 42 Avenue	Resurfacing	construction completed	November 2020
N 191 Street	NW 12 Avenue	NE 2 Avenue	Resurfacing	Construction completed	April 2020
NW 215 Street	NW 29 Avenue	NW 47 Avenue	Resurfacing	Construction completed	January 2021
NW 47 Avenue and NW 173 Drive			Intersection improvement	Construction completed	November 2020
SW 127 Avenue	SW 42 Street	Coral Way	Resurfacing	Construction completed	July 2020
SW 127 Avenue and SW 34 Street			Traffic signal	Construction completed	February 2021
SW 117 Avenue	SW 104 Street	SW 88 Street	Resurfacing	Construction completed	August 2020
SW 117 Avenue	SW 104 Street	SW 88 Street	Resurfacing	Construction completed	August 2020
SW 117 Avenue	SW 88 Street	SW 72 Street	Resurfacing	Construction completed	June 2020

Appendix A- Completed Construction Projects

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
SW 117 Avenue	SW 72 Street	SW 56 Street	Resurfacing	Construction completed	July 2020
SW 117 Avenue	SW 56 Street	SW 47 Street	Resurfacing	Construction completed	September 2020
SW 134 Avenue/SW 132 Avenue	SW 120 Street	SW 104 Street	Resurfacing	Construction completed	February 2020
SW 168 Street	SW 99 Court	US-1	Resurfacing	Construction completed	December 2020
SW 112 Street West of SW 108 Court (R/R Crossing)			Resurfacing	Construction completed	November 2019
SW 82 Avenue and SW 168 Street			Traffic circle	Construction completed	July 2018
SW 109 Terrace and SW 104 Street			Intersection improvement	Construction completed	November 2019
SW 137 Avenue and SW 152 Street			Intersection improvement	Construction completed	November 2020
SW 77 Avenue and SW 136 Street			Traffic signal	Construction completed	September 2020
SW 122 Avenue and SW 106 Street			Traffic signal	Construction completed	February 2021
SW 157 Avenue and SW 140 Street			Traffic signal	Construction completed	October 2020
SW 184 Street	US-1	Old Cutler Road	Resurfacing	Construction completed	December 2020
SW 211 Street	US-1	HEFT	Resurfacing	Construction completed	June 2020
SW 248 Street	SW 97 Avenue	SW 87 Avenue	Resurfacing	Construction completed	January 2020
SW 344 Street	SW 132 Avenue	SW 97 Avenue	Resurfacing	Construction completed	October 2019
SW 87 Avenue and SW 184 Street			Intersection improvement	Construction completed	October 2020
Pine Tree Drive	23 Street	41 Street	Resurfacing	Construction completed	May 2020
W 24 Avenue	W 60 Street	W 76 Street	Widen to 3 lanes	Construction completed (Joint Participation)	January 2017

Appendix A- Completed Construction Projects

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
W 32 Avenue and W 68 Street			Intersection improvement	Agreement with City of Hialeah) Construction completed	February 2020

Completed TIP Projects in FY 2020/2021 Miami-Dade Aviation Department (MDAD)

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	COMPLETION DATE
1	MIA Upgrade Terminal PLBs to 400 Hz Pre-Conditioned Air	P246A	Terminal Wide	Upgrade Passenger Loading Bridges	2020
2	MIA Fuel Tender Facilities - West Cargo	P256E/F	Westside Cargo Area	Relocate Fuel Tender Facility	2020
3	OPF Customs Building Expansion-Remodeling	V102A	Landside	Design Development	2020
4	OPF Taxiways Rehabilitation	Y134A	Airside	Pavement Repairs	2020
5	X51 Security Project	Y145A	Airside	Access Control Improvements	2020 Pending Closeout

2/18/2021

Completed Projects in FY 2020/2021 with FDOT Participation for the Dante B. Fascell PortMiami of Miami-Dade

