

TRANSPORTATION IMPROVEMENT PROGRAM

TIP
2004



Citizens' Version

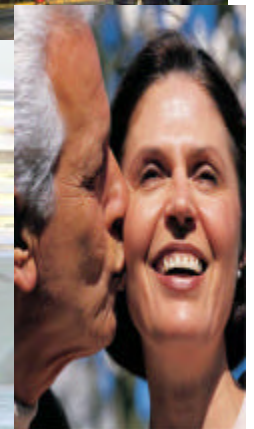
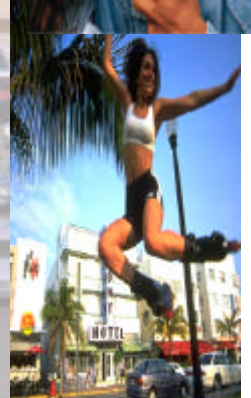
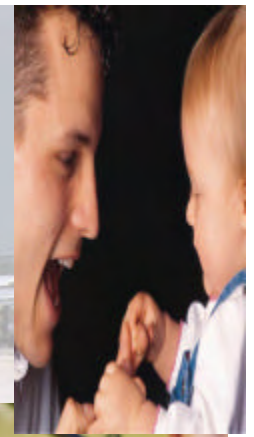


Table of Contents

	<u>Page(s) #</u>
Message to the Reader	3
About this document	3
What it the TIP	3
TIP: Putting the Long Range Transportation Plan into Action	3
Some Basic Facts about Miami-Dade County	4
The TIP's Mechanichs:	
Why is there a TIP?	5
Who prepares the TIP?	5
How does the TIP work?	5
TIP Consistency	6
What fiscal years does the TIP include?	6
What does the TIP include?	6
Who participates in putting the TIP together?	6
Transportation and Air Quality go hand in hand	6
The TIP's Technicalities:	
Who must approve the TIP locally?	7
Who must approve the TIP at the State level?	7
Who must approve the TIP at the federal level?	7
Where does the MPO gets its authority?	7
TIP Program Funding:	
Where does Highway funding comes from?	7
Where does Transit funding comes from?	7
Primary State Highways and Intermodal Projects	8, 9, 10
Miami-Dade Expressway Authority (MDX)	11, 12, 13
Florida's Turnpike District Improvements	14
Secondary Road Improvements	15
Road Impact Fee Improvements	16
Local Option Gas Tax (LOGT) Improvements	17, 18
Private Sector Improvements	19
Airport Development Improvements	20, 21
Multimodal Seaport Development	22, 23, 24
Public Transportation Improvements	25, 26

Table of Contents (Continued)

	<u>Page(s) #</u>
Tri-County Commuter Rail (Tri-Rail) System	27, 28
APPENDIX A: Completed Highway Projects	29
FY 2002 Completed Projects - Florida Department of Transportation District 6	30
FY 2003 Completed Projects - Miami-Dade Expressway Authority (MDX)	31
FY 2002 Completed Projects – Miami-Dade County Public Works Department	32
APPENDIX B: Under Construction Highway Projects	33
Miami-Dade Expressway Authority (MDX)	34, 35
Miami-Dade County Public Works Department	36
Florida’s Turnpike Enterprise	37

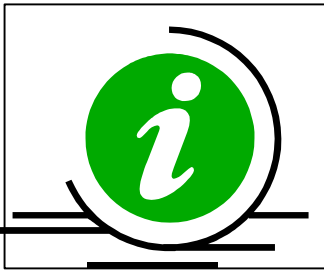
A CITIZENS' GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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).

About this document

This document is titled the "Transportation Improvement Program" and also known as the "TIP".



What is the TIP

The 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 2025 Long Range Transportation Plan (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 not only lists specific projects, but also the anticipated schedule and cost for each project. Like the LRTP, the 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. Projects receive air quality and environmental justice analyses. During this period of time there is a 30-day public review.

The TIP is a changing 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 population of more than 2.2 million, Miami-Dade County is the most populous county in Florida and among the top 20 most populous metropolitan areas in the United States. By the year 2025, the region's population is expected to climb to 3 million, while the number of households grows 37 percent, from the current 0.8 million to 1.1 million. In addition, the number of jobs in the county will increase from 1.19 million to over 1.55 million.

The region

Miami-Dade County is almost 2,300 square miles in area and encompasses thirty-one municipalities and the unincorporated area. The City of Miami is the County's most populous municipality, with a population of more than 362,000 inhabitants. There are 5 municipalities with populations over 50,000 and they are the City of Hialeah, City of Miami, City of Miami Beach, City of North Miami, and City of Coral Gables.

Transportation network

Miami-Dade's transportation network includes 40 miles of interstate freeways, 542 miles of major roadways, over 5,600 miles of local streets and roads, and 180 miles of bike paths. In all, that's over 6,000 miles that must be maintained, policed, cleaned and frequently repaved or rebuilt. In addition, there are 110 bridges, 130 miles of active railroad tracks, one major airport, and one seaport.

Public Transportation

A fleet of over 600 buses travel an average of 67,000 miles daily serving the county's population on major roads. Total daily ridership averages about 180,000. In addition, daily ridership on Metrorail (the 21-mile elevated rail) averages about 39,000 trips; on the Metromover (the 4½ mile downtown mover), average daily ridership is 12,000. Of all workers in the central business district, an estimated 20% take one of these forms of transit to get to work.

Vehicles

In Miami-Dade County, there are 1.8 million passenger vehicles traveling our road network. In total, those vehicles travel 40 million miles daily; by 2025, that will increase to over 50 million miles daily. The typical household makes eight trips a day. The average resident of Miami-Dade County consumed 381 gallons of fuel in the year 2000 and traveled 17.7 average miles per day. These figures are expected to increase by at least 35 percent over the next twenty years.

The commute

Work trips account for nearly 20 percent of all travel in Miami-Dade County. On an average workday, 96 percent of the region's commuters travel to work by car, 3 percent by public transit. One percent walk or travel by some other means, such as bicycle, motorcycle, or taxi.



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 Metropolitan Planning Organization (MPO) in cooperation with local transportation agencies. The Metropolitan Planning Organization (MPO) 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 MPO responsibilities.



How does the TIP work?

1. One year is current (the funded annual element) and 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 MPO-established priorities from LRTP.
5. TIP is consistent with the adopted 2025 Long Range Transportation Plan.



TIP consistency

The TIP must be consistent with the Long Range transportation plan and meet clean air standards (1990 Clean Air Act Amendments).



What fiscal years does this TIP include?

This TIP covers fiscal years 2004 to 2008. Fiscal years spanned are 2004, 2005, 2006, 2007 and 2008. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

- Fiscal Year 2004 ----- begins July 1, 2003 and ends June 30, 2004
- Fiscal Year 2005 ----- begins July 1, 2004 and ends June 30, 2005
- Fiscal Year 2006 ----- begins July 1, 2005 and ends June 30, 2006
- Fiscal Year 2007 ----- begins July 1, 2006 and ends June 30, 2007
- Fiscal Year 2008 ----- begins July 1, 2007 and ends June 30, 2008



What does the TIP include?

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



Who participates in putting the TIP together?

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

1. Florida Department of Transportation District 6
2. Florida's Turnpike District
3. Miami-Dade Aviation Department
4. Miami-Dade Department of Environmental Resources Management
5. Miami-Dade Expressway Authority (MDX)
6. Miami-Dade Planning and Zoning Department
7. Miami-Dade Public Works Department
8. Miami-Dade Seaport Department
9. Miami-Dade Transit Department (MDT)
10. Office of Public Transportation Management (OPTM)
11. Tri-County Commuter Rail Authority (Tri-Rail)

Transportation and Air Quality go hand in hand

The Clean Air Act Amendment of 1990 requires that all approved transportation improvements demonstrate conformity with national air quality standards, and that emissions from those transportation improvements meet local and regional emission budgets for ozone and carbon monoxide. Miami-Dade County meets all federal air quality standards.



