

Approved June 27, 2024

Miami-Dade Transportation Planning Organization

FISCAL YEARS 2025–2029

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

Miami-Dade Transportation Planning Organization

TIP • FISCAL YEARS 2024/ 2025 – 2028 / 2029

2025–2029 CITIZEN'S TIP

Transportation Planning Organization (TPO) for the Miami Urbanized Areas

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

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TIP • FISCAL YEARS 2024/2025 TO 2028/2029

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

MESSAGE TO THE READER

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



WHAT IS THE TIP?

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



TIP: PUTTING THE LONG-RANGE TRANSPORTATION PLAN INTO ACTION

Picturing the projects contained in the 2045 LRTP for Miami-Dade County as a warehouse full of transportation projects for the next 20- plus years, the TIP is the vehicle that carries those projects to market. The TIP lists specific projects, the anticipated schedule, and cost for each project. Like the LRTP, projects in the TIP must be financially constrained, undergo a series of evaluations, and include opportunity for public comment. Once compiled, review of the TIP begins. During this period of time there is a 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 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 442,241 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 312 rail crossings, five airports including one international, 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. Miami-Dade Department of Transportation and Public Works operates the largest public transportation system in Florida, operating a fleet of 826 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 north into Broward County. DTPW contracts out 24 routes, with service extending south into Monroe County. As of December 2023, DTPW Bus Operations directly operates 76 routes for a total of 23.8 million scheduled revenue miles and 2.9 million scheduled revenue miles for contracted bus routes. The annual boardings for the fiscal year 2022-2023 were 37.53 million for Metrobus; 11.56 million boardings for Metrorail and 5.47 million boardings for Metromover. South Florida Regional Transportation Authority (SFRTA) operates the 81-mile Tri-Rail commuter rail system with 19 stations throughout 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 at the "MiamiCentral Station" began on January 13, 2024. Tri-Rail is among the top ten commuter railroads in ridership in the U.S. Tri-Rail ridership continued its post COVID-19 recovery with 3.98 million riders in 2023, a 17% increase over the previous year.

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

HOW DOES THE TIP WORK?

1. The first year is current (the funded annual element); the remaining four are future.
2. Each year adds a new fifth year and advances a new annual period to current funded status.
3. Identifies funding levels, by source and type, and whether funds are to be used for: road capacity, preservation, bridges, transit capital, safety, non- motorized, right-of-way, study or other.
4. Improvements in the TIP are based on TPO-established priorities from the LRTP.
5. The TIP is consistent with the currently adopted 2045 Long Range Transportation Plan.

TIP CONSISTENCY

The TIP must be consistent with the LRTP.

WHAT FISCAL YEARS DOES THIS TIP INCLUDE?

This TIP covers fiscal years 2025 to 2029. Fiscal years spanned are 2025, 2026, 2027, 2028, and 2029. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th .

- 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
- Fiscal Year 2029 begins July 1, 2028 and ends June 30, 2029

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 Six
2. Florida's Turnpike Enterprise
3. Miami-Dade Aviation Department
4. Greater Miami Expressway Authority (GMX)
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 Transportation Planning Organization (TPO) Governing Board must approve the TIP.

WHO MUST APPROVE THE TIP AT THE STATE LEVEL?

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

WHO MUST APPROVE THE TIP AT THE FEDERAL LEVEL?

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

WHERE DOES THE TPO GET ITS AUTHORITY?

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

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

TIP PROGRAM FUNDING

WHERE DOES HIGHWAY FUNDING COME FROM?

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

WHERE DOES TRANSIT FUNDING COME FROM?

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

WHAT IS A TIP AMENDMENT?

An amendment is a revision to a TIP or STIP that involves a major change to a project in a TIP or STIP, including addition or deletion of a project, a major change in project cost, project phase initiation dates, or a major change in design concept or design scope (i.e., changing project termini or the number of through traffic lanes). [23 C.F.R. 450.104] An amendment requires public review and comment, demonstration of financial constraint, or a conformity determination, if applicable. Additionally, amendments to the TIP are available for public review at least fourteen (14) days prior to the scheduled public hearing. This information is also available to the public in the TPO Prospectus for Transportation Improvements at: prospectus-for-transportation-improvements-2022.pdf (miamidadetpo.org)

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. [23C.F.R. 450.104]

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

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

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

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

TIP • FISCAL YEARS 2024/2025 TO 2028/2029

STATE TRANSPORTATION SYSTEM AND MAJOR PROJECTS

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

The Florida Department of Transportation's (FDOT) Compass helps connect the work the Department is doing to what matters most to our communities. The FDOT Compass centers on Communities, with five pillars surrounding them: Safety, Resilience, Supply Chain, Technology, and Workforce Development. These pillars establish the baseline for every project, plan, and investment. This allows the Department to build transportation infrastructure that embraces the unique character of each community across the state.



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 Six section provides an overview of the following topics:

- The FDOT Five-Year Work Program
- The Work Program Cycle
- Programs and Funding
- Strategic Intermodal System (SIS) Projects
- Resurfacing Projects
- Other Major Projects
- Transportation Systems Management & Operations (TSM&O)
- Bicycle/Pedestrian Improvements
- Modal Development

FDOT'S FIVE-YEAR WORK PROGRAM

The FDOT District Six 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 2023, FDOT began the new cycle to develop the Tentative Work Program for Fiscal Years (FY) 2025 - 2029. 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, 2024.

PROGRAMS AND FUNDING

Program Descriptions — For budgeting purposes, the FDOT's Work Program comprises of eight budget categories. Programs are listed below:

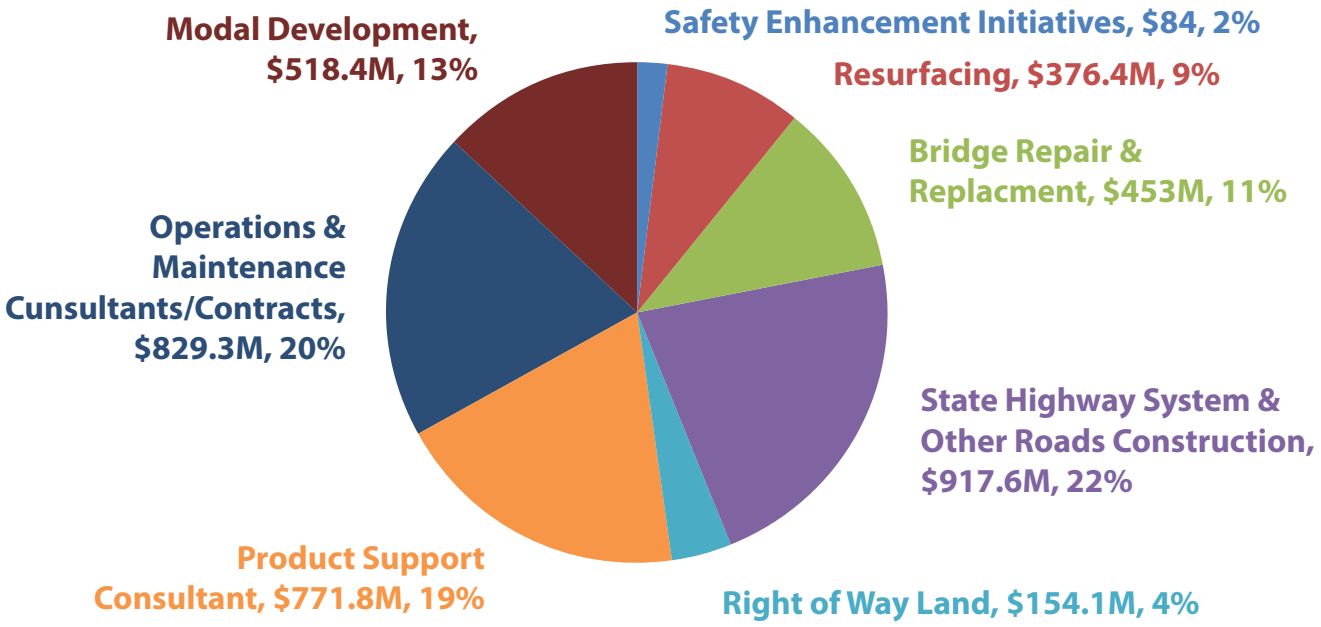
- Safety Enhancements Initiatives
- Resurfacing
- Bridge Repair & Replacement
- State Highway System & Other Roads Construction
- Right of Way Land
- Product Support Consultants
- Operations & Maintenance Consultants/Contracts
- Modal Development

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 Six, Total Budget Breakdown, Tentative Five-Year Work Program - Fiscal Years 2025-2029 — As shown in the Total Budget Breakdown chart below, the majority of the Department's $4.1 billion budget is applied to the State Highway System and Other Roads Construction Budget as of December 2023, in the amount of $917.6 million.

TOTAL 5 YEAR TENTATIVE WORK PROGRAM: $4.1 B

FDOT District Six Total Work Program Breakdown for FY 2025-2029



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:

GOLDEN GLADES INTERCHANGE (GGI) RECONSTRUCTION

The FDOT District Six and Florida's Turnpike Enterprise have completed the design of several roadway projects within the GGI in Miami-Dade County. Some 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 following benefits are included in this project:



The project area consists of the following five major facilities: State Road (SR) 9A/I- 95, SR 826/Palmetto Expressway, SR 91/Florida's Turnpike, SR 9 and SR 7/US 441/NW 7 Avenue.

The scope of the project includes the following:

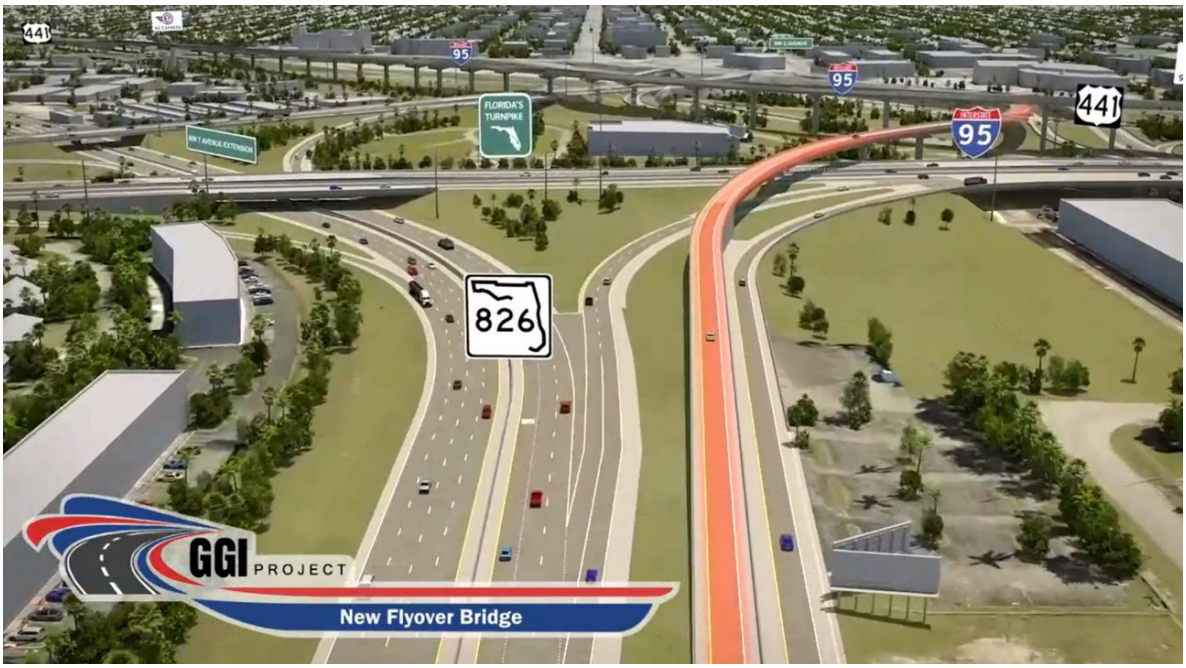
- Milling and resurfacing the Palmetto Expressway between NW 17 Avenue and the GGI,
- Providing a direct connection flyover ramp from eastbound Palmetto Expressway to northbound I-95,
- Relocating NW 12 Avenue entrance ramp to I-95,
- Rebuilding and realigning various ramps throughout the interchange to meet current standards,
- Rebuilding and widening northbound and southbound I-95 from the GGI to Miami Gardens Drive to accommodate future express lanes,
- Rebuilding Florida's Turnpike Connector at the intersection of NW 2 Avenue and NW 167 Street,
- Widening the southbound lanes of the Turnpike Connector to accommodate two lanes from Florida's Turnpike and three lanes from eastbound Palmetto Expressway to southbound I-95,
- Providing a direct express lane connection from Florida's Turnpike to the southbound I-95 Express Lanes,
- Relocating the SR 7 exit ramp from southbound I-95,
- Rebuilding the westbound Palmetto Expressway bridge and entrance ramp to enhance access from Florida's Turnpike,
- Widening southbound I-95 from Biscayne Canal to NW 135 Street to accommodate an additional lane for the southbound Turnpike Connector,
- Rebuilding the pedestrian bridge at NW 147 Street to enhance pedestrian safety for Thomas Jefferson Middle School, Biscayne Gardens Elementary and the surrounding communities,
- Rebuilding toll gantry,
- Rebuilding and widening I-95 to provide a direct connection from northbound I- 95 Express Lanes to Florida's Turnpike,
- Rebuilding ramp connections to meet current standards.



Golden Glades Interchange Improvements



Golden Glades Direct Connection to I-95 Express



Golden Glades New Flyover Bridge



Golden Glades New Pedestrian Bridge

The construction of the GGI projects will begin in March of 2024, and the design and right-of-way phases are completed. For more information on the project, please visit: https://go-ggi.com/

The project video found in the link above will provide a better visualization of this complex project. https://www.fdotmiamidade.com/design-projects/expressways/golden-glades-interchange-enhancement-projects.html

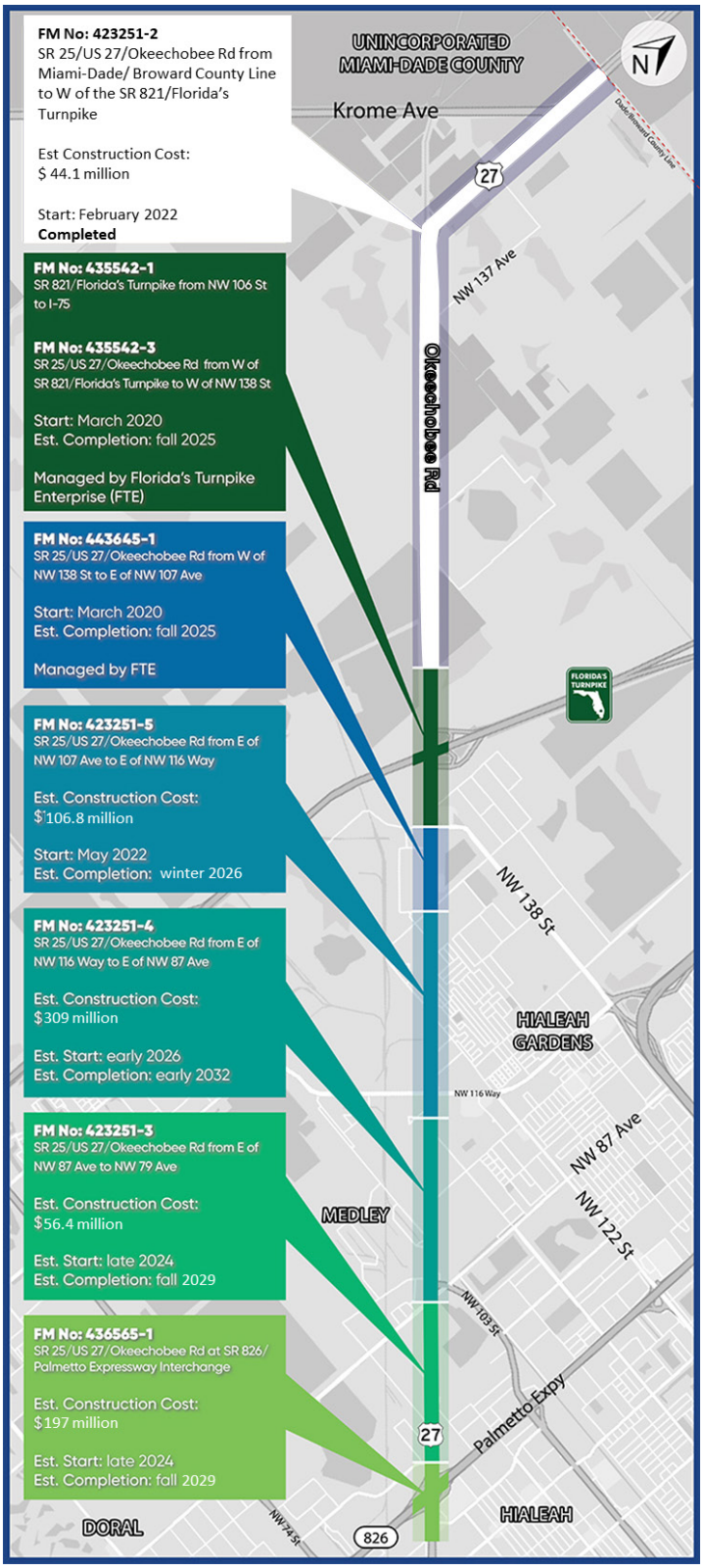
SR 25/US 27/OKEECHOBEE ROAD IMPROVEMENTS

SR 25/US 27/Okeechobee Road consists of seven segment projects along SR 25/US 27/ Okeechobee Road from SR826/Palmetto Expressway to the Broward County Line. The following benefits are included in this project:

The corridor improvements on SR 25/Okeechobee Road include the following:

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's Turnpike Enterprise.	Construction Started: March 2020

SEGMENT LIMITS	IMPROVEMENTS	CONSTRUCTION YEAR
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's 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.	Anticipated Construction Date: 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.	Anticipated Construction Date: 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.	Anticipated Construction Date: Late 2024



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 79th Avenue in 2016. The first of the segments; SR 25/US 27/Okeechobee Road from Broward County Line to west of SR 821/Florida's Turnpike Reconstruction Project, began construction in February 2022. A design project was completed for SR 25/Okeechobee Road. & SR 826/Palmetto Expressway Interchange in October 2023. Refer to the exhibits below for renderings of some of the segments along the corridor:



SR 25 Okeechobee Rd. from east of NW 107 Ave. to east of NW 117th Way



SR 25 Okeechobee Rd. from east of NW 116 Way to east of NW 87 Ave



SR 25 Okeechobee Rd. and SR 826 Palmetto Expressway Interchange

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

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDIES

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

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

The following benefits are included in this project:



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

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

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



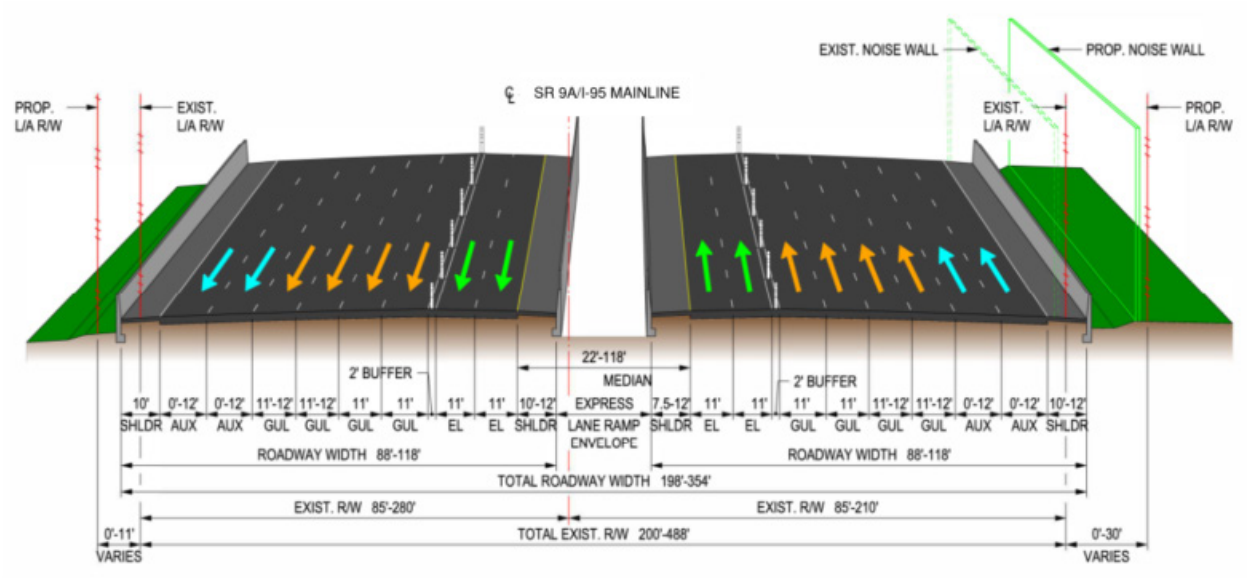
The PD&E study for SR 9A/I-95 from Miami Gardens Drive to the north of Broward County Line will evaluate potentially providing additional express and/or general use lanes on SR 9A/I-95 from south of SR 860/Miami Gardens Drive to the north of Broward County Line and implementing interchange improvements at SR 860/Miami Gardens Drive and CR 854/ Ives Dairy Road within Miami-Dade County. The following benefits are included in this project:



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.
- TeamGEnhance emergency evacuation and response times.



I-95/SR 9A I-95/SR 9A Mainline and Express Lanes Proposed Typical Section

The PD&E is estimated to be completed by December 2025.

