



FISCAL YEARS 2023-2027

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CITIZEN'S EDITION
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TP 
Miami-Dade Transportation
Planning Organization

TRANSPORTATION PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREAS 2023 – 2027 CITIZEN’S TIP

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) | CITIZEN’S VERSION
FISCAL YEARS 2022/2023 – 2026/2027

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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FISCAL YEARS 2022/2023 TO 2026/2027

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 is 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 the 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 the 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 2023 to 2027. Fiscal years spanned are 2023, 2024, 2025, 2026, and 2027. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

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

Fiscal Year 2027 ----- begins July 1, 2026 and ends June 30, 2027

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 PROJECT 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]

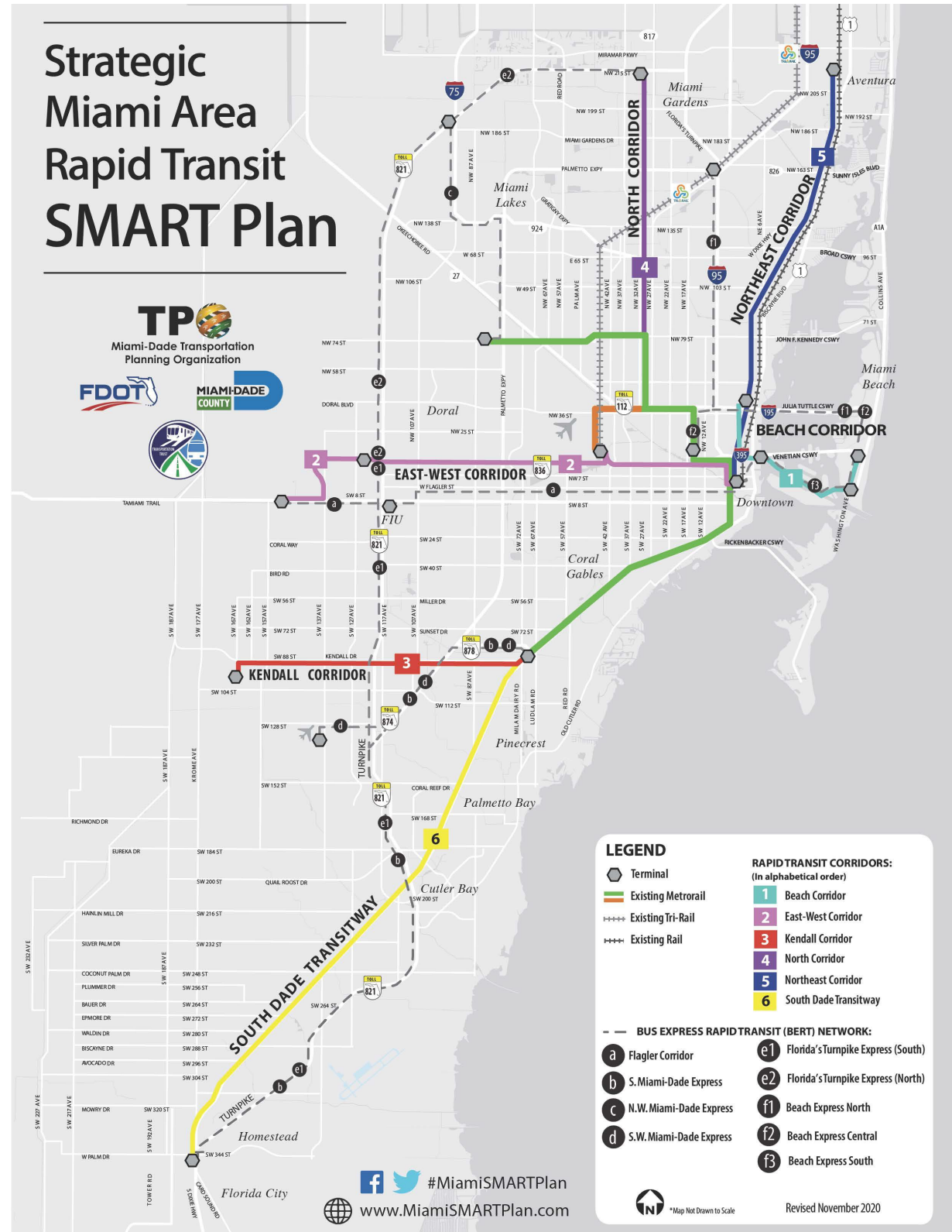
ADMINISTRATIVE TIP AMENDMENT BETWEEN THE START OF THE STATE AND FEDERAL FISCAL YEARS

An administrative TIP Amendment is an amendment that does not have to go to the full TPO 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 TPO 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 TPO 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.
- *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.



TIP • FISCAL YEARS 2022/2023 TO 2026/2027

STATE TRANSPORTATION SYSTEM AND MAJOR PROJECTS

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 6 (FDOT, D6)

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'S FIVE-YEAR WORK PROGRAM

The FDOT District Six Work Program is a major component of the Miami-Dade Transportation Planning Organization's (TPO) TIP. The Work Program, which is updated annually, is a project specific list of transportation activities and improvements that the FDOT will undertake during the next five-year period. It is developed by the District in cooperation with the Miami-Dade TPO and is consistent with the 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 Department coordinates development of the Work Program with the TPO TIP Committee process and input is received through public hearings. In the summer of 2021, FDOT began the new cycle to develop the Tentative Work Program for Fiscal Years (FY) 2023 - 2027. 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, 2023.

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.

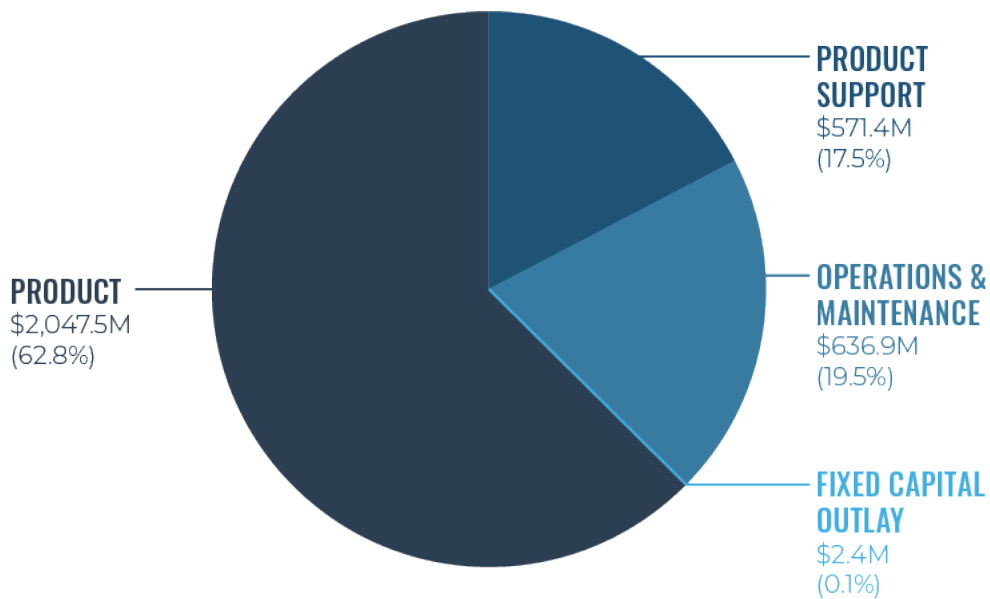
FUNDING OVERVIEW

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 2023 - 2027

As shown in the Total Budget Breakdown chart below, the majority of the Department’s \$3.25 billion budget is applied to the product budget in the amount of \$2.048 billion.

FDOT District Total Work Program Chart
Total 5-Year Tentative Work Program **\$3.25B**



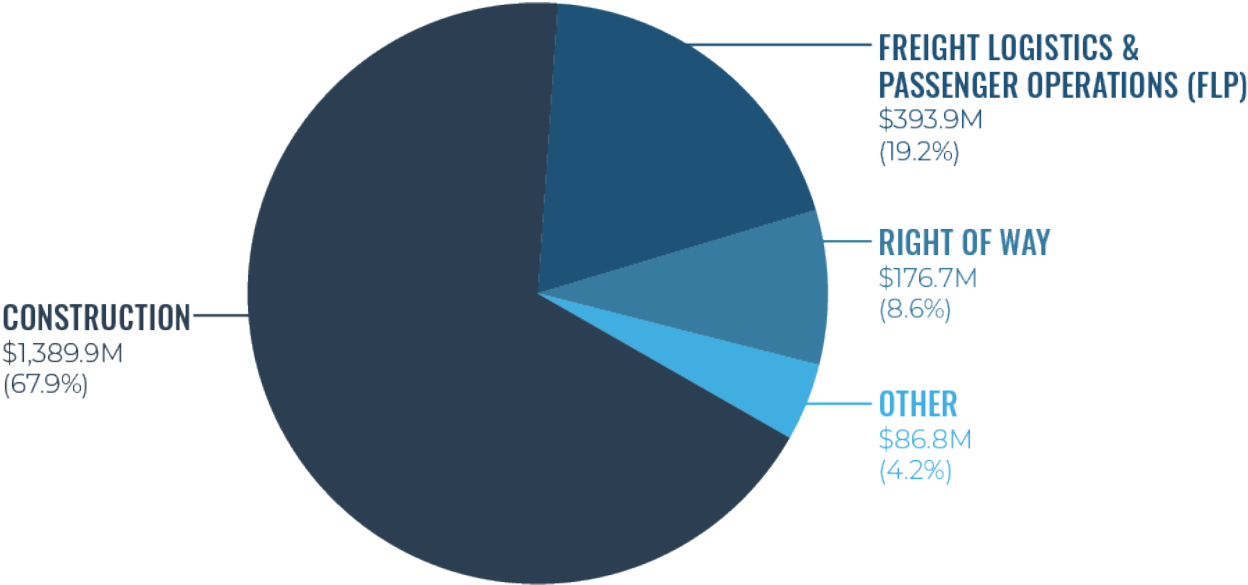
FDOT DISTRICT SIX,
PRODUCT BUDGET BREAKDOWN TENTATIVE FIVE-YEAR WORK PROGRAM

FISCAL YEARS 2023 - 2027

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 \$1,389.9 million (67.9% 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 \$393.9 million (19.2% of the product budget) will go towards freight and public transportation programs and services; approximately \$176.7 million (8.6% of the product budget) will go towards the purchasing of right-of-way; and approximately \$86.8 million (4.2% of the product budget) will go towards other aspects of production.

FDOT District Total Work Program Chart

FY 2023 - 2027



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 LANE REPURPOSING

This project consists of capacity improvements along the SR 826/Palmetto Expressway from North of NW 154 St to US 1/SR 5/Dixie Highway. The full project is approximately 17 miles in length. 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 2 major segments:

1. SR 826/PALMETTO EXPRESSWAY LANE REPURPOSING

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 lanes capacity.

Improvements were completed and began operations September 2020.

The Department has recently executed a design-build contract 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

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 capacity 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.

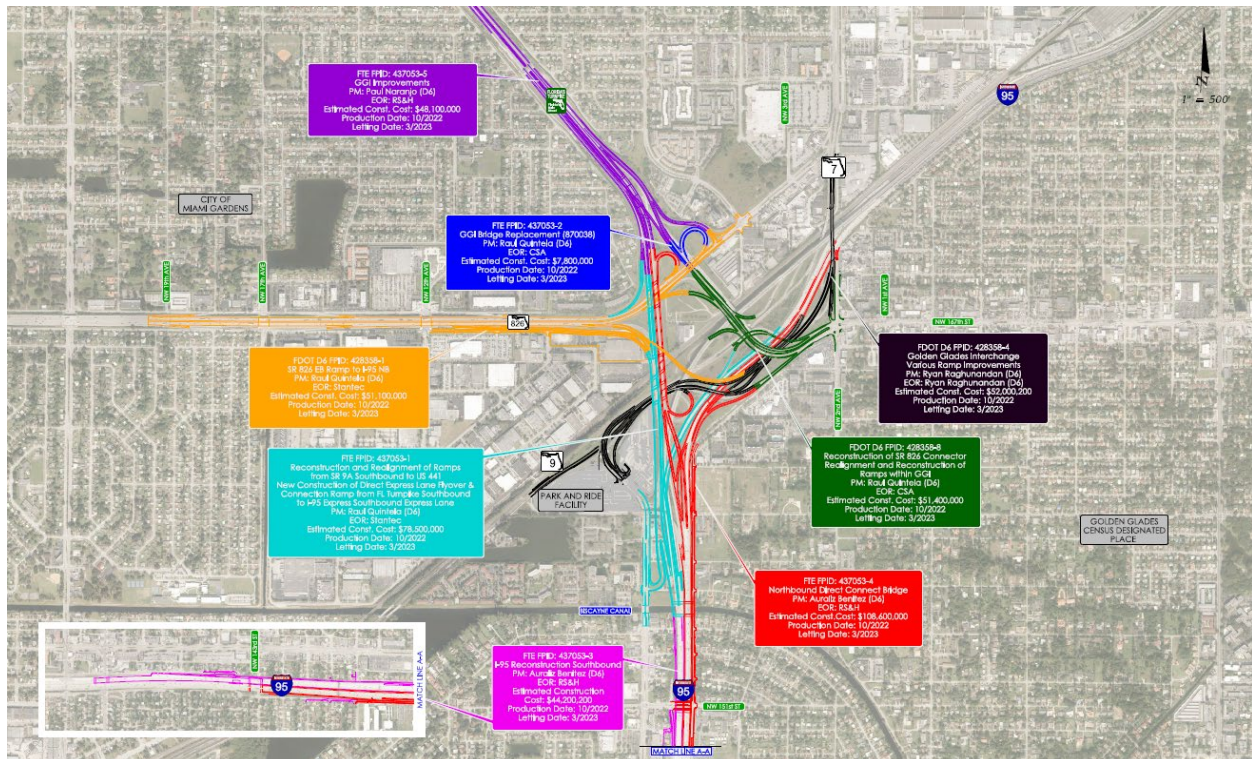
The project is in the Project Development and Environment (PD&E) phase.

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



Golden Glades Interchange Improvements

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:

- Milling and resurfacing the Palmetto Expressway between NW 17 Avenue and the GGI
- Providing a direct connection flyover ramp from eastbound Palmetto Expressway to northbound I-95
- 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 from 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
- Rebuilding ramp connections to meet current standards

The construction of the GGI projects will let in March of 2023, and the design and right-of-way phases are ongoing.

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 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. 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.	Construction Started: February 2022
West of HEFT to West of NW 138 Street	Widening, milling and resurfacing the roadway. Including reconstruction of Frontage Road, storm sewer, Miami Canal dredging, signing and pavement marking, signalization, lighting, and intelligent transportation systems updates. Project Managed by Florida Turnpike Enterprise.	Construction Started: March 2020
West of NW 138 Street to East of NW 107 Avenue	Reconstruct and widen roadway and widen the bridge over the Miami Canal at NW 138 St and NW 107 Avenue to provide a wider turning radius for large trucks. Improve the intersection of SR 25 at NW 107 Avenue and NW 138 St by adding new turn lanes and signals. Project is managed by Florida Turnpike Enterprise.	Construction Started: March 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.	Construction Started: March 2022
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.	Early 2026
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.	Early 2025
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 W18 Avenue intersection.	Early 2025

For more information visit:

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

SR 112/I-195/JULIA TUTTLE CAUSEWAY BUS ON SHOULDER FROM BISCAYPNE 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 September of 2022. An interim project to allow the use of the outside shoulders was completed. The current use of the outside shoulder for bicyclists, was suspended to allow buses to run along these shoulders with service starting in December 2021. The use of the outside shoulders for bus operations will be discontinued when the inside shoulders open for operation which is anticipated in December of 2023.

For information related to the project visit <http://www.fdotmiamidade.com/design-projects/beaches/sr-112i-195julia-tuttle-cswy-from-e-of-sr-5biscayne-blvd-to-sr-907alton-rd.html>

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 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 winter 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 South of Miami Gardens Drive to Broward County Line will evaluate potentially providing additional express and/or general use lanes on SR 9A/I-95 from south of SR 860/Miami Gardens Drive to the Broward County Line and implementing interchange improvements at SR 860/Miami Gardens Drive and CR 854/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 SR 9A/I-95 corridor throughout northern Miami-Dade County. Consistent with the existing managed lanes system on SR 9A/I-95, 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 SR 9A/I-95 corridor.
- Preserve the operational integrity and regional functionality of SR 9A/I-95 (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.

For information related to the project, visit <http://www.fdotmiamidade.com/i95northPDE.html>



RESURFACING PROJECTS

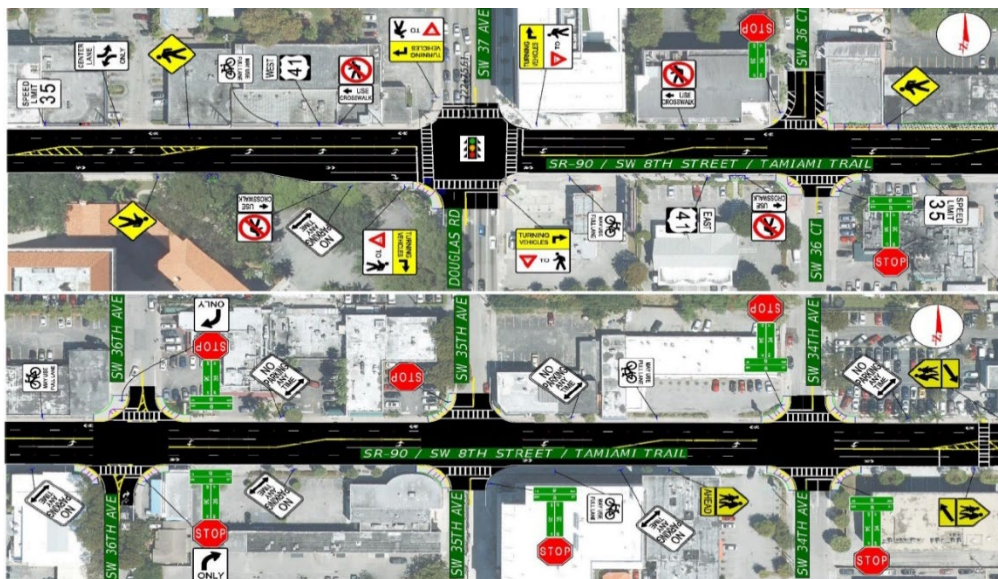
The following are major resurfacing projects in Miami-Dade County:

SR 90/SW 8 STREET FROM SW 74 COURT TO SR 9/SW 27 AVENUE

The design for this project is underway and divided into three segments. The projects entail repaving and restriping the roadway of State Road (SR) 90/SW 8 Street from SW 74 Court to SR9/SW 27 Avenue. Specific improvements for each segment are listed below. The projects are anticipated to begin construction in September of 2022 and will cost approximately \$8 million combined.