FDOT JPA	PROJECT NAME	PROJECT NUMBER	BRIEF DESCRIPTION	TOTAL PROJECT COST	COMPLETION DATE
2000000571	New CT-B and CT-B&C Conversion to CT-C	2017-022/2017-039	Cruise Terminal Improvements & merge	\$270,512,746.00	2019
642930	CT-J Remodeling	2008-122	Cruise Terminal Improvements	\$4,095,325.00	2019
644520	Container Yard Improvements - Seaboard	2008-008/2008-032	Container Yard Improvements	\$26,395,000.00	2019
200000000131	Purchase 4 Additional Gantry Cranes	2015-029/2018-025	4 Additional Gantry Cranes	\$44,414,403.00	2019

Appendix B

On-Going Construction Projects

FDOT District 6 Ongoing Projects and Projects with Final Acceptance Date in 2021 Calendar Year

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
440175-1-52-01	SR 817/NW 27 AVE from NW 215 ST to SR 9 - INTERSECTIONS - LIGHTING	LIGHTING		Jan 13, 21
427369-1-52-01	SR 997/KROME AVE from SW 232 ST to SW 296 ST - ADD LANES & RECONSTRUCT	ADD LANES & RECONSTRUCT		Jan 15, 21
441670-1-52-01	SR 90/SW 8 ST @ SW 157 AVE - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT		Jan 23, 21
436527-1-52-01	SR 90/US-41/BRICKELL AVE OVER MIAMI RIVER - BASCULE BRIDGE # 870759 - BRIDGE - PAINTIN	BRIDGE - PAINTING		Jan 25, 21
439088-1-52-01	HIALEAH GARDENS BLVD from W 80 ST to W 84 ST / NW 138 ST - ADD TURN LANE(S)	ADD TURN LANE(S)		Jan 28, 21
433455-3-52-01	SR 5/US-1/S. DIXIE HWY from RIVIERA DR to SW 27 AVE (WITH EXCEPTION) - RESURFACING	RESURFACING		Feb 02, 21
429341-6-52-01	SR 994/SR 994/QUAIL ROOST DR @ SW 200 ST - TRAFFIC OPS IMPROVEMENT	TRAFFIC OPS IMPROVEMENT		Feb 05, 21
446605-2-52-01	MIAMI-DADE COUNTYWIDE - TRAFFIC SIGNAL MAST ARM - PUSHBUTTON - TRAFFIC SIGNALS	TRAFFIC SIGNALS	Jan 21, 21	
447023-1-52-01	DISTRICT 6 DYNAMIC ENVELOPES @ VARIOUS RAIL CROSSINGS - FAST TRACK - RAIL SAFETY P	RAIL SAFETY PROJECT	Jan 31, 21	
447023-4-52-01	DISTRICT 6 DYNAMIC ENVELOPES @ VARIOUS RAIL CROSSINGS - FAST TRACK - RAIL SAFETY P	RAIL SAFETY PROJECT	Jan 31, 21	
447023-3-52-01	DISTRICT 6 DYNAMIC ENVELOPES @ VARIOUS RAIL CROSSINGS - FAST TRACK - SIGNING/PAVE	SIGNING/PAVEMENT MARKINGS	Jan 31, 21	
430808-3-52-01	SR 860/MIAMI GARDENS DR @ BISCAYNE BLVD - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Feb 24, 21	
438056-3-52-01	SR 968/SW 1 ST from FLAGLER ST to SW 17 AVE - LANDSCAPING	LANDSCAPING	Mar 05, 21	
440178-1-52-01	SR 907/ALTON RD from 6 ST to DELAWARE AVE - INTERSECTIONS - LIGHTING	LIGHTING	Mar 10, 21	
439983-1-52-01	SR 968/W. FLAGER ST @ SW 84 AVE - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Mar 11, 21	
405575-6-52-01	SR 998/SW 312 ST/CAMPBELL DR from KROME AVE to US 1 - FLEXIBLE PAVEMENT RECONSTRUC	FLEXIBLE PAVEMENT RECONSTRUCT.	Mar 15, 21	
440304-1-52-01	SR 826/NW/NE 167 ST @ NORTH MIAMI AVE - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Mar 21, 21	
251684-6-52-01	GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY - GGMTF - INTERMODAL HUB CAPA	INTERMODAL HUB CAPACITY	Apr 16, 21	
436537-1-52-01	SR 9/NW 27 AVE OVER MIAMI RIVER - BASCULE BRIDGES 870731 & 870763 - BRIDGE-REPAIR/RE	BRIDGE-REPAIR/REHABILITATION	Apr 27, 21	
438056-4-52-01	SR 968/SW 1 ST from SW 17 AVE to SW 6 AVE - LANDSCAPING	LANDSCAPING	May 03, 21	
429300-4-52-01	SR 925/NW 3 CT/NW 3 AV from NW 1ST to NW 8 ST - RESURFACING	RESURFACING	May 03, 21	
431434-1-52-01	PEDESTRIAN AND BICYCLE SAFETY WITH MINOR TRAFFIC OPERATIONAL IMPROVEMENTS-PUSH	MISCELLANEOUS CONSTRUCTION	May 05, 21	
429536-4-52-01	DISTRICTWIDE (ADA) - PUSH BUTTON - PEDESTRIAN SAFETY IMPROVEMENT	PEDESTRIAN SAFETY IMPROVEMENT	May 07, 21	
429047-3-52-01	SR 93/I-75/from NW 148 ST to NW 162 ST - LANDSCAPING	LANDSCAPING	May 10, 21	
442846-1-52-01	SR 5/US-1/OVERSEAS HWY (NB) from MM 71.88 to MM 72.49 - HURRICANE IRMA PERMNT - EMERG	EMERGENCY OPERATIONS	May 27, 21	
441834-1-52-01	SR 93/I-75/FRONTAGE RDS from E OF HIALEAH GDNS BLVD to W 23 AVE - RESURFACING	RESURFACING	May 27, 21	

