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Dade County
Metropolitan Planning Organization

TRANSPORTATION FINANCIAL ANALYSES AND ASSESSMENTS

Final Report

Prepared by

KPMG Peat Marwick LLP

in association with

Sharpton, Brunson & Co.

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I. INTRODUCTION

PURPOSE OF THIS REPORT

The transportation infrastructure of Dade County -- its surface streets, freeways, and toll roads, as well as its bus, Metrorail, MetroMover, and paratransit system -- are a vital components of the growing and vibrant economy of the region. The financial requirements to maintain the existing level of service of the transportation system, including continuing maintenance of highways, provision of transit services and routine replacement of aging buses, creates a significant burden on County and State budgets. Combined with the necessity to expand transportation system capacity, in order to meet the demands of expanding regional population and employment and to maintain (and improve) the competitiveness of the region for tourism, shipping, and manufacturing, the overall transportation financial requirements that Dade County faces is a serious challenge.

Meeting this challenge requires a comprehensive analysis of projected transportation expenses and revenues in the context of programmed transportation projects and anticipated local, state, and federal funding. Such analyses are an integral part of the routine transportation planning process in Dade County and are consistent with the expectations of the U.S. Department of Transportation which is a major source of transportation funding in the State of Florida.

This report addresses the process in Dade County that leads to fundamental decisions about which transportation projects are implemented, the manner and sequential order in which they are implemented, and the structuring of the funding and financing for these projects. The immediate focus of the report is the period from 1996 through 2005, a ten-year period that covers the five-year period of the current Transportation Improvement Program (TIP) and the subsequent five-year period. The actual financial analysis undertaken that supports this report, however, addressed a much longer period -- looking through the next 30 years, a period of time in which major highway and rail transit projects may be undertaken. It is in this longer-term context that this report can best examine the financial capacity of Dade County to undertake its planned transportation investments. This includes an examination of opportunities for containing costs and increasing transportation revenues, including opportunities for debt financing and the involvement of the private sector to implement transportation projects.

This report, and the supporting financial analysis, are intended to address the following questions:

- To what extent can currently projected local, state, and federal funding level support the proposed long range transportation projects and implementation schedule currently envisioned? If funding levels are not sufficient, how can local and state agencies respond? Can shifting the construction schedule assist in Plan implementation?
- To what extent can user fees, in the form of highway tolls and transit fares assist in the implementation of the Plan? Can higher user fees result in faster implementation?
- Can new revenue sources be identified that can financing portions of the Plan on either a pay-as-you-go or debt financed basis?

INSTITUTIONAL CONTEXT

Many local, state, and federal agencies have responsibilities in the transportation financial planning in Dade County and in implementing the outcomes resulting from this report:

- **Dade County Metropolitan Planning Organization (MPO):** This report was prepared by the MPO, which has statutory responsibility for the formulation of the TIP and the Long Range Plan. The MPO's responsibilities include the identification of needed transportation improvements and the determination of appropriate funds to be applied to these projects.
- **Florida Department of Transportation (FDOT):** FDOT has primary responsibility for funding the construction of publicly-owned transportation projects throughout the State of Florida. Its responsibilities include all transportation modes, including highways, transit, aviation, seaports, and intermodal/rail, safety, and bridges. Funding for FDOT includes a mix of gasoline tax and other transportation revenues and funding from many federal transportation programs, including capital and operating programs of the Federal Highway Administration and the Federal Transit Administration. FDOT also supports the operation and maintenance of transportation facilities.
- **Federal Transit Administration (FTA):** FTA funds capital and operating programs of transit agencies throughout the U.S. There are two major types of FTA grant programs: formula grants, which fund operations and maintenance and capital programs, and discretionary grants, which fund capital projects. The formula grants are allocated on the basis of transit agency size and urbanized area population. Increasingly, and particularly for large urbanized areas, formula grants are applied primarily for capital projects. Discretionary grants, particularly for major fixed guideway projects, are limited to available funding and many transit agencies compete for these funds. Typically, the total funds requested by transit agencies greatly exceeds the funding available. Grants are awarded partially on the basis of relatively cost-effectiveness, reliance on local funding, and other quantitative factors and partially through the political process, through Congressional "earmarking".
- **Metro-Dade Transit Agency (MDTA):** MDTA is a unit of Dade County government and is responsible for the construction and operation of bus, Metrorail, MetroMover, and paratransit services in the County. MDTA's operations are funded through passenger fares; County, State, and Federal operating assistance; Medicaid and other social service-related revenues (for paratransit); and advertising and other revenues. MDTA undertakes long-range financial planning in connection with its responsibilities for investing in and maintaining its transit assets.
- **Dade County:** The County is responsible for supporting portions of the operations and maintenance of County-owned streets and roads and of MDTA services. A portion of the funding applied to transportation capital improvements and operating and maintenance (O & M) is derived from the 6-cent Local Option Gasoline Tax (LOGT).
- **Dade County Expressway Authority:** This agency, created in December 1994, is responsible for the implementation of a regional network of toll-financed highways (not including Florida's Turnpike and the Homestead Extension to Florida's Turnpike or H.E.F.T.) in Dade County. Initial studies have addressed opportunities for toll financing to support major Interstate and State Route widening and reconstruction, the construction of new limited-access highways, and rail transit.

PRIOR STUDIES

This report expands upon several other recent studies prepared by the MPO, MDTA, and FDOT. Where these prior studies were preliminary in focus and aggregate in level of detail, this report refines the focus, addressing the project-by-project sequencing of the capital program and the year-by-year growth in service:

- **Transportation Improvement Program (TIP):** The TIP is prepared by the MPO and documents, in considerable detail, the funding for transportation projects over the next five-year period. The project-by-project funding determinations in the TIP are closely coordinated with FDOT. The TIP is updated annually.
- **Long Range Financial Plan (2015 Plan):** This document was also prepared by the MPO. It has a 20-year planning focus, including the five-year TIP analysis period. This document, titled the "Metro-Dade Transportation Plan: Long Range Element to the Year 2015", dated December 1995, identifies and prioritizes major transportation improvements and lays out a generalized plan for financing these projects. The Long Range Plan is updated every five years.
- **2020 Florida Transportation Plan (FTP):** This report, dated March 1995, was prepared by FDOT. It projects, in considerable detail, annual statewide funding through 2020 for State highway, transit, aviation, intermodal/rail, seaports, safety, and bridge transportation programs.
- **Transit Corridors Transitional Analysis:** This study, completed in 1993, was performed by the MPO. Its goal was to identify and evaluate transit alternatives in six corridors previously identified for study in the "Metro Dade 2010 Transportation Plan". The Transitional Analysis quantified, for each corridor, ridership and travel benefits, capital costs, operating and maintenance costs, and environmental impacts.
- **North Corridor Alternatives Analysis:** This study, prepared by MDTA, examined bus and Metrorail alternatives in a corridor centered on NW 27th Avenue from NW 62nd Street north to the Dade-Broward County line. The "Locally Preferred Alternative: Decision Document", dated December 1995, summarized the ridership, costs, environmental impacts, and financing impacts of each alternative.
- **East-West Multi-Modal Corridor Major Investment Study (MIS)/Draft Environmental Impact Statement (DEIS):** This study, prepared by FDOT, addressed alternative bus and light and heavy rail alternatives in the SR 836 corridor, from the Tamiami Campus of Florida International University, past Miami International Airport, through downtown Miami to the Port of Miami, and to the Miami Beach Convention Center. The financial plan for the project included FTA discretionary grants, revenues from the Dade County Expressway Authority, parking fees, premium express fares from the Port of Miami to the Airport, toll revenues from SR 836, joint development revenues, Port of Miami funds, and a long-term commitment of transportation revenues from existing County, State, and Federal sources.
- **Miami Intermodal Center (MIC) Major Investment Study (MIS)/Draft Environmental Impact Statement (DEIS):** This study, prepared by FDOT and completed in 1995, examined a proposed facility that would incorporate extensions to existing rail transit and commuter rail, future High Speed Rail, bus services, and the proposed East-West Corridor rail line. Conceptual alternatives included a supporting roadway network, including the SR 836/SR 112 Interconnector, local access roads, and a MIC-Airport terminal fixed guideway connector. The financial plan for the MIC included a broad range of funding sources including parking and ten-

ant (airline, rental car companies) fees, Dade County Expressway Authority revenues, cruise ship transfer fees, taxi and commercial vehicle access fees, joint development, FDOT right-of-way bonds, discretionary federal transit grants, and a long-term commitment of transportation revenues from existing County, State, and Federal sources.

- **Metro-Dade Road Pricing Study:** This study, prepared by the MPO, dated May 1995, examines the potential revenues to be generated by a County-wide implementation of tolls on limited-access highways. A range of levels of implementation and levels of toll was examined. Twenty-seven specific Interstates, State Routes, and causeways were identified as potential toll facilities. Both peak period and all-day tolls were examined. Revenue projections (net of operating and maintenance cost and debt service) were estimated on an annual basis over a 50-year period.

This report expands upon the financial analysis presented in the 2015 Plan through a year-by-year analysis of sources and uses of funds. Underlying the financial projections in this report is the FTP, augmented by estimates of allocations to FDOT District 6 (Dade and Monroe Counties), based on guidance provided in the FTP and by FDOT staff.

While both the TIP and the 2015 Plan are mandated to be performed by USDOT (and the receipt of Federal transportation funds is contingent upon the completion of these documents), the real rationale for the local analysis, review, and approval such important transportation investment decision is simply a matter of prudent business and management and good government. State and local governments must be assured that adequate funding will be in place to construct and operate planned projects. To the extent that debt financing is planned, adequate revenues must be projected. To the extent that financing capacity is limited, project priorities must be reevaluated.

LIMITATIONS OF THIS REPORT

This report applies information contained in the MPO 2015 Plan and 1996 TIP as well as information from the FDOT 2020 Florida Transportation Plan, consultant reports for the MPO, MDTA, and FDOT and other sources from these agencies.

This report addresses investment in highways and public transportation funded by existing local, state, and federal programs as well as potential funding from Florida's Turnpike, other potential toll roads, the Port of Miami (for the Port Tunnel), and private developers. The financial analysis supporting this report does not address improvements within the Port of Miami, Miami International Airport, or railroad freight terminals. In addition, this report does not address financing the maintenance and replacement of bridges.

Construction costs are based on estimates applied in the 2015 Plan (dated December 1995) and additional engineered cost estimates (dated March 1996). Transit ridership, fare revenues, vehicle hours, peak fleet requirements, and operating costs are based on the Transitional Analysis of the South, Kendall, West, North, Northeast, and Beach corridors (dated March 1993) as well the MIS/DEIS for the MIC and East-West Corridor.

The assumptions and sources of information are summarized in the documentation accompanying the financial analyses. Uncertainties associated with fluctuating economic conditions and other factors may result in the actual results of the transportation investment program undertaken varying from the projections in the financial analyses, and the variations could be material. The financial results presented in this report are intended to chart a general course of action regarding proj-

ect implementation and initiation of activities to establish new financing approaches. The financial analysis results should not be applied or referred to any party in connection with the issuance of securities.

ORGANIZATION OF THIS REPORT

This report presents a detailed financial analysis of transportation investment in Dade County over the next 20 years. Chapter II addresses the structure of the financial analysis, including a description of the analysis process, underlying assumptions, and the spreadsheet model developed and applied in this study. Chapter III summarizes the transportation needs of Dade County, describing the planned level of transportation investment identified in the 2015 Plan and the continuing operating and maintenance costs to support the transportation system. Chapter IV summarizes the sources of transportation funding, with particular attention to Florida Department of Transportation funds.

Chapter V describes results of the financial analysis, including an examination of the potential of alternative dedicated revenue sources to fully fund the transportation program addressed in the Dade County Transportation Improvement Program and Long Range Transportation Plan. Chapter VI explores the options available to Dade County to completely fund the 2015 Plan, including innovative financing, increasing transportation revenues, and reducing transportation costs. Chapter VII advances several immediate "next steps" toward successful implementation of the 2015 Plan, including recommendations to further refine the financial analysis, explore opportunities to contain costs and increase available revenues, and to examine alternative projects implementation approaches and schedules.

II . STRUCTURE OF FINANCIAL ANALYSIS

INTRODUCTION

Financial analysis is an integral part of the transportation planning process, supporting decisions made at the end of each phase of project development. Financial analyses performed in a Long Range Transportation Plan has the goal of demonstrating that the region has the financial capacity to undertake the transportation investments identified in the plan. Achieving this goal requires satisfying the following three objectives:

- To provide an opportunity to develop and analyze financing options which are comparable among all potential transportation investments
- To support the selection of a set desired transportation investments, with knowledge of the financial implications
- To provide the basis for developing a financing plan for set of desired transportation investments

Financial analysis provides both local and federal decision-makers with sufficient information to enable them to judge the fiscal practicality of building and operating the transportation system. It also provides federal officials with data to judge the stability and reliability of local financial resources available to construct the transportation system as well as operate and maintain it once it is built. The financial analysis integrates projections of expenses and revenues for both capital and operations and maintenance into a single, comprehensive, and internally consistent format. The financial analysis consists of the following components:

- **Review of current and historical financial condition**: This includes an analysis of financial and economic factors related to the current and historical financial health of MDTA, Dade County, and FDOT. Particular attention is paid to identifying trends in these factors that indicate areas of strength or weakness.
- **Development of conceptual service plan**: This includes the design of the bus service plans for all alternatives and the design of the rail service plans for the rail alternatives.
- **Development of cost estimates**: This includes estimating costs for highway, roadway, bus and rail operations; construction of highway, roadway, bus and rail facilities; procurement of vehicles and equipment; and rehabilitation and replacement of assets.
- **Development of ridership and revenue estimates**: This is based on a travel demand analysis of each transportation alternative, and assumptions regarding alternative fare or toll levels, structures and levels of service, and the division of revenues between modes.
- **Structuring of a cash flow analysis**: This includes statements of revenues and expenses as well as sources and uses of funds.
- **Review of financial capacity**: The analysis projects the financial capacity of the region to support both existing service base and proposed highway and transit service alternatives, based on the sources and uses of funds analysis and projected financial and economic indicators.

- **Documentation**: This includes a detailed description of the cash flow analyses, data and assumptions, the sources of information and data used, and the basis for all assumptions used in the sources and uses of funds analysis.

FINANCIAL PLANNING PROCESS

Exhibits II-1 and II-2 summarize the highway and transit financial planning process suggested by the Federal Transit Administration (FTA). This process was adopted for use in this study. The process begins with a sources and uses of funds analysis of the expenses and revenues, both capital and operating, associated with the baseline condition of the regional transportation system. This includes current transit services, local and regional highway and freeway programs, and support to commuter rail. Sufficient financial resources (both existing and projected) are identified and projected to operate current services. This becomes the baseline financially constrained plan and is the point of departure for the consideration of expansion of transportation system capacity through the introduction of alternative new facilities and new services.

The process continues through a series of additional sources and uses of funds analyses in which additional transportation facilities and services are projected. The analysis addresses the impacts of new and additional construction, vehicle acquisition, and operating costs as well as additional farebox, toll, grant, and other capital revenues. Again, sufficient financial resources (both existing and proposed) are identified and projected to operate and maintain existing facilities and services as well as the incremental new facilities and services and maintain sufficient working capital. The analysis continues, with additional increments of new facilities and services until a point where there are insufficient financial resources to support further growth.

The series of sources and uses of funds analyses identified in Exhibit II-1 integrate the results of several ongoing and project-specific long range planning, operations planning, engineering, and management analyses. These are focused on projecting design-year values of total transportation system size, capital cost, operating cost, usage/ridership, toll, and fare revenue. Completing the financial analysis requires the development of interim-year annual projections of cost and revenue from the base year through to the design year. The primary reason for conducting the financial analysis at this level of detail is the need to demonstrate the financial capacity in each year to undertake the capital projects required and support the projected level of service. This must be accomplished recognizing underlying economic and demographic trends, including the effects of inflating costs, growth (and decline) of markets, aging infrastructure, and committed and planned capital investment. This requirement is all the more needed if debt financing is to be part of the financial plan.

Exhibit II-1
FINANCIALLY CONSTRAINED LONG RANGE TRANSPORTATION PLANNING

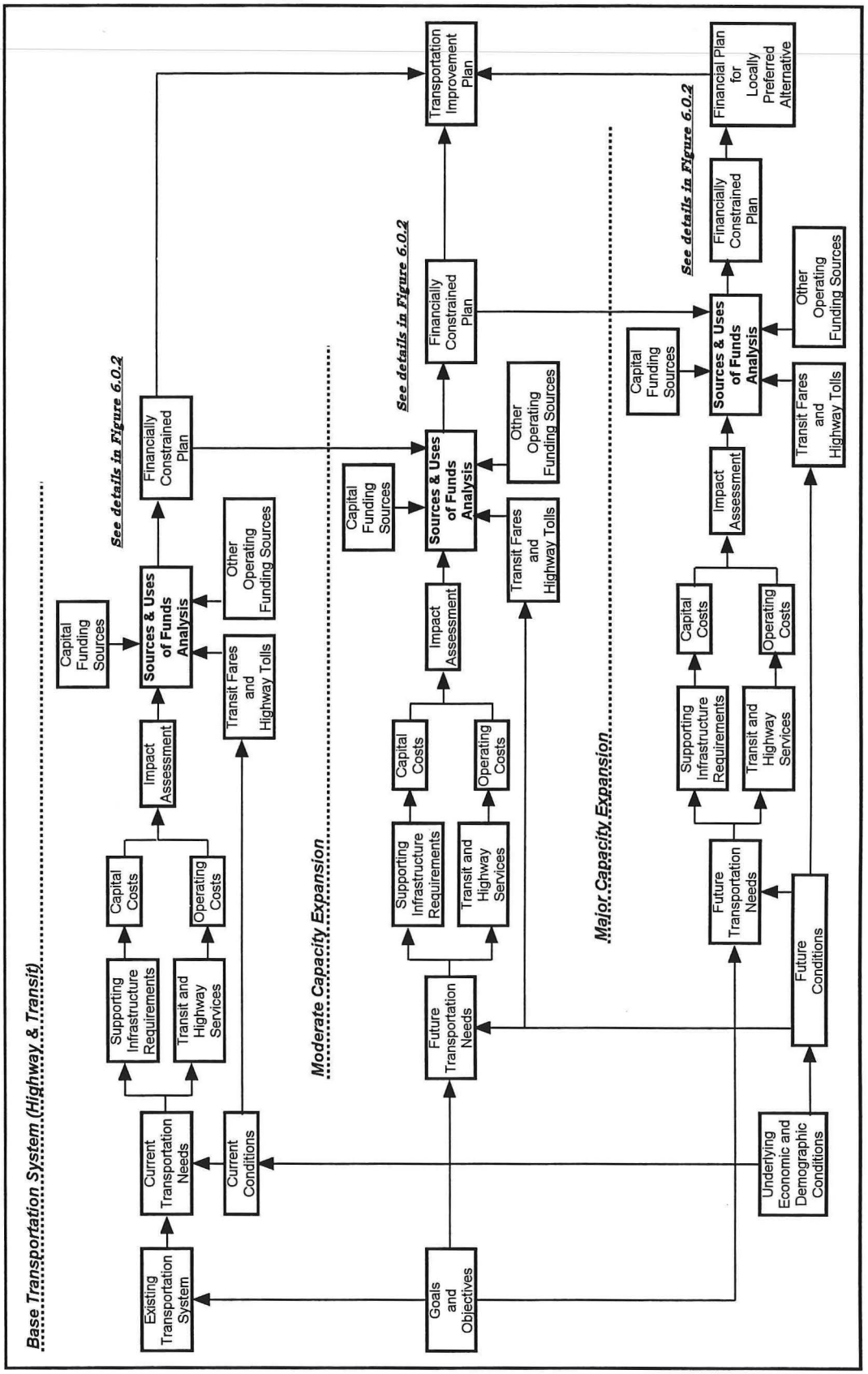


Exhibit II-2
COMPONENTS OF SOURCES AND USES OF FUNDS ANALYSIS

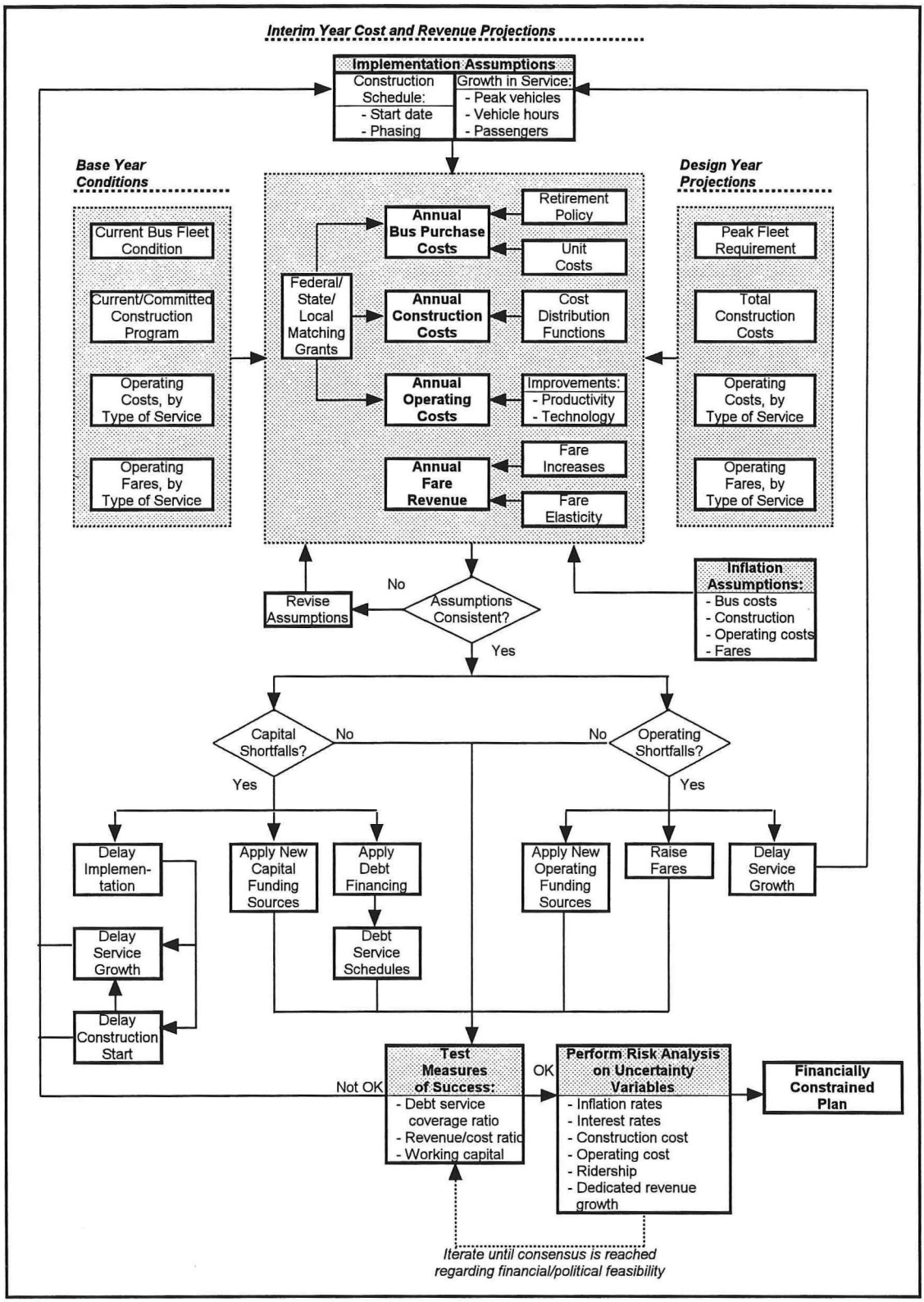


Exhibit II-2 describes the components of the sources and uses of funds analysis in the context of a detailed, year-by-year analysis of funds. The objective of the analysis is to project annual expenses and revenues, both capital and operating, from the base year to the design year and to provide information to permit the adjustment of the implementation schedule for improvements in facilities and services so that sufficient financial resources are projected for each year of the analysis.

