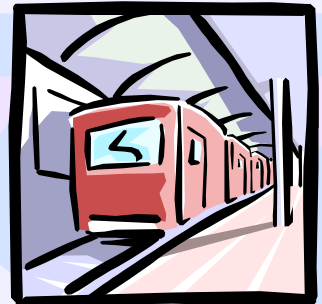




Transportation Improvement Program **2006**



CITIZEN'S VERSION!

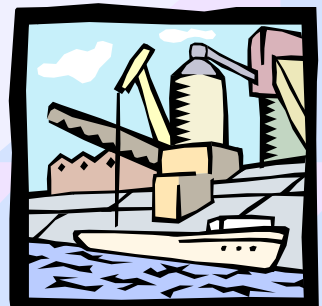
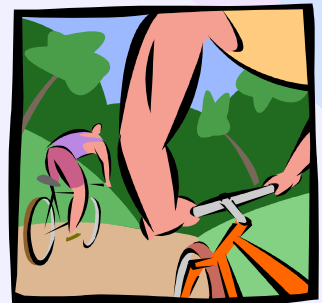


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A CITIZENS' GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 2030 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. 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 2030, the region's population is expected to climb to 3 million, while the number of households grows 40.7 percent, from the current 0.8 million to 1.1 million. In addition, the number of jobs in the county will increase from 1.2 million to over 1.6 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 6 municipalities with populations over 50,000 and they are the City of Hialeah, City of Miami, City of Miami Beach, City of Miami Gardens, 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 mile 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 900 buses travel an average of 96,000 miles daily serving the county's population on major roads. Total daily ridership averages about 210,000. In addition, daily ridership on Metrorail (the 21-mile elevated rail) averages about 48,000 trips; on the Metromover (the 4½ mile downtown mover), average daily ridership is 22,000. 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 walks or travels by some other means, such as bicycle, motorcycle, or taxi.



How to access the TIP on the web?

The Transportation Improvement Program (TIP) document may be accessed through the website in two different ways.

- By visiting the MPO website at www.miamidade.gov/mpo - select “Downloads” from menu and get the Transportation Improvement Program documents
- You may also access the Interactive TIP document residing at the Miami-Dade County’s web portal at MY NEIGHBORGOOD site. You may access through the MPO website at www.miamidade.gov/mpo -- select “Resources” and from the drop down menu click on the InteracTIP option. This choice takes you to the Interactive TIP multimedia – the last icon is the My Neighborhood site.

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 2030 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 2005 to 2009. Fiscal years spanned are 2005, 2006, 2007, 2008 and 2009. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

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
Fiscal Year 2009 -----	begins July 1, 2008 and ends June 30, 2009
Fiscal Year 2010 -----	begins July 1, 2009 and ends June 30, 2010



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 (FDOT) District 6
2. Florida's Turnpike Enterprise
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 Strategic Business Management (OSMB)
11. South Florida Regional Transportation Authority (SFRTA)

The TIP's Technicalities



Who must approve the TIP locally?

The Metropolitan Planning Organization (MPO) 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 MPO 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" "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

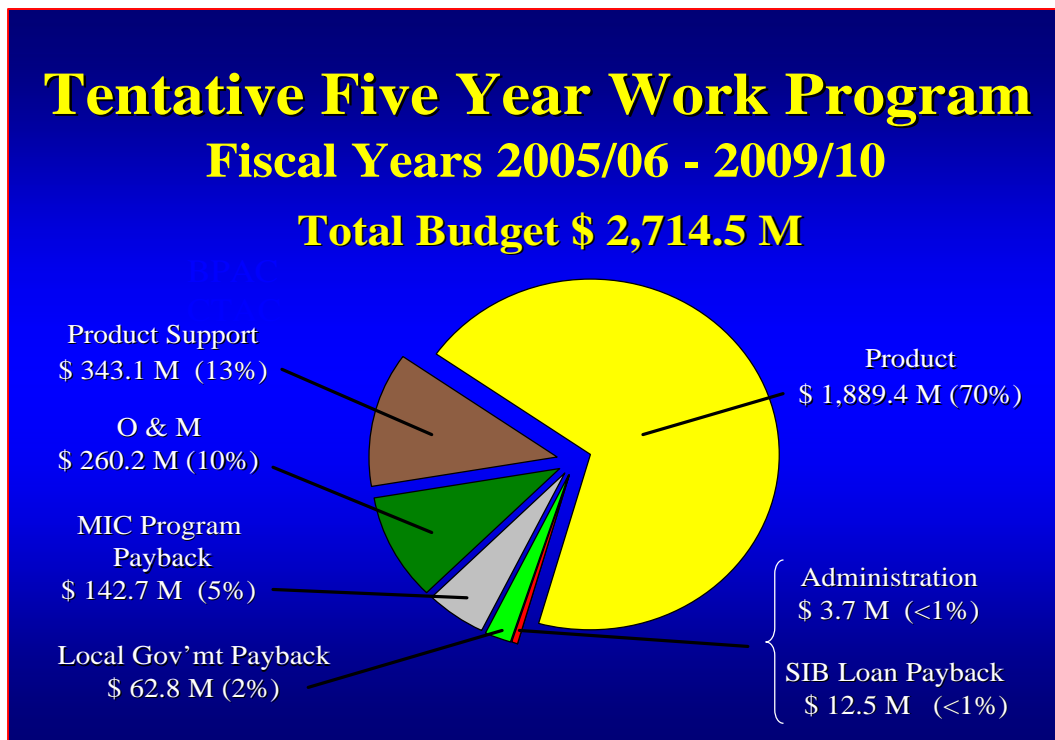
The Florida Department of Transportation's Five Work Program

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 Work Program Cycle

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 2004 FDOT began the new cycle to develop the "Tentative" Work Program for Fiscal Years 2006 through 2010. The final program was sent to the Governor and the State Legislature for review in February of 2005. The FDOT Secretary will adopt this Work Program in July 1, 2005.