SR 90/Tamiami Trail/SW 8 Street from west of SW 73 Ave to east of SW 72 Ave



SR 90/Tamiami Trail/SW 8 St from west of SW 37 Ave to east SW 34 Ave

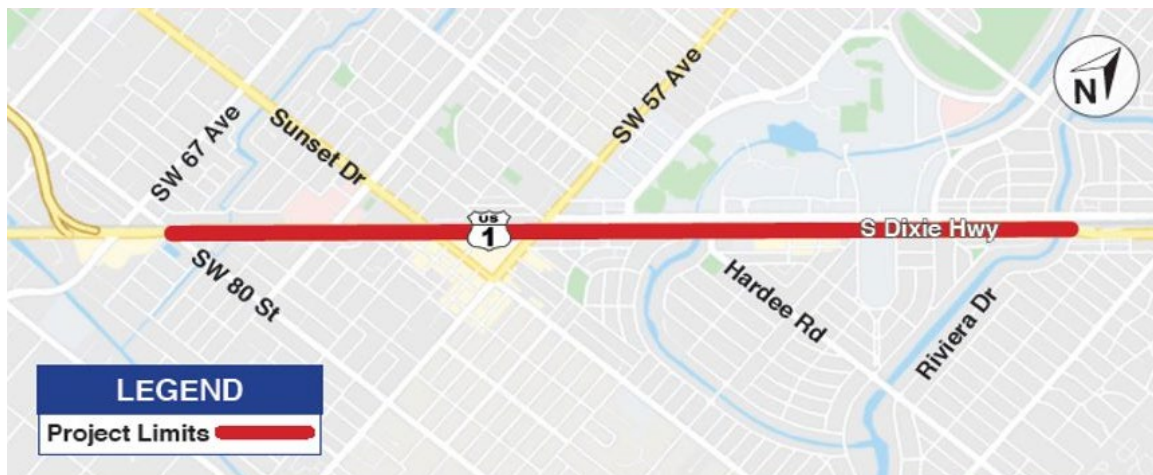
SEGMENT LIMITS	IMPROVEMENTS
<p>West of SW 74 Court to West of SR 959/SW 57 Avenue/Red Road</p>	<ul style="list-style-type: none"> • Upgrading pedestrian ramps and reconstructing damaged sidewalks • Removal of concrete crosswalks at SW 72 Avenue • Installing high emphasis pedestrian crosswalks at all legs on signalized intersections and mid-block crossings • Upgrading signalization pedestrian features • Upgrading lighting to LED at existing and new mid-block crossings • Upgrading signing and pavement markings • Installing 2 new signalized mid-block pedestrian crossings at east of SW 68 Avenue and east of SW 73 Avenue as per City of Miami Resolution R-20-0016 • Installing No Turn on Red/Yield to Pedestrians electronicsigns at SW 74 Avenue and SW 67 Avenue intersections
<p>West of SR 959/SW 57 Avenue/Red Road to West if SR 953/SW 42 Avenue/LeJeune Road</p>	<ul style="list-style-type: none"> • Adjusting the existing utility manhole tops and valves • Replacing the existing concrete crosswalks at SW 57 Avenue and SW 56 Avenue with special emphasis crosswalk pavement markings • Reconstructing damaged or uneven sidewalks • Replacing all pavement markings • Providing special emphasis crosswalk markings at all signalized intersections • Removing existing pavement loops and installing video detection system • Adding two new signalized traffic signals and pedestrian crosswalks at the intersections of SR90/SW8 Street and Genoa Street and SW 44 Avenue • Upgrading lighting to Light-Emitting-Diode at existing mid-block crossings • Installing No Turn on Red/Yield to Pedestrians electronicsigns at SW 47 Avenue/Cortez Street. • Implementing right turn movement only at the intersection of SR 90/SW8 Street and SW 44 Avenue • Relocating landscape • Reconstructing driveways at SW 44 Avenue
<p>East of SR 953/SW 42 Avenue/LeJeune Road to West of SR 9/SW 27 Avenue</p>	<ul style="list-style-type: none"> • Upgrading pedestrian ramps and reconstructing damaged sidewalks • Removing abandoned driveways • Replacing the existing concrete crosswalks at SW 8 Street and SW 37 Avenue with special emphasis crosswalk pavement markings • Adjusting the existing utility manhole tops and valves • Installing a new signalized intersection at SW 8 Street and SW 39 Court • Upgrading signing and pavement markings • Adding “Share the Road” pavement markings for bicycles • Installing No Left Turn signs on the existing raised island on SR 90/SW 8 Street and SW 29 Avenue • Installing No Turn on Red/Yield to Pedestrians electronicsigns at Ponce de Leon, Galiano Street, and SW 27 Avenue • Upgrading signalization pedestrian features • Upgrading lighting to Light-Emitting-Diode at existing mid-block crossings • Relocating landscape within the limits of the corridor

For information about the construction schedule or related information, visit:
<http://www.fdotmiamidade.com/design-projects/south-miami-dade/sr-90sw-8-st-from-sw-74-ct-to-sr-9sw-27-ave.html>

SR 5/US 1/S DIXIE HIGHWAY FROM NORTH OF SW 80 STREET TO SOUTH OF RIVIERA DRIVE

The design for this project is underway. The project entails repaving and restriping the roadway of SR 5/US 1/S Dixie Highway from north of SW 80 Street to south of Riviera Drive. This project will also be reconstructing the northbound left turn lane south of SW 72 Street; providing extra-wide crosswalks at SW 62 Avenue and SW 70 Street; reducing crosswalk width to improve visibility at SW 63 Avenue, SW 61 Avenue, and Madruga Court; constructing a curb bulb-out at the northeast corner of 61 Avenue and Yumuri Street; and replacing traffic signals along US1 at SW 72 Street, Alhambra Circle and Stanford Drive.

This project is anticipated to begin construction in August of 2022 and will cost approximately \$5 million. For information about the construction schedule or related information, visit: <http://www.fdotmiamidade.com/design-projects/south-miamidade/sr-5us-1s-dixie-from-north-of-sw-80-street-to-south-of-riviera-drive.html>



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

ROADWAY	PROJECT AREA	CONSTRUCTION YEAR
SR 852/County Line Road	From East of NW 27 Avenue to West of NW 1700 Block	2023
SR 934/NW 74 Street/ W-E 21 Street	From East of W 4 Avenue to E 4 Avenue	2024
SR 972/Coral Way/ SW 3 Avenue	From 400 feet West of SW 12 Avenue to Brickell Avenue	2025
SR 90/US 41/SW 7 Street	From Brickell Avenue to West of SW 2 Avenue	2026
SR A1A/Collins Avenue	From SR 907/W 63 Street to 75 Street	2027

OTHER MAJOR PROJECTS

The following are major projects in Miami-Dade County:

SR 90/US 41/SW 8 ST AT SW 109 AVE PEDESTRIAN BRIDGE

This project is currently in the Design phase, it entails installing a pedestrian bridge over SW 8 street and the C-4 Canal west of SW 109 Avenue. Providing pedestrian plazas with elevator and stairs on the north-end and south-end of the pedestrian bridge. Installing decorative LED street lighting, street signage, sidewalk, hardscaping and landscaping along SW 109 Avenue between SW 7 Terrace and SW 6 Street. Upgrading pedestrian signals at SW 8 Street and SW 109 Avenue intersection. Providing mid-block crosswalk on the north end of SW 7 Terrace and SW 109 Avenue intersection.

The project is anticipated to begin construction mid-2023 and will last about two years and will cost approximately \$11.78 million. For information about the construction schedule or related information, visit:

<http://www.fdotmiamidade.com/design-projects/south-miami-dade/sr-90us-41sw-8-st-at-sw-109-ave-pedestrian-bridge-replacement.html>

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

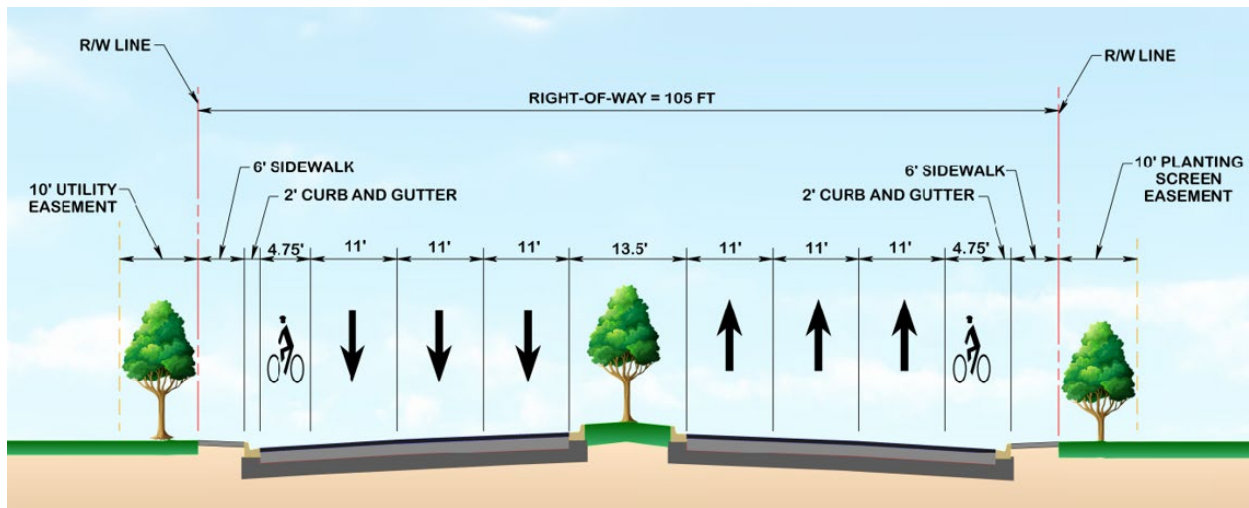
This project is currently in the Design phase and it generally entails roadway reconstruction on Alton Road from Michigan Avenue to 43 Street. The design of this project includes elevating the roadway profile, adding a two-way protected bicycle facility from Michigan to Chase, upgrading roadway lighting 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 860/MIAMI GARDENS DRIVE FROM EAST OF I-75 TO NW 82 AVENUE

This project is currently in the Design phase. The primary purpose of this project is to improve safety and relieve congestion along Miami Gardens Drive from east of I-75 to NW 79 Place by providing for access management modifications to various median opening and increasing vehicular capacity. The proposed design widens the roadway from a four-lane facility to a six-lane facility, provides for additional turn lanes at major intersections, and proposes a bicycle lane in each direction. Further improvements include milling and resurfacing of the existing pavement, replacing signal mast arms, lighting, upgrading pedestrian ramps and sidewalks to current standards, drainage improvements, and upgrades to the signing and pavement markings. Additional right-of-way acquisition is anticipated for this project.

The project is anticipated to begin construction in Spring 2025 and end Spring 2027 and will cost approximately \$10 million. For information related to this project, visit: <http://www.fdotmiamidade.com/mgdplanningstudy.html>



Proposed Typical Section from NW 87 Ave to 420 feet West of Peters Pike Canal

BICYCLE/PEDESTRIAN CORRIDOR IMPROVEMENTS

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.

SE 8 STREET AND BRICKELL AVENUE INTERSECTION IMPROVEMENT

To enhance mobility and safety for pedestrians at the intersection of SE 8th Street and Brickell Avenue, FDOT District 6 partnered with the Miami-Dade County Department of Transportation and Public Works (DTPW) and the Miami-Dade Transportation Planning Organization (TPO) within the SMART Street Transportation Enhancement Program (STEP) to evaluate and construct a scramble intersection. The TPO and DTPW evaluated the intersection for the potential improvement and FDOT had the responsibility of designing and constructing the enhancements. The project was determined to go forward in the spring of 2021, and the project is currently in construction.

However, the improvements and mobility enhancements can be seen at the intersection as of January 22, 2022. The intersection improvements include special emphasis crosswalks diagonally placed with pedestrian signal heads facing the diagonal movements as well as the traditionally horizontal crosswalks. The intersection also includes signs to prevent right hand turning vehicles during the pedestrian-only phase (two no-turn on red signs and one blank out sign). The pedestrian signal timing now supports the time necessary for a pedestrian to cross diagonally, and audible pedestrian signals replaced the previous pedestrian pushbuttons to enable the visually impaired to better navigate the unique

intersection. The resulting design is one in which supports all pedestrian movements safely and efficiently and separates all vehicular and pedestrian movements to prevent crashes between motorists and pedestrians.



New Pedestrian Scramble Crosswalk at SE 8 St and Brickell Avenue

Below is a sample of bicycle/pedestrian projects included in the FY 2023 - 2027 Work Program.

PROJECT SEGMENT	PROJECT TYPE	PROJECT AREA
SR A1A/MacArthur Causeway	Bike Path/Trail	From SR 5/Biscayne Blvd to SR 907/Alton Rd
City of Miami	Bike Lane/Sidewalk	Miami River Greenway From NW 22 Avenue to NW 19 Avenue
Village of Miami Shores	Bike Path/Trail	Various locations
Safe Routes to School Infrastructure	Pedestrian Safety Improvements	Georgia Jones-Ayers Middle, Bob Graham Education Center, Ojus Elementary, Miami Edison High, Norland Elementary, Norland Middle, and Olympia Heights Elementary
Miami-Dade County	Bike Path/Trail	Snapper Creek Trail Segment A SW 107 Avenue Gap
City of Coral Gables	Sidewalk	Last Mile Transit Stop Improvements
City of Miami Gardens	Bike Path/Trail	West Side Blueway Trail NW 199 St to Snake Creek Canal

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROGRAM

The Florida Department of Transportation's District Six Transportation Systems Management and Operations (TSM&O) Program Office focuses on implementing multi-modal traffic management strategies to optimize the safety and people-moving capacity of our regional roadway system.

The Office uses a series of innovative services and technologies to provide transportation solutions that meet traffic demand. These services include incident management, traveler information, managed lanes, transit, and others. The combination of these strategies provides our roadways with a multi-pronged approach to congestion management to benefit all users. The SunGuide Transportation Management Center (TMC) houses the District's TSM&O Program and serves as the main traffic hub for the southeast Florida region. TSM&O staff located at the TMC uses Intelligent Transportation System (ITS) devices such as closed-circuit television cameras and roadway detectors to manage traffic 24 hours per day, 7 days per week. They monitor the roadways to provide real-time traffic management services and identify potential improvements. The goal is to optimize current operations while expanding the program to meet future demand. The Office has remained committed to this goal and recently implemented adaptive signal control technologies and infrastructure to vehicle strategies in Miami-Dade County and is working to launch its first connected and automated vehicle project in Monroe County.

The District Six TSM&O program is committed to improving safety, enhancing mobility, and inspiring innovation through the implementation of proven traffic management strategies and technologies. For more information, please visit www.sunguide.info



Road Ranger Motorist Assistance



Traffic Management Center

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
SR 826/ Palmetto Expressway (SB) Bridge Widening over the FEC	MIA Airport Operations and Communication Center (AOCC)
I-395 Signature Bridge over the Florida East Coast Railway (FEC)	MIA Surface Management System (Aerobahn System)
SEAPORT	Miami-Opa Locka Executive Airports Custom Building Expansion
Port of Miami Passenger Boarding Bridges	Miami Executive Airport Taxiway D Connector and Rehabilitation
Port of Miami Cruise Terminal Improvements	Dade-Collier Training and Transition Airport CCTV Camera Installation
Port of Miami Upland Cargo Improvements	Miami Homestead General CCTV Camera Installation
Port of Miami Inland Cargo and Container Distribution Center	

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 73 routes – Miami-Dade DTPW directly operated regular bus service structures which are served by a total fleet of 767 buses and 30 contracted routes with 194 contractor-owned buses. Two of these Contract Routes are Express Bus Service in Monroe County with 11 buses. Metrobus includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) Arterial Busway services. The FDOT provides 50% State Participation Rate for this program.



