



for the Miami Urbanized Area

# 2020

## TRANSPORTATION PLAN LONG RANGE ELEMENT



MAY 2000



# **Miami-Dade Transportation Plan Update (to the Year 2020)**

**May, 2000**

## **Adopted 2020 Transportation Plan**

**By Area of Analysis**

**Preparation of this document has been financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration and the Florida Department of Transportation.**

**Miami-Dade Metropolitan Planning Organization  
111 N.W First Street, Suite 910  
Miami, Florida 33128  
Tel: 305/375-4507  
Fax: 305/375-4950  
Internet: [www.co.miami-dade.fl.us/mpo](http://www.co.miami-dade.fl.us/mpo)  
Email: [mpo@co.miami-dade.fl.us](mailto:mpo@co.miami-dade.fl.us)**



Mayor Alexander Penelas

## GOVERNING BOARD

Gwen Margolis, Chairperson

Dr. Miriam A. Alonso	Jimmy L. Morales
Bruno A. Barreiro	Dennis C. Moss
George J. Berlin	Pedro Reboredo
Dr. Barbara M. Carey-Schuler	Dorrin D. Rolle
Miguel Diaz de la Portilla	Katy Sorenson
Betty T. Ferguson	Javier D. Souto
Neisen O. Kasdin	Perla Tabares Hantman
Richard N. Krinzman	Arthur E. Teeles, Jr.
Raul Martinez	Raul Valdes-Fauli
Natascha Seijas Millan	Frank Wolland

### Non-Voting Membership

Florida Department of Transportation  
Jose Abreu      Gary Donn

Merrett R. Stierheim, County Manager  
Jose-Luis Mesa, MPO Director

# *Miami-Dade Transportation Plan to the Year 2020*

## *Introduction*

The Miami-Dade Transportation Plan Update to the Year 2020 has been developed to guide transportation investments in the metropolitan area during the next twenty years. The Plan is intended to be comprehensive, including connections to major activity centers between and among roadways, transit facilities and other means of transportation.

## *Plan Process*

The Year 2020 Transportation Plan can be considered a refinement and update of the last major update of the Plan (The Year 2015 Plan), which was adopted in December, 1995. The current update effort was started in January, 1998. The resulting study has consisted of a reassessment of the future capital and operational needs for the County's transit systems and roadway network. (A more comprehensive description of the 2020 Plan Process is given in Appendix IV.)

**Federal Legislation.** Federal transportation legislation has served as direction throughout the Plan development process, resulting in a comprehensive, multimodal transportation plan for Miami-Dade County. In particular, the intent, provisions, and considerations articulated in the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 were recently modified by the new federal legislation, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), which was approved in June, 1998. As TEA-21 is built upon the principles founded in ISTEA, this Plan meets the requirements of both Acts.

**The Analytic Process.** The development of the Plan took many months of technical work and public involvement activities. The Plan was developed through the use of a detailed technical process which employed a flexible and comprehensive financial planning model, as well as a sophisticated travel forecasting model. The financial planning model compares, on an annual basis, funds required to plan, design and construct transportation projects with funds available for that purpose. In years for which there are insufficient funds, the model either determines the annual shortfall, or assumes the "issuance" of long term debt to fill the funding gap. In the case of debt financing, the financial analysis determines the level of additional funding necessary to either provide adequate coverage on debt service, or other more preferable alternatives. The financial model was employed to help prepare a Financial Resources document. This report provides information on the funds that are anticipated to be available to fund projects in the Needs Plan through the Year 2020.

The travel demand forecasting model considers a number of variables. These include:

- The current system of roadway and transit facilities
- Current population and employment
- Existing traffic and transit ridership
- Future land use, population and employment
- Future traffic and transit ridership

**Public Involvement.** Public informational meetings were held during 1998 and input from residents throughout Miami-Dade County was recorded and addressed. In the months following, draft copies of the Plan were developed and available for comment prior to presentation to the Governing Board of the MPO. (Appendix IV contains a detailed description of the Public Involvement Program employed in the development of the 2020 Plan).

**Steering Committee.** Over a period of nearly a year, the results of such technical and financial considerations were evaluated by a Steering Committee made up of professionals representing state, regional and local agencies. This multi-disciplinary perspective facilitated the development of the Plan using a multimodal approach and looked beyond strictly transportation consideration as TEA-21 intended. The views of residents of Miami-Dade County were also represented on the Steering Committee, from members of the Citizens Transportation Advisory Committee, and from the public involvement program that was conducted.

**Emphasis Areas.** Before making their recommendation, the Steering Committee considered the 7 areas that are emphasized for transportation planning in TEA-21 to ensure that the planning efforts encompassed these areas:

- Support for the economic vitality of the metropolitan area
- Increased safety and security
- Increased accessibility and mobility options for people and freight
- Protection of the environment, conserve energy, and improve the quality of life
- Enhanced integration and connectivity of the transportation system
- Promotion of efficiency in the transportation system
- Emphasis on preservation of the existing transportation system

Additionally, the Steering Committee considered other pertinent efforts, either completed or ongoing in the County, and particular consideration of the airport and seaport as major activity centers, and other major studies for transportation corridor analysis work. These included:

- The East-West Multimodal Corridor
- Miami Intermodal Center (MIC)
- The Major Investment Study for the North Corridor rail options

Also, in keeping with the intent of the current federal legislation, quality of life considerations and relationships between land use and transportation were taken into account during the decision-making process.

**Alternative Recommended Plans.** As a result of the planning process and work of the Steering Committee described above, the Transportation Planning Council recommended two alternative long range plans for the Board's consideration: 1) a draft Needs Plan, and 2) a Minimum Revenue Plan, both are detailed in this document. The draft Needs Plan depicts all of the transportation facility improvements that will be needed through the year 2020 to meet all of the mobility requirements of the Miami-Dade metropolitan area, for the next 20 years. As one of its major tenets, it assumes for formulation and implementation of a dedicated funding source for transportation in South Florida.

The Minimum Revenue Plan is constrained by a conservative outlook on funding sources for transportation projects for the next 20 years. Its major assumption is that no dedicated funding sources would be implemented. In summary, the costs of the alternative Year 2020 Transportation Plans are as follows:

Element	Needs Plan*	Minimum Revenue Plan*	Funding Shortfall
Transit Capital Program	\$5,357.1	\$151.0	\$5,206.1
Transit Operations/Maintenance	5,837.6	4,596.0	1,241.5
Highway Program	4,598.1	2,476.0	2,122.1
<b>TOTAL COST</b>	<b>\$15,792.8</b>	<b>\$7,223.0</b>	<b>\$8,569.7</b>

\* Excludes funding of Priority I projects already in the 1999-2003 TIP. All costs are in millions of 1998 dollars.

### ***Miami-Dade Expressway Authority***

In 1994, the Florida Legislature amended Florida Statutes to create the Miami-Dade Expressway Authority (MDX). The legislation gave the authority to the Miami-Dade Board of County Commissioners to complete the formation of the MDX, completed in December 1994. MDX is governed by a 13-member board consisting of Miami-Dade business and civic leaders. Five of the members are appointed by Florida's Governor, and the Miami-Dade County Commission appoints seven members. The Florida Department of Transportation District VI Secretary is the ex-officio thirteenth member.