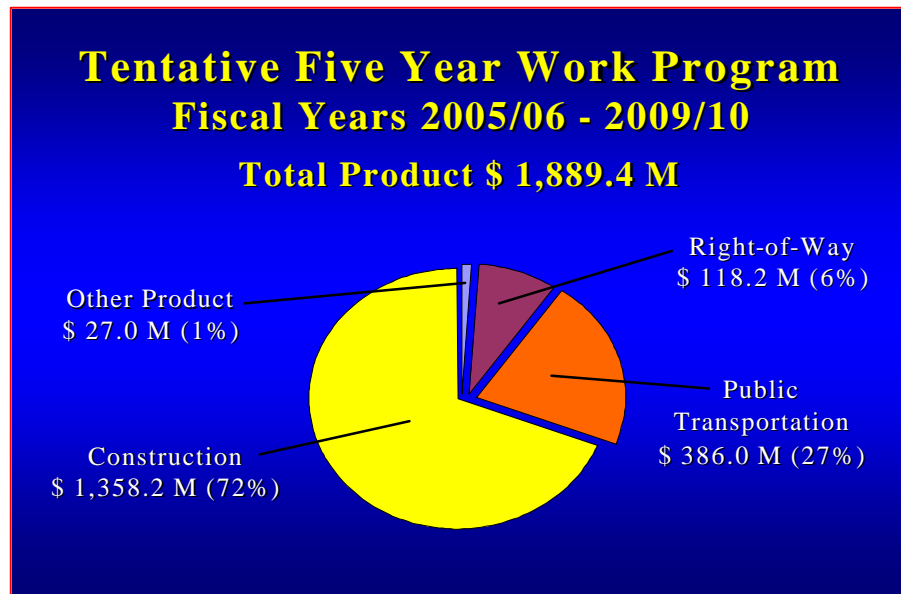


¹ District VI is comprised of Both Miami-Dade and Monroe Counties

Primary State Highways and Intermodal Projects (Continued)

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 contract staff who perform fiscal, information systems, legal, budget, personnel, reprographics, 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



Funding

The Department's funds are allocated among eight 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. 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.

Primary State Highways and Intermodal Projects (Continued)

The Department of Transportation is responsible for the State Highway System and funds several intermodal projects. The Department will spend approximately \$2.7 billion on transportation in District VI over the next five years. The Department's total product budget is \$1.889 Billion. Over 70% 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. Up to 27% of the budget pays for Public Transportation programs and services.

Major Intermodal Projects



Golden Glades Intermodal Center



Miami Intermodal Center Concourse

- **Miami Intermodal Center**

The Department's Work Program has over \$400 million programmed for The Miami Intermodal Center (MIC). These funds are distributed among 17 projects. The expenditures will be for the MIC Core, the Rental Car Facility, roadway and intersection improvements, a people mover connection to the existing Miami International Airport terminal, utilities relocation, loan 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.

Strategic Intermodal System (SIS) Projects

The SIS includes all FIHS roadways (expressways, other major arterials, such as Krome Avenue and a portion of Okeechobee Road), seaports and airports and their connections to rail network and the FIHS. Examples of SIS projects are as follows:

- **N.W. 25th Street Viaduct and Roadway Projects**
- Over 125 million has been programmed, for FY 2005/06, in partnership with Miami-Dade County and the MPO.

Primary State Highways and Intermodal Projects (Continued)

- **SR 997/Krome Avenue Corridor**

Projects identified in the Work Program continue the implementation of the Krome Avenue Action Plan. Over \$112 million of State and Federal funds are programmed.

- **Port of Miami**

The work program includes funds port dredging and railroad bridge repairs.

Major Intelligent Transportation System (ITS) Program

The deployment of ITS techniques will enable traffic to operate at an improved quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. These projects will include closed circuit TV, vehicle sensors and variable message signs describing real time roadway conditions. The 511 SunGuide program, and travel information will be available,, around the clock, for each ITS roadway, by dialing 511

- Over \$35 million of federal, state and local funds have been programmed for ITS. Examples of projects are service patrols, continued expansion to additional roadways, promotion of the 511 Program and partnering with the MPO and Miami-Dade Expressway Authority.



Monitoring Traffic at the Transportation Management Center

Primary State Highways and Intermodal Projects (Continued)

Other Major Corridor Improvements

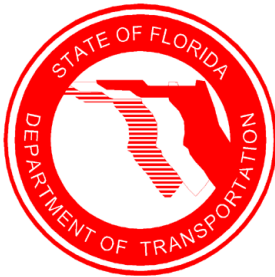
- Biscayne Boulevard
- S.R. 25/Okeechobee Road
- N.W. 87th Avenue
- N.W. 57th Avenue
- N.W. 74th Street

Major Bridge Replacement Program

- N.W. 12th Avenue Bridge
- N.W. 5th Street Bridge



Bridge Replacement at NW 12th



Public Transportation Projects

Transit

- \$170 million State Transit Block Grant
- \$100 million MIC-Earlington Heights Metrorail Connector

Aviation

- \$13 million for Security program support
- \$ 45 million MIA expansion support
- N.W. 25th Street Viaduct providing Miami International Airport cargo access improvement.



N.W. 25 Street Viaduct

Miami-Dade Expressway Authority (MDX) Improvements

INTRODUCTION

The MDX Five Year Transportation Improvement Program consists of 24 projects for a total of ***\$188.9 million for Fiscal Year 2006*** and approximately \$577 million for the entire Five-Year Work Program (FY06-FY10).



Ramp to Okeechobee

During Fiscal Year 2005 MDX completed the *SR 112 Westbound off Ramp to Okeechobee Road* which allowed for great improvement to the traffic approaching the Hialeah area. This project included the construction of an additional lane westbound to the exit ramp to Okeechobee Road. It provides an additional lane to the Okeechobee Road exit that substantially increases the ramp's length and allows for easier and safer lane change maneuvers. In addition, a greater separation between the exit ramp to Okeechobee and the exit ramp to NW 36th Street increases the overall capacity thus, significantly reducing congestion between these two exit ramps.