The following four major data inputs are the basis for the description of the base year and design year transportation system and resulting transportation system costs and revenues:

- **Highway and transit construction program:** Annual costs for the current and committed highway and transit facilities construction program
  - Total construction cost of transportation improvements
  - Typical distribution of annual construction costs, which is applied when advancing or delaying project implementation
- **Bus fleet:** Buses are the largest component of the capital costs for the bus portion of the transit system. The financial analysis included a projection of the annual cost for acquiring new buses for routine replacement and for service expansion. This required the following information:
  - **Description of the existing fleet:** For each subfleet (buses of a specific manufacturer, size (number of seats), and model year), data regarding the subfleet size and anticipated retirement year
  - **Committed bus purchases:** For already-programmed purchases, the number, size, cost, and anticipated retirement year of each planned new subfleet
  - **Proposed future purchase parameters:** For all future subfleets, average bus costs and useful life, and spare requirements. Fleet size requirements are based on the travel demand forecasts and operational analysis. A 20 percent spare ratio was assumed for regular and express buses.

  In each year, the analysis considered the prior year fleet size, subtracted current year retirements, and compared the balance to the current year total fleet size (peak plus spares). If a shortfall existed, additional buses were "purchased" and these buses were projected to become a part of the fleet for the specified useful life, at which point they were retired. In the course of the 30-year financial analysis undertaken, the entire MDTA bus fleet was replaced at least twice.
- **Operating costs:** For Metrobus, Metrorail, Metromover, and paratransit, the following are specified:
  - Base year annual operating cost
  - Design year annual operating costs
  - For street and highway O & M, growth in cost is computed on the basis of current unit costs, inflation, and growth in lane-miles.

- **Operating revenues:**
  - **Transit fares:** Growth in transit fares is projected on the basis of growth in service which in turn results in growth in ridership. Key inputs to the computation included
    - Base year annual fare revenue
    - Design year annual revenue
    - Projected fare increases
    - Estimated fare elasticity
  - **Highway tolls:** Projections of net toll revenues, by facility, from the Kimley-Horn and Associates, Inc. *Metro-Dade Road Pricing Study.*

The computation of annual costs and revenues is defined by two sets of implementation assumptions:

- **Construction schedule:** including the start date and opportunities for construction phasing (e.g., the potential for a minimum operable segment)
- **Rate of growth in transit service:** including the growth in annual hours of service and growth in fleet size which, in turn, drives growth in new vehicle costs, operating costs, and fare revenues

The analysis is performed in year-of-expenditure (inflated) dollars so that debt financing computations, if required, can be accomplished. In addition to projecting a baseline rate of inflation, inflation assumptions are required for construction and vehicle capital costs and for operating costs and revenues.

Throughout the financial planning process reviews are undertaken to assure that underlying assumptions in the financial analysis are internally consistent. This includes the following reviews:

- Assurance that the demographic projections used to project ridership and operating revenues are the same projections used to project dedicated tax revenues
- Assurance that the level of service assumptions used to project ridership are the same projections used to project operating cost
- Assurance that the fare increases assumed in the fare and toll revenue projections are the same projections used to project ridership

The sources and uses of funds analysis is then undertaken and the year-end balances are reviewed to assure that neither capital nor operating shortfalls occur. For the purposes of the financial analysis in the Long Range Transportation Plan, this was accomplished by considering the following types of actions (in the more detailed financial analysis of major investment study projects -- after the selection the Locally Preferred Alternative -- specific policy direction will be provided by policy makers at the County and State levels):

- **Potential responses to capital funding shortfalls:**
  - **Delay service growth and/or delay construction:** Particularly in the case of financial plans relying on debt financing and dedicated funding sources, short-term delays in the implementation of new services and the implementation of new facilities will result in a lesser demand on available funds. This results from the reduction in interest expenses and the increased

ability to finance on a pay-as-you-go basis. Such delays in the capital and operating plan would involve a re-computation of the interim year cost and revenue projections, adhering to the same set of underlying assumptions regarding vehicle retirement policy, cost distribution functions, operating cost containment, and fare increases.

- **Apply new capital funding sources:** If existing funding sources are inadequate, additional sources could be assumed. This could include increasing the rate of taxation of an existing tax, the implementation of a new revenue source, the extension of a period of implementation of a dedicated revenue source, and/or the assumption of higher levels of grant funding from federal, state, or local sources.
- **Apply debt financing:** If a pay-as-you-go financing plan had been previously assumed, the use of debt financing provides the ability to advance project implementation by borrowing against projected future revenues.

- **Potential responses to operating shortfalls:**
  - **Delay service growth:** As with capital shortfalls, delays in the growth of transit service will result in a lesser demand on available funds. This will also result in lower annual operating subsidies. Slowing service growth will require a re-computation of the interim year cost and revenues projections, again adhering to the same set of underlying assumptions.
  - **Apply new operating funding sources:** New sources of transit or highway operating revenue would reduce the transit operating subsidy. This could include higher revenues from dedicated sources or the implementation of new or expanded non-farebox revenue sources (e.g., expanded advertising or joint development).
  - **Raise tolls/fares:** Transit fare increases typically result in increasing fare revenues but decrease ridership.

The financial analysis continues with an exploration of these potential remedies until no further capital and operating shortfalls remain. At that point, a series of financial feasibility tests are examined to assure that the financial plan is feasible and (if debt financing is applied) acceptable to the capital markets.

At this point in the process, the financial analysis has defined a scenario based on a *most likely* set of base year and design cost and revenue projections, underlying policies on vehicle fleet management, implementation of construction projects, operating efficiencies, fares, implementation schedules of facilities and services, and inflation. It must be recognized that many *uncertainties* can affect this most likely scenario. This includes factors beyond the control of transportation agencies, their management and governing boards, and local governments, e.g., inflation and interest rates, construction and operating costs, ridership, and dedicated revenue growth. A *risk analysis* examines the range of uncertainty in the "bottom-line" results of the financial analysis (e.g., minimum debt service coverage ratio, sufficient working capital) as a result of the uncertainty in these underlying assumptions.

FINANCIAL ANALYSIS STRUCTURE

The financial analysis undertaken applied the general structure suggested in the FTA financial analysis process described above. Expenses and revenues are expressed in the model as time streams of year-of-expenditure (inflated) and base year (1996) dollars, by calendar year. The pro-

jected statements of sources and uses of funds includes the following projections, developed according to the methodologies discussed below:

- **Sources of funds:**
  - **Capital Revenues:**
    - FTA Section 5309 Funds
    - FTA Section 5307 Funds
    - Surface Transportation Program Funds (STP)
    - Congestion Management & Air Quality Funds (CMAQ)
    - National Highway System Funds (NHS)
    - Interstate Maintenance Funds (IM)
    - Other Federal Funds
    - State Bonds
    - Primary/Highway/Intra State Funds
    - Other State Funds
    - Seaport Contributions
    - Turnpike Contributions
    - Private Sector Contributions
    - Local Contributions
    - Local Option Gas Tax Revenues
    - Potential road pricing revenues
    - Other potential dedicated
  - **Operating revenues:**
    - Fares
    - FTA Section 5307 Operating Assistance
    - Lease/Joint Development/DNS Funds
    - Transportation Disadvantaged Funds
    - Medicaid Funds
    - State Roadway Operating and Maintenance Funds
    - County Roadway Operating and Maintenance Funds

- **Uses of funds:**
  - **Capital costs**: Capital costs are presented in the following breakdown, reflecting the basic structure of the financing alternatives:
    - Leasable (e.g., rolling stock)
    - Non-Leasable (e.g., civil works)

- **Operating and maintenance costs**: Operating and maintenance costs for each of the following are projected for each alternative construction schedule:
  - Metromover
  - Metrorail
  - Bus
  - Paratransit
  - State Roadway System in Dade County

- County Roadway System

The sources and uses of funds analysis is conducted for a 30-year period. The focus of the study is over the next 10 to 20 years, however, and the graphical exhibits generated by the model address a 20-year analysis period.

For the transit program, the analysis addresses projections of travel demand, ridership, farebox revenue, and operating and maintenance costs. Expenses and revenues in intervening years are projected on the basis of interpolations, reflecting the projected growth in the transit operating plan, as measured by daily vehicle revenue hours.

For both the transit and non-transit programs, the projections of capital costs are based on the assumed construction schedule for projects in the Long Range Plan. The capital portion of the financial analysis is based on year-by-year projections of construction cost draw-downs.

FINANCIAL ANALYSIS ASSUMPTIONS

The financial analysis relied upon many assumptions associated with the inputs described above. The source of these assumptions was primarily published reports by MPO, MDTA, Dade County, and FDOT. Other assumptions are representative of financial analyses for major investment studies for transportation projects. The key assumptions are described below (generally in the order shown in the input screens include in Appendix A.

- **Inflation and interest earnings rates:** The following table summarizes the inflation and interest earnings rate used in the analysis.

Type of Inflation	Inflation Rates
Baseline	3.0%
Fares	3.0%
Operating Costs	3.0%
Capital Costs	3.0%
Construction Costs	3.8%
Interest Earnings	**Interest Rates**
Debt Service Reserve	5.25%
Cash Balance	5.25%

- **Fare Elasticities:** The values shown in the following table are applied to compute the effect on ridership (and fare revenue) of real increases and decreases in fares.

Service Type	Fare Elasticity
Metrobus	-0.30
Metrorail	-0.30
Metromover	-0.30
Paratransit	-0.30

Source: Bus Values: MDTA
Rail Values: Ecosometrics, Inc.

- **Bond and Lease Types:** Bond and lease types, including interest rates and issuance costs used in the analysis are shown below:

Bond & Lease Types	Term (Years)	Short-Term Rates	Long-Term Rates	Issue Cost	Reserve Required?
Transit Bond (5-Yr Int Only/7-Yr Int Deferred)	30	5.00%	5.85%	1.2%	Yes
Non-Transit Bond (5-Yr Int Only/7-Yr Int Deferred)	30	5.00%	5.85%	1.2%	Yes
Non-Transit Bond (Simple Mortgage)	30	5.00%	5.85%	1.2%	Yes
Rail Equip Lease	30	N/A	5.85%	1.2%	No
Bus Lease (COP)	12	N/A	5.85%	1.2%	No

- **Section 5307 funding:** For capital uses, base funding level of $21.0 million plus fixed guideway tier funding at $0.3917436 per revenue vehicle mile and $23,272 per fixed guideway route-mile. For operations, FY96 value at $8.985 million declining to zero in FY99 and for all subsequent years.
- **Working capital:** One month of operating costs in the non-transit fund and in the transit fund.
- **Potential Revenue Sources:** The following table shows current tax base and projected annual growth rates for representative potential dedicated revenue sources. (It should be noted that no decisions have been made regarding the a recommendation for any dedicated source of transportation funding in Dade County beyond the current Local Option Gas Tax and Sixth Cent Gas Tax.):

Tax Base	Annual Rate of Growth
Local Option Gas Tax	5.83%
Real Property	3.90%
Retail Sales	2.18%

- **Federal, State, and Regional/Local Capital Matching Rates:** Federal and state capital matching rates, by grant program by operating entity:
  - **Section 5309 Rail Rehabilitation program**: Uses two sets of tiers.
    - **Tier 3:** $0.17216962 per revenue vehicle mile and $5,323.40 per fixed guideway route-mile
    - **Tier 4:** $0.0692831 per revenue vehicle mile and $4,042.86 per fixed guideway route-mile
  - **Section 5309 Bus:** 75 percent match.
  - **Section 5309 New Starts:** 50 percent match (for the premium transit alternatives).

  - **Section 5307:** 80 percent match for capital (up to the current level of funding; unspent funds carried over for a maximum of three years).

- **Construction Schedule:** The analysis identifies a financially feasible opening year, by segment, for each highway and transit project in the 2015 Plan. Opening dates conform to the Priority II, III, and IV levels specified in the Plan.
- **Construction Costs:** By segment, for each alternative for the following components: ROW, Construction, and Preliminary Engineering. Detailed costs for each project are found in Screen 15 in Appendix A.
- **Vehicle procurement data:** Bus fleet replacement and expansion costs are based on the following assumptions (year-by-year costs are "smoothed" using a three-year forward rolling average):
  - **Bus procurement:** The analysis assumes the following values:
    - Spare ratio: 22 percent
    - Useful life: 12 years
    - Average cost for local bus: $200,000
  - **Rail procurement:** The analysis assumes an average commuter rail car cost of $2,000,000.
- **Average weekdays per year:** Screen 6 in Appendix A summarizes the factors applied to convert from average vehicle to vehicle hours and ridership projections for all modes. These factors are based on FY95 MDTA experience.
- **Level of Service:** No growth in the quantity of Metrobus service was projected, although it was assumed that some raidal services would be reoriented toward proposed EAst-West and North Corridor metorrail stations. Metrorail service growth was projected on the basis of assumptions applied in the Transitional Analysis.
- **Cost Distribution Functions:** Screen 18 in Appendix A summarizes the distribution functions for each category of capital project.

FINANCIAL ANALYSIS MODEL INPUTS AND OUTPUTS

The financial analysis model includes 19 input screens (which are used to enter data and test alternatives), 14 tabular schedules (which contain the projections), and 28 exhibits (which graph the results and are used to evaluate financing alternatives). A complete set of sample input screens and output exhibits and schedules are found in Appendix A. The a description of the input screens and output schedules and exhibits and the application of the model is described in a users manual in Appendix B.

III . TRANSPORTATION INVESTMENT NEEDS IN DADE COUNTY

INTRODUCTION

Transportation investment needs in Dade County include three components: the construction of improvements to existing facilities to increase capacity, the construction of new transportation linkages to both increase capacity and serve expanding development, and the operation and maintenance of the transportation network. This chapter describes the magnitude of these investment needs in terms of capital and operating costs, highway lane-miles and transit service levels, route extensions and vehicle requirements.

New transportation facilities are identified in two documents:

- **Transportation Improvement Program:** The TIP documents Dade County's intended near-term program of transportation projects. Exhibit III-1 summarizes the projects in the TIP. Total investment is projected to be $3,923 million. Of this, $476 million include seaport, airport, and bridge projects that were beyond the scope of this study. Of the remaining $2,338 million, Appendix C summarizes the projects in the TIP. The program of projects is divided into three categories:
  - **State:** Projects funded solely through FDOT administered funds
  - **County:** Projects funded through a combination of FDOT and local funds.
  - **Unfunded:** Projects for which no specific sources of revenues where identified. Major unfunded projects include:
    - SR 826/Palmetto Expressway widening
    - SR 112/Airport Expressway extension
    - SR 874/Don Shula Expressway extension
    - Metrorail North Corridor extension

    The financial analysis described in Chapter V determined how much additional funding would be required to fund these projects along with the Long Range Transportation Plan projects.
- **Long Range Transportation Plan (2015 Plan):** The 2015 Plan identifies 92 highway projects and 13 premium transit projects. Exhibits III-2 and III-3 summarize the projects in the TIP and 2015 Plan. Along with the rehabilitation of the existing Metrorail car fleet (identified as a needs in MDTA financial planning efforts), the total transportation capital investment requirement in Dade County (exclusive of totals $7,478 million (in 1996 dollars) between 1996 and 2015.

  The 2015 Plan categorizes transportation projects into four categories. Priority I projects are those already programmed for the next five years in the TIP. Priority II, III, and IV projects are intended to be completed by 2005, 2010, and 2015, respectively. Separate from the Priority II, III, and IV priorities are projects to be funded outside the public funding sources applied in the TIP; this includes funding by the Turnpike and private developers.

Exhibit III-1

1996 TIP COSTS BY PROJECT TYPE

		Costs (Millions of 1996 $)					% of Total		Center	Lane-Miles	
		ROW	Con struct/ Aquist	Engin eering		Total Cost	Highwy Only	With Transit	Line Miles	Lane Miles	% of Tota
Widen	2 to 3 lanes	0.0	5.8	0.3		6.1	0.1%	0.1%	8.90	8.90	1.01%
Existing	2 to 4 lanes	32.7	152.1	8.5		193.3	3.8%	2.9%	88.95	177.89	20.1%
Highway	2 to 5 lanes	0.6	26.5	1.0		28.1	0.6%	0.4%	23.50	70.50	7.98%
(Excludes	2 to 6 lanes	2.0	15.5	0.2		17.7	0.4%	0.3%	7.3	25.2	2.85%
miles for	4 to 5 lanes	5.3	10.3	1.2		16.8	0.3%	0.3%	6.30	6.30	0.71%
Priority I	4 to 6 lanes	11.1	293.9	21.1		326.1	6.5%	4.9%	109.6	219.2	24.8%
ROW & PE	4 to 8 lanes	0.0	1.3	5.5		6.7	0.1%	0.1%	1.50	6.00	0.68%
projects)	5 to 6 lanes	0.0	0.0	0.0		0.0	0.0%	0.0%	0.0	0.0	0.00%
	5 to 7 lanes	0.0	0.0	1.7		1.7	0.0%	0.0%			0.00%
	6 to 8 lanes	13.4	81.7	10.6		105.7	2.1%	1.6%	9.3	18.6	2.11%
	8 to 10 lanes	0.0	320.7	12.7		333.4	6.6%	5.0%	5.90	11.80	1.34%
	Subtotal	65	908	63		1,036	20.5%	15.6%	261.25	544.39	61.6%
Capacity	Bicycle/Pedestrian	0.0	38.7	0.0		38.7	0.8%	0.6%	0.0	0.0	0.00%
Management/	Express Street (ITS, grade separations,	45.2	124.0	24.8		194.0	3.8%	2.9%	0.0	0.0	0.00%
Enhancement	Intelligent Corridor System	0.0	49.5	0.0		49.5	1.0%	0.7%	0.0	0.0	0.00%
	Construct interchange	0.0	15.5	0.0		15.5	0.3%	0.2%	0.0	0.0	0.00%
	Interchange Improvements	26.9	45.9	4.2		77.1	1.5%	1.2%	0.4	0.0	0.00%
	Multimodal Master Plan Improvements	11.1	82.4	15.4		108.9	2.2%	1.6%	0.0	0.0	0.00%
	Multimodal Terminal	0.0	5.2	0.0		5.2	0.1%	0.1%	0.0	0.0	0.00%
	Subtotal	83.2	361.2	44.4		488.9	9.7%	7.4%	0.40	0.00	0.00%
Build	New 2 lane	9.5	61.5	3.1		74.1	1.5%	1.1%	33.5	67.1	7.59%
New Highway	New 4 lane	40.0	137.9	5.3		183.2	3.6%	2.8%	17.2	65.7	7.43%
	New 6 lane	47.3	380.8	0.2		428.3	8.5%	6.5%	26.0	156.0	17.7%
	Auxilliary lanes	0.3	7.6	0.2		8.0	0.2%	0.1%	3.57	7.14	0.81%
	Busway	0.0	0.0	1.8		1.8	0.0%	0.0%			0.00%
	One HOV lane each direction	162.5	551.0	47.8		761.3	15.1%	11.5%	21.6	43.2	4.89%
	Subtotal	260	1,139	58		1,457	28.8%	22.0%	101.94	339.12	38.4%
Reconstruction		0.0	0.0	0.0		0.0	0.0%	0.0%	0.00	0.00	0.00%
Construct Tunnel		0.0	0.0	0.0		0.0	0.0%	0.0%	0.00	0.00	0.00%
Premium Transit		89.0	1,332	159.3		1,580		23.8%	0.00	0.00	0.00%
Other TIP	Highway/Other Projects				426.0	426.0	8.4%	6.4%			
Projects	Highway/O&M				151.8	151.8	3.0%	2.3%			
	Transit/Operations				440.2	440.2	8.7%	6.6%			
	Transit/Bus Capital				388.0	388.0	7.7%	5.8%			
	Transit/Rail				393.1	393.1	7.8%	5.9%			
	Transit/Commuter Rail				1.4	1.4	0.0%	0.0%			
	Transit/Disadvantaged				21.5	21.5	0.4%	0.3%			
	Non-Motorized				144.0	144.0	2.8%	2.2%			
	Studies/PE				107.2	107.2	2.1%	1.6%			
	Subtotal	0	0	0	2,073	2,073	41.0%	31.2%	0.00	0.00	0.00%
GRAND TOTAL		497	3,740	325	2,073	6,635	100%	100%	363.59	883.51	100%

Exhibit III-2

LONG RANGE TRANSPORTATION PLAN COSTS AND DISTANCES BY PROJECT TYPE

		State	County	Un funded	Tota
Hwy Capacity	Highway/Capacity (incl in Sch A-10)	$181.7	$160.5	$766.5	$1,109
Other TIP	Highway/Other Projects	$271.1	$99.2	$55.7	$426.0
Projects	Highway/O&M	$77.7	$53.3	$20.8	$151.8
Included in	Transit/Operations	$438.0	$0.0	$2.2	$440.2
Financial	Transit/Bus Capital	$232.2	$128.5	$27.4	$388.0
Analysis	Transit/Rail	$61.1	$187.1	$410.0	$658.1
	Transit/Commuter Rail	$0.0	$1.4	$0.0	$1.4
	Transit/Disadvantaged	$20.7	$0.8	$0.0	$21.5
	Non-Motorized	$7.3	$24.8	$111.9	$144.0
	Studies/PE (State studies partially included in Sch A-10)	$97.9	$4.2	$5.2	$107.2
	Subtotal	$1,206	$499	$633	$2,338
TIP Projects	Port	$0.0	$0.0	$30.3	$30.3
Not in Finan-	Airport	$285.1	$0.0	$0.0	$285.1
cial Analysis	Bridge	$128.2	$12.4	$19.8	$160.4
	Subtotal	$413.3	$12.4	$50.0	$475.8
TOTAL		$1,801	$672	$1,450	$3,923

