



Miami-Dade Transportation
Planning Organization



FISCAL YEARS 2024–2028

A CITIZEN'S GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



May 2023



TIP • FISCAL YEARS 2023/2024 TO 2027/2028

2024–2028 CITIZEN’S TIP

Transportation Planning Organization (TPO) for the Miami Urbanized Areas

This document was prepared by the TPO for the Miami Urbanized Area in collaboration with the Florida Department of Transportation (FDOT); the Expressway Authority; Florida’s Turnpike Enterprise (FTE); South Florida Regional Transportation Authority (SFRTA); Miami-Dade County Office of Strategic Business Management; Miami-Dade Department of Transportation and Public Works (DTPW), Miami-Dade County Aviation Department (MDAD); Miami-Dade Seaport Department; Miami-Dade League of Cities; Miami-Dade County Department of Regulatory and Economic Resources (RER); and the Miami-Dade County Developmental Impact Committee.

The Miami-Dade TPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation

TRANSPORTATION PLANNING ORGANIZATION GOVERNING BOARD

VOTING MEMBERS

Esteban Bovo, Jr., Chairman
Oliver G. Gilbert III, Vice Chairman

Marleine Bastien
 Juan Carlos Bermudez
 Kevin M. Cabrera
 Alix Desulme
 Christi Fraga
 René Garcia
 Roberto Gonzalez

Keon Hardemon
 Rodney Harris
 Danielle Cohen Higgins
 Eileen Higgins
 Steven D. Losner
 Roberto Martell
 Kionne L. McGhee

Raquel A. Regalado
 David Richardson
 Anthony Rodriguez
 Micky Steinberg
 Francis Suarez

TRANSPORTATION PLANNING COUNCIL

VOTING MEMBERS

Maria Teresita Vilches-Landa, P.E., Chairwoman

Carlos Arroyo
 Jose Sanchez
 Julio Brea, P.E.
 Charles Alfaro, P.E.
 Jose R. Gonzalez, P.E.
 Tom Ruiz
 Mohammad Zaid
 Vacant
 Maria Elisa Colmenares, AICP
 Darlene Fernandez, P.E.
 Daniel Iglesias, P.E.
 Ralph Cutié
 Hydi Webb
 Vacant
 Manuel Armada
 Loraine-Kelly Cargill, AICP
 James Ferguson

City of Doral
 City of Hialeah
 City of Homestead
 City of Miami
 City of Miami Beach
 City of Miami Gardens
 City of North Miami
 Miami-Dade League of Cities
 Department of Transportation and Public Works
 Expressway Authority
 Florida Department of Transportation, District 6
 Miami-Dade Aviation Department
 Miami-Dade Seaport Department
 Miami-Dade School Board
 Regulatory and Economic Resources
 South Florida Regional Transportation Authority
 Water and Sewer Department

TRANSPORTATION PLANNING ORGANIZATION EXECUTIVE DIRECTOR | Aileen Bouclé, AICP

TABLE OF CONTENTS

MESSAGE TO THE READER

What is the TIP?	1
TIP: Putting the Long-Range Transportation Plan into Action	1
Some Basic Facts About Miami-Dade County	2
How to Access the TIP on the Web	3
The TIP's Mechanics	3
Why is there a TIP?	3
Who prepares the TIP?	3
How does the TIP work?	4
TIP Consistency	4
What fiscal years does the TIP include?	4
What does the TIP include?	4
Who participates in putting the TIP together?	4
What major project or projects of countywide significance are in the TIP?	4
The TIP's Technicalities	5
Who must approve the TIP locally?	5
Who must approve the TIP at the state level?	5
Who must approve the TIP at the federal level?	5
Where Does the TPO Get its Authority?	5
TIP Program Funding	5
Where does highway funding come from?	5
Where does transit funding come from?	5
What is a TIP Amendment?	6
What is a TIP Administrative Modification?	6
Administrative TIP Amendment Between the Start of the State and Federal Fiscal Years	6

2024–2028 TIP REVIEW BY TRANSPORTATION AGENCIES

State Transportation System and Major Projects	
Florida Department of Transportation, District 6	1.1
Florida's Turnpike Enterprise	
Florida's Turnpike	2.1
Moving Miami-Dade	
Expressway Authority	3.1
Aviation On-Site Improvements	
Miami-Dade County Aviation Department	4.1
Multimodal Seaport Development	
The Dante B. Fascell Port of Miami-Dade (PORTMIAMI)	5.1
County Transportation System and Major Projects	
Miami-Dade County Department of Transportation and Public Works (DTPW)	6.1
Public Transportation Improvements	
South Florida Regional Transportation Authority (SFRTA)	7.1
Parks, Recreation and Open Spaces	
Miami-Dade Parks, Recreation and Open Spaces (MDPROS)	8.1

TABLE OF CONTENTS

APPENDIX A: COMPLETED CONSTRUCTION PROJECTS

Completed Projects and Projects with Final Acceptance Date in 2022 Calendar Year

Florida Department of Transportation, District 6.	A-1
---	-----

Completed Construction Projects in 2021/2022

Florida's Turnpike Enterprise (FTE).	A-3
--	-----

Completed Highway Projects in 2022

Expressway Authority.	A-4
-------------------------------	-----

Completed Construction Projects – TIP

Miami-Dade County Department of Transportation and Public Works (DTPW)	A-5
--	-----

Completed TIP Projects in FY 2021/2022

Miami-Dade Aviation Department (MDAD)	A-9
---	-----

Completed Projects With FDOT Participation in FY 2021/2022

The Dante B. Fascell Port of Miami-Dade ("PortMiami").	A-10
--	------

APPENDIX B: ON-GOING CONSTRUCTION PROJECTS

Ongoing Projects and Projects with Final Acceptance Date in 2022 Calendar Year

Florida Department of Transportation, District 6.	B-1
---	-----

Ongoing Construction Projects in 2022/2023

Florida's Turnpike Enterprise (FTE).	B-5
--	-----

Ongoing Highway Projects

Expressway Authority.	B-6
-------------------------------	-----

Ongoing Construction Projects

Miami-Dade County Department of Transportation and Public Works (DTPW)	B-7
--	-----

Ongoing TIP Projects in FY 2022/2023

Miami-Dade Aviation Department (MDAD)	B-10
---	------

Ongoing Projects With FDOT Participation in FY 2021/2022

The Dante B. Fascell Port of Miami-Dade ("PORTMIAMI")	B-11
---	------

TIP • FISCAL YEARS 2023/2024 TO 2027/2028

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 TIP.



WHAT IS THE TIP?

The 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 45-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



A CITIZEN'S GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 2020 Census population of more than 2.7 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 442,291 inhabitants recorded in the 2020 census. There are 7 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, and City of Doral.

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 a number of municipalities. DTPW operates 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 with local service extending into Broward County. DTPW contracts out 24 routes, with service extending into Monroe County. As of December 2022, DTPW Bus Operations directly operates 70 routes for a total of 23.9 million scheduled revenue miles and 2.8 million scheduled revenue miles for contracted bus routes. The annual boardings for the fiscal year 2021-2022 were 37.53 million for Metrobus; 11.45 million boardings for Metrorail and 5.47 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's new service connecting the South Florida Rail Corridor (SFRC) at the Tri-Rail Metrorail Transfer Station, to the Florida East Coast (FEC) railway corridor, into Downtown Miami is expected to begin in late 2023. Tri-Rail is now among the top ten commuter railroads in ridership in the U.S., and last year had the second-highest percentage increase in ridership emerging from the pandemic. Tri-Rail had 3 million riders in the fiscal year 2022.

A CITIZEN'S GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

HOW TO ACCESS THE TIP ON THE WEB

The 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 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.

A CITIZEN'S GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 LRTP.

TIP CONSISTENCY

The TIP must be consistent with the LRTP.

WHAT FISCAL YEARS DOES THIS TIP INCLUDE?

This TIP covers fiscal years 2024 to 2028. Fiscal years spanned are 2024, 2025, 2026, 2027, and 2028. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

- 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
- Fiscal Year 2028 begins July 1, 2027 and ends June 30, 2028

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. Expressway Authority
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. Miami-Dade Office of Management and Budget (OMB)
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 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 FTA, the State of Florida through the FDOT 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 days prior to the scheduled public hearing. This information is also available to the public in the TPO Prospectus for Transportation Improvements at: [prospectus-for-transportation-improvements-2022.pdf \(miamidadetpo.org\)](https://miamidadetpo.org/prospectus-for-transportation-improvements-2022.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
- The TPO Director has been authorized by the Board to approve administrative TIP Amendments



TIP • FISCAL YEARS 2023/2024 TO 2027/2028

STATE TRANSPORTATION SYSTEM AND MAJOR PROJECTS

Florida Department of Transportation, District 6 (FDOT, D6)

This section of the 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 6, 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

FDOT'S FIVE-YEAR WORK PROGRAM

The FDOT District 6 Work Program is a major component of the Miami-Dade TPO's 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-years. It is developed by the District in cooperation with the Miami-Dade TPO and is consistent with the 2045 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

In the summer of 2022, FDOT began the new cycle to develop the Tentative Work Program for Fiscal Years (FY) 2024 - 2028. The Department coordinates development of the Work Program with the TPO TIP Committee process and input is received through public hearings. 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 eight budget categories. Programs are listed below:

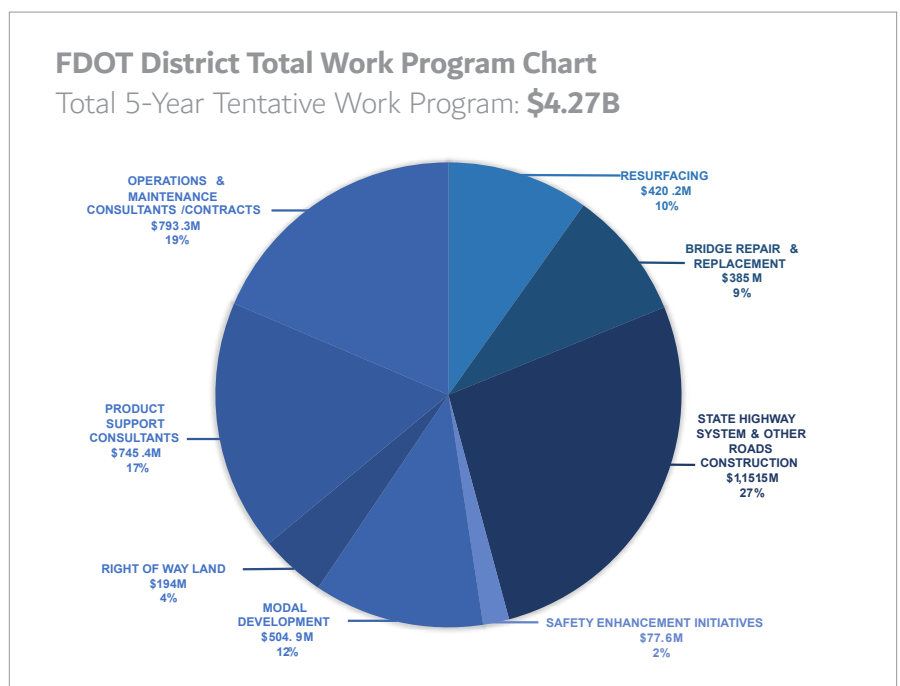
- Safety Enhancements Initiatives
- Resurfacing
- Bridge Repair & Replacement
- State Highway System & Other Roads Construction
- Right of Way Land
- Product Support Consultants
- Operations & Maintenance Consultants/Contracts
- Modal Development

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 6, Total Budget Breakdown, Tentative Five-Year Work Program

Fiscal Years 2024-2028 —

As shown in the Total Budget Breakdown chart below, the majority of the Department’s \$4.27 billion budget is applied to the state highway system and other roads construction budget in the amount of \$1.15 billion.



STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS

The Florida Legislature established the 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 CAPACITY IMPROVEMENTS

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 two major segments:

1. SR 826 / PALMETTO EXPRESSWAY

CAPACITY IMPROVEMENTS — 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 operations began September 2020.

Phase 2 of the Palmetto Expressway Capacity Improvements project from South of NW 36 Street to North of NW 154 Street is currently under construction. Phase 2 consists of improvements in both northbound and southbound as follows:

In the Northbound direction the improvement consists of the following:

- 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 the following:

- 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 of 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 (GGI) RECONSTRUCTION



Golden Glades Interchange Improvements

The FDOT District 6 and Florida's Turnpike Enterprise are developing the design of several roadway projects within the 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

FDOT D6 – STATE TRANSPORTATION SYSTEM AND MAJOR PROJECTS

- 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 August 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.

FDOT D6 – STATE TRANSPORTATION SYSTEM AND MAJOR PROJECTS

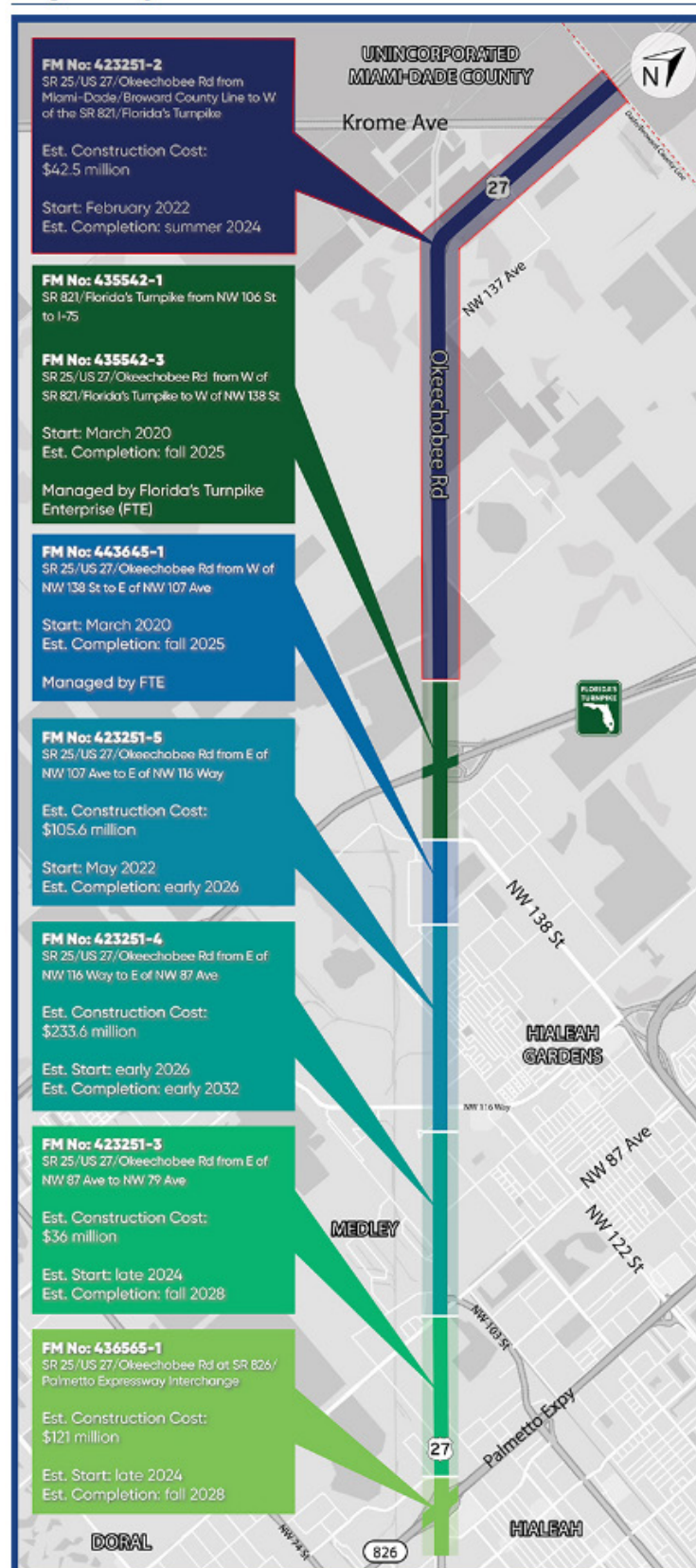
SR 25/US 27/OKEECHOBEE ROAD IMPROVEMENTS

A 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 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.	Late 2024
Interchange with SR 826/Palmetto Expressway	Three new flyover ramps, the addition of turn lanes at the ramp intersections, and improvements to the Okeechobee Road and W 18 Avenue intersection.	Late 2024

For more information visit: <https://www.fdotmiamidade.com/okeechobee>

Project Map



PD&E STUDIES

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

SR 9A/I-95 FROM SOUTH OF MIAMI GARDENS DRIVE TO NORTH OF BROWARD COUNTY LINE

PD&E study for SR 9A/I-95 from Miami Gardens Drive to the north of 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 north of 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 953/Lejeune Road/E 8 Ave from NW 79 Street/E 25 to NW 103 Street/E 49 St

The design for this project is underway. The project entails repaving and restriping SR 953/Lejeune Road/E 8 Avenue from NW 79 Street/E 25 Street to NW 103 Street/E 49 Street. This project will also be upgrade all pedestrian signals, signs, and curb ramps; relocate the midblock crossing at Flamingo Elementary School; upgrade signage and pavement markings; and add an emergency traffic light at SR 953/Lejeune Rd and E 42 St.

This project is anticipated to begin construction in late 2023 and will cost approximately \$3.6 million.