MDX is also scheduling the completion of the first phase of the SR 836 Extension Projects, the *SR 836 Westbound to Southbound HEFT Connection* for fall of 2005. This project which began in 2003 relocates the existing SR 836 westbound connection to the southbound Homestead Extension of Florida's Turnpike. The purpose of this project is to provide better access to and from NW 107th Avenue from SR 836 and improved connections to both the north bound and southbound Turnpike.



SR 836 WB to SB Turnpike

MDX initiated the other phases of the SR 836 Extension projects which include the construction of the *Extension of SR 836 from 107th Avenue to 137th Avenue and the construction of 137th Avenue from NW 12th Street to SW 8th Street*, as part of a Joint Participation Agreement with Miami-Dade County per an interlocal agreement with Miami-Dade County. This 4 lanes extension will provide expressway access to the growing residential and industrial communities in West Miami-Dade. Phase 1 and 2 of the Extension projects are both design build projects and have a total cost of approximately \$175 million. Phase 3 or the *Toll Plaza Section* includes the improvements from 107th Avenue to 87th Avenue and a new toll plaza incorporating Express SunPass Lanes like and the newest technological advances in electronic toll collection.

MDX Improvements (Continued)

The Extension will be the first Open Road Tolling segment within the MDX system which incorporates electronic toll collection with the use of gantries eliminating conventional tolls and enabling electronic toll collection only on the westbound travel. 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. These new improvements will be open to the public by 2007.



Interim SR 874 SunPass Express Lanes

Due to the fast increase in SunPass penetration within the MDX system, there are plans to modify the current plazas configuration to incorporate *dual dedicated SunPass Express lanes* to increase throughput at the plaza and minimize congestion. The first corridor where *these interim modifications have occurred* was at the SR 874 Toll Plaza where the construction of these changes was implemented in record time during the course of one weekend. The incorporation of all Express SunPass lanes in all other corridors will commence shortly.

MDX has also initiated and will continue during Fiscal Year 2006 the *final design phase of several significant projects in the SR 874 corridor*. These includes the improvements to the Killian Interchange and the splitting and relocation of the eastbound and westbound toll plazas to incorporate full Express SunPass lanes as well as capacity and safety improvements to the mainline. These projects also include a new access ramp from Kendall drive to SR 874 which now does not exist. Long awaited noise walls along the corridor will be part of these projects and will be the first element to be built once construction of these projects start. The projects also include incorporation of all design elements of the MDX Enhancement Manual such as color accent panels for the noise walls, landscaping, new signs and lighting. The final design phase is scheduled to be completed by 2006.

MDX will commence final design on the *MDX Project 83602* which incorporates improvements from west of 57th Avenue to the MIC including improvements to the 57th Avenue Interchange and the LeJeune Interchange. The Authority will also continue its planning efforts to incorporate Open Road Tolling (ORT) within its system. This means that there will no more toll plazas and all toll collection will be made electronically via gantries. Commuters will only pay for the segment that they use equalizing tolls systemwide. MDX will be working on the implementation of the master plan for deployment of ORT within the 2006 Fiscal Year.

MDX Improvements (Continued)

As part of a Federal (FHWA) earmark appropriated to MDX, in partnership with FDOT, MDX is deploying a series of *Intelligent Transportation Systems (ITS)* components in all its corridors that will integrate the FDOT SunGuide Transportation Management Center (SGTMC) with the MDX Transportation Management Center (TMC) for the management and operation of the Advanced Traffic Management System (ATMS). This project also proposes integration of the MDX system with the Turnpike Enterprise's fiber optic system for utilization in sending video data back to the MDX Transportation Management Center. The MDX Transportation Management Center (TMC) housed in the MDX Headquarters will be completed in December of 2005 and will be MDX's central operations center for collection and dissemination of information regarding freeway management, incident management, electronic toll collection, regional traveler information (511), and emergency services management.

All of MDX's projects are implemented through an active public involvement program to ensure that the community impacted is involved and informed. All MDX projects are exclusively funded through the use of tolls as a user fee which in turn are bonded to finance improvements within its system



Elements from MDX Enhancement Manual for the SR 836 Extension Projects



Florida's Turnpike Enterprise Improvements



The Turnpike Enterprise is an entity within the Florida Department of Transportation, overseeing a 449 mile system of limited – access toll highways. The Turnpike Mainline, or “Main Street”, extends from North Miami to a junction with Interstate 75 in north central Florida. It passes through the counties of Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, Osceola, Orange, Lake and Sumter. The Turnpike System includes the 47 mile Homestead Extension (HEFT) and the 23 mile Sawgrass Expressway/Toll 869 in Broward County; among other facilities statewide.

Florida's Turnpike is a user-financed facility that uses toll revenues and bonds to pay for new construction and maintenance of the entire system.

Miami-Dade County Turnpike Planned Projects-



Homestead Extension HEFT

- Widen from 6 lanes to 8 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from Kendall Drive to State Road 836/ Dolphin Expressway.
- Widen from 10 lanes to 12 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from south of SW 117 Avenue to south of Kendall Drive and improvements to adjacent collector street network.
- Widen from 6 lanes to 12 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from Eureka drive to north of SW 117 Avenue.
- Widen from 6 lanes to 8 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from SW 216th to US 1
- Widen from 6 lanes to 12 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from US 1 to Eureka Drive.
- SW 8th Street Interchange Modification to connect collector street to existing ramp to provide enhanced access from Southbound Turnpike to Westbound SW 8 Street.
- Reconstruct Golden Glades Toll Plaza including tandem truck staging area and construct noise walls.

