



MIAMI-DADE EXPRESSWAY AUTHORITY



FY 2015-2019 Work Program Highlights 2015 Transportation Summit

JANUARY 22, 2015

About MDX



- **Maintains, operates and improves the following expressways:**
 - SR 112/Airport Expressway
 - SR 836/Dolphin Expressway
 - SR 874/Don Shula Expressway
 - SR 878/Snapper Creek Expressway
 - SR 924/Gratigny Expressway
- **It was created to assure that 100 % of all tolls collected in the MDX system remain and are invested in Miami-Dade County**
- **MDX is governed by a 13 Board of Directors**
 - 5 are appointed by the Governor/7 are appointed by the Miami-Dade County Commission and District 6 FDOT Secretary

MIA Central Boulevard



SR 836/SR 826 Interchange





Partnerships and Contributions

MDX's contribution of over \$489 million or 1/3 of MDX's debt have made possible the advancement of these infrastructure projects .

FY 2015-2019 Work Program

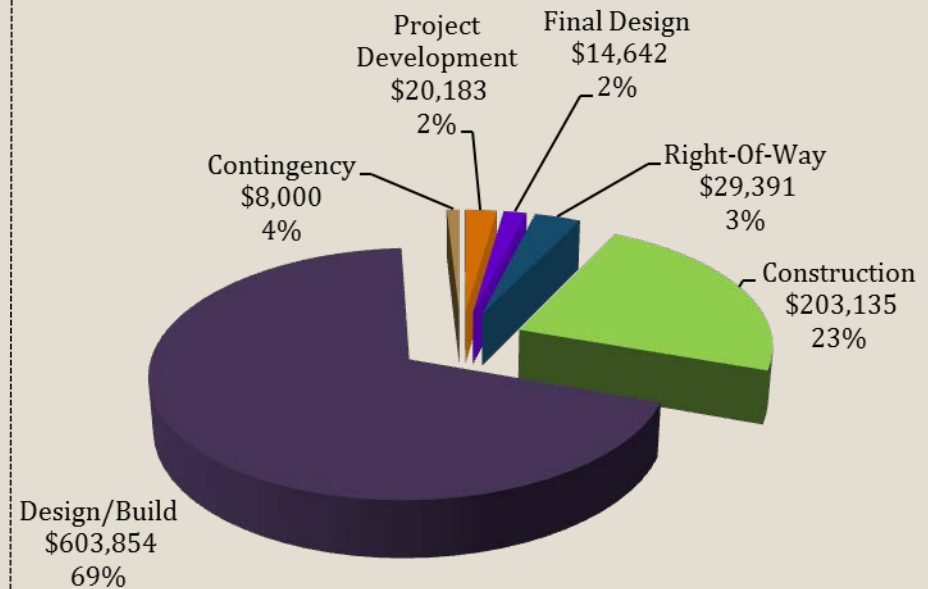
- Objectives

- Completion of ongoing projects
- Procurement of Open Road Tolling (ORT) System Integrator
- Advancement of Priority Projects

- Priorities



\$879.2 Million



All numbers in Thousands (\$000's)



Local Investment

*85% of MDX's new revenues
are being invested in SR 836
To strengthen the Airport to
Seaport Connection and the
State's investment on Port
Miami and MIA &
Allow for Express Bus Service
from FIU to MIC to
Downtown*

SR 836/87th Avenue Interchange



Improvements to SR 836 at NW 87th Avenue to provide system to system connection to SR 826 and increase capacity

