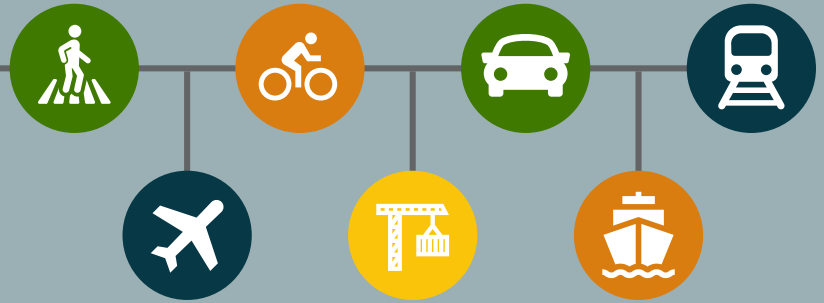


TIP



FISCAL YEARS 2021 - 2025

CITIZEN'S VERSION



APPROVED MAY 21, 2020

Transportation Improvement Program Fiscal Years 2020/2021 to 2024/2025

TIP Citizen's Version

Transportation Planning Organization for the Miami Urbanized Area

2021-2025 Citizen's TIP

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

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

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A Citizen's Guide to the Transportation Improvement Program (TIP)



MESSAGE TO THE READER

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

What is the TIP?



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

TIP: Putting the Long Range Transportation Plan into Action

Picturing the projects contained in the 2045 LRTP for Miami-Dade County as a warehouse full of transportation projects for the next 20-plus years, the TIP is the vehicle that carries those projects to market. The TIP lists specific projects, the anticipated schedule, and cost for each project. Like the LRTP, projects in the TIP must be financially constrained, undergo a series of evaluations, and include opportunity for public comment. Once compiled, review of the TIP begins. During this period of time there is a 30-day public review.



The TIP is a "living" document. Frequently, projects may be added to meet changing priorities or to take advantage of a special opportunity. For this reason, the TIP may be changed after it is approved.

It can be amended in order to add, change, or delete projects for a variety of reasons. Amendments to the TIP must undergo the same review and public scrutiny as the original TIP.

Some Basic Facts About Miami-Dade County

Population

With a 2018 estimated population of more than 2.76 million, Miami-Dade County is the most populous county in Florida. By the year 2045, the region's population is expected to climb to approximately 3.5 million. The number of households are expected to grow 33.4 percent, from 0.87 million to 1.16 million and the number of jobs in the county will increase from 1.3 million to over 1.8 million, between 2015 and 2045.

The Region

Miami-Dade County includes 421 square miles of urban development in 1,978 square miles of land area. The urban area encompasses thirty-four municipalities and the unincorporated area. The City of Miami is the County's most populous municipality, with a population of more than 470,900 inhabitants in 2018. In total, there are 8 municipalities with populations over 50,000 and they are the City of Coral Gables, City of Doral, City of Hialeah, City of Homestead, City of Miami, City of Miami Beach, City of Miami Gardens, and City of North Miami.

Transportation Network

Miami-Dade's transportation network includes 28.4 centerline miles of Interstate, 43.2 centerline miles of Turnpike, and 62.3 centerline miles of other freeways, 439 centerline miles of major roadways, 6,255 centerline miles of local streets and roads, and 180 miles of bike paths. In all, that is over 7,000 centerline miles that must be maintained, policed, cleaned and frequently repaved or rebuilt. In addition, there are 915 bridges in Miami-Dade county; 428 bridges on the State Highway System, 156 bridges on the Miami-Dade Expressway (MDX) system, 234 bridges on County roads, and 96 bridges on City streets, as well as 130 miles of active railroad tracks, one major airport, and one seaport.

Public Transportation

Public Transportation services in the County are provided by the Miami-Dade Department of Transportation and Public Works (DTPW), South Florida Regional Transportation Authority (SFRTA) and by a number of municipalities. Miami-Dade Department of Transportation and Public Works is the largest public transportation system in Florida, operating a fleet of 762 buses as well as Metrorail (the 24.8-mile elevated rail system) and Metromover (the 4.4-mile downtown people mover). DTPW's buses provide service throughout Miami-Dade County and commuter express service extending well into Broward County. DTPW contracts out 23 routes with 64 buses, with service extending into Monroe County. Currently DTPW Bus Operations directly operates a total of 25.3 million scheduled revenue miles and 1.9 million scheduled revenue miles from contracted bus routes. The annual boardings for fiscal year 2018 were 51.1 million for Metrobus; 19.1 million boardings for Metrorail and 8.8 million boardings for Metromover. SFRTA operates a 72-mile commuter rail system with 18 stations called Tri-Rail that connects Miami-Dade with Broward and Palm Beach Counties. Tri-Rail had 4.3 million riders in Fiscal Year 2018.

How to Access the TIP on the Web?

The Transportation Improvement Program (TIP) document may be accessed through the website by visiting the TPO website at: <http://miamidadetpo.org/home.asp> - select "5 – Year Plan TIP" and click on the final report on the right hand side of the screen.



TPO Home Page



TPO TIP Page

The TIP's Mechanics

Why is there a TIP?



The U.S. Department of Transportation will not approve use of federal funds for an improvement unless the project is identified in the TIP. Inclusion in the TIP does not, however, guarantee federal funding. The TIP is fiscally constrained with reasonable estimates of project costs balanced against anticipated funding. Projects not funded by the federal government are included in the TIP to provide a more comprehensive picture of the proposed allocation of transportation funds in the region.

Who prepares the TIP?

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



Photo by Miami-Dade County Photographers

How does the TIP work?



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

TIP Consistency

The TIP must be consistent with the Long Range Transportation Plan (LRTP).

What fiscal years does this TIP include?



This TIP covers fiscal years 2021 to 2025. Fiscal years spanned are 2021, 2022, 2023, 2024, and 2025. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

Fiscal Year 2021 -----	begins July 1, 2020 and ends June 30, 2021
Fiscal Year 2022 -----	begins July 1, 2021 and ends June 30, 2022
Fiscal Year 2023 -----	begins July 1, 2022 and ends June 30, 2023
Fiscal Year 2024 -----	begins July 1, 2023 and ends June 30, 2024
Fiscal Year 2025 -----	begins July 1, 2024 and ends June 30, 2025

What does the TIP include?



The TIP includes a listing of transportation improvement projects by Fiscal Year for the Miami-Dade County region for the next five fiscal years.

Who participates in putting the TIP together?



The TPO, with local transportation agencies and other stakeholders as follows (in alphabetical order):

1. Florida Department of Transportation (FDOT) District 6
2. Florida's Turnpike Enterprise
3. Miami-Dade Aviation Department
4. Miami-Dade Expressway Authority
5. Miami-Dade Regulatory and Economic Resources Department (RER)
6. Miami-Dade Department of Transportation and Public Works (DTPW)
7. Miami-Dade Seaport Department
8. Office of Strategic Business Management (OSMB)
9. South Florida Regional Transportation Authority (SFRTA)

What major projects or projects of countywide significance are in the TIP?



Major projects and projects of countywide significance are referenced in the Citizen's TIP in each agency's section.

The TIP's Technicalities

Who must approve the TIP locally?



The Transportation Planning Organization (TPO) Governing Board must approve the TIP.

Who must approve the TIP at the State level?



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

Who must approve the TIP at the Federal level?



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

Where Does the TPO Get its Authority?



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



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

TIP Program Funding

Where does Highway Funding come from?



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

Where does Transit Funding come from?

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

What is a TIP Amendment?

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

<http://www.miamidadetpo.org/library/reports/prospectus-for-transportation-improvements-2015-05-admin-update-2018-02.pdf>

What is a TIP Administrative Modification?

An administrative modification is a minor revision to a TIP or STIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination, if applicable. [23 C.F.R. 450.104]

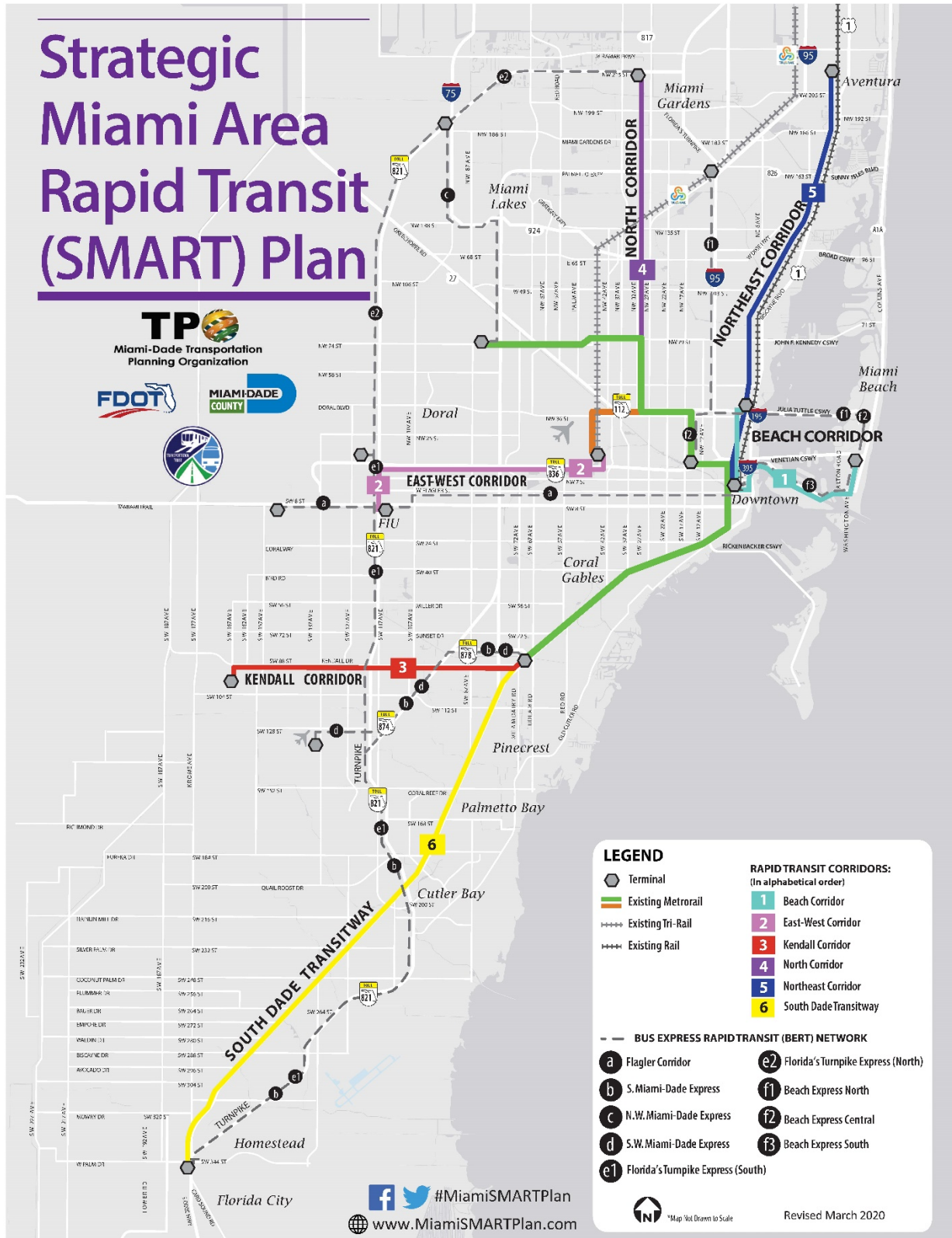
Administrative TIP Amendment Between the Start of the State and Federal Fiscal Years

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

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

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

Strategic Miami Area Rapid Transit (SMART) Plan



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

On February 18, 2016, the TPO Governing Board approved Resolution #06-16, establishing a policy to set as highest priority the advancement of rapid transit projects in Miami-Dade County. As a result, the Miami-Dade TPO Governing Board approved on April 21, 2016, Resolution #26-16 endorsing the Strategic Miami Area Rapid Transit (SMART) Plan and directing the TPO Executive Director to work with the TPO's Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environmental study for said projects.

The TPO Executive Director was further directed to take all necessary steps to implement the Strategic Miami Area Rapid Transit (SMART) Plan, which consists of:

- North Corridor (NW 27th Avenue)
- Beach Corridor
- East-West Corridor (SR 836)
- South Dade Transitway
- Tri-Rail Coastal Link (Northeast/FEC Corridor)
- Kendall Corridor

In addition to the six (6) rapid transit corridors, the SMART Plan includes the implementation of the following express bus network along:

- *Route a - Flagler Corridor* - From 107th Avenue to Government Center with two branches west of 107th Avenue - along NW 12th Street to Dolphin Station at approximately NW 122nd Avenue and along SW 8th Street to Tamiami Station at SW 147th Avenue.
- *Route b - South Miami-Dade Express* - Express bus route from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the HEFT to the Dadeland North Metrorail Station with an intermediate stop at a future Turnpike/SW 288th Street Park-and-Ride Station.
- *Route c - NW Miami-Dade Express* - From I-75 at Miami Gardens Drive Station to Palmetto Metrorail Station along SR- 826.
- *Route d - SW Miami-Dade Express* - From Miami Executive Airport to Dadeland North Metrorail Station along SR-874 and SR-878.
- *Route e1 - Florida's Turnpike Express (South)* - From the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations.

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

- *Route e2 - Florida's Turnpike Express (North)* - from the FIU Panther Station to the Dolphin Station and along the Turnpike to the I-75/Miami Gardens Drive Station and to the Unity Station/NW 215th Street.
- *Route f1 - Beach Express North* - from Golden Glades Intermodal Terminal to the Earlington Heights Metrorail Station, the future Mount Sinai Transit Terminal, and the Miami Beach Convention Center area.
- *Route f2- Beach Express Central* - From Civic Center Metrorail Station to the Miami Beach Convention Center area.
- *Route f3 - Beach Express South* - From Miami Central Station to the Miami Beach Convention Center area.

2021-2025 TIP

Review by Transportation Agencies



Fiscal Years 2020/2021 to 2024/2025

Transportation Improvement Program (TIP)

State Transportation System and Major Projects

Florida Department of Transportation, District 6

This section of the Transportation Improvement Program (TIP) focuses on the State Transportation System and Major Projects located within Miami-Dade County. The projects listed include improvements to highways, transit, aviation, rail, seaport, freight, and bicycle/pedestrian modes over the next five fiscal years.

The FDOT, District Six, section provides an overview of the following topics:

- The FDOT Five Year Work Program
- The Work Program Cycle
- Programs and Funding
- Strategic Intermodal System (SIS) Projects
- Other Major Corridor Improvements
- Intelligent Transportation System (ITS) Program
- Bicycle/Pedestrian Corridor Improvements
- Freight Projects
- Public Transportation Projects
- SMART Plan Projects

The Florida Department of Transportation Five-Year Work Program

The FDOT District Six Work Program is a major component of the Miami-Dade Transportation Planning Organization's (TPO) TIP. The Work Program, which is updated annually, is a project specific list of transportation activities and improvements that the FDOT will undertake during the next five-year period. It is developed by the District in cooperation with the Miami-Dade TPO and is consistent with the 2045 Long Range Transportation Plan (LRTP), and TPO priorities. The projects must also meet the objectives of the Florida Transportation Plan (FTP). The first three years of the Adopted Work Program represent a commitment that local governments may rely on for planning purposes, and for the development of capital improvement elements of the local government comprehensive plans.

**All renderings used in this report are subject to change as they continue through the project phase and may not denote the final product*

The Work Program Cycle

The Florida Department of Transportation (Department) coordinates development of the Work Program with the TPO TIP Committee process and input is received through public hearings. In the summer of 2019, FDOT began the new cycle to develop the Tentative Work Program for Fiscal Years (FY) 2021 - 2025. 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, 2020.

Programs and Funding

Program Descriptions

For budgeting purposes, the FDOT's Work Program comprises of six departmental programs including; Product, Product Support, Operations and Maintenance, Administration, Fixed Capital Outlay (FCO), and Other. An overview of each program is summarized below:

Product

The FDOT's Work Program Product consists of all transportation improvement projects for highways, bridges, transit, aviation, rail, seaport, freight, and bicycle/ pedestrian modes. It also includes the land cost of right-of-way acquisition, resurfacing improvements for preservation of the transportation system, and safety programs.

Product Support

Product Support includes preparation of planning studies, project development and environmental studies, design plans, right-of-way support costs for acquisition activities, environmental mitigation, and construction engineering and inspection of projects noted above under the heading – Product. It also includes management and program oversight for public transportation grants.

Operations and Maintenance

Operations and Maintenance includes the activities necessary to maintain and operate the transportation infrastructure once it is constructed. This includes routine roadway and roadside maintenance, bridge inspection, traffic engineering and operations, toll collection, and enforcement of motor carrier compliance laws.

Administration

Administration includes Work Program development, financial services and budget, information systems, legal, personnel, and contract administration functions.

Fixed Capital Outlay

Fixed capital outlay comprises construction and rehabilitation of department buildings and facilities.

Other

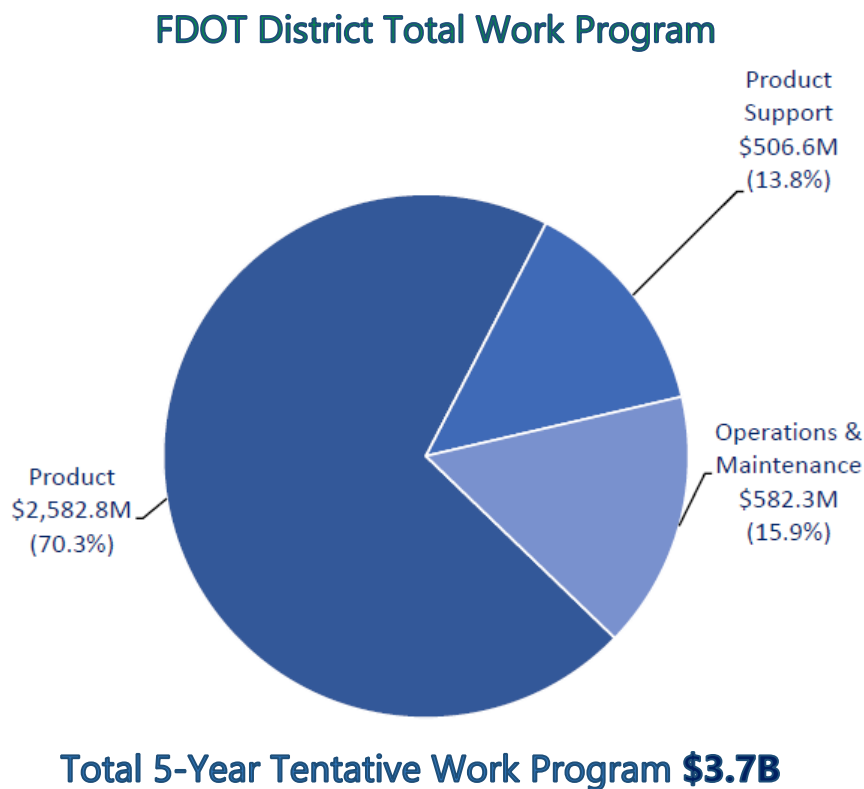
Other activities include debt service, State Infrastructure Bank (SIB) loan payback, maintenance of the FDOT's mobile equipment and operation of the FDOT warehouse and supply system.