Cruise Capital of the world

The TIP's Technicalities



Who must approve the TIP locally?

The Metropolitan Planning Organization (MPO) Governing Board must approved the TIP.



Who must approve the TIP at the State level?

The Governor of the State of Florida must approved 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. The U.S. Environmental Protection Agency (USEPA) approves the TIP for air quality purposes. TIP must demonstrate it meets air quality standards. Air quality conformity is documented in a conformity determination report (CDR).

Where does the MPO gets 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 es-

tablish a Metropolitan Planning Organization (MPO). Federal law required that the Governor of the state designate the agency to serve as the MPO.

STATE LAW: From 339.175 Florida Statues: “It is the intent of the Legislature to encourage and promote the safe and efficient management, operation, and development of surface transportation systems” “to accomplish these objectives an MPO shall be designated for each urbanized area”. For large urban areas (over 200,000 in population), the Secretary of Transportation certifies these as Transportation Management Areas (TMAs). MPOs that are designated as TMAs have to be certified every three years.

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).

Primary State Highways and Intermodal Projects

The Florida Department of Transportation's Five Work Program

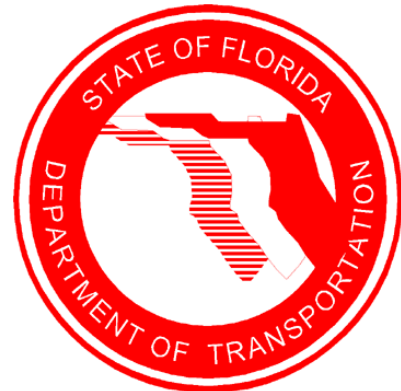
What is the Work Program?

The Florida Department of Transportation's (FDOT) District VI¹ Work Program is a major component of the Miami-Dade Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP). The Work Program, which is updated annually, is a list of transportation activities and improvements that the Department is to undertake within a projected five-year period. In accordance with legislation, the first three years of the Adopted Work Program stands as the commitment by the state to undertake transportation projects that local governments may rely on for planning purposes. The projects must be consistent with the goals and objectives found in the Florida Transportation Plan (FTP).

The Department coordinates with the MPO and local governments to identify and develop projects. Input is also received through public hearings, the legislature and the Governor's office. In the summer of 2002 FDOT began the new cycle to develop the "Tentative" Work Program for Fiscal Years 2004 through 2008. The final program was sent to the Governor and the State Legislature for review in February of 2003. The FDOT Secretary will adopt this Work Program in July 1, 2003.

Programs :

For budgeting purposes the Department's Work Program is comprised of five departmental programs. They are: Product, Product Support, Operation and Maintenance, Administration and Other. The Department's Work Program Product is what appears in the TIP. **The Product** is comprised of all projects such as Highways and Other Arterials, Right of Way, Aviation, Intermodal Access, Transit, Rail, Seaports, Resurfacing and Bridges. **Product Support** includes in-house and contract staff who perform studies, produce design plans, acquire right of way, inspect and manage construction work and administer public transportation grants. **Operations and Maintenance** includes in-house and contract staff, equipment, and materials needed to maintain and operate the State Highway System and to collect tolls and enforce motor carrier compliance laws. **Administration** is comprised of FDOT staff and consultants who perform fiscal, information systems, legal, budget, personnel, reprogaphics, and contract administration functions. It also includes construction and rehabilitation of department buildings and support facilities. **Other** encompasses funds to reimburse local governments for projects previously advanced in the Adopted Work program, staff equipment, consultants and materials required to support data processing needs, maintenance of the Department's mobile equipment and the operation and maintenance of the Department's warehouse and supply system



¹ District VI is comprised of Both Miami-Dade and Monroe Counties

Primary State Highways and Intermodal Projects (Continued)

Funding

The Department's funds are allocated among seven districts statewide. In the Miami-Dade urbanized area, District VI and the MPO determine the best use of Miami-Dade's share. 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 earmarked solely for transportation purposes. By statute, the Department must develop a program that is balanced to cash and revenue forecasts. Additional funding for Work Program projects comes from local and discretionary sources

The Department of Transportation is responsible for the State Highway System and funds several intermodal projects. The Department will spend approximately \$2.8 billion on transportation in District VI over the next five years. The Department's total product budget is 1.985 Billion. Over 58% of that budget will go toward funding construction projects in District VI. These projects fall under four major construction categories: Capacity improvement, Safety, Bridge, and Resurfacing.



Major Intermodal Projects

- **Miami Intermodal Center**

The Departments Work Program has over \$722 million programmed for The Miami Intermodal Center (MIC). These funds are distributed among 20 projects. The types of projects include The Rental Car Hub, the MIC Core, Roadway and Intersection Improvements, Transit connections to the Miami terminal Building, utilities relocation, funding paybacks and consultant support.

- **Golden Glades Intermodal Center**

The realization of the Golden Glades Intermodal Center will be made possible through a public-private partnership. It will provide a regional transit link to Tri-rail, Miami-Dade County Transit, Broward County Transit and the MPO's Regional Van Pool Program. Over \$40 million of federal, state, and local funds have been programmed.

Primary State Highways and Intermodal Projects (Continued)

Major FIHS Projects

- **Palmetto Expressway**
Over \$215 million of federal and state funds have been programmed for Palmetto Expressway projects.
Six projects are in the Work Program, 2 of which are currently under construction.
- **SR 997/Krome Avenue Corridor**
The 9 projects identified in the Work Program continue the implementation of the Krome Avenue Action Plan. Over \$112 million of state funds are programmed, with the PD& E Study scheduled to begin in FY 2003/2004.

Major ITS Program

Over \$35 million of federal, state and local funds have been programmed for ITS. Types of projects are a new ITS management Center, service patrols, continued expansion to other expressways and partnering with MPO and MDX.

Other Major Corridor Improvements

- Biscayne Boulevard
- ATMS or County-wide Signal Upgrade Program
- SR 25/Okeechobee Road Improvements
- Miami Gardens Drive

Major Bridge Replacement Program

- Jewfish Creek Bridge
- NW 12th Avenue and
- NW 5th Avenue Bridges



NW 5th Avenue bridge construction

Enhanced Maintenance Program to Improve Community Image:

Various Locations : Over \$12 million will be spent on landscaping and other beautification improvements i.e., along I-95

Other Major Programs: Resurfacing, Safety, ATMS or County-wide Signal Upgrade

Miami-Dade Expressway Authority (MDX) Improvements

Introduction

The MDX Five Year Transportation Improvement Program consists of *27 projects for a total of \$135.60 million for Fiscal Year 2004* and approximately *\$1 billion for the entire Five-Year Work Program (FY04-FY08)*. The MDX Five Year Transportation Improvement Program is divided into four major phases: Project Development, Right-of-way Acquisition, Final Design/Construction and Design-build projects.

Project Development

This phase consists of defining a project, proceeding with environmental clearance or PD&E, project development and preliminary design of construction plans. MDX has programmed *\$5.1 million dollars or 4% to 15 projects for Fiscal Year 2004* for the project development and preliminary design phase of the program.

Right-of-Way Acquisition

One of the goals of MDX is to provide mobility in Miami-Dade County while minimizing disruption to the community. While MDX tries to avoid impacts to private and adjacent properties, tight urban constraints require that Right-of-Way be acquired in certain instances. MDX has programmed *\$47.1 million dollars or 35% to 4 projects in Fiscal Year 2004* for the Right-of-way phase of the program. The SR 836-SR 112 Interconnector accounts for 44% of the allocation for this phase, including right-of-way that MDX is acquiring in a joint effort with the Florida Department of Transportation (FDOT) for the implementation of the Miami Intermodal Center (MIC). The MIC financing program and access relies on the success of the MDX program, and conversely the MDX program relies heavily on the success of the MIC program.