Miami-Dade Transit Bus

FREIGHT OVERVIEW

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 hundreds of billions of dollars 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. Similarly, PortMiami is the world's top processor of cruise passengers and is the State's fourth-highest port for total trade tonnage and highest in cargo value. It is known as a Global Cargo Gateway. 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 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 completed and programed 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 developed 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
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:

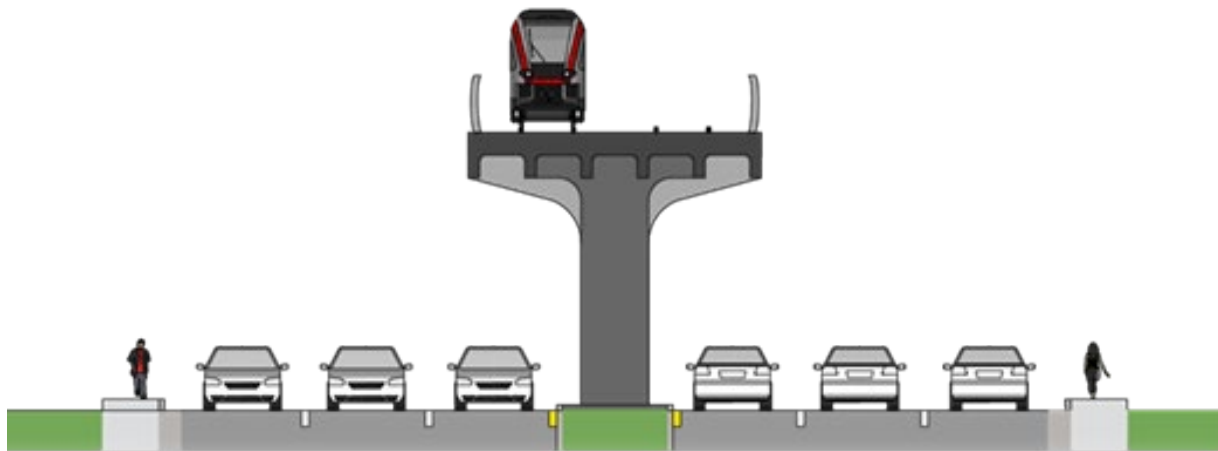
NW 27 AVENUE PREMIUM TRANSIT CORRIDOR

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 Avenue via SR 112 Expressway. The study focused on the implementation of a premium transit service and infrastructure along SR 9/SR 817/NW 27 Avenue. The study included 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 considered public and private station/stop facilities, new or upgraded park-and-ride locations, and transit terminals.

Three viable alternatives were 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 developed detailed engineering criteria and evaluated the environmental impacts that would result from implementation. Cost estimating, ridership forecasting, and traffic impacts were 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 Peplemover; 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 directed DTPW to issue a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. FDOT has placed its North Corridor PD&E study on hold after the consulting with the Federal Transit Administration (FTA) until the outcome of the DTPW Request for Proposals (RFP) process is known and a final decision on the transit technology and alignment for NW 27 Avenue is made by the TPO Governing Board.



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



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

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 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 the results of the analysis demonstrated that reversible lanes are not feasible on 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 NW 24 Avenue.

On March 3, 2022, the TPO Governing Board passed Resolution #13-2022, supporting the Florida Department of Transportation (FDOT) and Miami-Dade Department of Transportation and Public Works (DTPW) joint recommendation to implement a Flagler SMART PLAN Demonstration Project. FDOT and DTPW, in consultation with staff from the Miami-Dade TPO, recommended the Flagler PD&E Study be placed abeyance while implementing a Flagler Street SMART Demonstration project along the corridor. Construction of the Flagler Street SMART Demonstration Project is anticipated to begin in late 2023. Implementation of a demonstration project within the limits of the PD&E study will allow for collection of key performance data that would otherwise not be available. Data collected will allow FDOT, Miami-Dade TPO and DTPW to jointly evaluate and determine the feasibility of a dedicated curbside rapid transit lane concept.

KENDALL DRIVE PREMIUM TRANSIT CORRIDOR

A PD&E study is being conducted to evaluate the 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 the 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.

On March 3, 2022, the TPO Governing Board passed Resolution #13-2022, supporting the Florida Department of Transportation (FDOT) and Miami-Dade Department of Transportation and Public Works (DTPW) joint recommendation to implement a Flagler SMART PLAN Demonstration Project. FDOT and DTPW, in consultation with staff from the Miami-Dade TPO, recommended the Flagler PD&E Study be placed abeyance while implementing a Flagler Street SMART Demonstration project along the corridor. Construction of the Flagler Street SMART Demonstration Project is anticipated to begin in late 2023. Implementation of a demonstration project within the limits of the PD&E study will allow for collection of key performance data that would otherwise not be available. Data collected will allow FDOT, Miami-Dade TPO and DTPW to jointly evaluate and determine the feasibility of a dedicated curbside rapid transit lane concept.



TIP • FISCAL YEARS 2022/2023 TO 2026/2027

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 144 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 Mainline / 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 Mainline / SR 91 Widening (widen from 6 to 8 lanes)	423373-5	MP 0.4X (Golden Glades Toll Plaza) to MP 3.3X (Miami-Dade / Broward County Line) Includes interchange improvements at MP 2X (NW 199 th Street)

INTERCHANGE PROJECTS

#	PROJECT NAME	FPN	LIMITS
1	Turnpike Mainline / SR 91 Interchange Improvements (Partnership Project)	437053-1,-2, -3,-4,-5	MP 0X (I-95 / US 441 / SR 826 – Golden Glades)
3	Turnpike Mainline / SR 821 Interchange Improvements	437211-1	MP 11 (SW 216 th Street) and MP 12 (SW 211 th Street / Caribbean Boulevard)



TIP • FISCAL YEARS 2022/2023 TO 2026/2027

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 the 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 2023-2027 TIP

Major projects included in the MDX FY 2023 - 2027 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 FDOT's I-95/I-395 project. Improvements to SR 836 include both eastbound and westbound widening for operational optimization between NW 17th Avenue to I-95. Additionally, a new viaduct consisting of an elevated 4 lane structure to bypass traffic on the lower level of SR 836 will be provided to improve mobility to and from Downtown Miami and Miami Beach. Furthermore, the project will improve access to the Health District by providing better 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 2024. The total cost for the MDX project is estimated at \$247.7 million.

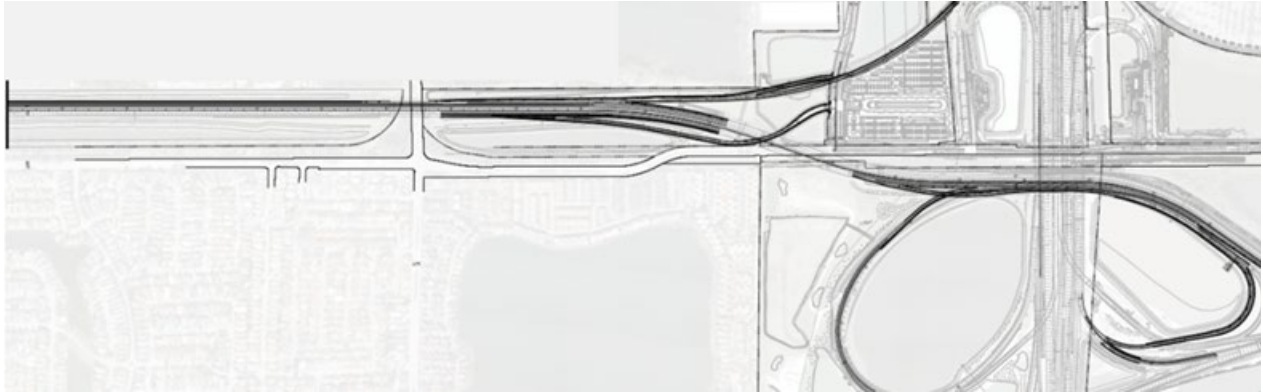


PROJECT 83634 – SR 836 NEW HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (HEFT) RAMP CONNECTIONS

This project consists of new ramps from eastbound SR 836 to northbound HEFT and from southbound HEFT to westbound SR 836. Additionally, SR 836 ramp connections are being provided to access the Dolphin Station Park-and-Ride site. This project has been advertised and will start in the summer of FY 2022. The total cost is estimated at \$52.2 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:



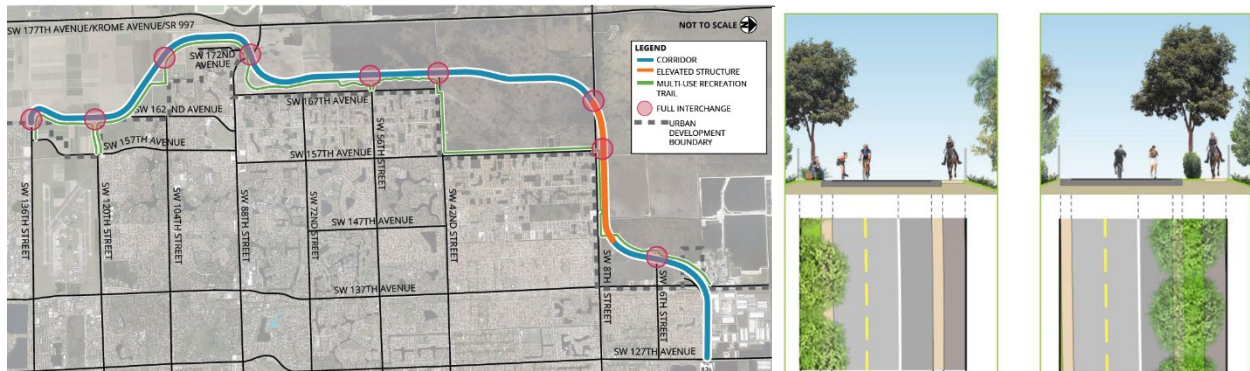
PROJECT 92408 – SR 924 PARTIAL INTERCHANGE AT NW 67TH AVENUE

This project will construct a new westbound on-ramp and off-ramp on SR 924 at NW 67th Avenue and 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. Design-build is anticipated to begin in FY 2024. Total cost is estimated at \$41.1 million.

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 southwestern 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 non-motorized transportation including walking and biking; a minimum of 1,000 acres of land for wetland preservation and creation that will be held in perpetuity; widening of SR 836 Eastbound from 107th Avenue to 97th Avenue; as well as improvements to 137th Avenue, 157th Avenue, SW 88th Street and SW 104th Street to facilitate access. The improvements to local streets and portions of ramp connections will be contributions to Miami-Dade County. MDX is continuing to work on the environmental permitting, right-of-way acquisition and transfer of government parcels for the mainline and trail alignment. Additionally, MDX is advancing the final design and construction of various components of the Kendall Parkway project such as the SR 836 Eastbound widening from 107th Avenue to 97th Avenue at a total cost of \$9.0 million; and the widening of SW 137th Avenue from SW 8th Street to SW 26th Street at an estimated total cost of \$8.5

million. The final design for these 2 components will begin in FY 2023. **The start date for final design and construction for the mainline extension, multi-use recreational trail and transit stations is yet to be determined pending funding availability.** Total cost is estimated for all projects within the Kendall Parkway program is estimated at over \$1 billion.



PROJECT 87410 – SR 874 RAMP CONNECTOR TO SW 128TH STREET

The construction has been completed for the new access ramp connection from the southern terminus of SR 874 to SW 128th Street. This new ramp provides expressway access to the growing southwest Miami-Dade communities, previously only serviced by access to and from Florida's Turnpike, through the SW 120th Street and the SW 152nd Street ramps. MDX widened 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 was constructed by the Florida's Turnpike Enterprise through an interagency agreement with MDX as part of a larger project that widened the HEFT and reconstructed 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 complete, but the project will



SR 874 Northbound/Southbound Connector Bridges to SR 874

be closed financially in FY 2023. Total cost is estimated at \$115.5 million including the Miami-Dade County project.

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. This work program includes funding for the right-of-way acquisition and construction of substructures in critical areas which was procured and is being managed by FTE as part of their larger project. It also includes the right-of-way acquisition, final design and construction of the extension of SR 924 mainline from 97th Avenue to the HEFT. This project provides additional connectivity to HEFT and I-75 from SR 924 and NW 138th Street; access to major activity and employment centers in NW Miami-Dade and it completes MDX's initial improvements to NW 138th Street. The total cost of this project is estimated at \$192.4 million.



TIP • FISCAL YEARS 2022/2023 TO 2026/2027

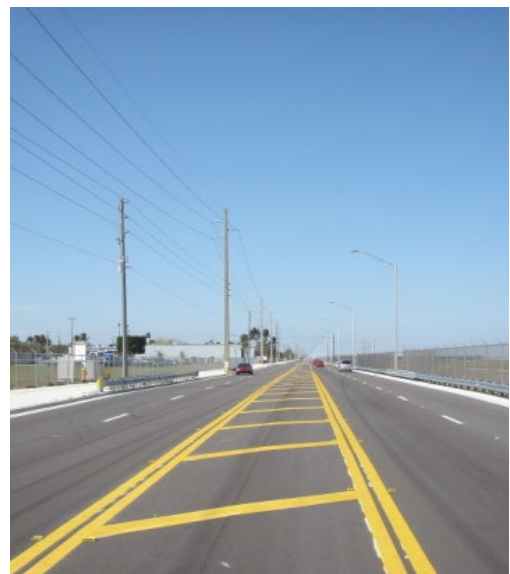
SECONDARY GAS TAX

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





TIP • FISCAL YEARS 2022/2023 TO 2026/2027

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



TIP • FISCAL YEARS 2022/2023 TO 2026/2027

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 under construction or scheduled to begin construction include, but are not limited to:

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

NEIGHBORHOOD IMPROVEMENT PROJECTS

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

To address the various non-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.

The Neighborhood Improvement Projects include:

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



TIP • FISCAL YEARS 2022/2023 TO 2026/2027

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.





TIP • FISCAL YEARS 2022/2023 TO 2026/2027

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 (MIA) and the General Aviation Airports (GAA) – Miami Opa-Locka Executive Airport (OPF), Miami Executive Airport (TMB), Miami Homestead General Aviation Airport (X51) & Dade-Collier Training and Transition Airport (TNT). The funding for this program is primarily from revenue generated by the Aviation Department and from Federal and State grants.

In 2019, with the conclusion of the Strategic Master Plan Supplemental Study, MDAD developed its new Capital Improvement Program (CIP) and presented it to the County Board of Commissioners, which approved the \$5 billion program in May 2019. The new CIP focuses on:

- modernization and optimization of existing assets
- airside and terminal facility maintenance projects
- development of a flexible implementation plan capable of responding to
- emerging/near-term needs
- strategic acquisition or leasing of available commercial land to enable
- long-term expansion



Miami International Airport (MIA)

MIA 2019 FACTS AND FIGURES



1.88 million tons
INTERNATIONAL FREIGHT

MIA 1ST 11TH



22.4 million
INTERNATIONAL PASSENGERS

MIA 3RD 45TH



2.31 million tons
TOTAL CARGO

MIA 3RD 100TH



45.9 million
TOTAL PASSENGERS

MIA 14TH 40TH



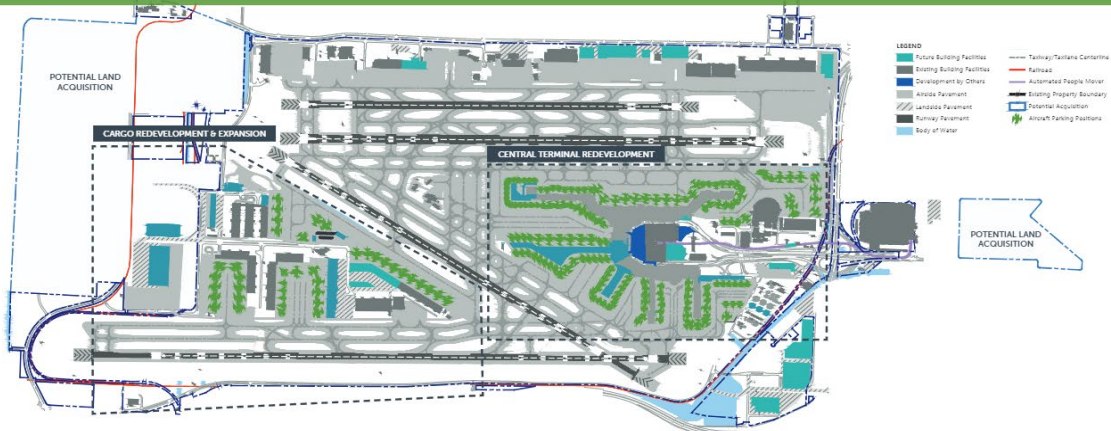
416,773
TOTAL AIRCRAFT OPERATIONS

MIA 16TH 30TH

MIA RANKING IN THE NATION

RANKING IN THE WORLD

MIA FUTURE LONG-TERM PLAN FACILITIES: CONCEPT PLAN



✈️ TERMINAL FACILITIES:

Several large projects are planned for the North, Central, and South Terminals at MIA to help the Airport meet the anticipated demand and allow for further growth.

The North Terminal will undergo gate improvements, including the full redevelopment of Gate D60.

The Central Terminal will be modernized to provide an expanded ticket lobby and a consolidated security screening checkpoint. New Concourses E and F will provide additional contact gate aircraft parking positions, improve airfield circulation, and enhance the passenger experience.

The South Terminal will be expanded to provide additional gate capacity and remote aircraft parking positions.

📦 CARGO FACILITIES:

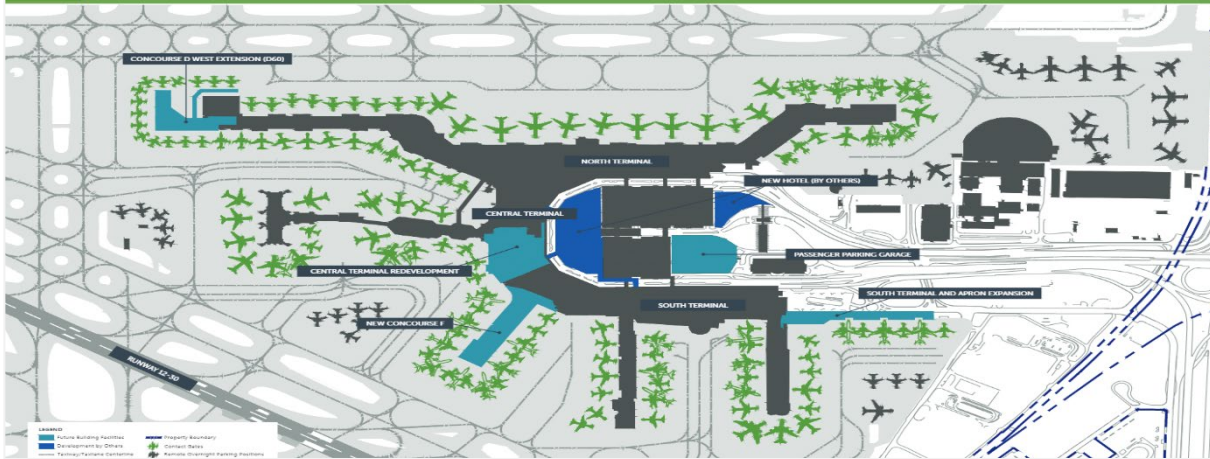
Projects are planned in the West Cargo Area to increase the Airport's cargo processing capacity. These projects include the extension of Taxiway R to the full length of Runway 12-30, apron expansion to provide additional aircraft parking positions, and the construction of new cargo warehouses, some of which are planned to be multilevel, to accommodate future growth.