The intent of the MDX was to create an additional funding source to address transportation needs in Miami-Dade County. MDX has the right to acquire, hold, construct, improve, maintain, own, and lease the expressway system located in Miami-Dade County. It also has the right to fix and collect tolls and other charges MDX can also finance the planning design, and construction of additional transportation facilities, and can improve existing facilities using surplus toll revenues/ In December of 1996, the Florida Department of Transportation transferred the following assets to MDX.

- State Road 112 from the Miami International Airport to I-95
- State Road 836 from Florida's Turnpike to I-95
- State Road 874 from Florida's Turnpike to State Road 826
- State Road 878 from State Road 874 to US 1
- State Road 924 (Gratigny Parkway) from State Road 826 to west of NW 27<sup>th</sup> Avenue

The goal of the MDX is to "create an integrated transportation system that provides a seamless and balanced movement of traffic." In order to achieve this, the Authority has created a transportation plan with a 20-year horizon. The projects chosen by the Authority for inclusion in their long range plan must contribute to the connectivity of the MDX system, and must produce a positive impact on traffic congestion. Accordingly, the projects anticipated in the MDX's program form an important part of the Miami-Dade Metropolitan Planning Organization's Year 2020 Transportation Plan.

## **Plan Goal and Objectives**

### ***Goal***

Provide for a safe, efficient, economical, attractive and integrated multimodal transportation system that offers convenient, accessible and affordable mobility to all people and for all goods, conserves energy and protects both the natural and social environment.

### ***Objectives***

#### **A. Multimodal Transportation System Development Objectives**

- Plan for the provision of transportation services and facilities to serve the needs of the population and contribute to the sustainability of the metropolitan area, in accord with federal and state transportation planning process requirements.
- Develop an integrated multimodal transportation system that emphasizes the movement of people by facilitating the transfer between modes, and the connectivity of the transportation network within and outside the metropolitan area.
- Apply aesthetics principles to the planning of transportation projects, utilizing a multi-disciplinary collaborative team approach which humanizes these projects through the design process, and helps instill a sense of place and community pride.
- Preserve rights-of-way in corridors anticipated to be heavily traveled in the future.

#### **B. Travel and Mobility Objectives**

- Preserve existing highway and transit facilities by improving efficiency and safety
- Achieve the operating level-of-service standards adopted in the Comprehensive Development Master Plan and in the Florida Intrastate Highway System Plan.
- Plan for maximum utilization of existing transportation capacity, relieve congestion, and prevent congestion from occurring where it does not yet occur.

#### **C. Social Objectives**

- Plan and develop a transportation system that preserves the social integrity of all communities.

#### **D. Environmental Objectives**

- Plan for a transportation system that gives due consideration to air quality and environmentally sensitive areas, conserves energy and natural resources, and is



- consistent with applicable federal, state and local energy conservation program goals and objectives.
- Plan for transportation projects that enhance the quality of the environment.
- Consider both the short and long-range interactive effects of the transportation system and land use development policies and practices.

E. Economic Objectives

- Define a sound funding base utilizing public and private sources that will assure operation and maintenance of existing facilities and services, and timely implementation of new sustainable services and projects designed for low maintenance.
- Provide for and enhance the movement of freight and visitors, and facilitate surface access to the airport and seaport.

### *Geographic Areas of Analysis*

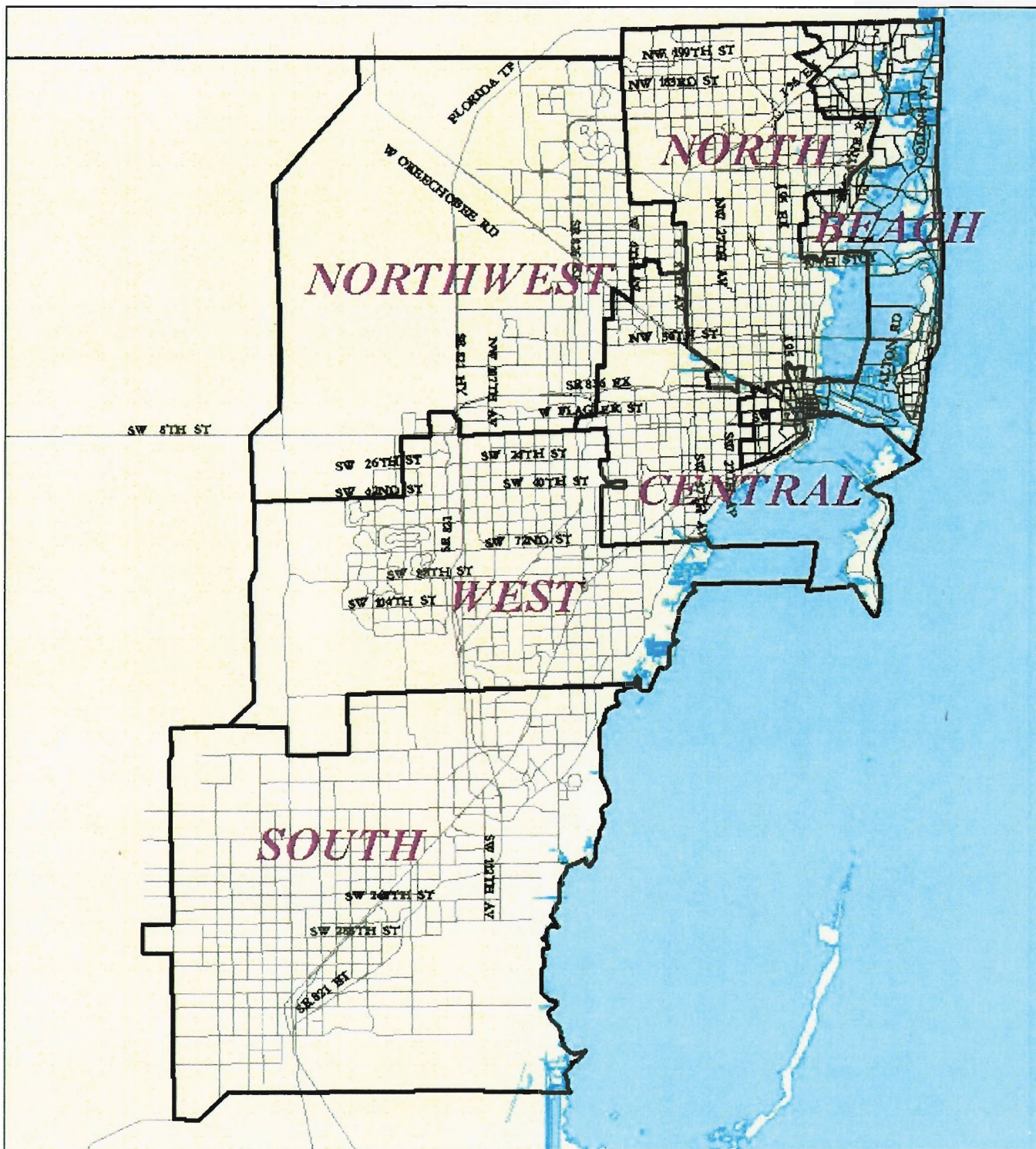
The County was subdivided into six Areas of Analysis for the preparation of the Transportation Plan Update. Socio-economic data for these areas was collected and projected to future years in order to obtain future travel characteristics using computer-based techniques. For the community meetings held in July of 1998, population, employment and travel characteristics data was aggregated into these Areas of Analysis and presented to citizens so they could easily focus on the projected socio-economic growth and travel demand in their area.