Exhibit III-3

LONG RANGE TRANSPORTATION PLAN COSTS & DISTANCES BY PRIORITY

					Costs (Millions of 1996 $)							Center	Lane-Miles	
					ROW	Con struct/ Aquist	Engin eering	Other TIP Costs	Total Cost	% of Total All Phases	% of Total Within Phase	Line Miles	Lane Miles	% of Total
Priority I / TIP	High way Capa city Only	State	PE & ROW (Miles not in-cluded in total)	2 to 4 lane	0.0	0.0	0.3		0.3		0.0%	3.16	6.31	
				4 to 5 lane	4.6	0.0	0.2		4.8		0.1%	7.22	7.22	
				4 to 6 lane	1.2	0.9	8.9		11.0		0.3%	27.97	55.94	
				4 to 8 lane	0.0	0.0	5.5		5.5		0.2%	1.74	6.94	
				5 to 7 lane	0.0	0.0	1.7		1.7		0.0%	2.00	4.00	
				6 to 8 lane	10.9	0.0	0.5		11.3		0.3%	4.88	9.76	
				8 to 10 lane	0.0	0.0	12.7		12.7		0.4%	7.17	14.34	
				New 6 lane	0.8	0.0	0.2		1.0		0.0%	6.30	37.80	
				Busway	0.0	0.0	1.8		1.8		0.1%	9.04	18.08	
				Subtotal	17.5	0.9	31.6	0.0	50.0	0.8%	1.4%	N/A	N/A	N/A
			Const	2 to 4 lane	0.7	36.2	0.0		37.0		1.1%	9.62	19.25	
				4 to 6 lane	0.3	10.0	3.5		13.8		0.4%	22.56	45.12	
				4 to 8 lane	0.0	1.3	0.0		1.3		0.0%	1.50	6.00	
				6 to 8 lane	0.0	55.9	2.5		58.3		1.7%	2.16	4.33	
				New 2 lanes	0.0	40.4	0.0		40.4		1.2%	7.78	15.56	
				Subtotal	1.0	143.8	5.9	0.0	150.7	2.3%	4.3%	43.63	90.26	10.2%
			Subtotal		18.5	144.6	37.5	0.0	200.7	3.0%	5.8%	43.63	90.26	10.2%
		MPO	2 to 3 lane		0.0	5.8	0.3		6.1		0.2%	8.90	8.90	
			2 to 4 lane		12.3	30.7	0.8		43.9		1.3%	24.67	49.34	
			2 to 5 lane		0.5	24.7	0.9		26.1		0.8%	22.50	67.50	
			2 to 6 lane		0.4	10.3	0.2		10.9		0.3%	5.50	18.00	
			4 to 5 lane		0.7	10.3	1.0		12.0		0.3%	6.30	6.30	
			4 to 6 lane		0.0	42.3	0.3		42.6		1.2%	13.10	26.20	
			Auxiliary lanes		0.3	7.6	0.2		8.0		0.2%	3.57	7.14	
			New 2 lanes		0.0	2.7	0.0		2.7		0.1%	1.25	2.50	
			New 4 lanes		0.0	9.4	0.0		9.4		0.3%	2.89	8.36	
			Subtotal		14.2	143.7	3.7	0.0	161.7	2.4%	4.7%	88.68	194.24	22.0%
		Un funded	2 to 4 lanes		0.0	4.0	0.0		4.0		0.1%	1.64	3.28	
			2 to 5 lanes		0.1	1.8	0.1		2.0		0.1%	1.00	3.00	
			4 to 6 lanes		0.0	22.0	0.2		22.2		0.6%	8.52	17.04	
			8 to 10 lanes		0.0	320.7	0.0		320.7		9.2%	5.90	11.80	
			New 6 lanes		45.9	371.7	0.0		417.6		12.0%	16.00	96.00	
			Subtotal		46.0	720.2	0.3	0.0	766.5	11.6%	22.1%	33.06	131.12	14.8%
	Other TIP Project In Finan cial Analy sis	Highway/Other Projects						426.0	426.0		12.3%			
		Highway/O&M						151.8	151.8		4.4%			
		Transit/Operations						440.2	440.2		12.7%			
		Transit/Bus Capital						388.0	388.0		11.2%			
		Transit/Rail (Except Premium Transit)						393.1	393.1		11.3%			
		Transit/Commuter Rail						1.4	1.4		0.0%			
		Transit/Disadvantaged						21.5	21.5		0.6%			
		Non-Motorized						144.0	144.0		4.2%			
		Studies/PE						107.2	107.2		3.1%			
		Premium Transit			19.1	220.5	25.4	0.0	265.0		7.6%			
		Subtotal			19	220	25	2,073	2,338	35.2%	67.4%	N/A	N/A	N/A
	Subtotal				98	1,229	67	2,073	3,467	52.3%	100%	165.37	415.62	47.0%
Priority II	2 to 4 lanes				0.0	3.1	0.2		3.3		0.3%	4.20	8.40	
	4 to 6 lanes				4.2	36.0	2.3		42.5		3.4%	11.81	23.63	
	Bicycle/Pedestrian Priority II				0.0	12.9	0.0		12.9		1.0%	0.00	0.00	
	Interchange Improvements				3.1	22.7	4.2		30.0		2.4%	0.00	0.00	
	Intelligent Corridor System				0.0	39.3	0.0		39.3		3.1%	0.00	0.00	
	Multimodal Terminal				0.0	5.2	0.0		5.2		0.4%	0.00	0.00	
	New 4 lane				21.6	79.8	0.1		101.5		8.1%	2.67	10.68	
	One HOV lane each direction				32.5	262.7	38.1		333.3		26.6%	7.30	14.60	
	Reconstruction				0.0	0.0	0.0		0.0		0.0%	0.00	0.00	
	Premium Transit				50.3	567.7	67.7		685.6		54.7%	0.00	0.00	
	Subtotal				111.7	1,029	112.6		1,254	18.9%	100%	25.98	57.30	6.49%
Priority III	2 to 4 lanes				1.8	16.0	0.4		18.3		1.5%	7.77	15.53	
	2 to 6 lanes				1.6	5.2	0.0		6.8		0.5%	1.80	7.20	
	4 to 6 lanes				1.7	6.8	0.3		8.8		0.7%	5.50	11.00	
	4/6 to 8 lanes (3+1 HOV)				2.5	25.8	7.7		36.1		2.9%	7.15	14.31	
	Bicycle/Pedestrian Priority III				0.0	12.9	0.0		12.9		1.0%	0.00	0.00	
	Construct Tunnel				0.0	0.0	0.0		0.0		0.0%	0.00	0.00	
	Intelligent Corridor System				0.0	2.9	0.0		2.9		0.2%	0.00	0.00	
	New 4 lane				18.3	34.9	4.5		57.7		4.6%	4.87	19.48	
	New 6 lane				0.6	9.1	0.0		9.7		0.8%	4.00	24.00	
	One HOV lane each direction				120.2	271.7	9.3		401.3		32.0%	13.80	27.61	
	Premium Transit				11.0	382.0	36.8		429.7		34.3%	0.00	0.00	
	Subtotal				157.7	767.4	59.0		984	14.8%	100%	44.89	119.13	13.5%
Priority IV (Funded)	2 to 4 lanes				17.8	62.0	6.8		86.6		6.9%	41.05	82.10	
	4 to 6 lanes				0.0	57.0	0.8		57.6		4.6%	23.78	47.56	
	5 to 6 lanes				0.0	0.0	0.0		0.0		0.0%	0.00	0.00	
	Bicycle/Pedestrian Priority IV				0.0	12.9	0.0		12.9		1.0%	0.00	0.00	
	Express Street (ITS, grade separations,				45.2	124.0	24.8		194.0		15.5%	0.00	0.00	
	Intelligent Corridor System				0.0	7.3	0.0		7.3		0.6%	0.00	0.00	
	Interchange Improvements				23.9	23.2	0.0		47.1		3.8%	0.40	0.00	
	Multimodal Master Plan Improvements				11.1	82.4	15.4		108.9		8.7%	0.00	0.00	
	New 2 lane w/ access rights protection				9.5	16.7	3.0		29.2		2.3%	14.20	28.40	
	New 4 lane				0.0	3.6	0.3		3.9		0.3%	1.50	6.00	
	New 6 lane				0.0	0.0	0.0		0.0		0.0%	6.00	36.00	
	One HOV lane each direction				9.8	16.5	0.4		26.7		2.1%	0.51	1.03	
	Premium Transit				8.8	162	29.4		200		16%	0.00	0.00	
	Subtotal				126.1	568	80.6		774	11.7%	100%	87.44	201.08	22.8%
Private (Priority II-IV)	New 2 lane				0.0	1.7	0.1		1.8		0.1%	10.30	20.60	
	New 4 lane				0.1	10.2	0.4		10.7		0.9%	5.29	21.16	
	Subtotal				0.1	11.9	0.5		12.5	0.2%	100%	15.59	41.76	4.73%
Turnpike (Priority II-IV)	4 to 6 lanes				3.7	118.9	5.1		127.7		10.2%	24.31	48.62	
	Construct interchange				0.0	15.5	0.0		15.5		1.2%	0.00	0.00	
	Subtotal				3.7	134.4	5.1		143.2	2.2%	100%	24.31	48.62	5.50%
Long Range Plan (Phases II-IV) Subtotal					399	2,511	258		3,168	47.7%		198.2	467.9	53.0%
GRAND TOTAL					497	3,740	325	2,073	6,635	100%		363.6	883.5	100%

A significant portion of the investment described in the 2015 Plan is proposed for the latter part of the Plan. More than 37 percent of the identified transportation needs are programmed in the Priority IV phase of the program which equals $3,917 million and includes $2,815 million in premium transit projects. The Priority III program includes $1,257 million (12.7 percent of total needs), while the Priority II program includes $1,019 million (5.2 percent). Capital needs for the Turnpike and private road projects are 4.4 percent and 3.2 percent of total needs, respectively.

HIGHWAY AND OTHER NON-TRANSIT REQUIREMENTS

The highway element of the 2015 Plan calls for an increase in the highway road network (in terms of total lane-miles) resulting from the proposed expansion of existing roads and construction of new links in the highway network. Total lane-miles will increase by 9.7 percent to 12,174. County road lane-miles will grow by 6.7 percent to 8,840 and state road lane-miles will grow by 13.4 percent to 2,810. Turnpike lane-miles would increase 16.7 percent to 392 lane-miles. The unfunded portion of the TIP includes 131 lane-miles. Specific needs include the following:

- **Widening Projects:** Adding 666.8 lane-miles to existing roads require $1,072 million in engineering, right-of-way, and construction. This represents 15.0 percent of total capital project costs and 29.1 percent of non-transit project costs.
- **New Highways:** To accommodate future travel growth and projected residential and commercial development, the 2015 includes $1,667 million in new highway capacity that would increase the region's road network by 439.3 lane-miles. Expenditures for new highways equal 23.3 percent of total transportation project costs and 45.2 percent of all non-transit capital needs. Most of these needs are for the construction of new six lane facilities and HOV lanes.
- **Reconstruction:** Rehabilitation of existing facilities represent $110.7 million and equal 3.0 percent of highway capital needs.
- **Tunnel:** Construction of a new highway tunnel to the Port of Miami would add 7.2 lane miles and would require $283 million funds attributable to the 2015 Plan. This project represents 7.7 percent of total highway capital needs.
- **Capacity Management/Enhancement Projects:** These include needs for intelligent transportation systems (ITS), express street, bicycle/pedestrian projects, new interchanges and interchange improvements and the Multimodal Terminal. The capital needs for these projects represent $556.3 million and equal 7.8 percent of total capital needs and 15.1 percent of highway capital needs.
- **Operating and Maintenance Costs:** These costs are projected to nearly double for state and county roads between 1996 and 2015. Specifically, state and road operating and maintenance expenses are projected to be $49.9 million and $91.2 million annually by 2015, respectively.

TRANSIT REQUIREMENTS

In order to reduce highway congestion and serve future travel demand, the 2015 Plan identifies $3,480 million in new fixed guideway (busway and rail transit) system expansion projects. Daily transit vehicle service hours expand by 56 percent between 1996 and 2015 to 10,750 hours. Most of this growth would occur through the implementation of the Priority III and IV projects. The major elements of the transit investment needs include:

- **Premium transit projects:** The greatest percentage of service growth is attributable to completion of transit projects in the following corridors:
  - South Busway: 19.2 miles
  - Metrorail Projects
    - Kendall: 7.5 miles
    - North: 8.5 miles
    - Northeast: 13.6 miles
    - Beach: 10.9 miles
    - Southwest-42nd Street/37th Avenue: 2 miles
    - Miami Intermodal Center
- **Rehabilitation of the existing Metrorail car fleet:** As the existing fleet of Metrorail cars approach one-half of their expected service lives, major investment will be required to bring major components to a state of good repair through renewal, rehabilitation, and replacement. These components include train control, communications, propulsion, and braking systems; car interiors, and structural elements. This project is estimated to cost $ 180 million.
- **New Buses:** By 2015, the entire MDTA bus fleet will be replaced at least once as a result of routine fleet renewal. Along with underlying growth in transit service resulting from demographic growth, a total of more than 1,100 buses will need to be purchased in order to meet the projected peak fleet requirements and to maintain the fleet in a state of good repair.

IV . SOURCES OF FUNDS

INTRODUCTION

The sources and uses of funds analysis applied revenues from the broad range of existing transportation revenue streams in Dade County:

- **FDOT:** The FTP provides statewide projections of revenues in FDOT's many categories of highway, transit, aviation, intermodal/rail, seaport, safety, and bridge programs. This report focuses on the highway, transit, and intermodal/rail (rail transit) portions of the FTP. The FTP provides general guidance regarding the allocation of statewide funds by FDOT district. District 6 (Dade and Monroe Counties) were estimated based on the FTP and additional guidance by FDOT staff. It was assumed that Monroe County received 5.0 percent of District 6 funds throughout the analysis period.

  Application of funds within each FDOT funding category is partially restricted to specific uses, but some flexibility to transfer funding within funding categories (e.g., applying Other Arterial Highway right-of-way funds to Other Arterial Highway construction) and between categories (e.g., applying Other Arterial Highway funds for Intrastate highways) was assumed. This flexibility does exist, although it is applied on a year-by-year for short-term funding decisions. The sources and uses of funds analysis extended this funding flexibility to a longer-term context.

- **Federal transit formula and discretionary funds:** The FTA formula grant program was projected to continue, but funding to support MDTA operations was assumed to be eliminated within four years. Federal funding is already a small component of MDTA operational funding and eliminating this source of funding is consistent with federal policy initiatives and is similar to planning assumptions by other large transit agencies. In terms of discretionary funding, the Miami region competes with other more than 20 other urbanized areas for limited federal funding for fixed guideway projects. Applying for funding for higher priority, more cost-effective projects, and relying on a relative low percentage of federal funds for any particular project increases the opportunity for Federal discretionary funds. The sources and uses of funds analysis assumed no more than 50 percent Federal funding for the Premium transit projects. Additional Federal Funding is also available through "flexible" funding in the Surface Transportation Program (STP), in which funds could be spent for either highway or transit projects. Congestion Mitigation/Air Quality (CMAQ), are also available, as the Miami region is an EPA air quality non-attainment region. A level of STP and CMAQ funding was projected for specific Premium transit projects.

- **Dade County:** Funded partially through the local option gasoline tax, Dade County supports the operating and maintenance costs of County-owned street and road and of MDTA transit services. Competing general government and social service requirements make if difficult for Dade County to increase its funding for transportation. While highway operating and maintenance costs are projected increase very slightly (in real, non-inflated terms), the implementation of Premium transit projects and growth in supporting bus services (as a result of underlying demographic pressures), result in a growth in demands for transportation funding.

- **User fees:** Transit fares (and other operating revenues) provide 33 percent of the funding for MDTA operations. The sources and uses of funds analysis projects the fares will have inflationary increases every other year, that is, fare will neither increase nor decrease in real terms. Highway tolls implemented by the Dade County Expressway Authority on SR 836 have been identified for funding of the East-West Corridor transit project. Additional highways tolls in connection with a regional road pricing policy a form of dedicated revenue that could be applied to fund transportation investment in Dade County. Highway tolls on Florida's Turnpike, H.E.F.T., and causeways are not addressed in this analysis as the costs for operations and maintenance and debt service for those facilities are beyond the scope of this report.
- **Dedicated revenues:** The current 6-cent local gasoline tax provides Dade County with approximately $50 million per year to support transportation investment and operations and maintenance. The sources and uses of funds analysis examine how many cents per gallon within existing LOGT capacity (or, potentially, beyond existing LOGT capacity) would be necessary to support expanded operations and maintenance costs and capital investment. Other tax bases that were considered include retail sales, assessed real property, and other tax bases.
- Other sources applied to East-West Corridor (SR-836) projects: The following revenue assumptions have been applied in the FDOT East-West Multimodal Transportation Corridor MIS:
    - **Dade County Expressway Authority (DCEA) Funding:** Approximately $220 in funding to be derived from revenue bonds supported by "dedicated" tolls within SR 836. Of those funds, the first $110 million are allocated to highway improvements on SR 836. The remaining $120 million are assumed to be made available for East-West transit improvements, as per the enabling legislation creating the DCEA. That legislation specifically includes provisions which allow toll revenues to be used to fund transit improvements.
    - **Seaport Funding**: $200 million in capital funding from the Port of through the port's regular capital programming process. This amounts to 40 percent of the costs for the Government Center-Port tunnel, the Port station, the Port distribution system, and the additional vehicles required to operate the service.
    - **Station Area Joint Development:** $30 million in transit joint development funds obtained from the sale or lease of development rights adjacent to the Palmetto, Blue Lagoon, Government Center, and Maritime Park stations. Joint development at the Blue Lagoon station could also include sale or lease of air rights above the East-West maintenance yard and shop. This amounts to 8 percent of the costs of the maintenance yard and the three stations.
- **Other potential revenue sources:** Joint development of real estate provides opportunities for the transportation facilities (and the land they occupy) to generate operating and/or capital revenues. The development at the Dadeland South Metrorail station is an example of this type of development. Joint development plans for the Miami Intermodal Center is another example.

The major revenue sources are described in detail below.

FDOT FUNDING

Overview

The ***2020 Florida Transportation Plan, Development of 2020 Revenue Forecast*** (FTP) describes the process used to apportion the projected state revenues for District 6 into programs, sub-programs and funding sources. This process consisted of allocating a percentage of the statewide revenues, which were broken down by FDOT into sub-programs and funding sources, to District 6. Because the District percentages have been adjusted by the FDOT Executive Committee based on programs supplied by the MPO's, this analysis was conducted twice: first using original percentages (pre-adjustment) in order to confirm the proper apportionment of District funds, and again to arrive at the latest District 6 estimate. This analysis was conducted using inflated (year-of-expenditure) dollars.

The statewide estimates are provided in Appendix 5 of the 2020 FTP, "Proposed Program Levels by Category Detail, 1994 Statewide Program and Resource Plan Summary (By Program, Subprogram and Funding Source)". Appendix 3 of the 2020 FTP provides the Program Categories for the 2020 Program and Resource Plan. The funds for District 6 (not broken down into subprograms or funding sources) are provided in Table 6, page 24 of the 2020 FTP, "Forecast of Surface Transportation Capacity Funds by District". This table also includes the percentage of statewide funds allocated to each District, by major program component. The adjusted percentages are included in a subsequent update of Table 6, which includes the impact of the May 17, 1995 Executive Committee Review. The figures in this updated table are provided in 1993 dollars for planning purposes.

District 6 Allocation

The first step of this analysis was to determine which sub-programs fit into the major program components presented in Table 6, based on program categories presented in Appendix 3 of the 2020 FTP. This step was necessary because the District percentages are different for each program component.

The next step consisted of apportioning the statewide funds in each program component to District 6, based on these allocation percentages. These totals could then be compared with the District 6 program component totals in Table 6 to confirm that the programs and subprograms were correctly assigned to each program component. However, several complications arose because of differences in the ways that programs and subprograms were designated between the Program and Resource Plan and Table 6. These are described below:

- In the Program and Resource Plan, the "Interstate Construction and ROW" and "Other FIHS" program components presented in Table 6 are consolidated into one "FIHS Construction and Right of Way" category, and it is not possible to distinguish which funding sub-programs go into each program component. Each program component also has different allocation percentages for District 6 (i.e. District 6 receives 8.75 percent of statewide "Interstate Construction and Right-of-Way" funds, and 14.39 percent of statewide "Other FIHS Construction and Right-of-Way" funds). Therefore, to allocate the statewide funds into the program components in Table 6, the two FIHS program components in Table 6 were combined. A total percentage resulting from the combined categories for District 6 divided by the combined categories for the state (10.10 %) was then used to apportion the program and subprogram funds to the combined "FIHS Construction and Right of Way" category. The funds are broken out again into the Table 6 program components in a later step.

- A similar procedure was used to determine the allocation percentages for the Other Arterial Construction and Right-of-Way categories. Because it is not possible to distinguish which programs and sub-programs go into the "Other Arterial - All Counties" category and the "Other Arterial - TMA's Only" categories included in Table 6, and each category has a different allocation percentage, a total percentage was derived by dividing the combined Other Arterial totals in District 6 by the Other Arterial statewide totals (15.65 %). This percentage was then used to apportion the program and subprogram funds to the combined "Other Arterial Construction and Right-of-Way" category. The funds are broken out again into the Table 6 program components in a later step.
- In the Program and Resource Plan, the Right-of-Way funding for Intrastate and Other Arterials is combined into one program. This Right-of-Way program includes subprograms for "Intrastate", "Intrastate Advance Corridor Acquisition", "Other Arterial and Bridges", and "Other Arterial Advance Corridor Acquisition". The combined FIHS categories include the Right-of-Way subprograms for "Intrastate" and "Intrastate Advance Corridor Acquisition". The combined Other Arterial category includes the Right of Way subprograms for "Other Arterial and Bridge" and "Other Arterial Advance Corridor Acquisition".
- The Other Arterial categories in Table 6 also include Transit funding. In the Program and Resource Plan, transit funding is included in a "Public Transportation" major program category, which also includes Aviation, Intermodal/Rail, and Seaport Development programs. Therefore, each of the Transit sub-programs were pulled out of this category and allocated to the combined Other Arterial program component.
- The Intermodal/Rail funds in the Public Transportation major program category were included as five sub-programs: "Fixed-Guideway", "Passenger Service", "Southeast Florida Rail Corridor", "Access", and "Rail Rehabilitation". The funds in each of these sub-programs were designated to the "Intermodal/Rail" program component in Table 6, and 25 percent was distributed to District 6. In Table 6, the statewide Intermodal/Rail funds were reduced by $70 million per year ($1.4 billion total), which has been designated for High Speed Rail. Accordingly, the District 6 allocation of Intermodal/Rail funds was also reduced by 25 percent of this $70 million per year, resulting in an additional decrease of $17.5 million annually from District 6.
- Because Table 6 does not include Turnpike Construction and Right-of-Way, Turnpike funds were removed from the statewide FIHS Construction and Right-of-Way categories in the Program and Resource Plan. The FIHS Construction and Right-of-Way subtotals were calculated with and without Turnpike Funds to facilitate comparisons between the Program and Resource Plan and Table 6.

Once the sub-programs were classified into program components and a percentage was allocated to District 6 based on the information in Table 6, it was then confirmed that the totals corresponded to the program component totals in Table 6. The allocation percentages were then adjusted to reflect those included in the update of Table 6, and then re-applied to the statewide figures. It was necessary to conduct the analysis with the non-adjusted allocation percentages first to confirm the results with the original Table 6, because the updated Table 6 was created in 1993 dollars, making comparison extremely difficult. The results from the "adjusted" analysis reflect the most recent funding estimates for District 6.

The adjusted totals were then re-consolidated into the categories presented in Table 6. For the categories in which two Table 6 program components were combined (such as the "FIHS Inter-

state Construction and Right-of-Way", and the "Other Arterial Construction, Right-of-Way, and Transit") the consolidated totals were broken down based on the ratio of funds in each program component. For example, the "FIHS Interstate Construction and Right-of-Way" consists of "Interstate Construction and Right-of-Way" and "Other FIHS Construction and Right-of-Way". In the updated Table 6, 64.6 percent of the FIHS funds are in the "Interstate Construction and Right-of-Way" category, while the remaining 35.4 percent is in the "Other FIHS" program component. Therefore, 64.6 percent of the total District 6 funds for the combined "FIHS Interstate Construction and Right-of-Way" was distributed into the "Interstate" program component, and the remainder was distributed to the "Other FIHS" program component. These totals may be used for planning purposes by the MPOs.