Secondary Roads Improvements

Miami-Dade Public Works Department is in charge of the Secondary Road Program. The Secondary Road Program for FY 2005 totals over \$3 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 2006 include:

NW 17 Avenue Bridge Refurbishing

SW 24 Street from SW 87 Avenue to SW 77 Avenue



- Coral Way Improvements -

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:



- Beautification Improvements -

- Bridge Repair and Painting
- Construction Supervisory Cost
- Countywide Beautification Improvements
- FEMA Roadway Restoration
- Guardrail Safety Improvement Projects
- Pavement Markings
- Railroad Crossing Improvements and Survey Crew
- Reimbursement to General Fund for Road & Bridge Maintenance
- Community Image Advisory Board
- Safety Lighting
- Traffic Signals and Signs Supervision
- Traffic Materials

Road Impact Fee Improvements

Miami-Dade Public Works Department in charge of the Road Impact Fee Program.



- Roadway Reconstruction Improvement -

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 2006 totals over \$41 Million. Major road and bridge projects listed in FY 2006 include:

- NE 2 Avenue -- NE 91 Street to NE 115 Street
- 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
- SW 26 Street -- SW 149 Avenue to SW 147 Avenue
- NW 62 Avenue -- NW 105 Street to NW 138 Street
- NW 72 Avenue -- NW 74 Street to Okeechobee Road
- NW 74 Street -- NW 87 Avenue to NW 84 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
- SW 117 Avenue -- SW 184 Street to SW 152 Street



- Roadway Capacity Improvement -

Road Impact Fee Improvements (Continued)

ROAD AND BRIDGE CONSTRUCTION PROJECTS (Continued)

- W 137 Avenue -- SW 8 Street to NW 12 Street
- SW 137 Avenue -- SW 88 Street to SW 56 Street
- SW 184 Street -- SW 137 Avenue to SW 127 Avenue
- SW 184 Street -- SW 147 Avenue to SW 137 Avenue
- SW 328 Street -- SW 162 Avenue to SW 152 Avenue
- SW 328 Street – US 1 to SW 162 Avenue
- Barbara Goleman High School Access Road
- Card Sound Road – US-1 to Miami-Dade/Monroe County Line road
- Dade Blvd./23 Street Bridge Replacement -- Over Collins Canal
- Miami Gardens Drive Connector



- 97 Avenue Bridge over SR-836 -

CONTINUING PROGRAM PROJECTS

The Road Impact Fee Program contains three project categories which are supportive of the transportation system management effort to improve traffic flow countywide. The continuing projects for FY 2006 include:



- Roadway signalization / intersection improvements -

- 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 2005 Public Works Department Distribution:

The Miami-Dade County FY 2005-2006 Capital Improvement Local Option Gas Tax Program, is budgeted to provide over \$19 Million in new funding for Public Works related projects to address traffic safety and roadway improvements related needs.

Public Works Projects - Countywide Service

Engineering and Construction Supervision
Traffic Control Crew
Traffic Control Devices – Equipment and Materials

Public Works Projects - Unincorporated Services

Local Right-of-way crews
ADA Hotline
Road Resurfacing
Sidewalks / Pedestrian



- Installation of Traffic Control Devices -



- Sidewalk and pedestrian paths -

People's Transportation Plan Improvements by Public Works

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 25-year, \$17 billion transportation plan. The Public Works Department (PWD) has worked closely with the CITT to provide a wide range of roadway and neighborhood improvements.

The PWD Plan Work Program for FY 2006 totals over \$82 Million. The plan includes the two categories from the PTP Ordinance that relate to the PWD; major highway road improvements and neighborhood improvement projects.

MAJOR HIGHWAY ROAD IMPROVEMENT PROJECTS

NE 2 Avenue from NE 36 Street to NE 43 Street
NE 2 Avenue from NE 43 Street to NE 62 Street
NW 62 Avenue (W 8 Avenue) from NW 138 Street to NW 105 Street
NW 62 Avenue from SW 24 Street to NW 7 Street
NW 82 Avenue/NW 8 Street from NW 7 to 10 Street/NW 87 to 79 Avenue
SW 62 Avenue from SW 70 Street to SW 64 Street
NW 87 Avenue from NW 186 Street to SW 168 Street
SW 87 Avenue from SW 216 Street to NW 154 Street
NW 138 Street Bridge over Miami River Canal at NW 138 Street
SW 160 Street from SW 147 Avenue to SW 137 Avenue
SW 264 Street from US-1 to SW 137 Avenue
SW 312 Street from SW 187 Avenue to SW 177 Avenue
New Access to Country Walk

MAJOR COUNTYWIDE HIGHWAY ROAD IMPROVEMENT PROJECTS

ATMS - Advanced Traffic Management System
SW 1 Avenue from SW 8 Street to SW 1 Street (Tunnel) Feasibility Study
Grade Separations Study
Reverse Flow Lanes Study



- Road reconstruction in Hialeah -

People's Transportation Plan Improvements (Continued)

NEIGHBORHOOD IMPROVEMENT PROJECTS

The PWD, 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, the percentage of maintained arterial and collector lane miles, and a portion is 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 for FY 2006 include:

- Site Specific Neighborhood Improvement Sites
- Non-Site Specific Neighborhood Improvement Sites
- Countywide Neighborhood Improvements



- Road reconstruction work -

- Ro

PRIVATE SECTOR IMPROVEMENTS

FINANCED BY CONTRIBUTIONS IN LIEU OF PAYMENTS OF ROAD IMPACT FEES

Miami-Dade Public Works Department in charge of the Private Sector Improvements Program which 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 Miami-Dade county Department of Planning and Zoning.

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.