Appendix B - Ongoing Construction Projects

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
443314-1-52-01	SR 997/KROME AVE from US 1/S. DIXIE HWY to US 27/OKEECHOBEE RD - HURRICANE IRMA PERM	EMERGENCY OPERATIONS	May 28, 21	
431635-1-52-01	DISTRICTWIDE - PUSHBUTTON - PILOT PROGRAM - SAFETY PROJECT	SAFETY PROJECT	May 31, 21	
430817-4-52-01	SR 7/US-441/NW 7 AV from S OF NW 117 ST to N OF BISCAYNE CANAL - RESURFACING	RESURFACING	May 31, 21	
431434-2-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSH BUTTON - SIGNALS - MISCELLANEOUS CO	MISCELLANEOUS CONSTRUCTION	Jun 05, 21	
431433-2-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSH BUTTON - ROADS - MISCELLANEOUS CON	MISCELLANEOUS CONSTRUCTION	Jun 12, 21	
412479-4-52-01	SR 985/SW 107 AVE from SW 1100 BLOCK to N OF FLAGLER ST - LANDSCAPING	LANDSCAPING	Jun 13, 21	
440169-1-52-01	SR A1A/COLLINS AVE from FOUNTAIN ST to 17 ST - INTERSECTIONS - LIGHTING	LIGHTING	Jun 24, 21	
430637-1-52-01	SR 847/NW 47 AVE from NW 183 ST to N OF NW 199 ST - ADD LANES & RECONSTRUCT	ADD LANES & RECONSTRUCT	Jul 03, 21	
431635-6-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSH BUTTON - SIGNALS - MISCELLANEOUS CO	MISCELLANEOUS CONSTRUCTION	Jul 30, 21	
249112-2-52-01	SR 826/PALMETTO EXPY @ NW 25 ST from NW 14 ST to NW 31 ST - LANDSCAPING	LANDSCAPING	Aug 01, 21	
429047-4-52-01	SR 860/MIAMI GARDENS DR from E OF NW 97 AVE to I-75 & PARK & RIDE LOT - LANDSCAPING	LANDSCAPING	Aug 02, 21	
432687-4-52-01	SR 826/PALMETTO EXPY from N OF NW 74 ST/FEC RAILROAD to NW 154 ST - LANDSCAPING	LANDSCAPING	Aug 08, 21	
436355-2-52-01	SR 976/SW 40 ST from E OF SW 117 AVE to E OF SW 102 AVE - RESURFACING	RESURFACING	Aug 27, 21	
436539-1-52-01	SR 856/LEHMAN CSWAY OVER INTRACOASTAL CANAL - BRIDGES 870606 & 870607 - BRIDGE - PA	BRIDGE - PAINTING	Sep 06, 21	
443307-1-52-01	SR 5/US-1/OVERSEAS HWY/SEA OATS BEACH from MM 74.0 to MM 75.0 - HURRICANE IRMA PERMN	EMERGENCY OPERATIONS	Oct 23, 21	