Funding Programs

Specific categories of FDOT-funded projects are funded by specific funding categories. Among highway projects, FDOT routinely transfers funds on a project-by-project basis during the course of each fiscal year. In general, funds can be applied to projects of a "superior" classification, if funding and needs require. For example, otherwise unspent Other Arterial Highways funds can be applied to Intrastate Highway, unspent Other Intrastate funds can be applied to Interstate Construction. This financial analysis assumed that such transferring will continue in the future.

- **Intrastate Highways:** This includes construction and improvements on the Interstate highway system, the Turnpike, other toll roads, freeways, and other identified arterials in major transportation corridors to be upgraded to limited and controlled access facilities. This system is referred to as the Florida Intrastate Highway System (FIHS). Funds designated for the Interstate system are reserved for statewide planning purposes only. The FIHS program is identified to include:
  - Constructing additional lanes
  - Capacity improvement portions of interchange modifications
  - New interchanges
  - HOV lanes
  - Other construction to improve traffic flow, such as ITS, incident management systems and vehicle control/surveillance systems
  - New weigh stations and rest areas
  - Bridge replacement with increased capacity

  Sub-programs include:

  - **Interstate Construction:** this program provides funding for "cost-to-complete projects, preservation projects, capacity improvements, and new or modified interchanges on the Interstate system. The Interstate program is developed and managed on the need for preservation and safety improvements and the Ten Year Interstate Plan.
  - **Turnpike:** this program includes only those expansion projects approved by the Legislature. Candidate projects must conform to the Turnpike Master Plan and be added to the FIHS prior to approval by the Legislature.

- **Other Intrastate**
- **Toll Road Trust Revenues Fund (no funds allocated 2001-2020)**

- **Other Arterial Highways:** This program includes construction and improvements on State Highway System roadways not designated as part of the FIHS. These projects may add capacity, improve highway geometrics, provide grade separation, and improve turning movements through signalization improvements and storage capacity within turn lanes. The program also includes funding for two-sub-programs: the Local Government Cooperative Assistance program and the Department of Commerce Economic Development program. Projects in the Other Arterials Program may add capacity, reconstruct existing facilities, improve highway geometrics, provide grade separations, improve turning movements through signalization improvements and storage capacity within turn lanes. Sub-programs include:
  - **Traffic Operations**: These projects include traffic signs, turn lanes, signalization and other operations improvements.
  - **Construction**
  - **LGCA program (repealed by Fla. Legislature in 1995)**
  - **Economic Development:** This program is administered by the Fla. Department of Commerce to encourage business and economic development through transportation improvements. In general, the fund provides access roads and highway improvements to new and existing business and manufacturing enterprises. The current funding is transferred from the Transportation Trust Fund, by specific appropriation, to the Fla. Department of Commerce, who is responsible for all program selection. These projects are reviewed and commented on by the Districts. The Districts review traffic impacts, other project impacts, and estimated project costs. the District Secretary may indicate project approval or note project concerns to the Dept. of Commerce.
- **Right-of-Way:** This program includes the acquisition of land necessary to support the state highway and bridge construction programs, and for the acquisition of land on an advanced basis to prepare for long-range development. Right-of-way land acquisition for airports and the purchase of abandoned rail rights-of-way are part of the Aviation and Intermodal/Rail programs. The ROW program includes land, relocation, and utility costs. In its advance corridor acquisition programs, FDOT has accelerated ROW acquisition along both current corridors and new alignments in an attempt to minimize the future effects of inflation, development and land speculation. Property would then be available for construction of a new roadway or additional lanes at the most economical cost. Sub-programs include:
  - Intrastate
  - Intrastate Advance Corridor Acquisition
  - Other Arterial & Bridge
  - Other Arterial Advance Corridor Acquisition
- **Transit:** This program includes technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Sub-programs include:

- **Transit Systems:** This includes ongoing assistance to transit systems statewide, including the following programs; Transit Corridor Program, Commuter Assistance, Park and Ride program, and Service Development (Federal Section 18 program).
- **Transportation Disadvantaged - Department:** These funds are for use by FDOT in capital and operating assistance for transportation disadvantaged services (Federal Section 16 program).
- **Transportation Disadvantaged - Commission:** These funds are for use by the Transportation Disadvantaged Commission only and are not managed by the FDOT Transit Office. This Commission functions independently from the Department, although it is assigned to the Office of the FDOT Secretary for administrative and fiscal accountability. Two forms of grants are available from the Commission: trip/equipment grants to provide Transportation Disadvantaged services for those eligible individuals who are not sponsored for life-sustaining trips; and planning grants available to planning agencies to assist in planning funding.
- **Other:** This includes FDOT's state bus fleet, transit planning (statewide and MPO's) and the Federal Rural Transit Assistance Program (RTAP).
- **Block Grants:** This consists of annual allocations for capital and operating assistance for the state's 22 urban transit systems.

- **Intermodal/Rail:** This program includes rail safety inspections, acquisition of rail corridors, assistance in developing intercity and commuter rail service, local fixed guideway system development, rehabilitation of rail facilities and intermodal access projects. Sub-programs include:
  - **Fixed Guideway:** In addition to the operational Dade Metro System in Miami, the extension of the Jacksonville Automated Skyway Express (ASE) is under construction. Feasibility studies for fixed guideway systems are underway in Orlando, Hillsborough/Pinellas County, Ft. Lauderdale, and Miami (extension of the Dade Metro System).
  - **Passenger Service:** This encompasses all aspects of intercity, commuter, and high speed rail development including the Southeast Florida Rail Corridor management and development. The funds in this program include the planning and implementation (operations and capital assistance) for commuter rail service in southeast Florida by the Tri-County Rail Authority.
  - **Southeast Florida Rail Corridor:** This program finances the acquisition of the rail corridor between Miami and West Palm Beach.
  - **Access:** These funds are used to improve surface transportation access to seaports and airports, primarily through highway and rail improvement projects, and to develop intermodal terminals and facilities.

The analysis included estimates of Dade County's share of statewide funding for highway, transit, and intermodal/rail (rail transit) programs, based on the FDOT *Florida Transportation Plan*. Consistent with current practice, some flexibility to transfer funding within FDOT funding categories was assumed. In the case of the FDOT Intermodal/Rail program, the 100 percent State portion of the funding from FY01 through FY15 totals $2,386 million. Based on guidance provided by the FDOT Rail Office, it is assumed that the funding levels across the

various subprograms within the Intermodal/Rail program are fungible and that transfers across subprograms will be possible. It is further assumed that 25 percent of statewide Intermodal/Rail funds will be available in District 6; this totals $597 million. The MPO has previously projected that $240 million would be available to support fixed guideway construction. This amounts to 40.2 percent of the projected District 6 total.

FEDERAL TRANSIT FORMULA AND DISCRETIONARY FUNDS

Federal funding for the Long Range Transportation Plan may be available from several sources. For each of the categories described, current authorization under ISTEA expires in 1997. At the time of this analysis, there are no definitive proposed funding levels established. This analysis assumed that funding continues at current authorized levels.

- **FTA Section 5307 (formerly Section 9) Grants:** The current level of Section 5307 funding for operations is $8.985 million and is assumed to decrease 50 percent each year for the next two years and discontinued in FY99. The analysis assumed that the current level of Section 5307 capital funds ($21 million per year) will continue to be available to finance capital projects. Alternatives including rail transit will qualify for Section 5307 fixed guideway tier funding. The Federal Transit Administration Office of Grants Management indicates that one mile of fixed guideway in FY 1996 resulted in the $27,000 in Section 5307 fixed guideway tier funding. The projection of Section 5307 fixed guideway tier funding assumes that the current funding levels per mile continue in the future. There is some uncertainty in these figures, however, as the value depends on the overall Section 5307 appropriation and the number of fixed guideway route-miles operated by all of the transit properties in the U.S. It is assumed that Section 5307 funds will be used to fund up to 80 percent of the capital cost in OCTD.
- **FTA Section 5309 (formerly Section 3) Grants:** This program includes three elements:
  - **New Starts:** This funding program is for the construction of new rail or busway projects. Funding is allocated on a discretionary basis and is earmarked annually by Congress based on the reauthorization/authorization process. Capital assistance grants made to states and local agencies fund up to 80 percent of the new project costs, based on negotiations between the Federal and local agencies. *The financial analysis assumed 50 percent New Starts funding.*
  - **Rail Modernization:** This funding program is for the improvement and maintenance of existing rail systems. *Funding is based on current FTA formula, a function of revenue vehicle miles and fixed guideway route-miles, beginning seven years after rail service begins.*
  - **Bus and Bus-Related:** This funding program is for the replacement and expansion of bus systems, including maintenance facilities, park-and-ride lots, and ancillary facilities. *The financial analysis assumed the 80 percent maximum rate of federal participation.*
- **Flexible Funds-ISTEA:** The 1991 ISTEA legislation provided State and local governments with ability to transfer portion of federal highway funds to transit projects and federal transit funds to highways based on local needs. Federal highway funds can be transferred to Sections 5307, 5310, 5311 and the Interstate Substitution Transit Program to finance transit projects. Federal highway funds which can be transferred and used for transit purposes include:
  - **Surface Transportation Program (STP) -** The STP is the largest category of flexible funds and may be used for all projects eligible for funding under current FTA grant pro-

grams except Section 5307. OCTA has used STP funds in the past, however, their use is not projected in the financial analysis.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** - CMAQ funds are used to support transportation projects in air quality non-attainment areas. A CMAQ project must contribute to the attainment of the national ambient air quality standards by reducing pollutant emissions from transportation sources. OCTA has used CMAQ funds in the past, however, their use is not projected in the financial analysis.

- **Local Funds:** The model allows for the evaluation of various local revenue sources and their ability to fund projects on a pay-as-you-go basis. If existing funding sources are inadequate, additional sources can be assumed. This may include increasing the rate of taxation for an existing tax, implementing a new revenue source, or extending the period of implementation of a dedicated revenue source. User fees and dedicated tax revenues are examined separately for transit project funding and non-transit project funding. The list below describes revenue sources currently included in the model. Additional sources may be added.

- **User Fees**
  - Toll Road Revenues
  - Gasoline Tax Revenues
  - Vehicle Registration Fees
  - Road Impact Fees

- **Dedicated Revenues**
  - Property Tax Revenues
  - Hotel Occupancy Tax Revenues
  - Retail Sales Tax Revenues

POTENTIAL REVENUE SOURCES

Potential revenue sources include joint development, fiber optics leasing, benefit assessments, and concessions.

- **Joint Development:** Revenues from joint development may be generated from the sale or lease of excess transportation property. Property may be leased for joint use, advertising space or minor advertising use. Developers may be granted development rights for stations in exchange for funding a transportation project. Project viability depends on real estate market conditions and the ability of the public agency to provide necessary inducements for development. Inducements may include land, favorable zoning changes or low financing costs. Joint development opportunities could include:
  - **Sale or Lease of Air/Development Rights** To generate revenue, an agency may sell the air rights above its property to developers. This source requires suitable adjacent receiver sites for air rights sales; high density areas are good candidates. The revenue potential is highly variable. The review of the proposed alternatives did not identify any likely properties that would generate revenues from sales of air rights; projections were based on leasing opportunities.

- **Private Contribution:** Private contribution may fund public works projects. In Southern California, the Del Norte station on the Los Angeles Green Line run by MTA is an example of private interest funding and promoting a portion of a station. The Del Norte project is in the planning stage and still requires other funding, potentially public, to complete. The level of contribution depends on private parties perceived benefit and willingness to participate.
- **Transit System Connection Fees.** These capture the value generated from transit systems and imposes a fee on those benefiting from a connection to the system. For example, fees are charged to a developer for the right to connect a project directly to a transit station location. Systems with underground or aerial stations are good candidates. An agency may chose to allow developers to build pedestrian connections to the system in lieu of Transit System Connection Fees. No transit system connection fees were assumed in the financial analysis.

The total potential annual revenue would only be realized after developing all joint development sites, and should be phased in gradually to reflect the lead times necessary for joint development.

- **Fiber Optics Leasing:** *Because of the highly speculative nature of private development revenues, the financial analysis did not include any of these potential revenue sources.* Changes in telecommunications regulations make 1996 a key time to pursue fiber optic leasing. Due to industry changes, some local companies are building networks to compete with GTE and Pacific Bell. To succeed in leasing, agencies need extensive rights of way, preferably in a hub and spoke configuration. Other physical assets such as existing conduit or conduit with unused excess fiber enhance the desirability of leasing the right of way. BART has entered into a fiber optic capital offset leasing agreement, largely due to their extensive right of way and the Trans-Bay tunnel, which is perceived as essential to maintaining communications links in case of an earthquake. Many transit agencies are involved in leasing their extensive networks and competing with public utilities in attracting this market. The Fixed Guideway MIS Alternatives present an opportunity for future Fiber Optics Leasing, potentially joining new rights of way with existing Metrolink rights of way. The magnitude of revenues from fiber optic leasing varies. Revenues vary based on the type of agreement and the assets available to lease. The LACMTA conducted a survey in 1993 which showed that California transit agencies were collecting on average $360,000 annually from fiber optic leasing.
- **Benefit Assessments.** *Because of the highly speculative nature of private development revenues, the financial analysis did not include any of these potential revenue sources.* Benefit assessment is a fee program on station area and system- related property used to pay for the costs of capital improvements specifically benefiting the property. Benefit Assessment District Programs assume that direct benefits accrue to private property owners located around rail stations since pedestrian movement increases as a direct result of the station. Property owners' benefits may include property appreciation, increased business patronage and higher lease rates due to improved site accessibility. Few transit agencies have pursued or been successful in implementing benefit assessment programs. The concept is fairly new and potentially unpopular with property owners. The initial assessment payments may cause negative property value impacts, until the system passed. Timing is the key to the establishment of a district; those who may be assessed have the greatest incentive to agree to the assessment before other funding is acquired or construction begins. Successful implementation depends on the willingness of pri-

vate property owners to fund some portion of transit development as a new property assessment. This revenue source was not included in the financial analysis because specific eligible projects are in the very early planning stage.

- **Concessions:** *Because of the highly speculative nature of private development revenues, the financial analysis did not include any of these potential revenue sources.* Some transit agencies contract with concessionaires to offer food, magazines, coffee, flowers, tickets, passes or other sundries to their riders. Concessions often are offered more as a convenience to riders than as a money making venture and provide an additional benefit of security through concessionaire employee presence at no additional cost to the agency. Concessions may overlap with potential joint development ventures.

V . RESULTS OF FINANCIAL ANALYSIS

INTRODUCTION

This section presents the results of the financial analysis of the Long Range Transportation Plan. The financial analysis structure described in Chapter II allows the long range plan to be evaluated in terms of its financial feasibility. The model examines the impact of various project implementation schedules, various grant funding mixes, various levels of dedicated revenue sources, and various financing options.

After defining measures of financial feasibility, the analytical results of the financial analysis are discussed. This is followed by a discussion of the conclusions of the analysis, risks and uncertainty, and limitations of the financial analysis.

IMPLEMENTATION SCHEDULES

The financial analysis assumed the sequence of completion of the projects specified in the 1996 TIP and the 2015 Plan. Actual implementation dates and drawdown schedules depended on the construction period required for each category of project. Typical drawsown rates are based on historical data obtained from previous Transportation Improvement Plans (TIPs). There are 12 project categories in the model:

- **Category A:** Arterial Expansion
- **Category B:** Freeway Expansion
- **Category C:** New Freeway 4 lanes plus 2 HOV lanes
- **Category D:** New Freeway 6 lanes
- **Category E:** Parkway 6 lanes
- **Category F:** 1 HOV lane each direction
- **Category G:** Express Street Interconnector
- **Category H:** Bridge Maintenance Repair
- **Category I:** Premium Transit Project
- **Category J:** MIC Facilities and Arterial Roads
- **Category K:** Port Tunnel
- **Category L:** Other

The cost distributions for each category of projects are summarized in Screen 16 in Appendix A.

FINANCING ALTERNATIVES

The financial analysis model allows for the evaluation of various financing options. The first and most desirable choice is pay-as-you-go financing, whereby available local revenue sources fund the construction and implementation of projects in the long range plan. The second option is to finance the projects by issuing long term debt. The use of debt financing provides the ability to advance project implementation by borrowing against projected future surpluses. Five long term debt options are considered, including bus and rail lease options as well as three types of revenue bonds differing in the length of their terms and interest rates. The types of debt financing considered in the model are:

- **Pay-as-you-go funding:** The analysis first attempts to fund projects on a pay-as-you-go basis, applying previous year cash balances and current year funding. Funds are applied in this manner to the point that year-end balances decline to zero. At this point, debt financing is applied.
- **Bonding:** Dedicated revenue bonds are applied in the financial analysis to make-up the difference between capital funding need and funds provided by previous year balances and current year funding (and certificates of participation, noted below). The financial analysis model "issued" bonds to the extent required to maintain a zero balance within the transit and the non-transit fund. Application of the model required monitoring various measures of financial feasibility, including sufficiency of working capital and minimum debt service coverage ratio. Revenue bonds differ from general obligation debt in that they are secured through dedicated revenue streams and not through a general obligation of the local government. The model may be run with three different types of bonds, one transit bond and two non-transit bonds. Bond options are distinguished by their debt retirement schedules:
  - Transit: 5 years of interest only payments at short term rates (possibly financed through tax-exempt commercial paper), then refinanced into 30-year bonds, with 7 years of interest only payments at long-term interest rates.
  - Non-transit: 5 years of interest only payments at short term rates (possibly financed through tax-exempt commercial paper), then refinanced into 30-year bonds, with 7 years of interest only payments at long-term interest rates.
  - Non-transit/simple mortage: 30-year bonds with level principal and interest payments.

  The impact of short and long term bond interest rates as well as issuance fees are considered.
- **Leasing:** The financial analysis provides for separating transit capital costs into leasable and non-leasable items. Leasable items include rolling stock (buses and rail cars), other equipment, and maintenance facilities. Two leasing options are considered:
  - **Rail cars:** Off-shore leasing, provides for the sale of vehicles to a foreign investor who would be allowed to take tax depreciation write-offs on the value of the equipment. In return, the foreign investor pays the transit agency an up-front consideration usually worth about four to eight percent of the value of the vehicles.
  - **Buses:** "Certificates of participation" (COPs) which are a means to issue debt secured by the value of the vehicles and/or facilities of the project similar to bonding. The COP investors become the technical owner of the vehicles/facilities and "lease" them back to the transit agency. The lease payments become the service on the debt and at the end of the "lease period" the debt is retired and ownership reverts back to the transit agency.

MEASURES OF FINANCIAL FEASIBILITY

The financial feasibility of Dade County long-term transportation operating and capital programs was the focus of the analysis. Several measures of financial feasibility were considered:

- **Acceptability of implementation schedule:** In general, when applying debt financing with growing dedicated revenue sources, delaying project implementation improves the ability to fund transportation projects. This is because delaying construction results in relatively more funds being applied on a pay-as-you-go basis with less resources applied for interest payments. Depending on how the debt finance plan is structured, the benefits of delayed implementation

exceed inflationary impacts. However, real and perceived transportation and other needs often create an imperative to implement projects quickly.

- **Acceptability of existing funding assumptions:** The continuation of existing revenue streams is subject to many policy assumptions including: increases in transit fares; operating and/or capital assistance from state and county discretionary sources, local option gas tax revenues, and federal transit formula and discretionary funding. All of the on-going federal and state grant funding programs were assumed to continue at current levels.
- **Requirement for additional funding sources:** The financial analysis determined the capacity of the current local option gas tax to fund project construction and derived additional operating support necessary to operate and maintain the highway and transit
- **Minimum debt service coverage:** This is the ratio of dedicated revenues divided by debt service payments on bonds in each year. Higher values are better. At this point in the planning process, it is prudent to maintain coverage at 1.50. As planning proceeds, a lower level (e.g., 1.25 or 1.30 (depending on legal requirements) could be applied. When debt is computed as a simple mortgage, the shape of the curve on the coverage ratio-versus-time graph "bottoms-out" just after the completion of construction and issuance of the last series of bonds. Delaying or extending the period of construction increases the minimum debt service value. This is due to elimination of early interest payments, a real expense that more than offsets the additional costs of inflation, assuming a continuing underlying dedicated revenue stream.
- **Sufficient year-end balances:** The financial analysis is structured to assure that a zero or positive cash balance is always maintained in the highway and transit funds and that working capital equal to at least one month of operating expense is maintained.

APPLICATION OF FINANCIAL ANALYSIS MODEL

Typical application of the financial analysis model involved the following steps:

- Establish initial financing structure parameters, including selection of debt instruments to be applied, interest rates, issuance costs, debt service reserve requirements
- Select dedicated revenue source, date of implementation, approximate rate of taxation, and split between highway and transit
- Execute model and review debt service coverage ratios:
    - If both transit and highway values are below the target (e.g., before operations > 1.50 and after operations > 1.00), then increase rate of taxation and rerun
    - If value for one mode is significantly higher than the other, then change the initial split of revenue between modes and rerun
    - Continue unless target is approached
- If transit coverage ratio before operations meets target but coverage ratio after operations does not, then adjust rate of inflation of operating costs downward. This implies that aggressive management action with be required to contain operating costs in order for the financing plan to work. In general, the long-term, 20-year real reduction in operating costs required in the analysis is on the order of five percent.

- If service contract bonds are applied, begin by adjusting percentage of rail transit investment to be so financed. Note that as the the percentage of rail investment to be funded by service contract bonds increases, the balance to be funded by local dedicated revenue declines and the debt service coverage ratio for these bonds will increase. As a result the tax rate and/or the percentage of the tax applied to transit can be adjusted downward.
- Similarly, if leases are applied, the balance of the transit investment funded by local dedicated revenue declines and the debt service coverage ratio for these bonds will increase.
- Throughout the analysis process, a review of the pattern of debt issuance and the level of working capital will provide suggestions as to how to establish a feasible solution. Typically this will involve some combination of:
    - Adjusting rates of taxation and date of implementation
    - Adjusting share of tax revenues between highway and transit
    - Adjusting the implementation dates of capital projects.

ALTERNATIVE FUNDING SCENARIOS

The financial analysis examined four dedicated local funding scenarios, relying on tax and user fee revenues. In all analyses, additional dedicated funding was assumed to be implemented in 2000:

- **Local gasoline tax revenues:** The late-1996 level of local gasoline tax was assumed to continue with the original allocation between highway and transit and with the original allocation to the local governments.
- **Retail sales tax:** A retail sales tax was assumed, with the revenues divided between highway and transit uses.
- **Vehicle registration fee:** An annual $20 per vehicle fee was assumed. A legislative amendment would be needed to implemented such a surtax.
- **Regional road pricing (toll) revenues:** The "Moderate" scenario from the Kimley-Horn and Associates, Inc. *Metro-Dade Road Pricing Study* was applied as the basis for the computation. The analysis recognized that full implementation of any regional road pricing scenario would be difficult. The analysis assumed that only a portion of the "Moderate" scenario would be accomplished and determined how large that portion would have to be to provide adequate local funding.

Exhibit V-1 summarizes the results of the financial analysis in terms of:

- the magnitude of each tax or fee
- the years in which each tax or fee would be implemented
- the necessary allocation of dedicated revenues between highway and transit

The years in which taxes and fees were implemented and the allocations between highway and transit were adjusted to ensure that adequate debt service coverage was maintained.