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

I-195/SR 112/JULIA TUTTLE CAUSEWAY PD&E STUDY

Interstate 195 PD&E Study

The Florida Department of Transportation (FDOT), District Six is conducting a Project Development and Environment (PD&E) Study for the I-195/State Road (SR) 112/Julia Tuttle Causeway from NW 12 Avenue to SR 907/Alton Road and along the local street network surrounding the ramp terminals. The project is located within the cities of Miami and Miami Beach in Miami-Dade County, Florida.



I-195/SR 112/Julia Tuttle Causeway PD&E Study Project Limits

In 2020, a Corridor Planning Study (CPS) was completed which identified and developed, through a process of collaborative stakeholder coordination, conceptual improvements within the I-195 Study corridor in order to address the future mobility and safety needs. The findings of the CPS are now proceeding to a PD&E Study, which began in the summer 2022. The following benefits are included in this project:

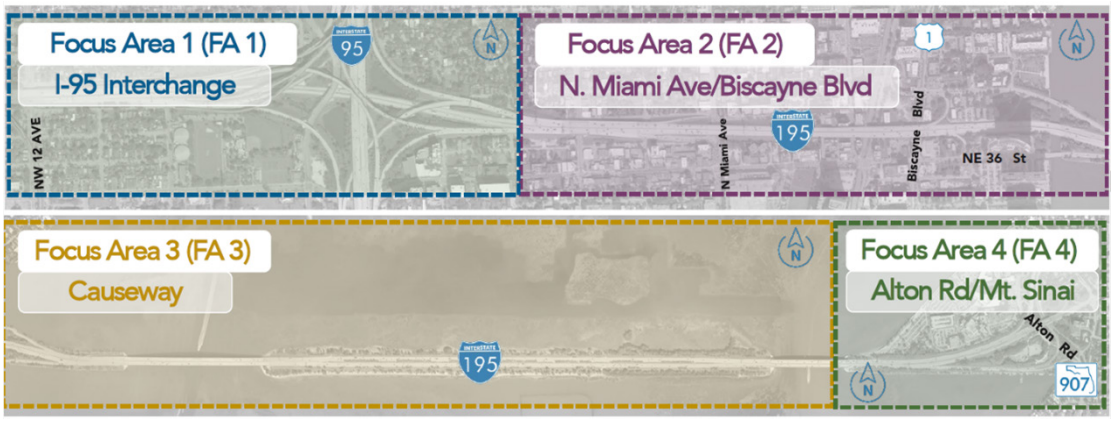


The purpose of this project is to build upon the CPS efforts and evaluate alternatives that address operational deficiencies, relieve existing/future congestion, accommodate future travel demand projected as a result of area-wide population and employment growth along the I-195 corridor. Other project needs include:

- **Provide Transit, Bicycle and Pedestrian Improvements** - The project will result in improved transit, bicycle and pedestrian mobility between Miami and Miami Beach including Bus Express Rapid Transit (BERT) services, as well as a separated shared use path along the Julia Tuttle Causeway.
- **Improve Connectivity - I-195** is part of Florida's Strategic Intermodal System (SIS) and plays a significant role in facilitating the movement of commuter and freight traffic between the beaches and mainland and provides connections to I-95 and Miami International Airport (MIA) (both SIS facilities). The project aims to improve system linkage by evaluating a new direct connection to the I-95 express lane system as well as improving transit, bicycle and pedestrian connectivity.
- **Ensure Safety** - The project aims to address existing safety concerns.

- **Increase Capacity** - The population of Miami-Dade County as a whole is expected to increase by 67% in 2045 and countywide employment is expected to increase by 38%. The project is anticipated to meet the mobility needs of the area by alleviating current and future congestion on the corridor.

The Julia Tuttle Causeway PD&E focuses on four major areas:



I-195/SR 112/Julia Tuttle Causeway PD&E Study Improvements Focus Areas

Description of Focus Areas

Focus Area 1 (FA1)

Located at the beginning of the project limits. This section starts west of the I-95 interchange and continues east of the interchange. This section includes all movements associated with the I-95 interchange.

Focus Area 2 (FA2)

Located east of Focus Area 1. This section is comprised of I-195 west of North Miami Avenue and east of Biscayne Boulevard.

Focus Area 3 (FA3)

Located east of Focus Area 2. This section includes improvements to the Julia Tuttle Causeway.

Focus Area 4 (FA4)

This section is the final segment. It is located east of Focus Area 3 and includes the Alton Road Interchange and Mt. Sinai Medical Center Area.

This PD&E Study started in June 2022 and is expected to be completed by fall 2025. After the completion of the PD&E phase, the preferred alternative will move to the final design phase.

For more information visit: https://www.fdotmiamidade.com/i195pdestudy.html

STATE ROAD (SR) 953/NW 42 AVENUE WITH SR 948/NW 36 STREET AND SR 25/US 27/ OKEECHOBEE ROAD (IRON TRIANGLE) PD&E STUDY

IRON TRIANGLE
LEJEUNE ROAD/NW 36 STREET/ OKEECHOBEE ROAD

The Iron Triangle is an urban interchange primarily comprising the intersection of SR 953/ NW 42nd Avenue, SR 948/NW 36th Street, and SR 25/US 27/Okeechobee Road. The interchange also features the Greater Miami Expressway Agency (GMX) SR 112/Airport Expressway, which is one of the principal highways providing access to and from Miami International Airport (MIA) and connects to other important transportation facilities and destinations such as Interstate 95 (I-95) and Miami Beach. In addition, the ramps of the

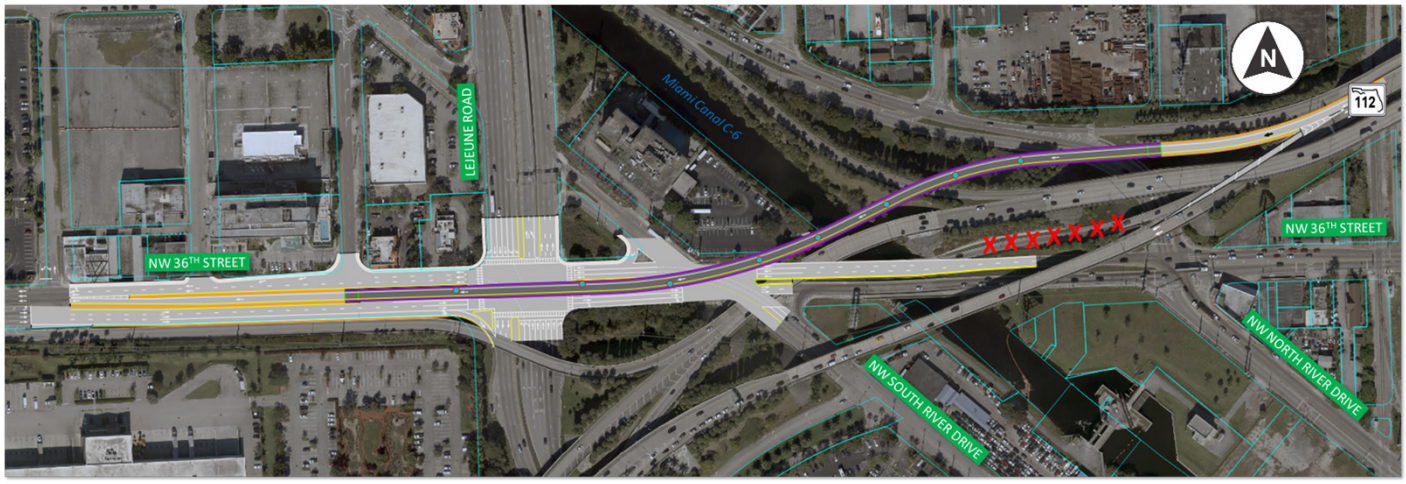
Iron Triangle interchange cross over the Miami Canal (C-6). The project traverses the City of Miami Springs, City of Hialeah, City of Miami and Unincorporated Miami-Dade County.

The purpose of this project is to address operational deficiencies and improve capacity, relieve existing congestion and accommodate projected transportation demand within the Iron Triangle interchange area, specifically as it relates to SR 953/NW 42nd Avenue, SR 948/NW 36th Street, and SR 25/US 27/Okeechobee Road. Other goals of the project include improving safety conditions and enhancing modal interrelationships. The following benefits are included in this project:

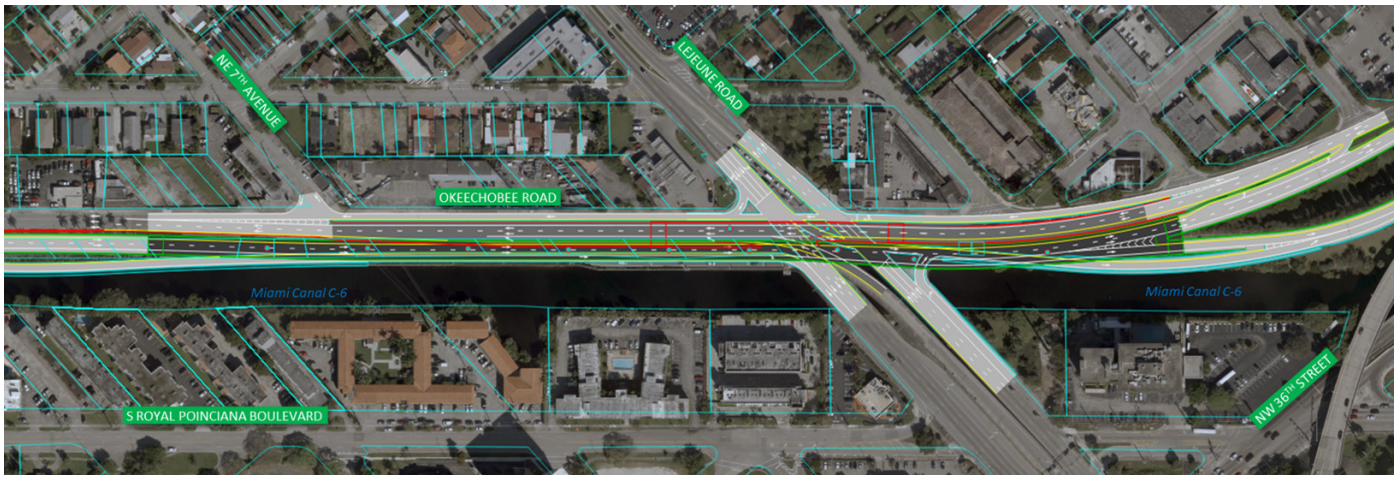


The need for this project is based on the following criteria:

- **Capacity/Transportation Demand:** Improve traffic operations/capacity, alleviate existing congestion, and accommodate projected transportation demand.
- **Safety:** Improve safety within the interchange area
- **Modal Interrelationships**: Enhance multimodal activity.
  - Miami International Airport (MIA)
  - Intercity and long-distance transit access
  - Freight movement
  - Pedestrian accommodations



Conceptual Planning Alternative for WB SR 112 to WB 36th Street Over LeJeune Road Extension



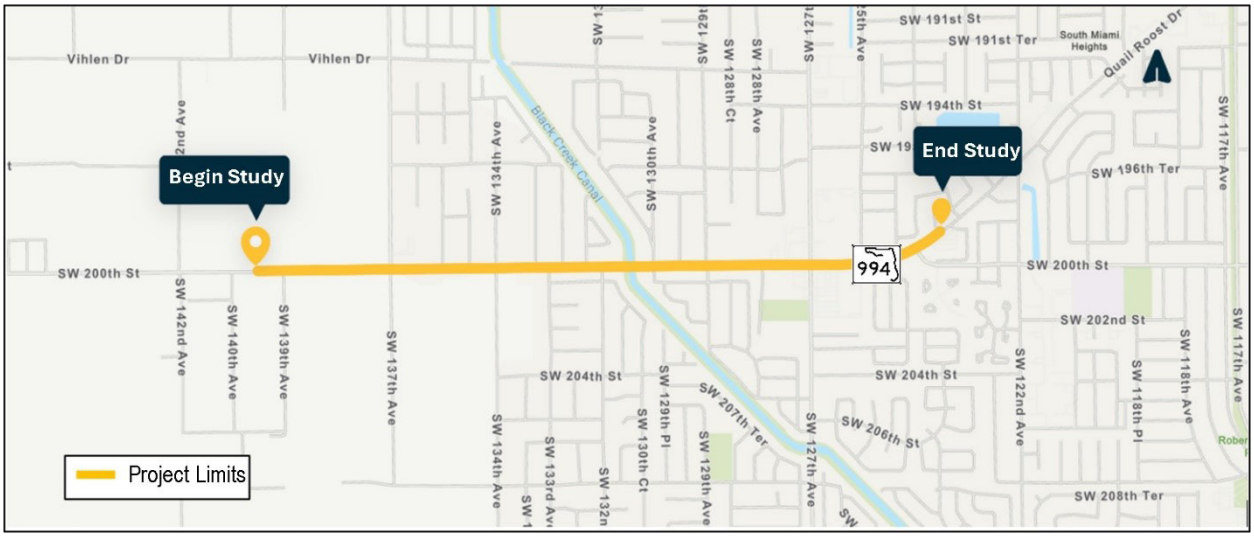
Conceptual Planning Alternative for Okeechobee Road Overpass at LeJeune Road

This PD&E Study started in June 2023 and is expected to be completed by 2025.

For more information visit: https://www.fdotmiamidade.com/SR953_SR948_and_SR25.html

SR 994/SW 200TH STREET/QUAIL ROOST DR FROM W. OF SW 137 AVE TO E. OF SW 127 AVE PD&E

A PD&E Study is being conducted by the Florida Department of Transportation (FDOT) to evaluate the potential impacts of widening State Road (SR) 994/SW 200th Street/Quail Roost Drive from west of SW 137th Avenue to east of SW 127th Avenue from two lanes to four lanes. The project corridor is approximately 1.67 miles in length.



SR 994/SW 200th Street/Quail Roost Drive PD&E Study Project Limits

The following benefits are included in this project:



In addition to the potential widening, the proposed roadway improvements may include operational enhancements at the existing intersections, removal and replacement of the bridge structure (#870633) over Black Creek Canal (C-1W), access management measures, and stormwater management facilities. The PD&E Study evaluates typical section alternatives based on design criteria, safety, and operational needs, and the minimization of environmental effects and right-of-way needs. The PD&E Study evaluates the provision of Americans with Disabilities Act (ADA) compliant facilities as well as new/enhanced pedestrian and bicycle infrastructure. Improvements at four intersections/cross streets are also proposed as part of this project:

- SR 994 and SW 137th Avenue
- SR 994 and SW 134th Avenue
- SR 994 and SW 132nd Avenue
- SR 994 and SW 127th Avenue

The purpose of this project is to address traffic operations and capacity constraints on SR 994 to accommodate future travel demand projected as a result of population and employment growth along the corridor. Other goals of the project are to 1) improve multimodal safety conditions along the corridor, including emergency evacuation and response times, and 2) enhance mobility options and multimodal access.



Preferred Alternative Typical Section



Bicycle and Pedestrian Facilities



Black Creek Trail Underpass Crossing

The PD&E Study started in June 2021 and is expected to be completed in February 2025. The estimated construction cost is $29.5 million. After completion of the PD&E phase, the preferred alternative will move to the final design phase.

For more information, visit https://www.fdotmiamidade.com/QuailRoostPDE.html

OTHER MAJOR CORRIDOR IMPROVEMENTS / RESURFACING PROJECTS

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

SR 953/LEJEUNE ROAD/NW 42 AVENUE/E 8 AVENUE FROM NORTH OF SR 932/NW 103 STREET/E 49 STREET TO SOUTH OF NW 135 STREET

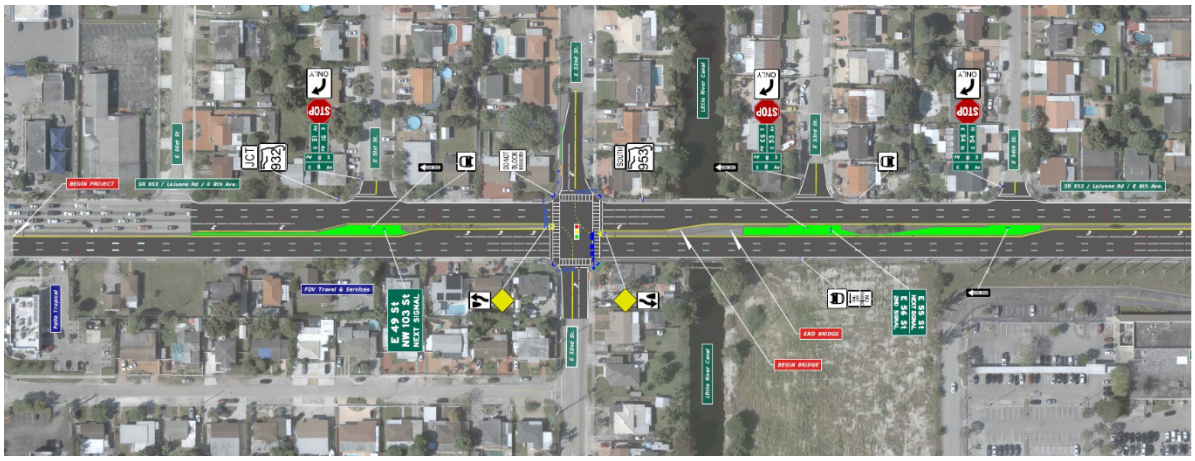
The FDOT is currently developing the design along State Road (SR) 953/LeJeune Road/NW 42 Avenue/E 8 Avenue from north of SR 932/NW 103 Street/E 49 Street to south of NW 135 Street, in Miami-Dade County.

The following benefits are included in this project:



This project design entails the following:

- Closing the full median openings at the following intersections: E 51 Street, E 53 Street and E 54 Street
- Repaving and restriping the roadway
- Updating curb ramps
- Removing abandoned driveways
- Adding a new sidewalk and curb ramps at NW 37 Avenue Connector
- Repairing stormwater drainage
- Relocating the crosswalk at the NW 37 Avenue Connector to make it more visible to oncoming traffic
- Adding a left turn green arrow to the traffic light at E 52 Street and E 55 Street, in the northbound direction
- Widening the eastbound approaches at E 52 Street and E 55 Street
- Adding a new crosswalk across LeJeune Road at NW 37 Avenue Connector
- Upgrading pedestrian and vehicular signage
- Replacing the bridge expansion joints and guardrail
- Removing or relocating landscape due to the median and side street widening
- Upgrading street lighting at intersections



This project is anticipated to begin construction in February 2026 and will cost approximately $7.2 million.

For information related to the project, visit: https://www.fdotmiamidade.com/design-projects/north-miami-dade/sr-953lejeune-rdnw-42-avee-8-ave-from-sr-932nw-103-ste-49-st-to-nw-135-st.html

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 Avenue 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. Project construction began in Fall of 2023 and will cost approximately $15.2 million combined.

The following benefits are included in this project:





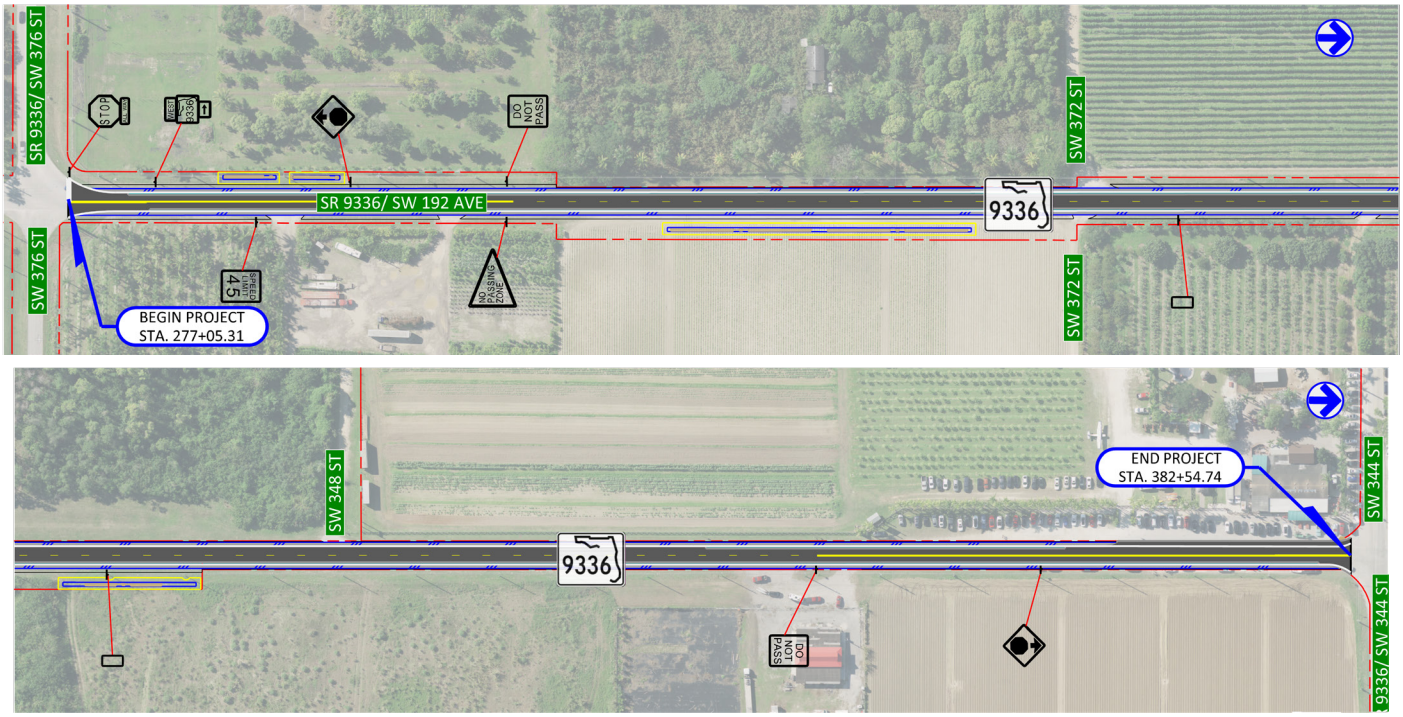
SR 9336/SW 192 Ave. from SW 376 Street to SW 344 Street Project Location Map



SR 9336/SW 344th Street from SW 192nd Ave to west of SR5/US-1 Project Location Map

For information about the construction schedule or related information, visit: https://www.fdotmiamidade.com/current-projects/south-miami-dade/sr-9336sw-392-st-from-everglades-national-park-to-sr-5us-2.html

SEGMENT LIMITS	IMPROVEMENTS
SR 9336/SW 192 Avenue from SW 376 Street to SW 344 Street	• Resurfacing to preserve and extend the service life of the roadway • 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 • Installing missing regulatory and warning signs • Installing audible and vibratory treatment to enhance safety • Trimming trees • Installing speed feedback signs
SR 9336/SW 344 Street/ Palm Drive from SW 192 Avenue to SR 5/US 1	• Resurfacing to preserve and extend the service life of the roadway • Providing sod at unpaved shoulders and providing 5-foot paved shoulders from SW 188 Ave to SW 187 Avenue/Redland Road. • 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 drainage and safety improvements • Widening the westbound shoulder at NW/SW 6 Avenue to improve right turns • Widening of sidewalk from 5'-wide to 10'-wide between NW/SW 6 Avenue and SR 5/US1 • Upgrading pedestrian signs, crosswalk signals, and wheelchair ramps • Repairing damaged sidewalks • Improving bus stops, including a wider sidewalk and new shelter pad at SW 187 Avenue/Redland Road • Installing video detection traffic signal equipment at NW/SW 6th Avenue • Upgrading lighting between NW/SW 6 Avenue and NW/SW 3 Avenue • Upgrading signs and pavement markings, including on-street parking spaces from NW/SW 6 Avenue to Krome Avenue • Installing audible and vibratory treatment from SW 192 Avenue to SW 187 Avenue/ Redland Road to enhance safety • Relocating or trimming landscaping



R 9336/SW 192 Avenue from SW 376 Street to SW 344 Street Project Plan View



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

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 REPLACEMENT

This project has finalized the design phase for the installation of a pedestrian bridge over SW 8 street and the C-4 Canal west of SW 109 Avenue. The following benefits are included in this project:



The project will provide pedestrian plazas with elevators and stairs on the north-end and south-end of the pedestrian bridge. The project includes the installation of decorative LED street lighting, street signage, sidewalk, hardscaping and landscaping along SW 109 Avenue between SW 7 Terrace and SW 6 Street. It also includes upgrading pedestrian signals at SW 8 Street and SW 109 Avenue intersection. Other improvements include providing a mid-block crosswalk on the north end of SW 7 Terrace and SW 109 Avenue intersection.



