Transportation Improvement Program 2005

Citizen's Version

Metropolitan Planning Organization for the Miami Urbanized Area

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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**".

InteracTIP

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 tim e 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 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 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.

InteracTIP

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

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 Enterprise
3. Miami-Dade Aviation Department
4. Miami-Dade Department of Environmental Resources Management
5. Miami-Dade Expressway Authority (MDX)
6. Miami-Dade Office of Management and Budget (OMB)
7. Miami-Dade Planning and Zoning Department
8. Miami-Dade Public Works Department
9. Miami-Dade Seaport Department
10. Miami-Dade Transit Department (MDT)
11. South Florida Regional Transportation Authority

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.

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

STATE LAW: From 339.175 Florida Statues: "It is the intent of the Legislature to encourage and promote the safe and efficient management, operation, and development of surface transportation systems" "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).

The Florida Department of Transportation's Five Work Program

What is the Work Program?

The Florida Department of Transportation's (FDOT) District VI[1] 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 2003 FDOT began the new cycle to develop the "Tentative" Work Program for Fiscal Years 2005 through 2009. The final program was sent to the Governor and the State Legislature for review in February of 2004. The FDOT Secretary will adopt this Work Program in July 1, 2004.

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, 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

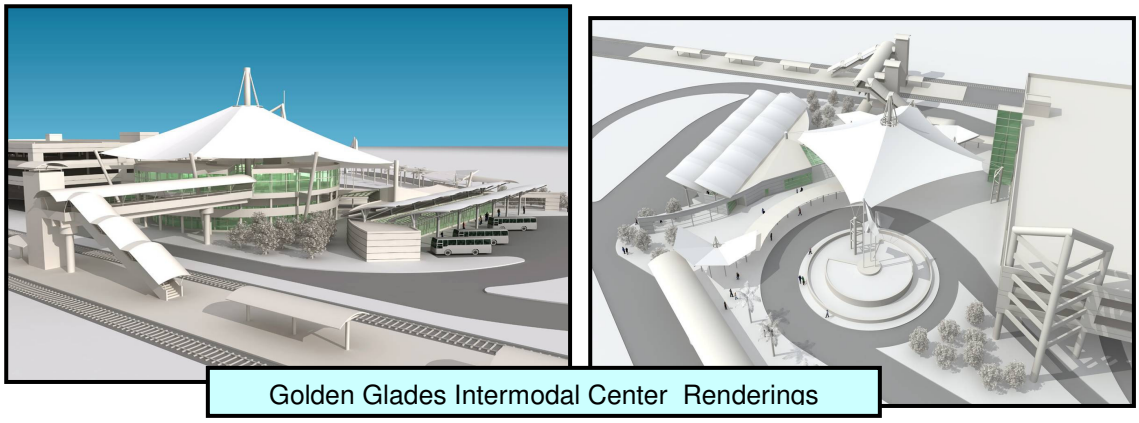
Primary State Highways and Intermodal Projects (Continued)

Funding

The Department's funds are allocated among 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. 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 $2.6 billion on transportation in District VI over the next five years. The Department's total product budget is $1.796 Billion. Over 69% 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 21% of the budget pays for Public Transportation programs and services.

The Departments Work Program has over $400 million programmed for The Miami Intermodal Center (MIC). These funds are distributed among 17 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 Renderings

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

Major Florida Interstate Highway System (FIHS) Projects

- **Palmetto Expressway**
  Over $250 million of federal and state funds have been programmed for Palmetto Expressway projects. Ten projects are programmed.

- **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 funds are programmed

Primary State Highways and Intermodal Projects (Continued)

Major Intelligent Transportation System (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

Public Transportation Projects

Transit

- $170 million State Transit Block Grant
- $100 million Earlington Heights Connector
- Additional Funding support for Completion of DEIS for the Bay-Link Transit Project

<u>Enhanced Maintenance Program to Improve Community Image</u>:
Various Locations : Over $12 million will be spent on landscaping and other beautification improvements i.e., along I-95

<u>Other Major Programs</u>: 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 ***$204.5 million for Fiscal Year 2005*** and approximately $847 million for the entire Five-Year Work Program (FY05-FY09).