For presentation purposes in this document, capital improvements planned for the transportation system within each priority category have been grouped into the following Areas of Analysis.

- **North:** (The North Area contains communities such as Opa-Locka, Carol City, North Miami and Biscayne Gardens).
- **Northwest** (The Northwest Area contains the communities of Miami Lakes, Hialeah Gardens, Pennsuco, Medley and Palm Springs North).
- **Beach/Central Business District.** (The Beach/Central Business District Area encompasses downtown Miami and contains Miami Beach, and communities such as North Bay Village, Surfside, Indian Creek, Bay Harbor Islands, Bal Harbour, Miami Shores, North Miami, North Miami Beach, Sunny Isles, Golden Beach, and Aventura).
- **West.** (The West Area includes Sweetwater and Kendall).
- **Central.** (The Central Area contains Miami Springs, Miami, West Miami, Coral Gables, South Miami and Key Biscayne).
- **South.** (The South area includes the communities of Cutler Ridge, Naranja, Princeton, Goulds, Homestead and Florida City).

The map delineating these areas is shown on the following page.

# Year 2020 Transportation Plan Six Areas of Analysis



## **The Minimum Revenue Plan**

As an alternative to the Needs Plan, the Minimum Revenue Plan was constrained by a conservative outlook on funding sources for transportation projects for the next 20 years. The map on the following page depicts the Minimum Revenue Plan projects. The lists on the pages following the map describe all projects in the Minimum Revenue Plan; the lists are organized by priority category (see below) and Area of Analysis.

- No dedicated funding source for any transportation project is assumed. As a result, no federal matching funding sources are assumed available for the mass transit capital program. Accordingly, no new rail corridor projects are included in the Minimum Revenue Plan.
- The Expressway Authority program was originally assumed to last for only its initial 5-year period. This assumption was amended out of the Plan in December of 1999. However, no Expressway Authority project is assumed to be undertaken unless it can be funded within its currently approved budget.
- With respect to transit funding, only those transit funds from DOT, and to which local matching funds have traditionally been applied (such as for bus purchases) are assumed in the plan.
- The Minimum Revenue Plan demonstrates that many high-priority highway projects will have to be postponed, or not built.

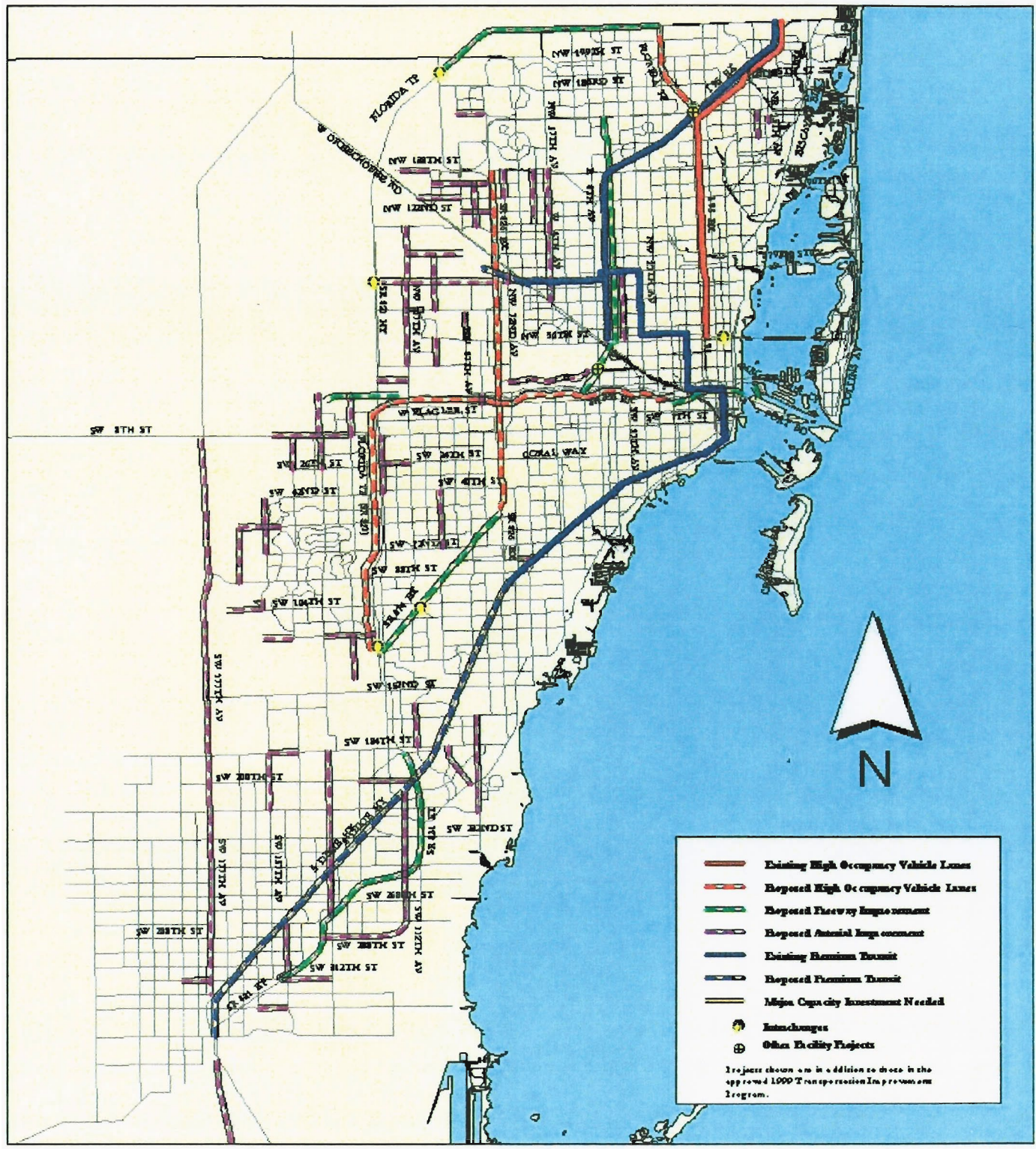
### **Definition of Priority Categories\***

- Priority 1. Priority projects to be constructed and opened to service by the Year 2005. Includes those projects needed to respond to the most pressing and current urban travel problems. Funds for most of these improvements are already programmed in the MPO's Transportation Improvement Program.
- Priority 2. Improvements where project development efforts should commence before 2005, with construction of the project to take place between 2005 and 2010.
- Priority 3. Improvements to be completed between the Years 2010 and 2015. Project development activities would need to commence before the Year 2010.
- Priority 4. Improvements to be made in the latter part of the Plan horizon and completed by the Year 2020.