SW 8th Street Pedestrian Bridge Elevation View

The project is anticipated to begin construction in Fall 2024 and will cost approximately $38 million.

For information related to the project, visit: https://www.fdotmiamidade.com/design-projects/south-miami-dade/sr-90us-41sw-8-st-at-sw-109-ave-pedestrian-bridge-replacement.html

WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS - PHASES 1, 2, 3 & 4

While Wrong Way Driving (WWD) crashes occur randomly and less frequently than other types of crashes, they often involve more than one vehicle and can result in multiple fatalities and/or serious injuries. Supported by research, FDOT's Wrong-Way Driving Initiative explores various WWD countermeasure systems to aid in warning wrong-way drivers, sending notifications to alert other motorists and notifying law enforcement.



HOW WRONG-WAY VEHICLE DETECTION SYSTEM WORKS

1. **Detects Vehicle:** Signs located on the exit ramps use system to detect vehicle traveling the wrong way.
2. **Triggers lights:** Flashing lights are turned on along sign border to alert the driver he/she is traveling in the wrong direction.
3. **Notifies officials**: Detection system sends alert immediately to operators at an FDOT Regional Transportation Management Center (RTMC) and law enforcement officials.
4. **Alerts other drivers:** RTMC system broadcasts a wrong-way driver alert on message boards along the freeway.

The WWD Initiative supports the FDOT's commitment to achieving zero fatalities and serious injuries on the State Highway System. The following benefits are included in this project:



Prior to implementation, FDOT conducted statewide studies and various research projects to help analyze WWD trends and contributing factors, determine the effectiveness of various countermeasures and test those countermeasures. Additional research conducted by FDOT focused on addressing the factors that were considered to affect the occurrence of WWD incidents including: Impaired drivers, drivers aged 65 years and older, and tourists. Findings from this study provide guidance to proactively deploy WWD countermeasures at all the off-ramps in Florida. In Miami-Dade County, FDOT District Six has been installing various devices to mitigate WWD occurrences on limited access facilities exit ramps including the installation of Light Emitting Diode (LED) Wrong Way Signs connected to the Department's Traffic Management Center (TMC). These improvements are being implemented in four (4) phases as described below:

- Phase 1 of this initiative proposes improvements along 11 off-ramps. Construction will be finalized in Spring 2024.
- Phase 2 proposes improvements along 24 off-ramps. Construction began in September 2023 and is scheduled to be completed by November 2025.
- Phase 3 proposes improvements along 15 off-ramps. The design-build project is ongoing, and the concept design will be advertised in August 2024 with letting in November 2024. Construction will begin in February 2025.
- Phase 4 proposes improvements along 25 off-ramps. The design-build project begins in July 2024 and is estimated to be advertised in November 2025.

In general, project improvements at each location include the installation of signage, pavement markings and Light-Emitting Diode (LED) Highlighted signs and vehicle detection systems. These improvements include:

- DO NOT ENTER signs.
- WRONG WAY sign(s).
- NO RIGHT TURN and NO LEFT TURN signs
- 2-4 dotted guideline striping for left turns between ramp entrances/exits and cross streets.
- Retroreflective yellow paint on ramp median nose where applicable.
- Straight arrow and route shield pavement marking in left-turn lanes extending from the far-side ramp intersection through the near-side ramp intersection to prevent premature left turns.
- Straight arrow and ONLY pavement message in outside lane approaching the ramp exit.
- One pair of ground-mounted Highlighted Signs with LED border lights and WWD Vehicle Detection System Assembly per ramp.
- ITS Cabinets, power service and lateral fiber drop for new Wrong Way Driving System.



Wrong Way Driving Improvements at Flagler Street (Phase 1)

For information related to this project, visit: https://www.fdotmiamidade.com/current-projects/expressways/wrong-way-driving-initiative.html

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

The SR860/Miami Gardens Drive from east of I-75 to NW 79th Place 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 for additional turn lanes at major intersections, and proposes a shared-use path on the north side of the corridor. 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 following benefits are included in this project:





Miami Gardens Drive Proposed Typical Section

The project is anticipated to begin construction in Spring 2025 and end Spring 2027 and will cost approximately $23 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

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 include the following:

- 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 A1A/Collins Ave from 41st Street to 63rd Street	Reconstruct, add cycle track and shared use path. Design will begin in 2029.
Julia Tuttle Causeway /I- 195 From NW 12th Avenue to SR 907/Alton Rd.	Add separated shared use path on the Julia Tuttle Causeway (PD&E in 2025, Design not funded)
SR A1A/MACARTHR CWY from E. of SR 5 /Biscayne Blvd to W. of SR 907/Alton Rd .	Bike Path/Trail (Design to begin in 2025. Construction in 2028)
SR 9336/Palm Drive from SW 182nd Ave to SW 192nd Ave	Widening from 2-4 lanes, adding a shared use path. (PD&E in 2027)
SR 94/Kendall Drive from SR 997/ Krome Ave to SW 167th Av	Bike Path/Trail (Design to begin in 2029)
William Lehman Csy from SR 5/US 1 to SR A1A/Collins Ave	Shared Use Path (PD&E to begin in 2025)
SR 9336/SW 392 Street from SW 192 Ave to Everglades National Park	Separated Shared Use Path (PD&E in 2029)
Ludlam Trail	Construct new shared use path bridges over SR 976/Bird Road SR 90/US 41/ SW 8th Street and SR 968/Flagler Street (Design is on-going. Construction in 2027)

The following benefits are included in these projects:



Bicycle & pedestrian projects are also implemented by local agencies, who oversee construction and management. In addition, some projects are funded through the federally funded Transportation Alternatives Program (TAP), or state funded Shared Use Non-motorized (SUN) Trail Program. The Safe Routes to Schools (SRTS) program integrate safety, traffic relief, health, environmental awareness, physical activity and fitness under one program focusing on school zones.

The 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
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
North Bay Village	Bike Lane / Sidewalk	Harbor Island Sidewalk Improvements
City of Homestead	Bike Path/Trail	Biscayne Everglades Greenway Phase II
City of Miami Springs	Pedestrian Improvements including ADA DWS and landing pads	Citywide
Village of Pinecrest	Bike Path / Trail	Kendall Drive Shared Use Path
City of Miami Gardens	Bike Path / Trail	Shared Use Path along NW 27th Avenue with pedestrian bridge over NW 17th Avenue Canal
Town of Cutler Bay	Bike Lane / Sidewalk	Marlin Road Complete Streets
Town of Cutler Bay	Bike Lane/Sidewalk	Caribbean Boulevard
Safe Routes to School Infrastructure	Pedestrian Safety Improvements	Homestead Middle School, North Miami Beach Senior High School, Miami Jackson Senior High School, Ruben Dario Middle School, Horace Mann Middle School, Brownsville Middle School, Booker T. Washington Senior High School, Miami Southridge Senior High School, Georgia Jones-Ayers Middle, North Miami Middle School, Carol City Middle School, North Miami Senior High School
City of North Miami	Pedestrian Bridge	Between NE 2nd Avenue and Griffing Boulevard

FDOT D6 – STATE TRANSPORTATION SYSTEM AND MAJOR PROJECTS

PROJECT AGENCY/ PROGRAM	PROJECT TYPE	PROJECT AREA
Miami-Dade County	Bike Path/Trail	Meridian Avenue Shared Use Path from Dade Boulevard to 28th Street
City of South Miami	Pedestrian Bridge	US-1 adjacent to South Miami Metrorail
Town of Miami Lakes	Bike Lane/Sidewalk	Along Montrose Road and Balgowan Road
Village of Miami Shores	Bike Path/Trail	Flagler Trail connecting residential neighborhoods with Miami Shores Recreation Complex and Community Center

The following benefits are included in these projects:



FDOT D6 BICYCLE/PEDESTRIAN FEASIBILITY ASSESSMENTS:

NAME	LIMITS	STATUS
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	Completed
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	Completed

The following benefits are included in these feasibility assessments:



TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O)

The District Six Transportation Systems Management and Operations (TSM&O) Program Office focuses on implementing active, multi-modal traffic management strategies to optimize the safety and people-moving capacity of the regional roadway system in Miami-Dade and Monroe Counties.

The Office employs a series of innovative services and technologies to deliver transportation solutions that meet current and future traffic demand. These services include incident management, traveler information, express lanes, arterial management, and others. The combination of these strategies provides a multi-pronged approach toward reducing traffic delays and improving roadway safety to benefit all users. The following benefits are included in this project:



The District Six TSM&O Program is housed at the SunGuide Transportation Management Center (STMC) which serves as the main traffic hub for southeast Florida. TSM&O staff located at the STMC uses Intelligent Transportation System (ITS) devices such as closed-circuit television cameras, dynamic message signs, roadway detectors, traffic signals, and other devices to manage traffic 24 hours per day, 7 days per week. Dedicated staff monitors the roadways to provide incident clearance, publish real-time traffic information, and promote the travel-time reliability of the regional transportation network. The goal of the TSM&O staff is to optimize current operations while expanding the program to meet the future traffic needs of southeast Florida.

The TSM&O Office is committed to achieving this goal and is working to implement key projects that will achieve this mission. These projects include the installation of Wrong Way Driving Countermeasures along highway entrance ramps, installation of ITS communications on Okeechobee Road in Miami-Dade County and will be launching its first connected and automated vehicle (CAV) project in Monroe County. For more information about the program, please visit www.sunguide.info







MODAL DEVELOPMENT

The FDOT Modal Development Office aims to deliver and promote a modern, sustainable and congestion free multimodal transportation system that safely and efficiently moves people and goods by rail, sea, air, aerospace, and road. This is carried out through several county initiatives and are identified below:

STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PROGRAM

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

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

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

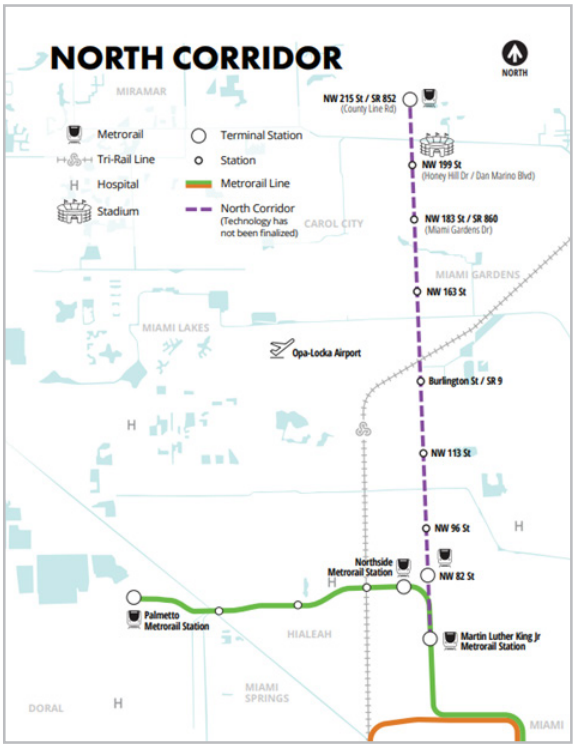
North Corridor:

FDOT is conducting the Project Development and Environmental (PD&E) study for the North Corridor. The North Corridor is a 10-mile-long corridor along NW 27th Avenue, from NW 62nd Street/Dr. Martin Luther Kind, Jr. Metrorail Station to NW 215th Avenue. The Project consists of implementing a Heavy Rail Transit (Metrorail) extension along NW 27 Avenue. The following benefits are included in this project:



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 April 23, 2020, the TPO Governing Board accepted a report by Miami-Dade County's Department of Transportation and Public Works (DTPW) on alternative transit technologies for NW 27 Avenue and directed DTPW to issue a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. FDOT placed its

North Corridor PD&E study on hold after the consulting with the Federal Transit Administration (FTA) until the outcome of the DTPW Request for Proposals (RFP) process is known and a final decision on the transit technology and alignment for NW 27 Avenue is made by the TPO Governing Board. 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. In May 2023, FDOT and DTPW collaborated to conduct a Value Engineering (VE) Workshop to identify the best and most cost-effective methods of implementing the project. Results of the VE Workshop were formalized in a final VE Report which was completed October 2023. Currently FDOT is in the process of restarting the North Corridor PD&E with a notice to proceed (NTP) scheduled in early 2024.





For information related to this project, visit: https://www.fdotmiamidade.com/27thAvenueRapidTransit.html

FREIGHT OPERATIONS

The FDOT Freight, Logistics and Passenger Operations (FLP); commonly known as Modal Development Office, encompasses a level of modal representation and industry engagement unlike any other state DOT organization. FLP acts as a tool to better connect, develop, and implement a freight planning process that maximizes the use of existing facilities while integrating and coordinating the various modes of transportation, including the combined utilization of both government owned and privately-owned resources.



Annually, FLP allocates funds toward transportation infrastructure improvements in all the modes. Working together collaboratively, FLP leads Florida's multimodal transportation initiatives through work with federal and local government partners in planning, coordination, financing, grant management, ridership, and regional analysis. The following benefits are included as part of this initiative:



FDOT D6 – STATE TRANSPORTATION SYSTEM AND MAJOR PROJECTS

The Modal Development Office includes Aviation, Rail, Freight, Seaports, and Transit Projects.

AVIATION

MIA Central Base Pavement Rehabilitation

MIA Airport Operations and Communication Center (AOCC)

MIA Surface Management System (Aerobahn System)

MIA Terminal "E" thru "F" Connector

MIA Federal Inspection Station Refurbishment

Miami Opa Locka Executive Airport Upgrade 9L/27R Pavement Rehabilitation

Miami Opa Locka Executive Apron Rehabilitation

Miami Executive Airport Taxiway Rehabilitation

Miami Executive Airport Runway Incursion Mitigation

Dade-Collier Training and Transition Airport CCTV Camera Installation

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)

SEAPORT

Port of Miami Seaport Security Grant Program

Port of Miami Passenger Boarding Bridges

Port of Miami Cruise Terminal Improvements

Port of Miami Upland Cargo Improvements

STATE TRANSIT BLOCK GRANT TO DTPW FOR OPERATING COSTS

This grant provides operating assistance for Miami-Dade Department of Transportation and Public Works (DTPW) Fixed Route Bus Service. The Metrobus fixed route bus service is run by Miami-Dade DTPW and operates seven days a week, 24 hours per day. A total of 73 routes – Miami-Dade DTPW directly operated regular bus service structure which are served by a total fleet of 767 buses and 30 contracted routes with 194 contractor-owned buses. Two of these Contract Routes are Express Bus Service in Monroe County with 11 buses. Metrobus includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) Arterial Busway services. The



FDOT provides 50% State Participation Rate for this program. The following benefits are included as part of this initiative:



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 leader in the Americas in international freight and the world's largest gateway to Latin America & the Caribbean. Similarly, PortMiami is the State's fifth highest port for total trade tonnage and Second highest in TEU's. 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. The following benefits are included as part of this initiative:



FDOT District Six is home to many diverse communities with unique transportation freight mobility and transportation needs. These needs can be traced back to some of the State's leading freight facilities and international trade gateways such as MIA and PortMiami. The Miami-Dade County Board of County Commissioners adopted a new capital improvement program at MIA that will fund 6.8 billion in airport modernization projects over the next 5-15 years. This paves the way for future growth in passenger and cargo traffic at MIA.

PortMiami is developing the nation's first net zero carbon emission supply chain, this is in line with Miami Dade County's 2030 25% emissions reduction goal at the port. The Infrastructure investment and Jobs Act (IIJA) has awarded PortMiami two RAISE grants in support of their Cargo Mobility Optimization and Resiliency Project and the NetZero On-and-off Port Master Planning effort. PortMiami is developing the nation's first net zero carbon emission supply chain, this is in line with Miami Dade County's 2030 25% emissions reduction goal at the port. The Infrastructure investment and Jobs Act (IIJA) has awarded PortMiami two RAISE grants in support of their Cargo Mobility Optimization and Resiliency Project and the NetZero On-and-off Port Master Planning effort.



Hence, it is essential that District Six 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 Six identified the following freight-intensive sub-areas:

- Town of Medley
- City of Opa-Locka
- Port of Miami River Corridor
- City of Doral
- City of Miami Gardens
- City of Hialeah
- City of Homestead
- Monroe County.

District Six has completed all Sub-area Freight Improvement Studies. District Six plans to perform one additional Freight Study that will be countywide and look at various types of improvements we can make to our sub-areas.

This will be known as the Freight Improvement Plan Study of Miami-Dade County. These studies have resulted in a comprehensive Project Bank of freight-specific and freight-oriented projects.

For information related to this project, visit: https://www.fdotmiamidade.com/district-six-freight-village-analysis-study-countywide-freight-improvement-plan.html

FDOT D6 SUB-AREA FREIGHT PLANNING EFFORTS:

NAME	STATUS
Town of Medley Freight Improvement Plan	Completed 2017
Opa-Locka Freight Improvement Plan	Completed 2017
Miami River Freight Improvement Plan	Completed 2018
Doral Freight Improvement Plan	Completed 2018
Miami Gardens Freight Improvement Plan	Completed 2019
Hialeah Freight Improvement Plan	Completed 2020
Homestead Freight Improvement Plan	Completed 2023
Freight Village Analysis Study	In-Progress

Florida's Turnpike Enterprise is an agency of the Florida Department of Transportation and currently owns and operates over 515 miles of toll facilities and 148 interchanges in the State of Florida. The Turnpike System includes the 47-mile Turnpike Mainline / SR 821 located in Miami-Dade and Broward counties. It also includes the Turnpike Mainline / SR 91, which extends from North Miami to a junction with Interstate 75 in north central Florida, through Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, Osceola, Orange, Lake, and Sumter counties. The remainder of the Turnpike System comprises several other facilities located throughout the State of Florida.

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	FPID	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) and MP 6 (SW 137th Avenue)

FLORIDA'S TURNPIKE ENTERPRISE

INTERCHANGE PROJECTS:

#	PROJECT NAME	FPID	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 Transportation Systems Management & Operations (TSM&O) Interchange Improvements**	452112-1	MP 0 (US 1)
3	**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	FPID	LIMITS
1	**Service Plaza Improvements along Turnpike Mainline / SR 821**	442620-1	MP 19 (Snapper Creek Service Plaza General Improvements)

TIP • FISCAL YEARS 2024/2025 TO 2028/2029

MOVING MIAMI-DADE

GREATER MIAMI EXPRESSWAY AGENCY (GMX)

This section of the TIP focuses on the major mobility improvement projects programmed by the Greater Miami Expressway Agency (GMX) for the next five years. GMX was created under the 2023 Florida Statute which granted ownership, and control of the roads that constitute the expressway system in Miami-Dade County and portions of northeast Monroe County.

THE EXPRESSWAY AUTHORITY SYSTEM

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

PROJECT FUNDING

GMX's primary source of revenue is the tolls collected on its five expressways. GMX does not receive any gas tax, property tax, sales tax, or any other source of revenue.