Don Shula Expressway toll plaza

Fiscal Year 2004 was primarily focused on: completion of the new SR 836 eastbound toll plaza construction; initial construction of the first phase of capacity improvement projects planned for the SR 836 corridor, *MDX Project 83612 – SR 836 Westbound to Southbound HEFT Connection*; continued construction of the *SR 112 Westbound off-Ramp to Okeechobee Road*; completion of the SR 874 Master Plan, and the initiation of the final design phase of several large projects in the SR 874 corridor and; the final stages of system-wide implementation of dual dedicated SunPass™ lanes at toll plazas, consistent with MDX's commitment to continued marketing and promotion of statewide electronic toll collection. During Fiscal Year 2005, MDX will continue its right-of-way acquisition program in anticipation of the final design and construction of two of the most significant projects: the SR 836 Extension and the Interconnector Ramps between SR 112 and Miami International Airport/future Miami Intermodal Center. Concurrent with the continued right-of-way program, final design and construction of the largest MDX projects, at the end of in FY 2004 and the beginning of FY2005, MDX will begin final design of the capacity, safety and operations improvement projects planned for the SR 874 corridor

The SR 836 Extension project comprises construction of a new four- lane extension of SR 836 to the west, with provisions for expansion to six lanes in the future. Improvements include new bridge construction, widening and replacement of existing bridges. Aesthetic enhancement features, including landscaping, accent finishes and textures and lighting, as prescribed by the MDX Enhancements Manual, will be incorpo- rated into the project. The project is subdivided into three contracts: 83612, 83605 and 83614.

The first of these projects is the SR 836 Westbound to Southbound HEFT Connection (83612) which was awarded as a design-build contract.
Work began in March 2003 and is scheduled for completion in May 2005. This project includes replacement of the existing bridge over the
Turnpike 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.

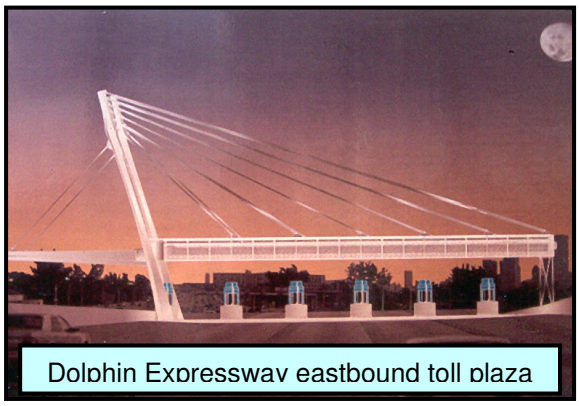
The second of these projects is the construction of the new four-lane extension of SR 836 to NW 137th Avenue including the construction of 137th Avenue from SW 8th Street to NW 12th Street (83605). This project which is the largest design-build project to be awarded in the State of Florida includes the construction of eight new bridge structures, extensive drainage areas with landscape enhancements as well as the construction of the six-lane 137th Avenue and a

new bridge at SW 8th Street. The project's design-build phase will begin in April 2004 and is scheduled for completion in July 2007.

The third and final phase of this project is the SR 836 Extension - Toll Plaza Section contract (83614). This project will include improvements to existing SR 836 from NW 107th Avenue to NW 87th Avenue, and 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. This design-build project is scheduled to begin in December 2004 and be completed by July 2007. Final Design is scheduled to begin by September 2004 on another major expressway project (11205), which includes the reconstruction of the Le Jeune Road/SR 112/NW 36th Street interchange, as well as construction of new ramps between Miami International Airport/Le Jeune Road and SR 112 to accommodate anticipated traffic demand from the planned Miami Intermodal Center (MIC) that is currently under construction.

FIVE-YEAR WORK PROGRAM PHASES

The MDX Five Year Transportation Improvement Program is broken down into five major phases described below: project development, right-of way acquisition, design, design-build, and construction.