*\* Dates mentioned are for illustration purposes. Actual dates of construction are subject to availability of adequate funding and other relevant considerations and may be advanced or postponed due to these considerations. The construction sequence of projects will nevertheless follow the indicated priority scheme.*

# Year 2020 Transportation Plan Minimum Revenue Plan

(As Amended 5/25/00)



**YEAR 2020 TRANSPORTATION PLAN  
MINIMUM REVENUE PLAN  
PRIORITY I PROJECTS**

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Adv Traffic Mgmt Sys/Sig Upgrade	FY04-05		ATMS
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Beach/CBD	Port Tunnel	Watson Island	Dodge Island	Port Tunnel (Final Design)
Beach/CBD	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Central	interconnector	SR 836	MIC	New 6 Lanes
Central	interconnector	MIC	SR-112	New 6 Lanes
Central	MIC			Intermodal Terminal
Central	Okeechobee Rd	SR 112	SR 826	4 to 6 lanes
Central	SR 836 - Value Pricing	H.E.F.T.	17th Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
Central	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
North	Central Pkwy/NW37th Ave	SR 826	SR 112	New 5 Lane HOV
North	NE 12 Ave	NE 151 St	NE 167 St	Widen to 3 lanes/TOPICS Improv.
North	NE 15 Ave	NE 159 St	NE 163 St	2 to 3 Lanes
North	North Corridor	MLK Jr. Plaza Station	Broward Co. Line	Premium Transit (Reevaluation of MIS)
North	SR 112 - ICS	Entire Corridor		Intelligent Corridor System
North	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Northwest	Gratigny Parkway	SR 826	NW 57th Ave	Widen from 4 to 6 lanes
Northwest	NW 12 St	NW 117 Ave	NW 107 Ave	New 6 Lanes
Northwest	NW 25th St Viaduct	NW 68 Ave	NW 82 Ave	4 to 6 Lanes (Partial Construction)*
Northwest	NW 58 St	NW 107 Ave	NW 102 Ave	2 to 4 Lanes
Northwest	NW 62 Ave	NW 105 St	NW 138 St	Widen to 3 Lanes
Northwest	NW 72 Ave	NW 122 St	NW 138 St	2 to 3 Lanes
Northwest	NW 74th St Pkwy Ext	NW 84 Ave	HEFT	New 2 Lanes
Northwest	NW 97 Ave	NW 25 St	NW 41 St	2 to 4 Lanes
Northwest	NW 110 Ave	NW 14 St	NW 25 St	Reconstruct 4 lanes
Northwest	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
Northwest	SR 836 - Value Pricing	H.E.F.T.	17th Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
Northwest	SR 836 - ICS	Entire Corridor		Intelligent Corridor System
Northwest	SR 836 Extension	H.E.F.T.	NW 137th Ave	New 6 Lane
Northwest	SW 137 Ave	NW 12 St	SW 8 St	2 to 6 lanes
Northwest	W 24 Ave	W 52 St	W 76 St	2 to 5 Lanes
Northwest	W 60 St	W 28 Ave	SR 826	Widen to 4 Lanes
South	South Dixie Busway	SW 112 Ave	SW 344 St	Premium Transit/South
South	US 1 South	Card Sound Rd	Monroe Co. Line	2 to 4 lanes
South	SR 874	HEFT	SR-826	Widening and Value Pricing Lanes
South	SR 874	SR 878	Killian Pkwy	Killian SB Interchange and Approach Impr
South	SR 874 - ICS	Entire Corridor		Intelligent Corridor System
West	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
West	SR 874	HEFT	SR 826	Widening and Value Pricing Lanes
West	SR 874	SR 878	Killian Pkwy	Killian SB Interchange and Approach Impr
West	SR 874 - ICS	Entire Corridor		Intelligent Corridor System
West	SW 120 St	SW 157 Ave	SW 150 Ave	New 2 Lanes
West	SW 137 Ave	NW 12 St	SW 8 St	2 to 6 lanes

**YEAR 2020 TRANSPORTATION PLAN  
MINIMUM REVENUE PLAN  
PRIORITY II PROJECTS**

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Adv Traffic Mgmt Sys/Sig Upgrade	FY06-09		ATMS
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Countywide	Buses	New & Replacement		Buses
Beach/CBD	SR 836 - Value Pricing	HEFT	NW 17 Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
Beach/CBD	MDTA Transit Center			Multimodal Terminal
Central	I-95 - ICS			Intelligent Corridor System
Central	Interconnector	SR 836	MIC	New 6 Lanes
Central	Interconnector	MIC	SR 112	New 6 Lanes
Central	MIC			Intermodal Terminal
Central	NW 57 Ave	Okeechobee Rd	NW 138 St	4 to 6 lanes
Central	SR 836 - Value Pricing	HEFT	NW 17 Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
Central	Penmeter Rd	NW 20 St	NW 72 Ave	2 to 4 lanes
North	I-95 - ICS			Intelligent Corridor System
North	SR 836 - Value Pricing	HEFT	NW 17 Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
North	Central Parkway	SR 112	SR 826	New 5 Lane HOV Expressway
North	NW 37 Ave	NW North River Dr	NW 79 St	2 to 5 Lanes
North	NW 57 Ave	Okeechobee Rd	NW 138 St	4 to 6 lanes
Northwest	H.E.F.T	NW 74 Street		Construct interchange
Northwest	H.E.F.T.	I-75 Interchange		Interchange Improvements
Northwest	NW 122 St	Okeechobee Rd	NW 87 Ave	2 to 5 Lanes
Northwest	NW 138 St	NW 107 Ave	NW 97 Ave	2 to 5 Lanes
Northwest	NW 107 Ave	NW 106 St	NW 41 St	New 4 lanes
Northwest	NW 107 Ave	Okeechobee Rd	NW 138 St	2 to 5 lanes
Northwest	NW 37 Ave	NW North River Dr	NW 79 St	2 to 5 Lanes
Northwest	NW 57 Ave	Okeechobee Rd	NW 138 St	4 to 6 lanes
Northwest	NW 72 Ave	NW 74 St	Okeechobee Rd	4 lanes & Bridge
Northwest	NW 82 Ave	NW 7 St	NW 12 St	New 4 lane
Northwest	NW 87 Ave	NW 36 St	NW 58 St	4 to 6 lanes
Northwest	NW 90 St	NW 107 Ave	NW 87 Ave	New 2 lane
Northwest	NW 97 Ave	NW 58 St	NW 90 St	New 4 lane
Northwest	NW/SW 127 Ave	SW 8 St	NW 12 St	2 to 4 Lanes
Northwest	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
Northwest	SR 836 - Value Pricing	HEFT	NW 17 Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
Northwest	SR 836 Extension	HEFT	NW 137 Ave	New 6 Lanes
Northwest	SW 137 Ave	SW 8 St	SW 26 St	4 to 6 lanes
Northwest	SW 8 St	SW 127 Ave	SW 152 Ave	4 to 6 lanes
Northwest	W 76 St	W 36 Ave	W 20 Ave	2 to 5 Lanes
South	Allapattah Rd Ext	H.E.F.T./Allapattah	H.E.F.T./Biscayne	New 6 Lanes/Widen to 6 Lanes
South	H.E.F.T	SR 836	SR 874	HOV/HOT Lanes
South	SR 874	HEFT	SR 826	Widening and Value Pricing Lanes
South	SW 137 Ave	US-1	H.E.F.T.	2 to 4 lanes
South	SW 312 St	SW 152 Ave	SW 137 Ave	2 to 4 Lanes
South	SW 328 St	SW 162 Ave	SW 152 Ave	Widen to 4 Lanes
South	SW 312 St (Phase 2)	SW 187 Ave	SW 177 Ave	Widen to 5 Lanes
West	H.E.F.T	SR 836	SR 874	HOV/HOT Lanes
West	NW/SW 127 Ave	SW 8 St	NW 12 St	2 to 4 Lanes
West	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
West	SR 874	HEFT	SR 826	Widening and Value Pricing Lanes
West	SW 137 Ave	SW 8 St	SW 26 St	4 to 6 lanes
West	SW 117 Ave	SW 40 St	SW 8 St	2 to 4 Lanes
West	SW 8 St	SW 127 Ave	SW 152 Ave	4 to 6 lanes
West	SW 24 St	SW 117 Ave	SW 107 Ave	4 to 6 Lanes
West	SW 80 St	SW 72 Ave	US-1	2 to 5 Lanes
West	SW 97 Ave	SW 72 St	SW 40 St	2 to 4 Lanes