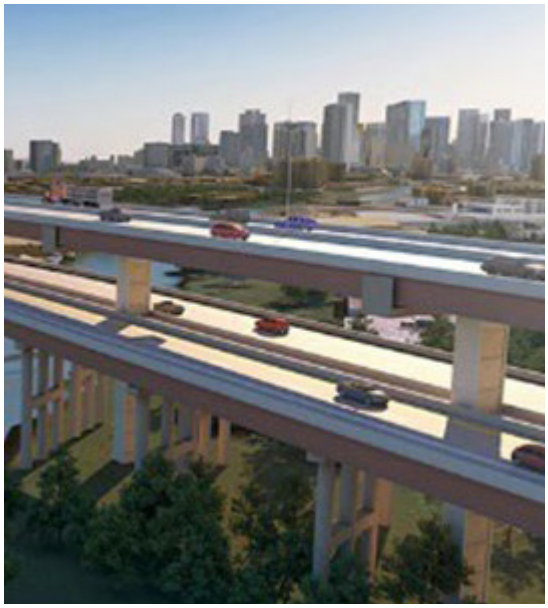
FY 2025-2029 TIP

Major projects included in the GMX FY 2025 - 2029 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



GMX 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 2027. The total cost for the GMX project is estimated at $275.8 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 in early FY 2025. The total cost is estimated at $56.9 million.





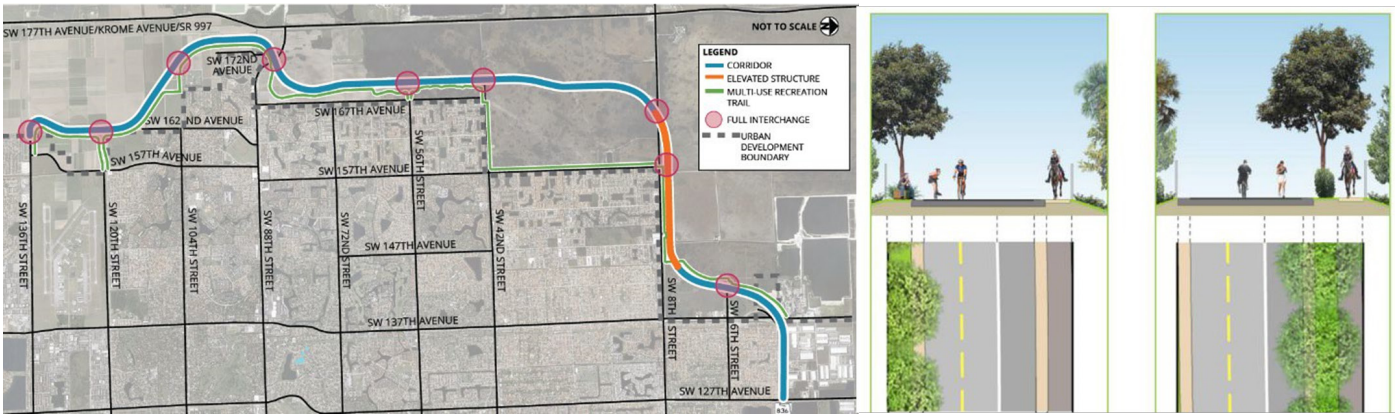
SYSTEM EXPANSION PROJECTS

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 Miami-Dade 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 and Westbound 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. GMX is continuing to work on the environmental permitting, right-of-way acquisition and transfer of government parcels for the mainline and trail alignment. Additionally, GMX 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 $12.6 million; and the SR 836 Eastbound and Westbound mainline widening from 107th Avenue to 97th Avenue at a total cost of $35.4 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 late FY 2024.

The start date for final design and construction for the mainline extension, multi-use recreational trail and transit stations is 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 2024/2025 TO 2028/2029

AVIATION ON-SITE IMPROVEMENTS

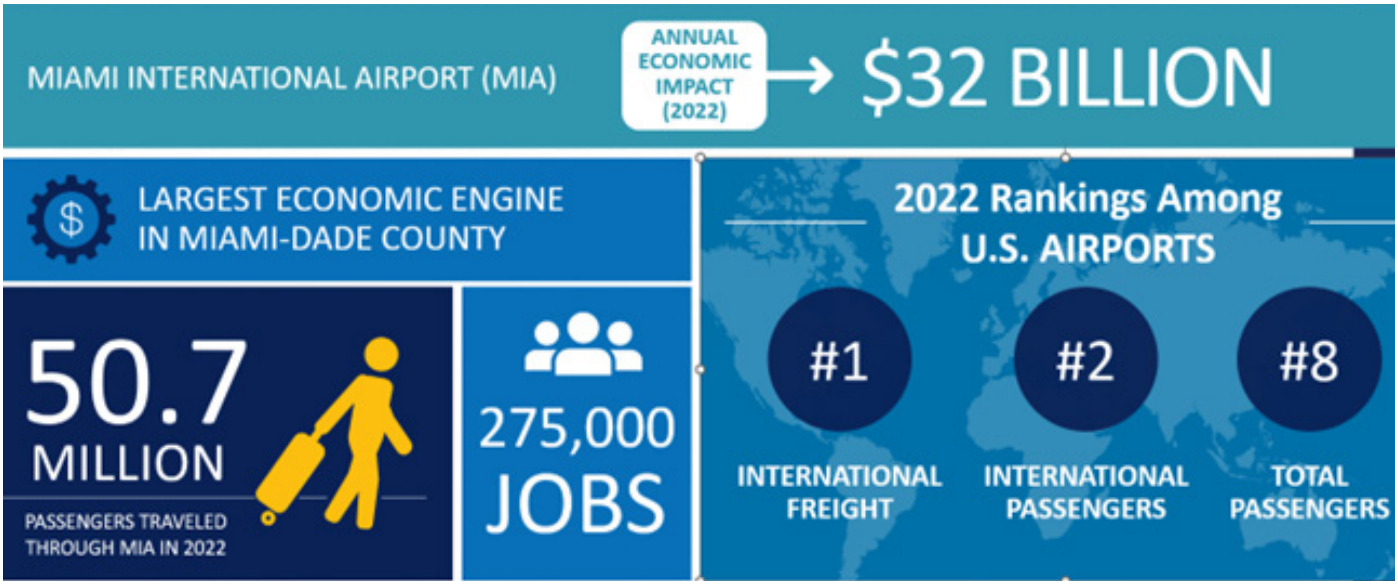
Miami-Dade County Aviation Department



Miami International Airport (MIA)

The Miami-Dade County Transportation Improvement Program includes Capital Improvements for the Miami-Dade Aviation Department for the continued development of Miami International Airport (MIA) and the General Aviation Airports (GAA) – Miami-Opa Locka Executive Airport (OPF), Miami Executive Airport (TMB), Miami Homestead General Aviation Airport (X51) & Dade-Collier Training and Transition Airport (TNT). The funding for this program is primarily from revenue generated by the Aviation Department and from Federal and State grants.

MIA BY THE NUMBERS



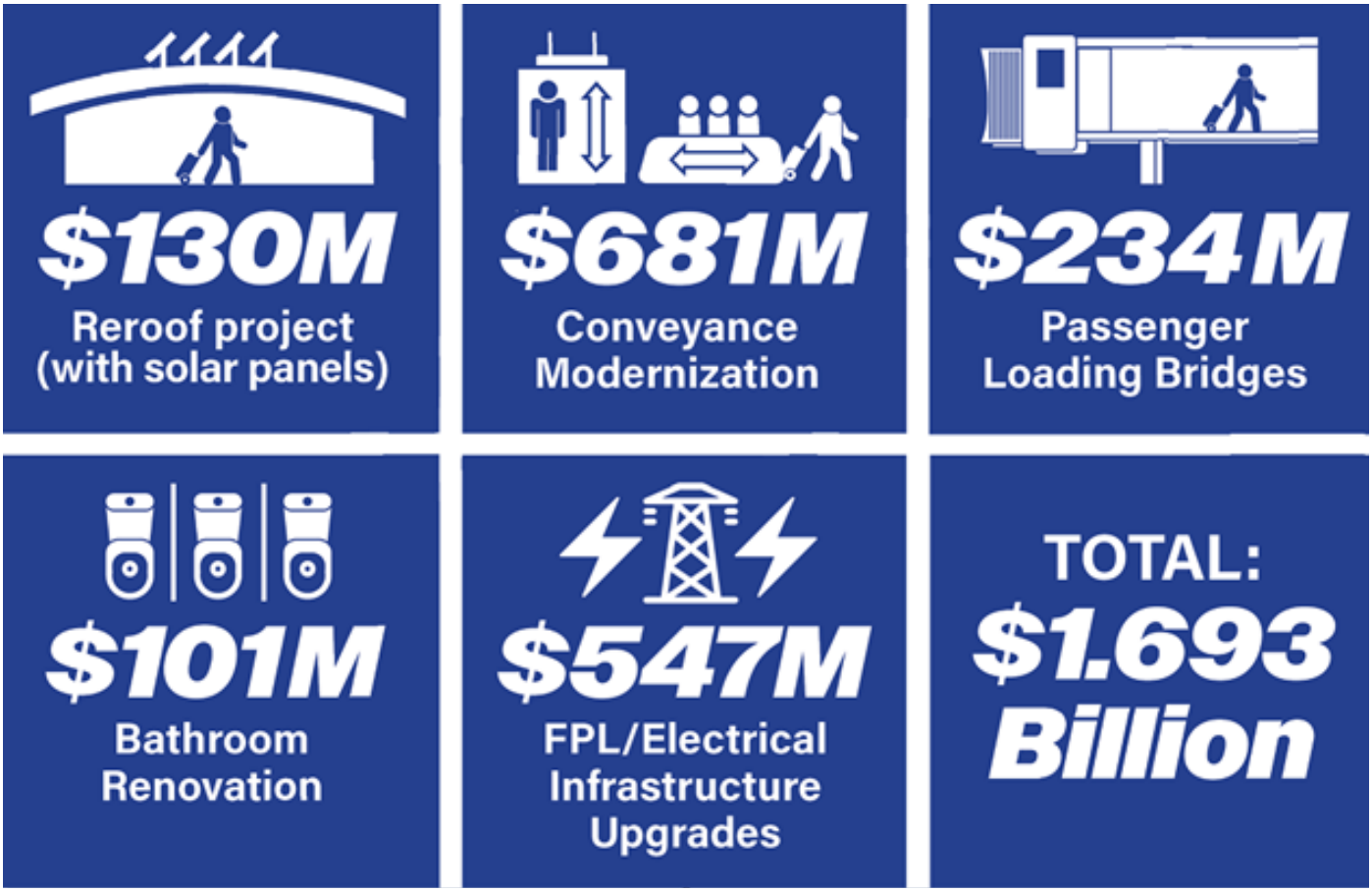
Source: Miami-Dade Aviation Department August 2023

MIA 2022 RANKINGS

AMONG U.S. AIRPORTS:		
1st	International Freight	SAME AS 2021
2nd	International Passengers	▼ FROM 1ST
3rd	Total Cargo (Freight + Mail)	▲ FROM 5TH
3rd	Total Freight	▲ FROM 4TH
8th	Total Number of Operations	▲ FROM 9TH
8th	Total Passengers	▲ FROM 10TH
AMONG WORLDWIDE AIRPORTS:		
7th	International Freight	▲ FROM 9TH
24th	International Passengers	▼ FROM 11TH
7th	Total Cargo (Freight + Mail)	▲ FROM 11TH
7th	Total Freight	▲ FROM 10TH
8th	Total Number of Operations	▲ FROM 9TH
14th	Total Passengers	▼ FROM 11TH

On January 18, 2024, Miami-Dade County Mayor Daniella Levine Cava addressed the County's unprecedented investment of $7 billion in capital improvements and $1.7 billion in maintenance upgrades at Miami International Airport (MIA). Mayor Levine Cava also provided an update on MIA's Concourse D Skytrain people mover system, which is scheduled for a nearly full return to service in March after it was shut down for safety repairs last September.

AVIATION ON-SITE IMPROVEMENTS



> In addition to having another record-breaking year in passenger and cargo growth, MIA has also received a historic investment of maintenance and capital improvement funding that will transform our airport for years to come. My administration is focused on making MIA future-ready and to provide our passengers with the world-class airport experience they deserve.
>
> Miami-Dade County Mayor Daniella Levine Cava

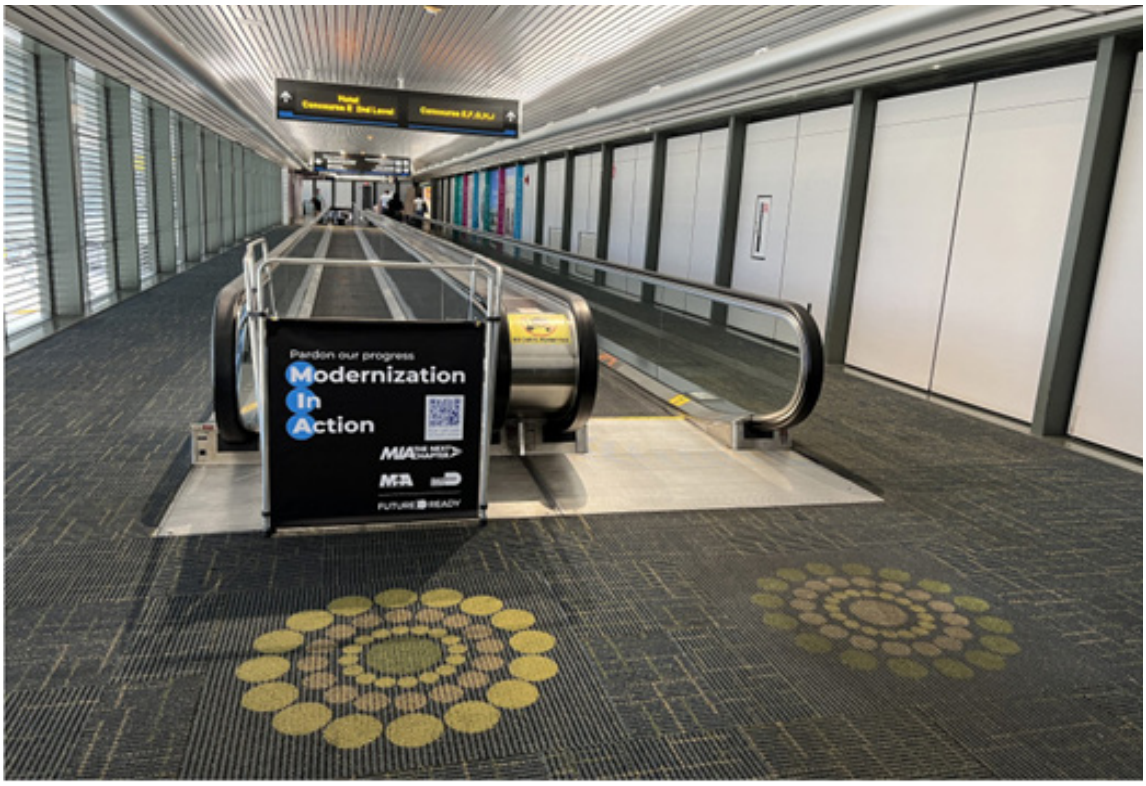
Under Mayor Levine Cava's leadership, last year Miami-Dade County's Aviation Department put in motion a Modernization in Action (M.I.A.) Plan that identifies priority areas receiving critical investments and informs the public. Below is a detailed update on key projects and other important maintenance improvements.



Conveyances: The M.I.A. Plan to upgrade elevators, escalators, and moving walkways received a boost in December when the Board of County Commissioners (BCC) approved more than $99 million in contracts that will modernize 64 of the aged units. Combined with a $582 million contract the BCC approved last July, the Plan is now fully funded to replace or renovate conveyance units at MIA in need of an upgrade. Of all the 616 units at the airport, currently, there are 53 out of service for repair or modernization, which represents 9% of all units. Under the Plan, at least 30 conveyance units are scheduled to be upgraded or replaced annually over the next five to seven years.



Escalators at MIA



MIA Plan Signage

Passenger Loading Bridges: The first step a passenger takes from an airplane to the airport is onto a passenger loading bridge. MIA is improving that first impression by replacing or refurbishing all of its 126 passenger loading bridges. Installation of the first 32 has already been completed, with 10 bridges scheduled for completion every year through 2028. All future loading bridges will be glass, which provides cooler temperatures than metal and an improved visual aesthetic.



AVIATION ON-SITE IMPROVEMENTS

Restrooms: Thanks to an investment of $101 million and a new design contract approved by the BCC in December, MIA's 207 public restrooms are being renovated. A total of 33 bathrooms have already been modernized in concourses D, H, and J, and 32 more in MIA's other concourses are on schedule for renovation in 2024. The remaining 141 bathrooms pre- and post-security on all three levels are scheduled for completion during the third and final phase of the airport's restroom renovation program between 2025 and 2030.



Woman's Restroom

Electrical Infrastructure: To increase sustainability, a contract with Florida Power & Light Services, approved in December 2023, will bring to MIA $547 million in electrical infrastructure upgrades such as zero-emissions equipment and net-zero backup power generators. The airport is also moving forward with a $130-million project that will renovate the entire terminal roof and add solar-power-generating panels.

Skytrain: The Skytrain, built 25 years ago, was taken out of service on September 15, 2023, after a bi-annual regulatory inspection determined that cracks to three of the system's 100 concrete pier caps near its Station 1 had gone from minor to substantial since the last inspection in 2021. In an overabundance of caution for public safety, the entire system was taken out of service for additional inspection. Repairs to the area near Station 2 are currently undergoing, this will allow the system to safely return to service between Stations 2, 3 and 4 (gates D25 to D46), with only Station 1 (near D16) remaining out of service by the end of March 2024. Completion dates for repairs to the damaged area near Station 1 and the minor cracks in other areas are yet to be determined. The estimated cost of all repairs is $4.2 million. Until the Skytrain returns to service, a courtesy trolley service and airside shuttle bus are available. Passengers who require wheelchair assistance should first contact American Airlines in advance before their flight.

In December 21, 2023 press release, Miami International Airport (MIA) has proudly achieved a remarkable milestone in its history, setting a new record for passenger volume this past weekend. This surge is in anticipation of the peak holiday travel period, which spans from December 21 through January 6.

MIA welcomed an impressive 171,371 passengers, marking the highest single-day passenger count in the airport's history. This unprecedented volume of travelers is a testament to MIA's commitment to providing exceptional service and a seamless travel experience, even during the busiest times of the year.

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)	$54.29
MIA - South Terminal Apron & Utilities Modification/Expansion & GSE Facility	$746.36
MIA - Employee Parking Garage	$102.95
MIA - New Fuel Storage Facility Expansion Phase 1	$39.23
MIA – Concourse D West Extension – D60 Bldg. Expansion -Design	$91.40
MIA – Concourse D West Extension – D60 Apron & Utilities - Design	$25.81
MIA - Central Base Apron and Utilities Modification and Expansion (Phase 1 & 2)	$108.48
MIA - Airport Operations Center (AOC)	$24.49
MIA - NTD Baggage Handling System Modifications to the Inline CBIS	$18.22
MIA- North and Central Terminal Passenger Boarding Bridges - Phase 1	$81.06
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	$50.73
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)	$101.14
MIA – MIC Passenger Remote Parking Lot and TNC Parking Relocation	$20.92
GAA - OPF Upgrade Runway 9/27 Rehabilitation and Repair	$33.35
GAA - OPF Engine Run-Up Pad	$6.16
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 New ADG III Taxilane and Access Road	$14.77
TOTAL	**$1,879.86**

PORTMIAMI

TIP • FISCAL YEARS 2024/2025 TO 2028/2029

MULTIMODAL SEAPORT DEVELOPMENT

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

TRANSPORTATION IMPROVEMENT PROGRAM STRATEGY

PortMiami, one of the nation's busiest ports, contributes approximately $43 billion and more than 334,000 direct and indirect 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

Despite the challenges posed by the Covid-19 pandemic, cruise activity at PortMiami, known as the Cruise Capital of the World, exceeded historical levels in FY 2023, setting a new world record with approximately 7.3 million passengers. 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, PortMiami has handled more than one million twenty- foot equivalent units (TEU's) annually for the past nine years. The total value of inbound and outbound cargo merchandise moving via PortMiami in fiscal year 2023 was $48 billion dollars.

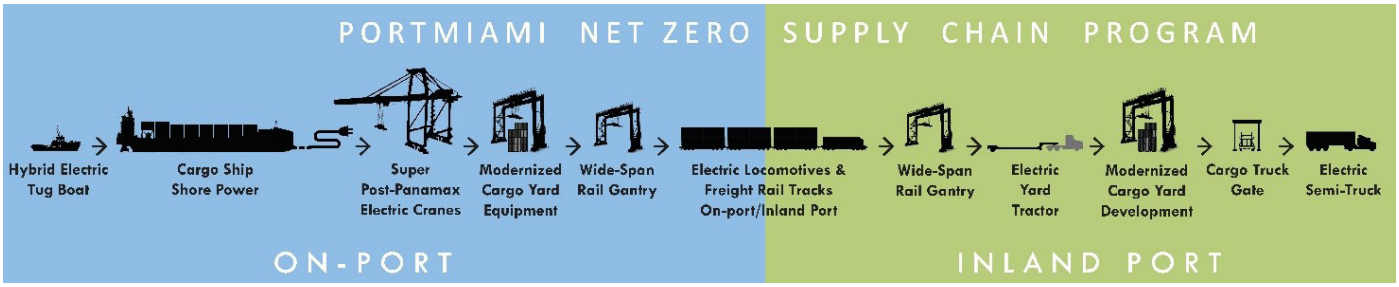
RESILIENCE AND NET ZERO

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% reduction in emissions by 2030 for PortMiami, in accordance with the 2021 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 certain electric cargo handling equipment and all ship-to-shore gantry cranes, one state of the art cargo security gate. 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 Cargo Emission Supply Chain Plan (NetZero Plan) seeks to optimize the current supply-chain system and reduce greenhouse gas emissions, all while improving operational efficiencies. A continuation of the Port's drive to sustainability, the plan follows the implementation of shore power at five cruise berths, previous conversions of diesel equipment to electric, and infrastructure investments that address sea-level rise. This plan includes an inland port that includes electric infrastructure in off-port areas that will create new jobs and have a positive economic impact within Miami-Dade County (County). The NetZero Plan contemplates additional programs to support the plan, including the development of a workforce training program with Miami Dade College to develop and train workers. The training program will focus on new technologies, additional resiliency elements such as a solar farm at the inland port, electric vehicle charging, and infrastructure improvements to key roadways and rail infrastructure improvements to key roadways.