- Aerial photograph depicting SR-836 Dolphin Expressway proposed expansion plan -

Final Design & Construction

Delivery of the projects to the community and minimizing disruption to traffic in the most expedient manner is another goal of the agency. MDX is currently under construction of its first major construction project on SR 836. The SR 836 toll plaza reconstruction project started construction in July 2000 and is anticipated to be completed in the Fall of 2003.

In fiscal year 2004, MDX has programmed *\$10.8 million dollars or 8% to 8 projects* for the Final Design phase and *\$5.5 million dollars or 4% to 4 projects* for the construction phase of the program. The projects are implemented through an active public involvement program, coordination with public agencies and are consistent with the regional transportation plans. The projects include widening or improving existing facilities, opening or extending new facilities and the implementation of Intelligent Transportation System technologies to our facilities. Major improvements to the SR 112, SR 836 and SR 874 corridors are programmed in this work program as well as the reconstruction of existing

MDX Improvements (Continued)

Final Design & Construction (Continued): toll facilities. During the fiscal year 2003, MDX opened “Express Lanes” on the SR 836 toll plaza. These Express Lanes provide high speed electronic toll collection which equate to a maximum level of service to our SunPass customers. MDX Five Year Work Program identifies the design and construction of these Express Lanes at the SR 112, SR 874 and SR 836 toll plazas.



- SunPass- Electronic Toll Collection System

Design-Build

MDX has programmed *\$57.1 million dollars or 42% to 7 projects in Fiscal Year 2004* for projects being implemented using Design-Build methodology. The key projects included in this category are related to the construction of the SR 836 Extension.

The SR 836 Extension project comprises construction of a new four-lane extension of SR 836 to the west of the Turnpike to NW 137th Avenue, with provisions for six lanes in the future.

Improvements include new bridge construction, widenings and replacement of existing bridges. Aesthetic enhancement features, including landscaping, accent finishes, textures and lighting, as prescribed by the MDX Enhancements Manual, will be incorporated into the project. The project is subdivided into three contracts: 83605, 83612 and 83614. Construction is planned to commence in 2003 with a planned completion date of 2007.

The 836 WB to SB Connection to the Homestead Extension of the Florida’s Turnpike (HEFT) contract (MDX Project #83612) which is the first phased project of the SR 836 Extension, includes the replacement of the ramp bridge connecting westbound SR 836 to southbound HEFT, new bridges over the proposed SR 836 Extension and NW 107th Avenue and widening of the existing bridge over Flagler Street. The second phase of this project is the actual construction of SR 836 Extension from NW 137th Avenue to NW 107th Avenue (MDX Project #83605) will include construction of a new extension of SR 836 to NW 137th Avenue, including eight new bridge structures. The third phase of this project is the SR 836 Extension - Toll Plaza Section contract (MDX Project #83614) and it will include improvements to existing SR 836 from NW 107th Avenue to NW 87th Avenue, including a new bi-directional mainline toll plaza utilizing state-of-the-art electronic toll collection technology. The existing roadway geometry will be improved and the project will be designed to tie into the proposed improvements to the SR 826/SR 836 Interchange under design by FDOT. In the future, state-of-the-art SunPass™ technology will be implemented throughout the Extension to provide real-time communication with motorists and reduce traffic delays.

MDX Improvements (Continued)

Fiscal Year 2003 Priorities

Fiscal Year 2003 was primarily focused on increasing capacity at our toll facilities through the implementation of dual dedicated SunPass™ lanes. In addition, MDX completed minor operational improvements and continued with right-of-way acquisition and design of projects. During Fiscal Year 2004, MDX will continue its right-of-way acquisition program in anticipation of the construction of its major projects, in addition to proceeding with design and construction of its current priority projects that provide system expansion and congestion relief. The improvements are primarily to the SR 836 Extension, SR 874 corridors and the new SR 836 Toll Plaza at 17th Avenue.

Fiscal Year 2004 Highlights

The fiscal year 2003/04, priority projects of MDX for are divided into two categories:

Congestion Relief

- SR 836 EB Toll Plaza
- SR 112 WB Off-Ramp to Okeechobee Road
- SR 874 / Killian Parkway Interchange
- SR 874 NB On-Ramp from Kendall Drive
- SR 874 Mainline Reconstruction
- SR 836 Communication & Incident Mgmt./Surveillance
- MDX Transportation Management Center
- SR 112 Communications & Incident Mgmt./Surveillance
- SR 874 Communications & Incident Mgmt./Surveillance
- ITS Accident Investigation Sites & Reference Markers

Extension of the MDX System

- SR 836 Extension
- SR 836 EB Toll Plaza
- SR 836 WB to SB HEFT Connection
- Central Parkway PD&E and Section 1



- SR-836 / Dolphin Expressway Improvements -

Florida's Turnpike Enterprise Improvements

Miami-Dade County Turnpike Projects "Moving into Completion"

Widen Turnpike between State Road 836 and Okeechobee Road: This segment of the Homestead Extension of Florida's Turnpike (HEFT) in Miami-Dade County is one of the busiest segments of Florida's Turnpike. Construction to add lanes to this section of the HEFT is underway and is anticipated to be complete early next year. This project is a continuation of the widening of the HEFT, north to I-75, and also includes the addition of two new toll plazas at the Okeechobee Road Interchange.

Miami-Dade County Turnpike Planned Projects-



Widen HEFT Turnpike between State Road 874 and US 1 at the Government Center (MP 12-18) and Interchange reconfiguration with State Road 874: This project will provide additional lanes in each direction on the Turnpike between US 1 and State Road 874. The planned interchange reconfiguration will provide additional access to the Turnpike for southbound traffic from State Road 874. A Project Development and Environmental Study (PD&E) is underway. There is no construction funding contained in the Tentative Five Year Work Program for this project, however construction is currently planned for 2008 with a completion date of 2010. Construction cost is about \$125 million.

8th Street Interchange Modification: This access modification will provide a new ramp for southbound traffic exiting the southbound HEFT to westbound Tamiami Trail. The planned ramp will be braided from the existing on-ramp from westbound 836 to southbound HEFT. PD&E for this project is scheduled to begin in FY 2003 with construction planned to begin in 2006 with a target completion date of 2009.

NW 74th Street Interchange (MP 31): This project will provide access to the Turnpike for the planned extension of NW 74th Street. It is anticipated the construction of the interchange will occur at approximately the same time as the completion of the NW 74th Street extension project. A PD&E study is programmed to begin in FY 2004. The Florida Department of Transportation (FDOT) District 6 Office will conduct the PD&E, with funding provided by the Turnpike Enterprise.

Intelligent Transportation System Improvements: The Turnpike has programmed almost \$32 million for Intelligent Transportation System (ITS) initiatives. Of this amount, \$21.2 million is programmed for the Traffic Monitoring System, and \$10.6 million for Incident Detection. Preliminary engineering for both projects is scheduled for FY 2005. Construction for both projects is scheduled for FY2007.

SUNPASS Improvements: The Turnpike will continue to provide enhanced SUNPASS service throughout the Miami-Dade County area. In addition to the work currently underway, the Turnpike has planned a two-phase improvement to the SUNPASS System. Phase I preliminary engineering begins in FY 2003, with construction funded for \$19.1 million in FY 2005. Phase II preliminary engineering is scheduled to begin in FY 2005, with construction funding of 18.1 million scheduled for FY 2007.

Secondary Roads Improvements

Miami-Dade Public Works Department is in charge of the Secondary Road Program. The Secondary Road Program for FY 2004 totals 24 million and is divided into two distinct categories. The first section includes all new road construction or rehabilitation projects and the second section deals with the continuing projects that have fund allocations yearly.