**YEAR 2020 TRANSPORTATION PLAN  
MINIMUM REVENUE PLAN  
PRIORITY III PROJECTS**

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Countywide	Buses	New & Replacement		Buses
Beach/CBD	I-195 - ICS	Alton Rd	I-95	Intelligent Corridor System
Beach/CBD	I-395/I-95/SR 836	NW 17 Ave	I-95	Interchange Improvements
Beach/CBD	SR 836 - Value Pricing	HEFT	NW 17 Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
Beach/CBD	Port Tunnel	Watson Island	Dodge Island	Port Tunnel
Central	MIC			Intermodal Terminal
Central	SR 836 - Value Pricing	HEFT	NW 17 Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
North	Golden Glades Multimodal Terminal	Multimodal Terminal		Multimodal Terminal
North	H.E.F.T.	I-75	FL Turnpike	4 to 6 lanes
North	I-195 - ICS	Alton Rd	I-95	Intelligent Corridor System
North	Central Parkway	SR 112	SR 826	New 5 lane HOV Expressway
North	SR 836 - Value Pricing	HEFT	NW 17 Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
North	Turnpike	GG Toll Plaza	Broward CL	Add HOV in each direction
North	Turnpike	I-95	GG Toll Plaza	4 to 6 lane
Northwest	H.E.F.T.	I-75	FL Turnpike	4 to 6 lanes
Northwest	I-75 - ICS			Intelligent Corridor System
Northwest	Krome Ave	SW 8 St	US-1	Reconstruct 2 lane w/ access rights protection
Northwest	NW 107 Ave	NW 41 St	NW 25 St	4 to 6 lanes
Northwest	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
Northwest	SR 836 - Value Pricing	HEFT	NW 17 Ave	ValuePricing,AuxLanes, Geometric Imp, Toll Plaza Imp
Northwest	SW 147 Ave	SW 8 St	SW 26 St	New 2 lane
South	H.E.F.T.	Quail Roost Dr	Campbell Dr	4 to 6 lanes
South	Krome Ave	SW 8 St	US-1	Reconstruct 2 lane w/ access rights protection
South	SW 137 Ave	SW 184 St	US-1	2 to 4 and new 4 lanes
South	SW 157 Ave	SW 184 St	SW 216 St	New 2 lane
South	SW 184 St	SW 157 Ave	SW 147 Ave	2 to 4 lanes
West	Krome Ave	SW 8 St	US-1	Reconstruct 2 lane w/ access rights protection
West	SR 826 - HOV	SR 874	I-75	One HOV lane each direction & interchange impr
West	SW 104 St	SW 160 Ave	SW 167 Ave	New 4 lane
West	SW 127 Ave	SW 120 St	SW 144 St	New 4 lane
West	SW 147 Ave	SW 8 St	SW 26 St	New 2 lane
West	SW 157 Ave	SW 95 St	SW 104 St	2 to 4 lanes
West	SW 157 Ave	SW 42 St	SW 56 St	New 2 lane
West	SW 157 Ave	SW 56 St	SW 72 St	New 4 lane
West	SW 167 Ave	SW 56 St	SW 88 St	New 2 lane
West	SW 56 St	SW 157 Ave	SW 167 Ave	New 2 lane
West	SW 56 St	SW 152 Ave	SW 157 Ave	2 to 4 lanes

**YEAR 2020 TRANSPORTATION PLAN  
MINIMUM REVENUE PLAN  
PRIORITY IV PROJECTS**

Area	Project or Facility	Limits		Project Description
		From	To	
Countywide	Bicycle/Pedestrian/GreenWay			Bicycle/Pedestrian Program Improvements
Countywide	Buses	New & Replacement		Buses
Beach/CBD	I-395	I-95	MacArthur	Reconstruction
Beach/CBD	I-395 - ICS			Intelligent Corridor System
Central	MIC			Intermodal Terminal
North	I-195	Miami Ave		Interchange
North	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
North	SR 826 - ICS			Intelligent Corridor System
Northwest	NW 170 St	NW 77 Ave	NW 87 Ave	2 to 4 lanes
Northwest	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
Northwest	SR 826 - ICS			Intelligent Corridor System
South	Franjo Rd	SW 184 St	Old Cutler Rd	2 to 4 lanes
South	SR 826 - ICS			Intelligent Corridor System
South	SW 107 Ave	Quail Roost Dr/SW 186 St	SW 160 St	2 to 4 Lanes
South	SW 152 Ave	US-1	SW 312 St	2 to 4 lanes
South	SW 200 St	US-1	Quail Roost Dr	2 to 4 lanes
South	SW 87 Ave	SW 168 St	SW 216 St	2 to 4 lanes
West	SR 826 - ICS			Intelligent Corridor System
West	SW 120 St	SW 137 Ave	SW 117 Ave	4 to 6 lanes