For information about the construction schedule or related information, visit: <https://www.fdotmiamidade.com/design-projects/north-miami-dade/sr-953lejeune-rde-8-ave-from-nw-79-ste-25-st-to-nw-103-ste-49-st-1.html>

SR 953 from 25 St to 33 St



SR 953 from 33 St to 42 St



SR 953 from 42 St to 49 St

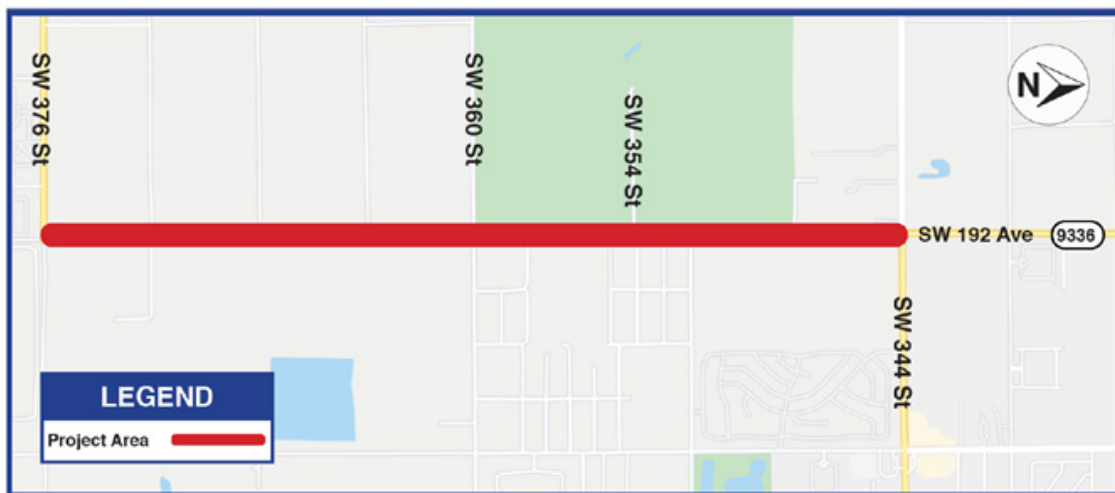


SR 9336/SW 192 Ave (SW 376 St TO SW 344 St) and SR 9336/SW 344 St/Palm Dr (SW 192 Ave to SR 5/US 1)

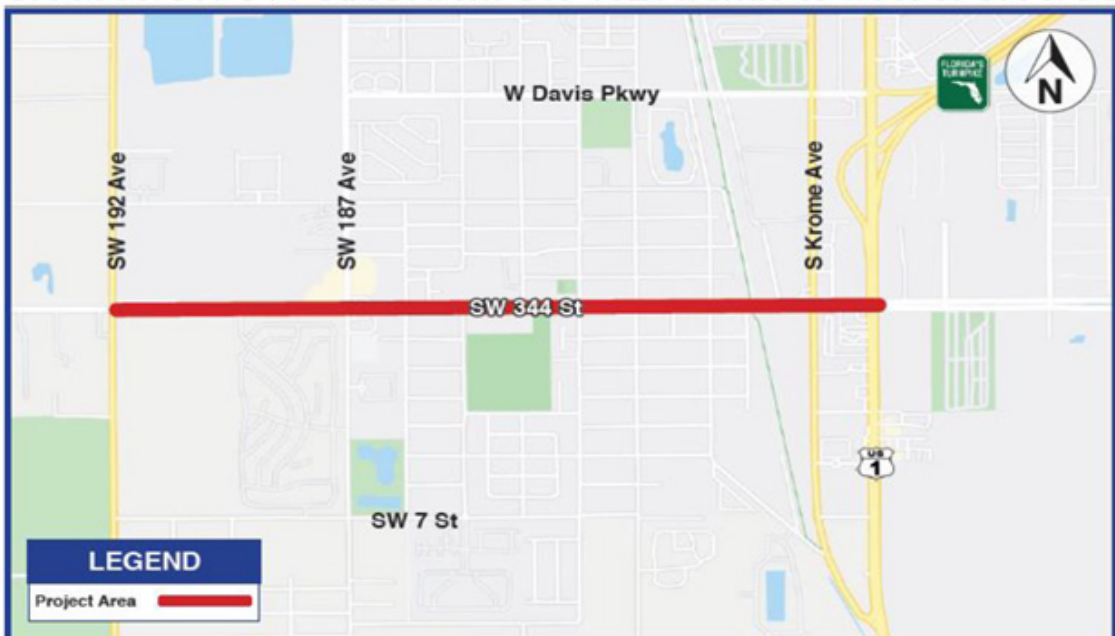
The project entails repaving and restriping the roadways of SR 9336/SW 192 Ave from SW 376 Street to SW 344 Street and SW 344 Street from SW 192 Ave to SR 5/US 1. The design for this project is underway and divided into two segments. Specific improvements for each segment are listed below. The projects are anticipated to begin construction in Fall of 2023 and will cost approximately \$4.8 million combined.

For information about the construction schedule or related information, visit: <https://www.fdotmiamidade.com/design-projects/south-miami-dade/sr-9336sw-192-ave-sw-376-st-to-sw-344-st-and-sr-9336sw-344-stpalm-dr-sw-192-ave-to-sr-5us-1.html>

SR 9336/SW 192 Avenue from SW 376 Street to SW 344 Street



SR 9336/SW 344 Street from SW 192 Avenue to west of SR 5/US 1



SEGMENT LIMITS	IMPROVEMENTS
SR 9336/SW 192 Avenue from SW 376 Street to SW 344 Street	• Widening the road to provide 12-foot-wide travel lanes • Upgrading drainage • Providing five-foot shoulders, which will function as bicycle facilities, where feasible • Upgrading signs and pavement markings • Trimming trees • Installing speed feedback signs
SR 9336/SW 344 Street/ Palm Drive from SW 192 Avenue to SR 5/US 1	• Constructing a 12' wide shared-use path from SW 188 avenue to NW/SW 6 avenue • Widening N leg of the intersection of NW/SW 6 avenue along with safety improvements • Widening of sidewalk between NW/SW 6 avenue and SR 5/US1 • Providing sod at unpaved shoulder • Repairing damaged sidewalks • Relocating or trimming landscaping • Upgraded lighting • Upgrading signs and pavement markings • Widening the shoulder at NW/SW 6 Avenue • Upgrading pedestrian signs, signals, and ramps

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, which 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 a mid-block crosswalk on the north end of SW 7 Terrace and SW 109 Avenue intersection.

The project is anticipated to begin construction in mid-2023; will last about two years and will cost approximately \$21.59 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

The FDOT District VI has conducted a Pedestrian Safety Study along SR 934 / NW 79th Street from NW 25th Avenue to NW 1st Place in Miami-Dade County in 2020. This study was initiated after a review of the 2015 Pedestrian High Crash List Locations. The intersections of SR 934 / NW 79th Street and NW 17th, 22nd, and 25th Ave. were added to the scope in 2021.

The objective of this study is to review pedestrian and bicycle crash patterns, identify their probable causes, and identify, develop, and evaluate cost-effective improvements targeted at mitigating these crashes. A benefit-to-cost ratio analysis was performed to evaluate the economic viability of the recommended improvements by converting the crash reduction into monetary value and estimating the total cost of the improvements in terms of construction, preliminary design, maintenance, right-of-way, and contingency costs.

Improvements along the SR 934 corridor are intended to provide safer transportation of pedestrians and mitigate the amount of pedestrian and bicycle crash patterns. The safety improvements involve adding midblock crossings at various locations in addition to moving existing crossings within intersections to safely allow pedestrians crossing opportunities. Additionally, signalization, signing and pavement marking, and lighting improvement are included to facilitate and improve these crossings.

The project is currently in the Design Phase which anticipated to be completed 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 Avenue to Chase Avenue, 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.

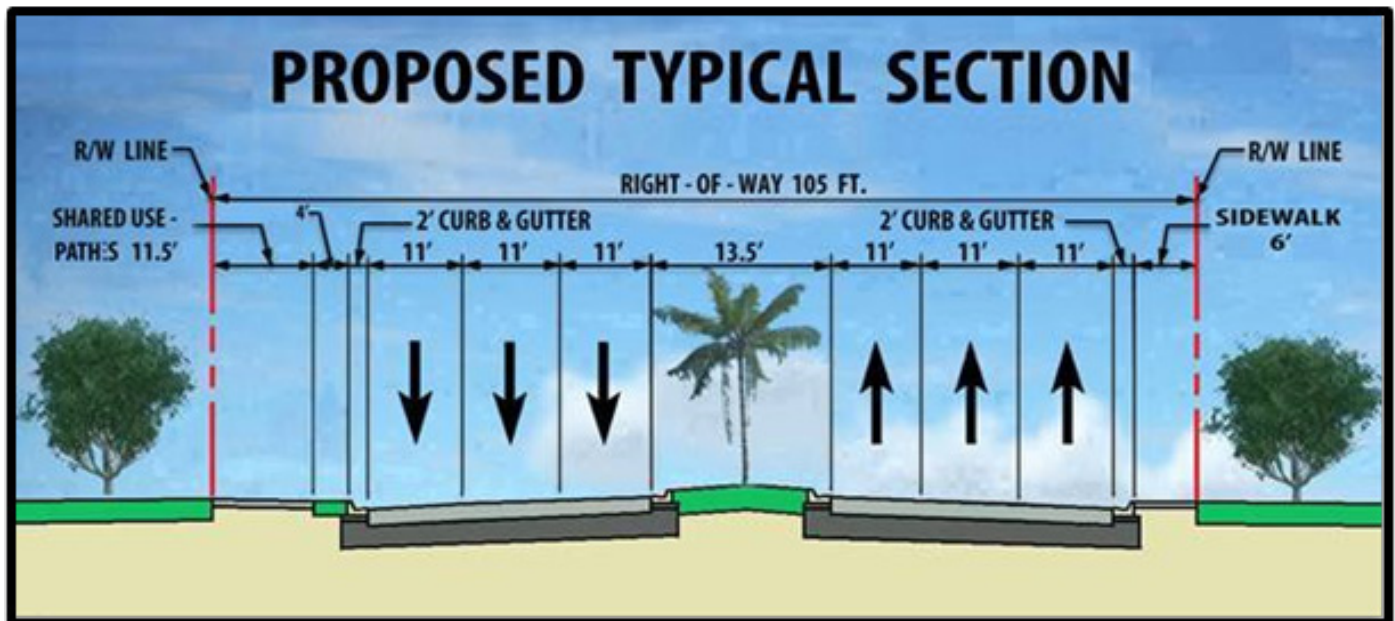
The project is anticipated to begin construction in Spring 2025 and end Fall 2027 and will cost approximately \$46 million. For information about the construction schedule or related information, visit: <https://www.fdotmiamidade.com/design-projects/beaches/sr-907alton-road-from-michigan-avenue-to-43-street-1.html>



SR 860/MIAMI GARDENS DRIVE FROM EAST OF I-75 TO NW 79 PLACE

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 access management modifications to various median openings and increasing vehicular capacity. The proposed design widens the roadway from a four-lane facility to a six-lane facility, provides 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: <https://www.fdotmiamidade.com/design-projects/north-miami-dade/sr-860miami-gardens-drnw-186183-st-from-sr-93i-75-to-sr-823nw-57-ave.html>



Proposed Typical Section

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.

Systemwide Bicycle/Pedestrian Improvements on Resurfacing Projects:

- New Americans with Disabilities Act (ADA)-complaint pedestrian signal pushbuttons
- Pedestrian traffic signals at all signalized crosswalks
- Installation of missing crosswalks at signalized intersections where feasible
- Adding bicycle lanes by narrowing travel lanes where feasible
- Adding buffers/wider buffers to existing bicycle lanes where feasible

FDOT D6 BICYCLE/PEDESTRIAN IMPROVEMENTS:

LOCATION	IMPROVEMENTS
SR 90/SW 8 St from West of SW 74 Ct to West of SW 57 Ave	Signalized midblock crossings at ten locations
SR 972/Coral Way at SR 933/SW 12 Ave and SW Ave	Installation of special emphasis pavement markings and improvements to address ADA compliance
SR 953/Lejeune Rd from Greco Ave to Granello Ave	Midblock pedestrian crosswalk
SR 860/Miami Gardens Dr/NW 183 St from NW 49 Ave to NW 48 Pl	Relocate west crosswalk (located between NW 52nd Avenue and NW 49th Avenue)
SR A1A /Harding Ave at 89 St	Upgrade uncontrolled crossings to signalized pedestrian crossing with pedestrian signal control, signal heads, and ramps
SR 90/SW 7 St from SW 27 Ave to Brickell Ave	Three new signalized midblock pedestrian crossings
SR A1A/Harding Ave at 90 St	Midblock pedestrian crossing with rectangular rapid-flashing beacons (RRFB)
SR 90/SW 8 St East of SW 29 Ave	Signalized midblock pedestrian crossing with countdown signal heads, curb ramps, signing and pavement markings and lighting
SR 90/SW 8 St from SW 56 Ave and Lisbon St + SR 90/SW 8 St from Capri St and Monterrey St	Signalized midblock pedestrian crossing with countdown signal heads, curb ramps, signing and pavement markings and lighting
SR 90/SW 8 St from SW 65 Ave and SW 64 Ct + SR 90/SW 8 St from SW 64 Ave and SW 63 Ave	Signalized midblock pedestrian crossing with countdown signal heads, curb ramps, signing and pavement markings and lighting

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 Safe Routes to Schools (SRTS) program integrates safety, traffic relief, health, environmental awareness, physical activity and fitness under one program focusing on school zones. Table below shows some of the upcoming improvements by local agencies.

LOCAL AGENCY BICYCLE/PEDESTRIAN IMPROVEMENTS:

PROJECT AGENCY/ PROGRAM	PROJECT TYPE	PROJECT AREA
City of Miami Beach	Bike Lane/Sidewalk	17 Street Bicycle Lane Project
City of Miami Gardens	Bike Path/Trail	NW 199 St/Betty Ferguson Recreation Complex
Safe Routes to School Infrastructure	Pedestrian Safety Improvements	Homestead Middle School, North Miami Beach Senior High School, Miami Jackson Senior High School, and Ruben Dario Middle School
Miami-Dade County	Bike Path/Trail	GGF to Industrial Park – Bike-Ped Bridge and Kiss-Ride Terminal
City of Miami	Sidewalk	Miami River Greenway Curtis Park East
Miami-Dade County	Bike Path/Trail	Bike Boulevard Demo Project – along NW 21 Ave from NW 41 St to NW 83 St

As part of the on-going effort to assess and improve the bicycle & pedestrian infrastructure the District conducts planning level feasibility assessments that explore potential improvements to roadways to improve the bicycle/pedestrian network.

FDOT D6 BICYCLE/PEDESTRIAN FEASIBILITY ASSESSMENTS:

NAME	LIMITS	STATUS
SR 856/Lehman Causeway Feasibility Analysis & Conceptual Plans	From: US-1/Biscayne Blvd To: SR A1A/Collins Ave	Completed
SR 90/SW 8th Street Protected Shared Use Path Feasibility Analysis	From: SR 997/Krome Ave To: SW 137 Ave	Completed
SR-94 Kendall Dr. Shared-Use Path Feasibility Study	From: SR 997/Krome Ave/SW 177 Ave To: SW 162 Ave	Completed
SR 972/SW 13th Street Feasibility Analysis	From: SR 972/SW 3rd Ave To: SW 15 Road	Completed
Little Havana Area to Brickell & Underline Route Options Assessment and Feasibility Analysis	From: SR 9/NW 27 Ave To: Underline	In Progress
SR 976 Bird Road Multimodal Gap Assessment	From: SR 959/SW 57 St/Red Road To: SR 5/US-1/S Dixie Highway	In Progress
SR 913/SW 26th Road Bicycle and Pedestrian Improvement Feasibility Analysis	From: Underline To: Rickenbacker Causeway	In Progress
SR 9336/SW 344 St Feasibility Study	From: SW 192 Ave To: SW 182 Ave	In Progress
SR 826 Frontage Rd Separated Bicycle Facilities	From: NW 154th St To: NW 57th Ave/Red Road	In Progress

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROGRAM 9336

The FDOT's District 6 Transportation Systems Management and Operations (TSM&O) Program Office focuses on implementing multimodal 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 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. It is working on launching its first connected and automated vehicle project in Monroe County.

The District 6 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 DOT organization within the state of Florida. 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

- Passenger and Freight Rail Safety Projects
- Railroad Crossing Surface Rehabilitation Projects
- Grade Separation on NE 203 Street
- SR 826 / Palmetto Expressway (SB) Bridge Widening over the FEC
- I-395 Signature Bridge over the Florida East Coast Railway (FEC)

Aviation

- MIA Perimeter Road Widening and Realignment
- MIA Fuel Tanker Parking Facility
- MIA Central Base Pavement Rehabilitation
- MIA Airport Operations and Communication Center (AOCC)
- MIA Surface Management System (Aerobahn System)
- Miami-Opa Locka Executive Airports Custom Building Expansion
- Miami Executive Airports Taxiway D Connector and Rehabilitation
- Dade-Collier Training and Transition Airport CCTV
- Miami-Homestead General CCTV Camera Installation
- MIA Federal Inspection Station Refurbishment

Seaport

- Port of Miami Passenger Boarding Bridges
- Port of Miami Cruise Terminal Improvements
- Port of Miami Upland Cargo Improvements
- Port of Miami Inland Cargo and Container Distribution Center

STATE TRANSIT BLOCK GRANT TO DTPW FOR OPERATING COSTS

This grant provides operating assistance for the 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 operates a regular bus service structure which is 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.



FREIGHT OVERVIEW

From agriculture and heavy equipment to daily consumables, freight movement 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, growing population and strong local economy indicate Miami-Dade County is vital for the movement of freight throughout Florida and beyond its borders.

FDOT District 6 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 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 network.

Hence, it is essential that District 6 and its 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 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 2023



TIP • FISCAL YEARS 2023/2024 TO 2027/2028
FLORIDA'S TURNPIKE ENTERPRISE
Florida's Turnpike

Florida's Turnpike Enterprise is an agency of the FDOT and currently owns and operates over 511 miles of toll facilities and 148 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 Plaza) to MP 3.3X (Miami-Dade / Broward County Line) Includes interchange improvements at MP 2X (NW 199 Street)
2	Turnpike Mainline / SR 821 Widening (widen from 4 to 6 lanes)	444111-1	MP 3 (North of SW 312th Street / Campbell Drive) to MP 7 (North of SW 137th Avenue) Includes interchange improvements at MP 5 (SW 288th Street / Biscayne Drive)

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)
2	Turnpike Mainline / SR 821 Interchange Improvements	437211-1	MP 11 (SW 216th Street) and MP 12 (SW 211th Street / Caribbean Boulevard)

OTHER PROJECTS:

#	PROJECT NAME	FPN	LIMITS
1	Service Plaza Improvements along Turnpike Mainline / SR 821	442620-1	MP 19 (Snapper Creek Service Plaza General Improvements)

TIP • FISCAL YEARS 2023/2024 TO 2027/2028
MOVING MIAMI-DADE
Expressway Authority

This section of the TIP focuses on the major mobility improvement projects programmed by the Expressway Authority for the next five years. The Expressway Authority is an agency of the State enabled by the Florida Legislature.