MAJOR ROADS CONSTRUCTION PROJECTS:
Some of the major projects listed for FY 2003 include:

<u>Project</u>	<u>Total in Dollars</u>
Grand Avenue	\$ 400,000
Southcom Pedestrian Bridge	\$ 200,000

CONTINUING PROGRAM PROJECTS: The Continuing improvement projects listed below have generally the same funding allocations each year for the entire five-year program. They include:

<u>Project</u>	<u>Millions of Dollars</u>
Bridge Repair and Painting	0.5
Dade County Design & Construction Supervisory Cost	1.5
Roadway Drainage.....	1.6
Safety Lighting.....	2.0
Railroad Crossing Improvements	0.5
New and Restored Sidewalks & Pedestrian Paths.....	1.0
Reimbursement to General Fund for Road & Bridge Maintenance	0.5
Beautification.....	2.6
Pavement Marking	0.7
Resurfacing Various Arterial Streets	1.0
Traffic Control Devices	0.6
Traffic Signals and Signs Supervision.....	9.3
FEMA Roadway Restoration	1.2

Road Impact Fee Improvements



Roadway capacity improvement

Miami-Dade Public Works Department in charge of the Road Impact Fee Program. 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 all new building construction in Dade County, including all municipalities. The County has been divided into nine road impact fee benefit districts. All fees collected within each district will be expended for roadway capacity improvements within each district. As required by the ordinance, joint County/Municipal Committees were

established for each of the nine districts. Each individual district committee met on three different occasions during the development of this program. As a result of those meetings, nine district project lists were prepared. Each district program includes four distinct improvement categories, i.e., Road and Bridge projects, Traffic Control Devices, Traffic Operations Projects to Increase Capacity and Safety (TOPICS), and Resurfacing.

ROAD AND BRIDGE CONSTRUCTION PROJECTS: The Road Impact Fee Program for FY 2004 totals over \$17 Million. Major road and bridge projects listed in FY 2004 include:

- | | | |
|--|----|--------------------------------------|
| NE 2 Avenue | -- | NE 91 Street to NE 115 Street |
| NE 8 Street/Bayshore Dr. | -- | Biscayne Blvd. to Port Blvd. |
| NE 12 Avenue | -- | NE 151 Street to NE 167 Street |
| NE 15 Avenue | -- | NE 159 Street to Miami Gardens Drive |
| NW 17 Avenue | -- | NW 119 Street to Opa Locka Boulevard |
| NW 58 Street | -- | NW 107 Avenue to NW 102 Avenue |
| NW 87 Avenue | -- | NW 138 Street to NW 154 Street |
| NW 87 Avenue | -- | NW 154 Street to NW 186 Street |
| NW 97 Avenue | -- | Bridge over SR-836 |
| NW 110 Avenue | -- | NW 14 Street to NW 25 Street |
| SW 127 Avenue | -- | SW 120 Street to SW 88 Street |
| SW 137 Avenue | -- | SW 88 Street to SW 56 Street |
| W 137 Avenue | -- | SW 8 Street to NW 12 Street |
| SW 184 Street | -- | SW 147 Avenue to SW 127 Avenue |
| SW 184 Street | -- | SW 137 Avenue to SW 127 Avenue |
| SW 320 Street | -- | SW 187 Avenue to US-1 |
| SW 328 Street | -- | SW 162 Avenue to SW 152 Avenue |
| Flagler Street | -- | NW 2 Avenue to Biscayne Blvd. |
| W 60 Street | -- | W 28 Avenue to SR-826 |
| Flagler Street | -- | NW 2 Avenue to Biscayne Blvd. |
| Miami Gardens Drive Connector | -- | US-1 to William Lehman Causeway |
| W 60 Street | -- | W 28 Avenue to SR-826 |
| Barbara Goleman High School Access Road | | |
| Dade Blvd./23 Str. Bridge Replacement over Collins Canal | | |

CONTINUING PROGRAM PROJECTS: The remaining three improvement categories are known collectively as Continuing Program Projects, which are supportive of the transportation system management effort to improve traffic flow countywide. The continuing projects for FY 2004 include:
 ? *TOPICS (Traffic Operations To Increase Capacity and Safety):* Intersection Improvements
 ? *RESURFACING :* Paving, widening, drainage, striping
 ? *TRAFFIC CONTROL DEVICES :* Signalization

Local Option Gas Tax (LOGT) Improvements

The Capital Improvement Local Option Gas Tax, authorized by Section 336.025, Florida Statute (1993) became effective on January 1, 1994. It was reduced from five cents to three cents on September 1, 1996. In accordance with state statute, proceeds of this tax have been programmed for transportation expenses associated with the requirements of the capital improvement element of the adopted comprehensive plan.

FY 2001-2002 Projected Municipal Distribution:

The municipal distribution schedule is valid unless modified by passage by the voters of the transportation component of general obligation bond issue. The actual distribution to the municipalities is based on a weighted formula based on the percentage of population (from the "Florida Estimates of Population, April 1, 2000" - Bureau of Economic and Business Research, University of Florida) and the center line mileage of municipal roadways in each city (from the "2001 City/County Mileage Report" - Florida Department of Transportation). The FY 2001-02 preliminary distribution is shown on the following table:

Aventura	\$128,693	Miami Beach	\$524,878
Bal Harbor Village	\$ 16,006	Miami Lakes	\$141,160
Bal Harbor Islands	\$ 30,408	Miami Shores	\$ 75,912
Biscayne Park	\$ 26,845	Miami Springs	\$124,407
Coral Gables	\$361,152	North Bay Village	\$ 36,065
El Portal	\$ 19,886	North Miami-Dade MPO	\$374,022
Florida City	\$ 65,216	North Miami Beach	\$266,139
Golden Beach	\$ 5,292	Opa-Locka	\$ 94,986
Hialeah	\$1,400,911	Pinecrest	\$159,086
Hialeah Gardens	\$114,861	South Miami-Dade MPO	\$ 82,628
Homestead	\$236,454	Sunny Isles Beach	\$ 77,896
Indian Creek Village	\$ 1,624	Surfside	\$ 31,286
Key Biscayne	\$ 63,503	Sweetwater	\$ 81,206
Medley	\$ 20,019	Virginia Gardens	\$ 15,405
Miami	\$2,151,773	West Miami	\$ 36,143

FY 2001-2002 and FY 2002-2003 County Distribution:

In 2001-02, the estimated net revenue for the local option gas tax, was projected at \$26.015 million with \$6.764 million to be distributed to the municipalities and \$19.251 million to the County (26% to the municipalities and 74% to the County according to the current interlocal agreement). Based on historical data, the County has programmed ninety-five percent (95%) of the anticipated proceeds. The State imposes a 7.3% administrative fee.

The Miami-Dade County FY 2002-2003 Capital Improvement Local Option Gas Tax Program (\$20.7 million), budgeted at 95 % and which includes \$19.3 million in new funding and \$1.4 million in carryover, is divided into two categories. The first category includes all Public Works related projects which address the traffic safety and roadway improvement related needs. The

LOGT Improvements (Continued)

second category deals with transit improvements for Dade County's urban transportation systems. These projects are summarized below.

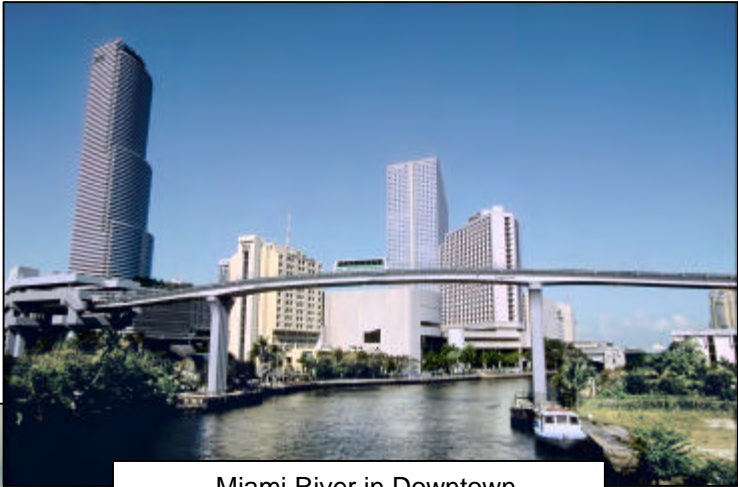
The County reviews the Local Option Gas Tax distribution between Miami-Dade Public Works Department and Metro-Dade Transit Agency on an annual basis for most effective use of this limited funding source.