Infrastructure improvements to key roadways.

TRANSPORTATION

The Port's Transportation Improvement Program (TIP) is comprised of a total of approximately $2 billion in funded and unfunded 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
- Electric 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
- 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

The Port continues to assertively seek grant funding from local, state, and federal sources. The TIP reflects participation from the Florida Department of Transportation (FDOT) with $32.7 million in support of roadways, cargo improvements and other infrastructure projects. This agency and the Port's partners continue to be part of the established goals to support the program and accommodate growth.

PORTMIAMI ACCOMPLISHMENTS

CRUISE

CRUISE TERMINAL 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.



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%.

GANTRY CRANES

PortMiami has been transitioning its 13-diesel dependent super post-panamax gantry cranes to electric for the last twenty years and is pursuing up to eight more super post-panamax gantry cranes. As part of the Port's NetZero program, the acquisition of up to 8 electric ship-to-shore gantry cranes will allow the port to handle more than 1.5M Twenty-foot equivalent unit (TEU) of containerized cargo, a 20% increase over what the port processes today, which is a key step to grow the economy and produce additional blue resilient jobs.



INFRASTRUCTURE (ELECTRIC)

FPL SUBSTATION EXPANSION

FPL has completed the relocation of its utilities in preparation the next phase –expanding its substation. The FPL substation expansion was completed in May of 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 completed a roadway flyover and flyover associated roadway and stormwater improvements. The Port is currently improving additional roadways, storm, and sewer programs to continue addressing the areas and to optimize Cruise Terminal access and circulation, and minimize traffic congestion and reduce delays.

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 launched in the spring of 2024 and provides shore power capability at five terminals, with enough power for three vessels to utilize shore power at the same time.

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.

ELECTRIC CARGO GANTRY CRANES

As PortMiami receives deeper draft vessels, the Port continues to add up to eight electric 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.

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, electric vehicle (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 that has reduced 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 raise 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). As a national port of entry, PortMiami is required to fund the federal facilities that house the inspections, including contraband, of pulled imported cargo to ensure safe and secure cargo delivery to the community and nation, all while minimizing disruptions to the supply chain. This investment directly supports the local and national economies and helps ensure the safety and security for the residents of Miami Dade County.

INFRASTRUCTURE IMPROVEMENTS - WATER & SEWER UPGRADES

Upgrade the Port's water and sewer system for new services that improve the seaport's resiliency. To maintain or resume operations following a storm event it is critical that all Port asset types maintain their functional services. This Project will provide necessary road and stormwater improvements to reinforce the resiliency of a critical at-risk coastal infrastructure so that operations can continue considering climate change and sea level rise.

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 – VARIOUS FACILITY MOVES

PortMiami is overseeing the movement of customer warehouses and/or other facilities, as determined.

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.

PORTMIAMI – MULTIMODAL SEAPORT DEVELOPMENT

INFRASTRUCTURE IMPROVEMENTS – NORTH CRUISE BOULEVARD EXTENSION

Extend and improve North Cruise Boulevard and ancillary roadways for added operations, including stormwater improvements.

PORTWIDE TRANSPORTATION MASTER PLAN

PortMiami is overseeing a near- and long-term traffic impact study and conceptual roadway plans to meet the current and future transportation demands.

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

OFF-DOCK LOGISTICS YARD RAIL EXTENSION – AIRPORT WEST

Expand railroad track along US27 to connect to the Inland Port and Logistics Center. The Rail Extension project will provide rail connection from the existing rail line in west Miami-Dade County to the future inland port and waste to energy facility at Airport West. The shift to rail will reduce truck traffic and emissions throughout the County.

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

PORTMIAMI FUTURE PROJECTS

INLAND PORT DEVELOPMENT

As part of the Net Zero program, an inland port will increase Port Miami'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, rail shuttles, etc.

FEDBRIGHTLINE 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.

WALKABILITY PLAN – SIDEWALKS & TREE CANOPY INSTALLATION

The Port's Walkability Plan project focuses on enhancing infrastructure and promoting pedestrian-friendly environments that provide safe, covered, and efficient mobility options for the millions of cruise passengers that visit the Cruise Capital of the World annually. The project involves comprehensive urban planning, sidewalk enhancements, tree canopies, crosswalk installations, and traffic calming measures that will also help address the dangers of extreme heat. These improvements will provide enhancements to the passenger experience and provide a competitive advantage.

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.

HYBRID TUGBOATS

As part of the NetZero Program introduce hybrid harbor tugboats to the seaport's end-to-end services.

SHORE POWER

Phase 2

Further investments in the Port's shorepower infrastructure will provide an immediate reduction in greenhouse gas emissions at the Port. GOB funding will support the purchase of 2 additional electrical feeders for dedicated shore power to five terminals, instead of sharing 3 electrical feeders amongst the 5 terminals. The implementation of a battery storage system will help address peak electrical demand needs and help support the Seaport's NetZero initiative by storing excess energy during non-demand periods when shore power is not in use at any of the five terminals and relaying it during peak hours for the various needs across the cruise, cargo, and administrative programs. The backup power can also act as a reliable source of backup power during grid outages.

Phase 3

The Shore Power Phase 3 project will provide electrical power to additional cruise berths and introduce shore power to certain cargo berths, further reducing greenhouse gas emissions County-wide. The project will also fund the required new transmission lines and a substation in coordination with FPL.

TIP • FISCAL YEARS 2024/2025 TO 2028/2029

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:

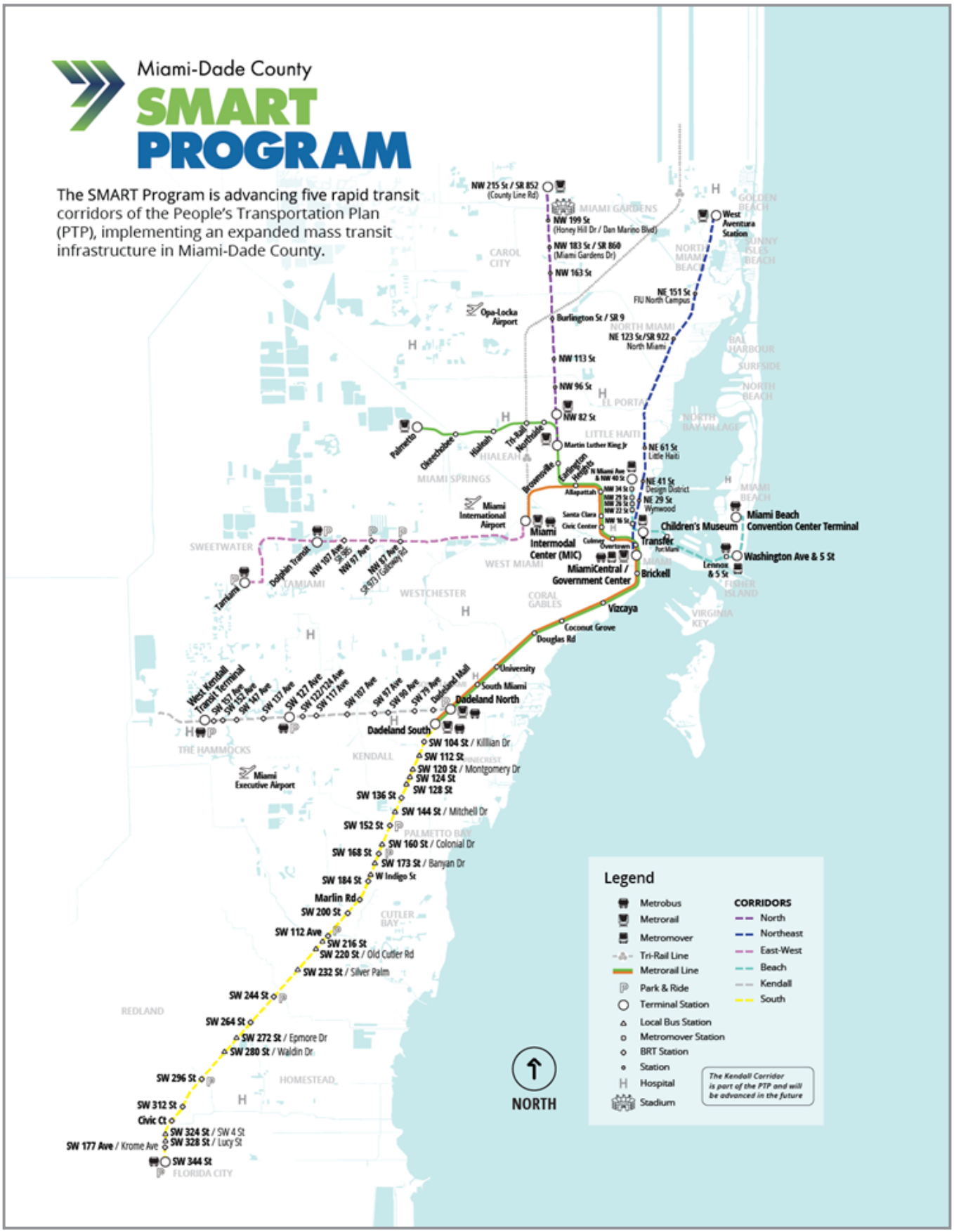
- Local General Funds
- Secondary Gas Tax (SGT)
- Roadway Impact Fees (RIF)/Mobility Fee (MF)
- People's Transportation Plan (PTP)
- Federal and State Grants
- Private Sector
- Municipal Partners

SMART PROGRAM

The SMART Program is an infrastructure investment program of projects developed to improve transportation mobility and create a transit system that will support economic growth and competitiveness in the global arena. The program advances 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 implementation of the SMART Program increases opportunities for transit-oriented development projects along corridors, expands a network of premium transit to connect to more key destinations, improves reliability and on-time performance, creates more job opportunities in the transit industry, and increase the availability of real-time arrival and departure information at transit stations. The program is comprehensive, proactive and supports the future population and employment growth anticipated in our region with the implementation of the following corridors.

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




Miami-Dade County
SMART PROGRAM
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.
NW 215 St / SR 852 (County Line Rd)
NW 199 St (Honey Hill Dr / Dan Marino Blvd)
NW 183 St / SR 860 (Miami Gardens Dr)
NW 163 St
Opa-Locka Airport
Burlington St / SR 9
NW 113 St
NW 96 St
NW 82 St
Palmetto
Okeechobee
Hialeah
Tri-Rail Northside
Martin Luther King Jr
Brownsville
Earlington Heights
Miami International Airport
Miami Intermodal Center (MIC)
Santa Clara
Civic Center
Culmer
Overtown
Transfer
MiamiCentral / Government Center
Brickell
Vizcaya
Coconut Grove
Douglas Rd
University
South Miami
Dadeland North
Dadeland South
Dadeland Mall
West Kendall Transit Terminal
SW 157 Ave
SW 152 Ave
SW 147 Ave
SW 137 Ave
SW 127 Ave
SW 122/124 Ave
SW 117 Ave
SW 107 Ave
SW 97 Ave
SW 90 Ave
SW 79 Ave
Miami Executive Airport
SW 104 St / Killian Dr
SW 112 St
SW 120 St / Montgomery Dr
SW 124 St
SW 128 St
SW 136 St
SW 144 St / Mitchell Dr
SW 152 St
SW 160 St / Colonial Dr
SW 168 St
SW 173 St / Banyan Dr
SW 184 St
W Indigo St
Marlin Rd
SW 200 St
SW 112 Ave
SW 216 St
SW 220 St / Old Cutler Rd
SW 232 St / Silver Palm
SW 244 St
SW 264 St
SW 272 St / Epmore Dr
SW 280 St / Waldin Dr
SW 296 St
SW 312 St
Civic Ct
SW 324 St / SW 4 St
SW 328 St / Lucy St
SW 177 Ave / Krome Ave
SW 344 St
West Aventura Station
NE 151 St FIU North Campus
NE 123 St/SR 922 North Miami
NE 61 St Little Haiti
NE 41 St Design District
NE 29 St Wynwood
Children's Museum
Miami Beach Convention Center Terminal
Washington Ave & 5 St
Lennox & 5 St
Dolphin Transit
Tamiami
Miami Beach
Legend
Metrobus
Metrorail
Metromover
Tri-Rail Line
Metrorail Line
Park & Ride
Terminal Station
Local Bus Station
Metromover Station
BRT Station
Station
Hospital
Stadium
CORRIDORS
North
Northeast
East-West
Beach
Kendall
South
The Kendall Corridor is part of the PTP and will be advanced in the future
NORTH

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 and connects the Miami Design District to the Miami Beach Convention Center. 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. The envisioned project entails extensions of the Metromover system and dedicated bus lanes on Washington Avenue in Miami Beach.

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 during 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

Various premium transit modes

Project Development, NEPA for Trunk Line

STRATEGIC TARGETS

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 and Park and Ride facility 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. The intention is to connect southwestern residential areas with major activity centers including MIA, MIC, and Downtown Miami and 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 SR836/ Dolphin Expressway corridor. 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 on 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 SR836 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 was granted entry into the program by FTA on October 26, 2021. DTPW is working closely with the FTA on the BRT LPA for the corridor while considering alternative modes and alignments as directed by the TPO board.

TPO Governing Board took action on January 25, 2024, and unanimously approved the DTPW to re-evaluate the project. The Department continues to coordinate with stakeholders and the Federal Transit Administration (FTA).

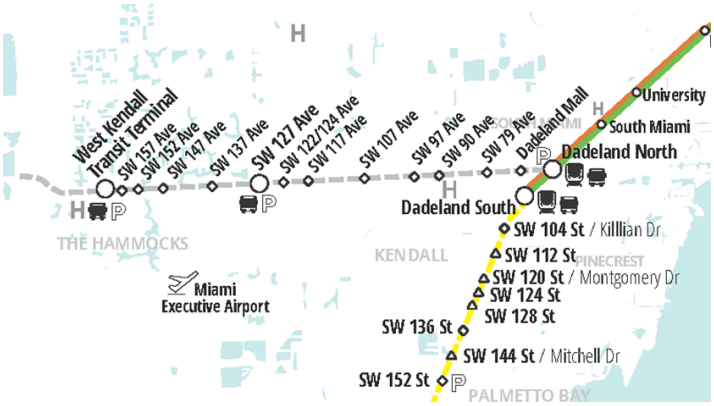
BRT or Commuter Rail

Project Development

STRATEGIC TARGETS

KENDALL CORRIDOR

The Kendall Corridor consists of implementing a premium transit service 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 Business Access Transit (BAT) Lane 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.





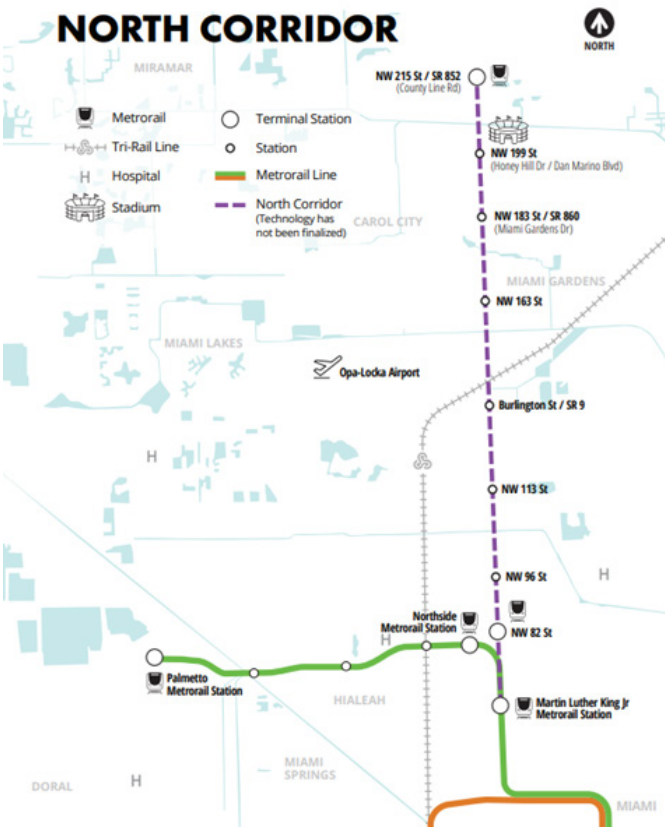
10-mile Corridor along SR 997/Krome Avenue/SW 177 Avenue to the Dadeland North Metrorail Station (at US 1/SR 5) along SR 94/Kendall Drive/SW 88 Street

BRT Curbside

FDOT PD&E on Hold

STRATEGIC TARGETS

NORTH CORRIDOR



The North Corridor is part of the Southeast Florida Region which includes Palm Beach and Broward Counties. The North Corridor is a 10-mile-long corridor along NW 27th Avenue, from NW 62nd Street/Dr. Martin Luther Kind, Jr. Metrorail Station to NW 215th Avenue. The Project 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. In May 2023, FDOT and DTPW collaborated to conduct a Value Engineering (VE) Workshop to identify the best and most cost-effective methods of implementing the project. Results of the VE Workshop were formalized in a final VE Report which was completed October 2023. Currently FDOT is in the process of restarting the North Corridor PD&E with a notice to proceed (NTP) scheduled in early 2024.

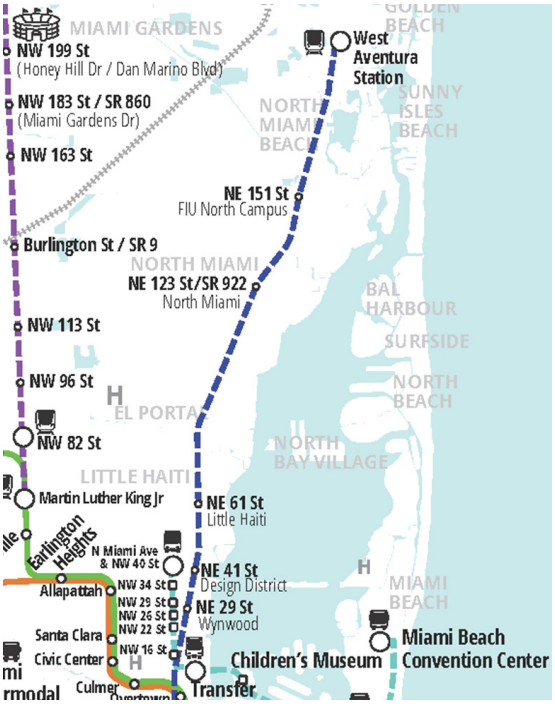
10-mile Corridor along NW 215 Street (Countyline Road) to NW 38 Street and from the MIC (at MIA) to NW 27 Avenue via SR 112 Expressway

Heavy Rail (Metrorail)

FDOT PD&E Restart

STRATEGIC TARGETS

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 13.5 miles through the historic core of the County developed along the FEC railroad with five stops along the corridor, linking Aventura, North Miami Beach, North Miami, Little Haiti, Design District and Wynwood 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. The project will implement a commuter rail service running within the existing Florida East Coast railway.

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 requested entry into the Project Development (PD) phase under the FTA Capital Investment Grants New Starts program. The project was accepted into the PD phase by FTA on October 26, 2021. The project received approval of the Categorical Exclusion (CE) in November 2023, completing the necessary steps under the National Environmental Policy Act (NEPA) for the planning and environmental phase of the project. 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 currently working on 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)

Commuter Rail

FTA Review & NEPA

STRATEGIC TARGETS

SOUTH CORRIDOR





The project will run along the existing South Dade Transitway (formerly known as Busway), from the Dadeland South Metrorail station 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, improving travel times and safety, while enhancing station platforms and increasing accessibility.

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. The project is currently under construction.

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 multilayered 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.

20-mile Corridor running from Florida City to Dadeland South Metrorail, along the South Dade Transitway

BRT

Construction

STRATEGIC TARGETS

FLAGLER CORRIDOR



Business Access & Transit (BAT) Lanes

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. On April 2023, the TPO adopted a resolution to remove the exception that said study shall not consider the reduction of vehicular traffic lanes for any portion of Flagler Street west of West 24th Avenue to allow FDOT to continue with the study of the recommended alternative. On November 28, 2023, the project restarted, however on January 25, 2024, the TPO unanimously passed a resolution requesting FDOT to pause the study and evaluate an elevated rail option from Downtown Miami to Florida International University.