Funding Overview

The Department's funds are allocated among seven Districts statewide and the Florida Turnpike Enterprise. In Miami-Dade, the Department in consultation with the TPO, determines the best use of Miami-Dade's share of funding. The Department's resources are primarily from federal and state dedicated sources. The State Transportation Trust Fund and the Federal Highway Trust Fund receive revenue from specific tax sources for transportation purposes. Additional funding for Work Program projects comes from local and discretionary sources. By statute, the Department must develop a program that is balanced to cash and revenue forecasts.

FDOT District Six, Total Budget Breakdown, Tentative Five-Year Work Program Fiscal Years 2021 - 2025

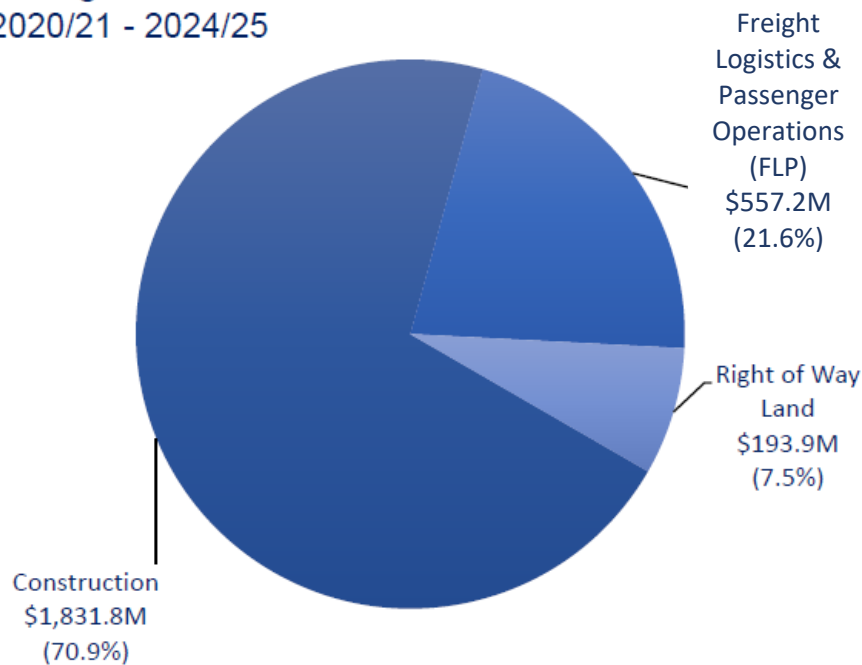
As shown in the Total Budget Breakdown chart below, the majority of the Department's \$3.671 billion budget is applied to the product budget in the amount of \$2.583 billion.



FDOT District Six, Product Budget Breakdown Tentative Five-Year Work Program Fiscal Years 2021 - 2025

The product budget includes money spent on construction, freight, logistics & passenger operations, and right-of-way. As shown in the Product Budget Breakdown chart below, approximately \$1.832 billion (70.9% of product budget) will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge repair and replacement, and resurfacing; approximately \$557.2 million (21.6% of the product budget) will go towards freight and public transportation programs and services; and approximately \$193.9 million (7.5% of the product budget) will go towards the purchasing of right-of-way.

FDOT District Six
Work Program Product Chart
FY 2020/21 - 2024/25



Strategic Intermodal System (SIS) Projects

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

SR 826/Palmetto Expressway Express Lanes

This project consists of the implementation of tolled express lanes along the SR 826/Palmetto Expressway from West of NW 17 Avenue to US 1/SR 5/Dixie Highway. The full project is approximately 27 miles in length. The project is part of the emerging South Florida Express Lanes network. It is expected to improve mobility, relieve congestion, accommodate future growth and development in the region, enhance emergency evacuation, and improve connectivity with SR 826/Palmetto Expressway, I-75, SR 924/Gratigny Parkway, Florida's Turnpike, I-595, and the SR 869/Sawgrass Expressway. The project is divided into 3 major segments:

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

Implemented tolled express lanes along from SR 968/W Flagler Street to NW 154 Street and along I-75 from SR 826/Palmetto Expressway to NW 170 Street in Miami-Dade County. Overall improvements include:

- One to two tolled express lane in each direction from W Flagler Street to north of NW 154 Street, and one tolled express lane in each direction along I-75 from the Palmetto Expressway to NW 170 Street
- New flyover connecting the SR 826/Palmetto and I-75 express lanes.
- Installation of noise barrier walls at specific locations along I-75
- New lighting along the I-75 express lanes



Express lanes were completed and began operations September 2019.

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

- Adding an additional general-purpose lane in the southbound direction from NW 154 Street to NW 74 Street
- Reducing the managed lanes in the northbound direction from two to one
- Creating an access point into the managed lanes from NW 122 Street in the southbound direction
- Creating an access point from the managed lanes to NW 122 Street and NW 154 Street in the northbound direction

2. I-75 to West of NW 17 Avenue

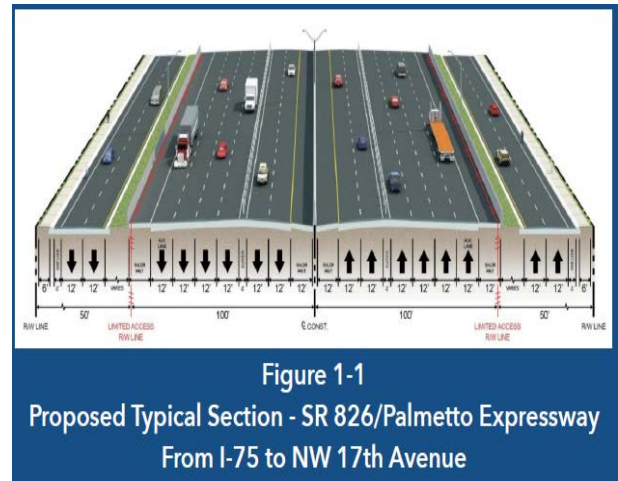
FDOT identified a Recommended Alternative for the mainline of the east-west corridor of the Palmetto Expressway and for each interchange along the corridor based on results from alternatives analysis. The Recommended Alternative improvements includes:

- Reconstructing and widening SR 826/Palmetto Expressway mainline to include three 12-foot general purpose lanes in each direction.
- A single 12-foot auxiliary lane would be added in each direction between interchanges. This is expected to improve traffic safety and operations.
- Two express lanes in each direction. The express lanes would be separated from the general-purpose lanes by a 4-foot buffer.
- The recommended alternative for the express lanes access points includes one ingress and two egress points in the NB/EB direction and two ingress and one egress points in the WB/SB direction. Access to and from the express lanes would typically be via slip ramps to/from the general-purpose lanes.
- Interchange modifications are proposed for NW 154 Street, NW 67 Avenue, NW 57 Avenue, NW 47 Avenue, NW 37 Avenue, NW 27 Avenue, and NW 17 Avenue. Except for NW 154 Street, all SR 826/Palmetto Expressway overpass bridges will be replaced, and the SR 826/Palmetto Expressway mainline will be raised to satisfy current Federal Highway Administration standards for vertical clearance over cross streets.
- The project is expected to include a new storm water drainage system to satisfy South Florida Water Management District water quantity and quality requirements. As well as lighting and ITS system upgrades; signalized intersections will be upgraded to meet current standards.

The project has been divided into multiple segments including:

- From I-75 to north of Canal C-8 Bridge (Approx. NW 162 Street)
- From north of Canal C-8 bridge (Approx. NW 162 Street) to east of NW 67 Avenue
- From east of NW 67 Avenue to east of NW 57 Avenue
- From east of NW 57 Avenue to east of NW 42 Avenue
- From east of NW 42 Avenue to east of NW 32 Avenue
- From east of NW 32 Avenue to west of NW 17 Avenue

Project is in the Design Phase; Construction is anticipated to begin Fall 2031.



3. SR 826/Palmetto Expressway South Express Lanes

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 an express lanes system and interchange improvements to meet future transportation demand, improve travel time reliability and provide long-term mobility options.

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

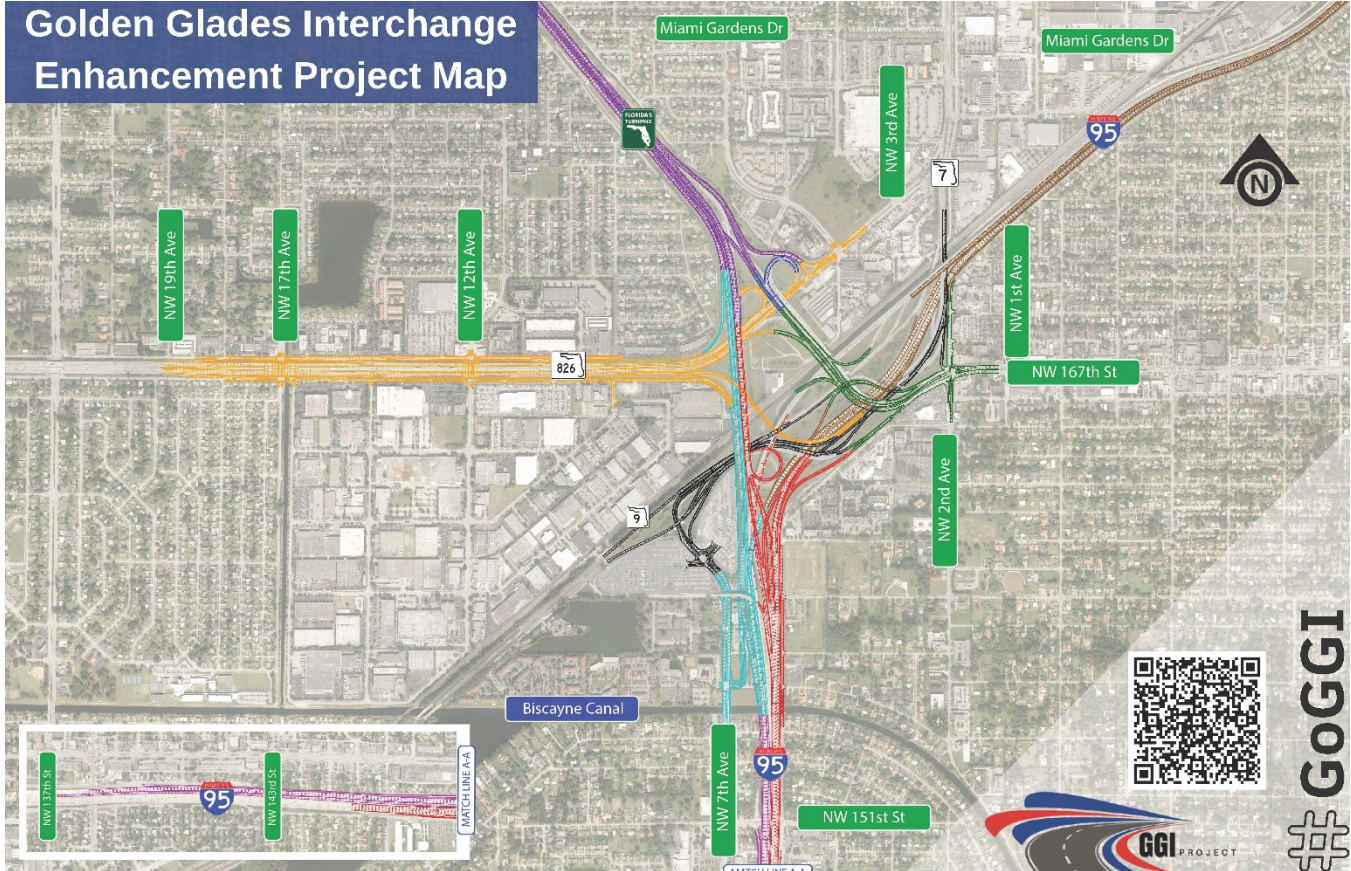
The project is in the Project Development and Environment (PD&E) phase. For more information related to this project, visit <http://www.fdotmiamidade.com/826expresssouth.html>

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



Golden Glades Interchange Reconstruction

Golden Glades Interchange Enhancement Project Map



This project was previously fully funded for construction in the 2020-2024 TIP, however, due to a utility conflict, FDOT had to defer construction to beyond the TIP years.

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

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

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

The project is funded for design but, it is not currently funded for construction. Since this is one of the priority projects for the District, we are working diligently to bring these needed improvements to the community as funding becomes available and utility relocation needed for the project to move forward is resolved. For more information on the project, please visit the following link.

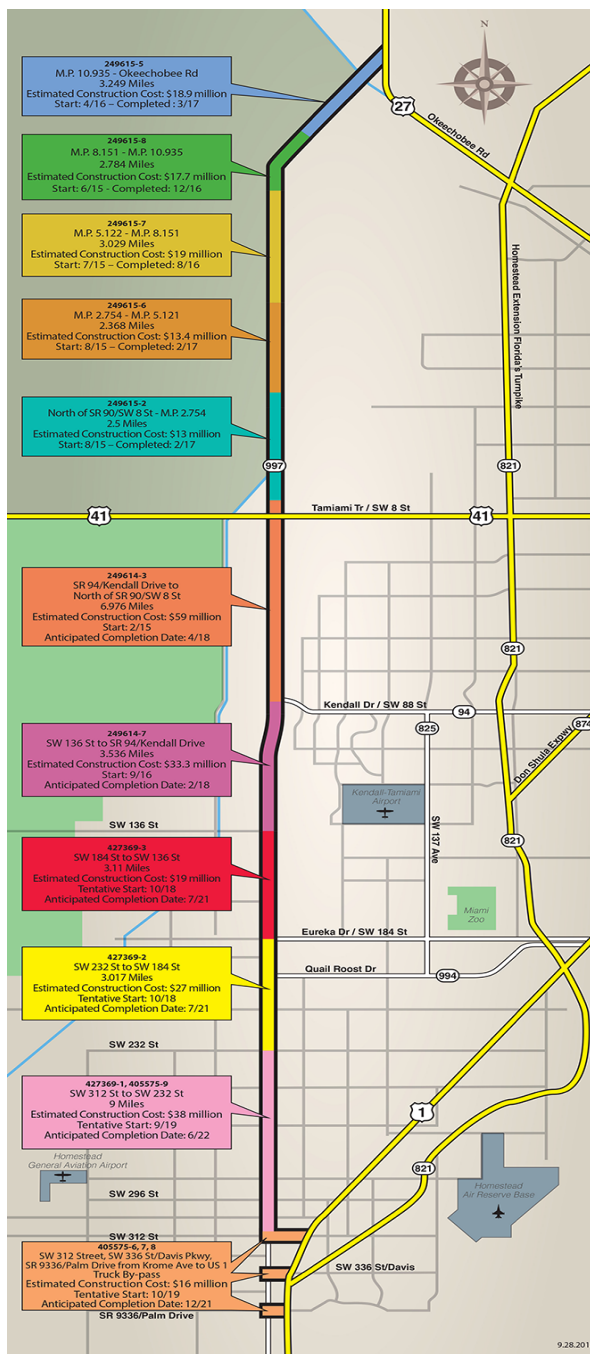
<http://www.fdotmiamidade.com/design-projects/expressways/golden-glades-interchange-enhancement-projects.html>

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

SR 997/Krome Avenue Corridor Improvements

SR 997/Krome Avenue is a major north-south SIS corridor that extends from US 1 in Florida City to US 27/SR 25/Okeechobee Road. The Krome Avenue corridor serves a mix of users ranging from commuters, freight and heavy trucks, and farm equipment within the agricultural area. This project will improve safety for all users along the corridor. The existing two-lane undivided roadway is being widened to a four-lane divided section with two northbound lanes and two southbound lanes. This corridor is divided into several segments for design and construction as shown in the graphic.

The project website is: www.fdotmiamidade.com/krome



North of SR 90/SW 8 Street to Okeechobee Road it included five segments for construction.

Construction was completed in 2017.

- South of SW 136 Street to North of SR 90/SW 8 Street** – Construction was completed in 2018.
- SW 296 Street to SW 136 Street** – Portion between SW 136 Street and SW 232 Street currently under construction with expected completion of March 2020. Portion from SW 232 Street and 296 Street currently under construction with expected completion of January 2021
- SW 312 Street to South of SW 296 Street** - Project is currently under construction with an expected completion of January 2021.
- SW 312 Street/Campbell Drive. from SR 997/Krome Avenue to SR 5/US 1** – Project scheduled to begin construction March 2020 and is expected to be completed April 2021.
- SW 336 Street/Davis Pkwy from West of SR 997/Krome Avenue to US 1** - Project scheduled to begin construction March 2020 and is expected to be completed April 2021.
- SR 9/Palm Drive from SR 997/Krome Avenue to SR 5/US 1** – Project is currently scheduled to begin construction March 2020 and is expected to be completed April 2021.

SR 25/US 27/Okeechobee Road Improvements

A Project Development and Environment (PD&E) study was completed for SR 25/US 27/Okeechobee Road from SR 997/Krome Avenue to NW 79th Avenue in 2016. Six segments have moved forward into the Design Phase. The following corridor improvements on SR 25/Okeechobee Road include:

SEGMENT LIMITS	IMPROVEMENTS	CONSTRUCTION YEAR
Broward County Line to East of the HEFT	Widening, capacity improvements, milling and resurfacing, as well as improving the frontage road on the north side of the said limits.	2021
West of NW 138 th Street to East of NW 107 th Avenue	Full reconstruction to provide concrete pavement, correct geometric and operational deficiencies, and widening of the existing roadway and bridges for added capacity.	2020
East of NW 107 th Avenue to East of NW 116 th Way	Full reconstruction to provide concrete and rigid pavement, replacement of bridges at NW 121 Avenue and NW 116 Way over Miami (C-6) Canal, design of two braided ramps under SR 25/Okeechobee Road to connect the mainline with the Frontage Road.	2021
East of NW 116 th Way to East of NW 87 th Avenue	Full reconstruction to provide rigid pavement, grade separation of bridges over 87 Avenue, design of left turn lanes flyover bridges from Southbound NW 87 Avenue to Eastbound Okeechobee Road and from Northbound NW 87 Avenue to Westbound Okeechobee Road, a construction of a new bridge at NW 106 Street over the Miami (C-6) Canal, and the realignment of NW 103 Street and the frontage road within the project limits.	2025
East of NW 87 th Avenue to NW 79 th 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.	2023
Interchange with SR 826/Palmetto Expressway	Three new flyover ramps, the addition of turn lanes at the ramp intersections, and improvements to the Okeechobee Road and W 18 Avenue intersection.	2024

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

Golden Glades Multi-modal Terminal

The Golden Glades Multimodal Transportation Facility (GGMTF) project is located in northern Miami-Dade County on two FDOT owned Park-and-Ride lots adjacent to city of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The GGMTF will consolidate the existing bus transit services at the two Golden Glades Park-and-Ride lots into a single facility adjacent to the Tri-Rail Station. This project will reconstruct the Park-and-Ride into a state -of-the-art transit terminal with a multi-bay

bus facility upgraded walkways, platforms, bicycle/pedestrian amenities as well as other improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, wayfinding, and traffic control signage. The GGMTF will feature a multi-story parking garage, kiss-and-ride, and plenty of surface parking lots for all types of motorists, including scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, future governmental use development building, a break lounge for bus drivers, and future governmental use intercity bus terminal. Construction began August 2018 and is anticipated to end May 2021. For information about the construction schedule or related information, visit <http://www.fdotmiamidade.com/current-projects/north-miami-dade/golden-glades-multimodal-transportation-facility--1.html>



Project Development and Environmental Studies (PD&E)

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

SR 90/SW 8 Street/SW 7 Street from SW 27 Avenue to SR 5/US-1/Brickell Avenue

PD&E Study for SR 90/SW 8 Street and SR 90/SW 7 Street in Miami will evaluate potential physical, operational and safety needs of the project corridor, including the interchanges at SW 8 Street and I-95 and SW 7 Street and I-95. Proposed improvements will be developed to enhance traffic operations, promote safety, provide a multimodal and pedestrian friendly corridor, and provide better access to the Brickell area. The study limits are along SR 90/SW 8 Street/SW 7 Street from SW 27 Avenue to SR 5/US 1/Brickell Avenue.