🚗 SUPPORT FACILITIES:

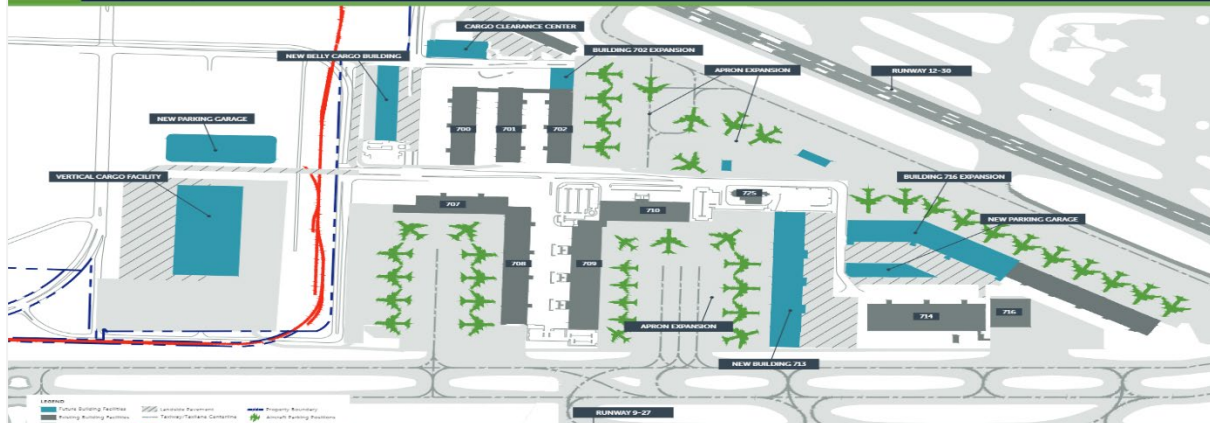
Additional projects are planned to accommodate the anticipated growth including maintenance, repair and overhaul facilities located north of Runway 8L-26R as well as a ground support equipment storage and maintenance facilities located near the expanded terminal and cargo areas.

For landside access, development projects planned include the construction of a new passenger parking structure in the terminal area. Additionally, taxi and transportation network company staging lots are expected to be relocated to more centralized and accessible locations for access along the Airport Expressway.

MIA CAPITAL IMPROVEMENT PROGRAM – TERMINAL FACILITIES: CONCEPT PLAN



MIA FUTURE CARGO FACILITIES: CONCEPT PLAN



OPF

Miami-Opal Locka Executive Airport

- Primary general aviation reliever airport for MIA
- Three runways (2 parallel, 1 crosswind)
- Tenants include several fixed-base operators, a flight training center, and private/corporate hangars
- 625 acres committed to long term leases with three private developers and two other key tenants
- Home to US Coast Guard Air Station Miami
- County ordinance precludes scheduled air service
- Encompasses 1,810 acres
- Located 11 miles northwest of Miami

TMB

Miami Executive Airport

- Primary general aviation reliever airport for MIA
- Three runways (2 parallel, 1 crosswind)
- Accommodates diverse range of general aviation activity including: business, recreational/sport, flight training, and governmental (police/fire rescue)
- Encompasses 1,380 acres
- Located 13 miles southwest of Miami

X51

Miami Homestead General Aviation Airport

- Nonreliever airport
- Three runways (2 paved 1 turf) (2 parallel, 1 crosswind)
- Primary activity includes: recreational use, flight training, sport aviation use (parachute operations), and business-related aviation activities
- Encompasses 960 acres
- Located 4 miles northwest of Homestead

TNT

Dade-Collier Training and Transition Airport

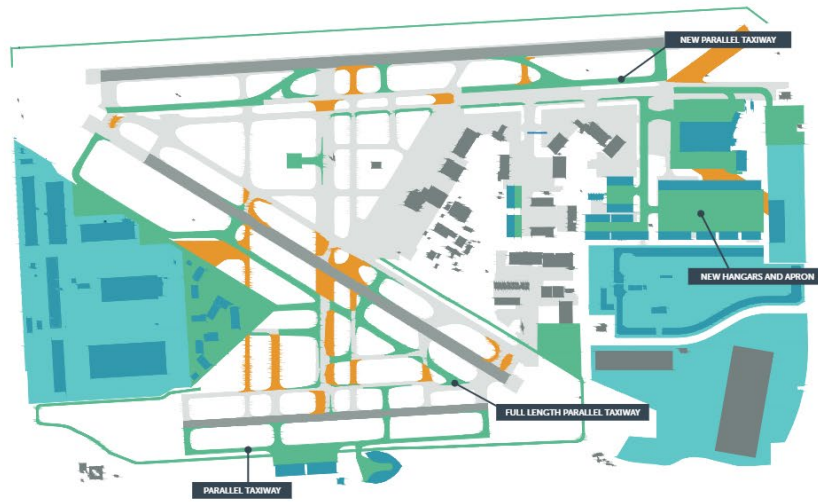
- Nonreliever airport
- One paved runway (full instrument approach)
- Originally designated as the "Everglades Jetport" and planned to grow to six runways and be one of the largest commercial air carrier airports to serve southeast Florida
- Environmental concerns halted development in the early 1980s
- Encompasses 24,960 acres with 900 acres developed and operational
- Located within Collier County, 36 miles west of Miami

OPF GENERAL AVIATION FUTURE DEVELOPMENT

OPF has long-term leasehold agreements with several private developers, who perform most of the tenant facility development at the Airport. MDAD will perform airfield modifications to expand airfield access to the leased areas, but it typically does not fund the apron and building development.

Development initiatives at OPF include:

- New full-length parallel taxiway for Runway 12-30
- New full-length parallel taxiway south of Runway 9R-27L to serve future tenant facilities
- Taxiway modifications to H, T, G, and D to improve safety
- New engine run-up area in the midfield area
- Exit taxiway modifications along Runway 9L-27R to conform with FAA airfield design standards
- Other miscellaneous taxiway pavement geometry modifications to eliminate excessive pavements and/or conform with FAA design standards

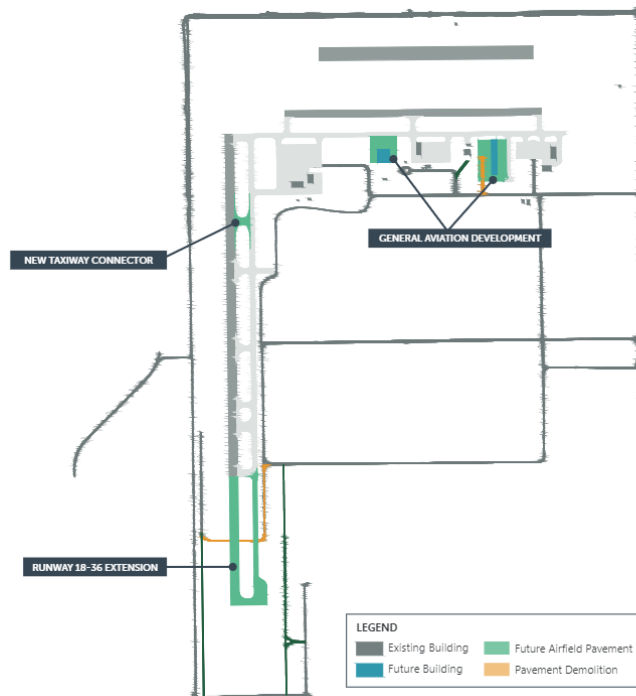


X51 GENERAL AVIATION FUTURE DEVELOPMENT

X51 is used mostly for recreational traffic with primary leaseholders that include skydiving and flight training.

Development initiatives at X51 include:

- Runway 18-36 extension to accommodate corporate jet traffic
- New taxiway connector
- T/Box- hangars (GA Development)
- Conventional hangars (GA Development)



Major projects at Miami-Dade County's airports include phases of the following:

	DOLLARS IN MILLIONS (FUNDED)
MIA - Perimeter Road Widening Realignment & Bridge Replacement	\$27.54
MIA - Terminal Wide Re-Roofing, Drains and Scuppers	\$119.70
MIA - Central Terminal Phase 1 (E Thru F Connector and Cc F Infill)	\$55.72
MIA - South Terminal Expansion East Phase 1 (New Gates)	\$55.86
MIA - South Terminal Apron & Utilities Modification/Expansion & GSE Facility	\$50.44
MIA - Employee Parking Garage	\$102.95
MIA - New Fuel Storage - (4 th Tank)	\$19.75
MIA - New Concourse F	\$634.54
MIA - Concourse G Demolition	\$30.07
MIA - Central Base Apron and Utilities Modification and Expansion (Phase 1 & 2)	\$108.48
MIA - Airport Operations Center (AOC)	\$24.49
MIA - Runway 9-27 Rehabilitation	\$53.36
MIA- North and Central Terminal Passenger Boarding Bridges - Phase 1	\$70.05
MIA- Central Base AOA Gate	\$10.44
MIA - North Terminal Gate Optimization Phase 1 & 2	\$29.94
MIA- Concourse H Glazing, Curtain Wall Assessment and Corrective Action	\$36.47
MIA- Security Checkpoint Equipment Replacement	\$30.00
MIA- Lower Concourse E 400 Hz Upgrades	\$1.06
MIA Central Terminal Ticket Counters Replacement	\$37.99
MIA - Concourse F refurbishment Phase 2	\$42.21
GAA - X51 Security Enhancements and Upgrades	\$2.70
GAA - OPF Taxiways / Apron Rehabilitation and Repair	\$1.25
GAA - OPF Upgrade Runway 9/27 Rehabilitation	\$33.35
GAA - OPF Engine Run-Up Pad	\$7.59
GAA - TMB RIM HS1 with Taxiway H West Extension to Threshold	\$18.55
GAA - TMB South Apron Expansion & New Taxi Lane	\$17.76
GAA - TMB Pave Shoulders for Runway 9L/27R	\$2.00
TOTAL	\$1,624.26

TRANSPORTATION IMPROVEMENT PROGRAM STRATEGY

PortMiami, among the nation’s busiest ports, contributes approximately \$43 billion and more than 334,000 jobs annually to Florida’s economy. Its sustained performance propels Miami to be recognized as the Cruise Capital of the World and Global Cargo Gateway.

CRUISE

In 2018-19, prior to the COVID-19 pandemic, PortMiami, known as the Cruise Capital of the World, processed more than 6.8 million passengers annually with 22 cruise lines berthing 55 ships. In 2021-2022, the port transitioned back to cruising and continues to grow the cruise operations as demand drives growth.

CARGO

As a cargo gateway center, the Port handles more than one million twenty-foot equivalent units (TEU’s) annually.

For the seventh consecutive year, PortMiami has surpassed the 1 million TEU mark and this past year hit a new record of just over the 1.25 million TEU mark. 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.



RESILIENCE PLAN

All PortMiami's projects are inherently committed to improving its robust climate adaptation, carbon mitigation, and resilience. PortMiami has adopted proactive policies that enhance its sustainability and ensure environmentally friendly port operations.

The Port's goal is to continue to provide sustainable services by carefully balancing environmental, social, and economic factors that frame its resilience plan.

This plan carefully balances near- and long-range environmental, capital, and economic factors into its resiliency planning. The Port carefully plans and evaluates the cost, benefits, and feasibility of each project to optimize its environmental and economic outcome in accordance with these planning objectives. The following sections provide the framework of PortMiami's Resiliency Plan that represents its continued trajectory toward a more sustainable seaport:

- A. Sustainable Design
- B. Sea Level Rise
- C. Emission Reduction
- D. Resource Mitigation

NET ZERO

PortMiami has embarked on the development of a visionary and transformational Net Zero program to develop the nation's first end-to-end net zero carbon emission supply chain in line with the County's goal of a 50% reduction in emissions by 2030. The program addresses unprecedented supply chain disruptions and congestion and is a significant step forward for the County's economic development goals.

The program began with electrification of key elements of the supply chain, including conversion to electric cargo handling equipment and transportation, and the provision of shore power for ships at port. In addition, PortMiami proposes an expansion of rail infrastructure and operations, eliminating fossil fuel-burning trucks from the road.

The Net Zero plan seeks to optimize the current supply-chain system using carbon-based energy by improving efficiencies, eliminating fossil fuels, reducing point-to-point transport while at the same time creating infrastructure in areas that will benefit from job creation and economic impact. Finally, the NetZero plan contemplates additional programs to support the plan, including the development of a workforce training program for new technologies, additional resiliency elements such as a solar farm at the inland port and electric vehicle charging, and

infrastructure improvements to key roadways.



TRANSPORTATION

The Port's Transportation Improvement Program (TIP) is comprised of a total of approximately \$1.8 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 and Parking Garages
- Roadway project for new Cruise Terminals
- Modernization of Cargo Terminals
- Additional Gantry Cranes
- Bulkhead Improvements
- Fumigation and Cold Chain Processing Facility
- Inland Port
- FPL Substation Expansion and new duct-banks to service different projects
- Projects promoting Technological Improvements to reduce delays, emissions, and improve safety and efficiencies
- Projects promoting Sustainability and Resiliency

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 roadways, 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

CRUISE TERMINAL B

Completed in 2021, PortMiami has achieved LEED Gold Certification at Cruise Terminal B to support Norwegian Cruise Line's expanding operations.

CRUISE TERMINAL V

PortMiami has received Temporary Certification of Occupancy on February 11, 2022, for a new cruise terminal to support Virgin Voyage's growing operations. The project received LEED Gold Certification.

CARGO

INFRASTRUCTURE IMPROVEMENTS – SOUTH FLORIDA CONTAINER TERMINAL (SFCT) – ERTG PHASE 1

Improved the infrastructure within South Florida Container Terminal's cargo yard to transition from diesel power cargo handlers to electrically powered rubber-tired gantries (eRTGs). Each eRTG replaces approximately two diesel top loaders, and this first phase reduces carbon dioxide emissions by 20%.

CARGO GATES PHASE 1 FOR SFCT

PortMiami completed construction of the South Florida Container Terminal's security gates upgrades the technology and operational services which result in a decrease in truck idling times and expected to reduce total metric tons of carbon dioxide equivalent by 44% within the yard.

INFRASTRUCTURE

NORTH CRUISE BLVD EXTENSION PHASE 2B

Roadway improvements were completed that extends North Cruise Boulevard in response to operational demands and optimize transportation efficiencies.

FPL SUBSTATION EXPANSION UTILITIES RELOCATION

FPL has completed the relocation of its utilities in preparation the next phase – expanding its substation.

PORTMIAMI CURRENT PROJECTS

CRUISE

CRUISE TERMINAL F EXPANSION

PortMiami is expanding Cruise Terminal F to support Carnival Cruise Line's expanding operations. The project has achieved LEED Silver Certification.

CRUISE TERMINAL F & G CHILLER UPGRADES/MODERNIZATION/REPLACEMENTS

PortMiami is upgrading its Cruise Terminal F and G Chiller to introduce innovative technology that improves energy efficiency and cost savings while addressing resiliency.

SHARED TERMINAL

PortMiami has partnered with MSC Cruise Line with the design and construction two new cruise berths and a shared “state of the art” multi-vessel Cruise Terminal and Parking Garage Complex. The terminal will be equipped with shower power and LEED Silver Certified.

BERTH 10

PortMiami is developing an additional berth to supply berthing space for the Cruise Terminal AA and AAA (Shared Terminal) and introduce a more resilient bulkhead system capable of addressing future sea level rise.

CRUISE TERMINALS A & AA ROADWAYS

PortMiami is constructing a roadway flyover in response to cruise growth and to optimize Cruise Terminal access and circulation and minimize traffic congestion and delays.

CRUISE TERMINAL C

PortMiami is improving Cruise Terminal C (CT-C) to improve efficiencies and respond to cruise growth.

CRUISE TERMINAL B

PortMiami is improving Cruise Terminal B (CT-B) traffic circulation to improve efficiencies and safety and reduce congestion and traffic delays.

SHORE POWER PHASE I

As part of PortMiami's Net Zero goals the port is commencing with the first phase of provisioning shore power for vessels at the port to reduce emissions and improve resiliency. The PortMiami Shore Power Program will eliminate the use of vessel diesel generators while the vessels are at berth.

The port will also be providing shore power capability at five terminals, with enough power for three vessels to utilize shore power at the same time.

RCCL CAMPUS

Royal Caribbean Cruise Line is expanding its headquarters to double the capacity of its current campus from 2,200 to 4,200 employees. The design will be LEED Certified and provides various sustainable design features, including more green space and built-in sustainability features such as electric car chargers, a green roof, photovoltaic cells, and rainwater collectors.

PASSENGER BOARDING BRIDGES (PBBS)

PortMiami is purchasing passenger boarding bridges for various terminals in response to new cruise terminal construction and increased demand.

D & E PROVISIONING BUILDING

The purpose of the CT D&E Provisioning building project is to address near- and long-term needs for Cruise Terminals D and E. The design will be LEED Silver Certified and include photovoltaic cells.

BRIGHTLINE

Build a train station for passengers and employees at a location that reduces congestion and emissions by optimizing access to terminals and employment destinations.

CRUISE TERMINAL J

Upgrade and remodel Terminal J to attract luxury cruise operations.

CRUISE TERMINAL V

Design and construct a new cruise terminal to establish Virgin Voyages' first home terminal.