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

Bus Access Lanes (BAT)

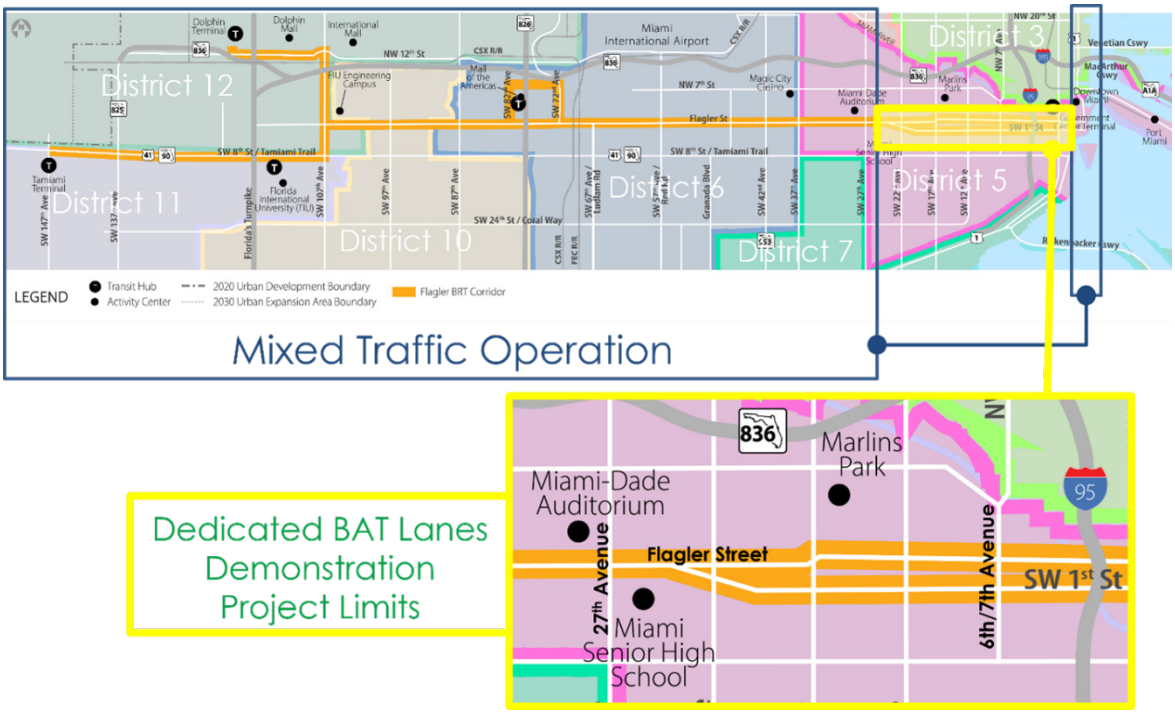
FDOT PD&E on Hold

STRATEGIC TARGETS

FLAGLER DEMONSTRATION PROJECT



The Flagler Demonstration Project will implement Business Access Transit (BAT) Lanes along a portion of 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

Bus Access Lanes (BAT)

Design Phase

STRATEGIC TARGETS

METROBUS SYSTEM



The Better Bus Network (BBN) launched in 2023 creating a new foundation of a high-frequent bus network connecting more people to more places more quickly. Phase I was deployed in July 2023, bringing upgrades to three high-frequency corridors, and the final Phase II was deployed in November 2023, adding the additional improvements recommended in the plan approved in 2021. The redesigned bus network for Miami-Dade County was based on community input and a vetted through a data-driven process. The new network is designed to be more useful for more people by increasing frequent service, creating easier connections, and improving evening and weekend bus service. For example, the new network improved the number of high-frequency routes in the County that arrive every 15 minutes or less throughout the day from five to nineteen, allowing people to reach more places more quickly.

Since implementation, staff have reviewed public feedback and performance metrics to make further improvements to the network. These changes will be reflected in the April service change and staff will continue to monitor and make adjustments at every opportunity.

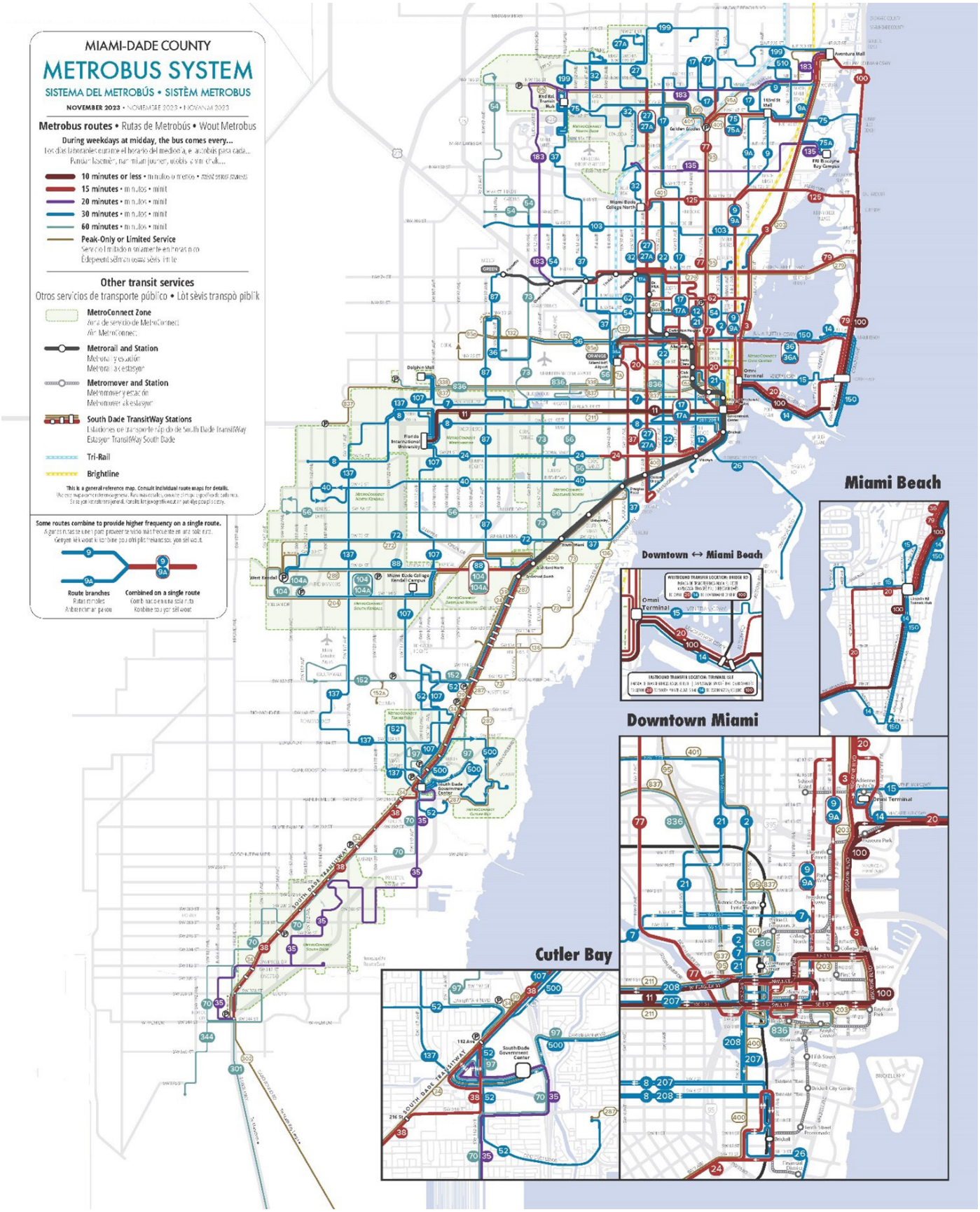
Additionally, staff continue to engage with those communities most impacted by the network changes and work with municipal staff to adjust their trolley service to better complement the new network. DTPW enhanced mobility even further through an uber voucher program intended to bridge the mobility gap for those along discontinued routes and will continue to review and consider all types of mobility solutions that are appropriate to the demand in different areas.

DTPW is currently working with municipalities to realign their service with the new network and continues to engage with communities to educate of the changes and listen to concerns.

Countywide

Commuter Service

STRATEGIC TARGETS


MIAMI-DADE COUNTY
METROBUS SYSTEM
SISTEMA DEL METROBÚS • SISTÈM METROBUS
NOVEMBER 2023 • NOVIEMBRE 2023 • NOVANM 2023
Metrobus routes • Rutas de Metrobús • Wout Metrobus
During weekdays at midday, the bus comes every...
10 minutes or less • minutos o menos • mèt oswa mwets
15 minutes • minutos • minit
20 minutes • minutos • minit
30 minutes • minutos • minit
60 minutes • minutos • minit
Peak-Only or Limited Service
Other transit services
Otros servicios de transporte público • Lòt sèvis transpò piblik
MetroConnect Zone
Metrorail and Station
Metromover and Station
South Dade TransitWay Stations
Tri-Rail
Brightline
This is a general reference map. Consult individual route maps for details.
Some routes combine to provide higher frequency on a single route.
Route branches
Combined on a single route
Miami Beach
Downtown ↔ Miami Beach
Downtown Miami
Cutler Bay

BUS PASSENGER AMENITIES PROGRAM



The Bus Passenger Amenities 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 amenities, new trash containers, new bicycle racks, improved pedestrian accessibility to and from bus passenger amenities, and a complete renovation of the existing bus passenger amenities inventory installed within Miami-Dade County's Metrobus service area. The program will ensure that all bus passenger amenities, 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 2024, 354 bus shelters, 354 trash containers, 330 new bus shelter illuminations systems and 740 bicycle racks have been installed. These new transit amenities and accessibility improvements will be completed by summer of 2024.

Shelter Types



Cantilever shelter

Installation will be on sidewalks with 5 or 6 feet of right of way



Slim shelter

Installation will be on sidewalks with 8 feet of right of way



Shelter with an advertising panel

Installation will be on sidewalks with 11 feet of right of way



Shelter without an advertising panel

Installation will be on sidewalks with 11 feet of right of way

Countywide

Fixed Route Bus

Ongoing

STRATEGIC TARGETS

TERMINALS & HUBS AND TERMINALS

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 to provide highspeed 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 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. Completion of the pedestrian bridge over Biscayne Boulevard which will connect the station circulation to the Aventura mall bus depot and amenities is underway with expected completion by December 2024.

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

METRORAIL & METROMOVER

DTPW is actively working to upgrade 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, as well as upgrade the Metromover, a free elevated people mover system that operates seven days a week in the Downtown Miami, Omni, and Brickell areas.

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 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, at about 98% of the installation completed. It is estimated to be completed in August 2025.



Improvements Across Most of Metrorail System

Rapid Transit Improvement

Construction Phase

STRATEGIC TARGETS

METROMOVER WAYSIDE SYSTEM OVERHAUL



Metromover is an automated people mover system that was designed and installed by Bombardier Transportation 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 the Government Center. Throughout Metromover's 32-year history, the system has expanded, and vehicle fleet has been replaced, however, many major subsystems that make up 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. The design is 99% complete and construction has begun.

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. These improvements have become more critical with the implementation of the BBN, as the need for transfers has increased. Key transfer locations within the County have been identified so enhanced facilities can be implemented to east these transfers. 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. The Project was advertised on September 28, 2023, to procure a Contractor for the construction of the Facility. The Bid Opening took place on December 20, 2023. The Project continues to be in the Cone of Silence. Award of the Contract is scheduled for April 2, 2024. Notice to Proceed to the Contractor will follow once all the contractual documents are finalized.



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

Station Modernization

Procurement Phase to Select Design-Build Firm

STRATEGIC TARGETS

BUS NEW VEHICLE REPLACEMENT



DTPW continues to implement its bus replacement program. Funding for this program is provided through various sources including 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, a total of 69 Proterra 40' Electric Buses have been delivered and assigned for services to date. These vehicles are the first of their kind in Miami-Dade County's Metrobus Fleet and complement the ongoing modernization of the fleet. In January 2023, DTPW procured 100 articulated 60-foot Battery Electric zero-emission buses and furnishing 50 Charging Systems for depot-based charging. Two pilot buses are estimated to be delivered by March 2024, Sixty (60) Production Buses delivery between August 2024 and March 2025, and balance of Buses delivery by August 2025.

Procurement Phase	STRATEGIC TARGETS
Transit Modernization	

PEDESTRIAN & BICYCLE

THE UNDERLINE



The Underline is a 10-mile mobility corridor from Brickell to the Dadeland South Metrorail station that repurposes 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, this project will help to connect individual streets and neighborhoods. 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 pedestrian paths as well as improving 34 intersections along US-1. DTPW and FDOT are working together in the coordination of intersection improvements. It encourages active transportation and a healthier lifestyle by promoting mass transit, walking, and biking, and reducing US-1 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 the 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 2024, the estimated completion date for Phase 2 is Spring 2024, and Phase 3 is Summer 2026.

From the southern bank of the Miami River to the northern curb of Dadeland Blvd

Multimodal Urban Trail

Phase II Under Construction

STRATEGIC TARGETS

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. This phase of The Underline features urban biking and walking paths, flex basketball and soccer courts, outdoor gym, nature, and butterfly gardens gathering spaces to eat, play, discover and relax.



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.



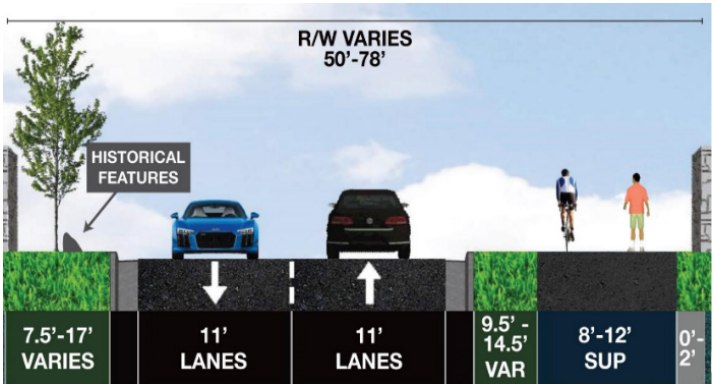
Currently Under Construction; Completion Expected Spring 2024

The Underline Phase III — This segment is the longest of all the Underline Phases. It extends 7.36 miles, from SW 19th Avenue to the Dadeland South Kiss-and-Ride Facility. The phase will traverse through the Cities of Miami, Coral Gables, and South Miami and end in Unincorporated Miami-Dade County. Similar to Phase 2, this phase is also designed on three key drivers, highlighting safe multi-modal transportation, nature, and community.



Construction Completion Expected in 2026

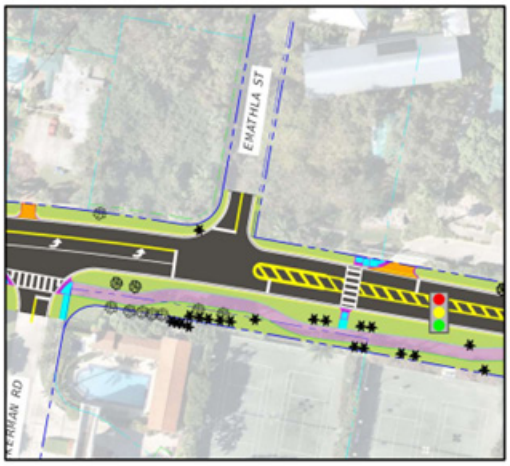
SOUTH BAYSHORE DRIVE

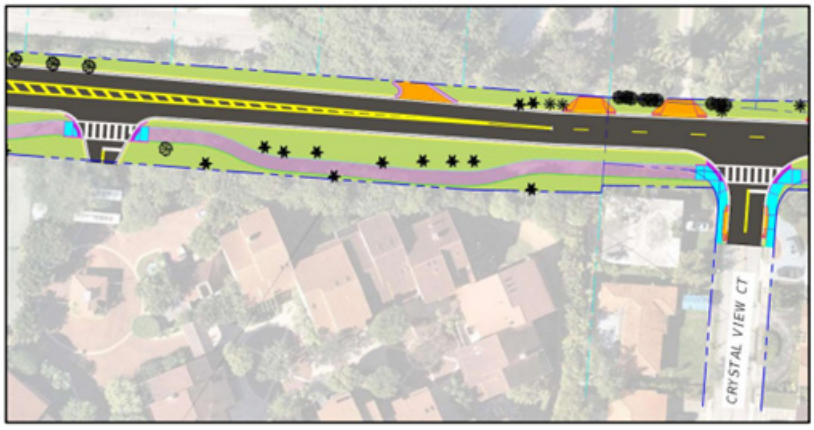


The South Bayshore Drive project will provide continuous pedestrian and bicycle facilities to improve the connections to parks, trails, and transit facilities. This project includes a 10-feet wide shared-use path north of Aviation Avenue that forms part of the Commodore Trail – an essential trail that 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. The Commodore Trail Master Plan has now been completed and the project will incorporate as feasible recommendations from the Master Plan.

Design Layout

Treatments to Minimize Impacts





From Darwin Street to Mercy Way

Multimodal Corridor

Design Phase

STRATEGIC TARGETS

SAFETY & VISION ZERO

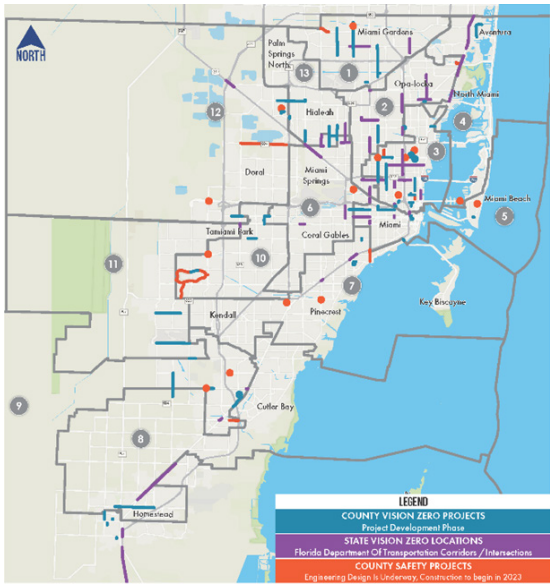
Vision Zero is a countywide safety initiative with a goal to eliminate all traffic fatalities and severe injuries by 2040, while increasing the safety, mobility, and health of all county residents. DTPW's Vision Zero program is focused on system-level changes in how we plan, design, and build our transportation 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.

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 is committed to eliminating traffic deaths and serious injuries within our transportation network by 2040. Building from the results of the 2021 Vision Zero Framework Plan Miami-Dade County formally established the Vision Zero Program and identified the top 100 high injury crash locations where to implement safety countermeasures 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







DTPW – COUNTY TRANSPORTATION SYSTEM AND MAJOR PROJECTS

In 2023, DTPW was awarded a $16.2 million Implementation Grant under the Safe Streets and Roads for All (SS4A) program, administered by the United States Department of Transportation. The awarded funds will focus on infrastructure improvements at 24 critical locations within the County's high-injury network, helping to enhance safety for all road users, particularly in areas of the County where pedestrians and cyclists have been disproportionately impacted by road crashes. DTPW has completed the construction and operational improvements of ten safety projects throughout Miami-Dade County and has nine more projects under construction. DTPW is anticipating completing 22 safety projects by 2024.





DTPW is currently in the construction phase for nine projects, with 10 of 24 projects completed. DTPW anticipates the completion of the remaining projects by the end of 2024.

Countywide

Safety Initiative

STRATEGIC TARGETS

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 in Fall 2022; construction is partially funded.

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 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 a 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 100% Plan phase will be completed in May 2024.



NW 12 Street from the Dolphin Park and Ride Facility to NW 114 Avenue

Infrastructure Improvement

Design Phase

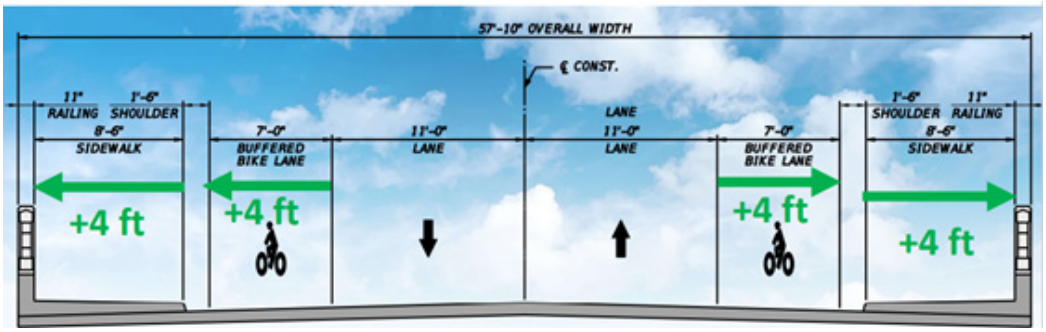
STRATEGIC TARGETS

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 studied 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 last 18 to 24 months, concluding in Summer 2025, with Construction advertisement to immediately follow.



Proposed

11 bridges along the Venetian Causeway,
a 2.5-mile-long roadway spanning 11 man-made islands

Infrastructure Improvement

Final Design Phase

STRATEGIC TARGETS

RICKENBACKER CAUSEWAY

The Rickenbacker Causeway is a multimodal corridor that provides the only ingress and egress connection to the Village of Key Biscayne, including access to several unique cultural sites and water sports opportunities, and serves as one of the busiest bicycling and running routes in Miami-Dade County.

The Rickenbacker Causeway is approximately 3.6 miles in overall length with 1.2 miles of bridge structures and 2.4 miles of roadway with the toll facility near its western terminus at Brickell Avenue on the mainland. The eastern terminus occurs at the end of the Bear Cut Bridge where the roadway becomes Crandon Boulevard.

MASTER PLAN

DTPW is developing a Master Plan that will provide for a holistic planning framework for the Causeway. The scope of the Master Plan includes coordination with partner agencies and stakeholders, the identification of short-term projects aimed at funding within the Capital Improvement Program (CIP), and long-term projects for future funding opportunities.

The Master Plan will provide the opportunity to solidify recommendations into a coordinated plan that will solidify traffic flow while creating a multimodal safety environment and include continued coordination with the Village of Key Biscayne, MDPD, Miami-Dade Parks, Recreation and Open Spaces Department (MDPROS), and other stakeholders. The study is scheduled to be completed in early 2024.