The dedicated revenue funding scenarios analyzed are hypothetical options examined to assess the financial feasibility of the Year 2015 Plan. These hypothetical scenarios have not been reviewed or approved by Metropolitan Planning Organization Governing Board, MPO management, or the Dade County Transportation Planning Council. Further, these hypothetical scenarios do not in any

Exhibit V-1
ALTERNATIVE FUNDING SCENARIOS

Funding Scenario	Dedicated Revenue Source(s)	Year Implemented	Applied to: Highway Rate	Highway Modal Allocation	Transit Rate	Transit Modal Allocation	Comment
A	Local Option Gasoline Tax	1996	$0.03/gal	39%	$0.03/gal	31%	Current allocation, balance to municipalities for transportation projects and to State for collection fee
	Retail Sales Tax	2000	64%	52%	64%	52%	Common tax, split between modes
B	Local Option Gasoline Tax	1996	$0.03/gal	39%	$0.03/gal	31%	Current allocation, balance to municipalities for transportation projects and to State for collection fee
	Additional Gasoline Tax	2000	$0.02/gal	39%	$0.02/gal	31%	Current allocation, balance to municipalities for transportation projects and to State for collection fee
	Additional Gasoline Tax	2000	$0.08/gal	95%	$0.09/gal	95%	Exclusively applied to each mode, less 5% collection fee to State of Florida
C	Local Option Gasoline Tax	1996	$0.03/gal	39%	$0.03/gal	31%	Current allocation, balance to municipalities for transportation projects and to State for collection fee
	Retail Sales Tax	2000	64%	52%	64%	52%	Common tax, split between modes
	Vehicle Registration Fee	2000	$20/veh	50%	$20/veh	50%	Common fee, split between modes
D	Local Option Gasoline Tax	1996	$0.03/gal	39%	$0.03/gal	31%	Current allocation, balance to municipalities for transportation projects and to State for collection fee
	Road Pricing	2000	"Moderate" scenario	20%	"Moderate" scenario	19%	Percentage of revenues from Moderate scenario in Kimley-Horn "Dade County Road Princing Study"

way constitute a funding or financing recommendation by KPMG. Rather, these scenarios are presented for consideration by the leadership of Dade County with respect to developing a financially feasible long range transportation plan.

FINANCING SCENARIOS

Increasing sophistication in highway and transit financing, actively promoted by the Federal Highway Administration and the Federal Transit Administration, provide additional mechanisms to leverage local, state, and Federal funding; speed project implementation; and potentially reduce costs. A series of financial analyses were examined to determine the benefits of these innovative financing approaches:

- **Baseline financing scenario:** A retail sales tax is assumed to begin in 2000 and identically structured tax revenue bonds for transit and highway are issued with the following structure: initial interest-only construction loan at 5.25 percent, refinanced to a 30-year note, with 7-years interest-only at 5.85 percent, and then a simple-mortgage/level payment of principal and interest for 23 years.
- **Service contract bonds:** These bonds would capitalize the revenue stream from the 100 percent state portion of FDOT Intermodal/Rail funds, resulting in a deferral of need to issue tax revenue bonds (and maximize the extent to which tax revenues are applied on a pay-as-you-go basis). The baseline assumption is a 30-year term, at 5.85 percent interest, 1.2 percent issuance cost, and no debt service reserve (the credit for these bonds would be state gas tax revenues and are assumed to be backed by the full faith and credit of the State of Florida).
- **State infrastructure bank:** The interest rate on transit and highway revenue bonds is reduced by 2.00 percent and the issuance cost of the revenue bonds and debt service reserve requirements are reduced to zero to simulate the effects of an SIB providing additional funding and credit enhancements.

- **Cross-border lease:** The debt instrument would be applied to the purchase of East-West Corridor rail cars. The benefits of this type of financing is the elimination of a debt service reserve and an effective 4.0 percent discount on the purchase price (the effect of the private sector participants in the financing passing to Dade County their tax benefits). Compared to revenue bonds, the lease would have a 20 basis point penalty on the interest rate (6.05 rather than 5.85 percent) and a 0.5 percent penalty on the issuance cost (1.7 rather than 1.2 percent).

The results of the innovative financing analysis are summarized in Exhibit V-2:

- **Baseline analysis:** With these assumptions, the required additional local funding is equivalent to 0.64 percent retail sales tax implemented in 2000, allocated 48 percent to transit and 52 percent to highway. The generally downward trend in transit coverage ratios after operations is controlled through assumptions regarding real inflation in operating costs; unit transit operating costs are assumed to inflate at 3.04 percent compared to the baseline rate of 3.30 percent (a decline in real terms by 0.26 percent per year -- a cumulative decline of 4.9 percent through FY15).
- **Service contract bonds:** While total bond proceeds increase, the service contract bonds delay the issuance of sales tax revenue bonds. Transit unit operating costs must decline by 0.26 percent per year -- a cumulative decline of 4.9 percent through FY15.
- **State infrastructure bank:** Assuming that the service contract bonds are financed through a state infrastructure bank results in lowering of the dedicated sales tax from 0.60 percent to 0.50 percent; the portion of the tax applied to transit remains at 48 percent. Total bond proceeds decline by $65 million compared to the service contract bond-only scenario. Transit unit operating costs must decline by 0.28 percent per year -- a cumulative decline of 5.3 percent through FY15.
- **Rail-car cross border lease:** Adding a cross-border lease does not permit any further lowering of the dedicated sales tax for the portion of the tax applied to transit. Cross-border lease proceeds result in a reduction in the sales tax revenue bond proceeds applied to transit. No change in transit unit operating costs from the state infrastructure bank-only scenario is required.
- **Service contract bonds plus state infrastructure bank plus rail car cross-border lease:** Combining the three innovative financing approaches results in a required sales tax of 0.50 percent is required; 48 percent dedicated to transit.
- **Highway reduction scenario:** This scenario examined the magnitude of the highway program possible if additional highway funding were limited to the additional 2-cent in the Local Option Gas Tax in 2000. In this scenario could be implemented if the "unfunded" portion of the TIP were externally funded and the Priority II, III, and IV portions of the 2015 Plan were reduced by 17 percent. Supporting the transit program requires revenues equivalent to a 0.30 percent sales tax totally dedicated to transit.

SAMPLE FINANCIAL ANALYSIS RESULTS

Described below are the results of the financial analysis for the baseline (sales tax) scenario described in Exhibit V-1, above.

Exhibit V-2
ALTERNATIVE FINANCING SCENARIOS

Financial Performance Measure			Baseline	Alternative Financing Scenarios				Highway Reduction Scenario
				FDOT Service Contract Bond	State Infra-Structure Bank	Rail-Car Cross-Border Lease	Svc Contr + SIB + X-Border Lease	
Sales Tax		Rate	0.64%	0.64%	0.50%	0.63%	0.49%	0.31%
		% to Transit	48%	46%	48%	49%	49%	100%
Real Operating Cost		Inflation per year	3.04%	3.01%	2.98%	3.05%	2.99%	3.05%
Reduction Required		Cumul real decline thru 2015	4.90%	5.49%	6.07%	4.81%	5.88%	4.71%
Transit	Bond Proceeds		$1,243	$1,185	$1,242	$1,050	$999	$1,233
Dedicated	Min Cover	Before Ops	1.507	1.521	1.524	1.518	1.544	1.531
Rev Bond	Ratio	After Ops	1.002	1.049	1.018	1.009	1.025	1.014
Highway	Bond Proceeds		$1,008	$961	$979	$1,050	$1,010	$87
Dedicated	Min Cover	Before Ops	1.606	1.727	1.655	1.505	1.563	2.304
Rev Bond	Ratio	After Ops	1.550	1.668	1.562	1.451	1.490	1.139
Intermodal/	Bond Proceeds		$0	$114	$0	$0	$118	$0
Rail Service	Min Cover			1.592			1.527	
Contract	Applied to	% of Cost		72%			53%	
Bond	Fixed Gdwy	Thru		2004			2004	
Rail Car Cross-Border Lease		Bond Proceeds				$181	$181	$0
Total Bond Proceeds			$2,251	$2,273	$2,221	$2,281	$2,308	$1,321
Highway project	Unfunded TIP projects							100%
cost reduction	Phases II, III, IV projects							28%

Sources and Uses of Funds

Exhibits V-3 and V-4 summarize the year-by-year computations in the financial analysis. In Exhibit V-3, funding shortfalls occur in the years in which uses exceed sources (i.e., when the thick red uses line is above the thin green sources line). In some years, prior year surpluses carried forward provide sufficient financial capacity. In some years, however, long term debt is required to fund the shortfall. Exhibit V-4 represents the results of long term financing; bonds were issued in those years in which the thin green sources line overlaps the thick red uses line.

Bonds Issued and Debt Service Coverage

Long-term debt was issued in the financial analysis to make up the shortfall between annual capital funding requirements and annual funding availability. The majority of the debt are revenue bonds secured by local dedicated revenues. Rail cars for the East-West corridor are financed with cross-border leases. Transit service contract bonds borrow against future revenues from the FDOT Intermodal/Rail program. Exhibit V-5 summarizes long-term debt issued to finance the financial plan.

Revenue levels were adjusted to maintain a debt service coverage ratio (annual revenues divided by annual debt service) of greater than 1.50 before operations and 1.00 after operations. Exhibit 13 summarizes the projected coverage ratio.

Application of Dedicated Funding

Exhibits V-6 and V-7 summarize how the dedicated local sources of funding are projected to be applied for highway and transit projects. Revenue are first applied to support operating and maintenance requirements beyond the current levels of Dade County assistance. Funds are then applied to capital, first to pay prior year debt service then to fund on a pay-as-you-go basis. Any unspent funds are carried over to the following year.

Exhibit V-3
SOURCES AND USES OF FUNDS BEFORE FINANCING/TRANSIT

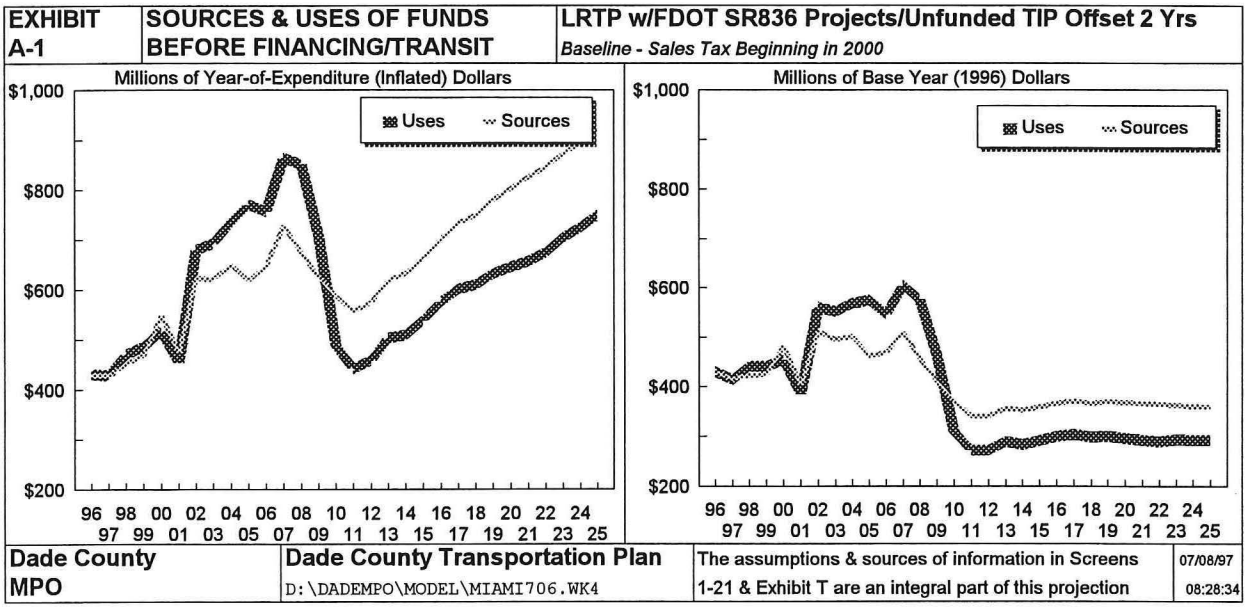


Exhibit V-4
SOURCES AND USES OF FUNDS BEFORE FINANCING/NON-TRANSIT

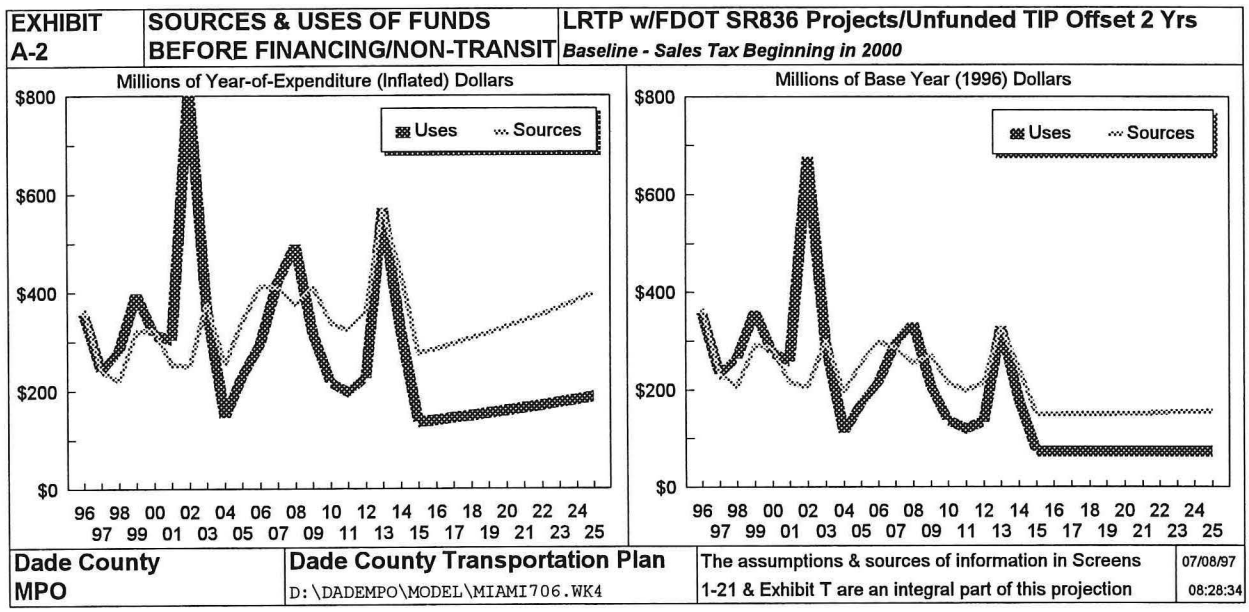


Exhibit V-3
FINANCING COSTS AND BOND & LEASE PROCEEDS

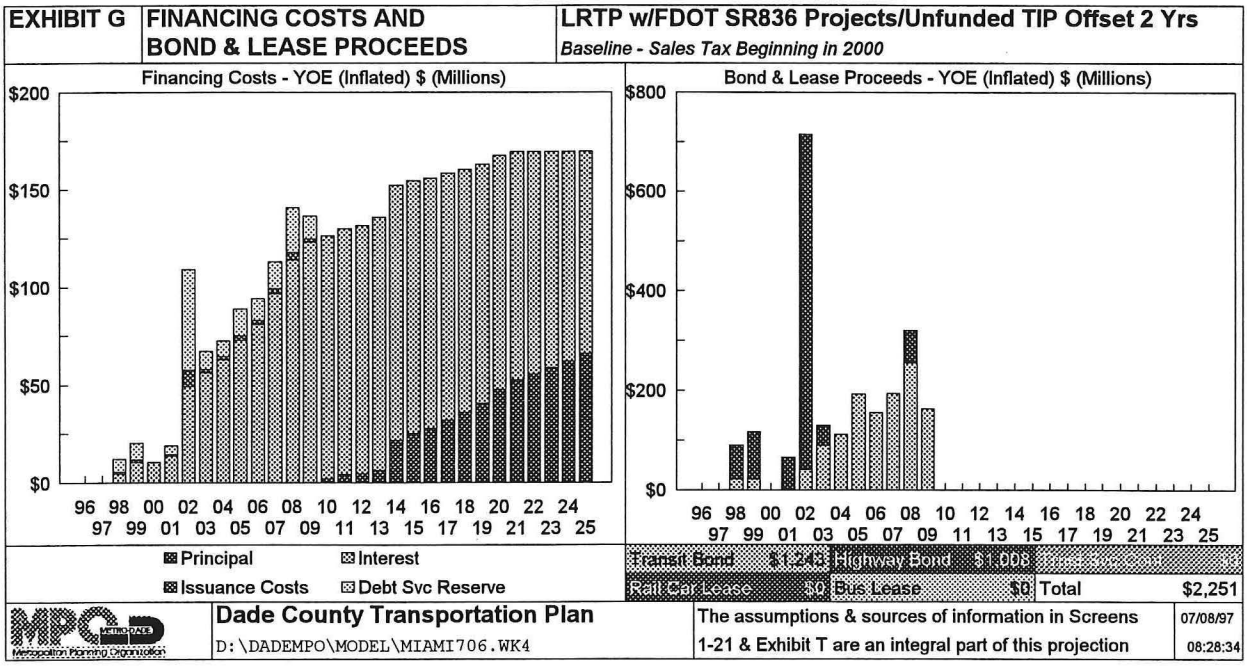
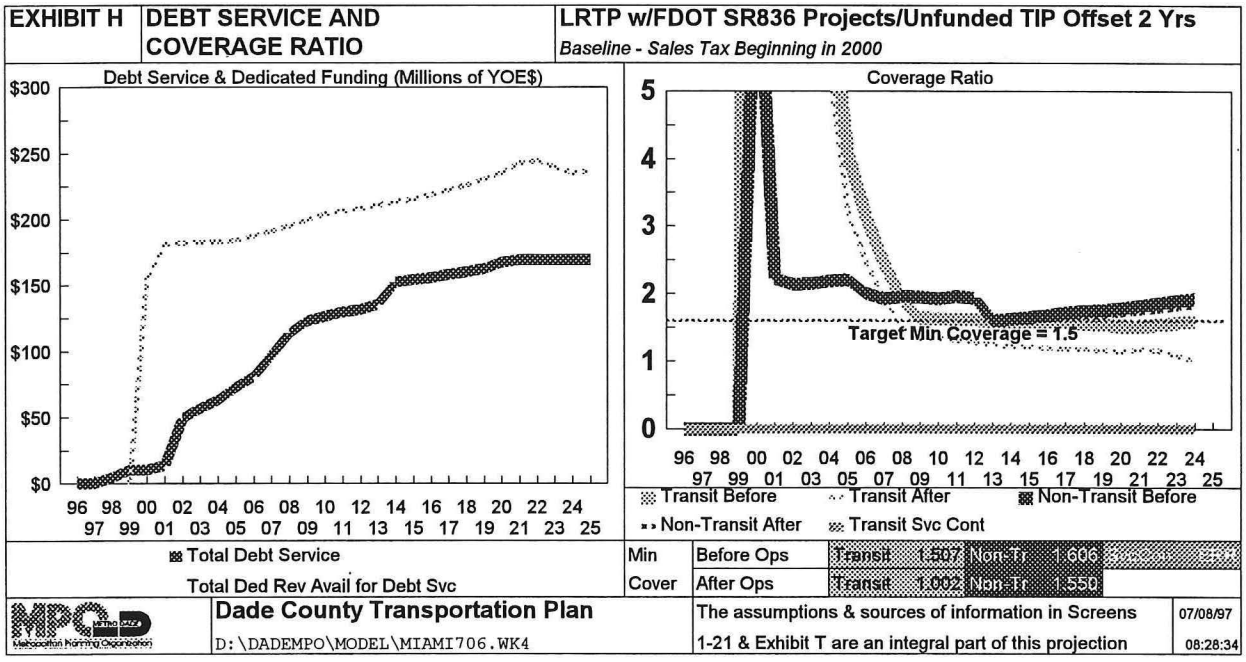


Exhibit V-4
DEBT SERVICE AND COVERAGE RATIO



CONCLUSIONS

The sources and uses of funds analyses identified two primary challenges facing Dade County as it implements the capital investments of the 2015 Plan and expanded transit services projected in the Transit Corridor Transitional Analyses and related transit corridor Major Investment Studies/Draft Environmental Impact Statements:

- **"Unfunded" portion of the TIP:** For several large-scale highway projects in the TIP, no source of funding has been identified. These projects will not be implemented until funding is secured. If local sources were to be pursued, as examined in the above financial analyses, such funding would need to be implemented in the next several years.
- **Increasing requirement for County operating and maintenance assistance:** Annual transit and highway O&M assistance to be provided by Dade County will increase as a result of an expanding transportation network and inflation. Annual highway operating costs to Dade County will increase from $40 to $43 million (1996 dollars) by 2015 because of an increase in County-maintained lane-miles. Transit O & M requirements expand from $210 to $241 million (1996 dollars) by 2015 because of significant growth in Metrorail service associated with the East-West and North corridor expansions.
- **Significant Priority III and IV capital investment requirements:** Relatively expensive highway and premium transit projects in the latter phases of the Year 2015 Plan exceed the financial capacity of existing State sources. Additional dedicated revenue sources were projected in the sources and uses of funds analysis to meet these needs on a pay-as-you-go and debt financed basis.

LIMITATIONS

The financial analyses supporting this paper are basis solely on assumptions and sources of information documented in Exhibit T in Appendix A. The data and assumptions were provided by the Dade County MPO, MDTA, and FDOT and have not been independently reviewed or confirmed. The assumptions have not been reviewed for the likelihood of actual occurrence. The achievement of any financial projection may be affected by fluctuating economic conditions and depends on the occurrence of future events that cannot be assured. Therefore, the actual results achieved may vary from the projections, and the variations could be material. This report documents a limited analysis of a long-term investment project to determine whether further study is desirable. It may not be referred to or presented to any party in connection with the issuance of securities.

Uncertain economic conditions make it difficult to precisely measure the financial impact of any program of capital projects. However, once the decision is made to proceed with a major investment strategy, Dade County, MDTA, and FDOT will be in the position to realign priorities to assure that the selected projects can be completed and placed in revenue service. The results of the financial feasibility analysis provide critical input into the evaluation of alternatives. Together with other evaluation methods, financial feasibility is used to support the decision on a locally preferred strategy. A financing plan for the locally preferred strategy will be prepared after the project's Draft Evaluation Report has been circulated and the comments received. The locally preferred financing plan will develop detailed cash flows for capital and operating costs and will recommend the best investment strategy for meeting those costs.

VI . FINANCING OPTIONS

INTRODUCTION

Addressing the potential shortfalls between the costs of full implementation of the 2015 Plan and available revenues includes three fundamental approaches: innovative financing, increasing available revenues, and containing costs.