CARGO

INLAND PORT DEVELOPMENT

As part of the Net Zero program an inland port will increase PortMiami's cargo capacity and volume, leading to new business opportunities and access to the burgeoning Orlando and Tampa markets. Preliminary estimates indicate that a new inland port could provide approximately 50% increase in container volume annually, increasing Miami Dade County's economic competitiveness at various scales.

SFCT GARAGE

As part of the Port's east end improvements, the Port is constructing a parking structure within the SFCT cargo yard to optimize its limited island real estate and consolidate parking demands to free space for operations. The garage will include sustainable features such as electric vehicle charging stations.

SFCT/TLM E-RTG PHASE II

PortMiami and SFCT have partnered to continue to improve the drainage in the SFCT's cargo yard and construct infrastructure improvements to support electric Rubber Tired Gantry Cranes (eRTGs), which in turn increases capacity with the cargo yard. This continued effort meets the port's Net Zero goals by replacing diesel toploaders with eRTGs to reduce emissions.

ELECTRIC CARGO GANTRY CRANES

As PortMiami receives more deeper draft vessels, the Port will add up to six new post-panamax gantry cranes which will bring the total number of cranes to 19. The gantry cranes will improve resiliency and support expanding operations, reduce energy costs by significantly reducing maintenance and repair.

COLD CHAIN PROCESSING & FUMIGATION FACILITY

The new facility is a state-of-the-art cold chain processing and fumigation facility that will provide a more efficient inspection and fumigation process for the Port's perishable goods. The facility will become the port's central location to serve various markets and reduce truck travel times and traffic accidents.

CARGO GATE MODIFICATIONS 2-5

PortMiami is constructing the Cargo Gates Modifications and Traffic Improvements to include improvements to the existing pre-arrival main gate complex, improvements to the existing POMTOC gate complex, cargo traffic circle and roadways, pavement markings and new signage, and new communications and electrical conduits for the outbound main complex.

INFRASTRUCTURE

CONTAINER YARD (SEABOARD)

Provide drainage improvements and various other resiliency improvements in Seaboard's container yard area. The project will increase capacity, modernize the cargo gate and electric reefer racks for refrigerated cargo.

CAPITALIZED GLAZING, ROOFING, HEATING, VENTILATION, AND AIR CONDITIONING (HVAC)

PortMiami is improving its roofing, paving, glazing, and HVAC to reduce urban heat island effect, improve stormwater runoff and treatment, extend roof life, and save energy. Transitioning to more energy efficient systems throughout the port increases resiliency by reducing ambient temperatures radiating from roofs, increase operating life, and reduce the burden on cost to operate and maintain.

WAYFINDING

PortMiami is undergoing a comprehensive improvement of its wayfinding and signage program to improve visitor experience and safety, reduce emissions, and minimize delays.

LED HIGH-MAST LIGHTS

As part of the Net Zero goals PortMiami is transitioning its cargo yard high-mast lights to low-emitting diode (LED) lights to reduce energy consumption and cost and improve service life.

NORTH BULKHEAD REPLACEMENT

PortMiami is continuing bulkheads, expected to add at least 75 years of life to the Port, improve resiliency, and raises the bulkhead in preparation for sea level rise. This infrastructure project is seeking Envision Certification.

FEDERAL INSPECTION FACILITY (FIF)

PortMiami is planning to build new facility for US Custom Border Patrol (CBP).

STORMWATER IMPROVEMENTS

PortMiami is upgrading its drainage address growth, capture more stormwater on - port, and resiliency preparedness.

PORT-WIDE INFRASTRUCTURE CAPITALIZED MAINTENANCE/MODERNIZATION/UPGRADES

PortMiami is undergoing infrastructure improvements in various areas of the port including drainage, port beautification projects, etc. The upgrades improve visitor experience, promote innovative technology that increases safety and operational efficiencies, improves energy efficiency and cost savings, and addresses resiliency.

CT-J SEAWALL

PortMiami is continuing to replace bulkheads, expected to add at least 30 years of life to the Port, to address upkeep, address sea level rise, and improve resiliency.

INFRASTRUCTURE IMPROVEMENTS - CHANNEL MODIFICATIONS

PortMiami is undergoing a safety and navigation improvements program with the US Army Corps of Engineers.

INFRASTRUCTURE IMPROVEMENTS – BERTH REDEVELOPMENT (BAYS 165-177 AND 148-150)

PortMiami is improving the bulkheads along part of Seaboard Marine's cargo yards to address sea level rise and improve PortMiami's resiliency. The Port's infrastructure will be strengthened and the berthing capacities increased by fixing the grade elevation, strengthening the wharf, and removing two existing roll-/roll-off ramps, which increase the overall linear length of the berth to allow multiple ships

INFRASTRUCTURE IMPROVEMENTS - SOUTH FLORIDA CONTAINER TERMINAL

Provide drainage improvements to address sea level rise and resiliency, and conduct various cargo yard projects in the South Florida container Terminal.

INFRASTRUCTURE IMPROVEMENTS - WATER & SEWER UPGRADES

Upgrade the Port's water and sewer system for new services that improve the seaport's resiliency.



TIP • FISCAL YEARS 2022/2023 TO 2026/2027

PUBLIC TRANSPORTATION IMPROVEMENTS

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW)

SPECIFIC ASPECTS OF THE PROGRAM

The FY 2023 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



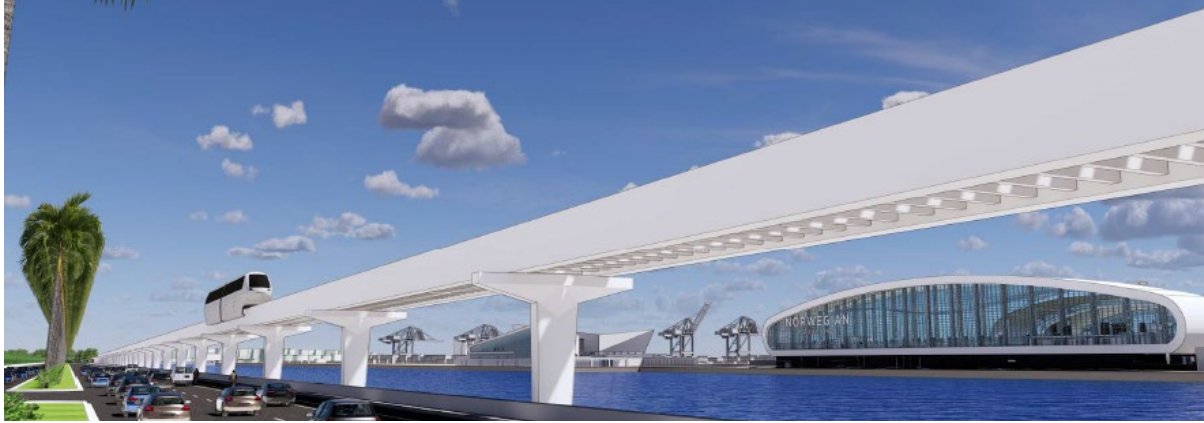
The Strategic Miami Area Rapid Transit (SMART) Plan will expand the existing fixed guideway system, comprised of a 25-mile Metrorail and downtown Metromover, with six rapid transit corridors that add over 70 miles of rapid transit network and link major local and regional activity centers. The SMART 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. Below is a summary of the corridors.

BEACH CORRIDOR

The Beach corridor is being studied as part of the 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, the Department of Transportation and Public Works (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 Miami-Dade Transportation Planning Organization (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, the Board of County Commissioners (BCC) approved the contract award for the Interim Agreement (IA) for the Beach Corridor Trunk Line. The IA became effective on Oct 31, 2020. DTPW is currently working with the selected team to complete pre-development work and negotiation of the Project Agreement. The project received an Environmental Assessment (EA) as the National Environmental Policy Act (NEPA) Class of Action (COA) for the Beach Corridor Trunkline from the United States Coast Guard (USCG) and is expecting to finalize the EA document in Summer 2022.



EAST-WEST CORRIDOR

The East-West Corridor project is being studied as part of the SMART Plan that directly supports the mobility of our County and its future growth. 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 PD&E Study to evaluate proposed transportation solutions along the SR-836/Dolphin Expressway. On October 22, 2020, the TPO Governing Board selected the 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 inside shoulders 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. In August 2021, the County submitted to the Federal Transit Administration (FTA) a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) Small Starts program for the East-West Corridor Rapid Transit Phase 1 Project. The project was accepted into the PD phase by FTA on October 26, 2021. DTPW is currently working on the NEPA documents, development of 30% plans, and all activities required for the Small Starts Application.



EAST-WEST CORRIDOR TRANSIT-ORIENTED DEVELOPMENT (TOD) PROJECT

In June 2016, DTPW submitted a grant application, which was awarded by the FTA under the TOD Planning Pilot Program. This TOD planning study will develop a corridor-wide TOD plan and station area plans at selected station locations. This study is scheduled for completion in 2022.

KENDALL CORRIDOR

The Kendall Corridor project extends 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 PD&E Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the SMART Plan. 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. 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.

Based on recent coordination with partner agencies, FDOT will be requesting to put a hold on the Kendall Corridor PD&E study to allow for the Flagler Demonstration

Project (described under Flagler Corridor) to be implemented and monitored so that the data obtained from the Flagler Demonstration Project can be used to inform the Department's recommended alternative for the Kendall Corridor.

NORTH (NW 27TH AVENUE PREMIUM TRANSIT) CORRIDOR

A PD&E study was 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 27th Avenue from NW 215th Street (Countyline Road) to approximately NW 38th Street and from the Miami Intermodal Center (MIC) (at Miami International Airport) to NW 27th Avenue via SR 112 (Miami Airport Expressway). The study focused on the implementation of a premium transit service and infrastructure along SR 9/SR 817/NW 27th Avenue. The study also included 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) were considered.

Three viable alternatives were developed and presented to the public. Each of the alternatives 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 developed detailed engineering criteria and evaluated the environmental impacts that would result from implementation. Cost estimating, ridership forecasting, and traffic impacts were evaluated. On December 6, 2018, the TPO Governing Board adopted as the LPA an elevated fixed guideway transit system. Following this action, Miami-Dade County requested that FDOT evaluate three alternative technologies: 1.) Monorail; 2.) Automated People Mover; 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 DTPW on alternative transit technologies for NW 27th Avenue and directed DTPW to issue a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. FDOT has placed its North Corridor PD&E study on hold after consulting with the FTA until the outcome of the DTPW RFP process is known and a final decision on the transit technology and alignment for NW 27th Avenue is made by the TPO Governing Board.

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. In June 2020, the County began its effort in advancing the implementation of the Northeast Corridor. In March 2021, the TPO Governing Board adopted commuter/passenger rail as the LPA for the Northeast Corridor. In August 2021, the County submitted to FTA a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) New Starts program for the Northeast Corridor Rapid Transit Project. The project was accepted into the PD phase by FTA on October 26, 2021. 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. DTPW is working on completing NEPA and all required activities for the PD phase and advancing into the Engineering phase of the New Starts program.



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 was advertised on June 7, 2019, and Notice to Proceed (NTP) to the Design-Build Firm was issued on February 2, 2021. 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 2023-24.

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.

BUS EXPRESS RAPID TRANSIT (BERT) NETWORK AND OTHER EXPRESS SERVICE



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

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 Bus Express Rapid Transit (BERT) network. DTPW staff has begun assessing the cost-effectiveness of the BERT routes and the infrastructure needs such as new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc., with close coordination 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.

Among the BERT routes, some are further advanced than others. Service for Route c began in November 2019.

To advance the implementation of Route f1, DTPW partnered with the FDOT and implemented a pilot route, Route 241 "Tuttle Limited", in December 2021. The pilot service will be implemented for six months to test the Bus-on-Shoulder (BOS) operation using the outside shoulder of the Julia Tuttle Causeway/I-195 to bypass congestion. Other transit routes that operate along the Causeway are also allowed to use the shoulders. The BOS operation will be discontinued in October 2022, when the inside shoulder improvement project led by FDOT begins. Ultimately, Route f1 (Beach Express North) and other DTPW routes will be able to use the inside shoulder to bypass congestion.

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 Street 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 and BRT along the centerline of the roadway. 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 directed to further analyze the implementation of reversible auto lanes along the Flagler corridor. FDOT conducted a study on the implementation of reversible auto lanes along segments of the corridor as a traffic mitigation measure. The additional analysis on reversible lanes was completed in January 2021 and the results of the analysis demonstrated that reversible lanes are not feasible in 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 24 Avenue. Throughout 2021, the PD&E team developed a hybrid solution as directed by the TPO Governing Board that includes BAT lanes east of 24 Avenue and Corridor Bus Rapid Transit (BRT) improvements (without lane repurposing) along the remaining segments of the corridor.

Based on tri-agency collaboration, recent discussions with DTPW resulted in a recommendation for the implementation of a demonstration project to provide additional data for the continuation of the Tier 3 analysis. FDOT and DTPW, in consultation with staff from the Miami-Dade TPO, recommends placing the Flagler PD&E Study in abeyance while implementing a Flagler Street SMART Demonstration project along the corridor. The limits of the Flagler BERT Demonstration project would be from 27th Avenue to 6th Avenue along Flagler Street and from SW 27th Avenue to SW 6th Avenue along SW 1st Street (starting westward of the one-way pair). The demonstration project would consist of repurposing the outside lanes into BAT lanes and applying appropriate pavement markings including red surface treatments on the lanes. FDOT, in coordination with DTPW, will also incorporate signage to inform the public of the enhanced, dedicated bus infrastructure. The operation of the demonstration project would be monitored over a one-year period,

with the results and benefits evaluated. The data collected from the demonstration project will then be used to finalize and present the PD&E Tier 3 Recommended Alternative to the TPO Board for approval as the LPA.

FDOT anticipates presenting a joint agency recommendation to implement a demonstration project for BAT lanes on Flagler Street from 27th Avenue to 6th Avenue prior to continue advancing the PD&E study at the upcoming March 3rd TPO Governing Board Meeting. If approved, construction of the Flagler Street SMART Demonstration Project is anticipated to begin in 2023.



SR 836 EXPRESS BUS SERVICE

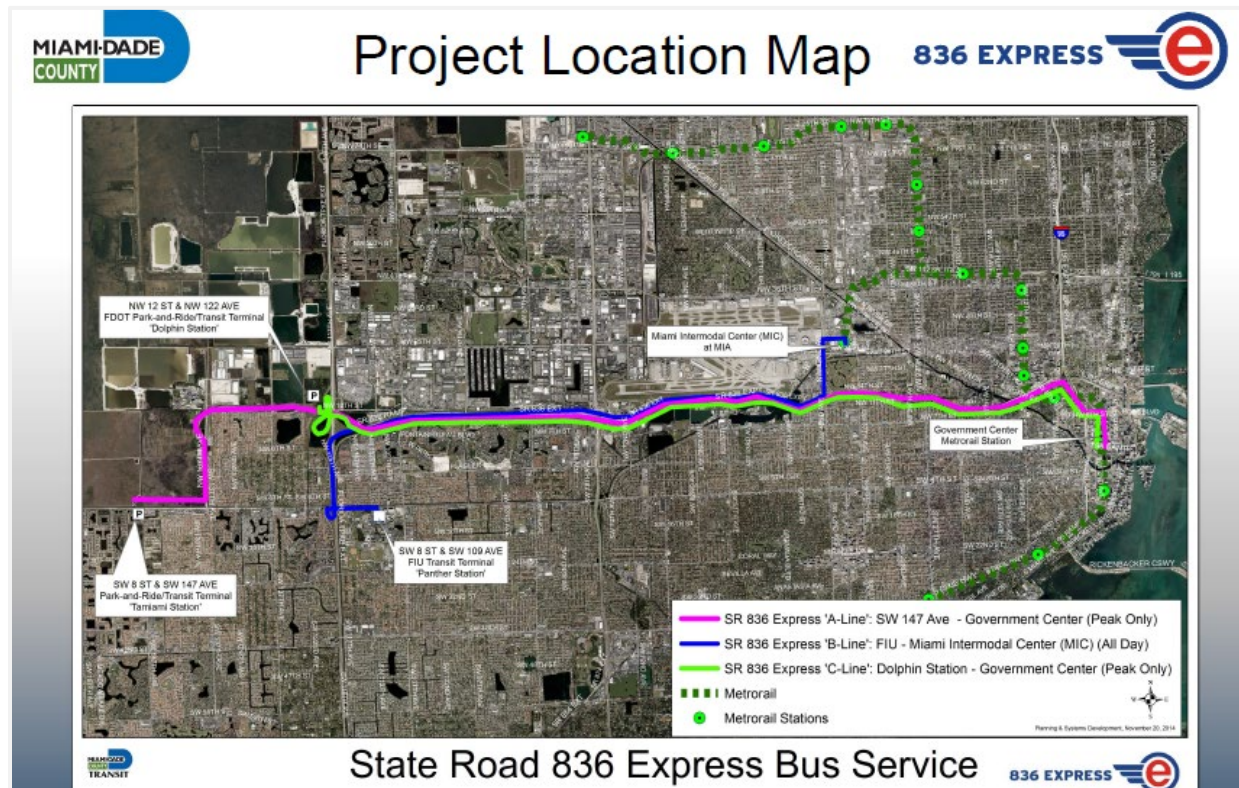
This project would provide premium express transit service along SR 836 from west Miami-Dade County Tamiami Station (SW 8th Street and SW 147th Avenue) to the Miami Intermodal Center (MIC) and Downtown Miami via SW 137th Avenue/SR 836 Extension as well as via the Homestead Extension of the Florida Turnpike (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 in Spring 2022, 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 in 2024, 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. The Dolphin Station was completed in 2019. This route began service in March 2020 after SR 836 inside shoulder for the use of bus operations were completed. Service headways was 10 minutes during the AM/PM peak-hour. It was suspended temporarily in 2020 due to the Covid-19 pandemic. It is now in operations again with less frequency.