THE EXPRESSWAY AUTHORITY SYSTEM

The Expressway Authority System includes five 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

The Expressway Authority'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. The Expressway Authority 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, the Expressway Authority offers the projected revenues as assurance that the bond's principal and interest will be paid. The Expressway Authority does not receive any gas tax, property tax, sales tax, or any other source of revenue.

FY 2024-2028 TIP

Major projects included in the Expressway Authority FY 2024 - 2028 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 — The Expressway Authority 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 Expressway Authority project is estimated at \$267.6 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. Construction of this project is underway with an estimated completion date at the end of FY 2024. The total cost is estimated at \$57.0 million.



SYSTEM EXPANSION PROJECTS

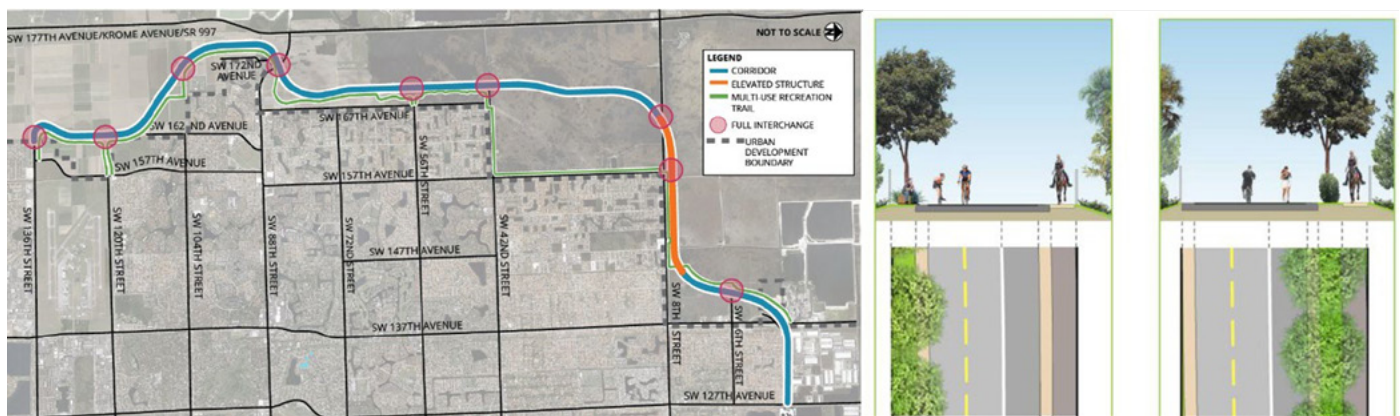
The following projects are categorized as System Expansions in the current Five-Year TIP and include all construction of new roadway segments on new alignments adjacent to the existing system that will increase the total centerline miles of the system:

PROJECT 83618 - SR 836 SOUTHWEST EXTENSION/ KENDALL PARKWAY — This 14-mile multimodal corridor will extend SR 836 from NW 137th Avenue to SW 136th Street and provide the residents in the 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. The Expressway Authority is continuing to work on the environmental

EXPRESSWAY AUTHORITY – MOVING MIAMI DADE

permitting, right-of-way acquisition and transfer of government parcels for the mainline and trail alignment. Additionally, the Expressway Authority is advancing the final design and construction of various components of the Kendall Parkway project such as the widening of SW 137th Avenue from SW 8th Street to SW 26th Street at an estimated total cost of \$11.2 million; and the SR 836 Eastbound and Westbound mainline widening from 107th Avenue to 97th Avenue at a total cost of \$25.0 million. The final design for the 137th Avenue widening has begun; and the final design of the SR 836 widening is scheduled to begin in early FY 2024.

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.





TIP • FISCAL YEARS 2023/2024 TO 2027/2028
AVIATION ON-SITE IMPROVEMENTS
Miami-Dade County Aviation Department



Miami International Airport

The Miami-Dade County TIP includes Capital Improvements for the Miami-Dade Aviation Department for the continued development of 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.

MIAMI-DADE COUNTY – AVIATION ON-SITE IMPROVEMENTS

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 plans capable of responding to
- Emerging/near-term needs
- Strategic acquisition or leasing of available commercial land to enable long-term expansion.

A press release issued by MIA Communications on February 2, 2023, highlighted the 2022 achievement accomplished by MIA, in serving more than 50.6 million passengers shattering its record of 45.9 million set in 2019 by nearly 10 percent and surpassing Orlando International Airport's (MCO) 2022 total of 50.1 million travelers last year by half a million.



Miami-Dade County Mayor Daniella Levine Cava (at podium) announces MIA's record-breaking year with, from left: Miami-Dade County Chief Operations Officer Jimmy Morales, County Commissioner Roberto J. Gonzalez, MIA Director and CEO Ralph Cutié, County Commissioner Juan Carlos Bermudez, and representatives from the local travel and tourism industry.

MIAMI-DADE COUNTY – AVIATION ON-SITE IMPROVEMENTS

MIA welcomed a record 29.3 million domestic travelers last year compared to 23.5 million in 2019 while also serving 21.3 million international passengers in 2022, which was one million less than in 2019 but 8.3 million more than in 2021. Compared to the airport's total of 37.3 million passengers in 2021, when the aviation industry was still recovering from the pandemic, MIA served 13.3 million more passengers in 2022 for a giant leap of 35 percent year over year. In 2022, MIA also matched its record of 2.7 million tons of freight set in 2021, by handling 2.2 million tons of international freight and 500,000 tons of domestic shipments.

In addition to MIA leading our community's successful economic recovery from the pandemic, it is again leading the way for the state of Florida as well! Congratulations to the MIA team and partners on surpassing 50 million passengers for the first time in its history. Passenger growth represents tourism revenue, job creation, and expanded opportunities in Miami-Dade County – making all county residents proud.

– Miami-Dade County Mayor Daniella Levine Cava

Contributing to MIA's rebound from the pandemic were hub carrier American Airlines and its subsidiary Envoy, serving 31.8 million passengers at MIA in 2022, which was 63 percent of the airport's total and an increase of one million passengers over 2019 for the airline. Since 2019, MIA has also welcomed low-cost carriers Spirit Airlines, Southwest Airlines, and JetBlue Airways, which now rank as the airport's second, fourth, and eighth-busiest passenger airlines in seat capacity, respectively. Additionally, MIA's record-breaking year in 2022 included the addition of 15 international routes: six in the Caribbean (Camaguey, Holguin, Santa Clara, Santiago de Cuba, and Varadero, Cuba; and San Salvador, Bahamas); five in South America (Brasilia, Fortaleza and Manaus, Brazil; and Bucaramanga and Santa Marta, Colombia); three in Europe (Dublin, Ireland; Paris, France; and Rome, Italy); and Vancouver, Canada.

Lastly, MIA ended 2022 with its busiest winter holiday travel period from December 21 to January 6, when 2.6 million passengers traveled through the airport – a 2.4 percent increase over its previous record during the same 17-day period in 2021.

“We are honored to once again serve not only as Florida's busiest airport for international visitors but as its busiest gateway overall. This renewed role and our new record of nearly 51 million annual passengers would not be possible without the hard work and dedication of the Miami-Dade Aviation Department and our partner airlines, federal agencies, concessionaires, and service companies. Thanks to their commitment to the Miami market, we expect continued success at MIA in 2023.”

— Ralph Cutié, MIA Director and CEO

MIAMI-DADE COUNTY – AVIATION ON-SITE IMPROVEMENTS

MIA's record-breaking year follows its highest rankings ever among airports in the U.S. and worldwide in 2022, according to Airports Council International's annual report:

- #1 U.S. airport for international passengers and international freight
- #4 U.S. airport for total freight
- #10 U.S. airport for total passengers
- #9 global airport for international freight and total flight operations
- #10 global airport for total freight
- #11 global airport for international passengers
- #12 global airport for total passengers

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.

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 remove 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.

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.

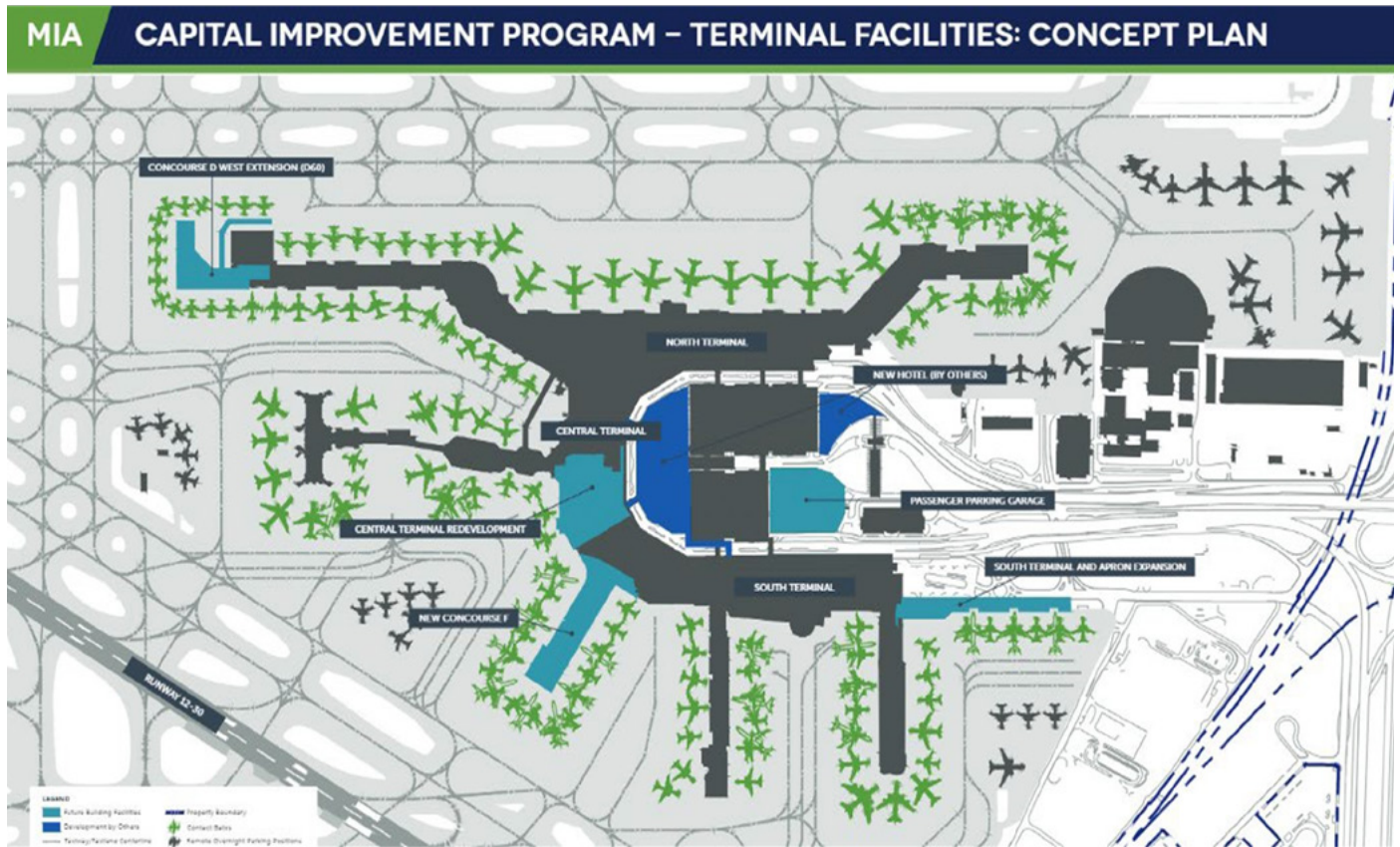
 SUPPORT FACILITIES:

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.

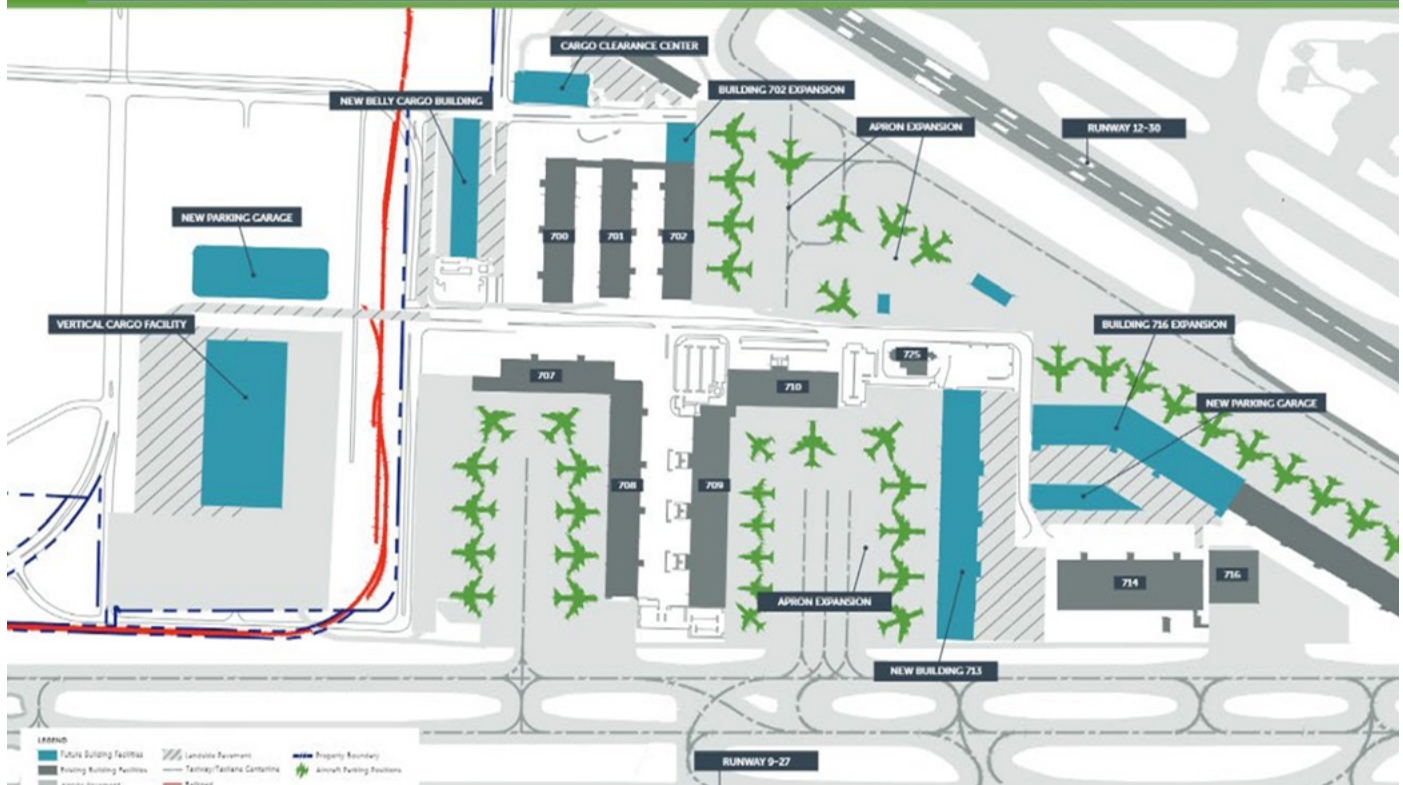
For landside access, development projects planned include the construction of a new passenger parking structure in the terminal area. Additionally, taxi and transportation network company staging lots are expected to be relocated to more centralized and accessible locations for access along the Airport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

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 FUTURE CARGO FACILITIES: CONCEPT PLAN

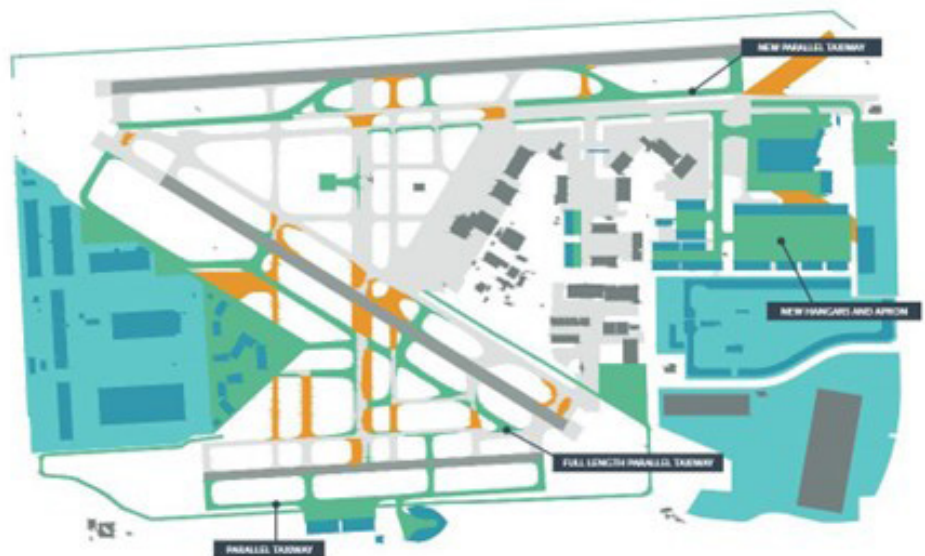


OPF GENERAL AVIATION FUTURE DEVELOPMENT

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

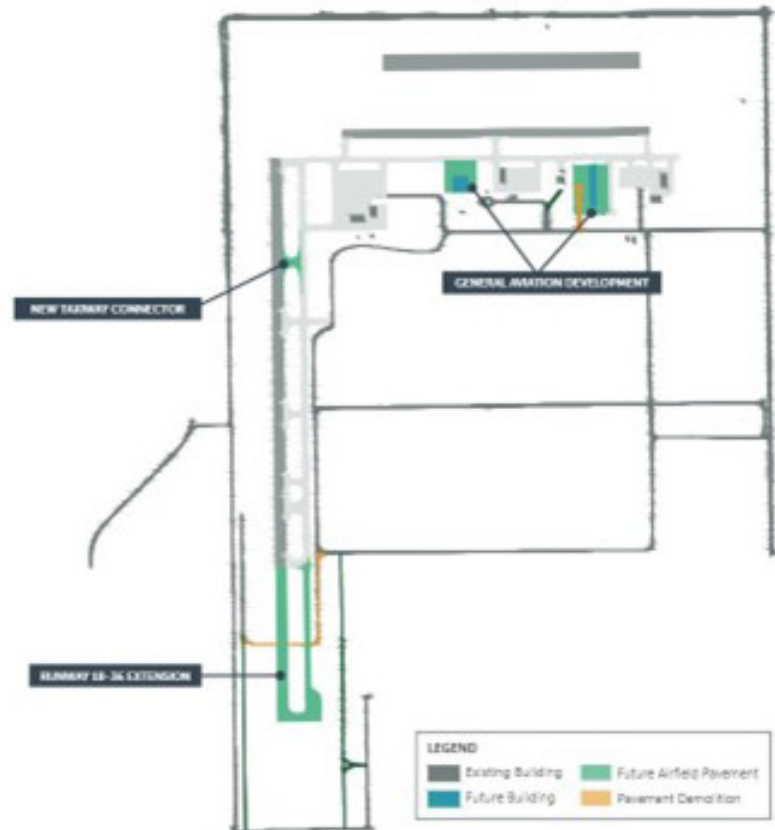


X51 GENERAL AVIATION FUTURE DEVELOPMENT

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 (IGA Development)
- Conventional hangars (IGA Development)



MIAMI-DADE COUNTY – AVIATION ON-SITE IMPROVEMENTS

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

PROJECT NAME	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 Apron & Utilities Modification/Expansion & GSE Facility	\$809.61
MIA - Employee Parking Garage	\$102.95
MIA - New Fuel Storage Facility Expansion Phase 1	\$39.23
MIA - New Concourse F	\$896.02
MIA - Concourse G Demolition	\$35.97
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	\$12.38
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 - Central Terminal Ticket Counters Replacement	\$37.99
MIA - Concourse F refurbishment Phase 1 & 2	\$55.72
MIA - MIA RIM Hot Spot 4 (Corral Area)	\$101.13
GAA - OPF Upgrade Runway 9/27 Rehabilitation and Repair	\$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	\$22.21
GAA - TMB Pave Shoulders for Runway 9L/27R	\$2.00
TOTAL	\$2,730.45

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 Cargo Gateway of the Americas.