INNOVATIVE FINANCING

Two alternative approaches to infrastructure financing that have been advocated in recent years may particular relevance in Dade County:

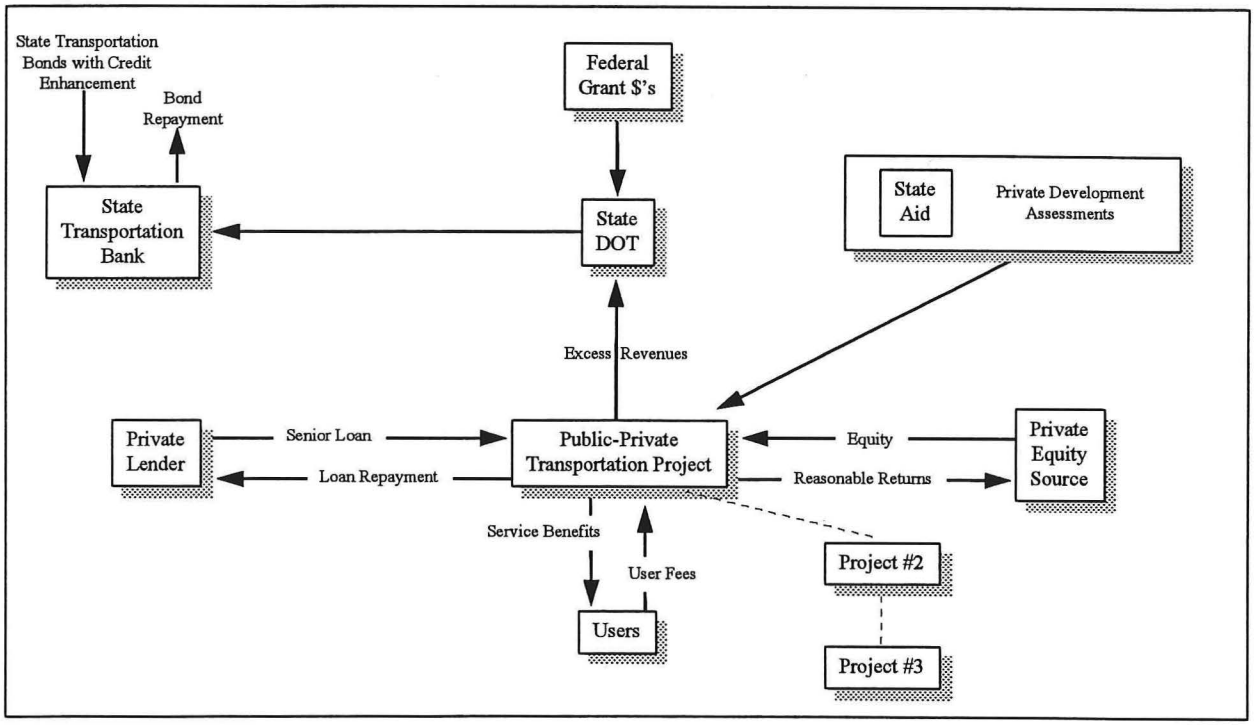
- **State infrastructure banks:** The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorizes states to provide loans or other forms of credit enhancements utilizing a state's federal funds. A state can provide simple or leveraged loans through a State Infrastructure Bank (SIB), which functions as a state-level revolving loan fund. Federal funds can be used as seed capital or equity, and other non-federal funds can also be transferred directly into the bank. The bank could make loans to private project sponsors for any revenue-generating transportation project. After being repaid to the bank, the funds from the loan payments may be re-loaned to other projects. The revolving loan fund will grow in size as principal and interest payments are accumulated.

  Through a SIB, a state can use its initial capital (provided by its Federal-aid highway apportionment, Federal transit allocations, and non-Federal funds) to provide loans and for a variety of other financing arrangements. Activities by a SIB include financing arrangements to provide credit enhancement, serve as a capital reserve for bond or debt financing, subsidize interest rates, issue letters of credit, finance purchase and lease agreements, provide debt financing security, or provide other forms of financial assistance for construction of projects qualified under the Federal-aid highway program and transit capital projects. As the funds are repaid or compensation is provided, the SIB can make new financial assistance available to other projects, continually recycling and leveraging the initial funds available.

  A leveraged loan fund increases its available resources by using the loan repayment stream and/or the initial capital base as collateral for a bond issue. The state leverages these funds by placing the seed capital into a reserve fund, and then issues bonds against the fund, potentially tripling the amount of money it is able to lend. When repayments from the revenue-generating facility are repaid, these funds will go into the reserve fund and used to leverage more funds for the bank. However, leveraged funds may need to rely on the government's credit rating and backstop revenue sources to secure a bond rating high enough to permit loan offerings at affordable terms. Exhibit 4 presents a typical structure of a leveraged loan program through a state infrastructure bank.

Exhibit VI-1

STATE INFRASTRUCTURE BANK LEVERAGED LOAN PROGRAM



Capital for revolving loan funds can be assembled from several sources, including dedicated taxes and user fees, governmental grants, legislative appropriations, bond proceeds, loan repayments, interest earned from loan operations, and interest on cash balances. The capital base of the revolving loan fund may be designed either to remain self-sufficient during its lifetime, or to require future infusions of funds from external sources to remain operational.

The terms of repayment for the loans may also vary to match the borrower's profile, including the interest rate, term of the loan, percentage of costs financed, payment schedule, and grace period. The loan could be repaid on terms very favorable compared to most revenue and general obligation bonds funded from the capital markets. The loan could be structured, for example, with no interest and payments deferred until after the completion of construction and, perhaps, several years thereafter. The net savings to the implementing agency (in terms of interest costs saved) could be more than 30 percent, depending on how the loan is structured.

SIBs can provide a flexible source of financing for privately-sponsored transportation projects. These mechanisms provide more capital for transportation projects with less reliance upon federal apportionments. In a turnkey or BOT project, the project company could receive a loan for a portion of the cost of the project, and repay the loan through revenues generated by land development, lease payments, payments from operating agreements, or fare revenues.

- **Shifting risk to the private sector:** Many transit agencies are exploring opportunities to more completely involve the private sector in the implementation of rail transit projects. Innovative procurement techniques such as turnkey, super-turnkey, franchise, and design-build-operate-maintain (DBOM) are being addressed in transit projects in the U.S. and around the world.

These procurement techniques involve shifting varying levels of responsibility and risk from the public sector to the private sector. These risks include uncertainty regarding project capital cost, operating cost, and ridership and operating revenues. The advantages of these approaches is that they result in lower cost, less public sector cost uncertainty, and faster implementation (which speeds the transportation benefits, but may reduce financial capacity, depending on other financing factors). Examples of innovative procurements include:

- **Florida Department of Transportation:** The High Speed Rail system proposed from Miami to Orlando to Tampa addressed three procurement approaches: Design-Build, Design-Build-Operate-Maintain (with no private sector revenue risk), and Franchise (with shared public-private revenue risk)
- **NJ Transit:** DBOM procurements for the Waterfront Light Rail project from Bayonne to the Vince Lombardi Park-n-Ride in Bergen County and proposed for the Burlington-Gloucester County rail line outside of Philadelphia.
- **Port Authority of New York & New Jersey:** DBOM procurement for the Air Access program automated people mover from John F. Kennedy International Airport to the MTA Long Island Rail Road Jamaica station and the MTA New York City Transit Howard Beach station.
- **London Transport:** In the lease of new train sets for the Underground Northern Line, the car vendor is also responsible for car maintenance and is obligated to provide train sets with specific car availability and car reliability. This and similar "power-by-the-hour" approaches have been utilized by railroads to obtain new rolling stock while minimizing initial capital investment requirements and limiting public-sector risk.

INCREASING AVAILABLE REVENUES

The implementation of all of the projects in the 2015 Plan (including the "unfunded" projects) will require more financial resources than are currently available. There are several approaches that could be considered to increase the transportation funding applied to the 2015 Plan projects:

- **Increasing the Dade County's Share of Transportation Investment:** The allocation of funding to transportation from each level of government (County, State, and Federal) is a matter of political compromise. Convincing arguments can be made to support increasing funding in Dade County for transportation project construction and operations and maintenance:
  - **Dade County:** Operating assistance for MDTA must compete for general funds along with other vital government services (public safety, education, social service, courts). While the Local Option gasoline tax provides an important of funding for transit operating assistance and County highway maintenance, projected growth in Metrorail and bus service will greatly exceed current funding levels. However, even modest increases in transit operating assistance currently are a challenge for Dade County to fund.
  - **State of Florida:** As a thriving component of the State economy and vital center for tourism, shipping, and manufacturing, Dade County has and is projected to continue to receive a commensurably large share of FDOT funding. However, other regions of the state are growing more rapidly that Dade County and are demanding increases in their share of state funding.

- **Federal Government:** In federal transportation funding programs, the State of Florida is a "donor" state, generating more revenues from the federal gasoline tax than it receives in grant revenues. Increasing Florida's share of federal grant revenues will allow for an increased allocation of FDOT revenues to District 6 and to Dade County.

- **Increase User Fees:** Users of transportation facilities in Dade County already pay a portion of the costs to construct and operate the transportation network. All highway users pay the Federal and State gasoline and the 6-cent Local Option gasoline tax (5-cents is allocated to capital improvements and 1-cent is allocated to mass transit). Users of Florida's Turnpike pay highway tolls. Transit riders pay fares. As transportation improvement become more needed, and as competing demands for limited public funds become more severe, asking transportation system users to contribute more to the construction and operation of the transportation network may become an important option. Among the possible approaches to be considered are:
  - **Road pricing:** Tolls on limited access highways is one approach to generating transportation revenues. Opportunities include (depending on the level of congestion and physical design of individual highways) peak period tolls, tolls on non-HOV lanes, and other approaches.
  - **Transit fares:** Increasing transit fares will generally increase transportation revenues, but at the cost of reduced ridership. While inflationary increases are vital, additional increases in transit fares must address the offsetting interests of financial feasibility and the important social impacts, particularly for transit-dependent, lower-income travelers. Premium fares for premium services (e.g., Metrorail, Seaport-Airport) may be one approach.
  - **Development impact fees:** Fees applied to new commercial and residential construction are intended to provide funding for additional public services (including transportation) resulting from that development. New transit-related impact fees are one approach to generate additional revenues.

- **Explore new dedicated revenue sources:** Another approach to transportation funding is to provide new revenue sources. Advocating new government revenue sources is an issue not be taken lightly given increasing voter resistance to higher taxation. This trend, observed both locally and nationally, suggests that simply requesting voter approval of new taxes will seldom succeed and often places the future of advocates of such an agenda at risk. Similarly, "user fees" in the form of higher transit fares and highway tolls are difficult to implement. The financial analysis described in the preceding chapter examined the revenue potential of increments to the Local Option Gas Tax solely for the purpose of providing a scale to the funding need relative to existing revenues. Alternative tax bases could also be examined, including increments to the County retail sales tax, hotel occupancy tax, and property tax.

CONTAINING COSTS

The opportunities to contain the costs of implementing the 2015 Plan address delaying project implementation, shifting risk to the private sector, containing capital project cost, and increasing transit cost recovery:

- **Delaying project implementation:** Advancing or delaying capital projects has a resulting impact on the flow of funds and ability to fund projects on a pay-as-you-go versus debt financed basis. Overlapping projects result in relatively high rates of construction expenditure and can increase the need for borrowing. The resulting interest costs, particularly in the early years of

the financial plan, significantly reduce financial capacity. Spreading projects over time and delaying the implementation of projects reduces the need for debt financing. Similarly, phasing the implementation of individual projects spreads the costs over time (e.g., the 2015 Plan phases the implementation of the East-West Corridor premium transit project).

- **Containing capital project cost:** Opportunities to further contain capital project costs can be examined as projects proceed into preliminary engineering. The value engineering process can identify alternative horizontal and vertical alignments and project specifications that may reduce project costs and cost uncertainty.
- **Increasing transit cost recovery:** MDTA services, similar to transit throughout the U.S., does not cover its operating costs through the farebox. The causes of this are many and complex, including low pricing (resulting in part from historically low out-of-pocket costs for competing automobile transportation and political pressures), a downward trend in market size and market share (resulting, in part, from declining employment in the central business district, and relatively high costs (due, in part to pressures from organized labor). Opportunities to increase the cost recovery ratio (and reduce the need for County operating assistance) include fare increases, reduction of less productive services or replacement of these services with lower-cost transit service providers, and/or provision of transportation service through different service delivery techniques (e.g., jitney).

VII . NEXT STEPS

NEAR-TERM IMPLICATIONS

The implementation of the long range transportation plan for Dade County will involve a continuing series of short-term (one to five year) decisions in the context of a long-term (10- to 20-year) vision of the mobility needs for the region. Immediate funding decisions have and will continue to be made through the development of the annual Transportation Improvement Program (TIP), including the identification of the highest priority projects and the specific local, state, and federal resources from available funding programs. Longer-term decisions, however, must be made in order to advance projects (particularly large-scale and expensive projects) toward implementation, to meet the demands of underlying economic and demographic growth, and to establish a clear direction and vision for mobility in Dade County. These longer-term decisions require a clear view of the transportation needs of the County, the financial resources already (or likely to be) in hand, and challenges ahead to secure the funding necessary to fully implement the transportation Plan. Complicating these decisions is the underlying uncertainty regarding the economic growth of the region and the availability (and growth) of financial resources.

It is in the context of longer-term transportation decision making that this report was prepared. The issues addressed in the preceding chapters highlight the transportation needs of the County, the available funding, and the challenges and opportunities to fully implement the 2015 Transportation Plan.

The financial analysis reveals that Dade County has the financial capacity to complete near-term transportation projects and begin an aggressive program of building important links in the transportation network. Additional funding will need to be secured to complete the network and to support expanded bus services and rail services. Additional capital and operating funding will require regional consensus regarding long-term transportation needs of Dade County.

Financing transportation improvements requires Dade County to recognize the need to look beyond scope of the current Local Option Gas Tax. Dade County will need to identify funds to support on-going and expanded bus services and rail operations defined in the Plan. As major freeway and rail transit projects are advanced into further project development, the long-term future of transportation financing in Dade County should be examined and assessed in more detail. Additional financial analyses should focus on the implications of uncertainty on the results of the financial plan. Risk analyses should be conducted addressing uncertainty regarding inflation, interest rates, project cost, fare revenue, and dedicated revenues.

FUTURE DIRECTIONS

There are several directions in which Dade County agencies can provide to develop a better understanding of the financial requirements of the transportation plan and the opportunities available to finance the plan. Most of the cost estimates in the financial analysis supporting this report are very preliminary, based on limited design and engineering and assuming conventional procurement techniques. Among the immediate actions that can be taken to refine the cost estimates are the following:

- **Advance the engineering process:** As the planning process continues, higher priority projects should advance into preliminary engineering and then final design. As the level of detail in the engineering progresses, these increasingly more precise (and more confident) engineered cost estimates should be applied in the financial planning.
- **Value engineering:** Opportunities to contain project costs, particularly for the most expensive projects, should be explored. Application of alternative alignments, construction details, construction phasing, and technologies should be examined in order to provide for the maximum benefit at the least public cost.
- **Refine project implementation schedules:** The 2015 Plan identifies project priorities in five-year intervals (i.e., completion through 2005, 2010, and 2015). As planning progresses, more detailed sequencing on a year-by-year basis should be explored. Because transportation projects take many years to implement (five or more years from preliminary engineering, through right-of-way acquisition, to construction), staggering the implementation of projects permits a more constant rate of expenditure from year-to-year. Avoiding "peaks" in the rate of construction expenditures will make the 2015 Plan easier to finance. Similarly, opportunities to phase-in the implementation of more massive projects will spread out costs.
- **Examine alternative procurement methods:** Particularly for the premium transit projects, opportunities exist for the private sector to become more involved in the implementation and operation of the transportation projects. Innovative procurement methods, such as turnkey and franchise approaches, allow for lower cost, faster implementation, and lower public sector risk.
- **Examine implications of uncertainty:** Sophisticated risk analysis techniques can be applied in the context of the sources and uses of funds analysis to understand how uncertainty will affect the financial feasibility of the results. By estimating the probable range of various uncertainty variables (e.g., inflation, interest rates, capital costs, ridership), the results of the financial analysis can be reported in terms of the probability of "success", that is, the probability that the outcome will fall within an acceptable range. For example, the minimum bond cover ratio could be reported in terms of there being an "x percent probability" of occurring below a predetermined value, say 1.50. If the result was, say, a 1-in-3 probability of failure, this would not be acceptable. If, through delaying project implementation or increasing dedicated funding, the probability of failure was reduced to, say, 1-in-20 or 1-in-40, then this result would be more acceptable. Application of risk analysis provide two advantages: it provides both analysts and end-users with greater familiarity with the financial analysis and, more importantly, it increasing the "buy-in" of key decision makers, as they must be involved in the definition of the ranges of probable input values.

APPENDIX A

FINANCIAL ANALYSIS MODEL
INPUT SCREENS AND OUTPUT REPORTS
Baseline Scenario With Sales Tax

Financial Analysis Model/Screen 1: Financing

MPO METRO DADE Metropolitan Planning Organization

Alternative:	**LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs**
Scenario:	**Baseline - Sales Tax Beginning in 2000**
Data Set:	O:\PESKIN\DADEMPO\MIAMI706.WK4

Inflation Rates	Baseline				3.30%
	Fares	Mover	3.30%	Bus	3.30%
		Rail	3.30%	Para	3.30%
	Transit Operating Costs				3.04%
	Capital Costs				3.30%
	Construction Costs				3.30%
	Dade Co. Transit Oper Assist				0.00%
	Dade Co. Highway O&M				3.30%
Interest Earnings Rates	Debt Svc Reserve				5.25%
	Cash Balance				5.25%
	Self Insurance Fund				5.25%

	20-Yr Real	
4.90%	Decline	2.87%

Fed $ Applied to	Source	Max $ per Yr	Match Rate
Premiu	Sec 3	$400	50%
Transit	STP	$40	10%
	CMAQ	$8	10%

Bonds and Leases	Application	Term (Yrs)	Interest Rates Short%	Long%	Issue Cost	Resv? 1=Yes	Discount	Transit vcCon
1/Transit Bond	100%	30	5.00%	5.85%	1.2%	1		Bond
2/Highway Bond	100%	30	5.00%	5.85%	1.2%	1		Thru
3/Transit Svc ContBnd	0.0%	30		5.85%	1.2%	0		2004
4/Rail Lease	0%	30		5.85%	1.2%	0	4.00%	
5/Bus Lease	0%	12		5.85%	1.2%	0	0	

FTA Grant	Sec 9	Capital	Base	$ Million/Yr	$21.00
			Fxd Gdwy ($000/mile)		$27.0
		Operating		$ Million/Yr	$8.985
				$0 in 4 Yrs?	yes
	Sec 3	Bus-Related Match			80.0%
	Other			$ Million/Yr	$0.300
FDOT	MDTA Op Assist (Post 1998)				$14.52
	Transp Disadvantaged				$3.40
	Other MDTA Funding				$1.70
Dade Co.	Add'l MDTA Op Assist Years			1996	1999
	Add'l Highway O&M? 1=Yes				0
Tri-County Rail Funds to MDTA					$0.30
Advertising	$/Passenger				$0.054
Working Capital				Transit	Non-Tr
	Min Req'd (Millions)			$1.00	$1.00
	% of Oper $ Required			8.33%	8.33%
Unfunded $ Provided? Yes=1					0
% of FDOT/Dist 6 Intermodal Rail Applied					40.2%

Dade Co. MPO Financial Analysis Model/Screen 2: Transit Revenu

Revenue Source	TAX BASE: FY96 Value $M	Annual Growth Rate by Fiscal Year: 96	97	98	99	00	01-05	06-15	16-25	Tax Applied in Financial Analysis: Start Year	End Year	Rate	Current Tax Rate	Collectable/ Dade Share
Curr LOGT/Share w/Hwy&Loc	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1996	9999	$0.030	$0.15	31%
LOGT A/Share w/Hwy&Loc	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.020	$0.15	31%
LOGT B/Transit Only	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.090	$0.15	95%
LOGT C/Transit Only	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.020	$0.15	95%
LOGT D/Transit Only	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.020	$0.15	95%
Drivers Lic Renewal (Millions)	0.4205		2.23%	2.18%	2.13%	2.09%	1.75%	1.75%	1.75%	9999	9999	$20.00		10%
Motor Veh Regis (Millions)	2.2744		2.23%	2.18%	2.13%	2.09%	1.75%	1.75%	1.75%	9999	9999	$20.00		50%
Retail Sales Tax ($Millions)	23,999		2.18%	2.18%	2.18%	2.18%	1.90%	1.96%	1.98%	2000	9999	0.64%	6.00%	48%
Property Tax ($Millions)	66,508		3.90%	3.90%	3.90%	3.90%	3.90%	3.90%	3.90%	9999	9999	0.03%	1.40%	95%
Hotel Occup Tax ($Millions)	1,323		3.07%	3.69%	3.68%	3.67%	3.83%	3.49%	3.49%	9999	9999	1.00%	9.00%	100%
9th Cent Gas Tax/Share w/Hwy	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1996	9999	$0.010	$0.15	48%
10th Cent Gas Tax/Trans Ops	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.000	$0.15	95%

	Do-Nothing	Conservative	Moderate	Aggressive	Custom/24-Hr Cong Pricing	Custom/HOV Pricing
Toll Financing (% applied to Transit)			19%			
Start Year	9999	9999	9999	9999	9999	9999
End Year	9999	9999	9999	9999	9999	9999

Dade Co. MPO Financial Model/Screen 3: Non-Transit Revenues

Revenue Source	FY96 Value $M	TAX BASE Annual Growth Rate by Fiscal Year 96	97	98	99	00	01-05	06-15	16-25	Tax Applied in Financial Analysis Start Year	End Year	Rate	Current Tax Rate	Collectable/ Dade Share
Curr LOGT/Share w/Hwy&Loc	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1996	9999	$0.030	$0.15	39%
LOGT A/Share w/Hwy&Loc	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.020	$0.15	39%
LOGT B/Non-Transit Only	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.080	$0.15	95%
LOGT C/Non-Transit Only	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.010	$0.15	95%
LOGT D/Non-Transit Only	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.030	$0.15	95%
Drivers Lic Renewal (Millions)	0.4205		2.23%	2.18%	2.13%	2.09%	1.75%	1.75%	1.75%	9999	9999	$20.00		90%
Motor Veh Regis (Millions)	2.2744		2.23%	2.18%	2.13%	2.09%	1.75%	1.75%	1.75%	9999	9999	$20.00		50%
Retail Sales Tax ($Millions)	23,999		2.18%	2.18%	2.18%	2.18%	1.90%	1.96%	1.98%	2000	9999	0.64%	6.00%	52%
Property Tax ($Millions)	66,508		3.90%	3.90%	3.90%	3.90%	3.90%	3.90%	3.90%	9999	9999	0.03%	1.40%	0%
Hotel Occup Tax ($Millions)	1,323		3.07%	3.69%	3.68%	3.67%	3.83%	3.49%	3.49%	9999	9999	1.00%	9.00%	0%
9th Cent Gas Tax/Share w/Tran	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1996	9999	$0.010	$0.15	48%
10th Cent Gas Tax/Hwy Ops	931.0		1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	1.68%	9999	9999	$0.000	$0.15	95%

Toll Financing (% applied to Non-Transit)
Do-Nothing
Conservative
Moderate
Aggressive
Custom/24-Hr Cong Pricing
Custom/HOV Pricing