424407-1-52-01	SR 968/SW 1 ST - BASCULE BRIDGE OVER MIAMI RIVER - BRIDGE REPLACEMENT	BRIDGE REPLACEMENT	Oct 28, 21	
405610-7-52-01	DISTRICTWIDE PUSHBUTTON - LANDSCAPING	LANDSCAPING	Oct 31, 21	
432687-3-52-01	SR 826/PALMETTO EXPY from NW 31 ST to N OF NW 74 ST / FEC RAILROAD - LANDSCAPING	LANDSCAPING	Nov 26, 21	
431433-4-52-01	PEDESTRIAN & BICYCLE SAFETY - PUSH BUTTON - MISCELLANEOUS CONSTRUCTION	MISCELLANEOUS CONSTRUCTION	Dec 21, 21	
442040-1-52-01	SR 5/US-1/OVERSEAS HWY @ ISLAMORADA FOUNDERS PARK - PEDESTRIAN/WILDLIFE OVERPA	PEDESTRIAN/WILDLIFE OVERPASS	Jan 16, 22	
413721-2-52-01	SR 5/OLD 7 MILE BRIDGE from KNIGHTS KEY (MM 39.8) to PIGEON KEY (MM 46.6) - BRIDGE-REPAI	BRIDGE-REPAIR/REHABILITATION	Apr 10, 22	
436467-1-52-01	SR 5/US-1/OVERSEAS HWY @ SUGARLOAF KEY from MM 15.46 to MM 20.14 - LANDSCAPING	LANDSCAPING	Apr 16, 22	
431433-5-52-01	MIAMI-DADE COUNTY - PEDESTRIAN & BICYCLE - PUSHBUTTON - MISCELLANEOUS CONSTRUCT	MISCELLANEOUS CONSTRUCTION	Jun 13, 22	
431434-3-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSH BUTTON - SIGNALS - MISCELLANEOUS CO	MISCELLANEOUS CONSTRUCTION	Aug 05, 22	
445963-1-52-01	DISTRICTWIDE - PUSHBUTTON - DRAINAGE - DRAINAGE IMPROVEMENTS	DRAINAGE IMPROVEMENTS	Aug 22, 22	
433455-5-52-01	SR 5/US-1/S DIXIE HWY from PONCE DE LEON BLVD to SW 37 AVE/DOUGLAS RD - LANDSCAPING	LANDSCAPING	Sep 11, 22	
431433-7-52-01	PEDESTRIAN & BICYCLE SAFETY PUSHBUTTON CONTRACT - MISCELLANEOUS CONSTRUCTION	MISCELLANEOUS CONSTRUCTION	Jan 09, 23	
431433-3-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS PUSH BUTTON - ROADS - MISCELLANEOUS CONS	MISCELLANEOUS CONSTRUCTION	Jan 09, 23	
446872-1-52-01	SR 924/NW 119 ST from I-95 NB OFF-RAMP to W. DIXIE HWY - LANDSCAPING	LANDSCAPING	Feb 16, 23	
405610-8-52-01	DISTRICTWIDE PUSHBUTTON - LANDSCAPING	LANDSCAPING	Apr 23, 23	