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 2022-2023, the port transitioned back to cruising with over 4 million cruise passengers and continues to grow the cruise operations as demand increases.

CARGO

As Florida's busiest international port, the PortMiami 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, in 2021, 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 AND NET ZERO

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.

With this in mind, PortMiami has embarked on a visionary and transformational Net Zero program. This will be the nation's first end-to-end net zero carbon emission supply chain in line with the County's goal of a 25% (according to the County's CAP) reduction in emissions by 2030 for PortMiami, in accordance with the 2021

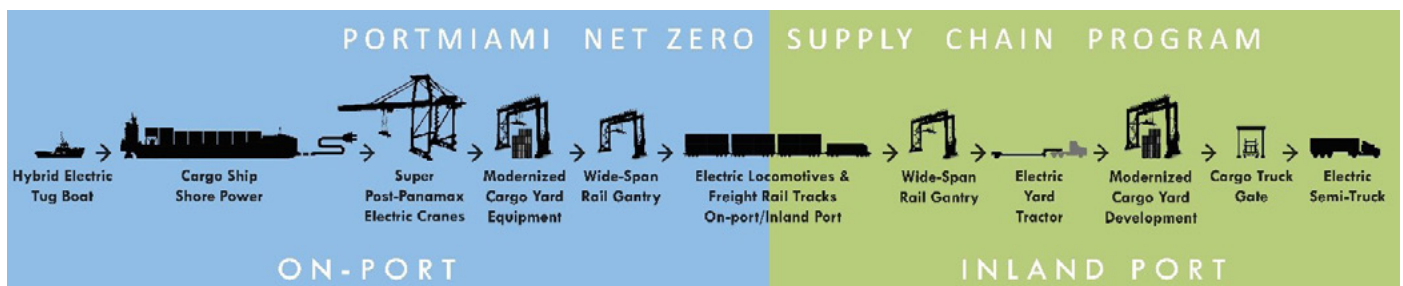


PORTMIAMI – MULTIMODAL SEAPORT DEVELOPMENT

Miami-Dade Climate Action Strategy. The program addresses 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, conversion of all ship to shore gantry cranes, and the provision of shore power for cruise ships at port. In addition, PortMiami is working with our cargo partners to plan the next series of projects, which include expansion of rail infrastructure and operations, eliminating fossil fuel-burning trucks from the road, modernizing the cargo gates to minimize truck idling, stormwater, and paving improvements for cargo yard efficiencies, etc.

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 off-port 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, electric vehicle charging, and infrastructure improvements to key roadways.



TRANSPORTATION

The Port's TIP is comprised of a total of approximately \$2 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 Cruise Terminals and Parking Garages
- Roadway projects for new Cruise Terminals and efficient cargo movements
- Modernization of Cargo Yard Terminals
- Additional Ship-to-Shore Gantry Cranes
- Bulkhead Improvements
- Fumigation and Cold Chain Processing Facility
- Inland Ports
- FPL Substation Expansion and new duct-banks to service different projects
- Projects promoting Technological Improvements to reduce delays, emissions, and improve safety and efficiencies

PORTMIAMI – MULTIMODAL SEAPORT DEVELOPMENT

- Projects promoting Sustainability and Resiliency
- Intermodal Railway Expansion
- State-of-the-Art Gates
- Yard Densification with both hybrid electrically powered rubber-tired gantries (eRTGs)
- Shorepower program at 5 cruise berths

The Port continues to assertively seek grant funding from local, state, and federal sources. The TIP reflects participation from the 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 opened Cruise Terminal V on February 11, 2022, to support Virgin Voyage's growing operations. The project received LEED Gold Certification.

CRUISE TERMINAL F EXPANSION (Phase 2) — PortMiami completed Cruise Terminal F in 2022 to support Carnival Cruise Line's expanding operations. The project has achieved LEED Silver Certification.



PORTMIAMI – MULTIMODAL SEAPORT DEVELOPMENT

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 eRTGs. Each eRTG replaces approximately two diesel top loaders, and this first phase reduces carbon dioxide emissions by 20%.



INFRASTRUCTURE (ELECTRIC)

FPL SUBSTATION EXPANSION — FPL has completed the relocation of its utilities in preparation the next phase – expanding its substation. The completion of the FPL substation expansion is anticipated to be May 2023.

PORTMIAMI CURRENT PROJECTS

CRUISE

Cruise Terminal G — PortMiami is expanding Cruise Terminal G to support cruise line’s expanding operations. The project will achieve a minimum of LEED Silver Certification, and include solar panels, a multimodal parking garage, and roadway improvements.

Berth 10 — PortMiami is developing an additional berth to supply berthing space for Cruise Terminal AA (Shared Terminal) and introduces a resilient bulkhead system capable of addressing future sea level rise.

Cruise Terminals A & AA Roadways — PortMiami is constructing a roadway flyover and associated roadway and stormwater improvements, in response to cruise growth and to optimize Cruise Terminal access and circulation, minimize traffic congestion and reduce delays.

PORTMIAMI – MULTIMODAL SEAPORT DEVELOPMENT

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

Shore Power — As part of PortMiami’s Net Zero goals the port will provide shore power to cruise terminals which will allow ships to turn off their primary engines while docked, resulting in reduced air emissions.

Phase 1 will be completed at the end of 2023 and provides shore power capability at five terminals, with enough power for three vessels to utilize shore power at the same time.

Brightline Train Station — 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 K — Design and construct a new cruise terminal to support expanding operations.

CARGO

Netzero Cargo Program — PortMiami is embarking on a visionary and transformational program to develop the nation’s first end-to-end net zero carbon emission supply chain in line with Miami-Dade County’s goal of reducing 25% of its emissions by 2030. Transformational endeavors include, but are not limited to, electric tugboats, shore power for cargo vessels, electric gantry cranes, rail expansion, improved cargo gates, cargo yard’s operational efficiencies, infrastructure improvements to support both electric and hybrid electric cargo yard equipment.

As part of the program, PortMiami will construct additional rail capacity and increase the cargo gate optimization to reduce traffic congestion at the Port and lower carbon emissions.

Netzero Cargo Supply Chain Program – Inland Port Logistics Center — This is a key logistics and export consolidations center serving Florida via rail and roadway; Includes eRTGs, reefer and plug accessories, electric generators, LED high-mast, solar farm, and connectivity, charging stations, etc.

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. The program will include a variety of projects, including a solar farm over the CBP Inspection Facility truck parking, export consolidation, electric trucking, eRTGs, and rail shuttles, etc.

Electric Cargo Gantry Cranes — As PortMiami receives more deeper draft vessels, the Port will add a minimum of four and up to six super post-panamax gantry cranes. The gantry cranes will improve productivity and support expanding operations, reduce energy costs by significantly reducing maintenance and repair.

Inspection & Fumigation Facility — The new facility will be a state-of-the-art cold chain processing and fumigation center that will provide a more efficient inspection, cold chain processing, and phytosanitary services 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.

Hybrid Tugboats — As part of the NetZero Program introduce hybrid harbortugboats to the seaport’s end-to-end services.

Cargo Yard Terminal Equipment & RTGS — As part of the NetZero Program, upgrade of cargo yard equipment, including hybrid RTG, to lower emissions.

INFRASTRUCTURE

Infrastructure Improvements – Cruise Campus — Infrastructure improvements including, but not limited to, road work, stormwater, landscape, and other emission-reduction projects, ev charging stations, solar panels, and relocations for future buildings.

Infrastructure Improvements – Passenger Boarding Bridges (PBBS) — PortMiami is purchasing passenger boarding bridges for various terminals in response to new cruise terminal construction, increased demand, and north bulkhead rehabilitation project.

Infrastructure Improvements – Container Yard (Seaboard) — Provide drainage improvements and various other resiliency improvements in Seaboard's container yard area. The projects will increase capacity, modernize the cargo gate, improve cargo yard pavement to handle hybrid electric cargo handling equipment, LED high mast lighting retrofits, and electric reefer racks for refrigerated cargo.

Infrastructure Improvements – Container Yard (POMTOC) — Provide drainage improvements and various other improvements in the container yard area to increase capacity, and improve stormwater management, modernize cargo yard operations, security gates, charging stations, and similar NetZero projects.

Infrastructure Improvements – South Florida Container Terminal (SFCT) – Phase 2 — PortMiami and SFCT have partnered to continue to improve the drainage in the SFCT's cargo yard, construct infrastructure improvements to support electric Rubber Tired Gantry Cranes (eRTGs) and construct a parking garage which in turn increases capacity with the cargo yard. This continued effort addresses sea level rise and meets the port's Net Zero goals by replacing diesel toploaders with 12 eRTGs to reduce emissions in 2023.

Infrastructure Improvements – Portwide Security Enhancements — Purchase marine vessels for the Harbor patrol Unit of the Miami-Dade Police Department to provide Security Zone enforcement for cruise ships , new Command, Control, and Communications (C3) facility, and other security enhancements.

Infrastructure Improvements – North Bulkhead Rehabilitation — PortMiami will rehabilitate six bulkheads along cruise berths over six years to add at least 75 years of life to the Port, improve resiliency, and raises the bulkhead in preparation for sea level rise. Other projects include shore power, water upgrades, fenders, and mooring improvements. This infrastructure project is seeking Envision Certification.

Infrastructure Improvements – South Bulkhead Rehabilitation — PortMiami is providing repairs and improvements to the Port's south bulkhead.

Infrastructure Improvements – Federal Inspection Facility (FIF) — PortMiami is planning to build a new facility for US Custom Border Patrol (CBP).

Infrastructure Improvements – Water & Sewer Upgrades — Upgrade the Port's water and sewer system for new services that improve the seaport's resiliency.

Infrastructure Improvements – Portwide — PortMiami is undergoing infrastructure improvements in various areas of the port. Portwide infrastructure improvements include beautification, drainage, dredging, road

improvements, photovoltaics, generators, batteries, electric connectivity & charging stations, BMS upgrades, wayfinding, landscape, lighting, HVAC, sidewalks, etc. Additionally, the Port is partnering with the United States Army Corp of Engineers (US ACE) on the Miami Harbor Channel Improvement Feasibility Study. The upgrades promote innovative technology that increases safety and operational efficiencies, improves energy efficiency, cost savings, and resiliency.

Infrastructure Improvements – CTJ 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 – 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, providing stormwater improvements, 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 – Channel Modifications — PortMiami is undergoing a safety and navigation improvements program with the US Army Corps of Engineers.

Infrastructure Improvements – Inland Port Logistics Support Yard — PortMiami is undergoing an Inland Port development of the container storage and transfer staging areas, including truck parking, workforce training center, solar farm, security gates, sustainable infrastructure for eRTGs, charging stations, reefer racks, etc.

Infrastructure Improvements – North Cruise Boulevard Extension — Extend and improve North Cruise Boulevard and ancillary roadways for added operations, including stormwater improvements.

Portwide Utilities Master Planning & Implementation — Stormwater master Plan, and Decarbonization and Electrification Master Plan; Implement projects to reduce emissions through electrification and stormwater management projects throughout all seaport operations for a more resilient PortMiami.

Infrastructure Improvements – Cargo Gate Modifications — Purchase and install security systems for new gateway as required.

Infrastructure Improvements – Roadway Realignment — Implementation of projects based on the PortMiami Transportation Master Plan to improve connectivity and congestion for cargo and cruise operations.

Infrastructure Compliance — Rehabilitation, upgrades, and various infrastructure improvements, and berths and shoreline improvements throughout the seaport.

Track Extension — Expand railroad track along US27 to connect to the Inland Port and Logistics Center.

New Parking Garages — Parking garages for both cargo and cruise operations.

Port Operations and Administration — New PortMiami Administrations and Operations Facility; includes police, safety, and security headquarters.

Expand Water Service Capacity — Water service to accommodate future growth, including along the cruise berths.



TIP • FISCAL YEARS 2023/2024 TO 2027/2028 COUNTY TRANSPORTATION SYSTEM AND MAJOR PROJECTS

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

This section of the TIP focuses on Major Projects from Miami-Dade's Department of Transportation and Public Works (DTPW). The DTPW's goal is to enhance the quality of life of Miami-Dade County residents, businesses and visitors by providing high-quality, safe, clean, efficient, and connected public transportation infrastructure services.

SHIFT305 is an initiative to revitalize Miami-Dade's Transportation System by 2025 which encompasses four objectives:



CLEAN



EFFICIENT



SAFE



CONNECTED

The projects listed are the tactical execution of the SHIFT 305 strategy and include improvements to highways, transit, and bicycle/pedestrian modes over the next five fiscal years.

The DTPW section provides an overview of the following topics:

- Funding Overview
- Smart Program
- Better Bus Network
- Terminals & Park-and-Rides
- Metrorail & Metromover
- Transit Maintenance and Modernization
- Pedestrian & Bicycle
- Safety & Vision Zero
- Major Highway and Bridge Improvement Projects
- Neighborhood Improvement Projects

FUNDING OVERVIEW

DTPW uses a mix of funding sources to plan for, construct and maintain transportation projects, including but not limited to:

- Local General Funds
- Secondary Gas Tax (SGT)
- Roadway Impact Fees (RIF)
- People's Transportation Plan (PTP)
- Federal and State Grants
- Private Sector
- Municipal Partners

DTPW – COUNTY TRANSPORTATION SYSTEM AND MAJOR PROJECTS

SMART PROGRAM

The SMART Program is advancing six rapid transit corridors of the PTP to create an expanded mass transit network in Miami-Dade County. It is the implementation of a vision for our region that is both strategic and far-reaching, creating a system of multiple transportation options by leveraging existing infrastructure and integrating technology at the highest levels.

The program is comprehensive, proactive and supports the future population and employment growth anticipated in our region.



The SMART Program is advancing five rapid transit corridors of the People's Transportation Plan (PTP), implementing an expanded mass transit infrastructure in Miami-Dade County.



BEACH CORRIDOR



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

In May 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions between Downtown Miami and the City of Miami Beach via I-395 and I-195. In January 2020, the Miami-Dade 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. 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 published the Draft EA document for public review and comment in Summer 2022.

Negotiations to develop and maintain a monorail system for the Beach Corridor Trunk Line ended in November of 2022 without an agreement due to significant increases in the project cost over the course of the negotiating period. DTPW is working to advertise, evaluate, and negotiate a new solution for the Trunk Line project with the County’s preference being a seamless extension of the existing Metromover system.

 Along a 9.7-mile corridor, crossing Biscayne Bay linking Downtown Miami to Miami Beach		 STRATEGIC TARGETS	
 Various premium transit modes	 Project Development, NEPA for Trunk Line		  

EAST-WEST CORRIDOR

The East-West Corridor project will run approximately 14 miles from the Miami Intermodal Center (MIC) at 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 MIA, 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 BRT. The LPA includes BRT routes operating within dedicated transit-only lanes, including reversible 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. Further east, the BRT routes would use dedicated lanes in the inside shoulders of SR 836 on route to the MIC and Downtown Miami. The East-West BRT routes would be in addition to and complement the SR-836 Express Services which already began operating in the Corridor in early 2020. In August 2021, the County submitted a letter to the FTA requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants Small Starts program for the East-West Corridor Rapid Transit Phase One Project which was granted entry into the program by FTA on October 26, 2021. The project is anticipated to receive a Documented Categorical Exclusion for the NEPA COA. DTPW is currently working on the NEPA documents, development of 30% plans, and all activities required for the Small Starts Application.