NW 12TH ST BUS ONLY LANE

The project consists of widening and resurfacing of NW 12th Street from the Dolphin Park and Ride Facility to NW 114th 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 12th Street. Exit ramps from the Florida Turnpike, and the right turn lane exit from the Dolphin Mall at NW 114th 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 (60% Plan). The 60% Plan phase is to be completed in February 2022.

OTHER DTPW PROJECTS – MULTI-USE TRAILS AND WATERBORNE TRANSPORTATION



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 three phases for development. 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 Metrorail structure from the Miami River to SW 13th Street. This project was completed in the summer of 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 extends the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. This phase is under construction 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 Facility. 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 was completed in 2021. The project is currently in the procurement phase and under the cone of silence. Final construction completion is expected by December 2025.

WATERBORNE TRANSPORTATION AS A COMMUTER SERVICE

This initiative is another mobility solution that will assist in reducing traffic congestion along those municipalities near Biscayne Bay. For the last two years, DTPW has been working to determine the best approach for the deployment of these services. Earlier last year, a resolution by the Miami-Dade County Board of Commissioners authorized DTPW to negotiate on behalf of the County for an East-West route aimed at

decongesting traffic between the Cities of Miami and Miami Beach, during the construction of I-395. A brand-new service started operations in November 2020 between the James L. Knight Center/Hyatt Regency in the Miami River (City of Miami) and the Bentley Bay Marina, directly North of I-395 (City of Miami Beach). This service is 100% private and is not receiving subsidies from governmental agencies. The new service will act as a commuter service between 6:00 am and 7:00 pm – Monday through Friday. During commuter service times, residents with a valid ID will be able to travel across the bay for a fare of \$3.00 one way. This fare is comparable with Metrobus fares at \$2.65. A second route is getting ready for deployment between the James L. Knight Center and Dinner Key Marina in Coconut Grove. The operator is currently working with the City of Miami.

OTHER DTPW PROJECTS – BUS NETWORK REDESIGN

BETTER BUS PROJECT

Miami-Dade County partnered with local public transportation advocacy group Transit Alliance to launch the Better Bus Project with the goal of designing a new bus network that will connect more people to more places. The Board of County Commissioners accepted the report presented in October 2020. A full revamping of the necessary routes was presented to the Board in 2021 and has been adopted by the Board.

MIAMI-DADE COUNTY Draft Better Bus Network

Routes by Weekday Peak Hour Frequency

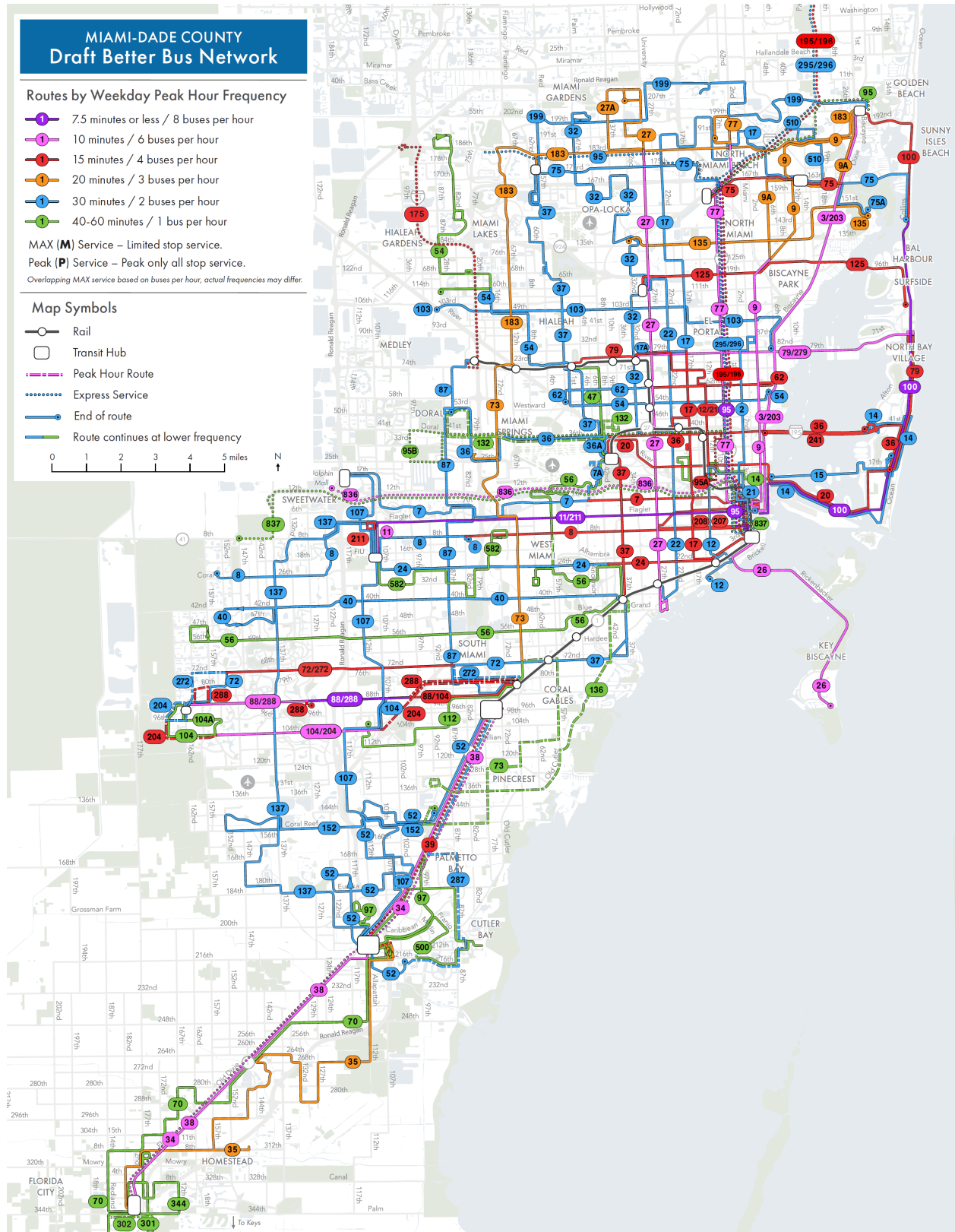
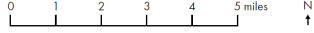
- 7.5 minutes or less / 8 buses per hour
- 10 minutes / 6 buses per hour
- 15 minutes / 4 buses per hour
- 20 minutes / 3 buses per hour
- 30 minutes / 2 buses per hour
- 40-60 minutes / 1 bus per hour

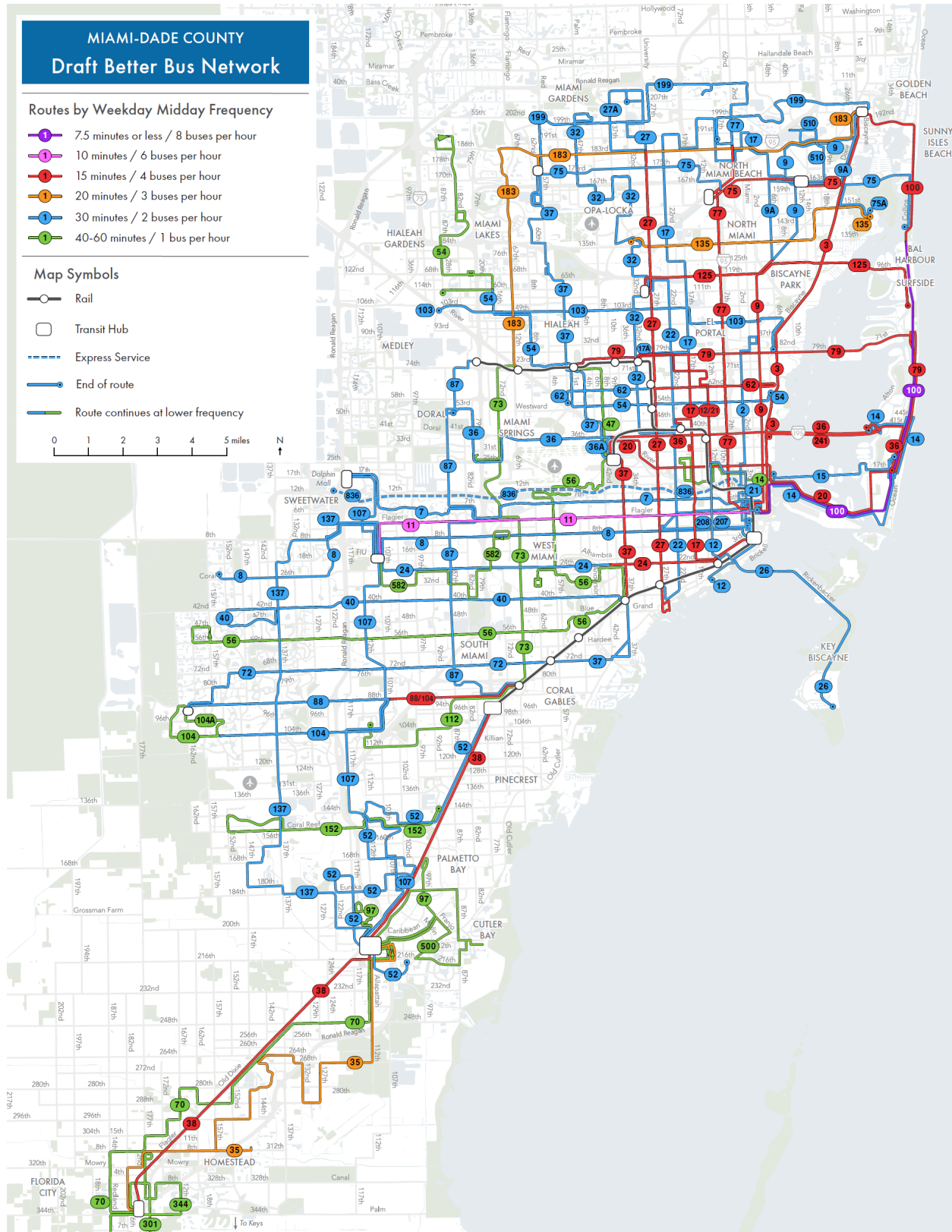
MAX (M) Service – limited stop service.
Peak (P) Service – Peak only at all stop service.

Overlapping MAX service based on buses per hour, actual frequencies may differ.

Map Symbols

- Rail
- Transit Hub
- Peak Hour Route
- Express Service
- End of route
- Route continues at lower frequency





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. The County approved \$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 Aventura Station project will include an 860-foot platform located inside the Florida East Coast Railway/Brightline right-of-way and the construction of a new pedestrian bridge over the railroad right-of-way and Biscayne Boulevard. The station also includes a Park-and-Ride facility with 240 parking spaces, a bus drop-off/pick-up for Miami-Dade Transit passengers, and newly landscaped and hardscape areas. The project also features a platform design that can accommodate Tri-Rail or other commuter trains in the future. Construction of the Aventura Station is expected to be completed by the Summer of 2022.



SW 8TH STREET AND SW 147TH AVENUE (TAMIAMI STATION)

An 8-acre vacant parcel of land on the Southwest 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 approximately 450 parking spaces, which would serve as the western most station for the new premium bus service in the corridor as well as other local bus routes. As of February 2022, construction completion/ready for revenue service is scheduled for Spring 2022.



PANTHERSTATION 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 2022, construction completion and revenue service are scheduled for late 2024.



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, the acquisition of the site has been completed.

DTPW will be conducting a rehabilitation of the Park-and-Ride to include milling and resurfacing, signing and pavement markings upgrades, lighting upgrades, sidewalk repairs, adding bicycle racks, improving ADA accessibility, improving, and adding wayfinding signage, and improving connectivity to the Bus Station. The improvements are scheduled for completion in the Summer of 2023.



PARK-AND-RIDE/TRANSIT TERMINAL FACILITY AT SOUTH DADE TRANSITWAY (FORMERLY KNOWN AS BUSWAY) AND SW 168TH STREET

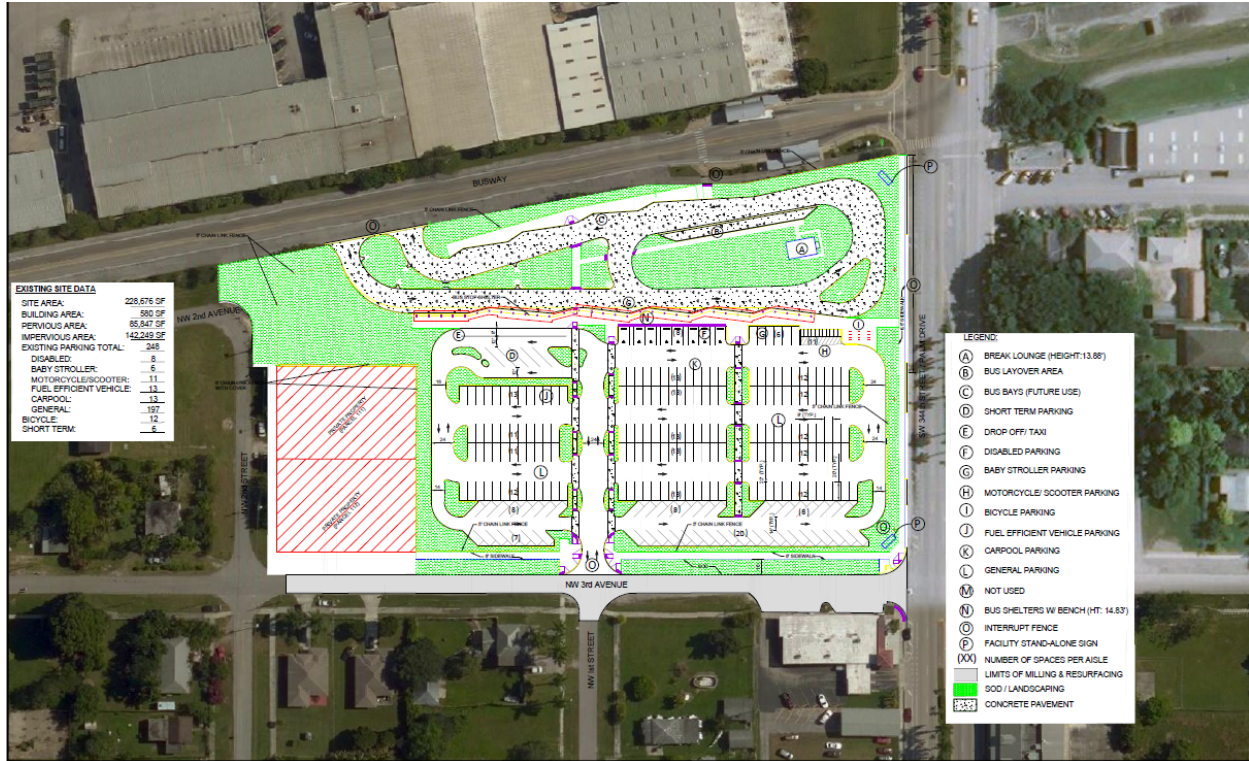
The existing surface parking lot is at 100% utilization. DTPW received the BUILD grant in 2018 to construct a modernized parking garage with enhanced amenities at this site. Due to the restriction at the SW 152nd Street park-and-ride, DTPW has worked with FTA to move the BUILD grant fund to the SW 168th Street park-and-ride and increase the capacity from the originally proposed 450 spaces capacity to over 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 2024.



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 enhanced kiss-and-ride area, and provide electric and veteran parking spaces. DPTW is acquiring two parcels in order to build the facility. DTPW has completed the acquisition and relocation phase as of January 2022.

OTHER DTPW PROJECTS – MAINTENANCE, MODERNIZATION 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 2022, the estimated project is anticipated to be completed in late 2025.

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 were manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which significantly improved passenger comfort, efficient maintenance and operations. The



first vehicles were put into revenue service in November 2017. The entire Metrorail fleet of 136 train cars has been replaced with Hitachi rail cars now.

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 purchase 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 have received its first Proterra pilot 40-foot electric-powered, zero-emission bus on Aug 13, 2021. The remaining 74 Proterra electric buses will be delivered from July 2022 to January 2023. 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 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 articulated electric buses are currently under procurement and are slated to be in service between 2023 and 2024.

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. A new facility in this area is necessary. This new maintenance facility will improve Transit's operational efficiency by decreasing the turnaround time for placing buses back in revenue service. As of February 2022, the site selection process is being finalized.

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.

ELECTRIC SIGNAGE AT METRORAIL AND METROMOVER STATIONS

DTPW will add new electronic signage to Metromover and Metrorail stations. These signs will provide train arrival information and public service announcements to transit patrons on the platform levels in all Mover and Rail stations. This will occur beginning in Summer 2022.

METROMOVER WAYSIDE SYSTEM OVERHAUL

The Metromover began passenger service in April 1986. Throughout the Metromover's 35-year history, the system has expanded, and the vehicle fleet has been replaced, however, many major subsystems that makeup the system have not been replaced or refurbished and have now reached the end of their design life. These subsystems

include the Automatic Train Control (ATC) System, Data Transmission System (DTS) with Supervisory Control and Data Acquisition (SCADA), several Power Distribution System (PDS) elements (e.g. low voltage breakers, protective relays, ground switches, etc.), guideway switch equipment and the Central Control equipment. To maintain good equipment reliability and an overall high Metromover System service availability, these major subsystems need to be replaced or refurbished. This project will include the design, supply manufacture, installation, testing and commissioning of the APM System into a fully functional, safe and reliable Metromover System. The project will also address reverse flow operations with switches that will help have an improved travel time for the Beach Corridor from Government Center. The project was awarded to Alstom (formerly Bombardier) and is currently in the design phase. Construction is scheduled to begin in the third quarter of 2022.