- Private Sector Road improvements -

NW 58 Street from NW 99 Ave. to NW 104 Ave.
Bird Rd. and SW 147 Ave.
NW 25 Street from NW 117 Ave. to NW 127 Ave.
NW 127 Ave. from NW 25 St. to SW 8 St.
NW 17 St. from NW 127 Ave. to NW 137 Ave.
NW 137 Ave. from NW 12 St. to NW 17 St.
NW 122 Ave. from NW 25 St. to NW 41 St.
SW 147 Ave. from SW 10 St. to SW 22 St.
SW 136 St. from SW 149 Ave. to SW 157 Ave.
SW 157 Ave. from SW 136 St. to SW 152 St.
SW 120 St. from SW 150 Ave. to SW 157 Ave.
Kendall Drive from SW 162 Ave. to SW 150 Ave.
SW 137 Ave. from Sunset Dr. to Kendall Dr.
SW 162 Ave. from Kendall Dr. to SW 96 St.
SW 157 Ave. from SW 94 St. to SW 96 St.
SW 96 Street from SW 162 Ave. to SW 157 Ave.
Coral Gables various traffic improvements

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

NW 82 St. between NW 114 Ave. and NW 115Ave. (South Side)
NW 112 Ave. between NW 84 St. and NW 85 St.
NW 82 St. between NW 113 Ave. and NW 117 Ave.
SW 147 Ave. between SW 280 St. and SW 284 St.
SW 147 Ave. between SW 10 St. and SW 22 St.

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.



- MIA South Terminal Construction -



- Miami International Airport Rendering -

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

**Grant Eligible Construction
Costs (in millions)**

MIA – Security Operations Center (SOCC)	15.4
MIA – South Terminal Expansion (includes Concourses H, J and Terminal-wide)	260.0
MIA – Northside Runway	50.9
MIA – MIA Mover DBOM	204.0
MIA – Tract One Drainage, Grading & Pavement Improv.	13.7
MIA – GAC Apron and Building	6.0
MIA – Concourses A-J Loading Bridges	2.2
MIA – Land Acquisition	13.8
MIA - Terminal Modifications for EDS Deployment	88.0
MIA – Runway Strengthening – 2nd	19.9
GAA – Airside Improvements/Security	6.5

TOTAL:

\$ 680.40



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 \$176 million over the next five years. The Seaport Department’s TIP for Fiscal Years 2006-2010 reflects the Port’s in-progress strategy of optimizing land use and enhancing throughput capability to meet the demands of the cargo and cruise industries. Projects scheduled for completion during Fiscal Year 2005 include a new expanded automated cargo security gateway, new roadways with separations for cargo and cruise traffic, installation of two new super post-Panamax container gantry cranes along with many other significant infrastructure improvements. Projects included in the new 2006-2010 TIP reflect the ongoing long range master implementation program, such as two new cruise terminals, related parking garages, ongoing security enhancements, the completion of Phase II of the south channel dredging program and ongoing Port access improvements.



- Arrival of new Container Gantry Crane -

This program exemplifies the Port’s policy of aggressively seeking grant funding from local, state and federal sources. This year’s TIP reflects over \$8 million of grant funds (exclusive of U.S. Army Corps of Engineers dredging grant funds) awarded to the Port, or approximately 4.5% of the five year program. Grant applications continue as part of the Port’s established goals.

SPECIFIC ASPECTS OF THE PROGRAM

Seaport Security

Seaport security continues to be an item of national significance. During this past year Port of Miami received notice of compliance of our security plan to the U. S. Coast Guard. This significant accomplishment addresses the most recently issued new security standards for seaports. Port security enhancement projects nearing completion include the CCTV, access controls, a new automated cargo gateway that interfaces with terminal operator gates and an interim security control facility. Ongoing improvements include the construction of a cruise provisioning facility, coordinating with Customs and Border Protection for inbound cargo portal monitors and other technological security advances necessary to assist in meeting the new security standards.

MULTIMODAL SEAPORT DEVELOPMENT (Continued)

This past year the Port was successful in obtaining an additional \$450 thousand in federal security grant funds for selected security projects, bringing to a total of over \$17 million federal grant funds awarded for security projects. The Port is looking toward the next round of anticipated federal grants. Furthermore, construction of additional INS and Customs operations space in cruise terminals, a federal requirement, is included in the TIP Security Enhancements project. The Port security program has increased from \$8 million three years ago to over \$60 million in identified needs. State of Florida security funding, which represents re-allocated commerce project funds, is assisting 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 continues to be addressed at all levels of government.

Intermodal Projects

Despite the challenges inherent in the site requirements, the Port is continuing to pursue acquiring a much-needed off-Port intermodal container storage/transfer facility. This facility which would include both storage and transfer capabilities 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.

Harbor Deepening

Critical to the Port's ability to provide access to present day 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 2006. At this time the County has entered into an agreement with the USACOE and in turn the USACOE has selected a contractor for this work and issued a notice to proceed. A general Re-evaluation Review, which will determine the feasibility of increasing the depth to -50 feet, is underway by the USACOE. 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 Gate -



- Deepwater Terminal D & E -

MULTIMODAL SEAPORT DEVELOPMENT (Continued)

Cargo Enhancements

As part of its ongoing renewal and replacement program, this year's TIP includes over \$9 million in enhancements to container yards, wharves and rip rap. These improvements are critical to maintaining the throughput capacity of the Port and its operational efficiency. Additionally, this year's TIP includes the acquisition of two additional super post-Panamax container gantry cranes and development of the remaining portion of Wharf 7. While these improvements will take several years to complete, the process must begin now to ensure timely completion.

Cruise Terminal Enhancements

As part of its 2020 Master Development Implementation Plan, the Port has two new cruise terminals (Terminals D and E) under construction. Concurrently, parking garages for these terminals will be built. The two new parking garages will accommodate the parking demand imposed by the new "mega" ships currently calling at the Port. Approximately 2,350 new parking spaces for cruise passenger vehicles were 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.



- Port of Miami: Cruise Capital of the World -

PUBLIC TRANSPORTATION IMPROVEMENTS



-New Bus Prototype-

Miami-Dade Transit (MDT) is one of the 14 largest public transit systems in the country and the largest public transit agency in Florida. MDT is responsible for marketing and providing all public transit services in Miami-Dade County. MDT provides Metrobus service with more than 100 routes, a 22-mile elevated Metrorail system, and a 4.4-mile elevated people mover system, and Medicaid Transportation and Special Transportation Services (STS). During FY 2005 the County will continue to expand park and ride lot facilities, develop several transportation corridors, maintain and improve public transportation facilities and

equipment, and implement service improvements in accordance with the People's Transportation Plan (PTP).