**YEAR 2020 TRANSPORTATION PLAN  
MINIMUM REVENUE PLAN  
PRIORITY IV PROJECTS – UNFUNDED**

Area	Project or Facility	Limits		Project Description
		From	To	
Beach/CBD	DuPont Plaza Conversion Project			Traffic Circulation and Intermodal Improvements
Beach/CBD	I-95			Multimodal Master Plan Impr (TBD)
Beach/CBD	ICS - SR 112, 836, 874	Entre Corridor		Intelligent Corridor System
Beach/CBD	NE 183 St	NE 6 Ave	US-1	4 to 6 lanes
Beach/CBD	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Beach/CBD	SR 836 - Transit	Downtown	Miami Beach	Premium Transit/East-West
Beach/CBD	US-1/Biscayne Hwy - Transit	Downtown	Broward C.L.	Premium Transit/Northeast
Central	ICS - SR 112, 836, 874	Entre Corridor		Intelligent Corridor System
Central	North Corridor	Earlington Hts	MIC	Premium Transit/North/TIP
Central	NW 36/41 St	NW 42 Ave	H.E.F.T.	Express Street (ITS, grade separations, etc.)
Central	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Central	SW 42/37 Ave - Transit	MIC	Douglas Sta	Premium Transit/SW 42/37
North	I-95			Multimodal Master Plan Impr (TBD)
North	ICS - SR 112, 836, 874	Entre Corridor		Intelligent Corridor System
North	North Corridor	Earlington Hts	MIC	Premium Transit/North/TIP
North	North Corridor	MLK Jr Plaza Sta	Broward Co Line	Premium Transit/North/LRTP
North	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
North	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
North	US-1/Biscayne Hwy - Transit	Downtown	Broward C.L.	Premium Transit/Northeast
Northwest	ICS - SR 112, 836, 874	Entre Corridor		Intelligent Corridor System
Northwest	Krome Ave	SW 8 St	Okeechobee Rd	Reconstruct 2 lane w/ access rights protection
Northwest	NW 183 St	I-75	NW 57 Ave	4 to 6 lanes
Northwest	NW 25th St Viaduct	NW 68 Ave	NW 82 Ave	4 to 6 lanes
Northwest	NW 36/41 St	NW 42 Ave	H.E.F.T.	Express Street (ITS, grade separations, etc.)
Northwest	NW 74th St Pkwy Ext	SR 826	HEFT	New 4 Lane Expressway w/Service Roads
Northwest	SR 826 - HOV	I-75	Golden Glades Inter.	One HOV lane each direction
Northwest	SR 826 - Transit	Dadeland	NW 74 St	Premium Transit/SR 826
Northwest	SR 836 - Transit	Seaport	Palmetto	Premium Transit/East-West MOS
Northwest	SR 836 - Transit	Palmetto	FIU	Premium Transit/East-West
South	ICS - SR 112, 836, 874	Entre Corridor		Intelligent Corridor System
South	SR 826 - Transit	Dadeland	NW 74 St	Premium Transit/SR 826
South	SW 112 Ave	US-1	H.E.F.T.	4 to 6 lanes
South	SR 874 / H.E.F.T.	at Snapper Creek		Interchange/Access Improvements (Study)
South	US-1/South Dixie Highway	Dadeland South	Cutler Ridge	Premium Transit Corridor/Rail Upgrade
West	ICS - SR 112, 836, 874	Entre Corridor		Intelligent Corridor System
West	Kendall Corridor - Transit	Dadeland Nth	SW 147 Ave	Premium Transit/Kendall
West	SR 826 - Transit	Dadeland	NW 74 St	Premium Transit/SR 826

**APPENDIX OF AMENDMENTS MADE TO THE**  
**YEAR 2020 TRANSPORTATION PLAN**

1. MPO Resolution No. 7-99 (May 27, 1999) Adopting the Plan
2. MPO Resolution No. 34-99 (December 9, 1999) Amending the Plan
3. MPO Resolution No. 17-00 (May 25, 2000) Amending the Plan

**MPO RESOLUTION # 7-99**

**RESOLUTION ADOPTING THE MINIMUM REVENUE PLAN AS REVISED AS THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2020**

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization for the Miami Urbanized Area requires that the Metropolitan Planning Organization Governing Board provide a structure to evaluate the adequacy of the transportation planning and programming process, and take action to ensure that legal and procedural requirements are met, as more fully described in the Prospectus for Transportation Improvements for the Miami Urbanized area, and

WHEREAS, the Metropolitan Planning Organization (MPO) has established the Transportation Planning Council (TPC) to advise it on actions needed to meet the requirements of the planning and programming process, and

WHEREAS, statutory regulations governing the MPO program require that the urban area long range transportation plan be the subject of a major update every three years, and

WHEREAS, on December 15, 1998, the MPO Governing Board adopted a Long Range Transportation Plan, that included a Needs Plan that was contingent upon acquiring a dedicated local transportation funding source along with a Minimum Revenue Plan would take effect if that local funding source not materialize, and

WHEREAS, the United States Department of Transportation has determined that only the Minimum Revenue Plan meets the fiscal constraint requirements of federal regulations, and

WHEREAS, the Needs Plan is still the desirable blueprint for the Miami Urbanized Area's transportation program, yet it cannot officially be adopted until a local, dedicated transportation funding source is identified, and

WHEREAS, the TPC has reviewed the Minimum Revenue Plan and recommends its adoption as the Miami-Dade Transportation Plan to the Year 2020,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the Minimum Revenue Plan as revised, attached, and made a part hereof is adopted as the Miami-Dade Transportation Plan to the Year 2020.

SECTION 2. That the extension of Metrorail for Dadeland South to Florida City be included in the unfunded section of the plan.

The foregoing resolution was offered by Board Member Miguel Diaz de la Portilla, who moved its adoption. The motion was seconded by Chairperson Gwen Margolis, and upon being put to vote, the vote was as follows:

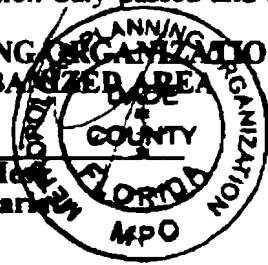
Board Member Miriam Alonso	-	absent
Board Member Bruno A. Barreiro	-	aye
Board Member George J. Berlin	-	aye
Board Member Barbara M. Carey-Shuler	-	aye
Board Member Miguel Diaz de la Portilla	-	aye
Board Member Betty T. Ferguson	-	absent
Board Member Richard N. Krinzman	-	aye
Board Member Natacha Seijas Millan	-	absent
Board Member Jimmy L. Morales	-	aye

Board Member Dennis C. Moss	-	aye
Board Member Pedro Reboredo	-	absent
Board Member Dorrin Rolle	-	aye
Board Member Katy Sorenson	-	aye
Board Member Javier D. Souto	-	aye
Board Member Raul Valdes-Fauli	-	absent
Chairperson Gwen Margolis	-	aye

The Chairperson thereupon declared the resolution duly passed and approved this 27th day of May, 1999.