This study will improve the existing and future physical, operational and safety deficiencies along the one-way pair of SR 90/SW 8 Street and SR 90/SW 7 Street, including at the interchanges of these roadways with Interstate 95 (I-95). Estimated project completion date is Summer 2022. For information related to the project, visit <http://www.fdotmiamidade.com/CalleOchoStudy.html>.

Resurfacing Projects

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

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

This project is currently in the Design Phase and entails repaving and restriping the roadway of Sunny Isles Boulevard/NE 163 Street from NE 35 Avenue to SR A1A/Collins Avenue. This project will also be enhancing the pedestrian ramps and bicyclist railing, repaving the municipal parking lot at the Intercoastal Waterway, adjusting and reconstructing storm drains and manholes, reconstructing the traffic island at N Bay Road and replacing the traffic signal at the intersection of SR 826 and NE 35 Avenue. Along with this project there is also a bridge repair project for the bridges number 870592 and 870593 over Intercoastal Waterway on SR 826/Sunny Isles Boulevard. That project will be repairing structural, mechanical and electrical bridge components, painting the structural steel to address damaged areas, and replacing the deck to improve the riding surface and reduce noise. This project is anticipated to begin construction in Summer of 2021 and will cost (for both projects) approximately \$12 million. For information about the construction schedule or related information, visit: <http://www.fdotmiamidade.com/design-projects/north-miami-dade/sr-826sunny-isles-blvdne-163-st-from-ne-35-ave-to-sr-a1acollins-ave-1.html>,

<http://www.fdotmiamidade.com/design-projects/north-miami-dade/sr-826sunny-isles-blvd.-over-intracoastal-waterway-.html>

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

ROADWAY	PROJECT AREA	CONSTRUCTION YEAR
SR 5/US 1/S Dixie Highway	From South of SW 304 Street to Card Sound Rd (Broken into two separate projects)	2021
SR 90/SW 8 Street	From West of SW 74 Court to West of SW 27 Ave (Broken into three separate projects)	2022
SR 9336/SW 392 Street/SW 344 Street	From Everglades National Park to West of SR 5/US 1 (Broken into two separate projects)	2023
SR 976/SW 40 Street/ Bird Road	From East of SW 87 Avenue to SW 58 Avenue (Broken into two separate projects)	2024
SR 5/US 1/S Dixie Highway	From South of SW 100 Street to South of SW 88 St	2025

Other Major Corridor Improvements

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

SR 934/NE/NW 79 Street

A Project Development and Environment (PD&E) study was completed for this SR 934/NE/NW 79 Street Project in 2019. This project is to improve capacity deficiencies/traffic operations and multimodal use along SR 934/NW/NE 79 Street and NW/NE 81/82 Street from west of I-95 (13 Ct) to end of SR 934/1 Way to address existing congestion and future travel demand, including safety conditions. A major objective of the project is to achieve a balance between the "Complete Streets/Livability Goals" of the local community and both local and regional "Mobility Goals". To achieve this 81/82 Street is to be converted to a two-lane, two-way facility. Improvements along the SR 934 corridor are intended to stimulate economic redevelopment within the overall area while balancing livability enhancements with mobility needs, traffic operations, and safety concerns.

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

For information related to the project, visit

<http://www.fdotmiamidade.com/79thstreetpdestudy.html>

SR 907/Alton Road from Michigan Avenue to east of Allison Road

This project is currently in the Design phase and it generally entails roadway reconstruction on Alton Road from Michigan Avenue to east of Allison Road. The design of this project includes elevating the roadway profile, widening existing parking lanes from 43 Street to Pine Tree Drive, installing new upgraded pavement markings for bicycle facilities, upgrading roadway lighting to

LED, adding pedestrian ramps and sidewalks to current standards, replacing signal mast arms, and providing signing and pavement markings. The project will also provide drainage improvements by designing and constructing a new roadway drainage system, including pump stations, with outfalls to the Intracoastal Waterway.

The project is anticipated to begin construction in Spring 2025 and end Fall 2027 and will cost approximately \$71 million. For information about the construction schedule or related information, visit <http://www.fdotmiamidade.com/design-projects/beaches/sr-907alton-road-from-michigan-avenue-to-43-street-1.html> ; <http://www.fdotmiamidade.com/design-projects/beaches/sr-907alton-rd-from-43-st-to-east-of-allison-rd.html>

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

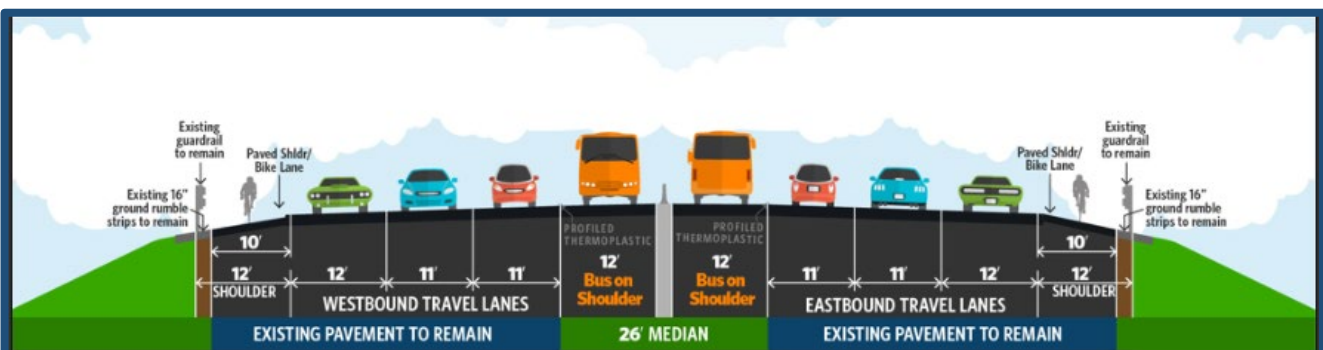
This project is currently in the Design phase and entails the reconfiguration of the existing five-legged intersection to a two-lane roundabout. Sidewalks throughout the roundabout will be widened to ten feet and high emphasis crosswalks will be provided at SW 3 Avenue, 15 Road and Coral Way. A new drainage system consisting of inlets and French drains will be constructed, and the lighting throughout the intersection will be upgraded to LED. This project will also provide metering signals at Coral Way and 15 Road; as well as enhancing the pedestrian ramps and providing pier protection to the I-95 bridge columns. Signing and pavement markings will be upgraded to meet new standards and flashing beacons will be provided at several crosswalks. This project is anticipated to begin construction in Summer of 2023 and will cost approximately \$3 million.

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

This project's Planning phase was completed in January of 2020. The project improvement includes increasing the width of the inside paved shoulders and reducing the widths of the center and inside travel lanes and reconstructing the inside shoulder to allow Bus On Shoulder operations. The Bus on Shoulder being implemented is part of the Bus Express Rapid Transit (BERT) network that is part of the County's Strategic Miami Area Rapid Transit (SMART) Plan.

This project is anticipated to begin construction in July of 2022, and it is expected that the shoulder will be open for operations September of 2023.

Proposed Typical Section

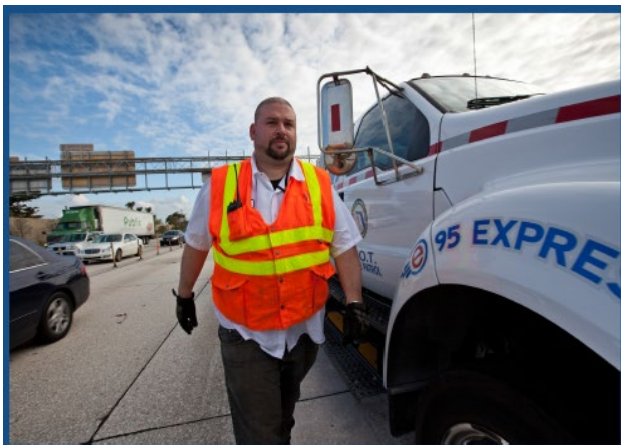


Intelligent Transportation System (ITS) Program

The Florida Department of Transportation's District Six Transportation Systems Management and Operations (TSM&O) Office actively manages our roadways through a combination of multi-modal strategies and technologies to promote the safety and reliability of our regional transportation system.

Traffic operators at the District's SunGuide® Transportation Management Center (TMC) monitor our roadways to improve traffic flow, clear incidents and inform drivers about the latest traffic conditions 24 hours per day, 7 days per week. These activities provide the real-time traffic management, incident management and traveler information services needed to keep our roadways moving. The TSM&O Office continues to expand its operations program to meet the rising demand of our state roadway system. It recently launched the Palmetto Express Lanes Project on State Road 826 and completed its first year managing the adaptive signal traffic control project on SW 8 Street in Miami-Dade County. In Monroe County, it launched the first Rapid Incident Scene Clearance Program on US 1 and continued managing the corridor's traffic signal and device system. The combination of these efforts has worked to improve regional mobility. The Office is expanding upon these benefits by working on additional projects, such as the District's first connected and automated vehicle pilot project.

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



Road Ranger Service Patrol on I-95



Video Traffic Center

Bicycle/Pedestrian Corridor Improvements



Conceptual Rendering of the
Biscayne Green Trail

The bicycle/pedestrian network is a component of the overall transportation system. The Department evaluates bicycle and pedestrian improvements in conjunction with all capacity and resurfacing projects. Bicycle & pedestrian projects are also implemented by local agencies, who oversee construction and management. In addition, some projects are funded through the federally funded Transportation Alternatives Program (TAP) or state funded Shared Use Non-motorized (SUN) Trail Program.

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

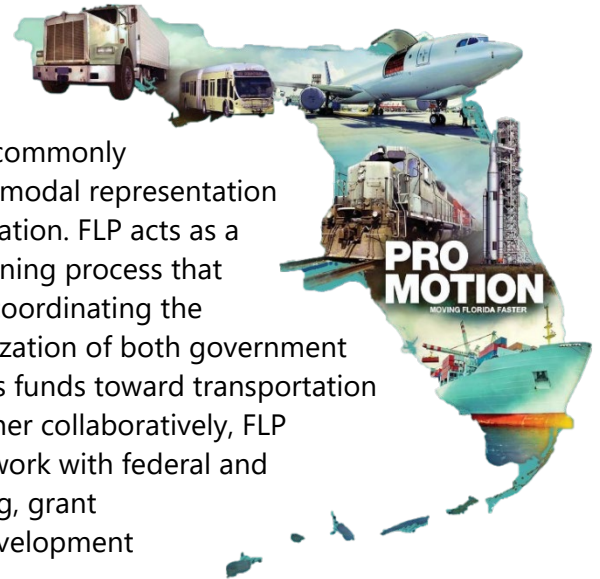
and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP). The Safe Routes to Schools (SRTS) program integrates safety, traffic relief, health, environmental awareness and physical activity and fitness under one program focusing on school zones.

Below is a sample of bicycle/pedestrian projects included in the FY 2021 - 2025 Work Program.

PROJECT SEGMENT	PROJECT TYPE	PROJECT AREA
City of Miami Beach	Bike Lane/Sidewalk	Northshore Open Space Beachwalk
Town of Miami Lakes	Bike Lane/Sidewalk	NW 146 Street from NW 89 Avenue to NW 87 Avenue
Village of Palmetto Bay	Bike Lane/Sidewalk	SW 82 Avenue
Safe Routes to School Infrastructure	Pedestrian Safety Improvements	Bunche Park Elementary, Miami Gardens Elementary, Myrtle Grove K-8 Center, and North Twin Lakes Elementary
SUN Trail	Bike Lane/Sidewalk	Biscayne Trail Segment D Phase II from SW 117 Avenue to SW 137 Avenue
SUN Trail	Bike Lane/Sidewalk	Biscayne Everglades Greenway Mowry Drive from NE 12 to SW 192 Avenue
Miami-Dade County	Bike Lane/Sidewalk	Ludlam Trail from NW 7 Street to SW 40 Street

Freight, Logistics and Passenger Operations

The FDOT Freight, Logistics and Passenger Operations (FLP); commonly known as Modal Development Office encompasses a level of modal representation and industry engagement unlike any other state DOT organization. FLP acts as a tool to better connect, develop, and implement a freight planning process that maximizes the use of existing facilities while integrating and coordinating the various modes of transportation, including the combined utilization of both government owned and privately-owned resources. Annually, FLP allocates funds toward transportation infrastructure improvements in all the modes. Working together collaboratively, FLP leads Florida's multimodal transportation initiatives through work with federal and local government partners in planning, coordination, financing, grant management, ridership, and regional analysis. The Modal Development Office includes Aviation, Freight, Seaport, and Transit.



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

State Transit Block Grant to MDT for operating costs

This grant provides operating assistance for MDT's Fixed Route Bus Service. The Metrobus fixed route bus service is run by MDT and operates seven days a week, 24 hours per day. A total of 93 routes comprise MDT's regular bus service structure which are served by a total fleet of 823 buses and two contracted routes with seven buses. Metrobus includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) Arterial Busway services. The FDOT provides 50% State Participation Rate for this program.



Freight Overview

FDOT District Six is home to many diverse communities with unique transportation freight mobility and transportation needs. These needs can most likely be traced back to some of the State's leading freight facilities and international trade gateways such as Miami International Airport (MIA) and PortMiami. With significant investments made to these facilities in order to compete globally for new cargo opportunities stemming from the expansion of the Panama Canal, increased use of the Suez Canal, and growing North/South trade. These facilities are expected to increase demand for regional warehouses, distribution centers, cold treatment facilities, foreign trade zones, and truck parking facilities. With an anticipated doubling in cargo activity handled at PortMiami, Port Everglades, and MIA; these investments will be critical to the overall freight transportation network.



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

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

These planning level studies will assess freight accessibility to and from each sub-area and will develop strategies to enhance access and improve freight mobility. The following table lists all the sub-area freight planning efforts currently programed by District 6. The Miami River Freight Improvement Plan is unique amongst the sub-area freight planning efforts as it does not focus on a specific town or city. Instead, this study will develop viable options to improve intermodal freight movement and assess the potential of short sea shipping along the Miami River.

FDOT D6 Sub-Area Freight Planning Efforts:

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

Strategic Miami Area Rapid Transit (SMART) Plan

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

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

- **Beach Corridor:** Highest tourist demand in 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, stadium and educational facilities.
- **Northeast Corridor:** High transit demand and part of a critical regional corridor stretching to Palm Beach County.
- **South Corridor:** Experiencing the fastest population growth in Miami-Dade County.

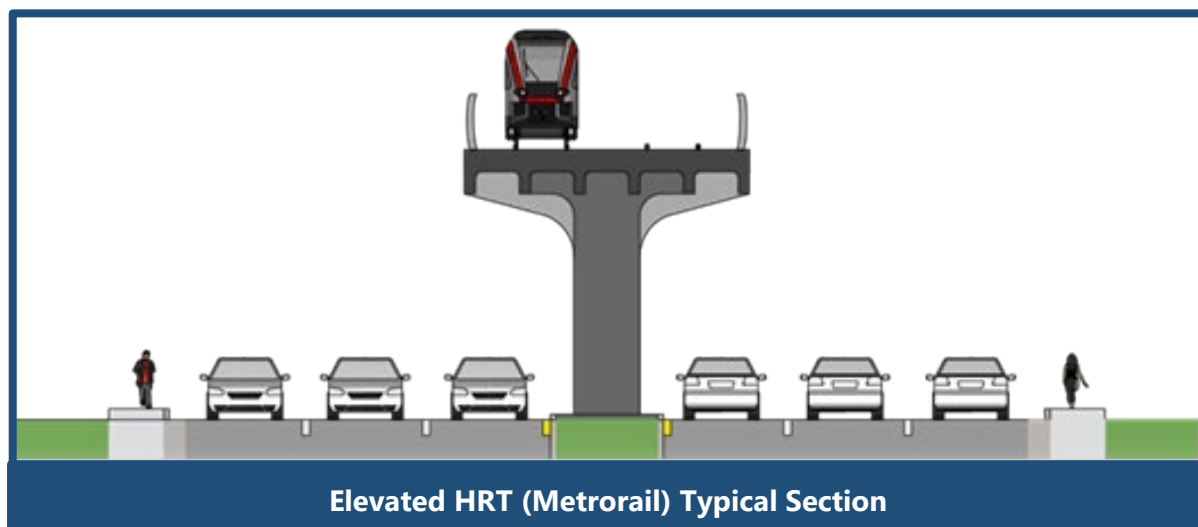
FDOT is conducting the Project Development and Environmental (PD&E) study for the following three SMART & BERT corridors:

NW 27 Avenue Premium Transit Corridor

A PD&E study is being conducted to evaluate the implementation of a premium transit service (Bus Rapid Transit (BRT), Heavy Rail Transit (Metrorail), and appropriate variation of Heavy Rail Transit Rail At-Grade) along NW 27 Avenue from NW 215 Street (Countyline Road) to approximately NW 38 Street and from the Miami Intermodal Center (at Miami International Airport) to NW 27t Avenue via SR 112 Expressway. The study focuses on implementation of a premium transit service and infrastructure along SR 9/SR 817/NW 27 Avenue. The study will also include public on-street transit stations/stops as well as public and/or private facilities located adjacent to or off-corridor where potential park-and-ride and/or transit terminals (including the Miami Dade College North Campus) will be considered. The study will consider public and private station/stop facilities, new or upgraded park-and-ride locations, and transit terminals.

Three viable alternatives have been developed and presented to the public. Each of these represents the three modes running within the existing carriageway. BRT would operate in the curb lanes. Heavy rail whether at-grade or elevated would run over the centerline of the roadway. The study is developing the detailed engineering criteria and evaluating the environmental impacts that would result from implementation. Cost estimating, ridership forecasting, and traffic impacts are all being evaluated. On December 6, 2018, the Miami-Dade Transportation Planning Organization (TPO) Governing Board adopted as the Locally Preferred Alternative (LPA) an elevated fixed guideway transit system. Following this action, Miami-Dade County has requested that FDOT evaluate three alternative technologies: 1.) Monorail; 2.) Automated Peoplemover; and, 3.) Maglev.

On October 31, 2019, the Miami-Dade TPO Governing Board adopted Elevated HRT (Metrorail) as the LPA. The Miami-Dade County Department of Transportation and Public Works (DTPW) is conducting an additional analysis on the various transit technologies for the North Corridor, and results are expected to be presented to the TPO in March 2020, for a final decision on the transit technology.



Flagler Street Premium Transit Corridor

A PD&E study is being conducted to evaluate the implementation of rapid transit along SR 968/Flagler Street. This study focuses on multimodal street improvements to accommodate rapid transit service along Flagler from SW/NW 107 Avenue to the Government Center with branches along SW 8 Street and NW 12 Street. Viable alternatives analyzed as part of this study include: Bus Rapid Transit (BRT) in curb lanes, BRT in curb lanes with reversible auto lane. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. FDOT has conducted a series of meetings with elected officials, stakeholders and communities on the corridor and presented the recommended alternative to the TPO Governing Board on July 18, 2019. A workshop with TPO Board members was held January 30, 2020; where FDOT was requested to further analyze the implementation of reversible lanes along the corridor. Following this meeting FDOT has determined to refine the project alternatives and study the implementation of reversible lanes along the corridor or segments of the corridor. The additional analysis on reversible lanes and alternative refinements is expected to commence in the Spring of 2020.