 14-mile Corridor along SR-836/Dolphin Expressway from Tamiami Terminal Station to the MIC at MIA		 STRATEGIC TARGETS
 BRT	 FTA Review & NEPA	   

KENDALL CORRIDOR

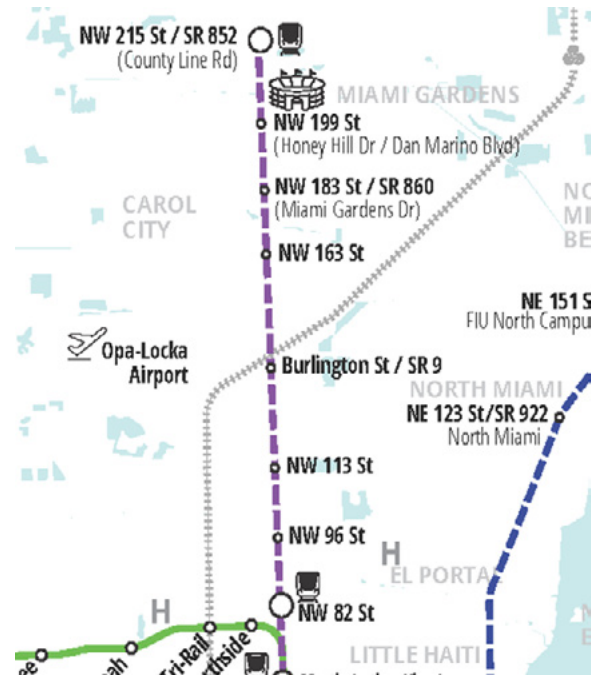
The Kendall Corridor consists of implementing a premium transit service (BRT), Light Rail Transit, or other appropriate transit technologies) along SR 94/Kendall Drive/SW 88 Street. The project also considers a connection with another segment running along SR 874 and SR 878 from Kendall Drive to the 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). In November 2019, Curbside BRT was identified as the recommended alternative for the Kendall Corridor. In March 2022, a joint-agency recommendation by the FDOT and DTPW to place the Kendall PD&E study on hold was approved by the TPO Governing Board. The Kendall Corridor PD&E study will remain on hold until the outcome of the Flagler Demonstration Project is assessed. The data collected from the Flagler Demonstration Project will inform the study team on an effective multi-modal transportation solution to improve transit along the Kendall Corridor.



 SR 997/Krome Avenue/SW 177 Avenue to the Dadeland North Metrorail Station (at approximately US 1/SR 5) along SR 94/Kendall Drive/SW 88 Street		 STRATEGIC TARGETS
 BRT Curbside	 FDOT PD&E on Hold	
		   

NORTH CORRIDOR

The North Corridor is part of the Southeast Florida Region which includes Palm Beach and Broward Counties. The North Corridor consists of implementing a premium transit service Heavy Rail Transit (Metrorail) along NW 27 Avenue. The envisioned transit corridor will include public on-street transit stations located along a dedicated running way. These stations can include public or private facilities located adjacent to the corridor where potential park-and-ride or transit terminals will be considered. In October 2019, the Miami-Dade TPO selected elevated heavy rail transit as the locally preferred alternative for the North Corridor. On November 15, 2022, the Board of County Commissioners (BCC) passed a motion to terminate the development of the DTPW’s RFP and to accelerate the implementation of the North Corridor as an elevated fixed guideway.



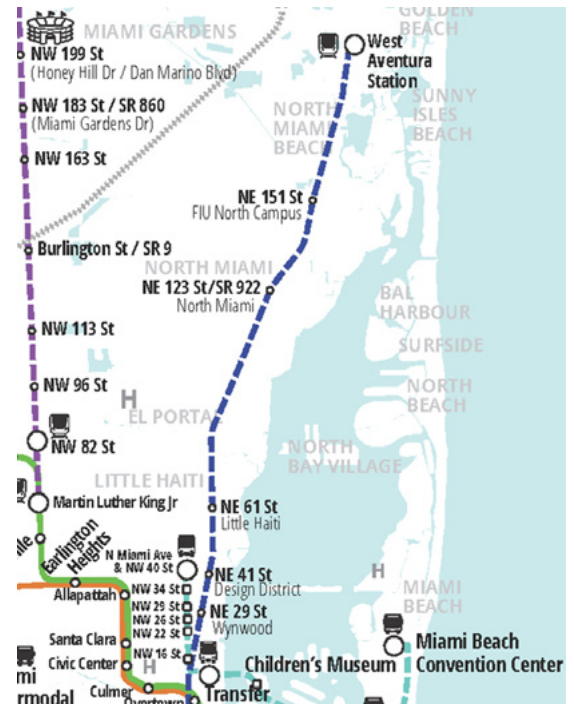
 From NW 215 Street (Countyline Road) to approximately NW 38 Street and from the MIC (at MIA) to NW 27 Avenue via SR 112 Expressway		 STRATEGIC TARGETS	
 Heavy Rail (Metrorail)	 FDOT PD&E Restart		
			

DTPW – COUNTY TRANSPORTATION SYSTEM AND MAJOR PROJECTS

NORTHEAST CORRIDOR

The Northeast Corridor 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 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, which began in December 2022, is considered the first phase of the Northeast Corridor.

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 phase under the FTA Capital Investment Grants 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 Northeast Corridor Rapid Transit Project is the Miami-Dade portion of the Coastal Link commuter rail corridor. The commuter rail service plan is 30-minute peak headway and 60-minute off-peak headway for both directions during weekdays and 60-minute headway during weekends. 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.



 Downtown Miami to the City of Aventura, along the existing FEC railway tracks (13.5 miles)		 STRATEGIC TARGETS	
 Commuter Rail	 FTA Review & NEPA		
			

SOUTH CORRIDOR

The station is 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 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.

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 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. Project Completion is anticipated by Summer 2024.



 Florida City to Dadeland South Metrorail, along the South Dade Transitway		 STRATEGIC TARGETS
 BRT	 Construction	



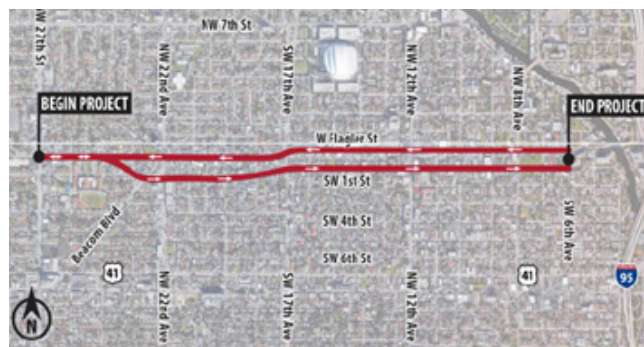
BUS EXPRESS RAPID TRANSIT (BERT)

Flagler Corridor PD&E — The Flagler Corridor is one of the Bus Express Rapid Transit (BERT) Corridors. The Flagler Corridor consists of implementing a rapid transit service along SR 968/Flagler Street. This includes multimodal street improvements to accommodate rapid transit service along Flagler Street. On January 28, 2021, the Miami-Dade TPO selected Curbside Bus Access Transit (BAT) Lanes as the recommended alternative 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 adopted a resolution to place the Flagler PD&E study on hold to implement a Flagler Street SMART Demonstration Project.



 SR 968/Flagler Street and SW 1st Street from SR 985/NW 107th Avenue to SR 5/US 1/Biscayne Boulevard with branches extending to Tamiami Station and Dolphin Station	 STRATEGIC TARGETS    
 Bus Access Lanes (BAT)	

Flagler Demonstration Project — The Flagler Demonstration Project is a short-term roadway project used to pilot one of the BERT Corridors, the Flagler Corridor. The project consists of implementing BAT lanes by repurposing an existing travel lane along SR 968 Flagler Street (westbound) and SW 1 Street (eastbound) between SW 27 Avenue and SW 6 Avenue. As part of the Flagler Demonstration Project, traffic analysis, monitoring plan and design plans for implementation of dedicated transit lane will be developed. FDOT will conduct before and after studies to evaluate the performance of the implementation of the curbside of the BAT lanes. The data collected will allow FDOT, the TPO and DTPW to jointly evaluate and determine the feasibility of a dedicated curbside rapid transit lane concept throughout the corridor.



 SR 968/Flagler Street and SW 1st Street from SW 27th Avenue to SW 6th Avenue	 STRATEGIC TARGETS    
 Bus Access Lanes (BAT)	

Beach Express North (Route F1) Julia Tuttle

Causeway — The Beach Express North (Route F1) Julia Tuttle Causeway is one of the one of the routes that make up the SMART Program’s BERT Network. This proposed route includes Bus-on-Shoulder (BOS) service on the inside shoulder of SR 112/I-195/Julia Tuttle Causeway. The primary goal of the I-195 Bus on Shoulder (BOS) project is to provide reliable transit travel times across Biscayne Bay between the mainland and Miami Beach as well as to improve travel times for transit passengers.



 Along SR 112/I-195/Julia Tuttle Causeway		 STRATEGIC TARGETS	
 BOS	 Implementation Completed Annual BOS Operation Evaluation Ongoing		
			

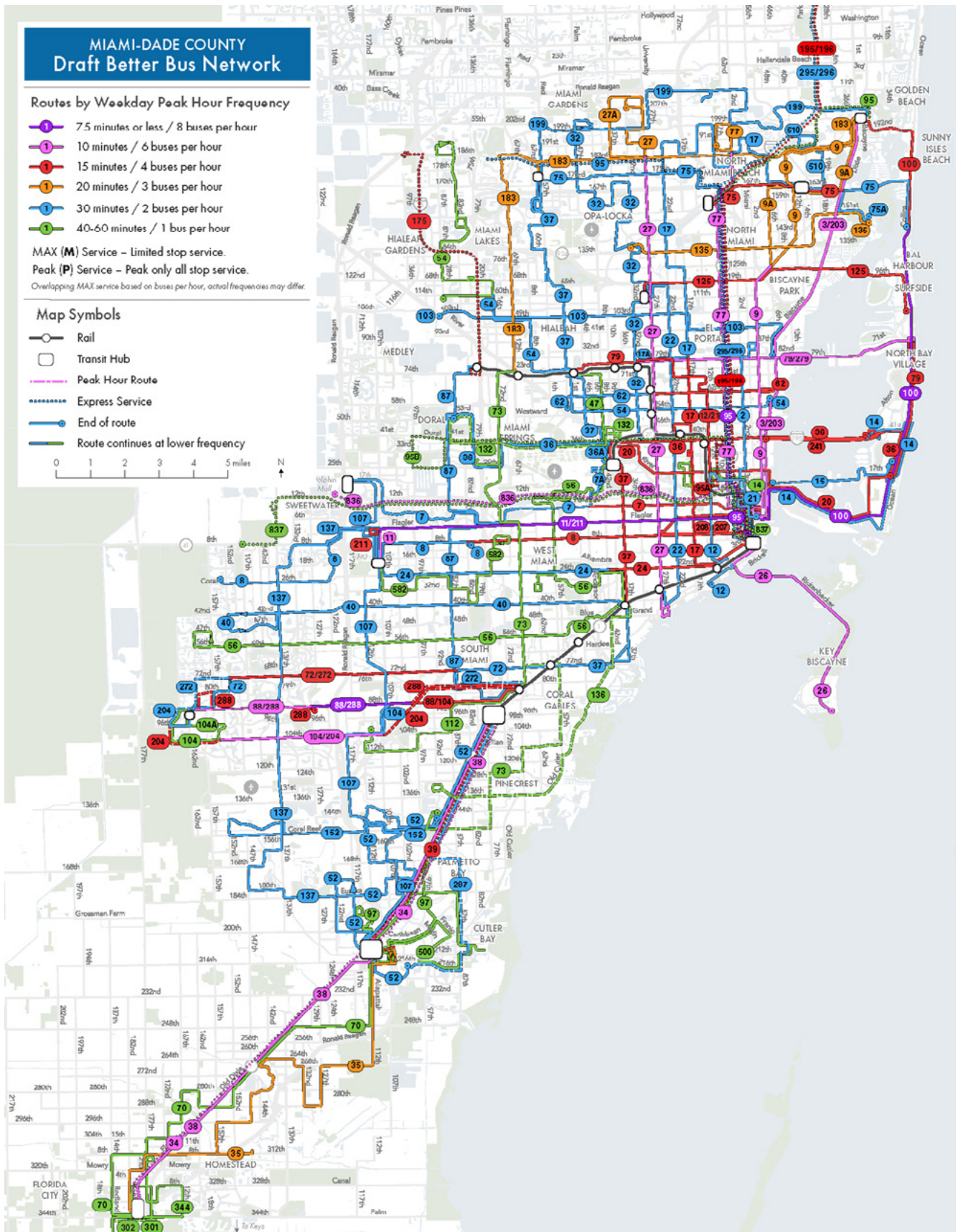
BETTER BUS NETWORK

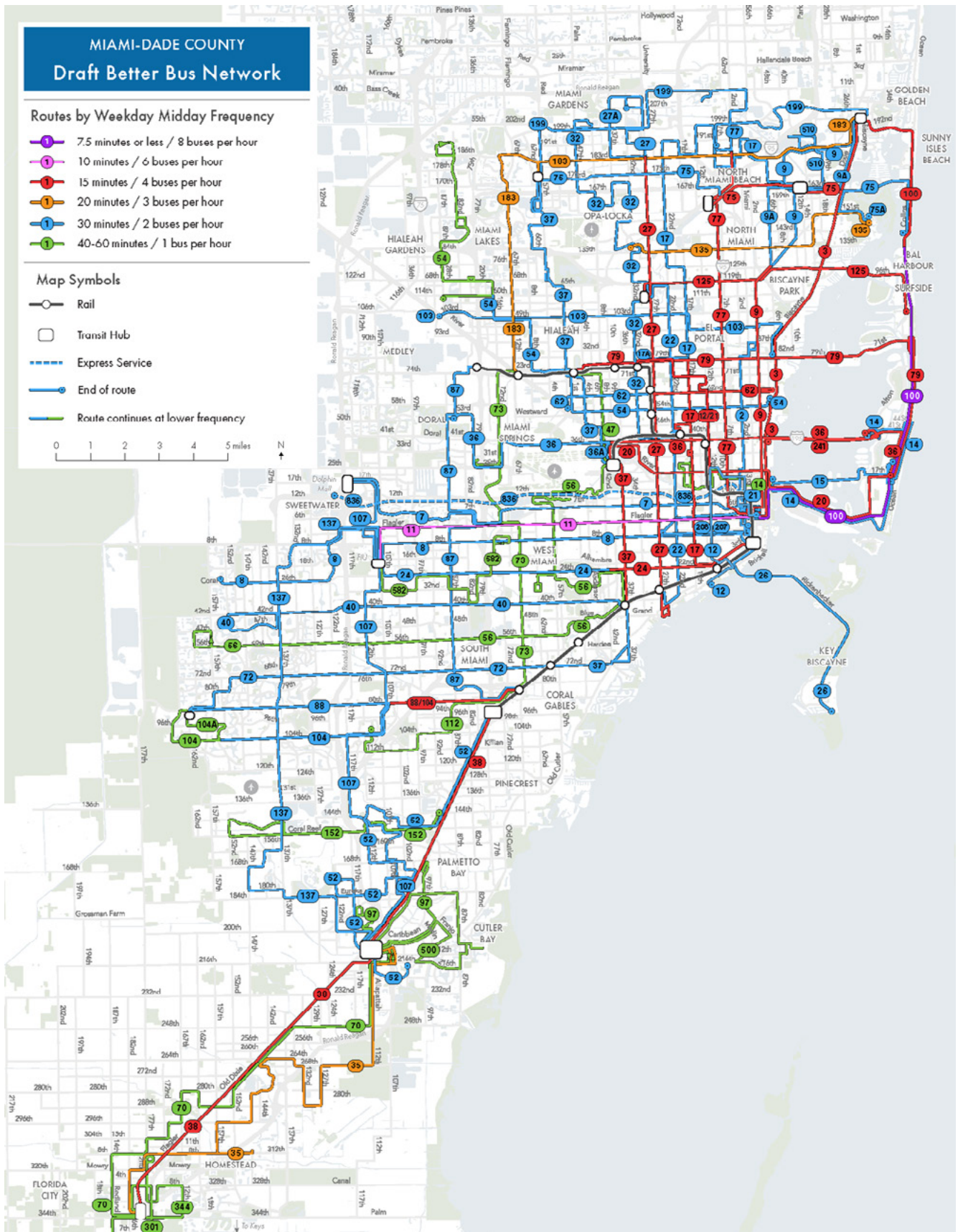
Miami-Dade County partnered with local public transportation advocacy group Transit Alliance to launch the Better Bus Project with the goal of designing a new bus network that will connect more people to more places. The Board of County Commissioners accepted the report presented in October 2020. A full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

The redesigned bus network for Miami-Dade County is based on community input and a data-driven process. The new proposed network is designed to be more useful for more people by increasing frequent service, creating easier connections, and improving evening and weekend bus service. Today there are only five bus routes in the County that arrive every 15 minutes or less throughout the day. Most bus routes arrive every 30, 45, or 60 minutes. When buses don't arrive frequently, riders are burdened by longer wait time and difficulties making connections to other routes. The Better Bus Network creates a new network with 19 frequent routes that allow people to reach more places more quickly.

- Over 350,000 additional residents in Miami-Dade County will have access to a bus route that arrives every 15 minutes or less within a ¼ mile or a 5-minute walk or less (From 10% of County residents to nearly a quarter).
- Increases the percentage of jobs near frequent service from 20% to 36%, bringing frequent service closer to 175,000 additional jobs.
- The average resident in Miami-Dade County will have access to over 30% more opportunities (jobs and services) in 60 minutes by walking and transit.

 DTPW currently re-evaluating the plan using reduced operator numbers. A revised plan will be phased out through 2023 and beyond.		 STRATEGIC TARGETS	
 Countywide	 Commuter Service	  	





BUS PASSENGER SHELTER PROGRAM

The Bus Passenger Shelter Program is part of the department's strategic vision to operate and grow a safer, cleaner, quicker, and more connected transit system. The program consists of the installation of new bus passenger shelters, new trash containers, new bicycle racks, improved pedestrian accessibility to and from bus shelters, and a complete renovation of the existing bus passenger shelters inventory installed within Miami-Dade County's Metrobus service area.