METRO RAIL ACOUSTICAL BARRIER REPLACEMENT

The Metrorail Acoustical Barrier Replacement Program consists of the installation of acoustical barriers with associated hardware along the Metrorail system where Type “B” concrete barriers have been removed. The new barriers are intended to abate sound/noise produced by passing trains, ultimately, avoiding its propagation to adjacent properties. In 2019, the Department of Transportation and Public Works (DTPW) launched a three-phase acoustical barrier replacement program. Currently, phases 1 and 2 have been complete. The first two phases of the program involved the removal of Type B barrier. On January 4, 2021, DTPW entered phase 3 of the program which entails the replacement of the acoustical barriers in the areas where



the Type “B” panels were previously removed. Currently, the program is well underway as new acoustical barriers are being installed along the Metrorail system, except for the Airport and Palmetto extension as well as a half-mile area between the Brickell and Vizcaya Metrorail stations. To minimize service impacts, most of the work is taking place during overnight and weekend hours. The \$82 million program investment is due for completion in December 2022.



SAFETY AND SECURITY

DTPW has programmed funding to purchase security equipment to upgrade and install closed-circuit camera television (CCTV) systems and their 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 are slated to be completed by January 2023.



POST-COVID 19 TRANSIT OPERATIONS

The COVID-19 crisis necessitated the rapid implementation of solutions to address safety, disinfection requirements, social distancing, and other needs as they arose. DTPW is working to develop strategies to attract riders back to the system. As the pandemic began, fares were suspended to allow for rear-door boarding, clear polycarbonate doors were added to the bus operators' compartments, all vehicles are disinfected several times a day and 120 supplemental vehicles were added to accommodate passengers with social distancing and improve frequencies on the most heavily traveled routes. Metrobus has incorporated the daily cleaning and sanitizing of every bus in service into as a standard operational procedure. As the pandemic started to ramp down in 2021, front door boarding restarted on Feb 15, 2021 and fare collection was reinstated on June 1, 2021. Supplemental routes were discontinued in phases. The last group was discontinued on Nov 29, 2021. As the pandemic has not ended, the DTPW continues to disinfect all vehicles. It is important to maintain improved frequencies and disinfecting practices into the future to ensure that the public feel safe returning to our system.



TIP • FISCAL YEARS 2022/2023 TO 2026/2027

MIAMI-DADE PARKS, RECREATION, AND OPEN SPACES (MDPROS)

Miami-Dade Parks, Recreation and Open Spaces (MDPROS) is proposing to develop the Ludlam Trail, a 5.6-mile multi-use trail within a former railroad corridor. As a priority paved land trail from the Florida Greenways and Trails System (FGTS) Priority Network and Shared-Use Nonmotorized (SUN) Trail Network, the proposed publicly accessible transportation corridor will serve bicyclists, pedestrians, and users of other types of non-motorized vehicles. In addition, the proposed project is anticipated to provide a safe, dedicated, and direct means of non-motorized transportation to and from areas of residences, transit, work, schools, parks, and shopping centers.

The proposed project limits extend from SW 80th Street to 400 feet north of NW 7th Street, between 69th and 70th Avenue. The County acquired the right of way for the Ludlam Trail in December 2018, including fee simple owned areas and easements through three private development node areas. The ROW for the proposed Ludlam Trail Corridor is approximately 100 feet wide for most of its length, although it narrows to between 75 and 80 feet in some areas and down to 18 feet in easement sections designated for mixed-use development. The project study area traverses sections of the City of Miami and unincorporated Miami-Dade County (MDC). The project is adjacent to the City of South Miami and proximate to the City of West Miami.

The multi-use trail generally consist of a 12-foot-wide, two-way, asphalt bike path, separated by a landscaped buffer from an 8-foot-wide concrete pedestrian path with a 2-foot-wide soft natural jogging surface adjacent to it.

The proposed trail development includes 11 at-grade crossings, four grade-separated bridge crossings over roadways (at SR 976 / SW 40th Street / Bird Road; SW 24th Street / Coral Way; US 41 / SR 90 / SW 8th Street / Tamiami Trail / Calle Ocho; and SR 968 / W Flagler Street), and bridges across existing South Florida Water Management District (SFWMD) canals (C-3/ Coral Gables Canal and C-4 / Tamiami Canal).

The purpose of the proposed Ludlam Trail Corridor Project is to encourage the use of alternate modes of transportation and enhance overall connectivity and accessibility to schools, parks, transit stations, and bus stops for more than 30,500 residents

present within two (2) miles of the proposed project corridor. The need for the proposed project is based on the criteria identified below.

The proposed project supports the vision of the MDPROS Open Space Master Plan (OSMP), a primary element of which is to "provide an interconnected trail system which offers transportation alternatives and reduces traffic congestion." The OSMP provides a 50-year unifying vision for a livable and sustainable MDC, which involves the development of a seamless system of greenways, trails, and water trails. The Ludlam Trail will be a vital component of this network as it will link open spaces and civic institutions to neighborhoods, while offering a reliable transportation alternative. From a regional perspective, the proposed project will connect to the Metrorail Dadeland North Station via existing sidewalks along SW 70th Avenue from SW 80th Street to SW 85th Street; the proposed Strategic Miami Area Rapid Transit (SMART) Plan Corridor #2 (East-West Corridor) near NW 7 Street to the north; and to other planned trails including The Underline/East Coast Greenway, South Dade Trail, Snapper Creek Trail, East/West Trail, and Merrick Trail.





TIP • FISCAL YEARS 2022/2023 TO 2026/2027

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 2023 thru 2027.

THE TRI-RAIL DOWNTOWN MIAMI LINK (TRDML)

The SFRTA, in coordination with multiple partners, is extending Tri-Rail’s commuter rail service to provide a 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 is expected to begin in late 2022, 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 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 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 all 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 currently underway 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 final design and construction will be completed by the Florida Department of Transportation, District Four.

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

COMPLETED PROJECTS AND PROJECTS WITH FINAL ACCEPTANCE DATE IN 2022 CALENDAR YEAR

FDOT, DISTRICT 6

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		Jan 13, 21
427369-1-52-01	SR 997/Krome Ave from SW 232 St to SW 296 St	Add Lanes & Reconstruct		Jan 15, 21
441670-1-52-01	SR 90/SW 8 St @ SW 157 Ave	Intersection Improvement		Jan 23, 21
436527-1-52-01	SR 90/US-41/Brickell Ave over Miami River - Bascule Bridge # 870759	Bridge - Painting		Jan 25, 21
447023-3-52-01	District 6 Dynamic Envelopes @ Various Rail Crossings - Fast Track	Signing/Pavement Markings		Jan 27, 21
439088-1-52-01	Hialeah Gardens Blvd From W 80 St to W 84 St / NW 138 St	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		Feb 02, 21
429341-6-52-01	SR 994/SR 994/Quail Roost Dr @ Sw 200 St	Traffic Ops Improvement		Feb 05, 21
447023-4-52-01	District 6 Dynamic Envelopes @ Various Rail Crossings - Fast Track	Rail Safety Project		Feb 25, 21
442846-1-52-01	SR 5/US-1/Overseas Hwy (NB) from MM 71.88 to MM 72.49 - Hurricane Irma Permnt	Emergency Operations		Mar 08, 21
438056-3-52-01	SR 968/SW 1 St from Flagler St to SW 17 Ave - Landscaping	Landscaping		Mar 08, 21
447023-1-52-01	District 6 Dynamic Envelopes @ Various Rail Crossings - Fast Track	Rail Safety Project		Mar 18, 21
439983-1-52-01	SR 968/W. Flager St @ SW 84 Ave	Intersection Improvement		Mar 19, 21
405575-6-52-01	SR 998/SW 312 St/Campbell Dr from Krome Ave to US 1	Flexible Pavement Reconstruct.		Mar 30, 21
430808-3-52-01	Sr 860/Miami Gardens Dr @ Biscayne Blvd - Intersection Improvement	Intersection Improvement		Apr 06, 21
440304-1-52-01	SR 826/NW/NE 167 St @ North Miami Ave	Intersection Improvement		Apr 29, 21
429300-4-52-01	SR 925/NW 3 Ct/NW 3 Ave from NW 1 to NW 8 St	Resurfacing		May 21, 21
441961-1-52-01	SR 994/Quail Roost Dr/SW 200 St over Canal C-102 - Bridge#870628	Bridge-Repair/ Rehabilitation		Jun 03, 21
442040-1-52-01	SR 5/US-1/Overseas Hwy @ Islamorada Founders Park	Pedestrian/Wildlife Overpass		Jun 09, 21
441834-1-52-01	SR 93/I-75/Frontage Rds from E of Hialeah Gdns Blvd to W 23 Ave	Resurfacing		Jun 09, 21
438056-4-52-01	SR 968/SW 1 St from SW 17 Ave to SW 6 Ave	Landscaping		Jun 12, 21
429047-3-52-01	SR 93/I-75/From NW 148 St to NW 162 St	Landscaping		Jun 15, 21

APPENDIX A - COMPLETED CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
412479-4-52-01	SR 985/SW 107 Ave from SW 1100 Block to N of Flagler St	Landscaping		Jun 16, 21
429536-4-52-01	Districtwide (ADA) - Push Button	Pedestrian Safety Improvement		Jun 30, 21
431434-1-52-01	Pedestrian and Bicycle Safety with Minor Traffic Operational Improvements - Push	Miscellaneous Construction		Jun 30, 21
436355-2-52-01	SR 976/SW 40 St from E of SW 117 Ave to E of SW 102 Ave	Resurfacing		Jul 21, 21
441672-1-52-01	SR 90/SW 8 St and SW 7 St @ SW 17 Ave	Intersection Improvement		Jul 30, 21
249112-2-52-01	SR 826/Palmetto Expy @ NW 25 St from NW 14 St to NW 31	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		Aug 08, 21
443314-1-52-01	SR 997/Krome Ave from US-1/S. Dixie Hwy to US-27/Okeechobee Rd - Hurricane Irma Perm	Emergency Operations		Aug 11, 21
431433-2-52-01	Miami-Dade County - Traffic Operations - Push Button - Roads	Miscellaneous Construction		Aug 12, 21
436537-1-52-01	SR 9/NW 27 Ave over Miami River - Bascule Bridges 870731 & 870763	Bridge-Repair/ Rehabilitation		Aug 20, 21
430817-4-52-01	SR 7/US-441/NW 7 Ave from S of NW 117 St to N of Biscayne Canal	Resurfacing		Aug 26, 21
440604-1-52-01	SR 922/NE 125 St @ NE 10 Ave	Traffic Signals		Sep 07, 21
439918-1-52-01	SR 90/SW 8 St @ SW 137 Ave	Intersection Improvement		Sep 10, 21
440178-1-52-01	SR 907/Alton Rd from 6 St to Delaware Ave - Intersections	Lighting		Sep 16, 21
431434-2-52-01	Miami-Dade County - Traffic Operations - Push Button	Miscellaneous Construction		Oct 03, 21
436539-1-52-01	SR 856/Lehman Cswy over Intracoastal Canal - Bridges 870606 & 870607	Bridge - Painting		Oct 22, 21
429047-4-52-01	SR 860/Miami Gardens Dr from E of NW 97 Ave to I-75 & Park & Ride Lot	Landscaping		Oct 26, 21
430637-1-52-01	SR 847/NW 47 Ave from NW 183 St to N of NW 199 St	Add Lanes & Reconstruct		Nov 02, 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		Nov 23, 21
439985-1-52-01	SR 860/Miami Gardens Dr @ NW 67 Ave	Intersection Improvement		Dec 08, 21
441886-1-52-01	SR A1A/Collins Ave @ 36, 83 And 87 St	Pedestrian Safety Improvement		Dec 10, 21
443853-1-52-01	SR 953/E 8 Ave/NW 42 Ave @ E 32 St	Intersection Improvement		Dec 13, 21
448175-1-52-01	SR 112/Julia Tuttle Cswy Westbound Shoulder - Fast Response	Miscellaneous Construction		Dec 14, 21
448175-2-52-01	SR 112/Julia Tuttle Cswy Eastbound Shoulder - Fast Response	Miscellaneous Construction		Dec 14, 21
424407-1-52-01	SR 968/SW 1 St - Bascule Bridge over Miami River	Bridge Replacement		Dec 16, 21
440169-1-52-01	SR A1A/Collins Ave from Fountain St to 17 St - Intersections	Lighting		Dec 17, 21

APPENDIX A - COMPLETED CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
413721-2-52-01	SR 5/Old 7 Mile Bridge from Knights Key (MM 39.8) to Pigeon Key (MM 46.6)	Bridge-Repair/ Rehabilitation		Dec 22, 21

COMPLETED CONSTRUCTION PROJECTS IN 2021/2022

FLORIDA'S TURNPIKE ENTERPRISE

Widening Florida's Turnpike/SR 821 from Killian Parkway/SW 104 Street (MP 20) to Sunset Drive/SW 72 Street (MP 22)

FPID: 415051-1

Completion: June 2021

Resurfacing Florida's Turnpike/SR 821 from US 1 (MP 0) to SW 288 Street & Ramps from SW 288 Street to SW 112 Avenue

FPID: 440423-1

Completion: July 2021

Lighting Renovations to FHP Parking Lot at Snapper Creek

FPID: 443880-1

Completion: September 2021

Florida's Turnpike/SR 821 Bridge Painting over SR 874

FPID: 445307-1

Completion: September 2021

Southern Turnpike CCTV Camera Installation & DMS Installation

FPID: 443878 & 4436341

Completion: November 2021

Widening Florida's Turnpike/SR 821 from I-75 (MP 39) to Turnpike Mainline (MP 47)

FPID: 435546-1 et al.

Completion: March 2022

COMPLETED HIGHWAY PROJECTS IN 2021

MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	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
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 CONSTRUCTION PROJECTS - TIP

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

FACILITY	FROM	TO	DESCRIPTION	Status	COMPLETION DATE
NW 7 Street	NW 79 Avenue	NW 76 Avenue	New 2 lanes	Construction Completed	August 2021
NW 82 Avenue	NW 7 Street	NW 12 Street	Widen from 2 to 3 lanes	Construction Completed	December 2021
NW 41 Street	HEFT	NW 114 Avenue	Resurfacing	Construction Completed	January 2022
NW 82 Avenue	SW 40 Street	SW 43 Terrace	Resurfacing	Construction Completed	April 2021
NW 106 Street	NW 112 Avenue	NW 107 Avenue	Resurfacing	Construction Completed	August 2021
NW 107 Avenue	NW 74 Street	NW 90 Street	Resurfacing	Construction Completed	November 2021
Waterway Drive and SW 72 Avenue (R/R Crossing)			Resurfacing	Construction Completed	October 2021
SW 92 Avenue and SW 68 Street			Intersection improvement	Construction Completed	August 2021
NW 112 Avenue and NW 105 Street			Traffic signal	Construction Completed	June 2021
NW N River Drive	NW 17 Avenue	Flyover Lane/NW 22 Avenue	Resurfacing	Construction Completed	November 2021
NW 17 Avenue	Miami River Bridge	NW 20 Street	Resurfacing	Construction Completed	April 2021
NW 17 Avenue	NW 103 Street	NW 119 Street	Resurfacing	Construction Completed	August 2021
SW 22 Avenue	SW 8 Street	Flagler Street	Resurfacing	Construction Completed	March 2021
NW 22 Avenue	NW 103 Street	NW 119 Street	Resurfacing	Construction Completed	June 2021
NW 17 Avenue and NW 20 Street			Intersection improvement	Construction Completed	February 2021
NW 45 Street and NW 7 Street			Intersection improvement	Construction Completed	January 2021

APPENDIX A - COMPLETED CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	Status	COMPLETION DATE
NW 97 Avenue	NW 138 Street	NW 154 Street	New 4 lanes	Construction Completed (Joint Participation Agreement With City Of Hialeah)	December 2019
Bob-O-Link Drive	NW 186 Street	N August Drive	Resurfacing	Construction Completed	September 2020
NE 10 Avenue	NE 135 Street	NE 156 Terrace	Resurfacing	Construction Completed	July 2021
NW 22 Avenue	NW 119 Street	NW 151 Street	Resurfacing	Construction Completed	February 2021
NW 32 Avenue	NW 119 Street	NW 135 Street	Resurfacing	Construction Completed	March 2021
NW 47 Avenue	NW 167 Street	NW 183 Street	Resurfacing	Construction Completed	June 2021
NW 87 Avenue	NW 138 Street	NW 154 Street	Resurfacing	Construction Completed	September 2021
NW 178 Street	NW 87 Avenue	NW 78 Place	Resurfacing	Construction Completed	August 2021
NW 47 Avenue and NW 173 Drive			Intersection improvement	Construction Completed	November 2020
NW 78 Avenue and NW 170 Street			Intersection improvement	Construction Completed	April 2021
NW 87 Avenue and NW 178 Street			Intersection improvement	Construction Completed	October 2021
SW 127 Avenue	SW 42 Street	Coral Way	Resurfacing	Construction Completed	July 2020
SW 122 Avenue and SW 26 Street			Intersection improvement	Construction Completed	May 2021
SW 137 Avenue and SW 18 Street			Intersection improvement	Construction Completed	June 2021
SW 137 Avenue and SW 26 Street			Intersection improvement	Construction Completed	October 2021
SW 127 Avenue and SW 34 Street			Traffic signal	Construction Completed	March 2021
N Meadow Lake Drive	SW 152 Avenue	SW 47 Street	Resurfacing	Construction Completed	October 2021