Through the use of Federal, State, and local funding sources, all of Miami-Dade Transit's capital projects to include fixed guideway expansion and operational expenses are funded. On November 5, 2002, the voters of Miami-Dade County approved a one-half percent sales tax increase to be used exclusively for improving transportation in the County and the creation of a Citizen's Independent Transportation Trust (CITT) to provide oversight in the implementation of the PTP.

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

Miami-Dade County's five year program of service and capital improvements for the County's public transportation system is described in the pages that follow. This program encompasses the best estimates of local transit capital needs, with the greatest detail focused on the first two years.

SPECIFIC ASPECTS OF THE PROGRAM

The FY 2006 Transportation Improvement Program includes funding over the next five years for the following projects:

South Miami-Dade Busway Extension: The South Miami-Dade Busway extension which adds an additional 11 miles of exclusive, bus-only transit corridor lanes to the existing 8.2-mile Busway adjacent to U.S.-1 will be completed in FY 2006. The first five-mile segment of the extension was placed into service in April 2005. The construction of this project is enabled using Federal Discretionary and State funds.

PUBLIC TRANSPORTATION IMPROVEMENTS (Continued)

Urban Corridor Development: State Transit Corridor Program funds will be used for the continuation of several successful South Miami-Dade Busway routes as well as the Flagler MAX route.

ROUTINE REPLACEMENT AND ENHANCEMENT

Metrorail Rehabilitation/ Metromover Replacement: All 136 Metrorail cars will be reconfigured with a new futuristic, aerodynamic sloped front-end design and more modern interior. The original 12 Metromover cars also will be replaced.

Automated Fare Collection: MDT is pursuing state-of-the art fare collection equipment that will support a future region-wide Smart Card-based system for seamless fare integration between MDT, Tri-Rail, Broward County Transit and Palm Tran.

Buses: MDT continues its bus replacement and expansion program to include new over-the-road coaches for longer, limited stop routes. Funding is provided through the People's Transportation Plan (PTP) and through Congestion Mitigation and Air Quality (CM) Federal funding made available through the State. For 2005, MDT projects delivery of 70 additional 40-foot low-floor buses.

Safety: Funding is programmed to purchase security equipment, to continue upgrades and installations of closed circuit camera television systems (CCTV) and to continue the replacement of fire detection and reporting systems.

Facilities: Ongoing facility projects are funded, which include replacement of piston lifts at the garages, replacement of bus washers, and improvement of safety conditions.

Passenger Facilities: Additional Park and ride facilities, designed to address parking demand on the southern end of the existing Metrorail line and along the Busway continue to be planned and developed. New sites funded with state and local moneys to be developed include sites at the following intersections: Douglas Road / U.S.-1, Dadeland North / U.S.-1, S.W. 200 Street / U.S.-1, Quail Roost Drive / U.S.-1, and S.W. 344 Street / Busway terminus; funding continues for the installation of protective canopies at Metrorail stations, bus stops and over outdoor escalators. In addition, escalators and elevators will be replaced.

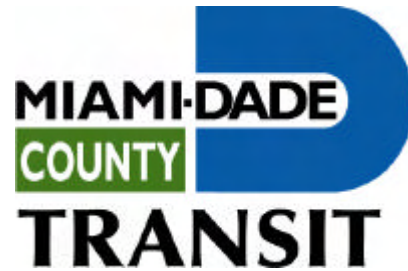


- New Metromover prototype -



- New Metrorail Prototype -

PUBLIC TRANSPORTATION IMPROVEMENTS (Continued)



- Metrorail train with Miami's downtown backdrop -

RAPID TRANSIT CORRIDOR DEVELOPMENT (ORANGE LINE)

MIC Extension to Earlington Heights: The MIC/Earlington Heights extension is a 2.6-mile heavy rail extension that will extend from the Miami Intermodal Center (MIC) to the existing Earlington Heights Metrorail Station. The project includes a station at the MIC. The MIC will serve as a central transfer point for Metrorail, Metrobus, Tri-Rail, Amtrak and charter services; it will also consolidate rental car agencies into one facility. Funding will enable further advancement of this project to coordinate with the completion of the MIC-Miami International Airport (MIA) Connector-People Mover Project. The MIC-MIA Connector-People Mover will allow MIA to link with the MDT's Metrorail system. Estimated project cost is \$340 million, with estimated completion in 2010.

North Corridor: The North Corridor is a 9.5-mile, seven (7) station, heavy rail project with its northernmost terminus located at NW 215 Street (County Line Road) and NW 27th Avenue. Its southernmost terminus will be located at the current Dr. Martin Luther King, Jr. Metrorail Station. The seven (7) proposed Metrorail stations are expected to be located at the Northside Shopping Center, City of Opa-Locka, Miami-Dade Community College/North Campus, Palmetto Expressway (SR 826), Carol City Shopping Center (N.W. 183 St.), Pro Player Stadium (N.W. 199 St.), and the Homestead Extension of Florida's Turnpike (HEFT). There is provision for a future station at the intersection of NW 103rd Street and NW 27th Avenue. Estimated project cost is \$843 million, with estimated completion in 2012.

East-West Corridor: This 10.1-mile project starts at the FIU Tamiami Campus at the Florida Turnpike and proceeds eastward along the length of SR 836 to the MIC. The proposed line connects some of the region's most important economic generators, including stops at Blue Lagoon Corporate Park, Palmetto Expressway and the vicinity of FIU/Turnpike. It also provides for direct transfers at the MIC with Tri-Rail, Amtrak, Metrorail, and Metrobus. Estimated project cost is \$1.38 billion, with estimated completion in 2014.