The program will ensure that all bus passenger shelters either new or existing ones, trash containers and bicycle racks are well maintained, safe, clean, well illuminated, and have an attractive appearance. As of February 2023, 270 bus shelters, 266 trash containers, 246 new bus shelter illuminations systems and 310 bicycle racks have been installed. These new transit amenities and accessibility improvements will be completed by summer of 2023.



TERMINALS & PARK-AND-RIDES

AVENTURA STATION

In an effort to advance the implementation of the SMART Program 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 recently completed project, which runs high-speed trains every half hour during the morning and afternoon rush hours utilizing the Florida East Coast (FEC) rail corridor. The County owns the land for the new Aventura Station, while Brightline is responsible for all operation and maintenance costs. The Aventura Station project includes an 860-foot platform located inside the FEC 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 was completed December 2022.



DTPW – COUNTY TRANSPORTATION SYSTEM AND MAJOR PROJECTS

 Along the Northeast SMART Corridor on West Dixie Highway		 STRATEGIC TARGETS   
 Passenger Rail	 Completed December 2022	

TAMIAMI PARK-AND-RIDE

The Tamiami Station Park and Ride/Bus Terminal project is part of the East-West Corridor, one of the rapid transit corridors of the SMART Program. This facility was developed prior to the adoption of the SMART Program as part of an incremental approach to implement rapid transit service on the East-West Corridor of the PTP. The recently completed facility accommodates approximately 450 parking spaces and will serve as the western most station for the new premium bus service in the corridor. The facility provides service for the new 837 Express bus route, which will run from the station to Downtown Miami via SR 836/Dolphin Expressway.



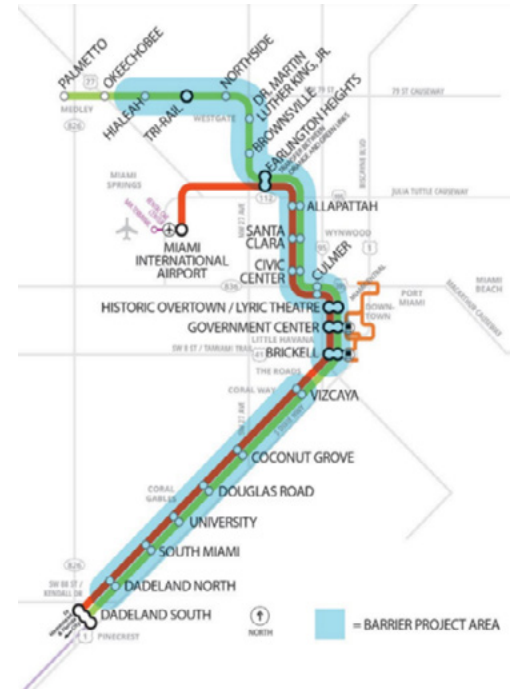
 SW 8th Street and SW 147th Avenue		 STRATEGIC TARGETS   
 Rapid Transit	 Completed	

METRORAIL & METROMOVER

DTPW is actively working to upgrade the Metromover, a free elevated people mover system that operates seven days a week in the downtown Miami, Omni, and Brickell areas as well as the Metrorail, a 25-mile dual track system that provides service to Miami International Airport (MIA) and runs from Kendall through South Miami, Coral Gables, and downtown Miami; to the Civic Center/Jackson Memorial Hospital area; and to Brownsville, Liberty City, Hialeah, and Medley in northwest Miami-Dade.

METRORAIL 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, DTPW launched a three-phase acoustical barrier replacement program. Currently, Phases One and Two have been completed. The first two phases of the program involved the removal of Type B barrier. On January 4, 2021, DTPW entered Phase Three of the program which entails the replacement of the acoustical barriers in the areas where the Type “B” panels were removed. Currently, the program is well underway – two contracts have been procured, awarded and NTP has been issued for Phase Three construction. DTPW is working on both contracts concurrently doing bracket removal, surveying, and installation of Type “B” metal posts. Phase Three is currently at 78% completion, and it is estimated to be completed in 2024.



 Improvements Across Most of Metrorail System	 STRATEGIC TARGETS   
 Rapid Transit Improvement	
 Construction Phase	

METROMOVER WAYSIDE SYSTEM OVERHAUL

Metromover is an automated people mover system that was designed and installed by Bombardier Transportation (formerly Westinghouse, most recently Alstom) and began passenger service in April 1986. The Metromover system is comprised of 21 stations, 4.4 miles of dual lane guideway, 25 guideway switches, 29 vehicles and a central control facility located at Government Center. Throughout the Metromover’s 32-year history, the system has expanded, and 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. The comprehensive wayside overhaul will include the design, supply manufacture, installation, testing and commissioning of the system into a fully functional, safe, and reliable Metromover system. Project anticipated completion is May 2025.

 Improvements Across Most of Metrorail System		 STRATEGIC TARGETS   
 Rapid Transit Improvement	 Construction Phase	

TRANSIT MAINTENANCE AND MODERNIZATION

Regular maintenance and upgrades to the transit infrastructure not only improve the passenger experience, but also help to reduce delays and breakdowns, which can have a significant impact on the overall efficiency of the system. Additionally, modernization efforts, such as the introduction of new technologies and the use of cleaner and more sustainable energy sources, can help to improve the environmental impact of transit. For example, DTPW modernization efforts include:

- Electric signage at Metrorail and Metromover stations
- Parking space counters at Metrorail parking garages

SOUTH DADE BUS MAINTENANCE FACILITY

With the implementation of the SMART Program, 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. A county owned site with good access was identified at the NW Quadrant of Biscayne Drive and SW 127th Avenue.

 Northwest Quadrant of Biscayne Drive and SW 127th Avenue		 STRATEGIC TARGETS   
 Transit Modernization	 NEPA & Design Phase	

ADDITIONAL ELEVATORS AT DADELAND NORTH METRORAIL STATION PARKING GARAGE

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 elevators to the existing parking facility. The two 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 2023, the Final Acceptance is scheduled for April 2026.

 Proposed 11-story building to house two proposed elevators at the North end of the existing Dadeland North Metrorail Station Parking Garage		 STRATEGIC TARGETS   
 Station Modernization	 Procurement Phase to Select Design-Build Firm	

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. The DTPW 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, currently under procurement are 75 Proterra pilot 40-foot electric powered, zero-emission buses. A total of 64 Proterra 40’ Electric Buses have been delivered to date; 55 buses have been conditionally accepted and assigned for service. The remaining Proterra electric buses will be delivered by March 2023. These vehicles are the first of their kind in Miami-Dade County’s Metrobus Fleet and complement the ongoing modernization of the fleet. DTPW is also purchasing 100 articulated 60-foot Battery Electric zero-emission buses and furnishing 50 Charging Systems for depot-based charging. Contract has been awarded to New Flyer of America, Inc. in January 2023. These articulated electric buses are currently under procurement, with a Pilot Bus delivery scheduled for October 2023, 60 Production Buses delivered between July 2024 and February 2025 the balance of buses is scheduled to be delivered by July 2025.

 Procurement Phase	 STRATEGIC TARGETS    
 Transit Modernization	

PEDESTRIAN & BICYCLE

THE UNDERLINE

The Underline is a 10-mile mobility corridor that re-purposes existing underutilized industrial space under the existing Miami-Dade County Metrorail which is the most widely used regional transit heavy rail system. The project increases connectivity to eight Metrorail Stations and bus terminals, allowing for increased ridership and increased safety. As a multi-modal corridor, The Underline is a 10-mile mobility corridor that re-purposes existing underutilized industrial space under the existing Miami-Dade County Metrorail which is the most widely used regional transit heavy rail system. The project increases connectivity to eight (8) Metrorail Stations and bus terminals, allowing for increased ridership and increased safety. As a multimodal corridor, The Underline will serve as the first and last mile connections to 24 schools, one (1) university, two (2) hospitals, three (3) urgent care facilities, four (4) major malls and over 250,000 residents within ¼ mile. The project includes transportation and non-transportation components.



The Underline is building separate bicycle and pedestrians' paths as well as improving 34 intersections along US1. DTPW and FDOT are working together in the coordination of intersection improvements. It encourages active

transportation and healthier lifestyle by promoting mass transit, walking and biking, and reducing US1 traffic by five percent. It will serve as the spine for a future network of 180 miles of county and city trails and as the spine for 22-mile Miami Loop. The Project was originally planned with nine segments for development, and it is getting built in three phases. As of February 2023, the estimated completion date is Summer 2026.

 From the southern bank of the Miami River to the northern curb of Dadeland Blvd	 STRATEGIC TARGETS
 Multimodal Urban Trail	 Phase II Under Construction
  	

DTPW – COUNTY TRANSPORTATION SYSTEM AND MAJOR PROJECTS

The Underline Phase I – Brickell Backyard Project — The Brickell Backyard is 0.5 miles long and the most complex of all the phases. It extends from the southern edge of the Miami River to SW 13th Street (Coral Way). This phase is within the limits of the City of Miami.



Commenced Construction in December 2018; Completed 2021

The Underline Phase II – Hammock Trail — The Hammock Trail extends from SW 13th Street (Coral Way) to SW 19th Avenue. This segment is approximately 2.14 miles long. Phase Two is within the city of Miami.



Currently Under Construction; Completion Expected July 2023

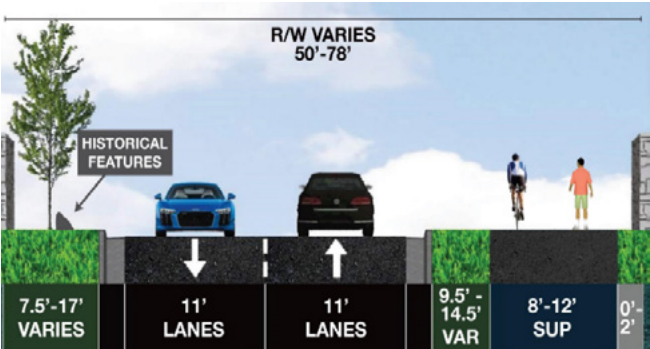
The Underline Phase III — This segment is the longest of all the Underline Phases. It extends 7.36 miles extending from SW 19th Avenue to Dadeland South Kiss-and-Ride Facility. The phase will traverse through the Cities of Miami, Coral Gables, and South Miami and end at Unincorporated Miami-Dade County.



Construction Completion Expected Toward 4th quarter of 2025

SOUTH BAYSHORE DRIVE

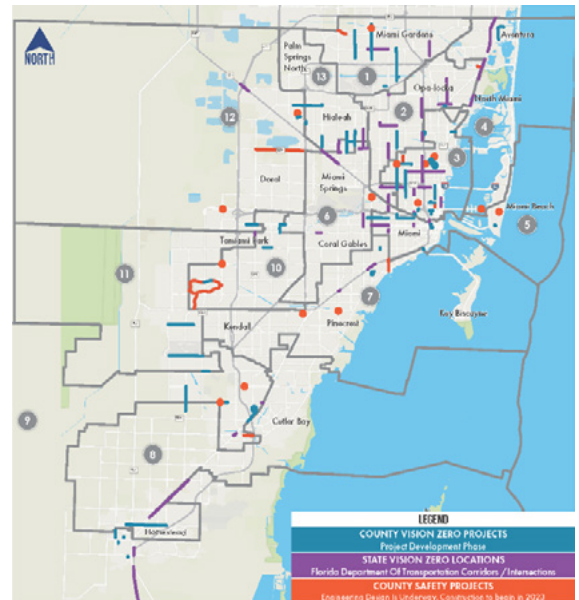
The South Bayshore Drive project will provide continuous pedestrian and bicycle facilities to improve the connections to Parks, Trails and Transit facilities. This project includes a 10-foot wide shared-use path north of Aviation Avenue that forms part of the Commodore Trail – an essential trail that connects the Old Cutler Trail to the Rickenbacker Causeway. Improvements include resurfacing of roadway pavement and upgrading signing and pavement markings. This project will remove pinch points and deficiencies in the trail network, improve existing trail crossings and increase safe access to the trail. The project completion is anticipated by the end of 2027.



 From Darwin Street to Mercy Way		 STRATEGIC TARGETS	
 Multimodal Corridor	 Design Phase	  	

SAFETY & VISION ZERO

Vision Zero is a countywide safety initiative with a goal to eliminate all traffic fatalities and severe injuries by 2040, while increasing the safety, mobility, and health of all county residents. DTPW's Vision Zero program is focused on system-level changes at how we plan, design, and build our transportation network. The program kicked off in late 2021 with the development of the Vision Zero Framework Plan which identified over 2,000 locations where fatalities or serious injuries have taken place across the county and established actions the county must take to achieve zero.



 In 2022, DTPW began the planning and design of 24 projects. Currently in engineering design and will be headed into construction summer 2023.		 STRATEGIC TARGETS
 Countywide	 Safety Initiative	

On average, more than 300 vehicle crash fatalities take place in Miami-Dade County per year. Of these fatal crashes, more than 100 involve vulnerable road users, including pedestrians and bicyclists. Miami-Dade County continues to be identified as one of the most dangerous counties for vulnerable road users (Smart Growth America: Dangerous by Design 2010 to 2022). While the County continues to thrive economically and grow in population and travel demand, it is DTPW's imperative to ensure a safe transportation network. Miami-Dade County's is committed to eliminating traffic deaths and serious injuries within our transportation network by 2040. The 2021 Vision Zero Framework Plan formally established the Vision Zero Program and identified over 1,000 high injury crash locations across the County, prioritizing locations near transit facilities and equity neighborhoods.

Making a commitment to zero traffic deaths means addressing all aspects of safety through five overarching program focus areas. DTPW's focus areas are based on the Safe System approach that, together, creates a comprehensive approach with layers of protection for all road users.

Our focus areas are:

- Promote a Culture of Safety
- Enhance Process and Collaboration
- Build Safe Streets for Everyone
- Create Safe Speeds
- Make Data-Driven Decisions

MAJOR HIGHWAY AND BRIDGE 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 216 Street from SW 127 Avenue to HEFT

NW 25 STREET CORRIDOR ROAD WIDENING



NW 25 Street is a County-maintained section line road within the City of Doral and Sweetwater. A feasibility study was completed in 2015. Recommendations from the study include the widening of NW 25 street from four to six lanes. The scope of work for this project includes, but is not limited to, widening of the road to provide three lanes in each direction, a raised median, a 6-foot sidewalk on the south side and a 10-foot shared-use path on the north side, a new drainage system, a new signalized intersection at 99 Avenue, and the addition of turning lanes at major intersections to increase capacity. Design was completed during Fall 2021, construction started Fall 2022 and is on-going. The project is estimated to be completed by Fall 2025.

 NW 25 Street from West of NW 117 Avenue to NW 87 Avenue		 STRATEGIC TARGETS
 Infrastructure Improvement	 Construction Phase	
		 

NW 12 STREET IMPROVEMENTS



The project consists of widening and resurfacing of NW 12 Street from the Dolphin Park and Ride Facility to NW 114 Avenue. The project will increase capacity for existing left turn and right turn lanes as well as provide new left turn and right turn lanes along NW 12 Street. Exit ramps from the Florida Turnpike, and the right turn lane exit from the Dolphin Mall at NW 114 Avenue 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 (90% Plan). The 90% Plan phase will be completed in May 2023.

 NW 12 Street from the Dolphin Park and Ride Facility to NW 114 Avenue		 STRATEGIC TARGETS
 Infrastructure Improvement	 Design Phase	

VENETIAN CAUSEWAY



The historic Venetian Causeway is a 2.5-mile-long facility that provides a major link between the City of Miami on the west and City of Miami Beach on the east. The Venetian Causeway is comprised of ten fixed bridges and two bascule bridges separated by five spoil islands, and six residential islands. Following the PD&E study, it was determined that eleven of the twelve bridges will require replacement. Miami Dade County has started the final design phase for the replacement of 11 bridges along the Venetian Causeway, following completion of the PD&E study, performed by FDOT.

The final design will provide new wider bridges which will enhance safety and connectivity for all modes of transportation, including pedestrians, bicyclists, navigable traffic, and vehicular traffic. The replacement bridges will adhere to the existing causeway historic aesthetic and ensure minimal environmental impact. Additionally, resiliency measures are being study to ensure the new bridges are not affected by sea-level rise effects, and that they can provide continued connectivity for emergency services, construction, and commerce vehicles. The final design phase has begun and is expected to conclude Summer 2025, with Construction advertisement to immediately follow.

 11 bridges along the Venetian Causeway,  a 2.5-mile-long roadway spanning 11 man-made islands		 STRATEGIC TARGETS
 Infrastructure Improvement	 Final Design Phase	
		  

RICKENBACKER CAUSEWAY – BEAR CUT BRIDGE PD&E STUDY

Miami-Dade County will be performing the planning study, also known as a PD&E study, to analyze the options for replacement or major rehabilitation of the Bear Cut Bridge from Virginia Key to Key Biscayne. A portion of the bridge was constructed in 1944 and will require replacement of part, all or major rehabilitation to continue to serve as the only connection between mainland Miami and the Village of Key Biscayne. The study will include public outreach and input, stakeholder coordination, design alternative development, cost benefit analysis, long range cost estimating, and analysis of the environmental, archaeological and socioeconomic impact of the design alternatives. The Notice for Professional Service for the PD&E was advertised in January 2023 and the selection and study is expected to take three and a half years. Design or Design Build is set to begin in Spring or Summer 2025 with Construction to Begin in 2027.



 Bear Cut Bridge from Virginia Key to Key Biscayne		 STRATEGIC TARGETS	
 Infrastructure Improvement	 PD&E Study	  	

NW 17TH AVENUE BRIDGE OVER MIAMI RIVER PD&E STUDY

Miami Dade County will be performing a PD&E study, to analyze alternatives for the replacement or major rehabilitation of the NW 17th Avenue movable Bridge from NW 7th Street to NW 14th Street within the City of Miami and Miami-Dade County. The study will aim to address Operational reliability, structural and functional deficiencies, as well as address future transportation demands and multimodal safety opportunities for pedestrians and bicyclists. Constructed in 1928, this bridge provides access to many major points of interest and emergency services in Miami and provides interchange access to the Dolphin Expressway/SR 836.