Appendix B - Ongoing Construction Projects

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
251688-1-52-01	SR 836/I-395/from I-95 to MACARTHUR BRIDGE - BRIDGE-REPLACE AND ADD LANES	BRIDGE-REPLACE AND ADD LANES	May 02, 23	
444444-2-52-01	SR 90/TAMIAMI TRAIL from PUMP STATION S-333 to PUMP STATION S-334 - FLEXIBLE PAVEMENT	FLEXIBLE PAVEMENT RECONSTRUCT.	Jun 06, 24	

Miami-Dade County Department of Transportation and Public Works Transportation Improvement Program Ongoing Construction Projects

FACILITY	FROM	TO	DESCRIPTION	STATUS	ESTIMATED COMPLETION DATE
NW 7 Street	NW 79 Avenue	NW 76 Avenue	New 2 lanes	Under construction	July 2021
NW 82 Avenue	NW 7 Street	NW 12 Street	Widen from 2 to 3 lanes	Under construction	August 2021
Underline	Dadeland South	Miami River	Pedestrian/bicycle improvements	Under construction	December 2025
NW 97 Avenue	NW 154 Street	NW 170 Street	New 2 lanes	Under construction (Joint Participation Agreement with City of Hialeah)	December 2021
NW 102 Avenue	NW 138 Street	NW 145 Place	Roadway improvements	Under construction (Joint Participation Agreement with City of Hialeah)	October 2021
NW 32 Avenue	NW 119 Street	NW 135 Street	Resurfacing	Under construction	April 2021
NW 170 Street/NW 169 Street	NW 87 Avenue	NW 67 Avenue	Resurfacing	Under construction	December 2021
NW 178 Street	NW 87 Avenue	NW 78 Place	Resurfacing	Under construction	March 2021
SW 122 Avenue and SW 26 Street			Intersection improvement	Under construction	March 2021
SW 137 Avenue and SW 18 Street			Intersection improvement	Under construction	April 2021
SW 137 Avenue and SW 26 Street			Intersection improvement	Under construction	April 2021
N Meadow Lake Drive	SW 152 Avenue	SW 47 Street	Resurfacing	Under construction	March 2021
SW 47 Street	SW 157 Avenue	N Meadow Lake Drive	Resurfacing	Under construction	March 2021
SW 147 Avenue and SW 47 Street			Resurfacing	Under construction	March 2021
SW 152 Avenue	SW 56 Street	E Meadow Lake Drive	Resurfacing	Under construction	March 2021

Appendix B - Ongoing Construction Projects

FACILITY	FROM	TO	DESCRIPTION	STATUS	ESTIMATED COMPLETION DATE
SW 152 Avenue/SW 47 Street	SW 42 Street	SW 147 Avenue	Resurfacing	Under construction	March 2021
SW 127 Avenue and SW 124 Street			Intersection improvement	Under construction	May 2021
SW 328 Street	US-1	SW 162 Avenue	Widen from 2 to 4 lanes	Under Construction	March 2021
SW 344 Street	US-1	SW 172 Avenue	Roadway improvements	Under construction (Joint Participation Agreement with City of Florida City)	April 2021
SW 184 Street and SW 152 Avenue			Traffic signal	Under construction	September 2021
W 76 Street	W 36 Avenue	W 20 Avenue	Roadway improvements	Under construction (Joint Participation Agreement with City of Hialeah)	December 2021
NW 87 Avenue	NW 103 Street	NW 138 Street	Resurfacing	Under construction	April 2021
SW 137 Avenue	US-1	SW 200 Street	Completion as two (2) continuous lanes	Under construction	October 2022
SW 137 Avenue	HEFT	US-1	Widen from 2 to 4 lanes	Under construction	June 2021
SW 216 Street	SW 127 Avenue	HEFT	Curb & gutter, traffic operational improvements	Under construction	May 2022