Public Works Projects

Unincorporated Services

Engineering and Construction Supervisor	\$200,000
New and Restored Sidewalks	\$700,000
Traffic Control Device Replacements	\$650,000
Road Resurfacing	\$1,967,000

Transit Projects \$17,131,000



- Miami River in Downtown-



- Miami's downtown from the bay-

PRIVATE SECTOR IMPROVEMENTS

This section 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 major zoning requests reviewed by the Miami-Dade County Development Impact Committee (DIC). 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, which is necessary to obtain copies of the associated legal document from official County records or the Planning, Development and Regulations Department.

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. The Estimated Construction Year column is a projection of when the private development will reach the associated building permit or Certificate of Occupancy stage listed in the Construction Timing column.

It should be noted that DRI development orders and other zoning resolutions for large development projects may also contain public sector road improvement commitments. These improvements are listed in other sections of the TIP under the public agency responsible for the improvement.

The total cost of the private road improvements estimated to be built during Fiscal Year 2004-2008 is over \$ 37 million.

<u>Project</u>	<u>Cost</u>
N.W. 12 Street between NW 107 Avenue and NW 137 Avenue	\$ 9,500,000
N.W. 58 Street between NW 99 Avenue and NW 107 Avenue	\$ 175,000
S.W. 157 Avenue between SW 152 Street and SW 120 Street	\$1,700,000



AIRPORT DEVELOPMENT IMPROVEMENTS

Miami-Dade County Aviation Department is in charge of the airports in Miami-Dade county.



The Miami-Dade County TIP includes capital improvements for the Aviation Department for the continued development of Miami International Airport and the General Aviation Airports. 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:

MIA – New Northside Runway: This program develops a new parallel runway (8-26) 8,600 feet long, located 800 feet north of the existing runway (9L-27R). In addition, existing taxiway 'L' will be reconstructed 400 feet from both the proposed and existing runway. A new taxiway 'K' will be constructed 400 feet north of the proposed runway centerline. This runway is necessary to relieve existing airfield and airspace congestion and to meet future operational needs at MIA. Grant Eligible Construction Cost of \$118.5 million.

MIA – Midfield Taxiways Phase III: This program creates four 747-400 aircraft positions to be utilized while awaiting gate assignments or during poor weather conditions and makes north/south airfield operations more efficient with the new taxiways. The work encompasses taxiway paving/drainage (including a runway connector), associated airfield infrastructure, approximately 1000 Linear Feet of utility corridor connecting the 'E' Satellite Extension Corridor to the North Terminal Corridor. Grant Eligible Construction Cost of \$24.1 million.

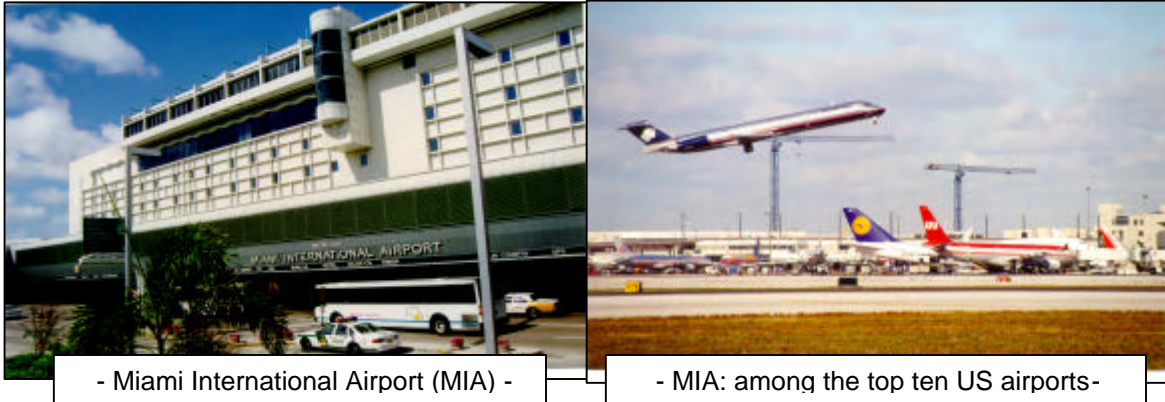
MIA – Security Operations Control Center This program will build a facility to provide support and coordination to Airside Operations, Terminal Operations, Landside Operations, Security and Police. Grant Eligible Construction Cost of \$23 million.

MIA – South Terminal Expansion: This program is an expansion of the terminal and concourse facilities from Terminal H to the east. The program consists of four major components: 1) South Terminal Building, (including upgrading of the general appearance and utilization of public space such as installing new elevators and escalators, and the refurbishment of existing baggage claim area.) 2) New Concourse J (see below), 3) Concourse H Renovations (provides for a new permanent home for the outbound baggage (make-up) facility, airline ticket offices and ticket counters for Delta Airlines), 4) Apron/Utility Work (including replacement and expansion of existing storm drainage and other utilities to support the new terminal and concourse, aircraft hardstand parking positions and aircraft holding area, and ground service equipment parking for tugs and carts). Grant Eligible Construction Cost of \$23 million.

MIA – Concourse J: This program constructs a new multi-floor concourse with 15 gates to be used as either international or domestic passenger arrivals gates. This program also includes a gate control tower that will control the gate assignments from Concourse F through Concourse J, hardstand assignments and aircraft holding area. Concourse J will allow the next generation of aircraft that is being developed (the Airbus A380) to park and be serviced from the concourse along with the installation of dual loading bridges to service these two-deck passenger aircraft. Grant Eligible Construction Cost of \$139.6 million.

AIRPORT DEVELOPMENT IMPROVEMENTS (Continued)

MIA – Concourse F Renovations: Concourse F will go through a major renovation including the changing of passenger circulation throughout the concourse and improvements of fire alarm and sprinkler systems. Concourse improvements include the removal of third level domestic walkways, the widening of the concourse area by removing the domestic ramp access from the third level to the second level hold rooms, construction of a passenger elevator near gate F6 and the relocation of the security checkpoint from the third level to the second level. Grant Eligible Construction Cost of \$23.8 million.



- Miami International Airport (MIA) -

- MIA: among the top ten US airports-

MIA - Mover (MIC/MIA connector): an elevated Automated People Mover system linking the terminal area at MIA with the Miami Intermodal Center (MIC) and Rental Car Facility. The MIA Mover will enter the terminal area between the parking garages and passengers would use a series of moving walkways to connect to the terminal building. Grant Eligible Construction Cost of \$216.2 million.

MIA – Landside Security/Safety: This program will provide support to access control, incident control, and perimeter control as well as the installation of additional electronic surveillance equipment throughout numerous areas such as cargo facilities, parking lots, bus stations, baggage claim areas, etc. Grant Eligible Construction Cost of \$26.5 million.

GAA – Airside Improvements Numerous runway and taxiway improvements are being planned at all of Miami-Dade County’s General Aviation Airports. Projects currently supported under the Capital Program and Kendall-Tamiami Executive Airport provisions for high mast lighting along the apron for safety/security and the rehabilitation (strengthening) of the runways based on MDAD pavement management system evaluation of forecasted needs. At Opa-Locka Airport, a new Air Rescue and Fire Fighting Facility is under construction and near completion. There are many runway and taxiway improvements that are being planned at all GA airports. Grant Eligible Construction Cost of \$5.2 million.