The PD&E study will include public outreach and input, stakeholder coordination, design alternative development, cost benefit analysis, long range cost estimating, and analysis of the environmental, archaeological and socioeconomic impact of the design alternatives. The PD&E study is expected to take approximately four years to conclude, which will then be followed by Final Design. The Final design phase is tentatively expected to take approximately two years to complete.

 NW 17th Avenue Movable Bridge from NW 7th Street to NW 14th Street		 STRATEGIC TARGETS   
 Infrastructure Improvement	 PD&E Study	

NEIGHBORHOOD IMPROVEMENT PROJECTS

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 considers 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 2023/2024 TO 2027/2028

PUBLIC TRANSPORTATION IMPROVEMENTS

South Florida Regional Transportation Authority (SFRTA)

The mission of the SFRTA is to coordinate, develop and implement, in cooperation with all appropriate levels of government, private enterprise and citizens at-large in the community, a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services. SFRTA is an agency of the State of Florida, created in 2003 by Chapter 343, Florida Statute, and is authorized to own, operate, maintain, and manage a transit system in the tri-county area of Miami-Dade, Broward, and Palm Beach Counties. SFRTA operates the Tri-Rail Commuter Rail System. The following projects are included in SFRTA's Capital Budget and or Five-Year Plan in Fiscal Year 2024 thru 2028.

THE TRI-RAIL DOWNTOWN MIAMI LINK (TRDML)

SFRTA, in coordination with multiple partners, is extending the Tri-Rail commuter rail service to provide a new service from Tri-Rail's northern most station at Mangonia Park in Palm Beach County to its southern most station at the "MiamiCentral Station" in Downtown Miami. The 9.05-mile extension, known as Tri-Rail Downtown Miami Link (TRDML), will provide connecting service from the South Florida Rail Corridor (SFRC) at the Tri-Rail Metrorail Transfer Station, to the FEC railway corridor, into Downtown Miami. TRDML service is expected to begin in late 2023. 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 TPO; and the region's previous investment in the Tri-Rail system.

The key to this leveraging is a local investment by public partners of \$70 million for incremental construction costs 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 SFRC. New rolling stock will also allow for increased ridership capacity, operational and train scheduling flexibility and for future service expansion onto the FEC Railway.

TRI-RAIL PASSENGER INFORMATION SYSTEM (PIS)

Tri-Rail PIS will provide train locations and predicted arrival times at each station via the internet, smartphone app, telephone, text message, and LCD display 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 was recently completed and focused on installing surveillance cameras on Tri-Rail station platforms.

These surveillance cameras and monitoring technology allows SFRTA's 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 SFRC from just north of the Tri-Rail Hialeah Market Station to the Tri-Rail Miami Airport Station located at 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 PD&E study and completed 30% design for this project. The final design and construction will be completed by the FDOT, District Four.

PLANNING AND CAPITAL DEVELOPMENT

The Planning and Capital Department performs short- and long-term planning activities and facilitates the performance of planning studies and efforts such as the update of the Transit Development Plan (TDP), Transit-Oriented Development (TOD) station area plans, Bicycle and Pedestrian Studies and Passenger Surveys, along with other regionally significant projects.

PROGRAM OF PROJECTS

SFRTA receives annual Federal Appropriations Sections 5307 and 5337 funding from the 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.



TIP • FISCAL YEARS 2023/2024 TO 2027/2028 PARKS, RECREATION AND OPEN SPACES

Miami-Dade Parks, Recreation and Open Spaces (MDPROS)

1. Ludlam Trail

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 consists 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 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).

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.

2. Biscayne Trail

MDPROS is developing Segment D of the Biscayne Trail in two phases, which is part of the larger, 43-mile Biscayne-Everglades Greenway. As a priority paved land trail from the FGTS Priority Network and SUN Trail Network, the trail corridor will serve bicyclists, pedestrians, and users of other types of non-motorized vehicles. The purpose of the Biscayne Trail is to encourage the use of alternate modes of transportation and enhance overall connectivity and accessibility to schools, local and national parks, and transit hubs for more than 127,000 residents present within the census tracts of the proposed corridor.

The project limits for Segment D Phase 1 begin at SW 328th St. at Biscayne National Park and Miami-Dade County’s Homestead Bayfront Park, then head north along the L31-E Canal, then west along the south bank of the Mowry Canal to SW 117th Ave. Phase 2 of the Biscayne Trail picks up at SW 117th Ave., then continues west along the Mowry Canal, south along SW 127th Ave., west along SW 320th St., then north along SW 137th Ave. and ending at the Mowry Canal, where it will connect to the segment recently completed by the City of Homestead. Together, these segments will connect users between Downtown Homestead, and Biscayne National Park to the east, with connection to convenient transit access to the rest of Miami-Dade County.

The trail will generally consist of a 10 to 12-foot-wide, two-way, asphalt multi-use path within SFWMD right-of-way, and dedicated bikes when the trail utilizes road right-of-way. The trail will include high emphasis pavement markings at intersections, regulatory and wayfinding signage, bike racks, benches, and bike repair stations.

MIAMI-DADE – PARKS, RECREATION AND OPEN SPACES

This trail 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 Biscayne Trail will be a vital component of the Biscayne-Everglades Greenway within the overall OSMP network as it will link people to Homestead and Florida City, National Parks, and transit hubs, while offering a reliable transportation alternative. From a regional perspective, the trail will connect to the SMART South Corridor in Downtown Homestead, as well as the South Dade Trail.



Phase 1 ———

Phase 2 - - - -





APPENDIX A

COMPLETED CONSTRUCTION PROJECTS

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
441832-1-52-01	SR 826/Frontage Rds from NW 122 St to NW 138 St	Resurfacing	Jan 25, 2022
447023-5-52-01	Dynamic Envelope Retrofit @ Various Railroad Crossings – Fast Track	Rail Safety	Jan 26, 2022
439924-1-52-01	SR 973/SW 87 Ave from SW 27 St to SW 20 Ter	Intersection Improvement	Feb 10, 2022
251684-6-52-01	Golden Glades Multimodal Transportation Facility – GGMFTF	Intermodal Hub Capacity	Feb 11, 2022
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, 2022
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, 2022
431635-1-52-01	Districtwide – Pushbutton – Pilot Program	Safety Project	Mar 14, 2022
432687-3-52-01	SR 828/Palmetto Expy from NW 31 St to N of NW 74 St/FEC Railroad	Landscaping	Mar 23, 2022
445763-1-52-01	SR 9A/I-95/Audible Pavement Markings from 0.00 to 11.31	Signing/Pavement Markings	Apr 04, 2022
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	Apr 08, 2022
439916-1-52-01	SR 989/Allapattah Rd @ SW 211 St	Intersection Improvement	Apr 19, 2022
427518-2-52-01	SR 860/Miami Gardens/NW 183 St from E of NW 57 Ave to W of NW 27 Ave	Resurfacing	Apr 29, 2022
431635-6-52-01	Miami-Dade County – Traffic Operations – Push Button - Signals	Miscellaneous Construction	May 21, 2022
445168-1-52-01	SR 934/E 21 St/E 25 St/NW/NE 79 St from Palm Ave to NE 5 Ave	Lighting	May 23, 2022

APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE
442539-1-52-01	SR 944/NW 54 St @ NW 14 Ave	Pedestrian Safety Improvement	May 25, 2022
440182-1-52-01	SR 90/SW 8 St from SW 132 Ave to SW 70 Ave – Signalized Intersections	Lighting	Jun 27, 2022
441967-1-52-01	SR 112/I-195 Over Westshore Waterway - 870314	Bridge-Repair/ Rehabilitation	Aug 30, 2022
429341-3-52-01	SR 994/Quail Roost Dr from W of SW 127 Ave to W of Turnpike/SW 113 Ave	Resurfacing	Sep 02, 2022
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, 2022
439522-1-52-01	SR 916/NW 135 St from Cairo Ln to Sesame St	Pedestrian Safety Improvement	Sep 27, 0222
450414-1-52-01	SR 826/NB Over W 60 St – Permanent Repair of Traffic Railing & MSE – Fast Track	Miscellaneous Construction	Oct 07, 2022
443940-1-52-01	SR 9/NW 27 Ave from N of NW 116 St to S of NW 122 St	Resurfacing	Oct 10, 2022

APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

COMPLETED CONSTRUCTION PROJECTS IN 2022

Florida's Turnpike Enterprise

FPID	PROJECT	LIMITS	COMPLETION DATE
435546-1	Widen Turnpike Mainline / SR 821	I-75 (MP 39) to Turnpike Mainline (MP 47)	March 2022
415051-4	Widen Turnpike Mainline / SR 821	SW 40th St / SR 976 (MP 23) to Dolphin Expressway / SR 836 (MP 26)	May 2022

APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

COMPLETED HIGHWAY PROJECTS IN 2022

Expressway Authority

PROJECT #	PROJECT	LIMITS	TYPE OF WORK	COMPLETION DATE
87410	SR 874 Ramp Connector	SW 128th Street to SR 874	New Ramp	February 2022

APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

COMPLETED CONSTRUCTION PROJECTS – TIP

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

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
SW 16 Street	SW 104 Place	SW 82 Avenue	Resurfacing	Construction Completed	March 2022
SW 47 Terrace	SW 117 Avenue	SW 87 Avenue	Resurfacing	Construction Completed	May 2022
SW 102 Avenue	SW 24 Street	SW 16 Street	Resurfacing	Construction Completed	June 2022
NW 41 Street	NW 114 Avenue	NW 107 Avenue	Resurfacing	Construction Completed	April 2022
NW 107 Avenue	NW 58 Street	NW 74 Street	Resurfacing	Construction Completed	March 2022
SW 92 Avenue and SW 68 Street			Intersection Improvement	Construction Completed	August 2021
NW 87 Avenue and NW 74 Street			Intersection Improvement	Construction Completed	November 2022
NW 25 Street at NW 112 Avenue			Intersection Improvement	Construction Completed	June 2022
NW 79 Avenue and NW 56 Street			Traffic Signal	Construction Completed	July 2022
NW 32 Avenue	Okeechobee Road	NW 36 Street	Resurfacing	Construction Completed	June 2022
SW 37 Avenue	Ingraham Highway	US-1	Resurfacing	Construction Completed	August 2022
NE 107 Street	Griffing Boulevard	NE 12 Avenue	Resurfacing	Construction Completed	June 2022
NW 17 Avenue and NW 7 Street			Intersection Improvement	Construction Completed	March 2022
NW 17 Avenue and NW 20 Street			Intersection Improvement	Construction Completed	February 2021
NW 22 Avenue and NW 7 Street			Intersection Improvement	Construction Completed	June 2022
NW 30 Avenue and NW 11 Street			Intersection Improvement	Construction Completed	November 2022

APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
NW 45 Street and NW 7 Street			Intersection Improvement	Construction Completed	January 2021
NW 5 Avenue and NW 95 Street			Traffic Signal	Construction Completed	December 2022
NW 97 Avenue	NW 138 Street	NW 154 Street	New 4 Lanes	Construction Completed (Joint Participation Agreement with City of Hialeah)	December 2019
NE 12 Avenue	NE 143 Street	NE 149 Street	Resurfacing	Construction Completed	August 2022
NE 16 Avenue	NE 151 Street	NE 163 Street	Resurfacing	Construction Completed	May 2022
NW 67 Avenue	NW 138 Street	SR 826	Resurfacing	Construction Completed	June 2022
NW 82 Avenue	NW 178 Street	NW 186 Street	Resurfacing	Construction Completed	May 2022
NW 82 Avenue	NW 186 Street	NW 192 Street	Resurfacing	Construction Completed	May 2022
NW 82 Avenue	NW 192 Street	NW 197 Street	Resurfacing	Construction Completed	May 2022
NW 87 Avenue	NW 192 Street	NW 197 Terrace	Resurfacing	Construction Completed	September 2021
NW 154 Street and NW 122 Avenue			Resurfacing	Construction Completed	September 2022
NW 27 Avenue and NW 207 Street			Intersection Improvement	Construction Completed	May 2022
NW 37 Avenue and NW 153 Street			Traffic Signal	Construction Completed	October 2022
NW 82 Avenue and NW 162 Street			Traffic signal	Construction Completed	February 2023
NW 97 Avenue and NW 146 Street			Traffic Signal	Construction Completed	December 2022
SW 122 Avenue and SW 26 Street			Intersection Improvement	Construction Completed	May 2021

APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
SW 137 Avenue and SW 26 Street			Intersection Improvement	Construction Completed	October 2021
SW 122 Avenue and SW 88 Street			Traffic Signal	Construction Completed	November 2022
SW 127 Avenue and SW 76 Street			Traffic Signal	Construction Completed	December 2021
SW 107 Avenue and SW 176 Street			Traffic Circle	Construction Completed	October 2022
SW 117 Avenue and SW 104 Street			Intersection Improvement	Construction Completed	November 2021
SW 138 Avenue and SW 56 Street			Traffic Signal	Construction Completed	March 2022
SW 147 Avenue and SW 120 Street			Traffic Signal	Construction Completed	November 2022
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 142 Avenue and SW 268 Street			Traffic Signal	Construction Completed	February 2022
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
SW 312 Street and Malibu Way			Traffic Signal	Construction Completed	April 2022
SW 344 Street and SE 13 Avenue			Traffic Signal	Construction Completed	July 2022
SW 48 Street	SW 57 Avenue	Lincoln Drive	Resurfacing	Construction Completed	September 2022
SW 57 Avenue	SW 88 Street	SW 80 Street	Resurfacing	Construction Completed	October 2022
LeJeune Road and Poinciana Avenue			Traffic Signal	Construction Completed	October 2021

APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
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	December 2021
W 16 Avenue and W 37 Street			Traffic Signal	Construction Completed	November 2022
W 24 Avenue and W 68 Street			Traffic Signal	Construction Completed	December 2022

APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

COMPLETED TIP PROJECTS IN FY 2021/2022–2022/2023

Miami-Dade Aviation Department (MDAD)

#	PROJECT NAME	PROJECT #	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
5	MIA Taxiway R Realignment and Fuel Demolition	P256A	Airside	Taxiway/Runway	2022
6	OPF Taxiways/Apron Rehabilitation and Repairs	AA001A	Airside	Taxiway/Apron Rehabilitation	2022



MIA Taxiway R Realignment and Fuel Demolition



APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

COMPLETED PROJECTS WITH FDOT PARTICIPATION IN FY 2021/2022

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

FDOT JPA	PROJECT NAME	PROJECT #	DESCRIPTION	PROJECT COST	COMPLETION DATE
2000000571	Cruise Terminal B	2000000571	Cruise Terminal Improvements	\$270,512,746	2021
642930	Cruise Terminal V	2000000978	Design and construct a new cruise terminal to support expanding operations with Virgin Voyages	\$175,500,000	2021
644520	Cruise Terminal F Expansion (Phase 2)	2000000979	Container Yard Improvements	\$176,100,000	2022



APPENDIX B

ONGOING CONSTRUCTION PROJECTS

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

ONGOING PROJECTS AND PROJECTS WITH FINAL ACCEPTANCE DATE IN 2023 CALENDAR YEAR

FDOT, District 6

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	ESTIMATED COMPLETION DATE
431433-7-52-01	Pedestrian & Bicycle Safety Pushbutton Contract	Miscellaneous Construction	Jan 09, 2023
431433-3-52-01	Miami-Dade County Traffic Operations Push Button - Roads	Miscellaneous Construction	Jan 09, 2023
439920-1-52-01	SR 7/NW 2 Av from NW 183 St to NW 188 St	Intersection Improvement	Jan 13, 2023
441968-1-52-01	SR 5/US-1/Overseas Hwy over Lignumvitae Channel (MM 77.1) - 900096	Bridge-Repair/Rehabilitation	Jan 20, 2023
440179-1-52-01	SR 909/W. Dixie Hwy from NE 8 Ave to NE 163 St – Signalized Intersections	Lighting	Jan 24, 2023
445963-1-52-01	Districtwide – Pushbutton - Drainage	Drainage Improvements	Jan 28, 2023
446872-1-52-01	SR 924/NW 119 St from I-95 NB off-ramp to W. Dixie Hwy	Landscaping	Feb 16, 2023
446263-1-52-01	Miami-Dade County – Traffic Operations Push Button - Roads	Miscellaneous Construction	Feb 26, 2023
446264-1-52-01	Miami-Dade County – Traffic Operations Push Button - Signals	Miscellaneous Construction	Mar 02, 2023
439981-1-52-01	SR 924/NW 119 St/Gratigny Rd from W of NW 27 Ave to W of NW 7 Ave	Resurfacing	Mar 02, 2023
405610-7-52-01	Districtwide Pushbutton	Landscaping	Mar 05, 2023
446605-2-52-01	Miami-Dade Countywide – Traffic Signal Mast Arm - Pushbutton	Traffic Signals	Mar 17, 2023
446605-1-52-01	Miami-Dade Countywide – Traffic Signal Mast Arm - Pushbutton	Traffic Signals	Mar 30, 2023
431433-4-52-01	Pedestrian & Bicycle Safety - Pushbutton	Miscellaneous Construction	Mar 31, 2023