Kendall Drive Premium Transit Corridor

A PD&E study is being conducted to evaluate implementation of a premium transit service (BRT, Light Rail Transit, and other appropriate transit technologies) primarily along SR 94/SW 88th Street/Kendall Drive between Dadeland North Metrorail Station and SR 997/Krome Avenue, along SR 874 and SR 878 from Kendall Drive to the Dadeland North Metrorail Station, and potentially north along the Homestead Extension Florida's Turnpike from Kendall Drive to FIU (at the proposed Panther Station) and/or to the proposed Dolphin Station (at SR-836). This study focuses on multimodal street improvements to accommodate rapid transit service, as well as walking and bicycle trips, along Kendall Drive. The study will evaluate various options for transit service - mode, station stop locations, signalization for transit, use of exclusive lanes, etc. Kendall Drive will serve as the primary premium transit running way via exclusive arterial transit lines but will also include other roadways and expressways connecting to Kendall Drive for accommodating branched transit routes. The study will also include public on-street transit stations located along various running ways as well as potential park-and-ride and/or transit terminal locations.

Three alternatives were initially identified as viable alternatives: BRT running in the curb lanes or median lanes, and rail at-grade. At the request of the TPO, a concept that includes BRT in the curb lanes and a reversible auto lane to supplement peak direction traffic was added to the scope of work. In response to public interest, an elevated rail alternative was also added to the scope.

In November 2019, Curbside BRT was identified as the recommended alternative for the Kendall corridor and was presented at the Public Workshops in December 2019. In February 2020, the TPO requested for FDOT to further analyze the implementation of reversible lanes along the Kendall Corridor. This additional analysis is expected to be completed in the Spring of 2020 and the TPO endorsement of the recommended alternative is expected to take place later the same year.



Fiscal Years 2020/2021 to 2024/2025
Transportation Improvement Program (TIP)

Florida Department of Transportation Turnpike Enterprise

Florida's Turnpike Enterprise is an agency of the Florida Department of Transportation, and currently owns and operates over 498 miles of toll facilities and 139 interchanges in the State of Florida. The Turnpike Mainline / S.R. 91 extends from North Miami to a junction with Interstate 75 in north central Florida. It extends through the counties of Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, Osceola, Orange, Lake and Sumter. The Turnpike System includes the 47 mile Turnpike Extension / S.R. 821 located in Miami-Dade and Broward Counties, among other facilities statewide.

The Turnpike is a user-financed system that uses toll revenues, service plaza sales revenue, and bonds to pay for new construction and maintenance of the entire system. It does not receive traditional gas tax revenue.

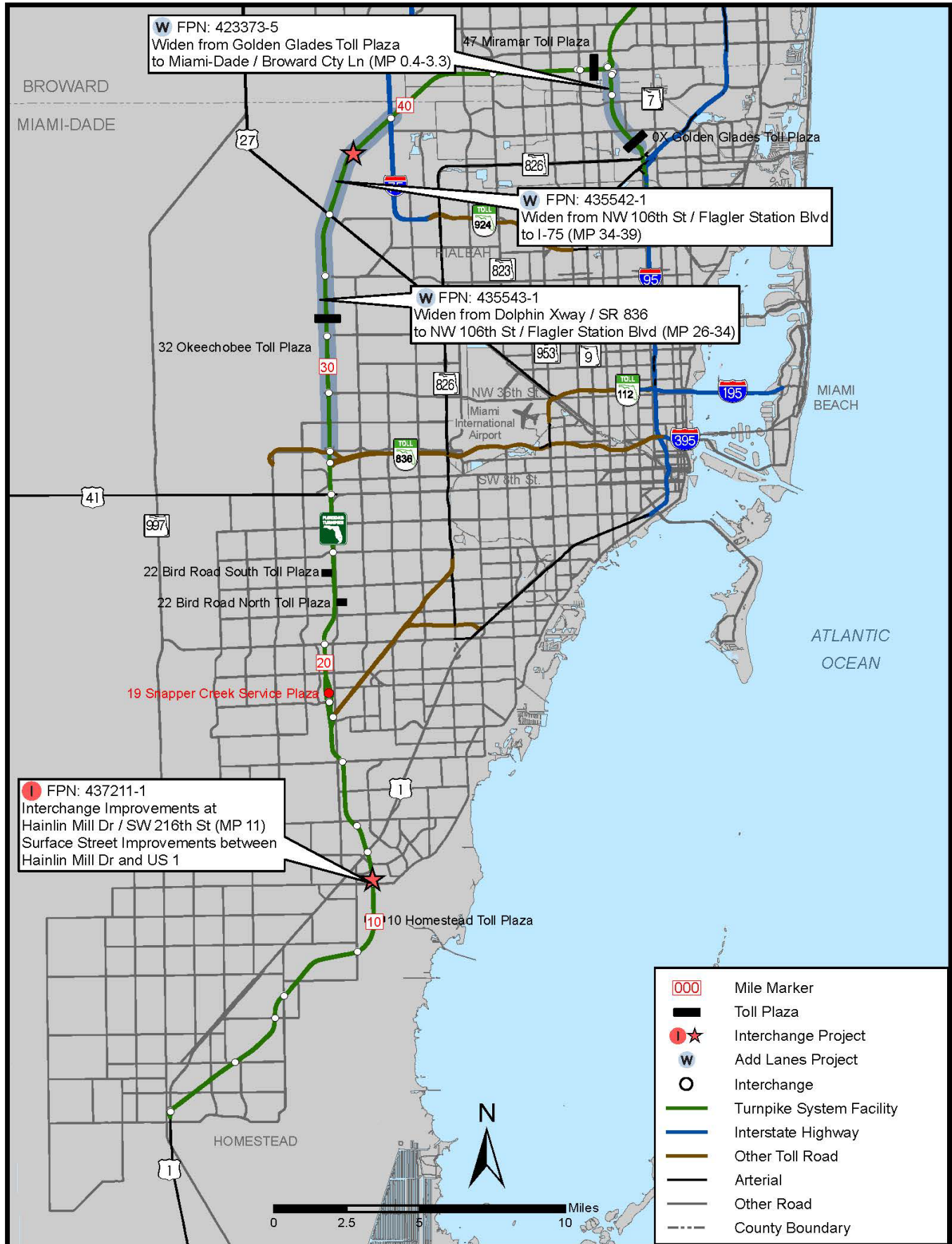
Miami-Dade County Turnpike Planned Major Projects

Widening Projects

PROJECT NAME	FPN	LIMITS
1 Turnpike Extension / S.R. 821 Widening (widen from 6 to 10 lanes to include 4 managed lanes)	435543-1	MP 26 (Dolphin Expressway / S.R. 836) to MP 34 (NW 106 th Street / Flagler Station Boulevard)
2 Turnpike Extension / S.R. 821 Widening (widen from 6 to 10 lanes to include 4 managed lanes)	435542-1	MP 34 (NW 106 th Street / Flagler Station Boulevard) to MP 39 (I-75)
3 Turnpike Mainline / S.R. 91 Widening (widen from 6 to 8 lanes to include 2 managed lanes)	423373-5	MP 0.4 (Golden Glades Toll Plaza) to MP 3.3 (Miami-Dade / Broward County Line)

Interchange Projects

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



Fiscal Years 2020/2021 to 2024/2025
Transportation Improvement Program (TIP)

“Moving Miami-Dade”

Miami-Dade Expressway Authority

This section of the TIP focuses on the major mobility improvement projects programmed by the Miami-Dade Expressway Authority (Expressway Authority) for the next five years. Expressway Authority is an agency of the State enabled by the Florida Legislature and created by Ordinance of the Miami-Dade County Commission in December 1994, which allowed Expressway Authority to acquire, hold, construct, improve, maintain, operate, own and lease an expressway system located in Miami-Dade County.

The Expressway Authority System

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

Project Funding

Expressway Authority's primary source of revenue is the tolls collected on its five expressways which are reinvested in Miami-Dade County to improve mobility and offer transportation choices within the county. Expressway Authority borrows money to fund its projects by selling bonds and uses the toll revenues as collateral. Like a mortgage loan where collateral is offered to the bank to secure the loan until fully paid, Expressway Authority offers the projected revenues as assurance that the bond's principal and interest will be paid. Expressway Authority does not receive any gas tax, property tax, sales tax or any other source of revenue.

FY 2021-2025 TIP

Major projects included in the Expressway Authority FY 2021 - 2025 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

Expressway Authority has partnered with FDOT to acquire right-of-way, design and build the SR 836 improvements from NW 17th Avenue to I-95 in conjunction with the I-95/I-395 project. Improvements to SR 836 from NW 17th Avenue to I-95 including widening and operational improvements to SR 836 eastbound from NW 17th Avenue to I-95 Interchange, double decking of the SR 836 bridges over the Miami River and improvements to the SR 836 westbound mainline and a new connector serving southbound I-95 traffic destined westbound on SR 836 and to the Civic Center. The project will improve safety and mobility and improve access to the Hospital District by providing improved access to the area from I-95 and SR 836. The design-build contract was executed in July 2018 and completion is anticipated by FY 2023. Total cost for the Expressway Authority project is estimated at \$241.8 million.



Project 83628 – SR 836 Operational, Capacity and Interchange Improvements

This project is constructing an additional eastbound and westbound lane on SR 836 from west of NW 57th Avenue to NW 17th Avenue as well as improving the SR 836 interchanges at NW 57th Avenue, LeJeune Road, NW 27th Avenue and NW 17th Avenue. These improvements will provide additional capacity on the mainline and improve operations in and around the existing interchanges resulting in an improved level of service and safety. This project also includes inside shoulder modifications to support the SR 836 Express Bus Service. This project is anticipated to be completed in FY 2020. Total cost is estimated at \$195.5 million.



SR 836 WB at NW 27th Ave EB & WB

Project 83629 – SR 836 Interchange Modifications at NW 87th Avenue

This project reconstructs the SR 836 Mainline and NW 87th Avenue interchange to enhance operations and improve safety on the SR 836 corridor. Construction is anticipated completion date of FY 2020. Total cost is estimated at \$99.3 million.



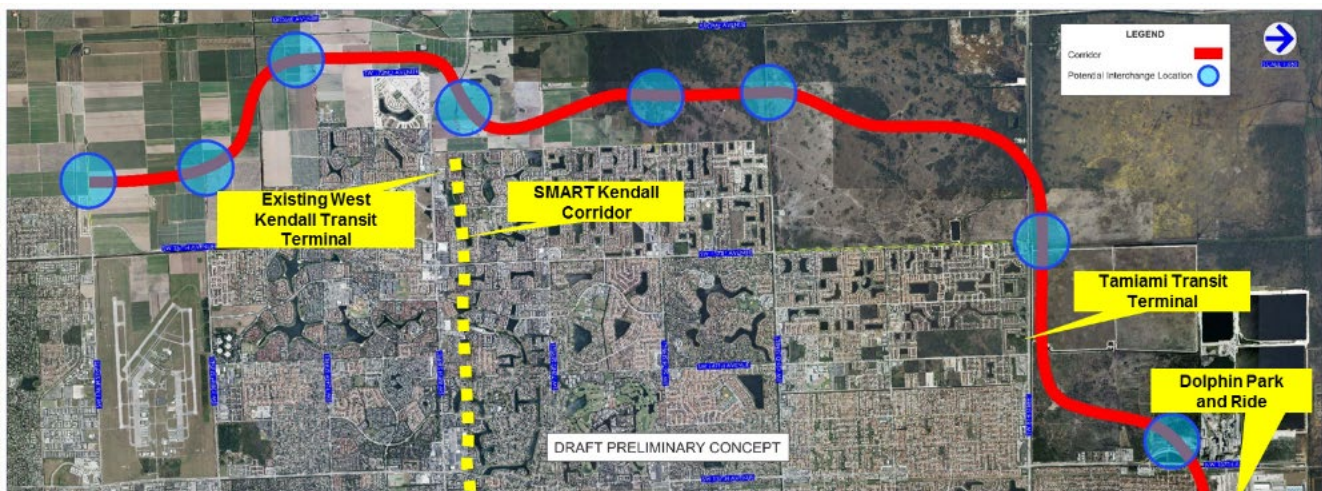
SR 836 WB at NW 87th Avenue

System Expansion Projects

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

Project 83618 – SR 836 Southwest Extension/Kendall Parkway

This 14-mile multimodal corridor will extend SR 836 from NW 137th Avenue to SW 136th Street and provide the residents in the western portion of the County another transportation option. The project is envisioned to include: Express bus service and park & ride facilities at SW 88th Street and at SW 136th Street; a multi-use recreational trail for walking and biking; 1,000 acres of land to be preserved in its natural state in perpetuity; widening of the existing SR 836 Extension from NW 137th Avenue to the Florida's Turnpike; as well as improvements to 137th Avenue, 157th Avenue, SW 88th Street, SW 104th Street, and SW 136th Street to facilitate access. The improvements to local streets will be a contribution to Miami-Dade County. The final design and construction schedules are yet to be determined. Total cost is estimated at \$1 billion.



Project 87410 – SR 874 Ramp Connector to SW 128th Street

The construction is underway for the new access ramp connection from the southern terminus of SR 874 to SW 128th Street. This new ramp will provide expressway access to the growing southwest Miami-Dade communities, presently only serviced by access to and from Florida's Turnpike, through the SW 120th Street and the SW 152nd Street ramps. Expressway Authority will widen SW 128th Street from two to four lanes from SW 122nd Avenue to SW 137th Avenue as a contribution to Miami-Dade County. A portion of this project is being constructed by the Florida's Turnpike Enterprise under an interagency agreement with Expressway Authority as part of a larger project to widen the HEFT and reconstruct the HEFT/SR 874 Interchange to yield efficiencies and eliminate future throwaway costs. This project also includes the extension of SW 127th Avenue from SW 128th Street to SW 124th Street funded by Miami-Dade County. The construction is anticipated to be completed in FY 2021. Total cost is estimated at \$111.7 million.



SR 874 Southbound Connector Looking North



SR 874 Northbound/Southbound Connector
Bridges to SR 874

Completed Highway Projects in 2019 Expressway Authority

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	COMPLETION DATE
1	Dolphin Station Park & Ride	50001	North of NW 12 th Street and West of HEFT	Parking Facility (Partnership with Miami-Dade County & FDOT)	Oct-18
2	Systemwide ITS Improvements	10021	Systemwide	Installation of ITS technology	Dec-18

List includes projects completed in fiscal year 2019.

Highway Projects Under Construction Expressway Authority

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	ESTIMATED COMPLETION DATE
1	SR 836 Operational, Capacity and Interchange Improvements	83628	NW 57 th Avenue to NW 17 th Avenue	Widening and Interchange improvements	May-20
2	SR 836 Interchange Modifications at NW 87 th Avenue	83629	SR 836 West of NW 82 nd Avenue to NW 97 th Avenue	Interchange Improvements	May-20
3	SR 874 Ramp Connector	87410	SW 128 th Street to SR 874	New Ramp	February-21
4	SR 836/I-95 Interchange Improvements	83611	NW 17 th Avenue to I-95	Interchange Modification (JPA with FDOT)	November-22

List includes projects to be in construction during fiscal year 2020.



Fiscal Years 2020/2021 to 2024/2025
Transportation Improvement Program (TIP)

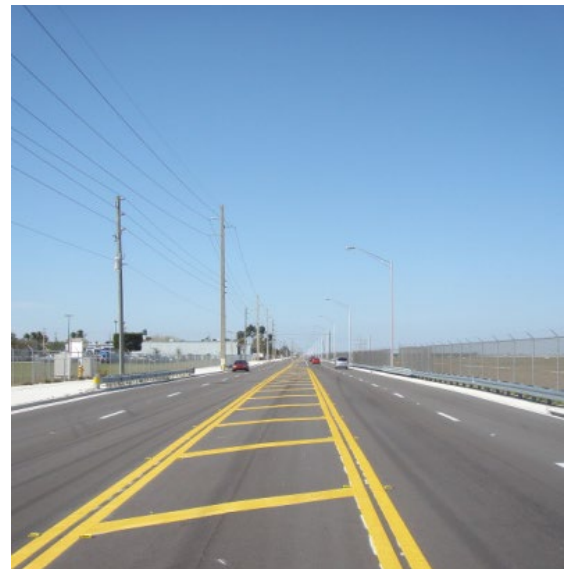
Secondary Gas Tax

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

The program includes continuing projects that have fund allocations yearly.

Continuing Program Projects

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





Fiscal Years 2020/2021 to 2024/2025
Transportation Improvement Program (TIP)

Road Impact Fee

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

On December 6, 1988, the Board of County Commissioners adopted Dade County Road Impact Fee Ordinance No. 88-112, which provides for the fair share assessment of road impact fees on new building construction in Miami-Dade County, including municipalities. The County has been divided into nine road impact fee benefit districts. Fees collected within each district will be expended for roadway capacity improvements within each district.

Each district program includes four improvement categories: Road and Bridge Projects, Resurfacing, Traffic Operations Projects to Increase Capacity and Safety (T.O.P.I.C.S.), and Traffic Control Devices.

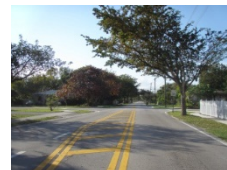
Road and Bridge Projects

Capacity improvements along arterials and collectors

Continuing Program Projects

Resurfacing

Paving, widening, drainage, striping



T.O.P.I.C.S.

(Traffic Operations Projects to Increase Capacity and Safety)
Intersection Improvements



Traffic Control Devices

Signalization





Fiscal Years 2020/2021 to 2024/2025
Transportation Improvement Program (TIP)

People's Transportation Plan Improvements

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

On the November 5, 2002 ballot, voters approved the People's Transportation Plan (PTP), which provides for a half percent sales surtax to fund major transportation improvements.

The Citizens' Independent Transportation Trust (CITT), a group of citizens who function as an independent decision-making body, was created to oversee the construction and management of the PTP's transportation plan. The Department of Transportation and Public Works (DTPW) has worked closely with the CITT to provide a wide range of roadway and neighborhood improvements.

The plan includes the two categories from the PTP Ordinance that relate to the DTPW; major highway road improvements and neighborhood improvement projects.

Major Highway Road Improvement Projects

Major road and bridge projects under construction or scheduled to begin construction include, but are not limited to:

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

Neighborhood Improvement Projects

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

To address the various non-site specific categories discussed in the PTP Ordinance, the Department created "The Neighborhood Improvement Projects Formula" to allocate funds. The formula takes into account population in the Unincorporated Municipal Service Area for each commission district, the needs as reported to the Department, and the percentage of maintained arterial and collector lane miles. A portion is then evenly distributed to each district. PTP Neighborhood Improvements include modifications of intersections, resurfacing of local and arterial roads, installation / repairs of guardrails, installation of school flashing signals, enhancement of greenways and bikeways, A.D.A. curb cuts /

repairs, pavement markings, roadway lighting, traffic calming, traffic signals, and traffic sign replacement / repair. Such improvements also include replacement / repair of sidewalks, repair / installation of drainage and landscape beautification (including community image enhancements) related to the development, construction, operation or maintenance of roads and bridges in the County or to the expansion, operation or maintenance of bus and fixed guideway system.