SW/SE 26TH Road and the Rickenbacker Causeway from the I-95 to the Key Biscayne Village boundary

Infrastructure Improvement

Master Plan

STRATEGIC TARGETS



PHASE I SAFETY ENHANCEMENTS

In late spring 2022, Miami-Dade County allocated resources to implement immediate safety enhancements within the Rickenbacker Causeway. These enhancements protect bicyclists and pedestrians who utilize the Causeway and minimize conflict zones with motorists.

The improvements were developed with input from various stakeholders and in response to existing conflicts along the Rickenbacker Causeway, specifically located along the existing U-Turn at the William Powell Bridge.

Rickenbacker Causeway at the U-Turn at the William Powell Bridge		STRATEGIC TARGETS
Infrastructure Improvement	Completed July 2022	

PHASE II SAFETY ENHANCEMENTS

The second phase of safety enhancements along the Rickenbacker Causeway will involve the relocation of the entrance driveway to Hobie Beach Park immediately east of the William Powell Bridge. The entrance will be relocated approximately 350 feet east of its existing location. The relocation will serve to improve two conflict points: a) It will improve the conflict between vehicular traffic entering the park and cyclists crossing the entrance point; and b) It will provide a larger distance which increases advanced warning time for vehicles entering the park. Other enhancements with Phase II are the consolidation of driveways east of the William Powell Bridge and west of the Bear Cut Bridge. The plan is to reduce the number of driveways, which will help minimize conflict points within those limits.

Rickenbacker Causeway at the U-Turn at the William Powell Bridge		STRATEGIC TARGETS
Infrastructure Improvement	Completed July 2023	

SPEED LIMIT UPDATE

In 2022, DTPW conducted a technical analysis of speed limits on the Rickenbacker Causeway. The analysis, which utilized traffic field data collected during the period of June through July of 2022, indicates that speeds should be adjusted to 40 miles per hour in the segment of the Rickenbacker from the Toll Plaza to Calusa Circle. Throughout the summer of 2022, DTPW piloted modified speed limits across the Rickenbacker, yielding valuable information that's being used to implement safety enhancements such as the establishment of a constant speed limit along the entirety of the Causeway. This change is anticipated to promote safety while facilitating enforcement and setting of driver expectations. The cumulative impact of these updated speed limits, short-term improvements, and long-term planning for the corridor in coordination with stakeholders will lead to a safer Rickenbacker Causeway for all users.

Rickenbacker Causeway from the Toll Plaza to Calusa Circle		STRATEGIC TARGETS
Infrastructure Improvement	Completed in 2022	

BEAR CUT BRIDGE PD&E STUDY

Miami-Dade County is performing the planning 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. 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	

HOBIE ISLAND BEACH NORTH SIDE SHORELINE STABILIZATION

The purpose of this project is to stabilize the shoreline along the north side of Hobie Island Beach through shoreline protection and stormwater treatment solutions for the north half of the open space along the Rickenbacker Causeway.

As part of this shoreline protection project, 160 invasive Australian Pine trees must be removed, in accordance with Chapter 19 of the Code of Miami-Dade County. These invasive trees will be replaced with 290 native trees, palms, and additional shrub species. This project will improve and beautify this open space by increasing the resiliency of the shoreline and beach, and improving the parking area, while providing an improved pedestrian and bicycle underpass that connects Hobie Island Beach North to Hobie Island Beach South, beneath the William Powell Bridge.

This Project covers 9.6 acres of recreational shoreline along the Rickenbacker Causeway and is currently an area that has been closed to the public due to damage caused by Hurricane Irma in 2017. The construction has been scheduled to start.



9.6 acres of recreational shoreline along the Rickenbacker Causeway		STRATEGIC TARGETS
Infrastructure Improvement	Construction	

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

Infrastructure Improvement

PD&E Study

STRATEGIC TARGETS

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

PUBLIC TRANSPORTATION IMPROVEMENTS

South Florida Regional Transportation Authority (SFRTA)

The mission of the South Florida Regional Transportation Authority (SFRTA) is to collaborate with partners, deliver a safe convenient, and effective service that serves as South Florida's multimodal backbone. 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 2025 thru 2029.

THE TRI-RAIL DOWNTOWN MIAMI LINK (TRDML)

SFRTA, in coordination with multiple partners, has extended 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), provides a connecting service from the South Florida Rail Corridor (SFRC) at the Tri-Rail Metrorail Transfer Station, to the Florida East Coast (FEC) railway corridor, into Downtown Miami. TRDML service began on January 13, 2024. The MiamiCentral Station serves as Downtown Miami's multimodal hub, providing connections to Brightline, Tri-Rail, the existing Miami Dade county bus system, Metrorail, and Metromover.

TRDML is a cost-effective and strategic transit solution for Miami-Dade County. The new service will leverage Brightline express train service and station investment, together with the recent SFRC connections to the FEC railway corridor; quiet zone funds provided by the Miami-Dade Transportation Planning Organization (TPO); and the region's previous investment in the Tri-Rail system.

The project was leveraged with local investments 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 new extension into Downtown Miami.

ROLLING STOCK

On May, 5, 2023, SFRTA was awarded $71.7M in federal funds to support the purchase of new Rolling Stock to replace up to 24 rail vehicles or a third of its current fleet. Procurement of new Tri-Rail Rolling stock will enable SFRTA to both maintain and provide additional passenger service operations on the existing South Florida Rail Corridor (SFRC). New rolling stock will also allow for increased ridership capacity, operational and train scheduling flexibility.

SFRTA – PUBLIC TRANSPORTATION IMPROVEMENTS

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 available via internet and smartphone app.

SAFETY AND SECURITY CAMERAS, PHASE 2

This project is for the 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 South Florida Rail Corridor 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 Project Development and Environment (PD&E) Study. The final design and construction will be completed by the Florida Department of Transportation, 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 Federal Transit Administration (FTA). This funding is programmed in SFRTA's Capital Budget to include preventive maintenance expenditures such as rolling stock maintenance and station maintenance; along with other capital projects and initiatives that the Agency plans to undertake, which are allowable expenditures of funds under FTA guidelines.

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 corridor will serve bicyclists, pedestrians, and other types of non-motorized uses. The Ludlam Trail is intended 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 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 (ROW) for the Ludlam Trail in December 2018, including fee simple owned areas and easements through three private development node areas for a continuous trail. 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 through areas designated for mixed-use development. The Ludlam Trail traverses sections of the City of Miami and unincorporated Miami-Dade County (MDC). It 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 trail development will include eleven (11) at-grade crossings, four (4) 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 two (2) bridges across existing South Florida Water Management District (SFWMD) canals (C-3/ Coral Gables Canal and C-4 / Tamiami Canal).



The purpose of the proposed Ludlam Trail Corridor Project is to encourage the use of alternate modes of transportation and enhance overall connectivity and accessibility to schools, parks, transit stations, and bus stops for more than 30,500 residents present within two (2) miles of the proposed project corridor. The need for the proposed project is based on the criteria identified below.

The project supports the vision of the MDPROS Open Space Master Plan (OSMP), a primary element of which is to "provide an interconnected trail system which offers transportation alternatives and reduces traffic congestion." The OSMP provides a 50-year unifying vision for a livable and sustainable MDC, which involves the development of a seamless system of greenways, trails, and water trails. The Ludlam Trail will be a vital component of this network as it will link open spaces and civic institutions to neighborhoods, while offering a reliable transportation alternative.

From a regional perspective, the proposed project will connect to the Metrorail Dadeland North Station via existing sidewalks along SW 70th Avenue from SW 80th Street to SW 85th Street; the proposed Strategic Miami Area Rapid Transit

(SMART) Plan Corridor #2 (East-West Corridor) near NW 7 Street to the north; and to other planned trails including The Underline/East Coast Greenway, South Dade Trail, Snapper Creek Trail, East/West Trail, and Merrick Trail.

2. BISCAYNE TRAIL



Miami-Dade Parks, Recreation and Open Spaces (MDPROS) is developing Segment D of the Biscayne Trail in two phases, which is part of the larger, 43-mile Biscayne-Everglades Greenway which is the only trail in the nation that connects two National Parks, Biscayne National Park to the east and Everglades National Park to the west. As a priority paved land trail from the Florida Greenways and Trails System (FGTS) Priority Network and Shared-Use Nonmotorized (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.

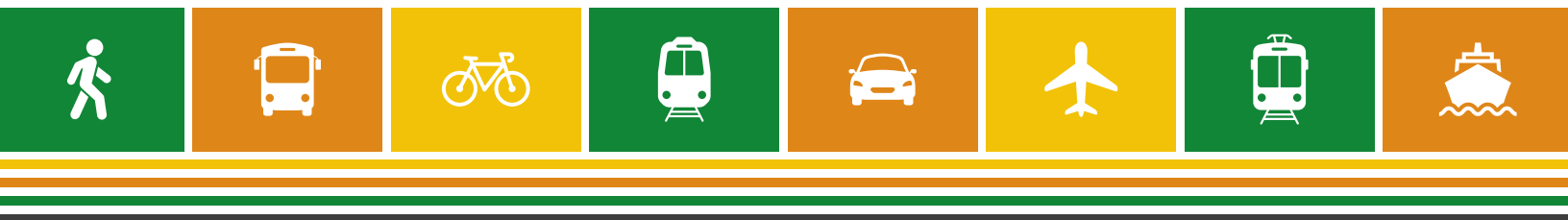
The trail will generally consist of a 10 to 12-foot-wide, two-way, asphalt multi-use path within SFWMD right-of-way, and dedicated bikes when the trail utilizes road right-of-way. The trail will include high emphasis pavement markings at intersections, regulatory and wayfinding signage, bike racks, benches,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

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 Plan South Corridor in Downtown Homestead, as well as the South Dade Trail.



APPENDIX A

COMPLETED CONSTRUCTION PROJECTS



APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

COMPLETED PROJECTS

FDOT, DISTRICT SIX

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE
440179-1-52-01	SR 909/W.DIXIE HWY from NE 8 AVE to NE 163 ST - SIGNALIZED INTERSECTIONS	LIGHTING	Jan 20, 23
439920-1-52-01	SR 7/NW 2 AV from NW 183 ST to NW 188 ST	INTERSECTION IMPROVEMENT	Jan 20, 23
445963-1-52-01	DISTRICTWIDE - PUSHBUTTON - DRAINAGE	DRAINAGE IMPROVEMENTS	Jan 28, 23
446872-1-52-01	SR 924/NW 119 ST from I-95 NB OFF-RAMP to W. DIXIE HWY	LANDSCAPING	Apr 03, 23
441968-1-52-01	SR 5/US-1/OVERSEAS HWY OVER LIGNUMVITAE CHANNEL (MM 77.1) - 900096	BRIDGE-REPAIR/ REHABILITATION	Apr 06, 23
429186-3-52-01	SR 817/NW 27 AVE from S OF NW 203 ST to NW 215 ST/COUNTY LINE	RESURFACING	Apr 22, 23
444450-1-52-01	SR 972/SW 13 ST/SW 3 AVE/CORAL WAY @ SW 15 RD	ROUNDABOUT	May 24, 23
431433-5-52-01	MIAMI-DADE COUNTY - PEDESTRIAN & BICYCLE - PUSHBUTTON	MISCELLANEOUS CONSTRUCTION	May 30, 23
405610-7-52-01	DISTRICTWIDE PUSHBUTTON	LANDSCAPING	May 31, 23
429536-5-52-01	DISTRICTWIDE (ADA) PUSHBUTTON	PEDESTRIAN SAFETY IMPROVEMENT	Jun 03, 23
439986-1-52-01	SR 5/US-1/from BAILES RD to SW 214 ST	INTERSECTION IMPROVEMENT	Jun 14, 23
444805-2-52-01	NW 87 AVE NB & SB OVER I-75 - BRIDGE# 870600 & 871001	BRIDGE - PAINTING	Jun 29, 23
439981-1-52-01	SR 924/NW 119 ST/GRATIGNY RD from W OF NW 27 AVE to W OF NW 7 AVE	RESURFACING	Jun 30, 23
434768-3-52-01	SR 932/NW 103 ST/NW 49 ST from W 3 AVE to E 10 AVE	RESURFACING	Jul 05, 23

APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE
443895-1-52-01	SR 5/US-1/OVERSEAS HWY/SCOUT KEY/WEST SUMMERLAND KEY FROM MM 32.98/SPANISH HARBOR CHANNEL TO MM 36.57/BAHIA HONDA CHANNEL	RESURFACING	Jul 10, 23
432748-4-52-01	SR 933/NW 12 AVE from S OF NW 20 ST to N OF NW 29 ST	RESURFACING - RIDE ONLY	Jul 14, 23
441960-1-52-01	SR 886/PORT BLVD OVER INTERCOASTAL WATERWAY - 875000/875001	BRIDGE-REPAIR/ REHABILITATION	Aug 21, 23
441836-1-52-01	SR 93/I-75/RAMPS @ NW 138 ST	RESURFACING	Aug 31, 23
436525-1-52-01	SR 826/SUNNY ISLES BLVD OVER INTRACOASTAL WATERWAY - BASCULE BRIDGES 870592, 870593	BRIDGE-REPAIR/ REHABILITATION	Sep 27, 23
446901-1-52-01	SR 5/US-1/OVERSEAS HWY/COW KEY from N OF COW KEY BRIDGE (MM4.14) to S OF BOCA CHICA	LANDSCAPING	Oct 06, 23
423251-2-52-01	SR 25/OKEECHOBEE RD FROM BROWARD COUNTY LINE TO W OF TURNPIKE	ADD LANES & RECONSTRUCT	Oct 17, 23
443916-1-52-01	SR 5/US-1/S DIXIE HWY from N OF SW 80 ST to S OF RIVIERA DR.	RESURFACING	Dec 01, 23
430813-2-52-01	SR A1A/COLLINS AVE & INDIAN CREEK DR from 5800 BLOCK to 63 ST	RESURFACING - RIDE ONLY	Dec 01, 23
427521-2-52-01	SR 922/NE 125 ST from NE 5 AVE to NE 7 AVE	INTERSECTION IMPROVEMENT	Dec 13, 23
444799-1-52-01	SR 90/TAMIAMI TRAIL OVER SPILLWAY 12-D - 870031	BRIDGE-REPAIR/ REHABILITATION	Dec 13, 23

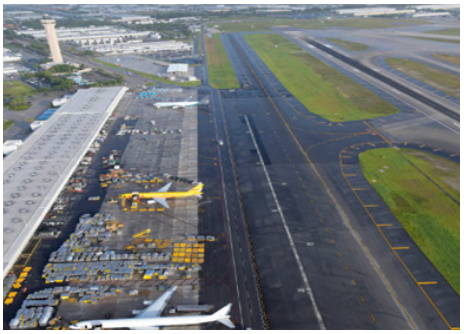
COMPLETED PROJECTS

MIAMI-DADE AVIATION DEPARTMENT (MDAD)

#	PROJECT NAME	PROJECT #	LIMITS	TYPE OF WORK	COMPLETION DATE
1	TMB Taxiway D Connector (RIM 04) Rehabilitation	W076A	Airside	Taxiway and Runway Incursion and Rehabilitation	2022
2	OPF Taxiways/Apron Rehabilitation and Repairs	AA001A	Airside	Taxiway/Apron Rehabilitation	2022
3	MIA Taxiway T, S, R Rehabilitation & M-5 Connector-Construction	P256A	Airside	Taxiway	2022
4	TMB Taxiway Rehabilitation	V009A	Airside	Pavement Repair and Rehabilitation	2023
5	MIA Taxiway R Realignment & Fuel Demolition	P256A/ P256E	Airside	Rehabilitation	2023
6	OPF Rehabilitate Runway 9L/27R Pavement and Lighting	X009A	Airside	Design Development	2023

MIA Taxiway R Realignment and Fuel Demolition





TMB Taxiway Rehabilitation




COMPLETED PROJECTS WITH FDOT PARTICIPATION

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	$103,010,000	2021
642930	Cruise Terminal V	2000000978	Design and construct a new cruise terminal to support expanding operations with Virgin Voyages	$143,176,000	2021
2000000061	Cruise Terminal D and E - Upgrades	2000000061	Upgrade terminals D and E for new for new Carnival Cruise Line services plus addition of Provisional Facility	$12,628,000	2023
2000000923	Cruise Terminal C	2000000923	Renovations to combine cruise terminals B and C to CTC for new vessels for various cruise lines. Conversion includes building, passenger boarding bridges and waterside improvements.	$23,512,000	
2000000979	Cruise Terminal F - Phase 2	2000000979	Expand Terminal F - Phase 2	$165,974,000	
642930	Cruise Terminal J Improvements	642930	Upgrade and remodel CTJ to continue to attract luxury cruises	$10,742,000.00	
2000001342	Infrastructure Improvements - North Cruise Blvd. Extension	2000001342	Extend cruise boulevard for added operations	$40,700,000	2022

COMPLETED CONSTRUCTION PROJECTS

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

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
Crandon Boulevard/ Harbor Drive			Intersection improvement		August 2023
S Bayshore Drive	#2549	Kirk Street	Resurfacing	Construction completed	July 2023
Grand Avenue	US-1	Douglas Road	Resurfacing	Construction completed	August 2023
Old Cutler Road	SW 120 Street	SW 57 Avenue	Resurfacing	Construction completed	August 2023
Pine Tree Drive	51 Street	63 Street	Resurfacing	Construction completed	August 2023
W 65 Street	W 4 Avenue	W 2 Avenue	Resurfacing	Construction completed	June 2023
W 65 Street/W 68 Street Connector	W 65 Street	W 68 Street	Resurfacing	Construction completed	June 2023
W 76 Street	W 26 Avenue	W 20 Avenue	Roadway improvements	Construction completed	February 2023
N Miami Avenue	NW 41 Street	NW 62 Street	Resurfacing	Construction completed	August 2023
NE 16 Avenue	Biscayne Boulevard	NE 123 Street	Resurfacing	Construction completed	April 2023
NE 18 Avenue	NE 185 Street	NE 199 Street	Resurfacing	Construction completed	May 2023
N 159 Street	NW 2 Avenue	NE 8 Avenue	Resurfacing	Construction completed	July 2023
NW 37 Avenue	NW 199 Street	NW 207 Street	Resurfacing	Construction completed	January 2024
NW 97 Avenue	NW 58 Street	NW 70 Street	Widen to 4 lanes	Construction completed	December 2023
NW 102 Avenue	NW 138 Street	NW 145 Place	Roadway improvements	Construction completed	December 2023

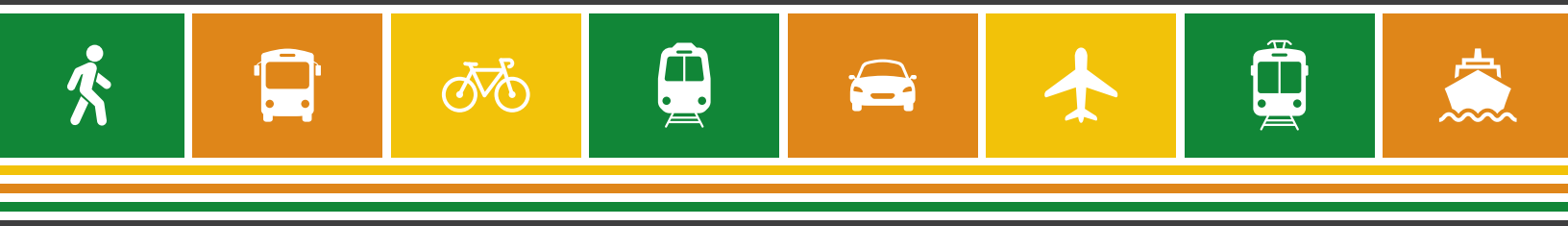
APPENDIX A – COMPLETED CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
NW 36 Street	NW 87 Avenue	NW 79 Avenue	Resurfacing	Construction completed	March 2023
NW 46 Street	Okeechobee Road	NW 27 Avenue	Resurfacing	Construction completed	February 2023
NW 58 Street	NW 97 Avenue	SR 826	Road reconstruction	Construction completed	February 2024
NW 62 Street	NW 7 Avenue	NW 6 Avenue	Resurfacing	Construction completed	March 2023
SW 67 Avenue	SW 152 Street	Old Cutler Road	Resurfacing	Construction completed	June 2023
SW 137 Avenue	SW 328 Street	SW 288 Street	Resurfacing	Construction completed	July 2023
SW 137 Avenue	SW 307 Street	SW 307 Street	Resurfacing	Construction completed	July 2023
SW 21 Street	SW 75 Avenue	SW 70 Avenue	Resurfacing	Construction completed	August 2023
SW 22 Street	SW 75 Avenue	SW 67 Avenue	Resurfacing	Construction completed	August 2023
SW 23 Street	SW 72 Avenue	East end	Resurfacing	Construction completed	August 2023
SW 72 Street	SW 137 Avenue	SW 127 Avenue	Resurfacing	Construction completed	June 2023
SW 288 Street	US-1	SW 144 Avenue	Resurfacing	Construction completed	August 2023
Ives Dairy Road and San Simeon Way			Intersection improvement	Construction completed	August 2023
NE 30 Avenue and NE 207 Street			Intersection improvement	Construction completed	September 2023
NE 30 Avenue and NE 207 Street			Intersection improvement	Construction completed	August 2023
W 16 Street and W 37 Street			Traffic signal	Construction completed	February 2023
W 24 Avenue and W 68 Street			Traffic signal	Construction completed	March 2023
NE 14 Avenue and Ives Dairy Road			Traffic signal	Construction completed	April 2023
NW 5 Avenue and NW 95 Street			Traffic signal	Construction completed	March 2023