SR 836 from NW 57th to 17th Avenues

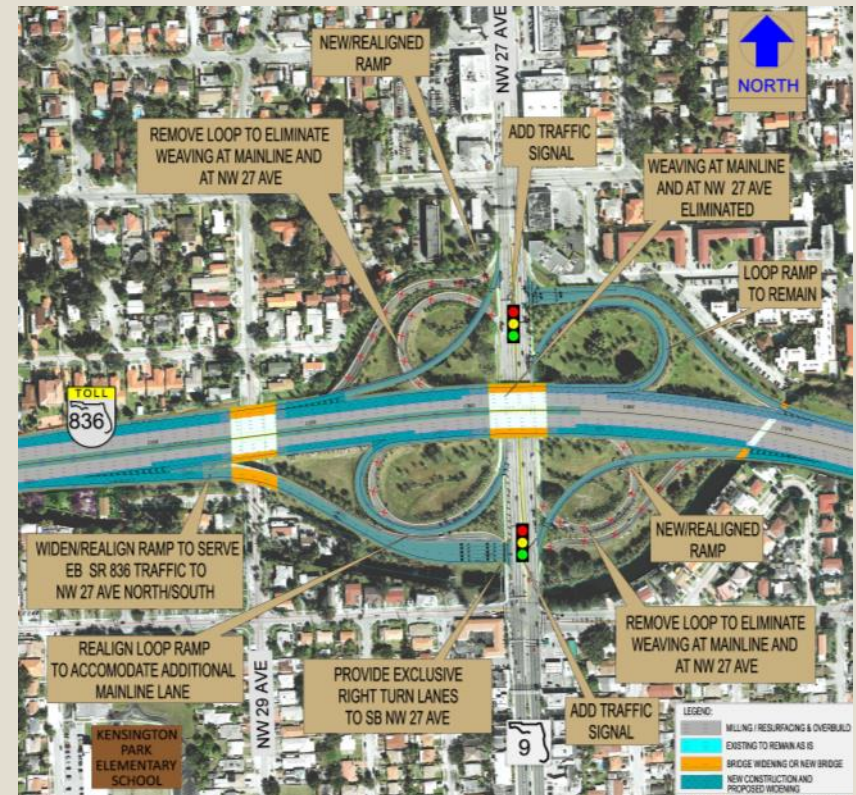


- Adding capacity to the most congested segment of the Dolphin Expressway
- Eliminating the existing left lane exit and entrance ramps at the LeJeune Road Interchange providing all right lane exit and entrance ramps to improve safety and reduce weaving between the expressway lanes.
- Maximizing footprint of width for future bus express service

SR 836 Interchanges



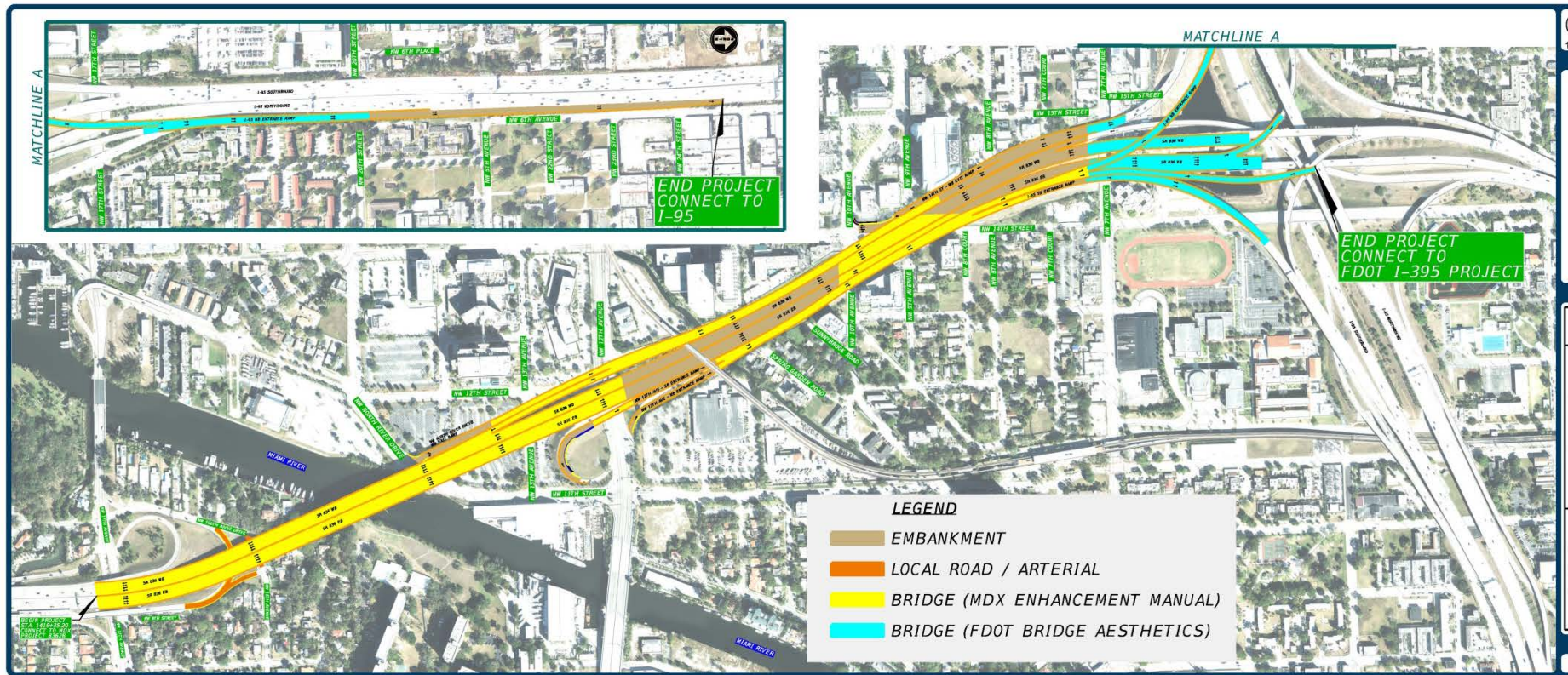
NW 57th Ave



NW 27th Ave

LeJeune/NW 42nd Ave

SR 836 to I-95/I-395 Interchange



- Partnership with FDOT's I-95/I-395 segment as a Design/Build project

Final Thoughts



- MDX thru Strategic Plan is planning for the future 20, 30, 50 years
 - Roads are needed for transit as we implement smart systems that incorporate Express Buses, etc.
- We need strategies to *cooperatively* solve transportation issues
 - We need to fix all of our transport assets, highways, transit, roads, pedestrian and bicycle
- Must work *together* to fund all forms of transportation
 - Transportation funding will endure the most dramatic transformation in our lifetime as we institute more transit use, increase fuel efficiency in cars and increase the use of sustainable electric vehicles



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