The Neighborhood Improvement Projects include:

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



Fiscal Years 2020/2021 to 2024/2025
Transportation Improvement Program (TIP)

Private Sector Improvements

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

The Private Sector Improvements Program addresses road improvement commitments to be made by private developers during the regional and local development approval process.

The improvements listed are necessary to help mitigate traffic impacts of specific large development projects such as Developments of Regional Impact (DRI) and other zoning requests reviewed by the Miami-Dade County Development Impact Committee (DIC) and approved by the Community Zoning Appeals Board (CZAB) or the Board of County Commissioners (BCC). These road improvement commitments are contained in County Commission zoning resolutions and/or documents proffered by development interests to the Commission. In some cases, especially DRI development orders, sketch drawings of the improvements are attached to these legal documents. The last column of the table in this section contains either the Commission Resolution Number or the official record book/page number associated with each improvement.

Unlike other parts of the TIP, the construction of improvements in this section are normally not linked to specific dates, but instead, are usually dependent upon the construction schedule of a specific development project, which can vary considerably according to the market and other conditions.

This section addresses road improvement commitments to be made by private developers as part of the land development process.





Fiscal Years 2020/2021 to 2024/2025
Transportation Improvement Program (TIP)

Aviation On-Site Improvements

Miami-Dade County Aviation Department

The Miami-Dade County Transportation Improvement Program includes capital improvements for the Aviation Department for the continued development of Miami International Airport and the General Aviation Administration Airports (GAA-OPF, TMB, X51 & TNT). The funding for this program is primarily from revenue generated by the Aviation Department and from Federal and State grants. Major projects at Miami-Dade County's airports include phases of the following:



	DOLLARS IN MILLIONS (FUNDED)
MIA - Perimeter Road Widening Realignment & Bridge Replacement	\$ 29.30
MIA - MIA Taxiways R Rehabilitation and Westside Cargo Fuel Tender Facility	\$ 31.30
MIA - Cc H Gates Internationalization (H11-H15) Phase 1	\$ 26.90
MIA - Central Terminal Phase 1 (E Thru F Connector and Cc F Infill)	\$ 143.10
MIA - Central Terminal Phase 2 (Including Façade)	\$ 113.00
MIA - South Terminal Expansion East Phase 1 (New Gates)	\$ 272.40
MIA - South Terminal Apron & Utilities Modification/Expansion & GSE Facility	\$ 47.70
MIA - New Fuel Storage - (4th Tank)	\$ 30.00
MIA - New Concourse F	\$ 479.60
MIA - Concourse G Demolition - Design	\$ 20.70
MIA - Central Base Apron and Utilities Modification and Expansion (Phase 1 & 2)	\$ 69.20
MIA - Airport Operations Center (AOC)	\$ 20.50
MIA - Surface Management Tool (Aerobahn System)	\$ 3.50
MIA - Bldg. 702 New Apron Expansion (& Warehouse) - Phase 1	\$ 35.70
MIA - Runway 9-27 Rehabilitation	\$ 119.60
GAA - X51 Security Enhancements and Upgrades	\$ 2.70
GAA - OPF Taxiways / Apron Rehabilitation and Repair	\$ 1.25
GAA - OPF Runway 12/30 Rehabilitation - Design	\$ 1.10
GAA - OPF Runway 9/27 Rehabilitation	\$ 77.60
GAA - OPF Engine Run-Up Pad	\$ 7.30
GAA - TNT Power Distribution & Airfield Line Feeder	\$ 0.30
GAA - TMB RIM HS1 with Taxiway H West Extension to Threshold	\$ 18.20
GAA - TMB South Apron Expansion & New Taxi lane	\$ 17.20
GAA - TMB Pave Shoulders for Runway 9L/27R	\$ 2.00
GAA - TMB Taxiway Y & D Rehabilitation (RIM 4)	\$ 3.40
TOTAL:	\$ 1,573.50

Multimodal Seaport Development

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

Transportation Improvement Program Safety

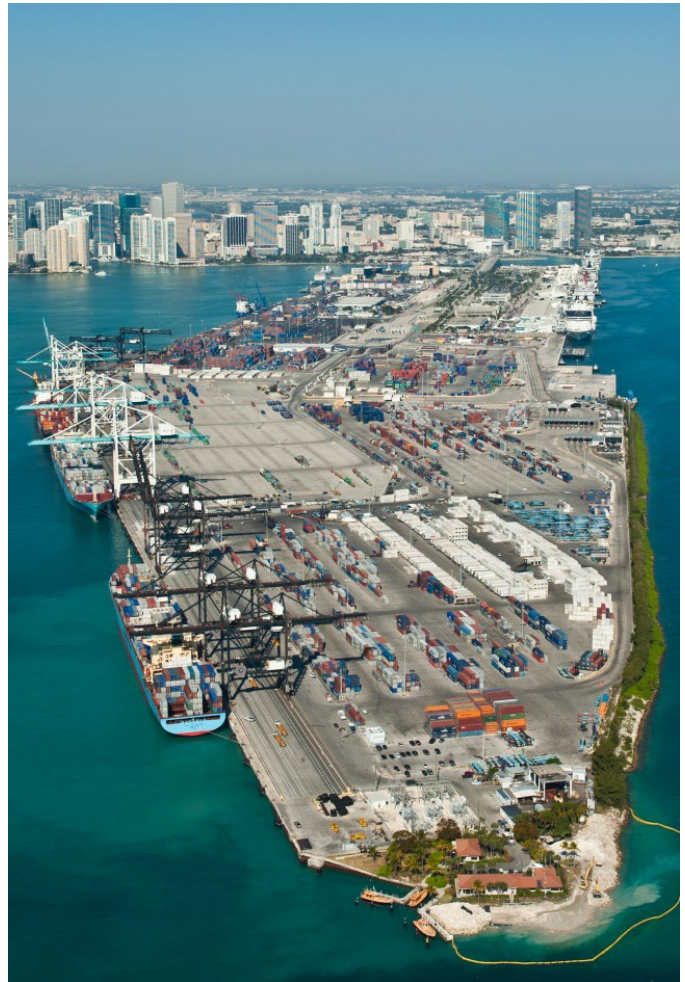
PortMiami (Port) is known as the Cruise Capital of the World with more than 6.8 million passengers annually and with 22 cruise lines berthing 55 ships.

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

The Port's Transportation Improvement Program (TIP) comprises a total of approximately \$1.9 billion in funded projects over the next five years; and reflects the Port's aggressive strategy for optimizing land use and enhancing throughput capacity to meet the demands of the cargo and cruise industries.

As part of the Capital Development Program, the Port is dedicated to meet and exceed industry demands by supporting the following Capital Improvement Projects:

- Construction of Terminals
- Roadway project for new Cruise Terminals
- Modernization of Cargo Terminals with rubber tire gantry (RTG) cranes
- Additional Gantry Cranes
- Bulkhead Improvements
- Fumigation and Cold Chain Processing Center



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

PortMiami Accomplishments

Cruise Terminal A

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

Water and Sewer System Upgrades

PortMiami is currently upgrading its Water and Sewer System for new services to upkeep its infrastructure.

PortMiami Current Projects

Cargo Gate Modifications

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



Cargo Yard Modernization

PortMiami has invested tremendously to receive larger cargo vessels by dredging the channel, purchasing new cranes, and constructing a tunnel with direct access to the national highway system. In order to handle the increased volume of containers, the port must concentrate on the modernization of its cargo yards through the investment in rubber tire gantry (RTG) cranes.

Cargo Gates

The cargo yards entry point is improving its gates to more efficiently serve each cargo tenant's business. The Cargo Gate project will improve access and circulation and reduce the average truck gate processing time of approximately 2 hours to under one hour. Employment of innovative intelligent

transportation systems, such as placing Radio-frequency identification (RFID) readers at critical ingress/egress points, will provide advanced notification of truck and cargo arrivals. Utilization of real-time gate data and advanced notification systems for planned cargo moves will increase throughput, lower shipping costs by making the process more seamless, and reducing unnecessary cargo movements.

Cargo Yard Densification Program

To optimize space and operational efficiencies the port is undergoing a two-phase densification program. The first phase converts the South Florida Container Terminal, Inc. (SFCT) Cargo Terminal yard from manual top-pick operations to electric Rubber Tire Gantries. The work includes providing the necessary infrastructure, such as paving, drainage, utility, bus bar, etc. to prepare 14 acres of cargo land running eRTGs.

Inland Port

Reintroduction of rail services at the Port has created an opportunity to develop an off-Port Inland Distribution Center to handle increased container traffic. The Port is seeking a consultant to assist with a planning study reviewing potential sites for an inland port.

Federal Inspection Facility

PortMiami is planning to build new facility for Immigration and Customs Enforcement Operations.

Inspection and Fumigation Facility

Develop a state-of-the-art inspection and fumigation facility in conjunction with Miami-Dade Seaport

Infrastructure Improvements – Cruise Campus

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

New Cruise Boulevard Flyover

PortMiami terminal improvements consist of terminal upgrades and new terminal construction with a future focus of separating cargo traffic from cruise traffic. The additional terminals require access and circulation modifications to address the increased capacity. By improving connectivity, the Port will offer a more efficient and pleasant passenger experience.

North Cruise Boulevard Extension

The Port is extending cruise boulevard for added operations.

Virgin Trains USA Station

The Port's anticipates growing from 6-million passengers to 10 million within the next ten years. The island's parking and circulation challenges will also grow. The railway's current level of capacity and the current and future cargo densification efforts present an opportunity to provide local and regional passenger rail service.

Bulkheads

The Port is investing in construction technologies to extend the life of its bulkheads. To improve the cruise berths and cargo bays, the Port is improving its bulkheads by raising caps, constructing corrosion protection and seafloor stabilization, while construction methods for the bulkheads along the cargo berths are still being analyzed. Additionally, the Port will be constructing new cruise berths for the next generation of cruise vessels.



Channel Modifications

PortMiami is improving its Seaport channels as a result of the new terminal additions at the Port of Miami.

Cruise Terminal Expansion

The expansion of cruise terminals is preparing the Port for larger cruise ships and continue to provide the most modern facilities for the convenience of the traveling public. These projects include upgrading and expanding existing terminals as well as new terminals.



Cruise Terminals A and AA – Roadways

Construct a new road to handle increased Port traffic for new terminals A and AA

Norwegian Cruise Lines

PortMiami currently constructing terminal B for Norwegian Cruise Lines 4,250 passenger Norwegian Bliss.

Cruise Terminal F – Phase 2

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

Virgin Voyages

In 2019, Virgin Voyages began the planning and site design for a terminal to serve mid-sized cruise ships, with an expected capacity of approximately 2,700 passengers each.

Royal Caribbean Cruise Lines

In 2019, Royal Caribbean commenced with expanding its headquarter campus to welcome approximately 800 new employees.

MSC Cruise Lines

In 2019, MSC began the planning and site design for two terminals (Terminals AA and AAA) in one structure. Each terminal will serve 7,000 passengers.

Cruise Terminal K

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

Cruise Terminal AAAA

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

Passenger Boarding Bridges

PortMiami is purchasing passenger boarding bridges for various terminals.

Water and Sewer Upgrades

PortMiami is currently upgrading its Water and Sewer System for new services to upkeep its infrastructure.

Construction Supervision

PortMiami is currently undergoing various projects requiring on-going construction supervision.



Fiscal Years 2020/2021 to 2024/2025
Transportation Improvement Program (TIP)

Public Transportation Improvements

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

Specific Aspects of the Program

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

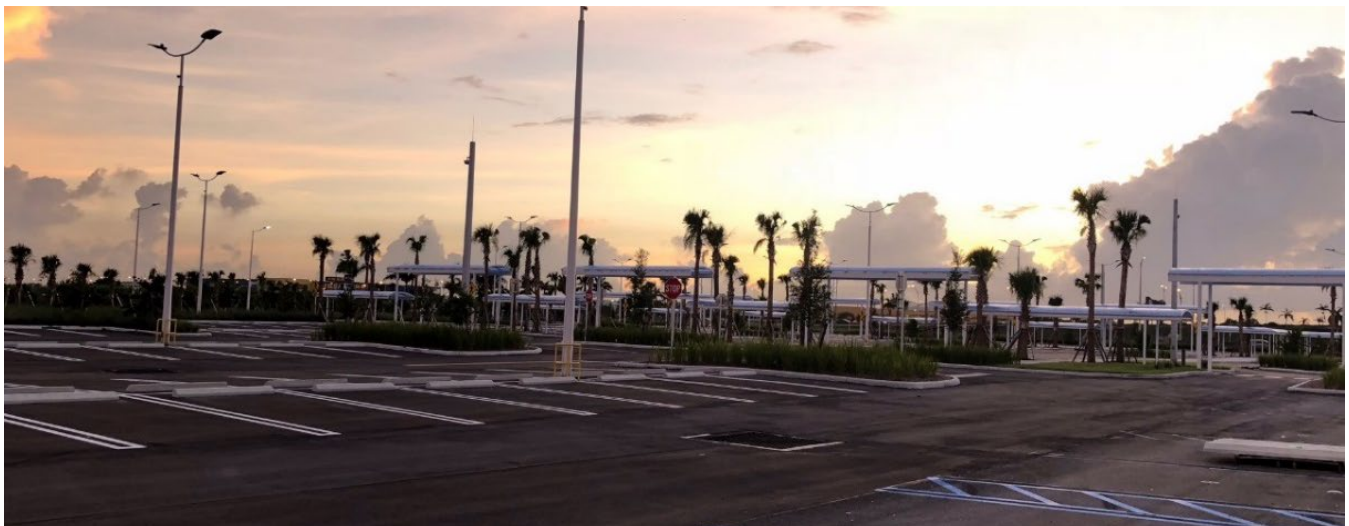
Urban Corridor Development

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

Ongoing Projects

NW 12th Street and the HEFT (Dolphin Station)

Property owned by FDOT located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12th Street has been identified as a strategic location for a transit center with a park-and-ride facility. This transit center would support the SR 836 Express Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral. A groundbreaking ceremony was held in January 2017. Construction on the station was completed in 2019.





Most of the urban and interregional corridors in Miami-Dade County are already congested. Congestion is expected to worsen even with completion of planned transportation improvement projects. The pace of growth far exceeds the ability to add capacity in order to reduce congested conditions. Significant expansion is required in rail and transit systems to deliver viable options for moving people within Miami-Dade County and the Southeast Florida Region.

In April 2016, Miami-Dade TPO Governing Board adopted the Strategic Miami Area Rapid Transit Plan (SMART Plan), which includes six (6) rapid transit corridors and a Bus Express Rapid Transit (BERT) network. Since then, implementation of the SMART Plan has become a top priority of the Miami-Dade

Beach Corridor

The Beach corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. The Beach Corridor project will serve the cities of Miami and Miami Beach along a 9.7-mile corridor, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands.

In May 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions between Downtown Miami and the City of Miami Beach via I-395 and I-195. In January 2020, the TPO selected elevated automated rail transit for the trunk line, automated people mover for the Midtown/Design District and Bus/Trolley in dedicated lanes on Miami Beach as the locally preferred alternative (LPA), as recommended by the PD&E.

Kendall Corridor

The Kendall Corridor project is 10 miles from the Dadeland North Metrorail Station west along SR 94/Kendall Drive/SW 88th Street to approximately SW 162nd Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. In November 2019, Curbside BRT was identified as the recommended alternative for the Kendall corridor and was presented at the Public Workshops in December 2019. The TPO endorsement of the recommended alternative is expected to take place in Fall 2020.

North Corridor

The North Corridor project is approximately 9.5 miles from the Dr. Martin Luther King Jr. Metrorail Station north along NW 27th Avenue to NW 215th Street. It will connect the cities of Miami, Opa-locka, and Miami Gardens with major activity centers, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami), and Calder Race Course. At the northern end of the project, a new park-and-ride/ transit terminal facility will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new Unity Station at NW 215th Street. In 2016, FDOT, District Six, initiated a Project Development & Environment (PD&E) Study to study the implementation of rapid transit service and infrastructure along the NW 27 Avenue Corridor extending from NW 215 Street to approximately NW 38 Street along NW 27 Avenue and from the Miami Intermodal Center (MIC) at Miami International Airport (MIA) to NW 27 Avenue via State Road (SR) 112. The study focusses on providing transit stations/stops located along the various transit running ways within the study limits. Rapid transit modes such as Bus Rapid Transit (BRT) and rail were evaluated within the NW 27 Avenue Corridor that is to be part of an overall interconnected premium transit network.

On October 31, 2019, the Miami-Dade Transportation Planning Organization (TPO) Governing Board selected Elevated HRT (Metrorail) as the preferred transit technology. The Miami-Dade County Department of Transportation and Public Works (DTPW) is conducting an additional analysis on the various transit technologies for the North corridor, and results are expected to be presented to the TPO in March 2020.

Northeast Corridor

The Northeast Corridor project is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line and is one of the busiest transit corridors in the region. It extends approximately 14 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami. FDOT District 4 is managing the PD&E study and is currently finalizing plans. Service to the Miami Central Station is anticipated in 2020. A Mid-town station has been identified by the South Florida Regional Transportation Authority (SFRTA). Regional passenger rail service to the Aventura Station can be considered as the first phase of the service. Brightline has committed to providing the Aventura Station.

South Corridor

The South Corridor Project will run approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (aka 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 Metrorail Extension project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami.

DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. The TPO Governing Board selected the LPA on August 30, 2018 as Bus Rapid Transit (BRT). The project

team has started coordination with the Federal Transit Administration (FTA) on submitting a Small Starts Grant application for the South Corridor BRT project. The estimated total project capital cost is \$300 million. Miami Dade County and FDOT have both committed \$100 million each to fund design and construction, while the project team actively pursues the remaining \$100 million from the FTA Small Starts Grant. Once completed, BRT will provide rail-like travel time, iconic stations, level boarding through all doors, and pre-paid fares for speedy access. BRT will also provide enhanced safety features and other upgrades along dedicated lanes with multi-layered service lines on the Transitway. BRT is scheduled to begin operation by 2022.

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

East-West Corridor

The East-West Corridor project will run approximately 10 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA) west along the SR-836/Dolphin Expressway, to the Turnpike in the vicinity of Florida International University (FIU). It provides multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and Port Miami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc.).

In April 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions along the SR-836/Dolphin Expressway. The East-West corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridor that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in April 2017. The study is scheduled for completion in late 2020. The project team is anticipated to present the LPA to the TPO in mid to late 2020.

East-West Corridor Transit-Oriented Development (TOD) Project

The East-West Corridor is one of six premium transit corridors included in the Strategic Miami Area Rapid Transit (SMART) Plan as endorsed by the Miami-Dade Transportation Planning Organization (TPO) Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit planning in the East-West Corridor, a 12-mile corridor linking the Miami Intermodal Center with Florida International University and the western communities of Miami-Dade County. In June 2016, DTPW submitted a grant application, which was awarded by the Federal Transit Administration (FTA) under the TOD Planning Pilot Program. This study is scheduled for completion in late 2020.

The Underline Phase I - Brickell Backyard Project

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Metrorail Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. Currently the project is structured in nine phases for development as funding becomes available. The

Underline Phase I is known as the Brickell Backyard and extends from the Miami River to SW 13th Street, approximately a ½ mile long. The off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8th Street and between the Metrorail Station and SW 13th Street. This project is under construction as of November 1, 2019 and completion is expected in mid-2020.