Ongoing Construction Projects, TIP FY 2020/2021 Miami-Dade 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 Cc E & E Satellite	Various	Terminal	Improvements	Under Construction
3	MIA Central Base Apron & Utilities	V037A	Airside	Apron Expansion	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	Substantial Completion/Closeout
8	MIA Taxiway R Realignment & Fuel Demolition	P256A/E	Airside	Rehabilitation	Under Construction
9	MIA Surface Management System (Aerobahn)	V003A	Airside	Vehicle System Installation	Under Construction
10	TMB Taxiway Rehabilitation	V009A	Airside	Pavement Repair and Rehabilitation	Under Construction
11	X51 Security Upgrades	Y155A	Landside	Underground Cable Installation	Under Construction
12	MIA Terminal D AOC	P250A	Terminal	Consolidated Airport Operations Center	Design Development
13	TMB Runway Incursion Mitigation (RIM)	V009A	Airside	Mandated FAA Incursion Mitigation	Under Construction

Ongoing TIP Projects in FY 2020/2021 for the Dante B. Fascell PortMiami of Miami-Dade

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT NUMBER
Cargo Gate Modifications	Purchase and install security systems for new gateway as required	Design	\$21,600,000	644010
Channel Modifications	Improvements to Seaport channels as a result of the new terminal additions at PortMiami	Planning	\$131,503,000	2000000028
Construction Supervision	Provide supervision of on-going construction projects at the Seaport	Construction	\$100,660,000	6430061
Container Yard Improvements	Implement container yard upgrades in the Seaport terminal area for drainage improvements	Under Construction	\$57,400,000	644520
New Cruise Terminal AAAA	Design and construction of new cruise terminal AAAA	Planning/Design	\$180,000,000	2000001291
Cruise Terminal F - Phase 2	Expand Terminal F to accommodate added Carnival cruise ships	Design	\$176,100,000	2000000979
Cruise Terminal K - New	Design and construct a new cruise terminal to support expanding operations	Planning	\$180,000,000	2000000980
Cruise Terminal V - New	Design and construct a new cruise terminal to support expanding operations with Virgin Voyages	Design	\$175,500,000	2000000978
Cruise Terminal A and AA - Roadways	Construct a new road to handle increased Port traffic for new terminals A and AA	Design	\$58,000,000	2000000570
New Cruise Terminal AA/AAA	Design and construct new cruise terminals to support expanded operations with MSC Cruise Lines	Planning/Design	\$45,200,000	2000000570
Federal Inspection Facility	Build new facility for Immigration and Customs Enforcement Operations	Design	\$23,900,000	641540
Gantry Cranes	Purchasing five (50) post panamax gantry cranes for increased traffic	In procurement	\$52,400,000	2000000131
Infrastructure Improvements - Cruise Campus	Contribution for infrastructure improvements including but not limited to road work and relocations for future buildings constructed by Royal Caribbean Cruise Line, Norwegian Cruise Line and Carnival Cruise Line	Design	\$11,500,000	2000001290

Appendix B - Ongoing Construction Projects

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT NUMBER
Infrastructure Improvements - Portwide	Provide infrastructure improvements in various areas of the Port	Planning	\$171,570,000	645430
Inspection and Fumigation Facility	Develop a state-of-the-art inspection and fumigation facility in conjunction with Miami-Dade Aviation Department	Planning	\$70,000,000	2000001418
New Cruise Terminal Berth 10	Prepare Berth 10 for a new future terminal	Planning	\$62,500,000	2000001343
North Bulkhead Rehabilitation	Provide repairs and improvements to the north bulkhead terminal	Design	\$132,531	644300
North Cruise Boulevard Extension	Extend cruise boulevard for added operations	Planning	\$40,700,000	2000001342
Passenger Boarding Bridges	Purchase passenger boarding bridges for various terminals	Design	\$44,100,000	2000001344
South Bulkhead - Rehabilitation	Provide repairs and improvements to the Port's south bulkhead	Design	\$25,800,000	646300