Dolphin Expressway eastbound toll plaza

PROJECT DEVELOPMENT

This phase entails project definition, environmental impact analyses and documentation, as well as preliminary design. MDX has programmed ***$2.85 million for 11 projects for Fiscal Year 2005*** ($4,642 million for the entire Five Year Work Program) for the project development and preliminary design phase of the program. MDX intends to continue the implementation of design-build projects, where a contractor finalizes the plans. This process saves time and minimizes claims.

RIGHT-OF-WAY ACQUISITION

One of the goals of MDX is to provide mobility in Miami-Dade while minimizing disruption to the community. This means that the MDX program minimizes or avoids impacts to private and adjacent properties. MDX has programmed ***$107 million for four projects in Fiscal Year 2005*** ($185,297 million for the entire Five Year Work Program) for the Right-of-Way phase of the program. The Interconnector accounts for 44% of the allocation for this phase. MDX is acquiring right-of-way as a joint effort with the Florida Department of Transportation for the implementation of the Miami Intermodal Center (MIC).

MDX Improvements (Continued)

DESIGN & CONSTRUCTION
Timely and efficient project delivery with minimal traffic disruption is one of MDX's goals. MDX implemented an aggressive five-year work program to assist us in the delivery of our mission which is to "keep Miami-Dade County moving" and has programmed ***$19.6 million for six projects in Fiscal Year 2005*** ($32,266 million for the entire Five Year Work Program) for the final design phase and ***$10.8 million is allocated for construction for 2005*** ($360,732 million for the entire Five Year Work Program).

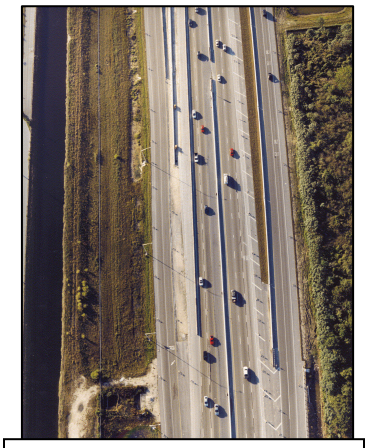
DESIGN / BUILD
MDX has a proven track record of us ing alternative project delivery methods to expedite projects that provide a maximum benefit to Miami-Dade County commuters. Design-Build is one of these methods. MDX has programmed ***$54.6 million for nine projects in Fiscal Year 2005***
($207,619 Million for the entire Five Year Work Program) for the design/build phase of the program.

All of MDX's projects are implemented through an active public involvement program to ensure consistency with regional transportation plans. Inter-agency coordination is formalized through Joint Participation Agreements (JPAs). JPAs amount to $56,900 million in the Five-Year Work Program. This amount represents MDX's funding commitment in its agreements with other transportation agencies to more effectively and efficiently delivery "joint need" projects and a quality product to Miami-Dade residents.

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

MDX
MIAMI-DADE EXPRESSWAY AUTHORITY

Florida's Turnpike Enterprise Improvements



Homestead Eetension HEFT

The Turnpike Enterprise is an entity within the Florida Department of Transportation, overseeing a 504 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 320 mile Mainline of the Turnpike System includes the 47 mile Homestead Extension (HEFT) and the 23 mile Sawgrass Expressway/Toll 869 in Broward County; among other sections 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-

- 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 8 lanes to 12 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from north of Eureka drive to north of SW 117 Avenue (milepost 13 to milepost 16).
- Widen from 6 lanes to 8 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from SW 216 to north of Eureka Drive (milepost 11 to milepost 13)
- Widen from 6 lanes to 8 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from SW 216th to US 1
- Widen from 8 lanes to 10 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

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.

NW South River Drive Bridge

MAJOR ROADS CONSTRUCTION PROJECTS

Some of the major projects listed for FY 2005 include:

NW 17 Avenue Bridge Refurbishing

SW 24 Street (Coral Way) from SW 87 Avenue to SW 77 Avenue

Stephen P. Clark Government Center

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:

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.