APPENDIX A - COMPLETED CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	Status	COMPLETION DATE
SW 42 Street	SW 157 Avenue	SW 147 Avenue	Resurfacing	Construction Completed	July 2021
SW 47 Street	SW 157 Avenue	N Meadow Lake Drive	Resurfacing	Construction Completed	October 2021
SW 117 Avenue	SW 152 Street	SW 104 Street	Resurfacing	Construction Completed	July 2021
SW 147 Avenue and SW 47 Street			Resurfacing	Construction Completed	October 2021
SW 152 Avenue	SW 56 Street	E Meadow Lake Drive	Resurfacing	Construction Completed	October 2021
SW 152 Avenue/SW 47 Street	SW 42 Street	SW 147 Avenue	Resurfacing	Construction Completed	October 2021
SW 112 Street West of SW 108 Court (R/R Crossing)			Resurfacing	Construction Completed	November 2019
SW 117 Avenue and SW 104 Street			Intersection improvement	Construction Completed	February 2022
SW 142 Avenue and SW 42 Street			Intersection improvement	Construction Completed	February 2021
SW 154 Avenue and SW 80 Street			Traffic signal	Construction Completed	February 2022
SW 137 Avenue	HEFT	US-1	Widen from 2 to 4 lanes	Construction Completed	November 2021
SW 328 Street	US-1	SW 162 Avenue	Widen from 2 to 4 lanes	Construction Completed	March 2021
SW 157 Avenue	US-1	SW 272 Street	Resurfacing	Construction Completed	November 2021
SW 187 Avenue	SW 200 Street	SW 192 Street	Resurfacing	Construction Completed	March 2021
SW 200 Street	SW 187 Avenue	SW 182 Avenue	Resurfacing	Construction Completed	April 2021
SW 216 Street	SW 200 Avenue	SW 194 Avenue	Resurfacing	Construction Completed	April 2021
SW 87 Avenue and SW 184 Street			Intersection improvement	Construction Completed	November 2020
SW 142 Avenue and SW 268 Street			Traffic signal	Construction Completed	February 2022

APPENDIX A - COMPLETED CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	Status	COMPLETION DATE
SW 147 Avenue and SW 216 Street			Traffic signal	Construction Completed	July 2021
SW 184 Street and SW 152 Avenue			Traffic signal	Construction Completed	September 2021
Le Jeune Road and Poinciana Avenue			Traffic signal	Construction Completed	October 2021
Pine Tree Drive	23 Street	41 Street	Resurfacing	Construction Completed	May 2020
NW 87 Avenue	NW 103 Street	NW 138 Street	Resurfacing	Construction Completed	July 2021
W 12 Avenue and W 29 Street			Intersection improvement	Construction Completed	May 2021
W 12 Avenue and W 68 Street			Intersection improvement	Construction Completed	September 2021
NW 97 Avenue and NW 138 Street			Intersection improvement	Construction Completed	October 2021
W 14 Avenue and W 37 Street			Traffic signal	Construction Completed	June 2021

COMPLETED TIP PROJECTS IN FY 2021/2022

MIAMI-DADE AVIATION DEPARTMENT (MDAD)

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	COMPLETION DATE
1	X51 Security Project	Y0145A	Airside	Access Control Improvements	2021
2	MIA Cc E & Satellite Improvements and Rehabilitation	U010A	Landside	Improvements and Rehabilitation	2021
3	TMB Taxiway D Connector (RIM 04) Rehabilitation	W076A	Airside	Taxiway and Runway Incursion and Rehabilitation	2021
4	MIA Surface Management System (SMS)	Y003A	Access Control Improvements	System Installation	2021



APPENDIX B

ON-GOING
CONSTRUCTION
PROJECTS

ON-GOING PROJECTS WITH FINAL ACCEPTANCE DATE IN 2022 CALENDAR YEAR

FDOT, DISTRICT 6

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
COMPLETED				
447023-5-52-01	Dynamic Envelope Retrofit @ Various Railroad Crossings - Fast Track	Rail Safety Project		Jan 26, 22
On-Going				
441832-1-52-01	SR 826/Frontage Roads from NW 122 St to NW 138 St	Resurfacing		Jan 24, 22
251684-6-52-01	Golden Glades Multimodal Transportation Facility - GGMTF	Intermodal Hub Capacity		Jan 31, 22
432687-3-52-01	SR 826/Palmetto Expy from NW 31 St to N of NW 74 St / Fec Railroad	Landscaping		Jan 31, 22
439924-1-52-01	SR 973/SW 87 Ave from SW 27 St to SW 20 Ter	Intersection Improvement		Feb 10, 22
433264-3-52-01	SR 94/Kendall Dr/SW 88 St from E of SW 150 Ave to E of SW 132 Ave	Resurfacing		Feb 11, 22
441974-1-52-01	SR 5/Us-1/Overseas Hwy @ Burton Dr Intersection (Mm 92.6)	Traffic Ops Improvement		Feb 14, 22
431635-6-52-01	Miami-Dade County - Traffic Operations - Push Button - Signals	Miscellaneous Construction		Feb 17, 22
440281-1-52-01	SR 826/NW/NE 167 St / NE 163 St from NW 2 Ave to NE 35 Ave - Signalized Intersections	Lighting		Feb 21, 22
429345-3-52-01	Sr 969/Milam Dairy Rd/NW 72 Ave from N of W Flagler St to S Of NW 7 St	Resurfacing		Mar 09, 22
431635-1-52-01	Districtwide - Push Button - Pilot Program	Safety Project		Mar 14, 22
442539-1-52-01	SR 944/NW 54 St @ NW 14 Ave	Pedestrian Safety Improvement		Mar 18, 22
445168-1-52-01	SR 934/E 21 St/E 25 St/NW/NE 79 St from Palm Ave to NE 5 Ave	Lighting		Mar 18, 22
440182-1-52-01	SR 90/SW 8 St from SW 132 Ave to SW 70 Ave - Signalized Intersections	Lighting		Mar 22, 22
427518-2-52-01	SR 860/Miami Gardens/NW 183 St from E of NW 57 Ave to W of NW 27 Ave	Resurfacing		Mar 31, 22
436467-1-52-01	SR 5/US-1/Overseas Hwy @ Sugarloaf Key from MM 15.46 to MM 20.14	Landscaping		Apr 16, 22
441967-1-52-01	SR 112/I-195 over Westshore Waterway - 870314	Bridge-Repair/Rehabilitation		Apr 30, 22
439916-1-52-01	SR 989/Allapattah Rd @ SW 211 St	Intersection Improvement		May 17, 22
445763-1-52-01	SR 9a/I-95/Audible Pavement Markings from MP 0.00 to MP 11.31	Signing/Pavement Markings		May 20, 22
431433-5-52-01	Miami-Dade County - Pedestrian & Bicycle - Push Button	Miscellaneous Construction		Jun 13, 22

APPENDIX B - ON-GOING CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
441827-1-52-01	SR 5/S. Dixie Hwy from N of SW 336 St to S of SW 304 St	Resurfacing	Jul 16, 22	
431434-3-52-01	Miami-Dade County - Traffic Operations - Push Button - Signals	Miscellaneous Construction	Aug 05, 22	
445963-1-52-01	Districtwide - Push Button - Drainage	Drainage Improvements	Aug 21, 22	
429341-3-52-01	SR 994/Quail Roost Dr from W of SW 127 Ave to W of Turnpike/SW 113 Ave	Resurfacing	Sep 07, 22	
433455-5-52-01	SR 5/US-1/S Dixie Hwy from Ponce De Leon Blvd to SW 37 Ave/Douglas Rd	Landscaping	Sep 11, 22	
446605-2-52-01	Miami-Dade Countywide - Traffic Signal Mast Arm - Push Button	Traffic Signals	Sep 17, 22	
441968-1-52-01	SR 5/US-1/Overseas Hwy over Lignumvitae Channel (MM 77.1) - 900096	Bridge- Repair/Rehabilitation	Oct 09, 22	
405610-7-52-01	Districtwide Push Button	Landscaping	Oct 31, 22	
431635-7-52-01	Miami-Dade County - Traffic Operations - Signals - Push Button	Miscellaneous Construction	Dec 08, 22	
431433-4-52-01	Pedestrian & Bicycle Safety - Push Button	Miscellaneous Construction	Dec 31, 22	
431433-3-52-01	Miami-Dade County - Traffic Operations Push Button - Roads	Miscellaneous Construction	Jan 09, 23	
431433-7-52-01	Pedestrian & Bicycle Safety Push Button Contract	Miscellaneous Construction	Jan 09, 23	
434684-3-52-01	Monroe Countywide - Traffic Operations Push Button - Signals	Traffic Ops Improvement	Jan 09, 23	
446872-1-52-01	SR 924/NW 119 St from I-95 NB Off-Ramp to W. Dixie Hwy	Landscaping	Feb 16, 23	
446263-1-52-01	Miami-Dade County - Traffic Operations Push-Button - Roads	Miscellaneous Construction	Feb 26, 23	
446264-1-52-01	Miami-Dade County - Traffic Operations Push-Buttons - Signals	Miscellaneous Construction	Mar 02, 23	
446605-1-52-01	Miami-Dade Countywide - Traffic Signal Mast Arm - Push-Button	Traffic Signals	Mar 30, 23	
436525-1-52-01	SR 826/Sunny Isles Blvd over Intracoastal Waterway - Bascule Bridges 870592, 870	Bridge- Repair/Rehabilitation	Apr 01, 23	
405610-8-52-01	Districtwide Push-Button - Landscaping	Landscaping	Apr 23, 23	
429536-5-52-01	Districtwide (ADA) Push-Button - Pedestrian Safety Improvement	Pedestrian Safety Improvement	Jun 03, 23	
444920-1-52-01	SR 5/US-1/Fl Keys Coast - Connected Vehicles - Pilot Project	Traffic Signals	Jun 10, 23	
446901-1-52-01	SR 5/US-1/Overseas Hwy/Cow Key From N of Cow Key Bridge (MM 4.14) to S of Boca Chica	Landscaping	Oct 07, 23	
436523-1-52-01	SR 5/Overseas Hwy over Channel 5 - Bridge # 900098	Bridge- Repair/Rehabilitation	Oct 14, 23	
438034-2-52-01	SR 997/Krome Ave from SW 232 St to SW 184 St	Landscaping	Jan 04, 24	
431433-9-52-01	Miami-Dade - Pedestrian & Bicycle Safety - Push Button	Miscellaneous Construction	Jan 14, 24	
429047-1-52-01	SR 93/I-75/from NW 178 St to NW 202 St	Landscaping	Mar 11, 24	
438034-4-52-01	SR 997/Krome Ave from SW 136 St to a SW 88 St/Kendall Dr	Landscaping	Jul 05, 24	

APPENDIX B - ON-GOING CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE	
			ESTIMATED	ACTUAL
444444-2-52-01	SR 90/Tamiami Trail from Pump Station S-333 to Pump Station S-334	Flexible Pavement Reconstruction	Jul 14, 24	
433511-2-52-01	NE 203 St Intersection Improvements from US-1/Biscayne Blvd to W Dixie Hwy	Rail Capacity Project	Aug 03, 24	
251688-1-52-01	SR 836/I-395/from I-95 to MacArthur Bridge	Bridge-Replace and Add Lanes	Oct 25, 25	
429536-5-52-01	Districtwide (ADA) Push Button	Pedestrian Safety Improvement	Jun 03, 23	
444920-1-52-01	SR 5/US-1/FL Keys Coast - Connected Vehicles - Pilot Project	Traffic Signals	Jun 10, 23	
446901-1-52-01	SR 5/US-1/Overseas Hwy/Cow Key from N of Cow Key Bridge (MM 4.14) to S of Boca Chica	Landscaping	Oct 07, 23	
436523-1-52-01	SR 5/Overseas Hwy over Channel 5 - Bridge # 900098	Bridge- Repair/Rehabilitation	Oct 14, 23	

ON-GOING CONSTRUCTION PROJECTS IN 2022/2023

FLORIDA'S TURNPIKE ENTERPRISE

Widening Florida's Turnpike/SR 821 from Bird Road/SW 40 Street (MP 24) to Dolphin Expressway/SR 836 (MP 26)

FPID: 415051-4 et al.

Anticipated Completion: Mid-2022

Construction Cost: \$135.9 million

Widening Florida's Turnpike/SR 821 from Dolphin Expressway/SR 836 (MP 26) to NW 106 Street (MP 34)

FPID: 435543-1

Anticipated Completion: Late 2024

Construction Cost: \$245 million

Widening Florida's Turnpike/SR 821 from NW 106 Street (MP 34) to I-75 (MP 39)

FPID: 435542-1 et al

Anticipated Completion: Late 2025

Construction Cost: \$369.1 million

Wrong-Way Driving Technology Implementation, South Florida D/B

FPID: 434968-2

Anticipated Completion: Mid-2023

Construction Cost: \$5.5 million

ON-GOING HIGHWAY PROJECTS

MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	ESTIMATED COMPLETION DATE
1	SR 874 Ramp Connector	87410	SW 128 th Street to SR 874	New Ramp	May 22
2	SR 836/I-95 Interchange Improvements	83611	NW 17 th Avenue to I-95	Interchange Modification (JPA with FDOT)	Mar. 24
3	SR 836 New HEFT Ramp Connection	83634	SR 836 to HEFT	New Ramp	Jan. 24

List includes projects in construction during fiscal year 2022.

ON-GOING CONSTRUCTION PROJECTS

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

FACILITY	FROM	TO	Description	Status	COMPLETION DATE
NW 58 Street	NW 97 Avenue	SR 826	Road Reconstruction	Under Construction	August 2024
NW 97 Avenue	NW 58 Street	NW 70 Street	Widen to 4 Lanes	Under Construction	May 2023
Underline	Dadeland South	Miami River	Pedestrian/Bicycle Improvements	Under Construction	December 2025
SW 16 Street	SW 104 Place	SW 82 Avenue	Resurfacing	Under Construction	April 2022
NW 41 Street	NW 114 Avenue	NW 107 Avenue	Resurfacing	Under Construction	April 2022
SW 92 Avenue	SW 56 Street	SW 24 Street	Resurfacing	Under Construction	April 2022
NW 107 Avenue	NW 58 Street	NW 74 Street	Resurfacing	Under Construction	March 2022
NW 79 Avenue and NW 56 Street			Traffic Signal	Under Construction	May 2022
NE 96 Street	NE 2 Avenue	NE 10 Avenue	Roadway Improvements	Under Construction (Joint Participation Agreement with Village of Miami Shores)	April 2022
N Miami Avenue and Little River Canal			Bridge Replacement (#874127)	Under Construction	March 2023
Downtown Miami (Micromobility Network)			Resurfacing	Under Construction	May 2022
N Miami Avenue and N 95 Street			Intersection Improvement	Under Construction	July 2022
NW 22 Avenue and NW 7 Street			Intersection Improvement	Under Construction	June 2022
NW 30 Avenue and NW 11 Street			Intersection Improvement	Under Construction	May 2022

APPENDIX B - ON-GOING CONSTRUCTION PROJECTS

FACILITY	FROM	TO	Description	Status	COMPLETION DATE
NW 97 Avenue	NW 154 Street	NW 170 Street	New 2 Lanes	Under Construction (Joint Participation Agreement with City of Hialeah)	October 2022
NW 102 Avenue	NW 138 Street	NW 145 Place	Roadway Improvements	Under Construction (Joint Participation Agreement with City of Hialeah)	June 2022
NW 68 Avenue	NW 67 Avenue	NW 186 Street	Resurfacing	Under Construction	March 2022
NW 170 Street/NW 169 Street			Resurfacing	Under Construction	November 2022
NW 27 Avenue and NW 207 Street			Intersection Improvement	Under Construction	May 2022
SW 107 Avenue and SW 176 Street			Traffic Circle	Under Construction	August 2022
SW 127 Avenue and SW 124 Street			Intersection Improvement	Under Construction	May 2022
SW 137 Avenue and SW 136 Street			Intersection Improvement	Under Construction	August 2022
SW 137 Avenue	SW 88 Street	SW 72 Street	Intersection Improvement	Under Construction	March 2022
SW 147 Avenue and SW 67 Lane			Intersection Improvement	Under Construction	June 2022
SW 152 Street and SW 117 Avenue			Intersection Improvement	Under Construction	June 2022
SW 138 Avenue and SW 56 Street			Traffic Signal	Under Construction	May 2022
SW 137 Avenue	US-1	SW 200 Street	Completion as Two (2) Continuous Lanes	Under Construction	October 2022
SW 216 Street	SW 127 Avenue	HEFT	Curb & Gutter, Traffic Operational Improvements	Under Construction	May 2022

APPENDIX B - ON-GOING CONSTRUCTION PROJECTS

FACILITY	FROM	TO	Description	Status	COMPLETION DATE
SW 344 Street	US-1	SW 172 Avenue	Roadway Improvements	Under Construction (Joint Participation Agreement with The City of Florida City)	December 2022
SW 288 Street	SW 187 Avenue	SW 177 Avenue	Resurfacing	Under Construction	March 2022
SW 127 Avenue and SW 200 Street			Intersection Improvement	Under Construction	November 2022
SW 312 Street and Malibu Way			Traffic Signal	Under Construction	June 2022
SW 344 Street and SE 13 Avenue			Traffic Signal	Under Construction	August 2022
Old Cutler Road and SW 88 Street			Intersection Improvement	Under Construction	September 2022
W 76 Street	W 36 Avenue	W 20 Avenue	Roadway Improvements	Under Construction (Joint Participation Agreement with The City of Hialeah)	June 2022

ON-GOING CONSTRUCTION PROJECTS IN FY 2022/2023

MIAMI-DADE AVIATION DEPARTMENT (MDAD)

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	COMPLETION DATE
1	MIA Taxiway T, S, R Rehabilitation & M-5 Connector-Construction	P256A	Airside	Pavement Rehabilitation	Under Construction
2	MIA Cc E & E Satellite Improvements	Various	Terminal	Improvements	Under Construction
3	MIA Central Base Apron & Utilities	V037A	Airside	Apron Expansion	Under Construction
4	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 DAOC	P250A	Terminal	Consolidated Airport Operations Center	Design Development
13	TMB Runway Incursion Mitigation (RIM)	V009A	Airside	Mandated FAA Incursion Mitigation	Under Construction
14	OPF Rehabilitate Runway 9L/27R Pavement and Lighting	X009A	Airside	Design Development	Under Design
15	MIA Terminal DAOC	P250A	Landside	Improvements	Under Construction



TPO 

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