TOTAL: \$ 992.1

Note: *Planning Studies, Refurbishment, Chiller Plant, Environmental clean up, Asbestos, Demolition, Water & Sewer, Roofing, Communication and Telecommunication Equipment, Fire Alarm and Life Safety and Security upgrades while not direct Transportation Improvements, are Capital Improvements that make Transportation Improvements possible.*

MULTIMODAL SEAPORT DEVELOPMENT

THE DANTE B. FASCELL PORT OF MIAMI-DADE (“Port of Miami”)

TRANSPORTATION IMPROVEMENT PROGRAM STRATEGY

The Transportation Improvement Program (TIP) for the Port of Miami, the cruise capital of the world and one of the top 5 cargo ports servicing Latin America and the Caribbean, totals \$214 million over the next five years. The Seaport Department’s TIP for Fiscal Years 2004-2008 represents the Port’s strategy of optimizing land use and enhancing throughput capability to meet the demands of the cargo and cruise industries. Projects include on-Port traffic circulation enhancements, Port access improvements, expanded cargo berthing, new container gantry cranes, new cruise terminals, new parking garages, channel dredging, and security enhancements to meet increased state and federal requirements.

This program exemplifies the Port’s policy of aggressively seeking grant funding from local, state and federal sources. This year’s TIP reflects over \$19 million of grant funds awarded to the Port, or approximately 9% of the five year program. Grant applications continue as part of the Port’s established goals.

SPECIFIC ASPECTS OF THE PROGRAM

Seaport Security

In compliance with state-mandated security requirements and in response to the recent terrorist acts, Port security enhancements have been greatly revised. Security is a priority at the Port. This past year the Port was successful in obtaining over \$6 million in federal grant funds for selected security projects, received approval to re-allocate \$9 million in existing Florida ports’ grant funds from commerce projects to security and is preparing applications for another round of anticipated federal grant funds. Grant funds received this past year will be spent down during calendar year 2003. Security enhancements include Port-wide closed-circuit television, alarm systems, access control systems, and cargo gateway systems. Furthermore, construction of additional INS and Customs operations space in cruise terminals, a federal requirement, is included in the TIP Security Enhancements project. This past year, the Port’s security program increased from \$8 million to over \$51 million in identified needs. Security funding, where re-allocated, will assist the Port in meeting its security goals more timely, but does reduce funding for commerce projects, which are the heart of every port. The issue of loss of use of commerce project funding is being addressed at all levels of government.

Road Access

Surface transportation improvements to NE 5th and 6th Streets and NE 1st and 2nd Avenues continue and will improve Port access for the heavy truck traffic utilizing the downtown streets. These improvements, currently underway, will pave and stripe the streets and will acquire additional right-of-way to widen the turning radii of the intersections to accommodate the large trucks. The Port has received \$3 million in Florida Freight Stakeholders Task Force/Fast Track funding for these improvements and anticipates project completion in fiscal year 2003. Additional improvements are planned as final design and necessary approvals for the I-95 ramp are completed.



- Port of Miami: A bird’s eye view -

MULTIMODAL SEAPORT DEVELOPMENT (Continued)

Intermodal Projects

Although the Port has pursued acquiring a much needed off-Port intermodal container storage facility located nearby, that property was sold during this past year. Despite the unanticipated loss of this site, the Port continues to pursue both a storage site and full service intermodal container transfer facility. Both aspects will help the Port maximize cargo throughput capacity by reducing empties stored on the Port and by providing convenient rail access for outbound and incoming cargo. The Unfunded TIP incorporates acquisition and development of an off-Port container logistics/transfer facility accessible by rail. Plans for this facility have been deferred pending identification of an appropriate facility site. Funding for a portion of this project, over \$12 million in Florida Seaport Transportation and Economic Development (FSTED) grants through its 320.20(4) bond program, have been reallocated to security and on-port roadway improvements.

New Cranes

The Port continues its cargo expansion program with projects designed to accommodate the larger cargo ships in service or on order. To this effect, the TIP includes the acquisition of two (up to a total of six) high profile Super Post-Panamax Container Gantry Cranes. The Port has received over \$4 million in grants from FSTED for the purchase of Cranes 11 and 12. These have been purchased and delivery is anticipated in 2004. Similarly, the Port is repowering its oldest cranes, Cranes 1, 2 and 3 and will be converting all container gantry cranes to electric over the next two years.



- Cruise Capital of the World -



- Aerial view of the Port of Miami-

MULTIMODAL SEAPORT DEVELOPMENT (Continued)

Harbor Deepening

Critical to the Port's ability to provide access to large cargo vessels, the Phase II dredging project will deepen the South channel and turning basin to a depth of -42 feet. This depth will meet the deep draft requirements of the larger cargo ships and allow the Port to remain competitive with the world's leading ports. This project is funded with federal and state grants and is scheduled for completion in fiscal year 2004. At this time the County is working to finalize arrangements with the US Army Corps of Engineers to complete the project. A general re-evaluation report, which will determine the feasibility of increasing the depth to -50 feet, has been initiated by the Corps of Engineers. Should it be authorized, Phase III is expected to take several years to complete. To meet the needs of the larger vessels now on order, Phase III must begin immediately.

Cargo Expansion

In conjunction with the dredging and crane acquisitions, the construction of Cargo Berths 6 and 7 will increase the cargo berthing area by over 1800 linear feet providing much needed berthing space for vessels and new container gantry cranes. Redevelopment of container yards and a new high technology cargo gateway, currently under construction, will further improve the cargo facilities. These projects include over \$6 million in various state and federal grant funds.

Cruise Terminal Enhancements

As part of its 2020 Master Development Implementation Plan, the Port is proceeding toward building two new Cruise terminals, and is just completing two new multi-level parking garages. The two new parking garages will accommodate the parking demand imposed by the new "mega" ships currently calling at the Port. Approximately 2,000 new parking spaces for cruise passenger vehicles will be added this year. Terminal improvements to meet cruise lines' needs, as well as regulatory security requirements, in existing terminals are planned for almost all terminals as well.

Traffic Circulation Enhancements

Traffic circulation enhancements in conjunction with a new expanded cargo gateway complex, both currently underway, will separate cruise and cargo traffic and eliminate the need for cruise traffic to enter the "restricted" cargo area. This extensive revision to the Port's entire land use layout will increase safety for passenger vehicles, assist the Port in meeting the security requirements for restricted areas and greatly facilitate overall traffic circulation on the Port. These improvements are a key component of the Port's plan to increase throughput capacity on this island port.



PUBLIC TRANSPORTATION IMPROVEMENTS

Miami-Dade County's five year program of service improvements for the urban public transportation system encompasses the best estimates of local transit capital needs, with the greatest detail focused on the first two years. In November 2002 the voters of Miami-Dade County overwhelmingly approved the referendum for a ½ penny sales tax to implement the People's Transportation Plan (PTP). The Office of Public Transportation Management (OPTM), created by the County Manager following passage of the sales tax, is responsible for all the projects in the plan.

Miami-Dade County continues to use State Toll Revenue Credits, in addition to Capital Improvement Local Option Gas Tax funds, as match for federal formula and discretionary projects. The County also receives State Transit Block Grant funds, which are used exclusively for ongoing transit operations.

SPECIFIC ASPECTS OF THE PROGRAM OF INTERRELATED PROJECTS

The FY 2004 TIP includes funding over the next five years for the following projects:



- Metromover station downtown Miami -

PALMETTO EXTENSION: Construction of the 1.4 mile Palmetto Metrorail Extension project is completed. This project is funded by the Federal Highway Administration (FHWA) using flexible funding and discretionary funding from the Federal Transit Administration (FTA), with matching funds from the State and the Local Option Gas Tax. The Palmetto Extension scheduled to open for revenue service 4/30/03.