Miami's downtown from Biscayne Bay

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 2005 totals over $41 Million. Major road and bridge projects listed in FY 2005 include:

NW 72 Avenue -- NW 74 Street to Okeechobee Road

NW 74 Street – NW 87 Avenue to NW 84 Avenue

NW 97 Avenue -- Bridge over SR-836

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

NW 87 Avenue -- NW 138 Street to NW 154 Street

NW 87 Avenue -- NW 154 Street to NW 186 Street

Miami Gardens Drive Connector

Barbara Goleman High School Access Road

SW 26 Street – SW 149 Avenue to SW 147 Avenue

SW 117 Avenue -- SW 184 Street to SW 152 Street

Bridge Maintenance Improvement

Roadway Capacity Improvement

Road Impact Fee Improvements (Continued)

ROAD AND BRIDGE CONSTRUCTION PROJECTS (Continued)

SW 127 Avenue -- SW 120 Street to SW 88 Street

SW 137 Avenue -- SW 88 Street to SW 56 Street

SW 184 Street -- SW 137 Avenue to SW 127 Avenue

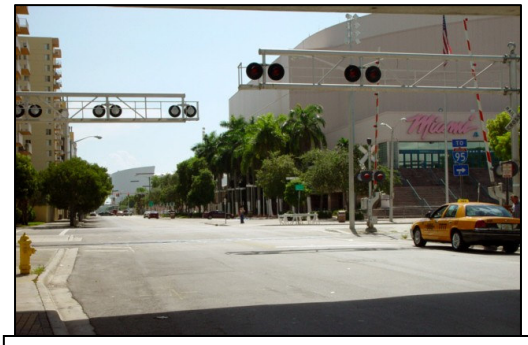
SW 184 Street -- SW 147 Avenue to SW 137 Avenue

SW 328 Street -- SW 162 Avenue to SW 152 Avenue

SW 328 Street – US 1 to SW 162 Avenue

Dade Blvd./23 Street Bridge Replacement -- Over Collins Canal

NW 62 Avenue – NW 105 Street to NW 138 Street



Roadway Safety Improvement

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 2005 include:

- TOPICS (Traffic Operations To Increase Capacity and Safety)

Intersection Improvements

- RESURFACING

Paving, widening, drainage, striping

- TRAFFIC CONTROL DEVICES

Signalization

Roadway Maintenance Improvement

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 2004-2005 Capital Improvement Local Option Gas Tax Program, is budgeted to provide over $5 Million in new funding for Public Works related projects to address traffic safety and roadway improvements related needs.

Public Works Projects - Countywide Service

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

Public Works Projects - Unincorporated Services

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

- Coconut Grove Marina -

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.

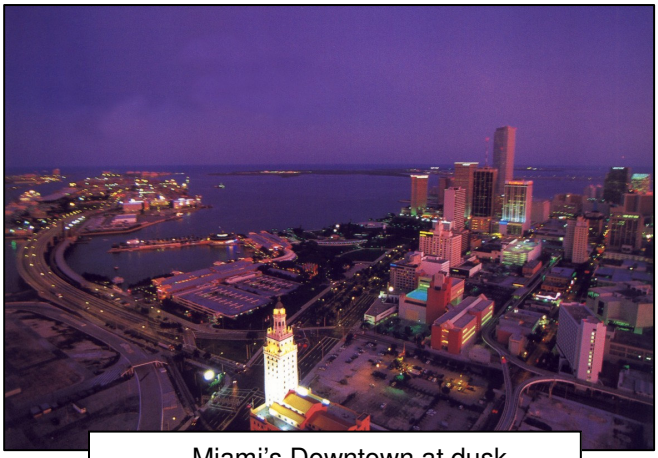
The Citizens' Independent Transportation Trust (CITT), a group of citizens who function as an independent decision-making body, was created to oversee the construction and management of the PTP's 25-year, $17 billion transportation plan. The Public Works Department (PWD) has worked closely with the CITT to provide a wide range of roadway and neighborhood improvements.