The Underline Phase II - Hammock Trail

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. Phase II is approximately 2.14 miles in length and will extend the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. At this time, the design criteria guidelines are being finalized as well as all cost estimates. DTPW's intent is to procure a Design-Build firm to design and construct this 2.14-mile segment. The Design/Build Criteria package was finalized in July 2018 and the project is currently in procurement for the selection of the Design/Build Firm.



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

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

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

DTPW was leasing approximately 450 parking spaces on an existing surface lot located at approximately SW 112th Avenue and the South Miami-Dade Transitway and is in the process of acquiring the site to provide enhanced passenger amenities, bus terminals and additional parking spaces.



Bus Express Rapid Transit (BERT) Network

Flagler Corridor

In 2016, the Florida Department of Transportation (FDOT), District Six, began a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives.

Viable alternatives analyzed as part of this study include: Bus Rapid Transit (BRT) in curb lanes, BRT in median, and BRT in curb lanes with reversible auto lane. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. FDOT has conducted a series of meetings with elected officials, stakeholders and communities on the corridor and presented the recommended alternative to the TPO Governing Board on July 18, 2019. A workshop with TPO Board members is scheduled for January 30, 2020. TPO endorsement of the recommended alternative anticipated to take place Fall 2020.

Overall Status Update for SMART Plan BERT Network Implementation

Subsequent to the adoption of the SMART Plan, FDOT and DTPW staff started the planning activities for the implementation of BERT network. DTPW staff has begun assessing the infrastructure needs such as new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc. Coordination is also required between DTPW and other transportation agencies such as FDOT, Florida's Turnpike Enterprise (FTE) and Miami-Dade Expressway Authority to ensure transit access to roadways are supported.

A BERT Network study is underway and includes a planning and environmental study to determine origins and destinations along the BERT routes, develop a service plan for the routes, analyze potential traffic mitigation strategies to enhance transit operations, develop conceptual plans for new and/or enhanced park-and-ride facilities, and prepare necessary environmental approvals for anticipated FTA funding. The study is anticipated to be completed by mid-2020.

Among the BERT routes, some are further advanced than others. Service for Route c began in November 2019. Service for the Beach BERT Routes f1, f2, f3 are anticipated for 2023. Service for Route d is anticipated in 2023, pending the provision of the park and ride terminal at the Miami Executive Airport. DTPW is in coordination with the Florida Turnpike Enterprise for permission to use the shoulders along the Turnpike under congested traffic conditions. The Turnpike is still currently constructing managed lanes.

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

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

SMART PLAN ROUTE #	PROJECT NAME	LOCATION	PROJECT DESCRIPTION	PROJECT LENGTH (MILES)	COMMISSION DISTRICT
a	Flagler Corridor	Tamiami Station/SW 147 th Avenue to Downtown Miami; Dolphin Station to Downtown Miami; Panther Station to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by 2018. DTPW is coordinating the bus purchase component of this project.	20	5, 6, 10, 11, 12
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Route will provide express bus service from the SW 344 th Street Park-and-Ride along the Turnpike to the Dadeland North Metrorail Station, as well as from the SW 288 th St/HEFT to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm.	25.3	7, 9
c	NW Miami-Dade Express	American Dream Mall Station/ I-75/Miami Gardens Dr Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Mall Station to the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways will be 20 minutes during peak hours.	9.5	12
d	SW Miami-Dade Express	Miami Executive Airport/ Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 20 minutes during peak hours.	9	7, 11
e1	Florida's Turnpike Express (South)	344 St. Transitway Station/ Panther Station/Dolphin Station	Route will provide express bus service from the SW 344 th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours.	30.5	9, 11
e2	Florida's Turnpike Express (North)	FIU Panther Station/Dolphin Station/Miami Gardens Station/American	Route will provide express bus service from the FIU Panther Station to the Dolphin Station, I-75/Miami Gardens Dr Station and the American Dream Mall	23	12, 13

SMART PLAN ROUTE #	PROJECT NAME	LOCATION	PROJECT DESCRIPTION	PROJECT LENGTH (MILES)	COMMISSION DISTRICT
		Dream Mall Station	Station, all along the Turnpike. Headways will be 20 minutes during peak hours.		
f1	Beach Express North	Golden Glades Multimodal Transportation Facility/ Earlington Heights Metrorail Station/Mt Sinai Transit Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Multimodal Transportation Facility to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Weekend service will provide headways of 20 minutes. Service span will be from 5:00am to 12:00am.	20	2, 5
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. Service span will be from 5:30am to 12:00am.	8	3, 5
f3	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day seven days a week. Weekday service will provide 15 minute headways, while weekend service will have 20 min headways. Service Span will be from 5:00am to 12:00am.	6.7	3, 5

Figure 1: BERT Network



Metrorail New Vehicle Replacement

The Miami-Dade Board of County Commissioners (BCC) and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$380 million procurement of 136 new rail vehicles for replacing the existing fleet. The new vehicles, which are being manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. The first vehicles were put into revenue service in November 2017 with the additional vehicles being delivered between 2018 and 2020.



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

An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride/transit terminal facility for the SR 836 Express Bus Service project. The proposed facility will accommodate 493 parking spaces, which would serve as the western most station for the new premium bus service in the corridor as well as other local bus routes. As of February 2020, construction completion and revenue service are scheduled for mid-late 2021.



Panther Station at Florida International University

Florida International University (FIU) constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit terminal. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to

construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit terminal would provide 8 bus bays. Five (5) of the eight (8) bays are to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street Bus Rapid Transit (BRT) and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT). The remaining three (3) bus bays will accommodate circulators/trolleys operated by FIU and adjacent municipalities. As of February 2020, construction completion and revenue service is scheduled for mid-late 2022.

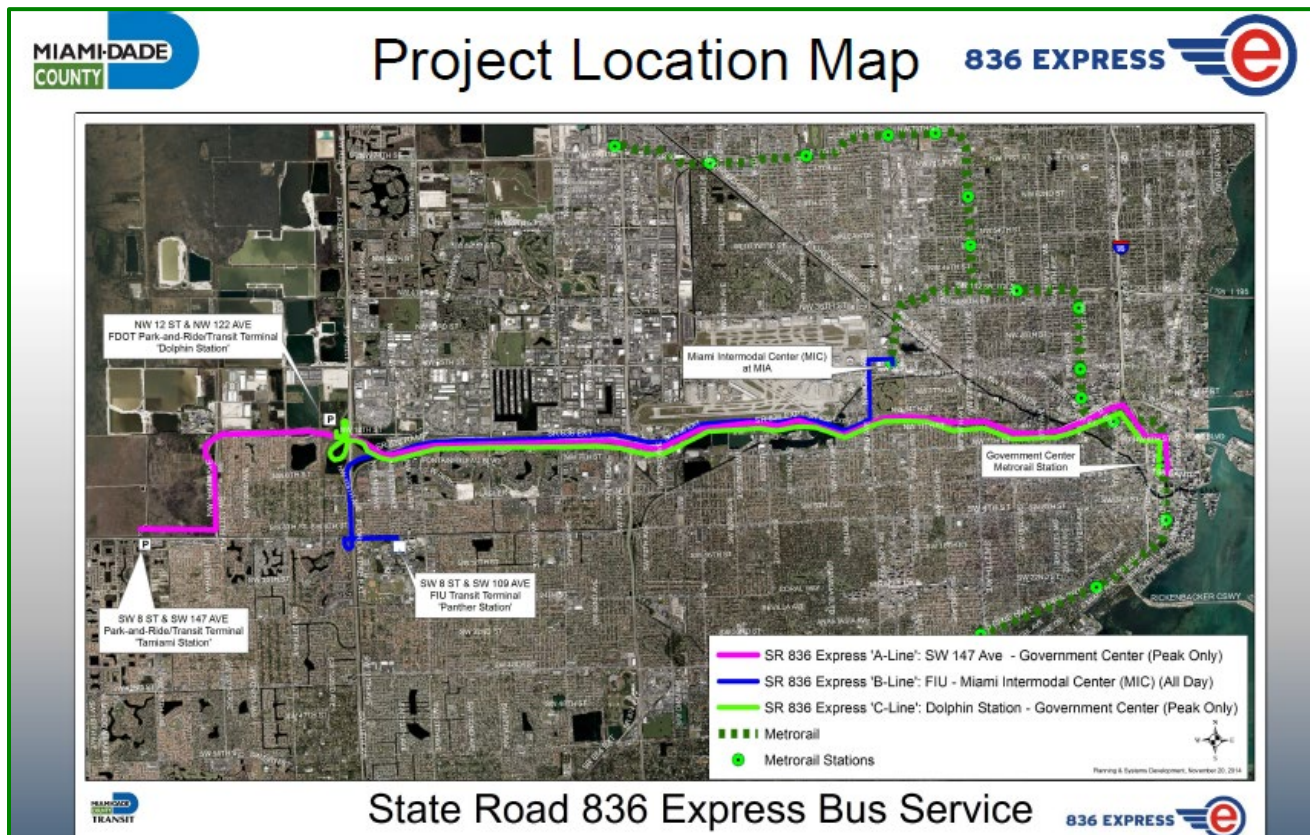


SR 836 Express Bus Service

This project would provide premium express transit service along SR 836 from west Miami-Dade County Tamiami Station (SW 8th Street and SW 147th Avenue) to the Miami Intermodal Center (MIC) and Downtown Miami via SW 137th Avenue/SR 836 Extension as well as via the Homestead Extension of the Florida Turnpike (HEFT). This project will feature three routes:

- The first route (Line A) will provide premium express transit service from the proposed Tamiami Station (park-and-ride/transit terminal facility located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route are anticipated to be completed by 2021 using 9 new 60-foot alternative fuel buses
- The second route (Line B) will provide premium express transit service from the proposed Panther Station at Florida International University's Modesto A. Maidique Campus (MMC) to the MIC via SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20-minute headways. The planned long-term improvements for this route is anticipated to be completed by 2022 using 3 new 60-foot alternative fuel buses.

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



DTPW additional elevators at Dadeland North Metrorail Station

Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. As of February 2020, the estimated project is anticipated to be completed in late 2023.

Park-and-Ride Facility Expansion at South Dade Transitway and SW 152nd Street

DTPW is proposing to add 84 parking spaces to the 362 existing parking spaces for the park-and-ride lot located at SW 152nd Street and the Transitway for a total of 446. In addition, DTPW would mill and resurface the entire existing parking lot, upgrade pavement markings, construct additional sidewalks and access points to improve pedestrian access, construct a canopy along the Transitway for passenger cover and comfort, add bicycle parking facilities, provide a kiss-and-ride drop-off area and upgrade parking to include additional disabled parking, stroller parking, vanpool/carpool parking, and electric vehicle parking with associated charging stations. The County received *Better Utilizing Investments to Leverage Development* (BUILD) grant funds in 2018 to expand existing park and ride into a structured park and ride/transit terminal with 511 spaces. Through coordination with the Miami-Dade Parks, Recreation, and Open Spaces Department (MDPROS), construction of the park and ride/transit terminal for joint use of transit is in conflict with Article 7 of the Home Charter Rule. Therefore, the project is cancelled. DTPW is working with FTA to move BUILD grant funding to the SW 168th and Transitway Park and Ride location.

Bus New Vehicle Replacement

DTPW continues to implement its bus replacement program. Funding for this program is provided through various sources including the PTP, FDOT and Federal funding sources. DTPW's bus fleet is continuously aging, therefore, an aggressive bus replacement plan is in place to ensure compliance with FTA's bus retirement criteria. Since October 2016, DTPW has acquired the following vehicles, some of which will be used on the Flagler and SR-836 corridors.

The procurement of alternative fuel buses for replacements and enhancements would not only be an improvement to transit but also promote the county's long-term initiative towards a state of good repair, economic competitiveness, livability, sustainability, safety, job creation, and economic stimulus. After examining various alternative fuels, DTPW decided to migrate its bus fleet to clean-burning, compressed natural gas (CNG). In addition to CNG, DTPW will also acquire its first 33 electric-powered, zero emission buses. These vehicles will be the first of their kind in Miami-Dade County's Metrobus Fleet and complement the ongoing modernization of the fleet. DTPW has an option to purchase up to an additional 42 alternative fuel buses. These new vehicles are slated to be in service by January 2022. DTPW will also purchase 65 articulated 60-foot Battery-Electric zero emission buses. DTPW has an option to purchase up to an additional 35 articulated 60-foot Battery-Electric zero emission buses. These new vehicles are slated to be in service by the end of December 2021.

Parking Space Counters at Metrorail Parking Garages

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

new contract. This new project is slated to be completed by February 2022 and will provide similar functionality to the existing Parking Space Counter system.

Safety and Security

DTPW has programmed funding to purchase security equipment to upgrade and install closed circuit camera television (CCTV) systems and its respective software components, and to continue the replacement of fire detection and reporting systems. DTPW's commitment to the safety and security of the DTPW system, patrons, and employees is of the highest priority. In an effort to further complement its existing security infrastructure, DTPW continues to aggressively add state-of-the art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. FDOT Rule 14-15.017(2.2.1), however, prevents DTPW from disclosing these improvements/installations in greater detail.

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

Completed Projects

Northeast Transit Hub Enhancements (NETHE) – 163rd Street Mall

The project supplements and enhances the existing DTPW bus terminals located at the two nearby malls. The enhanced bus hub connects DTPW circulator, regional, and premium bus routes within the project area. Other design amenities include landscaping, lighting, street furniture, bicycle facility, full ADA accessibility, bus recovery areas and bus staging areas. This project was completed in May 2016.

Kendall Park-and-Ride Facility at SW 127th Avenue

DTPW constructed a 183-space park-and-ride facility on approximately 2.8 acres located at the southeast corner of SW 88th Street (Kendall Drive) and SW 127th Avenue. On December 2, 2015 the construction contract was advertised. This facility will serve the Kendall Cruiser (Route 288) which began service in June 2010. DTPW leases this site from Florida Power and Light (FPL). This project was opened in June 2017.

Pedestrian Overpass at University Metrorail Station

This project encompasses the construction of a Pedestrian Overpass over US-1/SouthDixie Highway to serve the University Metrorail Station. This overpass is a low-profile pedestrian bridge structure comprised of two vertical circulation towers providing access/egress to the pedestrian bridge that spans across US-1/ South Dixie Highway. The project is located at the intersection of Mariposa Court and SR 5/US-1/South Dixie Highway. This project was opened in August 2017.

NW 7th Avenue Transit Village (NW 7th Avenue and NW 62nd Street)

This DTPW joint development project will provide an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project includes 25 park-and-ride spaces. Phase I consists of 76 units, a Black Box Theater, and a Transit Hub. Phase I was completed in December 2015. Phase II, consisting of 100 units and includes a 1st floor commercial space, was opened in August 2017.

CAD/AVL System Replacement

DTPW implemented the Bus Tracker System/Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) technology project by replacing the infrastructure, on-board equipment, back-office and communications hardware and software the systems currently used to manage and monitor the transit fleet. The project will facilitate delivery of real time bus predictive arrival/departure via the Internet, to mobile devices and electronic signs, using the County's satellite/radio technologies.

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video to look in and on-board PA announcements; and centralized incident management.

System acceptance certificate was executed in December 2017 with minor fine tuning completed in early 2018.

ADA Pedestrian Improvements along the Transitway

DTPW implemented ADA pedestrian improvements within a quarter (1/4) mile radius of bus stations along the South Miami-Dade Transitway Phase I alignment from Dadeland South Metrorail Station to W 200th Street Station to provide better accessibility. Infrastructure improvements include the construction of sidewalks, ramps and crosswalks. The ADA Pedestrian Improvement project along the Transitway was completed in December 2017.

South Florida Vanpool Program

After managing the South Florida Vanpool Program for approximately 20 years, the Miami-Dade Transportation Planning Organization (TPO) transitioned the program to Miami Dade DTPW effective July 1, 2017.



Fiscal Years 2020/2021 to 2024/2025
Transportation Improvement Program (TIP)

South Florida Regional Transportation Authority (SFRTA)

The South Florida Regional Transportation Authority's (SFRTA) mission is to provide greater mobility in South Florida, thus improving the economic viability and the quality of the Community, Region and State. SFRTA operates the Tri-Rail Commuter Rail System. SFRTA, per its legislation, is charged with the responsibility of having the overall authority to coordinate, develop and operate a regional transportation system within the area served. The following projects are included in SFRTA's Capital Budget and Five Year Plan in the Fiscal Year 2021 thru 2025.

The Tri-Rail Coastal Link

The TRCL project is planned to introduce new commuter rail service along 85 miles of the FEC rail corridor and provide new regional and intercity mobility, economic development and transportation choice to the traveling public and private sector. TRCL is planned to fully integrate its existing system with the FEC rail corridor and connect with the region's most populous eastern cities between downtown Miami and Jupiter. As a strategic investment for Southeast Florida, it has the potential to transform regional mobility and enhance the long-term competitive position of our region.



The Tri-Rail Downtown Miami Link (TRDML)

The SFRTA, in coordination with multiple partners, is extending Tri-Rail's commuter rail service to provide new direct service from Tri-Rail's northern most station at Mangonia Park in Palm Beach County to its southern most station in Miami Dade County at the "MiamiCentral Station" in Downtown Miami. The 9.05 mile extension, known as Tri-Rail Downtown Miami Link (TRDML), will provide a new one-seat ride passenger service link from the South Florida Rail Corridor (SFRC) at Tri-Rail Metrorail Transfer Station to the Florida East Coast (FEC) railway corridor, into Downtown Miami. TRDML service in

MiamiCentral is expected to begin in 2021, with first day ridership estimates of approximately 2,000 trips per day. The MiamiCentral Station will serve as Downtown Miami's multimodal hub, providing connections to Brightline, Tri-Rail, the existing Miami Dade county bus system, Metrorail, and Metromover. As part of TRDML, a new permanent Tri-Rail Station is envisioned on the FEC between NE 27th to NE 39th Street as an attractive location for a new commuter rail station. When the TRDML service begins, a new Tri-Rail Midtown/Wynwood Station could fit seamlessly into the community.

Federal Transit Administration (FTA) Grant, Pilot Program For Transit-Oriented Development (TOD)

SFRTA received a \$1.25 million FTA grant in September 2015, for TOD planning along the proposed Tri-Rail Coastal Link (TRCL) commuter rail line. SFRTA is partnering with the South Florida Regional Planning Council and Treasure Coast Regional Planning Council to complete the study. The work includes comprehensive station area planning, an infrastructure assessment, station-area bicycle and pedestrian planning, an affordable housing analysis, and will explore creation of a regional TOD Fund. Earlier market and economic analysis of the potential development TRCL could generate identified station-area residential and commercial development in the billions of dollars. The TOD work will provide the region with suggestions on how to realize that economic potential and increase livability and quality of life in South Florida.

Tri-Rail Real-Time Passenger Information System (RTPIS), Including Smart Phone Application

SFRTA 's RTPIS will provide train locations and predicted arrival times at each station via the internet, smartphone app, telephone, text message, and LCD displays location on the station platforms. The system will include onboard signage and an audio system on train cars to display and announce next station arrival and destination information. The train-tracking component is expected to be available via internet and smartphone app.

Miami River-Miami Intermodal Center Capacity Improvement

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

Operation Center and Tri-Rail Pompano Beach Green Station Demonstration Project

The Operations Center consists of a new 3-story office building, customer service and dispatch center, loading and receiving areas, and a four-story parking garage. The Operations center is built on the existing east parking lot of the Tri-Rail Pompano Beach Station. The Tri-Rail Pompano Beach Green Station Demonstration Project and Operations Center is designed to Silver LEED standards. The project includes solar power, LED lighting, new bicycle lockers, dedicated alternative fuel-source parking, and carpool parking. It will become SFRTA's green station prototype for future improvements at all tri-Rail stations.