SOUTH MIAMI-DADE BUSWAY EXTENSION:

The South Miami-Dade Busway extension is under construction by OPTM using Federal discretionary and State funds. The Busway extension will stretch over 11 miles south of the existing 8.2 mile Busway, terminating in Florida City. The project is scheduled for completion in 2/05.

URBAN CORRIDOR DEVELOPMENT: Urban Corridor funds provided by the State will be used for the continuation of the successful South Miami-Dade Busway and Flagler Max routes. Federal Congestion Mitigation Air Quality (CMAQ) funds provide funding for the Bird Road .

ROUTINE REPLACEMENT AND ENHANCEMENT:

ADA: Projects which promote compliance with the Americans with Disabilities Act (ADA) requirements are continued in FY 04. Funds are programmed in the five year plan to assess and modify all bus stops and to provide amenities for disabled passengers such as voice annunciators on Metrobus and Metrorail as well as signage upgrades.

BUSES : In FY 02 MDT received one hundred ten (110) 40' low floor buses as part of MDT's bus replacement plan. For FY 03 with the use of funding from financing and PTP funds, MDT will received one hundred (100) 40' low floor buses and seventy (70) 30' buses for new bus service. For FY 04, MDT ordered one hundred ten (110) 40' low floor buses as part of MDT's bus replacement plan.

SAFETY: Funding is programmed to purchase security equipment, upgrade and complete CCTV installations on the bus fleet and replace fire detection and reporting systems.

PUBLIC TRANSPORTATION IMPROVEMENTS (Continued)

FACILITIES: Funding is programmed for the renovation of bus facilities to include replacement of bus washers, roof replacement, lift replacements at the garages and the improvement of safety conditions.

PASSENGER FACILITIES: Park and ride lots, which include acquisition and construction of new facilities as well as modifications to existing sites, are programmed with State and local funds. Funding is also included for the installation of protective canopies at Metrorail station bus stops, over outdoor escalators and for an overpass for US 1 at the Douglas Road Metrorail Station.

ONGOING PROJECTS

JOB ACCESS AND REVERSE COMMUTE/WAGES PROGRAMS: OPTM received Federal and State funds in FY 00 and 03 for the provision of public transit services under the Job Access and Reverse Commute/Work and Gain Economic Self-Sufficiency (WAGES) programs. OPTM continues to receive funds to further provide transit services to inner city residents needing transportation to employment centers in areas of Miami-Dade County not currently served or underserved by MDT. Existing and proposed service includes: Card Sound Express, Dade-Monroe Express, Airport Circulator, Seaport Shuttle, Okeechobee Connection, Night Owl, Airport Owl.

NORTH CORRIDOR EARLINGTON HEIGHTS-MIC CONNECTOR: Planning and Environmental Study for Earlington Heights Station to MIC Connection Segment I continues. Segment II begins at the Dr. Martin Luther King Jr. , Metrorail Station and extends north to the Broward County Line. Approval by the voters of the sales tax referendum will now allow for this segment to be constructed as a heavy rail system supported by Federal New Starts appropriations and a Full Funding Grant Agreement (FFGA) with FTA, as well as legislative initiatives at the State level to provide a portion of the non-Federal share.

EAST-WEST CORRIDOR FROM MIAMI BECH TO THE FLORIDA TURNPIKE HOMESTEAD EXTENSION (HEFT): The Downtown Miami to Miami Beach segment (Baylink) study is presently being finalized with City of Miami Beach and MPO Board actions regarding the LPA pending. It is estimated this segment will go into PE in the near future.

The Seaport to Airport segment needs to be re-evaluated due to change of alignment and possible change of design.

The Airport to HEFT segment includes part of the original Minimum Operating Segment (MOS) from the Airport to the Palmetto Expressway. This now extended segment must be evaluated before proceeding into PE.

OTHER CAPITAL PROJECTS

Other capital projects programmed during the five year time include the following: NTP to the consultant for the Northeast corridor Alternative Analysis Study is expected to occur in April 2003; the South Miami Dade Alternative Analysis Study is expected to commence in FY 04; the intermodal center located at 7th Avenue and 62 St; The design and construction of two new bus garages. Other projects in the plan are: Rail and mover vehicle midlife rehabilitation, farebox and faregate rehabilitation and replacements, fare media dispensing equipment, bill changers, and other miscellaneous equipment. ADA related projects include renovating rail and mover stations, constructing passenger landing pads, and installing voice annunciators on buses, upgrading of the existing Central Control facility using fiber optics technology, purchasing and replacing radios, maintaining AVL/AVM Radio System, replacing of bus washers and vacuums at all bus garages, continuing bus and rail car preventive maintenance activities, and refurbishing of Metrorail and Metromover maintenance facilities.

UNFUNDED PROJECTS

Construction of transportation control center (partialy funded in PTP).

TRI-COUNTY COMMUTER RAIL (TRI-RAIL) SYSTEM

The Tri-County Commuter Rail Authority (Tri-Rail) is responsible for the operation of commuter rail service along the 71.7-mile South Florida Rail Corridor. The rail corridor extends northward from the Miami Airport Station in Miami-Dade County through Broward County to the northern terminus at the Mangonia Park Station in Palm Beach County.

This rail corridor is currently operating at capacity, with not only Tri-Rail commuter traffic, but also daily CSXT freight trains and Amtrak passenger trains. To address this problem, Tri-Rail has undertaken an aggressive program of projects to improve the corridor system as a whole. Tri-Rail's program of projects for fiscal year 2004-08 totaled \$324.889 million of which \$105.056 million is allocated to the Double Track Corridor Improvement Program Segment 5 Project, \$54.806 million for the New River Bridge Project, \$3.068 million for the Cypress Creek Intermodal Facility, \$10.273 million for Ticket Vending Machine with Smart Card Technology, \$20.400 million for Operational Support Projects, and \$131.286 million for Operating Assistance.

Tri-Rail receives Federal Transit Administration (FTA) Section 5307 Formula Funds and Section 5309(m)(1)(A) Fixed Guideway Modernization funds apportioned through the three (3) Urbanized Areas of Miami-Dade, Broward and Palm Beach Counties. It is the request of the Florida Department of Transportation (FDOT) Central Office, in Tallahassee that these funds will officially appear in the District IV Work Program, where the South Florida Rail Corridor Office is located.

DOUBLE TRACK CORRIDOR IMPROVEMENT PROGRAM

The Program, known as the *Double Track Corridor Improvement Program*, entails the laying of a second mainline track along the current 71.7 miles of rail right-of-way, upgrading the grade



- Golden Glades Station Improvements -

crossing and signal systems and modifying stations to accommodate the double track. Also included in the program are New River Bridge, Cypress Creek Intermodal Facility and Ticket Vending Machines with Smart Card Technology

Segment 5: The Segment 5 Project, which is approximately 43.3-miles long, is the portion of the Double Track Corridor Improvement Program covered by the Full Funding Grant Agreement (FFGA), which is estimated to cost \$333.888 million. The Segment 5 Project includes the installation of 43.3-miles of second mainline track;

upgrade of signal systems; construction of 12 new bridges; modification and renovation of 11 stations; acquisition of five locomotives and two cab cars; provide full closure at 70 grade crossings. Construction of the Segment 5 Project has begun and is scheduled to be completed by 2005

Cypress Creek Intermodal Facility: The design and construction of an intermodal facility and operations control center adjacent to Tri-Rail's Cypress Creek Station.

TRI-RAIL SYSTEM (Continued)

New River Bridge: The design and construction of a new bridge adjacent to the existing New River Bridge. The existing New River Bridge is a mechanically operated, single track “rolling lift bascule bridge”, which is located across the south fork on the New River (at waterway milepost 2.8) in Broward County. The new bridge structure will have a 55-foot vertical clearance over the mean high water elevation enabling Tri-Rail to operate 20-minute headways without impeding waterway traffic. The existing low-level bascule bridge will remain in place to handle heavy freight trains.