Dade Co. MPO Financial Model/Screen 4: Alternatives Data

Alternative Development Scenario X

			BASE	LRTP	LRTP	A	B	LRTP	SR836	Test/Increased Bus Service	
Alternative Specific Costs (96 $)	Design Year Operating $	Metromover	12.92	12.92	12.92			12.92	12.92	12.92	xin$mov
		Metrorail	49.06	119.46	248.26			110.06	110.06	110.06	xin$rail
		Bus	123.56	123.56	123.56			123.56	161.84	123.56	xin$bus
		Paratransit	25.04	27.14	27.14			27.14	27.14	27.14	xin$para
	Daily Revenue Vehicle Hours	Metromover	139	139	139			139	139	139	in$mov
		Metrorail	757	1,897	3,001			1,897	1,897	1,897	in$rail
		Bus	5,908	5,908	5,908			5,908	5,908	5,908	in$bus
		Paratransit	108	108	108			108	108	108	in$para
	Design Year Peak Buses		491	491	491			491	691	491	in$peak
	Design Year Linked Trips	Metromover	3.59	3.59	3.59			3.59	3.59	3.59	xpaxmov
		Metrorail	14.33	42.36	60.41			42.36	42.36	42.36	xpaxrail
		Bus	63.77	63.77	63.77			63.77	114.21	63.77	xpaxbus
		Paratransit	0.02	0.02	0.02			0.02	0.02	0.02	xpaxpara
	Design Year Unlinked Trips	Metromover	3.59	3.59	3.59			3.59	3.59	3.59	
		Metrorail	14.33	42.36	60.41			42.36	42.36	42.36	
		Bus	63.77	63.77	63.77			63.77	114.21	63.77	
		Paratransit	0.02	0.02	0.02			0.02	0.02	0.02	
	Design Year Fares	Metromover	0.60	0.60	0.60			0.60	0.60	0.60	in$fare
		Metrorail	14.10	41.70	59.47			48.82	48.82	48.82	
		Bus	51.79	51.79	51.79			51.79	93.56	51.79	
		Paratransit	2.06	2.06	2.06			2.06	2.06	2.06	
	Fixed Gdwy Length	Metromover	8.5	8.5	8.5			8.5	8.5	8.5	inlength1
		Metrorail	42.2	71.3	84.4			71.3	71.3	71.3	inlength2
		Bus	22.3	22.3	22.3			22.3	22.3	22.3	inlength3

Dade Co. MPO Financial Model/Screen 5: Derived Factors

Alternative Development Scenario

			BASE	LRTP	LRTP	A	B	LRTP	SR836	Test/Increased Bus Service	
Derived Incremental Values	Incr Op $/ Vehicle Hour	Metromover	$281	$281	$281	$281	$281	$281	$281	$281	xincrmov$
		Metrorail	$197	$188	$270	$197	$197	$163	$163	$163	xincrrail$
		Bus	$65.1	$65.1	$65.1	$65.1	$65.1	$65.1	$65.1	$65	xincrbus$
		Paratransit	$1,056	$1,056	$1,056	$1,056	$1,056	$1,056	$1,056	$1,056	xincrpara$
	Incr Unlinked Trips/Veh Hr	Metromover	77.90	77.90	77.90	77.90	77.90	77.90	77.90	77.90	xunmov
		Metrorail	57.60	74.82	62.47	57.60	57.60	74.82	74.82	74.82	xunrail
		Bus	33.62	0.00	0.00	33.62	33.62	0.00	0.00	0.00	xunbus
		Paratransit	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	xunpara
	Incr Rev/ Unlinked Trip	Metromover	$0.17	$0.17	$0.17	$0.17	$0.17	$0.17	$0.17	$0.17	xinc$mov
		Metrorail	$0.98	$0.98	$0.98	$0.98	$0.98	$1.24	$1.24	$1.24	xinc$rail
		Bus	$0.81	$0.81	$0.81	$0.81	$0.81	$0.81	$0.83	$0.81	xinc$bus
		Paratransit	$99.10	$99.10	$99.10	$99.10	$99.10	$99.10	$99.10	$99.10	xinc$para
	Incr Hrs/Peak Bus		3,863	3,863	3,863	3,863	3,863	3,863	0	3,863	xincrhrs
	Incr Linked Trips/Veh Hr	Metromover	77.90	77.90	77.90	77.90	77.90	77.90	77.90	77.90	xincrmov
		Metrorail	57.60	74.82	62.47	57.60	57.60	74.82	74.82	74.82	xincrrail
		Bus	33.62	33.62	33.62	33.62	33.62	33.62	33.62	33.62	xincrbus
		Paratransit	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	xincrpara

BASE values are total, not incremental

Dade Co. MPO Financial Model/Screen 6: Factors

			Tip/ Unfnd'd	LRPT/Phase II,III,IV 00-05	06-10	11-15	
Cost Reduction Factors	Transit			100%	100%	100%	
	Non-Tr		100%	100%	100%	100%	100% 100%
	Bus Operating Cost					100%	xredop
Average Weekdays per Year	Veh	Mover		331.32	Bus	321.0	xdaybus
	Hrs	Rail		328.70	Para	219.58	xdaypara
	Pass	Mover		315.23	Bus	335.10	xpassbus
		Rail		300.01	Para	225.85	xpasspara
Fare Elasticity	Mover					-0.30	xemov
	Rail					-0.30	xerail
	Bus					-0.30	xebus
	Para					-0.30	xepara
DCEA Funding	Total Toll Bonds Issued					137.57	
	Portion Applied to E-W Highwy					75%	
	O&M Assistance for E-W Tran					$9.40	
Seaport Funding	Total "Bridge" Loan Proceeds					75.42	
	Portion Applied to E-W Transit					100%	
Jt. Develop Funding	Total Joint Develop Proceeds					30.00	
	Portion Applied to E-W Transit					100%	
FTA Funds	Portion E-W Hwy Proj Eligible					$10.0	

Bus Procurement Data		
Spare Ratio		22%
Life (Years)		12
Average $/Bus ($000)		$200.0
1/2/3-Yr Fwd Rlng Avg		3

		FY95 Data				TIP Data
		Center Line Miles	Lane Miles	O&M Cost (Million	O&M /Ln-Mi (000)	Lane Miles
Highway O&M Data	State	573.1	2,478.2	$28.00	$11.30	90.26
	County	3,825.0	8,282.0	$40.37	$4.87	187.1
	Turnpike	48.0	336.0			7.1
	Unfunded					131.1

% of FDOT District 6 Funds to Monroe Co.				Dade Co. %
Highway	Instrastate	Interstate Cons	0%	100%
		State Rte Cons	5%	95%
		ROW/Adv ROW	5%	95%
	Other Arterial Highways	Traffic Operations	5%	95%
		Construction	5%	95%
		ROW/Adv ROW	5%	95%
Transit	Bus Capital		5%	95%
	Transportation Disadvantaged		5%	95%
	Capital		5%	95%
	Block		5%	95%
Intermodal/Rail		Fixed Guideway	0%	100%

Dade Co. MPO Financial Model/Screen 7: Project Types

Type	Description	Default Percentage of Project Cost				Grant 1/ROW		Grant 2/CstEng		Grant 3		Grant 4	
		ROW	CONST	ENGIN	TOTAL	Grant Type	% Match	Grant Type	% Match	Grant Type	% Match	Grant Type	% Match
A1	State arterial new/exp	3.2%	93.4%	3.5%	100%	100%S	100%	100%S	100%				
A2	Local arterial new/exp	3.2%	93.4%	3.5%	100%	OFA	100%	OFA	100%				
B1	Interstate freeway exp	10.2%	75.7%	14.1%	100%	NHS	100%	NHS	100%				
B2	State freeway expansio	10.2%	75.7%	14.1%	100%	NHS	100%	NHS	100%				
B3	Turnpike freeway exp	10.2%	75.7%	14.1%	100%	TPK	100%	TPK	100%				
C	Freeway (4+2HOV)	33.3%	57.7%	9.0%	100%	NHS	100%	NHS	100%				
D	Freeway 6 lane	40.2%	58.2%	1.6%	100%	NHS	100%	NHS	100%				
E	Parkway 6 lane	16.7%	83.3%	0.0%	100%	PVT	100%	PVT	100%				
F	HOV lane each dir	36.7%	62.0%	1.4%	100%	NHS	100%	NHS	100%				
G	Express street	23.3%	63.9%	12.8%	100%	100%S	100%	100%S	100%				
H	Bridge Maint/Repair	0.0%	98.0%	2.0%	100%		0%						
I	Premium transit	4.4%	80.9%	14.7%	100%		0%						
J	Facilities & arterials	21.5%	65.4%	13.1%	100%		0%						
K	Port tunnel	0.0%	89.3%	10.7%	100%	PORT	100%	PORT	100%				
L	Intelligent Corridor		100%		100%	NHS	100%	NHS	100%				

Dade Co. MPO Financial Model/Screen 8a: Level of Svc FY96-15

<----------User-specified in Bold / Straight-line in intervening years---------->

Growth in Level of Service		Year	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	Metro Mover	% Growth	**0%**	0.0%	0.0%	0.0%	**0%**	4%	8%	12%	16%	**20%**
		Daily Revenue Veh-Hrs	139	139	139	139	139	139	139	139	139	139
	Metro Rail	% Growth	**0%**	0.0%	0.0%	0.0%	**9%**	17%	25%	34%	42%	**50%**
		Daily Revenue Veh-Hrs	757	757	757	757	859	953	1,046	1,140	1,233	1,327
	Metro Bus	% Growth	**0%**	0.0%	0.0%	0.0%	**0%**	4%	8%	12%	16%	**20%**
		Daily Revenue Veh-Hrs	5,908	5,908	5,908	5,908	5,908	5,908	5,908	5,908	5,908	5,908
	Para-transit	% Growth	**0%**	0.0%	0.0%	0.0%	**0%**	4%	8%	12%	16%	**20%**
		Daily Revenue Veh-Hrs	108	108	108	108	108	108	108	108	108	108
	Weighted Total Rev Veh-Hours		6,912	6,912	6,912	6,912	7,015	7,108	7,202	7,295	7,389	7,482
	% Growth from Base Year		0.0%	0.0%	0.0%	0.0%	1.5%	2.8%	4.2%	5.5%	6.9%	8.2%
		Year	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	Metro Mover	% Growth	32%	44%	56%	68%	**80%**	84%	88%	92%	96%	**100%**
		Daily Revenue Veh-Hrs	139	139	139	139	139	139	139	139	139	139
	Metro Rail	% Growth	50%	50%	50%	50%	**50%**	55%	60%	65%	70%	**75%**
		Daily Revenue Veh-Hrs	1,327	1,327	1,327	1,327	1,327	1,384	1,441	1,498	1,555	1,612
	Metro Bus	% Growth	32%	44%	56%	68%	**80%**	84%	88%	92%	96%	**100%**
		Daily Revenue Veh-Hrs	5,908	5,908	5,908	5,908	5,908	5,908	5,908	5,908	5,908	5,908
	Para-transit	% Growth	32%	44%	56%	68%	**80%**	84%	88%	92%	96%	**100%**
		Daily Revenue Veh-Hrs	108	108	108	108	108	108	108	108	108	108
	Weighted Total Rev Veh-Hours		7,482	7,482	7,482	7,482	7,482	7,539	7,596	7,653	7,710	7,767
	% Growth from Base Year		8.2%	8.2%	8.2%	8.2%	8.2%	9.1%	9.9%	10.7%	11.5%	12.4%

Dade Co. MPO Financial Model/Screen 8b: Level of Svc FY16-25

<----------User-specified in Bold / Straight-line in intervening years---------->

Growth in Level of Service	Year		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	Metro Mover	% Growth	101%	102%	103%	104%	**105%**	106%	107%	108%	109%	**110%**
		Daily Revenue Veh Hrs	139	139	139	139	139	139	139	139	139	139
	Metro Rail	% Growth	80%	85%	90%	95%	**100%**	101%	102%	103%	104%	**105%**
		Daily Revenue Veh Hrs	1,669	1,726	1,783	1,840	1,897	1,908	1,920	1,931	1,942	1,954
	Metro Bus	% Growth	101%	102%	103%	104%	**105%**	106%	107%	108%	109%	**110%**
		Daily Revenue Veh Hrs	5,908	5,908	5,908	5,908	5,908	5,908	5,908	5,908	5,908	5,908
	Para-transit	% Growth	101%	102%	103%	104%	**105%**	106%	107%	108%	109%	**110%**
		Daily Revenue Veh Hrs	108	108	108	108	108	108	108	108	108	108
	Weighted Total Rev Veh-Hours		7,824	7,881	7,938	7,995	8,052	8,064	8,075	8,086	8,098	8,109
	% Growth from Base Year		13.2%	14.0%	14.8%	15.7%	16.5%	16.7%	16.8%	17.0%	17.2%	17.3%

Dade Co. MPO Financial Model/Screen 9a: TIP Transit Data

EXPENSES	1996	1997	1998	1999	2000	2001	2002
State							
Operations	$82.37	$85.29	$88.00	$91.14	$91.26		
Bus Capital	$35.66	$43.66	$54.05	$49.66	$49.12		
Rail	$28.19	$18.59	$5.07	$4.76	$4.46		
Commuter Rail	$0.00	$0.00	$0.00	$0.00	$0.00		
Disadvantaged	$4.29	$4.32	$3.84	$3.88	$4.41		
MPO							
Operations	$0.00	$0.00	$0.00	$0.00	$0.00		
Bus Capital	$30.85	$21.17	$26.14	$24.33	$26.00		
Rail	$36.28	$38.27	$43.98	$47.22	$21.33		
Commuter Rail	$1.35	$0.00	$0.00	$0.00	$0.00		
Disadvantaged	$0.00	$0.00	$0.00	$0.75	$0.00		
Unfunded							
Operations			$0.10	$0.15	$1.65	$0.15	$0.15
Bus Capital			$0.00	$0.00	$3.00	$12.30	$12.10
Rail/North Corridor Inst			$10.00	$0.00	$0.00	$0.00	$0.00
Commuter Rail			$3.00	$3.40	$3.00	$0.00	$0.00
Disadvantaged			$0.00	$0.00	$0.00	$0.00	$0.00
Suppress Unfunded? 0=Yes	1						

REVENUES	1996	1997	1998	1999	2000
State					
FACILITIES	$0.00	$0.00	$0.00	$0.00	$0.00
C.T.A.	$44.52	$52.53	$54.39	$51.06	$51.06
100% Federal	$0.00	$0.00	$0.00	$0.00	$0.00
100% State	$33.44	$28.48	$21.88	$21.64	$21.33
Turnpike	$0.00	$0.00	$0.00	$0.00	$0.00
Toll, Local, Other	$73.45	$71.69	$75.44	$77.48	$77.69
MPO	$0.00	$0.00	$0.00	$0.00	$0.00
FACILITIES	$0.00	$0.00	$0.00	$0.00	$0.00
C.T.A.	$37.90	$37.19	$46.81	$37.70	$32.41
100% Federal	$0.00	$0.00	$0.00	$0.00	$0.00
100% State	$18.13	$11.09	$7.99	$13.44	$2.37
Turnpike	$0.00	$0.00	$0.00	$0.00	$0.00
Toll, Local, Other	$11.09	$11.15	$15.33	$21.15	$12.55
Unfunded Source	$0.00	$0.00	$0.00	$0.00	$0.00

Dade Co. MPO Financial Model/Screen 9b: TIP Non-Transit Data

EXPENSES	1996	1997	1998	1999	2000	2001	2002
State							
Highway/Capacity	$42.64	$17.80	$11.96	$105.5	$5.00		
Highway/Other Project	$43.34	$63.77	$41.20	$39.32	$83.46		
Highway/O&M	$12.83	$25.90	$10.70	$12.81	$15.50		
Non-Motorized	$1.06	$2.30	$1.11	$2.39	$0.48		
Studies	$15.72	$15.91	$24.88	$18.82	$21.38		
MPO							
Highway/Capacity	$82.95	$18.29	$31.85	$12.08	$15.28		
Highway/Other Project	$60.00	$7.37	$12.29	$9.82	$9.73		
Highway/O&M	$19.43	$11.28	$7.58	$7.52	$7.47		
Non-Motorized	$6.99	$6.63	$3.27	$4.66	$3.25		
Studies	$2.21	$0.70	$0.42	$0.42	$0.42		
Unfunded							
Highway/Capacity			$0.15	$25.30	$0.10	$93.80	$647.1
Highway/Other Project			$9.51	$11.30	$32.42	$2.50	$0.00
Highway/O&M			$14.00	$0.25	$2.90	$0.25	$3.40
Non-Motorized			$35.66	$18.00	$15.00	$22.20	$21.28
Studies			$0.63	$0.63	$0.63	$0.63	$2.63
Suppress Unfunded? 0=Yes		1					

REVENUES	1996	1997	1998	1999	2000
State					
I/ACIR/NHS	$0.00	$13.50	$0.08	$0.08	$0.08
O F A	$19.00	$27.79	$27.32	$88.15	$46.69
100% Federal	$0.83	$0.83	$0.00	$0.00	$0.00
100% State	$83.49	$71.85	$51.24	$77.16	$67.68
Turnpike	$0.00	$0.00	$0.00	$0.00	$0.00
Toll, Local, Other	$11.22	$10.88	$10.45	$12.69	$10.55
MPO	$0.00	$0.00	$0.00	$0.00	$0.00
I/ACIR/NHS	$0.00	$0.00	$0.00	$0.00	$0.00
O F A	$38.53	$0.00	$0.00	$0.00	$0.00
100% Federal	$0.00	$0.00	$0.00	$0.00	$0.00
100% State	$42.21	$11.46	$9.05	$7.50	$12.20
Turnpike	$29.51	$0.00	$10.72	$0.12	$0.00
Toll, Local, Other	$72.16	$32.62	$34.53	$24.59	$22.49
Unfunded Source	$0.00	$0.00	$0.00	$0.00	$0.00

Dade Co. MPO Financial Model/Screen 10: @RISK Correlation M

		1 Baseline Inflation	2 Oper $ Inflation	3 Capital $ Inflation	4 Constr $ Inflation	5 Sales Tax Inflation	6 30-Yr Bond Intrst %	7 Short-Term Intrst %	8 Intrst Earning %	9 Ridership Factor	10	11	12	13
1	1 Baseline Inflation	1	1	1	1	0.9	0.9	0.9	0.9					
2	3 Oper $ Inflation		1	1	1	0.9	0.9	0.9	0.9					
3	3 Capital $ Inflation			1	1	0.9	0.9	0.9	0.9					
4	4 Constr $ Inflation				1	0.9	0.9	0.9	0.9					
5	5 Sales Tax Inflatio					1	0.8	0.8	0.8					
6	6 30-Yr Bond Int						1	1	1					
7	7 Short-Term Int							1	1					
8	8 Int Earning %								1					
9	9 Ridership Factor									1				
10														
11														
12														
13														

Dade Co. MPO Financial Model/Screen 11: @RISK Probability Fu

		Expected Value			%	%	@risk		
		Low	Likely	High	Low	High	Form		
1	1 Baseline Inflation	3.75%	4.00%	4.25%	10	90	4.00%	xatbase	ERR
2	3 Oper $ Inflation	2.75%	3.00%	3.25%	10	90	3.00%	xatoper	ERR
3	3 Capital $ Inflation	3.75%	4.00%	4.25%	10	90	4.00%	xatcap	ERR
4	4 Constr $ Inflation	3.50%	3.80%	4.10%	10	90	3.80%	xatconstr	ERR
5	5 Sales Tax Inflatio	4.50%	5.00%	5.50%	10	90	5.00%	xattax	ERR
6	6 30-Yr Bond Int	6.40%	6.70%	7.00%	10	90	6.70%	xatlong	ERR
7	7 Short-Term Int	5.00%	5.25%	5.50%	10	90	5.25%	xatshort	ERR
8	8 Int Earning %	5.00%	5.25%	5.50%	10	90	5.25%	xatearn	ERR
9	9 Ridership Factor	90%	100%	110%	10	90	100%	xatrider	ERR
10	10								
11	11								
12	12								
13	13								

Dade Co. MPO Financial Model/Screen 12: Print Exhibits

EXHIBIT A:	Sources & Uses Before Financing	Graph	0	
EXHIBIT B:	Sources & Uses with Financing	Graph	1	x
EXHIBIT C:	Detailed Uses of Funds	Graph	0	
EXHIBIT D:	Detailed Sources of Funds	Graph	1	x
EXHIBIT E:	Use of Dedicated Revenues	Graph	0	x
EXHIBIT F:	Use of Federal Capital Funds and State and Local Capital Funds	Graph	0	x
EXHIBIT G:	Financing Costs and Bond & Lease Proceeds	Graph	0	x
EXHIBIT H:	Debt Service & Coverage Ratio	Graph	0	x
EXHIBIT I:	Operating Revenues/Ratio of Fare Rev to Total Op Cost (YOE$)	Graph	0	
EXHIBIT J:	Year-End Balance & Required Working Capital	Graph	0	
EXHIBIT K:	20 Year Totals: Sources and Uses with Financing	Pie	0	
EXHIBIT L:	20 Year Totals: Financing Costs and Bond & Lease Proceeds	Pie	0	
EXHIBIT M:	20 Year Totals: Application of Tax Revenues and Federal Funds	Pie	0	
EXHIBIT N:	Highway Construction Costs	Graph	0	
EXHIBIT O:	Linked & Unlinked Trips	Graph	0	
EXHIBIT P:	Average Bus Fleet Age & Bus Fleet Size	Graph	0	
EXHIBIT Q:	Computed Bus Acquistion Schedule & Purchase Plan Applied	Graph	0	
EXHIBIT R:	Growth in Transit Daily Vehicle Hours	Graph	0	
EXHIBIT S:	History & Projection of Tax Revenues, Inflation, Pop & Empl	Graph	0	
EXHIBIT T:	Assumptions and Sources of Information	Graph	0	
EXHIBIT U:	Past, Present, and Future FDOT Funding Levels	Graph	0	
EXHIBIT V:	Construction Schedule	Graph	0	
EXHIBIT W:	Lane-Miles Added and Cumulative Lane-Miles	Graph	0	
EXHIBIT X:	FDOT Funding	Graph	0	

Dade Co. MPO Financial Model/Screen 13: Print Schedules

SCHEDULE A-1:	ROW Costs by Project	Table	0
SCHEDULE A-2:	Construction Costs by Project	Table	0
SCHEDULE A-3:	Engineering Costs by Project	Table	0
SCHEDULE A-4:	Center-Line Distance by Project	Table	0
SCHEDULE A-5:	Grant 1 Funding by Project	Table	0
SCHEDULE A-6:	Grant 2 Funding by Project	Table	0
SCHEDULE A-7:	Grant 3 Funding by Project	Table	0
SCHEDULE A-8:	Grant 4 Funding by Project	Table	0
SCHEDULE A-9:	Total Grant Revenues	Table	0
SCHEDULE A-10:	LRTP Costs & Distance by Priority	Table	0
SCHEDULE A-11:	LRTP Costs & Distance by Project Type	Table	0
SCHEDULE A-12:	1996 TIP Costs by Project Type	Table	0
SCHEDULE A-13:	Construction Costs by Component	Table	0
SCHEDULE A-14:	East-West Corridor Funding - YOE $	Table	1
SCHEDULE A-15:	East-West Corridor Funding - Base Year $	Table	0
SCHEDULE B:	Interim Year Computations	Table	0
SCHEDULE C-1:	Bus Fleet Acquisition Schedule	Table	0
SCHEDULE C-2:	Cumulative Vehicle-Years, by Subfleet	Table	0
SCHEDULE D:	Dedicated Revenue Projections	Table	0
SCHEDULE E-1:	Application of FDOT Funds	Table	0
SCHEDULE E-2:	Bond Sizing Analysis/Transit	Table	0
SCHEDULE E-3:	Bond Sizing Analysis/Non-Transit	Table	0
SCHEDULE F:	Year-of-Expenditurer Dollars Sources & Uses of Funds Transit	Table	0
SCHEDULE G:	Year-of-Expenditurer Dollars Sources & Uses of Funds NonTransit	Table	0
SCHEDULE H:	Option 1 Transit Bond Financing	Table	0
SCHEDULE I:	Option 2 Non Transit Bond Financing	Table	0
SCHEDULE J:	Option 3 Non Transit Bond Financing	Table	0
SCHEDULE K:	Option 4 Rail Lease Financing	Table	0
SCHEDULE L:	Option 5 Bus Lease Financing	Table	0
SCHEDULE M:	Inflation & Base Year Dollar Inputs	Table	0