The PWD Plan Work Program for FY 2005 totals over $54 Million. The plan includes the two categories from the PTP Ordinance that relate to the PWD; major highway road improvements and neighborhood improvement projects

HIGHWAY ROAD IMPROVEMENT PROJECTS

Major road and bridge projects listed in FY 2005 include :

NE 2 Avenue from NE 36 Street to NE 43 Street
NE 2 Avenue from NE 43 Street to NE 62 Street
NE 2 Avenue from West Little River Canal to NE 91 Street
SW 62 Avenue from SW 24 Street 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
SW 160 Street from SW 147 Avenue to SW 137 Avenue
New Access to Country Walk
NW 138 Street Bridge over Miami River Canal at NW 138 Street
NW 62 Avenue (W 8 Avenue) from NW 138 Street to NW 105 Street
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



- Miami's Downtown at dusk -

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 2005 include:

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

- Miami's neighborhood festivity-

- Miami's bayfront area -

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.

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

- Viscaya Palace -

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.

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

	Grant Eligible Construction Costs (in millions)
MIA – Midfield Taxiways Phase III	24.0
MIA – Security Operations Center (SOCC)	16.7
MIA – South Terminal Expansion	260.0
MIA – Concourse J	102.0
MIA – Landside Security/Safety	10.1
MIA – MIA Mover DBOM	202.0
MIA – Terminal Modification for EDS Deployment	177.0
MIA – Tract One Drainage, Grading & Pavement Improv.	13.0
MIA – Runway 9R/27L Strengthening	14.7
MIA – Environmental Program	16.7
MIA – South Terminal (H-J) Utility and Pavement Project	49.5
MIA – Front Terminal D-H LSMP & Baggage Systems	16.5
MIA – Terminal North/Terminal Improvements	40.0
MIA - North Terminal Development	1,200.0
MIA – Premise Distribution System	42.2
GAA –Airside Improvements/Security	17.0
TOTAL:	**$ 2,201.40**

- MIA South Terminal Construction -

- MIA: South Terminal rendering-

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 $173 million over the next five years. The Seaport Department's TIP for Fiscal Years 2005-2009 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 currently under construction include on-Port traffic circulation enhancements, Port access improvements, expanded cargo berthing, new container gantry cranes, new cruise terminals, 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 $22 million of grant funds (exclusive of U.S. Army Corps of Engineers dredging grant funds) awarded to the Port, or approximately 13% of the five year program. Grant applications continue as part of the Port's established goals.

SPECIFIC ASPECTS OF THE PROGRAM

Seaport Security

- Port of Miami View -

Seaport security continues to be an item of national significance. During this past year the U. S. Coast Guard has issued new security standards for seaports. Port security enhancement projects are ongoing and revised as necessary to meet new standards. This past year the Port was successful in obtaining an additional $11 million 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 grant funds. Grant funds received this past year will be spent down during calendar years 2004 and 2005. 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. The Port's security program has increased from $8 million three years ago to over $54 million in identified needs. State of Florida security funding, which represents re-allocated commerce project funds, 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 continues to be addressed at all levels of government.

Road Access

Surface transportation improvement to NE 5th and 6th Streets and NE 1st and 2nd Avenues is expected to be completed during fiscal year 2005. This project will improve Port access for the heavy truck traffic utilizing the downtown streets. This project involved right- of-way acquisition for expanded turning radii, which is now complete, along with paving and striping the streets to accommodate the large trucks. The Port has received $3 million in Florida Freight Stakeholders Task Force/Fast Track funding for these improvements.

MULTIMODAL SEAPORT DEVELOPMENT (Continued)

Intermodal Projects

Although the Port had 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, were 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 four) 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 2005. Similarly, the Port has recently completed repowering its oldest cranes, Cranes 1, 2 and 3 and will be converting all container gantry cranes to electric over the next two years.

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.