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	ESTIMATED COMPLETION DATE
431433-5-52-01	Miami-Dade Pedestrian & Bicycle Safety - Pushbutton	Miscellaneous Construction	Mar 31, 2023
436525-1-52-01	SR 826/Sunny Isles Blvd Over Intercoastal Waterway – Bascule Bridge 870592/0593	Bridge - Repair/Rehabilitation	Apr 01, 2023
405610-8-52-01	Districtwide Pushbutton	Landscaping	Apr 23, 2023
431635-7-52-01	Miami-Dade County – Traffic Operations – Signals - Pushbutton	Miscellaneous Construction	Apr 30, 2023
429186-3-52-01	SR 817/NW 27 Ave from S of NW 203 St to NW 215 St/County Line	Resurfacing	May 01, 2023
429536-5-52-01	Districtwide (ADA) Pushbutton	Pedestrian Safety Improvement	Jun 03, 2023
439986-1-52-01	SR 5/US-1 from Bailes Rd to SW 214 St	Intersection Improvement	Jun 14, 2023
444450-1-52-01	SR 972/SW 13 St/SW 3 Ave/Coral Way @ SW 15 Rd	Roundabout	Jun 23, 2023
434768-3-52-01	SR 932/NW 103 St/NW 49 St from W 3 Ave to E 10 Ave	Resurfacing	Jul 12, 2023
432748-4-52-01	SR 933/NW 12 Ave from S of NW 20 St to N of NW 29 St	Resurfacing – Ride Only	Aug 01, 2023
431434-3-52-01	Miami-Dade County – Traffic Operations – Push Button - Signals	Miscellaneous Construction	Aug 05, 2023
444805-2-52-01	NW 87 Ave NB & SB Over I-75 – Bridge # 870600 & 871001	Bridge - Painting	Sep 05, 2023
441960-1-52-01	SR 886/Port Blvd Over Intercoastal Waterway - 875000/875001	Bridge - Repair/Rehabilitation	Sep 19, 2023
446947-1-52-01	Wrong Way Driving Initiative @ Various Ramp Locations – Phase 1	ITS Freeway Management	Nov 05, 2023
429185-2-52-01	SR 9/NW 27 Ave from NW 39 St to S of NW 79 St	Resurfacing	Dec 20, 2023
423251-2-52-01	SR 25/Okeechobee Rd from Broward County Line to W of Turnpike	Add Lanes & Reconstruct	Dec 31, 2023

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	ESTIMATED COMPLETION DATE
438034-2-52-01	SR 997/Krome Ave from SW 232 St to SW 184 St	Landscaping	Jan 04, 2024
443916-1-52-01	SR 5/US-1/S Dixie Hwy from N of SW 80 St to S of Riviera Dr	Resurfacing	Jan 10, 2024
431635-8-52-01	Miami-Dade County – Traffic Operations - Pushbutton	Miscellaneous Construction	Jan 14, 2024
431433-9-52-01	Miami-Dade - Pedestrian & Bicycle Safety – Push Button	Miscellaneous Construction	Jan 14, 2024
430949-2-52-01	SR A1A/Collins Ave from N of Haulover Bridge to S of Bayview Dr/158 St	Resurfacing	Jan 31, 2024
436565-3-52-01	SR 25/Okeechobee Rd @ SR 826/ Palmetto Exwy	Landscaping	May 10, 2024
429047-1-52-01	SR 93/I-75 from NW 178 St to NW 202 St	Landscaping	May 16, 2024
440668-1-52-01	SR 998/SW 312 St/Campbell Dr to Krome Ave to US-1	Landscaping	May 30, 2024
430637-2-52-01	SR 847/NW 47 Ave from Miami Gardens Dr to Miami Dade/BRWD Co Line	Landscaping	Jun 05, 2024
447165-1-52-01	SR 826/Palmetto Exwy – Managed Lanes Modification	Add Lanes & Reconstruct	Jul 18, 2024
438034-4-52-01	SR 997/Krome Ave from SW 136 St to SW 88 St/Kendall Dr	Landscaping	Jul 31, 2024
438034-1-52-01	SR 997/Krome Ave from SW 296 St to SW 232 St	Landscaping	Aug 01, 2024
433511-2-52-01	NE 203 St Intersection Improvements from US-1/Biscayne Blvd to W Dixie Hwy	Rail Capacity Project	Aug 03, 2024
444444-2-52-01	SR 90/Tamiami Trail from Pump Station S-333 to Pump Station S-334	Flexible Pavement Reconstruction	Aug 26, 2024
445963-2-52-01	Miami-Dade County – Pushbutton - Drainage	Drainage Improvements	Sep 29, 2024

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	ESTIMATED COMPLETION DATE
446263-2-52-01	Miami-Dade County – Traffic Operations – Pushbutton - Roads	Miscellaneous Construction	Oct 22, 2024
431635-9-52-01	Miami-Dade County – Traffic Operations Push-Button	Miscellaneous Construction	Nov 25, 2024
424407-2-52-01	SR 968/SW 1 St @ SW S River Dr	Landscaping	Dec 28, 2024
430817-5-52-01	SR 7/NW 7 Ave from Little River Dr to NW 157 St	Landscaping	Feb 21, 2025
405610-9-52-01	Districtwide Pushbutton	Landscaping	Jun 13, 2025
423251-5-52-01	SR 25/Okeechobee Rd from E of NW 107 Ave to E of NW 116 Way	Add Lanes & Rehabilitate Pvmnt	Nov 24, 2025
251688-1-52-01	SR 836/I-395/from I-95 to MacArthur Bridge	Bridge-Replace and Add Lanes	Nov 30, 2027

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

ONGOING CONSTRUCTION PROJECTS IN 2023/2024

Florida's Turnpike Enterprise

FPID	PROJECT	LIMITS	CONSTRUCTION COST	ANTICIPATED COMPLETION DATE
435543-1	Widen Turnpike Mainline / SR 821	Dolphin Expressway / SR 836 (MP 26) to NW 106th Street (MP 34)	\$252 million	Late 2024
435542-1 435542-3 443790-1,-2 443645-1	Widen Turnpike Mainline / SR 821	SW 40th St / SR 976 (MP 23) to Dolphin Expressway / SR 836 (MP 26)	\$ 373 million	Late 2025
434968-2	Wrong-Way Driving Technology Implementation, South Florida D/B		\$6 million	Mid 2023

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

ONGOING HIGHWAY PROJECTS

Expressway Authority

PROJECT #	PROJECT	LIMITS	TYPE OF WORK	COMPLETION DATE
83634	SR 836 New HEFT Ramp Connection	SR 836 to HEFT	New Ramp	April 2024
83611	SR 836/I-95 Interchange Improvements	NW 17th Avenue to I-95	Interchange Modification (JPA with FDOT)	April 2024

List includes projects in construction during fiscal year 2023.

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

COMPLETED CONSTRUCTION PROJECTS – TIP

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

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 92 Avenue	SW 56 Street	SW 24 Street	Resurfacing	Under Construction	April 2022
SW 24 Street and SW 72 Avenue (R/R Crossing)			Resurfacing	Under Construction	June 2023
NW 80 Street and NW 79 Place			Traffic Signal	Under Construction	April 2023
NW 98 Court and NW 17 Street			Traffic Signal	Under Construction	April 2023
SW 99 Court and Flagler Street			Traffic Signal	Under Construction	April 2023
NW 112 Avenue and NW 7 Street			Traffic Signal	Under Construction	March 2023
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
NW 95 Street	NW 6 Avenue	NW 3 Avenue	Resurfacing	Under Construction	August 2022
N Miami Avenue and N 95 Street			Intersection Improvement	Under Construction	August 2022

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
NW 17 Avenue and NW South River Drive			Intersection Improvement	Under Construction	August 2023
SE 8 Street and Brickell Bay Drive			Traffic Signal	Under Construction	December 2023
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 Improvement	Under Construction (Joint Participation Agreement with City of Hialeah)	June 2022
NW 22 Avenue	NW 151 Street	NW 163 Street	Resurfacing	Under Construction	May 2022
NW 42 Avenue	NW 156 Street	NW 199 Street	Resurfacing	Under Construction	October 2022
NE 14 Avenue and Ives Dairy Road			Traffic Signal	Under Construction	March 2023
NW 154 Street and NW 79 Court			Traffic Signal	Under Construction	March 2023
SW 137 Avenue and SW 136 Street			Intersection Improvement	Under Construction	November 2023
SW 137 Avenue	SW 88 Street	SW 72 Street	Intersection Improvement	Under Construction	March 2022
SW 137 Avenue	US-1	SW 200 Street	Completion as 2 Continuous Lanes	Under Construction	October 2022
SW 216 Street	SW 127 Avenue	HEFT	Curb & Gutter, Traffic Operational Improvement	Under Construction	May 2022
SW 264 Street	US-1	SW 139 Avenue	Roadway Improvements	Under Construction	December 2023

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
SW 268 Street	SW 139 Avenue	SW 119 Avenue	Roadway Improvement, Water Main Installation	Under Construction	June 2025
SW 344 Street	US-1	SW 172 Avenue	Roadway Improvement	Under Construction (Joint Participation Agreement with the City of Florida City)	December 2022
SW 127 Avenue and SW 200 Street			Intersection Improvement	Under Construction	November 2022
SW 162 Avenue and SW 320 Street			Traffic Signal	Under Construction	December 2023
Ingraham Highway	SW 42 Avenue	SW 37 Avenue	Resurfacing	Under Construction	September 2022
Old Cutler Road and SW 88 Street			Intersection Improvement	Under Construction	September 2022
W 76 Street	W 36 Avenue	W 20 Avenue	Roadway Improvement	Under Construction (Joint Participation Agreement with the City of Hialeah)	June 2022
Hialeah Gardens Boulevard	NW 122 Street	NW 138 Street	Resurfacing	Under Construction	October 2022
NW 32 Avenue	NW 103 Street	NW 119 Street	Resurfacing	Under Construction	July 2022
NW 46 Street	Okeechobee Road	NW 27 Avenue	Resurfacing	Under Construction	December 2022
NW 107 Avenue	Okeechobee Road	NW 138 Street	Resurfacing	Under Construction	October 2022
W 8 Avenue and W 18 Street			Traffic Signal	Under Construction	October 2023
NW 32 Avenue and NW 106 Street			Traffic Signal	Under Construction	October 2023

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

ONGOING CONSTRUCTION PROJECTS IN FY 2022–2023

Miami-Dade Aviation Department (MDAD)

#	PROJECT NAME	PROJECT #	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
5	TMB Taxiway Rehabilitation	V009A	Airside	Pavement Repair and Rehabilitation	Under Construction
6	X51 Security Upgrades	Y155A	Landside	Underground Cable Installation	Under Construction
7	MIA Terminal D AOC	P250A	Terminal	Consolidated Airport Operations Center	Design Development
8	TMB Runway Incursion Mitigation (RIM)	V009A	Airside	Mandated FAA Incursion Mitigation	Under Construction
9	OPF Rehabilitate Runway 9L/27R Pavement and Lighting	X009A	Airside	Design Development	Under Design
10	MIA Terminal D AOC	P250A	Landside	Improvements	Under Construction
11	MIA Terminal Wide Re-Roofing, Drains & Scuppers-Terminal Wide Re-roofing and Lightning System Upgrades	AA078A	Terminal	Improvements	Under Design
12	MIA Employee Parking Garage	V042A	Terminal	Improvements	Bid and Award
13	MIA Consolidated Office Complex	AA058A/B	Landside	Consolidated Office and Demolition	Under Design

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

ONGOING TIP PROJECTS IN FY 2023/2024

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

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT #
Cargo Gate Modifications	Purchase and install security systems for new gateway as required	Design	\$56,506,000	644010
Channel Modifications	Improvements to Seaport channels as a result of the new terminal additions at PortMiami	Planning	\$67,997,000	2000000028
Construction Supervision	Provide supervision of on-going construction projects at the Seaport	Construction	\$124,966,000	6430061
Container Yard Improvements (Seaboard)	"Provide drainage improvements and various other resiliency improvements in Seaboard's container yard area. The projects will increase capacity, modernize the cargo gate, improve cargo yard pavement to handle hybrid electric cargo handling equipment, LED high mast lighting retrofits, and electric reefer racks for refrigerated cargo."	Under Construction	\$102,426,000	644520
Container Yard Improvements (POMTOC)	Provide drainage improvements and various other improvements in the container yard area to increase capacity, and improve stormwater management, additional reefer plugs, security gates, charging stations, and similar NetZero projects.		\$77,000,000	202301
Hybrid Tugboats	As part of the NetZero Program introduce hybrid tugboats to the seaport's end-to-end services.		\$60,000,000	202302
Cruise Terminals D and E - Upgrades	Upgrade terminals D and E for new Carnival Cruise Line services plus addition of Provisional Facility	Design	\$34,948,000	2000000061
Cruise Terminal K - New	Design and construct a new cruise terminal to support expanding operations	Planning	\$180,000,000	2000000980
Cruise Terminal A and AA - Roadways	Construct a new road to handle increased Port traffic for new terminals A and AA	Design	\$36,866,000	2000000570
Cruise Terminal AA/AAA - New	Design and construct new cruise terminals to support expanded operations with MSC Cruise Lines	Construction	\$195,525,000	2000000570

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT #
Federal Inspection Facility	Build new facility for Immigration and Customs Enforcement Operations	Design	\$41,030,000	641540
Gantry Cranes	Purchasing five post panamax gantry cranes for increased traffic	Procurement	\$129,406,000	2000000131
Cruise Terminal G - Expansion	PortMiami is expanding Cruise Terminal G to support cruise line's expanding operations. The project will achieve a minimum of LEED Silver Certification, and include solar panels, a multimodal parking garage, and roadway improvements.	Design	\$304,794,000	2000001291
Infrastructure Improvements - Portwide	PortMiami is undergoing infrastructure improvements in various areas of the port. Portwide infrastructure improvements include beautification, drainage, dredging, road improvements, photovoltaics, generators, batteries, electric connectivity & charging stations, BMS upgrades, wayfinding, landscape, lighting, HVAC, sidewalks, etc. Additionally, the Port is partnering with the United States Army Corp of Engineers (US ACE) on the Miami Harbor Channel Improvement Feasibility Study. The upgrades promote innovative technology that increases safety and operational efficiencies, improves energy efficiency, cost savings, and resiliency.	Planning	\$447,937,000	645430
Inspection and Fumigation Facility	Develop a fumigation and cold chain processing facility	Planning	\$57,222,000	2000001418
Cruise Terminal Berth 10 - New	Prepare Berth 10 for a new future terminal	Planning	\$185,446,000	2000001343
North Bulkhead Rehabilitation	Provide repairs and improvements to the north bulkhead terminal	Procurement	\$470,885,000	644300
North Cruise Boulevard Extension	Extend and improve North Cruise Boulevard and ancillary roadways for added operations, including stormwater improvements.	Planning	\$40,700,000	2000001342

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT #
Passenger Boarding Bridges	PortMiami is purchasing passenger boarding bridges for various terminals in response to new cruise terminal construction, increased demand, and north bulkhead rehabilitation project.	Design	\$16,971,000	2000001344
Infrastructure Improvements - South Bulkhead Rehabilitation	Provide repairs and improvements to the Port's south bulkhead	Design	\$25,800,000	646300
South Florida Container - Terminal Improvements	PortMiami and SFCT have partnered to continue to improve the drainage in the SFCT's cargo yard, construct infrastructure improvements to support electric Rubber Tired Gantry Cranes (eRTGs) and construct a parking garage which in turn increases capacity with the cargo yard. This continued effort addresses sea level rise and meets the port's Net Zero goals by replacing diesel toploaders with eRTGs to reduce emissions.	Construction	\$41,077,000	647150
Infrastructure Improvements - Shore Power	"As part of PortMiami's Net Zero goals the port will provide shore power to all cruise terminals which will allow ships to turn off their primary engines while docked, resulting in reduced air emissions. Phase 1 will be completed at the end of 2023 and provides shore power capability at five terminals, with enough power for three vessels to utilize shore power at the same time."	Construction	\$175,848,000	2000001675
Track Extension	Expand railroad track along US27 to connect to the Inland Port and Logistics Center		\$5,100,000	400006
New Parking Garages	Parking garages for both cargo and cruise operations	Planning	\$110,000,000	400007
Infrastructure Compliance	Rehabilitation, upgrades, and various infrastructure improvements, and berths and shoreline improvements throughout the seaport		\$60,000,000	202303

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT #
Roadway Realignment	Implementation of projects based on the PortMiami Transportation Master Plan to improve connectivity and congestion for cargo and cruise operations.		\$25,000,000	400008
Expand Water Service Capacity	Water service to accommodate future growth, including along the cruise berths		\$5,000,000	6436730
Port Operations and Administration	New PortMiami Administrations and Operations Facility; includes police, safety, and security headquarters	Planning/ Design	\$70,000,000	400009
Portwide Utilities Master Planning & Implementation	Stormwater master Plan, and Decarbonization and Electrification master Plan; Implement projects to reduce emissions through electrification and stormwater management projects throughout all seaport operations for a more resilient PortMiami.		\$56,500,000	400003
Cargo Terminal's yard equipment & eRTGs	As part of the NetZero Program, upgrade of cargo yard equipment, including Rubber Tired Gantries (RTGs), to lower missions		\$10,000,000	400005
Brightline Train Station	Build a train station for passengers and employees at the Seaport	Planning	\$5,210,000	2000001320
Infrastructure Improvements - Water and Sewer Upgrades	Upgrade the Port's Miami-Dade Water and Sewer System for new services	Construction	\$8,937,000	647720
Infrastructure Improvements - Cruise Campus	Infrastructure improvements and facility development for Royal Caribbean Cruise Line headquarters, to include communal auditorium and other facilities	Procurement	\$453,275,000	2000001290
Portwide Security Enhancements	Purchase marine vessels for the Harbor patrol Unit of the Miami-Dade Police Department to provide Security Zone enforcement for cruise ships, new Command, Control, and Communications (C3) facility, and other security enhancements.		\$4,808,000	2000002759

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT #
NetZero Cargo Program	"PortMiami is embarking on a visionary and transformational program to develop the nation's first end-to-end net zero carbon emission supply chain in line with Miami-Dade County's goal of reducing 50% of its emissions by 2030. Transformational endeavors include, but are not limited to, electric tugboats, shore power for cargo vessels, electric gantry cranes, rail expansion, improved cargo gates, cargo yard's operational efficiencies, infrastructure improvements to support both electric and hybrid electric cargo yard equipment. As part of the program, PortMiami will construct additional rail capacity and increase the cargo gate optimization to reduce traffic congestion at the Port and lower carbon emissions."	Design	\$49,000,000	2000002955
Net Zero Cargo Supply Chain Program - Inland Port Logistics Center	This is a key logistics and export consolidations center serving Florida via rail and roadway; Includes eRTGs, reefer and plug accessories, electric generators, LED high-mast, solar farm, and connectivity, charging stations, etc.		\$182,000,000	2022006
Inland Port Logistics Support Yard	PortMiami is undergoing an Inland Port development of the container storage and transfer staging areas, including truck parking, workforce training center, solar farm, security gates, sustainable infrastructure for eRTGs, charging stations, reefer racks, etc.	Planning	\$357,028,000	2000000572