OTHER CORRIDOR DEVELOPMENT

Kendall Corridor: The Kendall Corridor is approximately 15-miles long, with both east-west and north-south segments. The Kendall segment, from SW 157th Avenue to the southern terminus of Phase I Metrorail (Dadeland area) is centered along North Kendall Drive (SW 88 Street). The proposed north-south rail line connects Dadeland to the East-West Corridor. This project needs to complete the federal, state and local funding.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY



On July 1, 2003, the Tri-County Commuter Rail Authority was replaced by the newly formed South Florida Regional Transportation Authority's (SFRTA). SFRTA's mission is to provide greater mobility in South Florida, thus improving the economic viability and the quality of the Community, Region and State. 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 represents projects with identified funding and that are currently underway.



- Golden Glades Tri-Rail Station -



- Ona Locka Tri-Rail Station -

DOUBLE TRACK CORRIDOR IMPROVEMENT PROGRAM SEGMENT 5 PROJECT:

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 \$333.8 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 5 locomotives and 2 cab cars; provide full closure at 70 grade crossings. Construction of the Segment 5 Project has begun and is scheduled to be completed by 2006.

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.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (Continued)

CYPRESS CREEK INTERMODAL FACILITY:

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

SMART CARD:

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

JUPITER CORRIDOR:

The project is a rail improvement project located in Palm Beach County, Florida. The Jupiter Corridor extends premium transit service from the City of West Palm Beach, going north along the Florida East Coast (FEC) Railroad Corridor about 16 miles to the Town of Jupiter.

OPERATIONAL SUPPORT PROJECT

SFRTA's program of projects includes \$32.607 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 SFRTA's short and long- range planning efforts

OPERATING ASSISTANCE

SFRTA's program of projects includes \$163.439 million for Operating Assistance. SFRTA 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%.



- Tri-Rail Train cars -



- Tri-Rail 79th Street Station -

APPENDIX A

Completed Highway Project Listings

FY 2005 TIP Completed Projects

20 Florida Department of Transportation District 6

	Project Name	Limits	Type of Work	Completion
1	Killian Parkway	at SW 104 Street	Intersection Improvement	January 8, 2004
2	U.S. 1/ S. Dixie Highway	at SW 62 Avenue	Add Turn Lanes	January 9, 2004
3	SW 107 Avenue	SW 56 Street and SW 88 Street	Resurfacing	January 30, 2004
4	NW 79 Street	between NW 7 Avenue and NW 5 Court	Safety Improvement	February 26, 2004
5	Okeechobee Road	between Palm Avenue and E 7 Avenue	Widen and Bridge Improvement	March 8, 2004
6	I-95	between Golden Glades and NE 191 Street	Landscaping	March 22, 2004
7	SW 8 Street	SW 137 Avenue and SW 127 Avenue	Reconstruct	June 1, 2004
8	Miami Gardens Drive	at W. Dixie Highway and U.S. 1	Intersection Improvement	June 13, 2004
9	I-195	at Miami Avenue	Widen Exit Ramp	June 18, 2004
10	NW 79 Street	at NW 22 Avenue	Intersection Improvement	June 26, 2004
11	NW 27 Avenue	between NW 135 Street and Ali Baba	Reconstruct	July 21, 2004
12	NW 135 Street	between NW 30 and NW 27 Ave	Resurfacing	September 1, 2004
13	Bird Road	between SW 38 Court and U.S. 1	Resurfacing	September 1, 2004
14	I-95	between U.S. 1/S. Dixie Highway and Broward County Line	Sign Structures	December 3, 2004
15	Kendall Drive	at SW 87 Avenue, SW 87 Court, SW 92 Avenue	Intersection Improvements	January 7, 2005
16	U.S. 1/ S. Dixie Highway	between Ponce de Leon Boulevard and SW 16 Avenue.	Sidewalks/ADA	January 15, 2005
17	SW/SE 1st Street	between SW 2 Avenue and US-1/Biscayne Boulevard	Resurfacing	January 27, 2005
18	Miami Gardens Dr	at NE 9 Court	Intersection Improvement	February 7, 2005
19	SW 137 Avenue	at SW 112 Street	Intersection Improvement	March 2, 2005
20	SW 137 Avenue	between SW 96 Street and SW 90 Street	Intersection Improvements	March 2, 2005

FY 2005 TIP Completed Projects (Continued)
Florida Department of Transportation District 6

	Project Name	Limits	Type of Work	Completion
21	SW 137 Avenue	at SW 120 Street	Add Lanes	March 2, 2005
22	LeJeune Road	at Okeechobee Road	Flyover	March 3, 2005
23	Miami Gardens Dr	at NW 87 Avenue	Add Lanes	March 16, 2005

Projects shown are those completed from January 2004 through March 2005.

FY 2004 TIP Completed Projects
Florida Department of Transportation
Turnpike Enterprise

	Project Name	Limits	Phase	Completion
1	Widen Homestead Extension Florida's Turnpike	SR 836 to Okeechobee	Construction	Spring 2004

FY 2005 TIP Completed Projects

Miami-Dade Public Works Department

	Project Name	Limits	Type of Work	Status
1	SW Second Avenue bridge over Miami River	between SW 7 th Street and SW 2 nd Street	New 4 lane bridge over Miami River along SW 2 nd Avenue	Complete
2	NW 95 th Street	between NW 27 th Avenue and NW 7 th Avenue	Addition of one turn-lane and reconstruction of 4-existing lanes	Complete
3	SW 137 th Avenue	between SW 56 th Street and SW 42 nd Street	Addition of two lanes	Complete
4	SW 137th Avenue	between SW 184 th Street and SW 152 nd Street	Addition of two lanes	Complete
5	Southcom Pedestrian Bridge		Construction of Pedestrian Bridge over Dressel's Dairy Canal	Complete
6	NW 74 th Street	Between NW 84 th Avenue and the Palmetto Expressway (SR-826)	Widen to 5 lanes	Complete
7	NW 79 th Avenue	Between NW 74 th Street and Okeechobee Road	Construction of new 5 lanes	Complete
8	NW 110 th Avenue	Between NW 14 th Street and NW 25 th Street	Reconstruction of 4 lanes	Complete

FY 2005 TIP Completed Projects
Miami-Dade Expressway Authority (MDX)