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

By \_\_\_\_\_  
Jose-Luis Mesa  
MPO Secretary



**MPO RESOLUTION NO. 34-99**

**RESOLUTION APPROVING AN AMENDMENT TO THE YEAR 2020 MIAMI-DADE TRANSPORTATION PLAN TO INCLUDE PROJECTS AND MODIFY PROJECT PRIORITIES AND DESCRIPTIONS PERTAINING TO THE MIAMI-DADE EXPRESSWAY AUTHORITY (MDX), THE MIAMI-DADE TRANSIT AGENCY (MDTA) PROGRAM AND THE DOWNTOWN DEVELOPMENT AUTHORITY (DDA)**

**WHEREAS**, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process, and

**WHEREAS**, the MPO Governing Board has established the Transportation Planning Council (TPC) to advise it on actions needed to meet the requirements of the planning and programming process, and

**WHEREAS**, the Transportation Planning Council has reviewed the proposed amendments as attached to the Miami-Dade Transportation Plan to the Year 2020 and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:**

**SECTION 1.** That amends to the Year 2020 Miami-Dade Transportation Plan as described in the attached documentation to include projects to modify project priorities and descriptions pertaining to the Miami-Dade Expressway Authority (MDX), the Miami-Dade Transit Agency (MDTA) Program and the Downtown Development Authority (DDA).

The foregoing resolution was offered by Board Member Dennis C. Moss, who moved its adoption. The motion was seconded by Board Member Raul Martinez, and upon being put to a vote, the vote was as follows:

Board Member Dr. Miriam Alonso	-	aye
Board Member Bruno A. Barreiro	-	aye
Board Member George J. Berlin	-	aye
Board Member Dr. Barbara M. Carey	-	absent
Board Member Miguel Diaz de la Portilla	-	aye
Board Member Betty T. Ferguson	-	absent
Board Member Perla Tabares Hantman	-	absent
Board Member Neisen O. Kasdin	-	absent
Board Member Richard N. Krinzman	-	aye
Board Member Raul Martinez	-	aye
Board Member Natacha Seijas Millan	-	aye
Board Member Jimmy L. Morales	-	aye

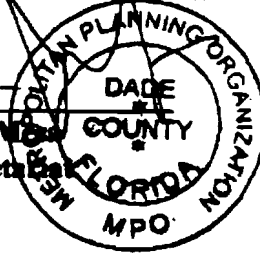
Board Member Dennis C. Moss	-	aye
Board Member Pedro Reboredo	-	absent
Board Member Dorrin D. Rolle	-	absent
Board Member Katy Sorenson	-	absent
Board Member Javier D. Souto	-	absent
Board Member Arthur E. Teele, Jr.	-	aye
Board Member Raul Valdes-Fauli	-	aye
Board Member Frank Wolland	-	aye
Chairperson Gwen Margolis	-	aye

The Chairperson thereupon declared the resolution duly passed and adopted this 9th day of December, 1999.

**METROPOLITAN PLANNING ORGANIZATION**

By \_\_\_\_\_


Jose Luis Nolasco  
MPO Secretary



**MEMORANDUM** AGENDA ITEM IV A

TO: Honorable Chairperson and Members  
MPO Governing Board

DATE: **November 29, 1999**

FROM:   
Merritt R. Stierheim  
County Manager

SUBJECT: Year 2020 Transportation  
Plan Amendment

**RECOMMENDATION**

The Transportation Planning Council unanimously recommends approval of the proposed amendments to the Year 2020 Miami-Dade Transportation Plan.

**BACKGROUND**

The Metropolitan Planning Organization (MPO) annually reviews the transportation program to determine if any developments during the year necessitate an update to the Long Range Transportation Plan.

Two of the proposed amendments correspond to the MPO Board's adoption of the Minimum Revenue Plan earlier this year. The Miami Dade Expressway Authority is submitting a revised program of projects for inclusion in the Plan. Portions of the Miami-Dade Transit Agency's plan for premium transit is being moved from Priority I to Priority IV (unfunded). MDTA also intends to conduct a revised Major Investment Study (MIS) in the North Corridor. Finally, the necessary Plan amendment to add the DuPont Plaza conversion project to the Priority IV (unfunded) section is submitted as per the MPO Board's direction at the last meeting.

The attached matrix details the proposed amendments.

Attachment

## Approved Amendments to the Miami-Dade Year 2020 Transportation Plan

Number	Project Proposal (Limits)	Current Priority	Approved Project Description	Nature of Proposed Modification	Origin of Request	Remarks	MPO Action
1	Interconnector (MIC to SR-112)	4-Unfunded	New 6 Lanes from MIC to SR-112	Advance from Priority 4 Unfunded to Priorities 1 and 2	MDX	Interconnector from SR-836 to MIC already listed in Priorities 1 and 2	Approved
2	SR 874 (HEFT to SR-826)	4-Unfunded	Widening and HOV	(a) Advance from Priority 4 Unfunded to Priorities 1 and 2 (b) Modify improvement to read "Widening and Value Pricing Lanes"	MDX	Construction of improvements scheduled to start in FY 2002	Approved
3	SR-836 Extension (NW 137th Avenue to HEFT)	1, 4-Unfunded	New 6 Lane from NW 137th Avenue to HEFT	Advance from Priority 4 Unfunded to Priority 2	MDX	Improvements scheduled to open in FY 2007	Approved
4	Central Parkway (SR-112 to SR-826)	1, 4-Unfunded	New 5 Lanes HOV Expressway from SR-112 to SR-826	Advance from Priority 4 Unfunded to Priorities 2 and 3	MDX	MDX Master Transportation Plan identifies funding for this improvement	Approved
5	SR 836 - HOV (HEFT to NW 17th Avenue)	1, 4-Unfunded	Aux Lanes, Geometric Impr, Toll Plaza Impr	(a) Advance from Priority 4 Unfunded to Priorities 2 and 3 (b) Modify Project Description to read "Value Pricing" instead of HOV	MDX	Improvements scheduled for completion in FY 2011	Approved
6	Port Tunnel (Watson Island to Dodge Island)	1, 4-Unfunded	Port Tunnel from Watson Island to Dodge Island	Advance from Priority 4 Unfunded to Priority 3	MDX	Construction of improvements scheduled to start FY 2011	Approved
7	SR-836 - Transit (Seaport to SR-826)	1, 4-Unfunded	Premium Transit from Seaport to Palmetto	Delete line item from Priority 1	MPO		Approved
8	North Corridor (MLK Jr. Plaza Station to Broward County line)	1, 4-Unfunded	Premium Transit from MLK Jr. Station to Broward County line	Change Project Description in Priority 1 to read "Reevaluation of MIS"	MPO		Approved
9	DuPont Plaza Conversion Project	n/a	n/a	Include in Priority 4 Unfunded - Traffic Circulation and Intermodal Improvements	DDA/City of Miami		Approved



**MPO RESOLUTION NO. 17-00**

**RESOLUTION APPROVING AN AMENDMENT TO THE YEAR  
2020 MIAMI-DADE TRANSPORTATION PLAN TO MODIFY THE  
STATUS OF CERTAIN PROJECTS UNDER THE JURISDICTION  
OF THE MIAMI-DADE PUBLIC WORKS DEPARTMENT**

**WHEREAS**, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process, and

**WHEREAS**, the MPO Governing Board has established the Transportation Planning Council (TPC) to advise it on actions needed to meet the requirements of the planning and programming process, and

**WHEREAS**, the Transportation Planning Council has reviewed the proposed amendments as attached to the Miami-Dade Transportation Plan to the Year 2020 and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:**

**SECTION 1.** That the amendment to the Year 2020 Miami-Dade Transportation Plan as described in the attached documentation to modify the status of certain projects under the jurisdiction of the Miami-Dade Public Works Department are hereby approved.