Port of Miami

- Cruise Capital of the World -

MULTIMODAL SEAPORT DEVELOPMENT (Continued)

Cargo Expansion

In conjunction with the dredging and crane acquisitions, the Port will complete construction of Cargo Berth 6 and a portion of 7 increasing the cargo berthing area by over 1100 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

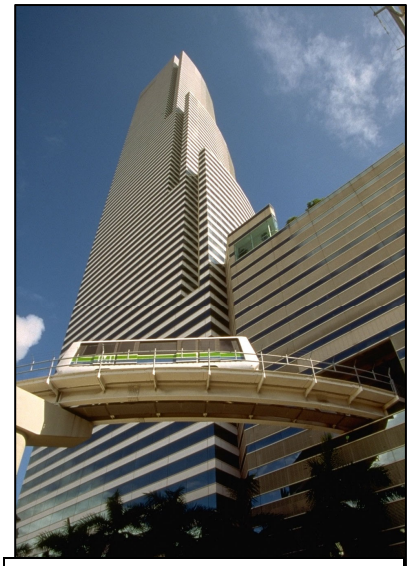
As part of its 2020 Master Development Implementation Plan, the Port has contracted for construction of two new Cruise terminals, and has just completed two new multi-level parking garages. The two new parking garages will accommodate the parking demand imposed by the new "mega" ships currently calling at the Port. Approximately 2,350 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.

Traffic Circulation Enhancements

Traffic circulation enhancements in conjunction with a new expanded cargo gateway complex, both currently under construction, 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.

- Port of Miami Bridge and cityscape at night -

PUBLIC TRANSPORTATION IMPROVEMENTS



- Metromover downtown -

Miami-Dade Transit (MDT) is one of the 16 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 almost 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 2005 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 is under construction 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 August 2005.

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.

PUBLIC TRANSPORTATION IMPROVEMENTS (Continued)

ROUTINE REPLACEMENT AND ENHANCEMENT

ADA:

Projects which promote compliance with the Americans with Disabilities Act (ADA) requirements are continued in FY 05. 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 03 MDT received one hundred (100) 40' low floor buses and seventy (70) 30' buses as part of the People's Transportation Plan (PTP) bus fleet expansion program. For FY 04 MDT ordered one hundred ten (110) 40' low floor buses as part of MDT's bus replacement program.

Safety:

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

Facilities:

Funding is programmed for the renovation of bus facilities to include replacement of bus washers, roofs, lifts at garages, and 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 and over outdoor escalators.

- Overtown Station -

- Metrobus with bike rack downtown Miami -

PUBLIC TRANSPORTATION IMPROVEMENTS (Continued)

ONGOING PROJECTS

***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.

MIC Extension to Earlington Heights:

The MIC/Earlington Heights extension is a 2.3 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, a 2008 completion is expected. The MIC-MIA Connector-People Mover will allow MIA to link with the MDT's Metrorail system.

***East-West Corridor:**

This 15-mile project starts at the Florida Turnpike and proceeds eastward along the length of SR 836, connecting to the MIC, and then continuing to downtown Miami. The proposed line connects some of the regions most important economic generators, including stops at downtown Miami, Port of Miami, NW 27 Avenue, the Orange Bowl, Blue Lagoon Corporate Park, Palmetto Expressway, the vicinity of FIU/Turnpike; as well as provides for direct transfers at the MIC, with Tri-Rail, Amtrak, Metrorail, and Metrobus.

***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

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

On July 1, 2003, the Tri-County Commuter Rail Authority was replaced by the newly form 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 South Florida Transit Analysis Study focused on the identification of such regional transit service network. SFRTA through coordination with other agencies will continue to advance various projects included in the South Florida Transit Analysis Study. The following represents projects with identified funding and that are currently underway.

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 $333.888 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 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 2005.

- Tri-Rail Station -

- Tri-Rail Train -

TRI RAIL

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

DIESEL MULTIPLE UNIT (DMU) DEMONSTRATION PROJECT: Acquire and demonstrate compliant Diesel Multiple Units (DMU) on the South Florida Rail Corridor (SFRC).

URBAN AREA SECURITY INITIATIVE PROGRAM: Funding to assist with the implementation of additional security initiatives for SFRTA.

OPERATIONAL SUPPORT PROJECT

SFRTA's program of projects includes $30.928 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

SFRTA's program of projects includes $146.059 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 Statues Section 341.303(4)(e). The Florida Department of Transportation shall match the Counties contribution up to 50%.

- Tri-Rail Opa-Locka station Improvements -

- Tri-Rail Locomotive -