	Project Name	Limits	Type of Work	Status
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	August 2004
2	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.	November 2003
3	ITS Accident Investigation Sites & Reference Markers	Systemwide	Construction of two Accident Investigation (AI) sites each on SR 874 and SR 836. Install Location Reference Markers and "Move-It" signs systemwide.	August 2004

APPENDIX B

Under Construction Highway Project Listings

FY 2005 TIP Under Construction Projects

Florida Department of Transportation District 6

	Project Name	Limits	Type of Work	Estimated Completion
1	S.R. 913SW26 Road	between 26 Road and Rickenbacker Causeway	Resurfacing	May-05
2	NE/NW 103 Street	between I-95 and NE 6 Avenue	Add Turn Lanes	July-05
3	Collins Avenue	between 44 Street and 63 Street	Resurfacing	July-05
4	Palmetto Expressway	between NW 154 Street and U.S. 1	ITS	August-05
5	Flagler Street	between SW 76 Avenue and SW 73 Court	Resurfacing	August-05
6	Miami Gardens Drive	between NW 28 Place and NW 14 Avenue	Add Lanes	August-05
7	LeJeune road	between SW 8 Street and NW 11 Street	Add Lanes	September-05
8	Miami Gardens Drive	between NW 14 Avenue and NW 2 Avenue	Reconstruct	September-05
9	Hialeah Expressway	between NW 74 Street and NW 57 Street	Reconstruct	November-05
10	I-95	between NW 65 Street and SR 112	Landscaping	December-05
11	SR 112/I-195	between NW 11 Avenue and Alton Road	ITS	March-06
12	I-75	between Palmetto Expressway and Broward County Line	ITS	April-06
13	Okeechobee Road	between SR 826 and W 12 Avenue	Add Lanes	April-06
14	U.S.1 Biscayne Boulevard	between NE 105 Street and NE 121 Street	Reconstruct	April-06
15	I-95	between NW 135 street and NW 151 Street	Auxiliary Lane	April-06
16	Palmetto Expressway	between North of FEC and NW 103 Street	Add Lanes	July-06
17	Palmetto Expressway	at NW 36 Street	Interchange	October-06
18	McAuthor Causeway	at Bridge #870077	Bridge Rehabilitation	February-07

FY 2005 TIP Under Construction Projects (Continued)
Florida Department of Transportation District 6

	Project Name	Limits	Type of Work	Estimated Completion
19	MIC/MIA Interchange	LeJeune Road at NW 21 Street	Reconstruct Interchange	February-07
20	63 Street Flyover	at Abbot Avenue	Remove Flyover	May-07
21	U.S. 1	between Jewfish Creek Bridge and N. of Dade County Line	New Bridge and Road Reconstruction	May-08

Under Construction Highway Projects
Florida Department of Transportation
Turnpike Enterprise

	Project Name	Limits	Phase	Completion
1	Southwest 8 th Street Interchange Modification	From Southbound HEFT to westbound SW 8 th Street.	Construction of an additional off ramp	Construction beginning 2004
2	Homestead Extension of Florida's Turnpike and Turnpike Mainline	Addition of safety barriers to prevent entry into canals.	Construction	Ongoing
3	Relocation of Truck Staging Area at Golden Glades Toll Plaza	Golden Glades Toll Plaza	Relocation of tandem truck staging area	Construction during Fiscal Year 2006

FY 2005 TIP Under Construction Projects

Miami-Dade Public Works Department

	Project Name	Limits	Type of Work	Status
1	SW 24 th Street	between SW 87 th Avenue and SW 77 th Avenue	Widen from 4 to 6 lanes	Ongoing
2	Grand Avenue	between SW 37 th Avenue and SW 32 nd Avenue	4 to 2 lanes, on street parking, signalization, drainage	Ongoing
3	NW 58 th Street	between NW 107 th Avenue and NW 102 nd Avenue	Widen from 2 to 4 lanes	Ongoing
4	NW 97 th Avenue Bridge over SR 836	between NW 7 th Street (Fontainebleau Boulevard) and NW 14 th Street	Construction of a 4 lane bridge and roadway	Ongoing
5	SW 97 th Avenue	between SW 40 Street and SW 8 th Street	Widen from 2 to 3 lanes	Ongoing
6	NW 42 nd Avenue Bridge	at NW 178 Street	Bridge Enhancements / Renovations and Structural Repairs	Ongoing
7	NW 87 th Avenue Bridge over I-75	Between NW 138 th Street and NW 154 th Street	Construction of a 4 lane bridge and roadway	Ongoing
8	Barbara Goleman High School Access Road		Construction of 2 new lanes	Ongoing
9	W 137 th Avenue	between SW 8 th Street and NW 12 th Street	Construction of new 6 lane roadway	Ongoing
10	SW 120 th Street Bridge over Black Creek Canal		Construction of new 4 lane bridge	Ongoing
11	NW 62 nd Avenue	between NW 105 th Street and NW 138 th Street	Widen from 2 to 3 lanes	Ongoing
12	NW 22 nd Avenue	between NW 135 th Street and SR-9	Resurfacing and remarking	Ongoing
13	NW 22 nd Avenue	between NW 62 nd Street and NW 135 th Street	Resurfacing and remarking	Ongoing

FY 2005 TIP Under Construction Projects

Miami-Dade Expressway Authority (MDX)

	Project Name	Limits	Phase	For Information
1	SR 112 Landscaping	South River Drive to NW 37th Avenue	Landscaping for Okeechobee Road Ramp project	Public Information Director @ (305) 637-3279
2	SR 836 Extension	NW 137 th 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) 637-3279
3	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) 637-3279
4	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) 637-3279
5	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. 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) 637-3279
6	SR 836 Toll Plaza between 87th Ave and 107th Ave.	87th Ave to 107th Ave.		Public Information Director @ (305) 637-3279

FY 2005 TIP Under Construction Projects (Continued)
Miami-Dade Expressway Authority (MDX)

	Project Name	Limits	Phase	For Information
7	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) 637-3279
8	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) 637-3279
9	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) 637-3279