Positive Train Control

The U.S. Department of Transportation awarded \$31.63 million to SFRTA in 2017 for the completion of Positive Train Control on South Florida Rail Corridor (SFRC). Positive Train Control (PTC) systems are integrated command, control, communications, and information systems for controlling train movements with safety, security, precision, and efficiency. PTC systems will improve railroad safety by significantly reducing the probability of collisions between trains, casualties to roadway workers and damage to their equipment, and over speed accidents. In addition to providing a greater level of safety and security, PTC systems also enable a railroad to run scheduled operations and provide improved running time, greater running time reliability, higher asset utilization, and greater track capacity. They will assist railroads in measuring and managing costs and in improving energy efficiency. PTC is on schedule to be completed by December 2020.

Planning and Capital Development

SFRTA's short and long term planning efforts and activities conducted by the Planning Department are included in this line item. This item facilitates the performance of planning and capital development studies and projects such as the Transit Development Plan (TDP), the development of a station-area Transit Oriented Development (TOD) plan Tri-Rail stations, South Florida East Coast Corridor (FEC) Transit Analysis Study and other studies and plans.

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 and Operating Budget to include preventive maintenance costs, such items as rolling stock maintenance, station maintenance, wayfinding, transit enhancements, and general engineering consultants and transit oriented development, which are allowable expenditures of funds under FTA guidelines.

Appendix A

Completed Construction Projects

FDOT District 6, Completed Projects and Projects with Final Acceptance Date in 2019 Calendar Year

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE
432743-4-52-01	SR 826/PALMETTO EXPY from W OF NW 67 AVE to W OF NW 57 AVE - RESURFACING	RESURFACING	Jan 09, 19
405610-6-52-01	DISTRICTWIDE PUSHBUTTON - LANDSCAPING	LANDSCAPING	Jan 29, 19
428479-2-52-01	SR 976/SW 40 ST from E OF SW 38 CT to US-1/S DIXIE HWY - RESURFACING - RIDE ONLY	RESURFACING - RIDE ONLY	Jan 30, 19
433924-1-52-01	SR 9A/I-95/from SNAKE CREEK to DADE/BROWARD CO LINE - LANDSCAPING	LANDSCAPING	Feb 04, 19
436355-1-52-01	SR 976/SW 40 ST from E OF SW 102 AVE to E OF SW 87 AVE - RESURFACING	RESURFACING	Feb 08, 19
418091-1-52-01	SR 968/W. FLAGLER ST from 27 AVE to 14 AVE - FLEXIBLE PAVEMENT RECONSTRUCT.	FLEXIBLE PAVEMENT RECONSTRUCT.	Feb 15, 19
434769-1-52-01	SR 953/LEJEUNE RD from SW 2 ST to NW 11 ST - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Mar 04, 19
440186-1-52-01	SR 7/NW 7 AVE from SW 6 ST to NW 62 ST - SIGNALIZED INTERSECTIONS - LIGHTING	LIGHTING	Mar 07, 19
436432-1-52-01	SR 5/US-1/SOUTH DIXIE HWY from SW 57 AV to SW 80 ST - LANDSCAPING	LANDSCAPING	Mar 08, 19
436311-1-52-01	SR 90/SW 8 ST from E OF SW 90 AVE to E OF SW 86 CT - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Mar 14, 19
436342-1-52-01	SR 990/KILLIAN PRKWAY/SW 112 ST from SW 97 AVE to US1/S DIXIE HWY - RESURFACING	RESURFACING	Apr 05, 19
430837-2-52-01	SR 5/OVRSEAS HWY from E OF CUDJOE KEY (MM 23.101) to E OF SUMMERLAND KEY (MM 26.265) - RESURFA	RESURFACING	Apr 08, 19
433378-1-52-01	SR A1A/COLLINS AVE @ BAKER HAULOVER CUT - BRIDGE - PAINTING	BRIDGE - PAINTING	Apr 26, 19
412473-9-52-01	SR 5/BISCAYNE BLVD from SE 3 AVE to N OF SE 2 ST - RESURFACING	RESURFACING	May 03, 19
436538-1-52-01	SR 860/MIAMI GARDENS DR OVER SNAKE CREEK CANAL - BRIDGE # 870624 - BRIDGE - PAINTING	BRIDGE - PAINTING	May 06, 19
414633-1-52-01	SR 968/W. FLAGLER ST from 14 AVE to 2 AVE - FLEXIBLE PAVEMENT RECONSTRUCT.	FLEXIBLE PAVEMENT RECONSTRUCT.	May 23, 19
434922-1-52-01	SR 90/TAMIAMI TRAIL from MP 14.038 to MP 17.230 - NEW BRIDGE - NO ADDED CAPACITY	NEW BRIDGE - NO ADDED CAPACITY	May 29, 19
430817-2-52-01	SR 7/US-441/NW 7 AVE from N OF NW 79 ST to LITTLE RIVER DR - RESURFACING	RESURFACING	Jun 12, 19
425637-2-52-01	SR 7/US-441/SB from NW 2 AV to BRIDGE # 870045 (TURNPIKE CONNECTOR) - RESURFACING	RESURFACING	Jul 05, 19
432743-4-52-01	SR 826/PALMETTO EXPY from W OF NW 67 AVE to W OF NW 57 AVE - RESURFACING	RESURFACING	Jan 09, 19
405610-6-52-01	DISTRICTWIDE PUSHBUTTON - LANDSCAPING	LANDSCAPING	Jan 29, 19
428479-2-52-01	SR 976/SW 40 ST from E OF SW 38 CT to US-1/S DIXIE HWY - RESURFACING - RIDE ONLY	RESURFACING - RIDE ONLY	Jan 30, 19
433924-1-52-01	SR 9A/I-95/from SNAKE CREEK to DADE/BROWARD CO LINE - LANDSCAPING	LANDSCAPING	Feb 04, 19
436355-1-52-01	SR 976/SW 40 ST from E OF SW 102 AVE to E OF SW 87 AVE - RESURFACING	RESURFACING	Feb 08, 19
418091-1-52-01	SR 968/W. FLAGLER ST from 27 AVE to 14 AVE - FLEXIBLE PAVEMENT RECONSTRUCT.	FLEXIBLE PAVEMENT RECONSTRUCT.	Feb 15, 19
434769-1-52-01	SR 953/LEJEUNE RD from SW 2 ST to NW 11 ST - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Mar 04, 19
440186-1-52-01	SR 7/NW 7 AVE from SW 6 ST to NW 62 ST - SIGNALIZED INTERSECTIONS - LIGHTING	LIGHTING	Mar 07, 19

Appendix A- Completed Construction Projects

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE
436432-1-52-01	SR 5/US-1/SOUTH DIXIE HWY from SW 57 AV to SW 80 ST - LANDSCAPING	LANDSCAPING	Mar 08, 19
436311-1-52-01	SR 90/SW 8 ST from E OF SW 90 AVE to E OF SW 86 CT - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Mar 14, 19
436342-1-52-01	SR 990/KILLIAN PRKWY/SW 112 ST from SW 97 AVE to US1/S DIXIE HWY - RESURFACING	RESURFACING	Apr 05, 19
430837-2-52-01	SR 5/OVRSEAS HWY from E OF CUDJOE KEY (MM 23.101) to E OF SUMMERLAND KEY (MM 26.265) - RESURFA	RESURFACING	Apr 08, 19
433378-1-52-01	SR A1A/COLLINS AVE @ BAKER HAULOVER CUT - BRIDGE - PAINTING	BRIDGE - PAINTING	Apr 26, 19
412473-9-52-01	SR 5/BISCAYNE BLVD from SE 3 AVE to N OF SE 2 ST - RESURFACING	RESURFACING	May 03, 19
436538-1-52-01	SR 860/MIAMI GARDENS DR OVER SNAKE CREEK CANAL - BRIDGE # 870624 - BRIDGE - PAINTING	BRIDGE - PAINTING	May 06, 19
414633-1-52-01	SR 968/W. FLAGLER ST from 14 AVE to 2 AVE - FLEXIBLE PAVEMENT RECONSTRUCT.	FLEXIBLE PAVEMENT RECONSTRUCT.	May 23, 19
434922-1-52-01	SR 90/TAMIAMI TRAIL from MP 14.038 to MP 17.230 - NEW BRIDGE - NO ADDED CAPACITY	NEW BRIDGE - NO ADDED CAPACITY	May 29, 19
430817-2-52-01	SR 7/US-441/NW 7 AVE from N OF NW 79 ST to LITTLE RIVER DR - RESURFACING	RESURFACING	Jun 12, 19
425637-2-52-01	SR 7/US-441/SB from NW 2 AV to BRIDGE # 870045 (TURNPIKE CONNECTOR) - RESURFACING	RESURFACING	Jul 05, 19
432743-4-52-01	SR 826/PALMETTO EXPY from W OF NW 67 AVE to W OF NW 57 AVE - RESURFACING	RESURFACING	Jan 09, 19
405610-6-52-01	DISTRICTWIDE PUSHBUTTON - LANDSCAPING	LANDSCAPING	Jan 29, 19
428479-2-52-01	SR 976/SW 40 ST from E OF SW 38 CT to US-1/S DIXIE HWY - RESURFACING - RIDE ONLY	RESURFACING - RIDE ONLY	Jan 30, 19
433924-1-52-01	SR 9A/I-95/from SNAKE CREEK to DADE/BROWARD CO LINE - LANDSCAPING	LANDSCAPING	Feb 04, 19
436355-1-52-01	SR 976/SW 40 ST from E OF SW 102 AVE to E OF SW 87 AVE - RESURFACING	RESURFACING	Feb 08, 19
418091-1-52-01	SR 968/W. FLAGLER ST from 27 AVE to 14 AVE - FLEXIBLE PAVEMENT RECONSTRUCT.	FLEXIBLE PAVEMENT RECONSTRUCT.	Feb 15, 19
436540-1-52-01	SR 5/US-1/OVER CORAL GABLES CANAL - BRIDGE # 870019 - BRIDGE - PAINTING	BRIDGE - PAINTING	Jul 08, 19
441243-1-52-01	SR 90/SW 8 @ SW 147 AVE - TRAFFIC SIGNALS	TRAFFIC SIGNALS	Jul 17, 19
442897-1-52-01	MIAMI-DADE - NW 22 AVE - LITTLE RIVER CANAL C-7 - BRIDGE #874334 - BRIDGE-REPAIR/REHABILITATION	BRIDGE-REPAIR/REHABILITATION	Jul 19, 19
431433-6-52-01	TRAFFIC OPERATIONS PUSH BUTTON - ROADWAY - MIAMI-DADE COUNTY - MISCELLANEOUS CONSTRUCTI	MISCELLANEOUS CONSTRUCTION	Jul 19, 19
405615-3-52-01	NW 87 AVE from NW 74 ST to NW 103 ST - NEW ROAD CONSTRUCTION	NEW ROAD CONSTRUCTION	Jul 21, 19
429022-1-52-01	SR 922/NW 125 ST from NW 6 AVE to NE MIAMI CT - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Jul 27, 19
431170-1-52-01	SR 94/N KENDALL DR/SW 88 ST from SW 97 AVE to SW 79 AVE - RESURFACING	RESURFACING	Aug 07, 19
250566-9-52-01	MONROE COUNTYWIDE - PUSHBUTTON - TRAFFIC OPS IMPROVEMENT	TRAFFIC OPS IMPROVEMENT	Aug 07, 19
428278-2-52-01	SR 944/NW/NE 54 ST from E OF NW 7 AVE to BISCAYNE BLVD - RESURFACING	RESURFACING	Aug 20, 19
437920-1-52-01	SR 973/NW 87 AVE from S OF NW 7 ST to NW 800 BLOCK - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Aug 23, 19
442039-1-52-01	SR 5/N. ROOSEVELT BLVD - 5 LOCATIONS - PEDESTRIAN HYBRID BEACONS AND LIGHTING - TRAFFIC OPS I	TRAFFIC OPS IMPROVEMENT	Sep 27, 19
436536-1-52-01	SR 933/NW 12 AVE OVER MIAMI RIVER - BASCULE BRIDGE # 871005 - CONTROL DESK REPLACEMENT - BRI	BRIDGE-REPAIR/REHABILITATION	Oct 04, 19

Appendix A- Completed Construction Projects

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE
436535-1-52-01	SR 907/ALTON RD @ DADE BLVD - BRIDGE OVER COLLINS CANAL - 870665 - BRIDGE-REPAIR/REHABILITATION	BRIDGE-REPAIR/REHABILITATION	Oct 23, 19
437922-1-52-01	SR 9/NW 27 AVE from NW 23 ST to NW 26 ST - PEDESTRIAN SAFETY IMPROVEMENT	PEDESTRIAN SAFETY IMPROVEMENT	Nov 25, 19
430813-1-52-01	SR A1A/INDIAN CREEK DR from 63 ST to ABBOTT AVE - RESURFACING - RIDE ONLY	RESURFACING - RIDE ONLY	Nov 30, 19
437917-1-52-01	SR 25/OKEECHOBEE ROAD @ W 16 AVE - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Dec 04, 19
429193-2-52-01	SR 907/ALTON ROAD @ MICHIGAN AVE - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Dec 04, 19
433455-1-52-01	SR 5/US-1/from PONCE DE LEON BLVD to SW 37 AVE/S. DOUGLAS RD - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Dec 06, 19

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

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
NW 89 Avenue/ NW 93 Street			Widen to 3 lanes	Construction completed (Joint Participation Agreement with Town of Medley)	November 2018
NW 57 Avenue	NW 36 Street	South of Circle	Resurfacing	Construction completed	May 2019
NW 58 Street	NW 97 Avenue	SR 826	Resurfacing	Construction completed	October 2019
SW 62 Avenue	SW 64 Street	SW 56 Street	Resurfacing	Construction completed	October 2019
NW 87 Avenue	NW 12 Street	NW 21 Terrace	Resurfacing	Construction completed	December 2019
SW 92 Avenue	SW 8 Street	120 ft North	Resurfacing	Construction completed	June 2019
NW 107 Avenue	NW 41 Street	NW 58 Street	Resurfacing	Construction completed	May 2019
SW 16 Street and SW 71 Court (R/R Crossing)			Resurfacing	Construction completed	June 2019
NW 79 Avenue/ NW 36 Street			Intersection improvement	Construction completed	October 2018
NW 7 Street and W Park Drive			Traffic signal	Construction completed	December 2019
Tamiami Canal Bridge Replacement			Bridge replacement (#874135)	Construction completed	June 2019
SW 37 Avenue and Poinciana Avenue			Traffic signal	Construction completed	November 2019
NE 16 Avenue	NE 123 Street	NE 135 Street	Widen to 3 lanes	Construction completed	April 2019
NW 97 Avenue	NW 138 Street	NW 154 Street	New 4 lanes	Construction completed (Joint Participation Agreement with City of Hialeah)	December 2019
NW 142 Street	NW 107 Avenue	NW 97 Avenue	Roadway improvements	Under construction (Joint Participation	August 2019

Appendix A- Completed Construction Projects

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
N Miami Avenue	N 119 Street	N 167 Street	Resurfacing	Agreement with City of Hialeah) Construction completed	November 2018
NW 17 Avenue	Opa-Locka Boulevard	NW 143 Street	Resurfacing	Construction completed	October 2019
NE 18 Avenue	NE 185 Street	NE 187 Street	Resurfacing	Construction completed	September 2019
NW 82 Avenue	NW 170 Street	NW 178 Street	Resurfacing	Construction completed	November 2019
NE 149 Street	NE 6 Avenue	NE 12 Avenue	Resurfacing	Construction completed	September 2019
NW 175 Street	NW 42 Avenue	NW 12 Avenue	Resurfacing	Construction completed	July 2019
NW 199 Street	NW 67 Avenue	NW 57 Avenue	Resurfacing	Construction complete	October 2019
NE 215 Street	NE 2 Avenue	NE 12 Avenue	Resurfacing	Construction completed (Joint Participation Agreement with City of West Park)	March 2019
NW 67 Avenue and NW 169 Street			Intersection improvement	Construction complete	April 2019
SW 142 Avenue	SW 26 Street	SW 8 Street	Re-aligning roadway, intersection improvements, milling and resurfacing	Construction completed	September 2018
NW 41 Street W of HEFT			Resurfacing	Construction completed	June 2019
SW 127 Avenue	SW 8 Street	SW 6 Street	Resurfacing	Construction completed	September 2019
SW 149 Avenue and SW 26 Street			Intersection improvement	Construction completed	August 2019
NW 127 Avenue and NW 2 Street			Traffic signal	Construction completed	February 2019
SW 137 Avenue and SW 11 Street			Traffic signal	Construction completed	December 2019
SW 152 Street	SW 157 Avenue	SW 147 Avenue	Widen from 2 to 4 lanes	Construction completed	May 2019
SW 104 Street	SW 167 Avenue	SW 157 Avenue	Resurfacing	Construction completed	July 2019
SW 112 Street	SW 137 Avenue	SW 122 Avenue	Resurfacing	Construction completed	August 2019

Appendix A- Completed Construction Projects

FACILITY	FROM	TO	DESCRIPTION	STATUS	COMPLETION DATE
SW 147 Avenue	SW 104 Street	SW 88 Street	Resurfacing	Construction completed	June 2019
SW 157 Avenue	SW 104 Street	SW 88 Street	Resurfacing	Construction completed	October 2019
SW 184 Street	SW 124 Street	HEFT	Resurfacing	Construction completed	July 2019
SW 184 Street	HEFT	US-1	Resurfacing	Construction completed	July 2019
SW 112 Street West of SW 108 Court (R/R Crossing)			Resurfacing	Construction completed	November 2019
SW 82 Avenue and SW 168 Street			Traffic circle	Construction completed	September 2018
SW 147 Avenue and SW 104 Street			Intersection improvement	Construction completed	December 2018
SW 152 Avenue and SW 104 Street			Intersection improvement	Construction completed	November 2018
SW 152 Avenue and SW 72 Street			Intersection improvement	Construction completed	August 2019
SW 162 Avenue and SW 88 Street			Intersection improvement	Construction completed	August 2019
SW 147 Avenue and SW 47 Street			Traffic signal	Construction completed	November 2019
SW 157 Avenue and SW 136 Street			Traffic signal	Construction completed	June 2019
SW 216 Street and SW 187 Avenue			Resurfacing	Construction completed	March 2019
SW 248 Street	SW 97 Avenue	SW 87 Avenue	Resurfacing	Construction completed	January 2020
SW 264 Street and SW 157 Avenue			Resurfacing	Construction completed	May 2019
SW 344 Street	SW 132 Avenue	SW 97 Avenue	Resurfacing	Construction completed	October 2019
SW 117 Avenue and SW 248 Street			Traffic signal	Construction completed	December 2019

Completed TIP Projects in FY 2019/2020

Miami-Dade Aviation Department (MDAD)

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	COMPLETION DATE
1	MIA Way Finding Signs	K098A P267A	Terminal Wide	Signage Installation	2019
2	MIA Cc D1 & D2 A380 Gates Modification	W099-T021A	Terminal Concourses	PLB Installation	2019
3	MIA Cc H Roof Replacement	S071A	Terminal & Concourse H	Roofing	2019
4	X-51 Runway 18/36 Pavement Rehabilitation	K027A	Airside	Pavement Rehabilitation	2019
5	X-51 Runway 18/36 Connector Rehabilitation	N055A	Airside	Pavement Rehabilitation	2019
6	MIA South & Central Terminal Baggage Handling System Building	T042A	Airside	New building	2019
7	OPF Taxiway Repairs	RM6	Airside	Pavement Repairs	2019