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
NW 37 Avenue and NW 135 Street			Traffic signal	Construction completed	January 2023
NW 97 Avenue and NW 146 Street			Traffic signal	Construction completed	March 2023
NW 112 Avenue and NW 7 Street			Traffic signal	Construction completed	July 2023
SW 99 Court and Flagler Street			Traffic signal	Construction completed	August 2023
SW 122 Avenue and SW 88 Street			Traffic signal	Construction completed	February 2023
SW 184 Street and SW 157 Avenue			Traffic signal	Construction completed	February 2024

APPENDIX B

ONGOING CONSTRUCTION PROJECTS



ONGOING PROJECTS

FDOT, DISTRICT SIX

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	ESTIMATED COMPLETION DATE
443893-1-52-01	SR 5/US-1/OVERSEAS HWY FROM S OF TOLLGATE BLVD (MM 73.75) TO LIGNUMVITAE CHANNEL (MM 77.5)	RESURFACING	Mar 15, 24
434684-3-52-01	MONROE COUNTYWIDE - TRAFFIC OPERATIONS PUSH BUTTON - SIGNALS	TRAFFIC OPS IMPROVEMENT	Mar 26, 24
431433-7-52-01	PEDESTRIAN & BICYCLE SAFETY PUSHBUTTON CONTRACT	MISCELLANEOUS CONSTRUCTION	Mar 31, 24
434684-4-52-01	MONROE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON	MISCELLANEOUS CONSTRUCTION	Apr 03, 24
445747-1-52-01	SR 852/NW 215 ST @ NW 2 AVE	INTERSECTION IMPROVEMENT	Apr 05, 24
443907-1-52-01	SR 994/QUAIL ROOST DR from E OF KROME AVE to W OF SW 137 AVE	RESURFACING	Apr 08, 24
443910-1-52-01	SR 25/US-27/NW 36 ST from W OF NW 7 AVE to E OF N MIAMI AVE	RESURFACING	Apr 26, 24
444920-1-52-01	SR 5/US-1/FL KEYS COAST - CONNECTED VEHICLES - PILOT PROJECT	TRAFFIC SIGNALS	Apr 30, 24
431433-3-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS PUSH BUTTON - ROADS	MISCELLANEOUS CONSTRUCTION	Apr 30, 24
446947-1-52-01	WRONG WAY DRIVING INITIATIVE @ VARIOUS RAMP LOCATIONS - PHASE 1	ITS FREEWAY MANAGEMENT	Apr 30, 24
444622-1-52-01	SR 112/I-195/JULIA TUTTLE CSWY FROM E OF BISCAYNE BLV TO ALTON RD - BUS EXPRESS RAPID TRANSIT (BERT)	MISCELLANEOUS CONSTRUCTION	May C 01, 24
446263-1-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS PUSH-BUTTON - ROADS	MISCELLANEOUS CONSTRUCTION	May 2, 2024
429047-1-52-01	SR 93/I-75/from NW 178 ST to NW 202 ST -	LANDSCAPING	May 16, 2024
430949-2-52-01	SR A1A/COLLINS AVE from N OF HAULOVER BRIDGE to S OF BAYVIEW DR/158 ST -	RESURFACING	May 17, 2024

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	ESTIMATED COMPLETION DATE
446605-2-52-01	MIAMI-DADE COUNTYWIDE - TRAFFIC SIGNAL MAST ARM - PUSHBUTTON	TRAFFIC SIGNALS	May 17, 2024
440668-1-52-01	SR 998/SW 312 ST/CAMPBELL DR from KROME AVE to US-1	LANDSCAPING	May 30, 2024
446264-1-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS PUSH-BUTTONS - SIGNALS	MISCELLANEOUS CONSTRUCTION	May 31, 2024
431433-4-52-01	PEDESTRIAN & BICYCLE SAFETY - PUSH BUTTON	MISCELLANEOUS CONSTRUCTION	May 31, 2024
436479-1-52-01	SR 934/NW 74 ST from E OF PALMETTO EXPWY to E OF NW 69 AVE	INTERSECTION IMPROVEMENT	May 31, 2024
430637-2-52-01	SR 847/NW 47 AVE from MIAMI GARDENS DR to MIAMI DADE/BRWD CO LINE	LANDSCAPING	Jun 05, 24
443919-1-52-01	SR 90/SW 8 ST from W OF SW 74 CT to W OF SW 57 AVE	RESURFACING	Jun 13, 24
447345-1-52-01	SR 860/MIAMI GARDENS DR/NW 183 ST @ NW 30 AVE/MIAMI JOB CORPS	TRAFFIC OPS IMPROVEMENT	Jun 22, 24
405610-8-52-01	DISTRICTWIDE PUSHBUTTON	LANDSCAPING	Jun 30, 24
436565-3-52-01	SR 25/OKEECHOBEE RD @ SR826/PALMETTO EXWY	LANDSCAPING	Jul 07, 24
443906-1-52-01	SR 852/COUNTY LINE RD from E OF NW 27 AVE to W OF NW 1700 BLK	RESURFACING	Jul 19, 24
438034-4-52-01	SR 997/KROME AVE from SW 136 ST to SW 88 ST/KENDALL DR	LANDSCAPING	Jul 31, 24
446191-1-52-01	SR 5/US-1/OVERSEAS HWY OVER TEA TABLE RELIEF (MM79.8) - BRIDGE # 900088	BRIDGE-REPAIR/ REHABILITATION	Aug 05, 24
441964-1-52-01	SR 5/US-1/OVERSEAS HWY OVER LONG KEY CHANNEL (MM 64.0) - 900094	BRIDGE-REPAIR/ REHABILITATION	Aug 30, 24
443927-1-52-01	SR 953/LEJEUNE RD from N OF NW 79 ST to S OF NW 103 ST	RESURFACING	Aug 31, 24
445963-2-52-01	MIAMI-DADE COUNTY - PUSHBUTTON - DRAINAGE	DRAINAGE IMPROVEMENTS	Sep 29, 24

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	ESTIMATED COMPLETION DATE
436526-1-52-01	SR 934/NE 79 ST OVER INTRACOASTAL CANAL - BRIDGES: 870082;-554;-085;-551	BRIDGE-REPAIR/ REHABILITATION	Sep 30, 24
433511-2-52-01	NE 203 ST INTERSECTION IMPROVEMENTS from US-1/BISCAYNE BLVD to W DIXIE HWY	RAIL CAPACITY PROJECT	Sep 30, 24
443921-1-52-01	SR 5/US-1/OVERSEAS HWY NB from MM 97.0 to MM 100.0	RESURFACING	Oct 09, 24
438034-1-52-01	SR 997/KROME AVE from SW 296 ST to SW 232 ST	LANDSCAPING	Oct 14, 24
446263-2-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON - ROADS	MISCELLANEOUS CONSTRUCTION	Oct 22, 24
443936-1-52-01	SR 909/W DIXIE HWY from S OF NE 129 ST to N OF NE 151 ST	RESURFACING	Oct 30, 24
431635-9-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS PUSH-BUTTON	MISCELLANEOUS CONSTRUCTION	Nov 25, 24
431635-7-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - SIGNALS - PUSH BUTTON	MISCELLANEOUS CONSTRUCTION	Nov 30, 24
443932-1-52-01	SR 915/NE 6 AVE from S OF NE 123 ST to N OF NE 145 ST	RESURFACING	Dec 03, 24
447165-1-52-01	SR 826/PALMETTO EXWY - MANAGED LANES MODIFICATION	ADD LANES & RECONSTRUCT	Dec 20, 24
424407-2-52-01	SR 968/SW 1 ST @ SW S RIVER DR	LANDSCAPING	Dec 28, 24
446605-1-52-01	MIAMI-DADE COUNTYWIDE - TRAFFIC SIGNAL MAST ARM - PUSHBUTTON	TRAFFIC SIGNALS	Dec 31, 24
431434-3-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSH BUTTON - SIGNALS	MISCELLANEOUS CONSTRUCTION	Dec 31, 24
436523-1-52-01	SR 5/OVERSEAS HWY OVER CHANNEL 5 - BRIDGE # 900098	BRIDGE-REPAIR/ REHABILITATION	Jan 06, 25
444801-1-52-01	SR 913/RAMP WB to I-95 NB - 870162	BRIDGE - PAINTING	Jan 07, 25
431433-9-52-01	MIAMI-DADE - PEDESTRIAN & BICYCLE SAFETY - PUSHBUTTON	MISCELLANEOUS CONSTRUCTION	Jan 13, 25

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	ESTIMATED COMPLETION DATE
443937-1-52-01	SR 817/NW 27 AVE from BURLINGTON ST to NW 168 TER	RESURFACING	Jan 16, 25
444351-1-52-01	SR 5/OVERSEAS HWY from N OF BOCA CHICA CHANNEL to S OF ROCKLAND CHANNEL	LANDSCAPING	Jan 23, 25
443898-1-52-01	SR 5/US-1/OVERSEAS HWY / CUDJOE KEY from MM 19.4 TO 19.8 AND MM 20.6 to 23.1	RESURFACING	Jan 29, 25
431433-8-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON - ROADS	MISCELLANEOUS CONSTRUCTION	Feb 20, 25
443899-1-52-01	SR A1A/HARDING AVE/ABBOTT AVE from N OF 96 ST to INDIAN CREEK DR.	RESURFACING	Feb 24, 25
431434-5-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON - SIGNALS	MISCELLANEOUS CONSTRUCTION	Mar 08, 25
430817-5-52-01	SR 7/NW 7 AVE from LITTLE RIVER DR to NW 157 ST	LANDSCAPING	Mar 17, 25
443902-1-52-01	SR A1A/COLLINS AVE from N OF 26 ST to 44 ST/ INDIAN CREEK DR	RESURFACING	Apr 08, 25
445987-1-52-01	SR 9336/SW 392 ST from EVERGLADES NATIONAL PARK to SW 192 AVE	RESURFACING	Apr 14, 25
443896-1-52-01	SR 9A/I-95/RAMPS @ RICKENBACKER CSWY AND SW 25 RD	RIGID PAVEMENT REHABILITATION	May 1, 2025
446261-1-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON - SIGNALS	MISCELLANEOUS CONSTRUCTION	May 3, 2025
250548-8-52-01	SR A1A/S. ROOSEVELT BLVD from BERTHA ST to END OF SMATHERS BEACH	WIDEN/ RESURFACE EXIST LANES	May 12, 2025
429536-6-52-01	MIAMI-DADE COUNTY (ADA) - PUSHBUTTON	PEDESTRIAN SAFETY IMPROVEMENT	Jun 08, 25
405610-9-52-01	DISTRICTWIDE PUSHBUTTON	LANDSCAPING	Jun 13, 25
446261-2-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON - ROADS	MISCELLANEOUS CONSTRUCTION	Aug 29, 25
434684-5-52-01	MONROE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON	MISCELLANEOUS CONSTRUCTION	Aug 29, 25

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	ESTIMATED COMPLETION DATE
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 26, 25
446947-2-52-01	WRONG WAY DRIVING INITIATIVE @ VARIOUS RAMP LOCATIONS - PHASE 2	ITS FREEWAY MANAGEMENT	Nov 30, 25
444444-2-52-01	SR 90/TAMIAMI TRAIL from PUMP STATION S-333 to PUMP STATION S-334	NT. FLEXIBLE PAVEMENT RECONSTRUCT.	Dec 31, 25
446261-4-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - SIGNALS - PUSHBUTTON	MISCELLANEOUS CONSTRUCTION	Jan 02, 26
446264-4-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON - SIGNALS	MISCELLANEOUS CONSTRUCTION	Feb 26, 26
445963-3-52-01	MIAMI-DADE COUNTY - PUSHBUTTON -	DRAINAGE IMPROVEMENTS	Feb 26, 26
251688-1-52-01	SR 836/I-395/from I-95 to MACARTHUR BRIDGE	BRIDGE-REPLACE AND ADD LANES	Nov 30, 27

ONGOING CONSTRUCTION PROJECTS

FLORIDA'S TURNPIKE ENTERPRISE

FPID	PROJECT	LIMITS	CONSTRUCTION COST	COMPLETION DATE
435543-1	Widen Turnpike Mainline / SR 821	Dolphin Expressway / SR 836 (MP 26) to NW 106th Street (MP 34)	$256 million	February 29, 2024
435542-1 435542-3 443790-1,-2 443645-1	Widen Turnpike Mainline / SR 821	NW 106th Street (MP 34) to I-75 (MP 39)	$ 383 million	Early 2026
434968-2	Wrong-Way Driving Technology Implementation, South Florida D/B		$6 million	February 7, 2024

ONGOING HIGHWAY PROJECTS

GREATER MIAMI EXPRESSWAY AGENCY

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

List includes projects in construction during fiscal year 2024

ON-GOING DESIGN & CONSTRUCTION PROJECTS

MIAMI-DADE AVIATION DEPARTMENT (MDAD)

#	PROJECT NAME	PROJECT #	LIMITS	TYPE OF WORK	COMPLETION DATE
1	MIA CC E & E Satellite Improvements	Various	Terminal	Improvements	Under Construction
2	MIA Central Base Apron & Utilities	V037A	Airside	Apron Expansion	Under Construction
3	TMB Taxiway Rehabilitation	V009A	Airside	Pavement Repair and Rehabilitation	Under Construction
4	X51 Security Upgrades	Y155A	Landside	Underground Cable Installation	Under Construction
5	MIA Terminal D AOC	P250A	Terminal	Consolidated Airport Operations Center	Design Development
6	TMB Runway Incursion Mitigation (RIM)-HS1 with Taxiway H West Extension to Threshold	V009A	Airside	Runway Incursion Mitigation	Under Construction
7	MIA Terminal Wide Re-Roofing and Lightning System Upgrades	AA078A	Terminal	Improvements	Under Design
8	MIA RIM HS4-Corral Area	Y118A	Airside	Runway Incursion Mitigation	Under Design
9	MIA Employee Parking Garage	V042A	Terminal	Design-Build	Under Construction
10	MIA Consolidated Office Complex	AA058A	Landside	Consolidated Office and Demolition	Under Design
11	MIA Central Terminal E-H Ticket Counters Replacement	V043A-4	Terminal	Improvements	Under Construction
12	MIA Terminal E thru F Connector-Central Terminal Redevelopment	BA061A	Terminal	Improvements	Under Design
13	MIA Lower CC, E, E Satellite and DE Connectors Improvements	AA005A	Terminal	Improvements	Under Construction
14	MIA Satellite E New Chiller Plant	U010D-I	Terminal	Improvements	Under Construction
15	OPF Engine Run-up Pad	X010A	Airside	Improvements	Under Construction
16	OPF Blast Fence	X005A	Airside	Improvements	Under Construction

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

#	PROJECT NAME	PROJECT #	LIMITS	TYPE OF WORK	COMPLETION DATE
17	OPF Rehabilitate Runway 9L/27R-Construction Phase	X009A	Airside	Pavement Repair and Rehabilitation	Under Construction

MIA Central Base Apron & Utilities





MIA Employee Parking Garage



ONGOING TIP PROJECTS

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	Close out	$56,506,000	644010
Infrastructure Improvements - Channel Modifications	Improvements to Seaport channels as a result of the new terminal additions at PortMiami	Planning	$8,698,000	2000000028
Construction Supervision	Provide supervision of on-going construction projects at the Seaport	Construction	$94,197,000	6430061
Container Yard Improvements (Seaboard)	Provide drainage improvements and various other improvements in the container yard area to increase capacity, improve stormwater; additional reefer plugs, security gates, charging station and similar NetZero projects	Under Construction	$459,042,000	644520
Various Facility Moves	The movement of customer warehouses or other facilities, as determined	Planning	$3,200,000	6410330
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 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	Construction	$37,998,000	2000000724
Cruise Terminal AA/AAA - New	Design and construct new cruise terminals to support expanded operations with MSC Cruise Lines	Construction	$168,335,000	2000000570
Federal Inspection Facility	Build new facility for the Immigration and US Customs Border Protection	Design	$40,380,000	641540

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT #
Gantry Cranes	Purchase a minimum of 8 additional electric super post panamax gantry cranes for increase cargo traffic	Procurement	$119,013,000	2000000131
Cruise Terminal G - Expansion	Design and construction of new cruise terminal G, includes demolition of the administration building, existing CTG, and development of roads, parking garage, provisioning, and terminal	Design	$298,538,000	2000001291
Infrastructure Improvements - Portwide	Portwide infrastructure improvements including beautification, drainage, dredging, road improvements, phovoltaics, generators, batteries, electric connectivity & charging stations, BMS upgrades, wayfinding, landscape, lighting, sidewalks, etc.	Planning	$172,257,000	645430
Inspection and Fumigation Facility	Develop a fumigation and cold chain processing center	Planning	$56,032,000	2000001418
Cruise Terminal Berth 10 - New	Prepare Berth 10 for a new future terminal, including mitigation, stormwater, roadway improvements, etc.	Planning	$169,672,000	2000001343
Passenger Boarding Bridges	Purchase passenger boarding bridges for various terminals throughout the port	Design	$21,452,000	2000001344
Infrastructure Improvements - South Bulkhead Rehabilitation	Provide repairs and improvements to the Port's south bulkhead	Design	$25,800,000	646300
Infrastructure Improvements - North Bulkhead Rehabilitation	Provide repairs and improvements to the north bulkhead terminal	Procurement	$459,042,000	644300
Infrastructure Improvements - South Florida Container Terminal	Provide drainage improvements and various cargo yard projects in the South Florida Container Terminal	Construction	$115,654,000	647150
Infrastructure Improvements - Shore Power	Provide shore power to five cruise terminals which will allow ships to turn off their primary engines while docked resulting in reduced air emissions; includes future expansion further into cruise and cargo	Construction	$173,919,000	2000001675
Track Extension	Expand railroad track along US27 to connect to the Inland Port and Logistics Center		$5,100,000	20230627

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT #
Infrastructure Compliance	Rehabilitation, upgrades, and various infrastructure improvements, and berths and shoreline improvements throughout the seaport		$60,000,000	202303
Brightline Train Station	Build a train station for passengers and employees at the Seaport	Planning	$5,200,000	2000001320
Infrastructure Improvements - Water and Sewer Upgrades	Upgrade the Port's Miami-Dade Water and Sewer System for new services	Construction	$5,353,000	647720
Infrastructure Improvements - Cruise Campus	Infrastructure improvements and facility development for Royal Caribbean Cruise Line headquarters, to include communal auditorium and other facilities	Procurement	$451,816,000	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; OT for marine patrol, security cameras and infrastructure/software for counter-terrorism control measures		$4,808,000	2000002759
NetZero Cargo Program	Construct additional rail capacity and increase cargo gate optimization to reduce traffic congestion at the Port and lower carbon emissions	Design	$32,000,000	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	Continue 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	$338,915,000	2000000572

ON-GOING CONSTRUCTION PROJECTS

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

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
Underline	Dadeland South	Miami River	Pedestrian/bicycle improvements	Under construction	December 2025
NW 37 Avenue	NW 36 Street	NW 79 Street	Widen to 5 lanes	Under construction	May 2026
NW 84 Avenue	NW 58 Street	NW 74 Street	Widen to 4 lanes	Under construction	May 2025
NW 97 Avenue	NW 58 Street	NW 70 Street	Widen to 4 lanes	Under construction	December 2023
SW 264 Street	US-1	SW 147 Avenue	New 2 lanes	Under construction	
SW 268 Street/SW 264 Street	SW 139 Avenue	SW 119 Avenue	Roadway improvements	Under construction	October 2025
SW 328 Street	SW 187 Avenue	US-1	Widen to 4 lanes	Under construction	August 2024
Caribbean Boulevard over C-1-N Canal (#874431)			Bridge replacement	Under construction	December 2024
North Miami Avenue over Little River Canal (#874127)			Bridge replacement	Under construction	July 2024
NW 22 Avenue/Ali Baba Avenue/R/R Crossing			Resurfacing	Under construction	October 2024
Old Cutler Road and SW 88 Street			Intersection improvement	Under construction	May 2025
N Miami Avenue and N 95 Street			Intersection improvement	Under construction	February 2024
NW 32 Street at NW 95 Street			Intersection improvement	Under construction	November 2024
NW 12 Street	NW 97 Avenue	NW 93 Court	Intersection improvement	Under construction	February 2024
SW 137 Avenue and SW 56 Street			Intersection improvement	Under construction	January 2025

APPENDIX B – ONGOING CONSTRUCTION PROJECTS

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
SW 137 Avenue and SW 104 Street			Intersection improvement	Under construction	December 2024
SW 137 Avenue and SW 136 Street			Intersection improvement	Under construction	July 2024
SW 152 Street and SW 117 Avenue			Intersection improvement	Under construction	January 2024
SW 162 Street and SW 328 Avenue			Intersection improvement	Under construction	October 2025
Brickell Bay Drive and SE 8 Street			Traffic signal	Under construction	July 2024
S Miami Avenue and S 10 Street			Traffic signal	Under construction	December 2024
NE 1 Avenue and NE 16 Street			Traffic signal	Under construction	February 2025
W 8 Avenue and W 18 Street			Traffic signal	Under construction	April 2024
NW 2 Avenue and NW 165 Street and NW 167 Street			Traffic signal	Under construction	March 2024
NW 82 Avenue and NW 162 Street			Traffic signal	Under construction	May 2023
NW 98 Court and NW 17 Street			Traffic signal	Under construction	September 2023
NW 107 Avenue and NW 14 Street			Traffic signal	Under construction	September 2024
NW 80 Street and NW 79 Place			Traffic signal	Under construction	May 2024
NW 154 Street and NW 79 Court			Traffic signal	Under construction	November 2024
SW 147 Avenue and SW 120 Street			Traffic signal	Under construction	February 2023
SW 162 Avenue and SW 320 Street			Traffic signal	Under construction	January 2024
SW 184 Street and SW 157 Avenue			Traffic signal	Under construction	February 2024