Smart Card: Procure and implement Ticket Vending Machines with Smart Card Technology which will provide seamless transportation among the transit agencies.

OPERATIONAL SUPPORT PROJECT

Tri-Rail’s program of projects includes \$20.400 million for Operational Support Projects. Operational Support Projects consist of on going rolling stock overhaul projects; improvements to the existing maintenance and stations facilities; and Tri-Rail’s short and long- range planning efforts

OPERATING ASSISTANCE

Tri-Rail’s program of projects includes \$131.286 million for Operating Assistance. Tri-Rail formalized individual Interlocal Agreement with Miami-Dade, Broward and Palm Beach Counties to collectively fund the fifty (50%) percent of the Net Operating Costs, as defined in Florida Statutes Section 341.303(4)(e). The Florida Department of Transportation shall match the Counties contribution up to 50%.



- Golden Glades Double Tracking Improvements -

APPENDIX A

Completed Highway Projects

FY 2002 TIP Completed Projects

Florida Department of Transportation District 6

	Project Name	Limits	Phase	Completion
1	Biscayne Boulevard Interchange	between NE 199 Street and NE 209 Street	Construction	August, 2001
2	NW 96 Street	between Indian Creek Bridge and Collins Avenue	Reconstruction	October , 2001
3	NW 107 Avenue	between West Flagler and Fountainbleu Blvd.	Reconstruction	November , 2001
4	Palmetto Expressway (SR 826)	between NW 47 Street and NW 62 Street	Reconstruction	December , 2001
5	Kendall Drive (NW 88 Street)	between West of Datran Blvd. and US-1	Resurfacing	November, 2001
6	Replace Brige #876739	at West Biscayne Point Canal	Bridge Program	July, 2001
7	Repair Brige #870260	Palmetto Expw / Dolphin Expwy.	Bridge Program	September, 2000
8	Bridge #870071 Rehabilitation	SR-A1A / Haulover Cut	Bridge Program	December, 2000
9	Red Road	SR-836 to Perimeter	Railroad Signals	November, 2001
10	NW 36 Street	NW 37 Ct. to NW North River Drive	Railroad Signals	October, 2000

FY 2003 TIP Completed Projects Miami-Dade Expressway Authority (MDX)

	Project Name	Limits	Phase	Completion
1	SR 112 Master Plan	NW 22nd Avenue to I-95	Evaluate corridor needs, identify improvements and incorporate into MDX 11205.	December 2002
2	SR 874 Master Plan	HEFT to SR 826	Evaluate corridor needs, complete environmental analysis and master plan alternatives throughout SR 874.	January 2003
3	SR 874 Dual Dedicated Lanes	SR 874 Toll Plaza	Provide two express lanes for northbound and southbound lanes.	March 2003
4	ITS Systemwide Master Plan	Systemwide	Provide planning services and implementation for ITS throughout the MDX system.	December 2002

FY 2002 TIP Completed Projects

Miami-Dade County Public Works Department

	Project Name	Limits	Phase	For Information
1	NW 17 Avenue	between NW 103 Street and NW 119 Street.	Addition of 1 lane	Highway Planning at (305) 375-2913
2	NW 95 Street	between the NW 27 Street and NW 7 Avenue.	Addition of 2 lanes to 4 existing lanes	Highway Planning at (305) 375-2913
3	NW 159 Street	between NE 8 Avenue and NE 19 Place.	Traffic operations to increase capacity and safety and widen intersection.	Highway Planning at (305) 375-2913
4	SW 137 Avenue	between SW 56 Street and SW 42 Street.	Addition of 2 lanes to 4 existing lanes	Highway Planning at (305) 375-2913
5	SW 137 Avenue	between SW 184 Street and SW 152 Street. Completed facility is now 4 lanes.	Addition of 2 lanes to 4 existing lanes	Highway Planning at (305) 375-2913

APPENDIX B

Under Construction Highway Projects

FY 2003 TIP Under Construction Projects Miami-Dade Expressway Authority (MDX)

	Project Name	Limits	Phase	For Information
1	SR 112 WB Off-Ramp to Okeechobee Road	NW 32nd Avenue to SE 9th Court	New dedicated Westbound ramp from SR 112 to Okeechobee Road	Public Information Director @ (305) 637-3278
2	SR 112 Landscaping	South River Drive to NW 37th Avenue	Landscaping for Okeechobee Road Ramp project	Public Information Director @ (305) 637-3279
3	SR 836 EB Toll Plaza	NW 27th Avenue to NW 17th Avenue	Reconstruct EB Mainline toll plaza and construct new toll plaza on EB ramp to NW 17th Avenue.	Public Information Director @ (305) 637-3277
4	SR 836 Extension	NW 137th Avenue to NW 107th Avenue	Construction of a new 4 lane expressway extension on SR 836. Construction of portion of W 137th Ave, from SW 8th St. to NW 12th St.	Public Information Director @ (305) 637-3277
5	SR 836 WB to SB HEFT Connection	Florida's Turnpike to NW 107th Avenue	Reconstruct existing westbound SR 836 to southbound HEFT connection to provide an additional lane and improved roadway geometry.	Public Information Director @ (305) 637-3277
6	SR 836 WB Auxiliary Lane	SR 826 to NW 57th Avenue	Add auxiliary lane in westbound direction. Includes Section 5 (FDOT) westbound CD road bridge with interim connections.	Public Information Director @ (305) 637-3277
7	SR 874 Dual Dedicated Lanes	SR 874 Toll Plaza	Provide two express lanes for northbound and southbound movements.	Public Information Director @ (305) 637-3277
8	SR 836 Communication & Incident Mgmt./Surveillance	HEFT to I-95	Install communications system, integrating FDOT with the MDX system. Provide incident management, traffic surveillance and highway advisory radio to SR 836.	Public Information Director @ (305) 637-3277
9	ITS Accident Investigation Sites & Reference Markers	System wide	Construction of two Accident Investigation (AI) sites each on SR 874 and SR 836. Install Location Reference Markers and "Move-It" signs systemwide.	Public Information Director @ (305) 637-3277

FY 2003 TIP Under Construction Projects
Miami-Dade Expressway Authority (MDX)
(Continued)

10	MDX Transportation Management Center	MDX Headquarters	Construction of the MDX Traffic Management Center (TMC) at MDX Headquarters. Procure and install hardware equipment and ITS freeway management software for the TMC.	Public Information Director @ (305) 637-3277
11	SR 112 Communications & Incident Mgmt./Surveillance	Miami International Airport to I-95	Install communications backbone integrating FDOT and Miami-Dade County systems with MDX system. Install incident management and traffic surveillance equipment to SR 112.	Public Information Director @ (305) 637-3277
12	SR 874 Communications & Incident Mgmt./Surveillance	HEFT to SR 826	Install communications backbone integrating Florida's Turnpike and FDOT systems with MDX system. Install incident management and traffic surveillance equipment to SR 874.	Public Information Director @ (305) 637-3277

FY 2002 TIP Under Construction Projects

Miami-Dade County Public Works Department

	Project Name	Limits	Phase	For Information
1	SW 2 Avenue bridge over Miami River	New 4 lane bridge over Miami River along SW 2 Avenue.	Construction	Highway Planning at (305) 375-2913
2	NW 95 Street	between NW 27 Street and NW 7 Avenue. When completed facility will be 5 lanes.	Addition of 1 turn lane and reconstruction of existing 4 lanes	Highway Planning at (305) 375-2913

FY 2003 TIP Under Construction Projects
Florida's Turnpike Enterprise

Project Name	Limits	Phase
Homestead Extension of Florida Turnpike (HEFT) Widening	Between State Road 836 and Okeechobee Road	Construction to add lanes to this segment of the HEFT is underway and is anticipated to be complete early next year. This project is a continuation of the widening of the HEFT, north to I-75, and also includes the addition of two new toll plazas at the Okeechobee Road interchange.