1/16/2020

Completed Projects in FY 2019/2020 with FDOT Participation for the Dante B. Fascell PortMiami of Miami-Dade

FDOT JPA	PROJECT NAME	PROJECT NUMBER	BRIEF DESCRIPTION	TOTAL PROJECT COST	COMPLETION DATE
645200	CT-A Construction	2016-001	New Cruise Terminal		2019
647720	Sewer System Upgrades		Upgrade the Water & Sewer System for new services	\$13,100,000.00	2019

Appendix B

On-Going Construction Projects

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

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE
425979-2-52-01	SR 25/US-27/OKEECHOBEE RD from W OF SE 7 AVE to N OF NW 36 ST - RESURFACING	RESURFACING	Dec 20, 19
436404-1-52-01	SR 934/E 25 ST/NW 79 ST from E 4 AVE/NW 47 AVE to E 12 AVE/NW 37 AVE - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Dec 27, 19
425865-7-52-01	MIAMI-DADE COUNTYWIDE - PUSHBUTTON - DRAINAGE IMPROVEMENTS	DRAINAGE IMPROVEMENTS	Dec 31, 19
440191-1-52-01	SR 5/US-1/from NE 22 ST to SANS SOUCI BLVD/NE 118 ST - SIGNALIZED INTERSECTIONS - LIGHTING	LIGHTING	Dec 31, 19
431434-4-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS PUSH BUTTON - SIGNALS - MISCELLANEOUS CONSTRUCTION	MISCELLANEOUS CONSTRUCTION	Dec 31, 19
432687-1-52-01	SR 826/FROM FLAGLER ST TO NW 154 ST & I-75/ from SR 826 to NW 170 ST - ADD SPECIAL USE LANE	ADD SPECIAL USE LANE	Jan 15, 20
440187-1-52-01	SR 7/NW 7 AVE from NW 63 ST to NW 215 ST - SIGNALIZED INTERSECTIONS - LIGHTING	LIGHTING	Jan 17, 20
429536-3-52-01	DISTRICTWIDE (ADA) PUSHBUTTON - PEDESTRIAN SAFETY IMPROVEMENT	PEDESTRIAN SAFETY IMPROVEMENT	Jan 17, 20
429300-3-52-01	SR 9A/I-95 from NW 29 ST to NW 79 ST - RIGID PAVEMENT RECONSTRUCTION	RIGID PAVEMENT RECONSTRUCTION	Jan 31, 20
431433-1-52-01	PEDESTRIAN AND BICYCLE SAFETY WITH MINOR TRAFFIC OPERATIONAL IMPROVEMENTS- PUSH BUTTON	MISCELLANEOUS CONSTRUCTION	Jan 31, 20
422629-2-52-01	SR 5/US-1/OVRSEAS HWY from SOUTH PINE CHANNEL (MM 28.75) to SPANISH HARBOR (MM 32.98) - LANDSC	LANDSCAPING	Feb 07, 20
441833-1-52-01	SR 826/VARIOUS RAMPS @ NW 119 ST AND I-75 - RESURFACING	RESURFACING	Feb 11, 20
414643-2-52-01	SR 933/NW 12 AVE from SW 22 ST to NW 8 TR/SOUTH RIVER DR - LANDSCAPING	LANDSCAPING	Feb 12, 20
425865-5-52-01	MIAMI-DADE COUNTYWIDE - PUSHBUTTON - DRAINAGE IMPROVEMENTS	DRAINAGE IMPROVEMENTS	Feb 28, 20
439917-1-52-01	SR 5/SOUTH DIXIE HWY @ SW 127 AVE/SW 232 ST - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	Mar 01, 20
427369-2-52-01	SR 997/KROME AVE from SW 232 ST to SW 184 ST/EUREKA DR - ADD LANES & RECONSTRUCT	ADD LANES & RECONSTRUCT	Mar 04, 20
249581-2-52-01	SR 826/PALMETTO EXPY from SW 2 ST to NW 14 ST - LANDSCAPING	LANDSCAPING	Mar 13, 20
440184-1-52-01	SR 5/US-1/from SW 344 ST to SW 244 ST - SIGNALIZED INTERSECTIONS - LIGHTING	LIGHTING	Mar 18, 20
431635-1-52-01	DISTRICTWIDE - PUSHBUTTON - PILOT PROGRAM - SAFETY PROJECT	SAFETY PROJECT	Mar 22, 20
438540-1-52-01	SR 9A/I-95/@ NW 119 ST INTERCHANGE - ADAPTIVE SIGNAL CONTROL TECHNOLOGIES (ASCT) - PHASE II PI	TRAFFIC SIGNAL UPDATE	Mar 30, 20
436522-1-52-01	SR A1A/MCARTHUR CSWY - EAST BRIDGE # 870077 - BRIDGE-REPAIR/REHABILITATION	BRIDGE-REPAIR/REHABILITATION	Mar 31, 20
441837-1-52-01	SR 112/I-195/RAMPS @ ALTON ROAD - RESURFACING	RESURFACING	Apr 08, 20
426113-1-52-01	NW 34 AVE @ COMFORT CANAL - CITY OF MIAMI - BRIDGE REPLACEMENT	BRIDGE REPLACEMENT	Apr 16, 20
433381-1-52-01	SR 5/US-1/OVERSEAS HWY OVER MOSER CHANNEL - 7 MILE BRIDGE - BRIDGE-REPAIR/REHABILITATION	BRIDGE-REPAIR/REHABILITATION	Apr 21, 20
430637-3-52-01	SR 847/NW 47 AVE from N OR NW 199 ST to PREMIER PKY (BROWARD)/N OF TURNPIKE - ADD LANES & RECO	ADD LANES & RECONSTRUCT	Apr 30, 20
431434-1-52-01	PEDESTRIAN AND BICYCLE SAFETY WITH MINOR TRAFFIC OPERATIONAL IMPROVEMENTS-PUSH BUTTON -	MISCELLANEOUS CONSTRUCTION	Apr 30, 20
431170-4-52-01	SR 94/KENDALL DRIVE from SW 77 AVE TO US 1 - INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	May 02, 20
431433-4-52-01	PEDESTRIAN & BICYCLE SAFETY - PUSH BUTTON - MISCELLANEOUS CONSTRUCTION	MISCELLANEOUS CONSTRUCTION	May 11, 20

Appendix B - Ongoing Construction Projects

LEAD PROJECT FIN	LEAD PROJECT DESCRIPTION	TYPE OF WORK	COMPLETION DATE
436532-1-52-01	SR 5/OVERSEAS HWY OVER SNAKE CREEK CANAL (MM 85) - BASCULE BRIDGE # 900077 - BRIDGE-REPAIR/R	BRIDGE-REPAIR/REHABILITATION	May 13, 20
431635-2-52-01	DISTRICTWIDE - PUSHBUTTON - PILOT PROGRAM - SAFETY PROJECT	SAFETY PROJECT	Jun 28, 20
433455-4-52-01	SR 5/US-1/S. DIXIE HWY from E OF SW 27 AVE to I-95 - RESURFACING	RESURFACING	Jul 24, 20
442813-1-52-01	SR 5/US-1/OVERSEAS HWY @ BAHIA HONDA BRDG from MM36.0 to MM38.5 - HURRICANE IRMA PERMNT - EM	EMERGENCY OPERATIONS	Aug 08, 20
435173-1-52-01	SR 825/SW 137 AVE from SW 8 ST to NW 12 ST - LANDSCAPING	LANDSCAPING	Aug 11, 20
429996-1-52-01	I-75/NB RAMP @ NW 138 ST - BRIDGE 870604 - BRIDGE-REPAIR/REHABILITATION	BRIDGE-REPAIR/REHABILITATION	Sep 03, 20
443212-1-52-01	SR 5/US-1/OVERSEAS HGWAY (NB) from MM 28.80 to MM 29.34 - HURRICANE IRMA PERMNT - EMERGENCY OP	EMERGENCY OPERATIONS	Sep 15, 20
430637-1-52-01	SR 847/NW 47 AVE from NW 183 ST to N OF NW 199 ST - ADD LANES & RECONSTRUCT	ADD LANES & RECONSTRUCT	Nov 01, 20
432695-1-52-01	MIAMI-DADE COUNTYWIDE - PUSHBUTTON - DRAINAGE IMPROVEMENTS	DRAINAGE IMPROVEMENTS	Nov 25, 20
405610-7-52-01	DISTRICTWIDE PUSHBUTTON - LANDSCAPING	LANDSCAPING	Dec 17, 20
434684-1-52-01	MONROE COUNTY - TRAFFIC OPERATIONS - PUSHBUTTON - SIGNALS - TRAFFIC OPS IMPROVEMENT	TRAFFIC OPS IMPROVEMENT	Dec 31, 20
431635-6-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSH BUTTON - SIGNALS - MISCELLANEOUS CONSTRUCTI	MISCELLANEOUS CONSTRUCTION	Jan 09, 21
438056-3-52-01	SR 968/SW 1 ST from FLAGLER ST to SW 17 AVE - LANDSCAPING	LANDSCAPING	Mar 05, 21
442846-1-52-01	SR 5/US-1/OVERSEAS HWY (NB) from MM 71.88 to MM 72.49 - HURRICANE IRMA PERMNT - EMERGENCY OPER	EMERGENCY OPERATIONS	Apr 13, 21
438056-4-52-01	SR 968/SW 1 ST from SW 17 AVE to SW 6 AVE - LANDSCAPING	LANDSCAPING	May 01, 21
429536-4-52-01	DISTRICTWIDE (ADA) - PUSH BUTTON - PEDESTRIAN SAFETY IMPROVEMENT	PEDESTRIAN SAFETY IMPROVEMENT	May 07, 21
429047-3-52-01	SR 93/I-75/from NW 148 ST to NW 162 ST - LANDSCAPING	LANDSCAPING	May 10, 21
424407-1-52-01	SR 968/SW 1 ST - BASCULE BRIDGE OVER MIAMI RIVER - BRIDGE REPLACEMENT	BRIDGE REPLACEMENT	Jun 02, 21
431434-2-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSH BUTTON - SIGNALS - MISCELLANEOUS CONSTRUCTI	MISCELLANEOUS CONSTRUCTION	Jun 05, 21
431433-2-52-01	MIAMI-DADE COUNTY - TRAFFIC OPERATIONS - PUSH BUTTON - ROADS - MISCELLANEOUS CONSTRUCTION	MISCELLANEOUS CONSTRUCTION	Jun 12, 21
412479-4-52-01	SR 985/SW 107 AVE from SW 1100 BLOCK to N OF FLAGLER ST - LANDSCAPING	LANDSCAPING	Jun 13, 21
251684-6-52-01	GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY - GGMTF - INTERMODAL HUB CAPACITY	INTERMODAL HUB CAPACITY	Jun 24, 21
249112-2-52-01	SR 826/PALMETTO EXPY @ NW 25 ST from NW 14 ST to NW 31 ST - LANDSCAPING	LANDSCAPING	Aug 01, 21
429047-4-52-01	SR 860/MIAMI GARDENS DR from E OF NW 97 AVE to I-75 & PARK & RIDE LOT - LANDSCAPING	LANDSCAPING	Aug 02, 21
432687-4-52-01	SR 826/PALMETTO EXPY from N OF NW 74 ST/FEC RAILROAD to NW 154 ST - LANDSCAPING	LANDSCAPING	Aug 08, 21
432687-3-52-01	SR 826/PALMETTO EXPY from NW 31 ST to N OF NW 74 ST / FEC RAILROAD - LANDSCAPING	LANDSCAPING	Nov 12, 21
413721-2-52-01	SR 5/OLD 7 MILE BRIDGE from KNIGHTS KEY (MM 39.8) to PIGEON KEY (MM 46.6) - BRIDGE-REPAIR/REHABILITATION	BRIDGE-REPAIR/REHABILITATION	Jan 15, 22
436467-1-52-01	SR 5/US-1/OVERSEAS HWY @ SUGARLOAF KEY from MM 15.46 to MM 20.14 - LANDSCAPING	LANDSCAPING	Apr 07, 22
251688-1-52-01	SR 836/I-395/from I-95 to MACARTHUR BRIDGE - BRIDGE-REPLACE AND ADD LANES	BRIDGE-REPLACE AND ADD LANES	Nov 29, 22

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

FACILITY	FROM	TO	DESCRIPTION	STATUS	ESTIMATED COMPLETION DATE
Underline	Dadeland South	Miami River	Pedestrian/bicycle improvements	Under construction	December 2025
NW 107 Avenue and NW 41 Street			Intersection improvement	Under construction	March 2020
N Miami Avenue	N 17 Street	N 87 Street	Resurfacing	Under construction	December 2020
N Miami Avenue and N 111 Street			Traffic circle	Under construction	April 2020
N Miami Avenue and N 115 Street			Traffic circle	Under construction	July 2020
NW 97 Avenue	NW 154 Street	NW 170 Street	New 2 lanes	Under construction (Joint Participation Agreement with City of Hialeah)	January 2021
NW 102 Avenue	NW 138 Street	NW 145 Place	Roadway improvements	Under construction (Joint Participation Agreement with City of Hialeah)	June 2020
NW 22 Avenue	NW 119 Street	NW 151 Street	Resurfacing	Under construction	May 2020
NW 32 Avenue	NW 167 Street	NW 183 Street	Resurfacing	Under construction	February 2020
NW 37 Avenue	NW 135 Street	NW 167 Street	Resurfacing	Under construction	March 2020
NW 79 Avenue	NW 186 Street	NW 194 Street	Resurfacing	Under construction	March 2020
NW 170 Street/NW 169 Street	NW 87 Avenue	NW 67 Avenue	Resurfacing	Under construction	March 2020
NW 191 Street	NW 12 Avenue	NE 2 Avenue	Resurfacing	Under construction	March 2020

Appendix B - Ongoing Construction Projects

FACILITY	FROM	TO	DESCRIPTION	STATUS	ESTIMATED COMPLETION DATE
SW 134 Avenue/SW 132 Avenue	SW 120 Street	SW 104 Street	Resurfacing	Under construction	February 2020
SW 127 Avenue/SW 124 Street			Intersection improvement	Under construction	March 2021
SW 328 Street	US-1	SW 162 Avenue	Widen from 2 to 4 lanes	Under construction	September 2019
SW 211 Street	US-1	HEFT	Resurfacing	Under construction	February 2020
Pine Tree Drive	23 Street	41 Street	Resurfacing	Under construction	February 2020
W 76 Street	W 36 Avenue	W 20 Avenue	Roadway improvements	Under construction (Joint Participation Agreement with City of Hialeah)	November 2020

Ongoing Construction Projects, TIP FY 2019/2020

Miami-Dade Aviation Department (MDAD)

#	PROJECT NAME	PROJECT NUMBER	LIMITS	TYPE OF WORK	STATUS
1	MIA Taxiway T, S, R Rehabilitation & M-5 Connector-Construction	P256A	Airside	Pavement Rehabilitation	Under Construction
2	MIA Cc E & E Satellite	Various	Terminal	Improvements	Under Construction
3	MIA Central Base Apron & Utilities	V037A	Airside	Apron Expansion	Under Construction
4	MIA South and Central Terminal BHS	T042A	South and Central Terminal	Baggage Handling System	Under Construction
5	MIA Terminal Wide Passenger Loading Bridges	W009B	Terminal	Passenger PLB Installation	Under Construction
6	TMB Taxiway D Connector Rehabilitation - Phase 2	W076A	Airside	Pavement Rehabilitation	Under Construction
7	X51 Security Project	Y145A	Airside / Landside	Security Enhancements	Under Construction
8	MIA Taxiway R Realignment & Fuel Demolition	P256A/E	Airside	Rehabilitation	Under Construction
9	MIA Surface Management System (Aerobahn)	V003A	Airside	Vehicle System Installation	Under Construction
10	TMB Taxiway Rehabilitation	V009A	Airside	Pavement Repair and Rehabilitation	Under Construction
11	X51 Security Upgrades	Y155A	Landside	Underground Cable Installation	Under Construction
12	MIA Terminal D AOC	P250A	Terminal	Consolidated Airport Operations Center	Design
13	TMB Runway Incursion Mitigation (RIM)	V009A	Airside	Mandated FAA Incursion Mitigation	Construction NTP 2020

Ongoing TIP Projects in FY 2019/2020 for the Dante B. Fascell PortMiami of Miami-Dade

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT NUMBER
Cargo Gate Modifications	Purchase and install security systems for new gateway as required	Design	\$21,600,000	644010
Channel Modifications	Improvements to Seaport channels as a result of the new terminal additions at PortMiami	Planning	\$131,503,000	2000000028
Container Yard Improvements	Implement container yard upgrades in the Seaport terminal area for drainage improvements	Under Construction	\$58,100,000	644520
New Cruise Terminal AAAA	Design and construction of new cruise terminal AAAA	Planning/Design	\$180,000,000	2000001291
Cruise Terminal F - Phase 2	Expand Terminal F to accommodate added Carnival cruise ships	Design	\$176,100,000	2000000979
Cruise Terminal K - New	Design and construct a new cruise terminal to support expanding operations	Planning	\$180,000,000	2000000980
Cruise Terminal V - New	Design and construct a new cruise terminal to support expanding operations with Virgin Voyages	Design	\$198,100,000	2000000978
Cruise Terminal A and AA - Roadways	Construct a new road to handle increased Port traffic for new terminals A and AA	Design	\$58,000,000	2000000570
New Cruise Terminal AA/AAA	Design and construct new cruise terminals to support expanded operations with MSC Cruise Lines	Planning/Design	\$45,200,000	2000000570
Federal Inspection Facility	Build new facility for Immigration and Customs Enforcement Operations	Design	\$23,900,000	641540
Gantry Cranes	Purchasing five (50) post panamax gantry cranes for increased traffic	In procurement	\$52,400,000	2000000131
Infrastructure Improvements - Port Wide	Provide infrastructure improvements in various areas of the Port	Planning	\$167,270,000	645430

Appendix B - Ongoing Construction Projects

FACILITY	PROJECT DESCRIPTION	STATUS	PROJECT COST	PROJECT NUMBER
Inspection and Fumigation Facility	Develop a state-of-the-art inspection and fumigation facility in conjunction with Miami-Dade Aviation Department	Planning	\$70,000,000	2000001418
New Cruise Terminal Berth 10	Prepare Berth 10 for a new future terminal	Planning	\$62,500,000	2000001343
North Bulkhead Rehabilitation	Provide repairs and improvements to the north bulkhead terminal	Design	\$132,531,000	644300
North Cruise Boulevard Extension	Extend cruise boulevard for added operations	Planning	\$40,700,000	2000001342
Passenger Boarding Bridges	Purchase passenger boarding bridges for various terminals	Design	\$44,100,000	2000001344
South Bulkhead - Rehabilitation	Provide repairs and improvements to the Port's south bulkhead	Design	\$25,800,000	644300
South Florida Container - Terminal Improvements	Improve the drainage in the South Florida Container Terminal and add cargo yard projects	Construction	\$106,000,000	647150
Virgin Trains	Build a train station for passengers and employees at the Seaport	Planning	\$5,200,000	2000001320



**Miami-Dade Transportation
Planning Organization**