The foregoing resolution was offered by Board Member Perla Tabares Hantman, who moved its adoption. The motion was seconded by Board Member Dennis C. Moss, and upon being put to a vote, the vote was as follows:

Board Member Dr. Miriam Alonso	-	absent
Board Member Bruno A. Barreiro	-	aye
Board Member George J. Berlin	-	aye
Board Member Dr. Barbara M. Carey	-	aye
Board Member Miguel Diaz de la Portilla	-	absent
Board Member Betty T. Ferguson	-	absent
Board Member Perla Tabares Hantman	-	aye
Board Member Neisen O. Kasdin	-	absent
Board Member Richard N. Krinzman	-	aye
Board Member Raul Martinez	-	aye
Board Member Natacha Seijas Millan	-	aye
Board Member Jimmy L. Morales	-	aye
Board Member Dennis C. Moss	-	aye
Board Member Pedro Reboredo	-	absent
Board Member Dorrin D. Rolle	-	absent
Board Member Katy Sorenson	-	aye

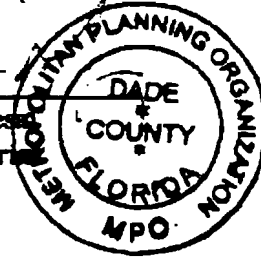
Board Member Javier D. Souto	-	aye
Board Member Arthur E. Teele, Jr.	-	absent
Board Member Raul Valdes-Fauli	-	absent
Board Member Frank Wolland	-	aye
Chairperson Gwen Margolis	-	aye

The Chairperson thereupon declared the resolution duly passed and adopted this 25th day of May, 2000.

**METROPOLITAN PLANNING ORGANIZATION  
MPO**

By \_\_\_\_\_

Jose-Luis Mesa  
MPO Secretary



# MEMORANDUM

107 07 17A

AGENDA ITEM IV.A

TO: Honorable Chairperson and Members  
MPO Governing Board

DATE: May 15, 2000

SUBJECT: **2020 LRTP  
Amendment**

FROM:

  
Merrett R. Steirheim  
County Manager

## RECOMMENDATION

The Transportation Planning Council (TPC) unanimously recommends approval of an amendment to the Year 2020 Long-Range Transportation Plan (LRTP) to modify the status of certain projects in the jurisdiction of the Miami-Dade County Public Works Department.

## BACKGROUND

This amendment affects certain projects that are currently approved and included in the LRTP. The Miami-Dade Public Works Department has requested that the LRTP be amended to reflect funding availability, project schedule modifications and other necessary adjustments.

Modifying the status of these projects is subject to conformance with air quality requirements and existing concurrency determinations. Staff analysis is underway, and these changes are not expected to adversely affect air quality conformity status.

Attachment

**Proposed Amendments to the Miami-Dade  
Year 2020 Transportation Plan  
Revised List**

<b>Number</b>	<b>Project Proposal (Limits)</b>	<b>Current Priority</b>	<b>Approved or Proposed Project Description</b>	<b>Nature of Proposed Modification</b>	<b>Origin of Request</b>	<b>Remarks</b>
1	NW 58 Street (NW 107 Avenue to NW 102 Avenue)	N/A	Widen from 2 to 4 Lanes	Include in Priority 1	Miami-Dade Public Works Department	Due to increased growth and travel demands
2	SW 120 Street (SW 157 Avenue to SW 150 Avenue)	N/A	New 2 Lanes	Include in Priority 1	Miami-Dade Public Works Department	Due to increased growth and travel demands
3	NW 110 Avenue (NW 14 Street to NW 25 Street)	N/A	Reconstruct 4 Lanes	Include in Priority 1	Miami-Dade Public Works Department	Road requires reconstruction
4	NW 12 Street (NW 117 Avenue to NW 107 Avenue)	N/A	New 4 Lanes	Include in Priority 1 Change from New 4 Lanes to New 6 Lanes	Miami-Dade Public Works Department	Complies with development order
5	SW 328 Street (SW 162 Avenue to SW 152 Avenue)	Priority 1	Widen from 2 to 4 Lanes	Defer to Priority 2	Miami-Dade Public Works Department	City of Homestead resetting priorities
6	NW 107 Avenue (Okeechobee Road to NW 138 Street)	Priority 1	Widen from 2 to 5 Lanes	Defer to Priority 2	Miami-Dade Public Works Department	Construction by Developer
7	NW 138 Street (NW 107 Avenue to NW 97 Avenue)	Priority 1	Widen from 2 to 5 Lanes	Defer to Priority 2	Miami-Dade Public Works Department	Construction by Developer

**Proposed Amendments to the Miami-Dade  
Year 2020 Transportation Plan  
Revised List**

<b>Number</b>	<b>Project Proposal (Limits)</b>	<b>Current Priority</b>	<b>Approved or Proposed Project Description</b>	<b>Nature of Proposed Modification</b>	<b>Origin of Request</b>	<b>Remarks</b>
8	SW 117 Avenue (SW 40 Street to SW 8 Street)	Priority 1	Widen from 2 to 4 Lanes	Defer to Priority 2	Miami-Dade Public Works Department	Requested by District Commissioner
9	SW 24 Street (SW 117 Avenue to SW 107 Avenue)	Priority 1	Widen from 4 to 6 Lanes	Defer to Priority 2	Miami-Dade Public Works Department	Requested by District Commissioner
10	SW 80 Street (SW 72 Avenue to US-1)	Priority 1	Widen from 2 to 5 Lanes	Defer to Priority 2	Miami-Dade Public Works Department	Requested by City of South Miami to County Commission
11	SW 312 Street (SW 152 Avenue to SW 137 Avenue)	Priority 1	Widen from 2 to 4 Lanes	Defer to Priority 2	Miami-Dade Public Works Department	City of Homestead resetting priorities
12	NW 122 Street (Okeechobee Road to NW 87 Avenue)	Priority 1	Widen from 2 to 5 Lanes	Defer to Priority 2	Miami-Dade Public Works Department	Due to budget constraints
13	NW 74 Street (H.E.F.T. to NW 84 Avenue)	Priority 4 Unfunded	New 2 Lanes	Priority 1	Miami-Dade Public Works Department	R/W by dedication



**Miami-Dade Metropolitan Planning Organization**  
**111 N.W First Street, Suite 910**  
**Miami, Florida 33128**  
**Tel: 305/375-4507**  
**Fax: 305/375-4950**  
**Internet: [www.co.miami-dade.fl.us/mpo](http://www.co.miami-dade.fl.us/mpo)**  
**Email: [mpo@co.miami-dade.fl.us](mailto:mpo@co.miami-dade.fl.us)**