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n

Dade Co. MPO Financial Model/Screen 14: Print Screens

SCREEN 1: Financing Assumptions	Table	0
SCREEN 2: Dedicated Transit Revenues	Table	0
SCREEN 3: Dedicated Non-Transit Revenues	Table	0
SCREEN 4: Other Alternatives	Table	1
SCREEN 5: Derived Factors	Table	0
SCREEN 6: Factors	Table	0
SCREEN 7: Project Categories	Table	0
SCREEN 8: Level of Service FY96-15	Table	0
SCREEN 9: Level of Service FY16-25	Table	0
SCREEN 10: @RISK Correlation Matrix	Table	0
SCREEN 11: @RISK Probability Functions	Table	0
SCREEN 12: Print Exhibits	Table	0
SCREEN 13: Print Schedules	Table	0
SCREEN 14: Print Screens	Table	0
SCREEN 15: Network Segment Data	Table	0
SCREEN 16: Cost Distributions	Table	0
SCREEN 17: Road Pricing Revenues	Table	0

Dade Co. MPO Financial Model/Screen15: Network Segments

	Facility	From	To	Project Description: Full name	SHORT	Categories: Mode	Type	Ownership	Priority	Funded?	1 = Selected Implementation Schedule: 0 LRTP	0 LRTP	0 A	0 B	1 LRTP	0 SR836	Select Compl LRTP	2015 Plan Costs: ROWx	Const	Engin	Total Cost
7	Bicycle/Pedestr			Bicycle/Pedestrian Priority II	Bike/Ped	NONTRAN	L	C	2	F	2005	2005			2005	2005	2005	$0.0	$12.9	$0.0	$12.9
8	Interconnector	SR836	SR112	New 4 lane	New 4 L	NONTRAN	A1	S	2	F	2005	2005'			2005	2005	2005	$121.8	$441.0	$0.0	$562.9	$21.6	$78.4	$0.0	$100.0
9	SR826 (Priority	SR874	I-75	One HOV lane each direction	New HOV	NONTRAN	F	S	2	F	2009	2009			2009	2009	2009	$16.4	$282.8	$39.1	$338.3	$14.6	$251.9	$34.8	$301.3
10	Perimeter Rd	Nw 20 St	Nw 72 Ave	2 to 4 lanes	2->4 L	NONTRAN	A2	C	2	F	2005	2005			2005	2005	2005	$0.0	$7.7	$0.5	$8.2	$0.0	$1.9	$0.1	$2.0
11	NW25 St	NW 79 Ave	NW 67 Ave	4 to 6 lanes + Interchange Impr	4->6 L	NONTRAN	A2	C	2	F	2005	2005			2005	2005	2005					$0.6	$18.7	$0.7	$20.0
12	NW 97 Ave	Nw 25 St	Nw 41 St	2 to 4 lanes	2->4 L	NONTRAN	A2	C	2	F	2005	2005			2005	2005	2005	$0.0	$1.2	$0.1	$1.3	$0.0	$1.2	$0.1	$1.3
13	NW 87 Ave	NW 36 St	NW 58 St	4 to 6 lanes	4->6 L	NONTRAN	A2	C	2	F	2005	2005			2005	2005	2005	$1.0	$5.2	$0.0	$6.2	$1.0	$5.2	$0.0	$6.2
14	NW 12 St	NW 110 Ave	NW 107 Ave	New 4 lane	New 4 L	NONTRAN	A2	C	2	F	2005	2005			2005	2005	2005	$0.0	$1.4	$0.1	$1.5	$0.0	$1.4	$0.1	$1.5
15	SR112	I-95	Okeechobe Rd	One HOV lane each direction	New HOV	NONTRAN	F	S	2	F	2009	2009			2009	2009	2009	$10.1	$6.1	$1.8	$18.0	$17.9	$10.8	$3.3	$32.0
16	SW 8 St	SW 127 Ave	SW 152 Ave	4 to 6 lanes	4->6 L	NONTRAN	A2	C	2	F	2005	2005			2005	2005	2005	$0.0	$2.8	$0.7	$3.6	$0.0	$2.3	$0.6	$2.9
17	NW 74 St	NW 57 Ave	SR-826	4 to 6 lanes	4->6 L	NONTRAN	A2	C	2	F	2005	2005			2005	2005	2005	$3.5	$6.9	$0.0	$10.5	$2.6	$5.0	$0.0	$7.6
18	NW 57 Ave	Okeechobe Rd	NW 138 St	4 to 6 lanes	4->6 L	NONTRAN	A1	S	2	F	2005	2005			2005	2005	2005	$0.0	$5.8	$1.2	$7.0	$0.0	$4.8	$1.0	$5.8
19	I-95			Intelligent Corridor System	Intell Corr	NONTRAN	L	S	2	F	2005	2005			2005	2005	2005					$0.0	$33.0	$0.0	$33.0
20	I-195			Intelligent Corridor System	Intell Corr	NONTRAN	L	S	2	F	2005	2005			2005	2005	2005					$0.0	$6.3	$0.0	$6.3
21	Golden Glades			Multimodal Terminal	Multi-moda	NONTRAN	L	C	2	F	2005	2005			2005	2005	2005					$0.0	$5.2	$0.0	$5.2
22	SR836/I395/I95			Interchange Improvements	I/C Impr	NONTRAN	B2	S	2	F	2005	2005					0					$3.1	$22.7	$4.2	$30.0
23	Bicycle/Pedestr			Bicycle/Pedestrian Priority III	Bike/Ped	NONTRAN	L	C	3	F	2010	2010			2010	2010	2010					$0.0	$12.9	$0.0	$12.9
24	SR826 (Priority	SR874	I-75	One HOV lane each direction	New HOV	NONTRAN	F	S	3	F	2010	2010			2010	2010	2010					$120.2	$202.2	$4.5	$328.0
25	Interconnector (	SR836	SR112	New 4 lane + 2 HOV	New 4 L	NONTRAN	C	S	3	F	2010	2010			2010	2010	2010					$16.7	$28.8	$4.5	$50.0
26	SR836 Corrid	SR826	Le Jeune	One HOV lane each direction	New HOV	NONTRAN	F	S	3	F	2010	2010					0	$0.0	$51.9	$3.6	$56.5	$0.0	$51.9	$3.6	$55.5
27	SR836 Corrid	SR826	H.E.F.T.	One HOV lane each direction	New HOV	NONTRAN	F	S	3	F	2010	2010					0	$0.0	$16.6	$1.2	$17.8	$0.0	$16.6	$1.2	$17.8
28	NW 12 St	NW 110 Ave	NW 122 Ave	2 to 4 lanes	2->4 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010					$0.0	$0.6	$0.0	$0.6
29	NW 12 St	NW 122 Ave	NW 137 Ave	2 to 4 lanes and new 4 lanes	2->4 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010	$0.0	$1.5	$0.1	$1.6	$0.0	$0.9	$0.1	$1.0
30	SW 137 Ave	NW 12 St	SW 8 St	2 to 6 lanes	2->6 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010	$1.6	$5.2	$0.0	$6.8	$1.6	$5.2	$0.0	$6.8
31	SW 137 Ave	SW 8 St	SW 26 St	4 to 6 lanes	4->6 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010	$0.9	$2.9	$0.0	$3.8	$0.9	$2.9	$0.0	$3.8
32	SR874	H.E.F.T	SR826	4/6 to 8 lanes (3+1 HOV)	6->8 L	NONTRAN	B2	S	3	F	2010	2010			2010	2010	2010	$2.8	$28.9	$8.7	$40.4	$2.5	$25.8	$7.7	$36.1
33	NW 87 Ave	NW 58 St	Okeechobe Rd	New 4 lane	New 4 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010	$1.6	$6.1	$0.0	$7.7	$1.6	$6.1	$0.0	$7.7
34	NW 74 ST	SR826	H.E.F.T.	New 6 lane	New 6 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010	$1.3	$18.6	$0.0	$19.8	$0.6	$9.1	$0.0	$9.7
35	NW 25 St	NW 107 Ave	NW 112 Ave	2 to 4 lanes	2->4 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010	$0.2	$1.0	$0.0	$1.3	$0.2	$1.1	$0.0	$1.3
36	SW 112 Ave	HARB	H.E.F.T.	4 to 6 lanes	4->6 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010	$0.8	$3.9	$0.3	$5.0	$0.8	$3.9	$0.3	$5.0
37	NW 97 Ave	NW 58 St	NW 90 St	2 to 4 lanes and new 4 lane rd	2->4 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010	$0.0	$4.8	$0.3	$5.1	$0.0	$4.8	$0.3	$5.1
38	SW 137 Ave	US-1	H.E.F.T.	2 to 4 lanes	2->4 L	NONTRAN	A2	C	3	F	2010	2010			2010	2010	2010	$1.6	$8.8	$0.0	$10.3	$1.6	$8.7	$0.0	$10.3
39	I-395			Intelligent Corridor System	Intell Corr	NONTRAN	L	S	3	F	2010	2010			2010	2010	2010					$0.0	$2.6	$0.3	$2.9
40	Bicycle/Pedestr			Bicycle/Pedestrian Priority IV	Bike/Ped	NONTRAN	L	C	4	F	2015	2015		F	2015	2015	2015					$0.0	$12.0	$0.0	$12.9
41	SR826 (Priority	SR874	I-75	One HOV lane each direction	New HOV	NONTRAN	F	S	4	F	2015	2015		F	2015	2015	2015					$9.8	$16.5	$0.4	$26.7
42	NW 58 St	NW 97 Ave	NW 117 Ave	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$2.4	$1.3	$0.0	$3.7	$2.4	$1.3	$0.0	$3.7
43	NW/SW 107 A	NW 41 St	SW 8 St	4 to 6 lanes	4->6 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.0	$3.8	$0.3	$4.0	$0.0	$3.7	$0.3	$4.0
44	SR836	H.E.F.T.	NW 137 Ave	New 6 lane	New 6 L	NONTRAN	B2	S	4	F	2015	2015	$ incl i	F	2015	2015	2015	$26.9	$21.3	$6.4	$54.6				
45	Krome Ave	SW 8 St	US-1	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$16.0	$28.2	$5.1	$49.3	$15.3	$27.0	$4.9	$47.2
46	NW 183 St	I-75	NW 57 Ave	4 to 6 lanes	4->6 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.0	$12.6	$0.4	$13.0	$0.0	$4.6	$0.2	$4.8
47	SW 127 Ave	SW 120 St	SW 144 St	New 4 lane	New 4 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.0	$3.6	$0.3	$3.9	$0.0	$3.6	$0.3	$3.9
48	SW 184 St	SW 157 Ave	SW 147 Ave	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.3	$6.5	$0.0	$6.8	$0.1	$1.9	$0.0	$2.0
49	NW 36/41 St	NW 42 Ave	H.E.F.T.	Express Street (ITS, grade sepa	Exp St	NONTRAN	G	C	4	F	2015	2015		F	2015	2015	2015					$45.2	$124.0	$24.8	$194.0
50	NW 107 Ave	NW 106 St	NW 41 St	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.0	$17.2	$1.2	$18.4	$0.0	$17.2	$1.2	$18.4
51	SW 112 Ave	US-1	Moody Dr	4 to 6 lanes	4->6 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.0	$10.7	$0.0	$10.7	$0.0	$10.7	$0.0	$10.7
52	I-95			Multimodal Master Plan Improv	Master Pla	NONTRAN	B1	S	4	F	2015	2015		F	2015	2015	2015					$11.1	$82.4	$15.4	$108.9
53	I-75			Intelligent Corridor System	Intell Corr	NONTRAN	L	S	4	F	2015	2015		F	2015	2015	2015					$0.0	$7.2	$0.0	$7.3
54	I-95 Ramps/Dis	I-95	Biscayne Blvd	Interchange Improvements	I/C Impr	NONTRAN	B1	S	4	F	2015	2015		F	2015	2015	2015	$23.9	$23.2	$0.0	$47.1	$23.9	$23.2	$0.0	$47.1
55	Okeechobe Rd	SR112	SR826	4 to 6 lanes	4->6 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.0	$39.7	$0.1	$39.8	$0.0	$36.0	$0.1	$36.1
56	SW 137 Ave	SW 184 St	US-1	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.0	$9.6	$0.7	$10.3	$0.0	$9.6	$0.7	$10.3
57	SW 97 Ave	SW 72 St	SW 40 St	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.0	$4.5	$0.0	$4.6	$0.0	$4.6	$0.0	$4.6
58	NE 183 St	NE 6 Ave	US-1	4 to 6 lanes	4->6 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.1	$2.2	$0.0	$2.3	$0.0	$2.0	$0.0	$2.0
59	Franjo Rd	SW 184 St	Old Cutler Rd	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	F	2015	2015		F	2015	2015	2015	$0.0	$0.7	$0.1	$0.8	$0.0	$0.4	$0.0	$0.4
60	Krome Ave	SW 8 St	Okeechobe Rd	New 2 lane w/ access rights pro	New 2 L	NONTRAN	A1	S	4	F	2015	2015		F	2015	2015	2015	$10.2	$18.0	$3.2	$31.4	$9.5	$16.7	$3.0	$29.2
61	SR826	NW 158 St	Golden Glades	One HOV lane each direction	New HOV	NONTRAN	F	S	4	U		2015		U			0	$0.0	$50.8	$15.3	$66.1	$0.0	$50.6	$15.2	$65.8
62	SR874	H.E.F.T.	SW 137 Ave (S	New 6 lane expwy w/ arterial to	New 6 L	NONTRAN	B2	S	4	U		2015	Cons $	U			0	$3.7	$50.8	$15.2	$69.7	$3.7	$15.9	$15.2	$69.7
63	SR985/SW 107	SW 40 St	SW 24 St	4 to 6 lanes	4->6 L	NONTRAN	A1	S	4	U		2015		U			0	$0.0	$1.2	$0.9	$2.1	$0.0	$0.7	$0.5	$1.2
64	Port Tunnel			Construct Tunnel	Tunnel	NONTRAN	K	S	4	U		2015		U			0	$21.8	$239.7	$32.4	$293.9	$21.0	$230.8	$31.2	$283.0
65	SW 200 St	US-1	Quail Roost Dr	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	U		2015		U			0	$0.1	$3.3	$0.0	$3.3	$0.1	$3.2	$0.0	$3.3

Dade Co. MPO Financial Model/Screen15: Network Segments

	Facility	From	To	Project Description: Full name	SHORT	Categories: Mode	Type	Ownership	Priority	Funded?	1 = Selected Implementation Schedule: 0 LRTP	0 LRTP	0 A	0 B	1 LRTP	0 SR836	Select Compl LRTP					2015 Plan Costs: Const	Engin	Total Cost
66	SW 87 Ave	SW 168 St	SW 216 St	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	U		2015		U			0	$0.0	$6.5	$0.0	$6.5	$0.0	$6.5	$0.0	$6.5
67	NW 170 St	NW 77 Ave	NW 87 Ave	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	U		2015		U			0	$0.0	$2.2	$0.0	$2.2	$0.0	$2.2	$0.0	$2.2
68	SW 157 Ave	SW 88 St	SW 104 St	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	U		2015		U			0	$0.0	$1.2	$0.1	$1.3	$0.0	$1.2	$0.1	$1.3
69	SW 152 Ave	US-1	SW 312 St	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	U		2015		U			0	$0.0	$5.5	$0.4	$5.9	$0.0	$5.5	$0.4	$5.9
70	LeJeune Rd	SR112	NW 103 St	5 to 6 lanes	5->6 L	NONTRAN	A2	C	4	U		2015		U			0	$11.3	$6.5	$0.0	$17.8	$1.1	$0.7	$0.0	$1.8
71	SW 77 Ave	SW 104 ST	SW 152 ST	2 to 4 lanes	2->4 L	NONTRAN	A2	C	4	U		2015		U			0	$0.2	$6.5	$0.0	$6.7	$0.2	$6.5	$0.0	$6.7
72	Central Pkwy	Golden Glades	SR112	New 6 lane Pkwy (private enter	New 6 L	NONTRAN	E	S	4	U		2015		U			0					$12.5	$62.5	$0.0	$75.0
73	I-395	I-95	MacArthur	Reconstruction	Reconstr	NONTRAN	B1	S	4	U		2008		U			0					$11.9	$83.6	$15.7	$110.7
74	SW 120 St	SW 137 Ave	SW 117 Ave	4 to 6 lanes	4->6 L	NONTRAN	A2	C	4	U		2015		U			0	$4.2	$3.4	$0.0	$7.6	$4.2	$3.4	$0.0	$7.6
75	SR836			Intelligent Corridor System	Intell Corr	NONTRAN	L	S	4	U		2015		U			0					$0.0	$18.3	$0.0	$18.3
76	SR112			Intelligent Corridor System	Intell Corr	NONTRAN	L	S	4	U		2015		U			0					$0.0	$7.5	$0.0	$7.5
77	SR826			Intelligent Corridor System	Intell Corr	NONTRAN	L	S	4	U		2015		U			0					$0.0	$29.7	$0.0	$29.7
78	SR874			Intelligent Corridor System	Intell Corr	NONTRAN	L	S	4	U		2015		U			0					$0.0	$10.9	$0.0	$10.9
79	NW 7 ST	NW 77 Ave	NW 82 Ave	New 4 lane	New 4 L	NONTRAN	A2	C	P	F	2015	2015			2015	2015	2015					$0.0	$0.8	$0.0	$0.9
80	SW 42 St	SW 147 Ave	SW 157 Ave	New 2 lane	New 2 L	NONTRAN	A2	C	P	F	2010	2010			2010	2010	2010	$0.0	$1.2	$0.1	$1.3	$0.0	$0.1	$0.0	$0.2
81	SW 56 St	SW 152 Ave	SW 157 Ave	New 2 lane	New 4 L	NONTRAN	A2	C	P	F	2015	2015			2015	2015	2015	$0.0	$1.2	$0.1	$1.3	$0.0	$0.8	$0.1	$0.9
82	SW 56 St	SW 157 Ave	SW 167 Ave	New 2 lane	New 2 L	NONTRAN	A2	C	P	F	2015	2015			2015	2015	2015	$0.0	$1.2	$0.1	$1.3	$0.0	$0.1	$0.0	$0.2
83	SW 72 St	SW 154 Ave	SW 167 Ave	New 2 lane	New 2 L	NONTRAN	A2	C	P	F	2010	2010			2010	2010	2010	$0.0	$1.6	$0.1	$1.7	$0.0	$0.2	$0.0	$0.2
84	NW 82 Ave	NW 7 St	NW 12 St	New 4 lane	New 4 L	NONTRAN	A2	C	P	F	2015	2015			2015	2015	2015					$0.1	$2.8	$0.1	$3.0
85	NW 90 St	NW 107 Ave	NW 87 Ave	New 2 lane	New 2 L	NONTRAN	A2	C	P	F	2015	2015			2015	2015	2015	$0.0	$4.8	$0.3	$5.1	$0.0	$0.3	$0.0	$0.3
86	SW 104 St	SW 152 Ave	SW 167Ave	New 4 lane	New 4 L	NONTRAN	A2	C	P	F	2005	2005			2005	2005	2005	$0.0	$2.1	$0.0	$2.1	$0.0	$2.6	$0.0	$2.6
87	SW 147 Ave	SW 8 St	SW 26 St	New 2 lane	New 4 L	NONTRAN	A2	C	P	F	2005	2005			2005	2005	2005	$0.0	$3.8	$0.3	$4.1	$0.0	$1.6	$0.1	$1.7
88	SW 157 Ave	SW 42 St	SW 56 St	New 2 lane	New 2 L	NONTRAN	A2	C	P	F	2010	2010			2010	2010	2010	$0.0	$1.2	$0.1	$1.3	$0.0	$0.1	$0.0	$0.2
89	SW 157 Ave	SW 56 St	SW 72 St	New 2 lane	New 4 L	NONTRAN	A2	C	P	F	2005	2005			2005	2005	2005	$0.0	$2.4	$0.2	$2.6	$0.0	$1.6	$0.1	$1.7
90	SW 157 Ave	SW 184 St	SW 216 St	New 2 lane	New 2 L	NONTRAN	A2	C	P	F	2005	2005			2005	2005	2005	$0.0	$1.2	$0.1	$1.3	$0.0	$0.3	$0.0	$0.4
91	SW 167 Ave	SW 56 St	SW 88 St	New 2 lane	New 2 L	NONTRAN	A2	C	P	F	2010	2010			2010	2010	2010	$0.0	$2.4	$0.2	$2.6	$0.0	$0.3	$0.0	$0.3
92	SW 167 Ave	SW 88 St	SW 104 St	New 2 lane	New 2 L	NONTRAN	A2	C	P	F	2010	2010			2010	2010	2010	$0.0	$0.5	$0.0	$0.5	$0.0	$0.2	$0.0	$0.2
93	Central Parkwy	Golden Glades	SR 112	Interchanges	I/C	NONTRAN	L	S	P	F	2015	2015			2015	2015	2015								
94	H.E.F.T.	I-75	FL Turnpike	4 to 6 lanes	4->6 L	NONTRAN	B3	T	T	F	2015	2015			2015	2015	2015	$0.0	$13.3	$0.0	$13.3	$0.0	$24.0	$0.0	$24.0
95	H.E.F.T.	NW 41 St	I-75	4 to 6 lanes	4->6 L	NONTRAN	B3	T	T	F	2015	2015			2015	2015	2015	$0.0	$10.5	$0.0	$10.5	$0.0	$28.2	$0.0	$28.2
96	H.E.F.T	NW 74 Street		Construct interchange	I/C	NONTRAN	L	T	T	F	2010	2010			2010	2010	2010					$0.0	$15.5	$0.0	$15.5
97	H.E.F.T	SR-836	NW 41 St	4 to 6 lanes	4->6 L	NONTRAN	B3	T	T	F	2009	2009			2009	2009	2009	$0.0	$7.8	$0.0	$7.8	$0.0	$15.5	$0.0	$15.5
98	H.E.F.T	SR836	SR874	4 to 6 lanes	4->6 L	NONTRAN	B3	T	T	F	2009	2009			2009	2009	2009					$3.7	$27.2	$5.1	$36.0
99	H.E.F.T.	SW 137 Ave	Quail Roost Dr	4 to 6 lanes	4->6 L	NONTRAN	B3	T	T	F	2010	2010			2010	2010	2010	$0.0	$8.4	$0.0	$8.4	$0.0	$24.0	$0.0	$24.0
100	[Vacant]																								
101	[Vacant]																								
102	[Vacant]																								
103	[Vacant]																								
104	[Vacant]																								
105	[Vacant]																								
106	[Vacant]																								
107	Metrorail Cars	Rehabilitation		XPremium Transit	Premium	TRAN	I		3	F	2010	2010		F	2010	2010	2010						$179.7		$179.7
108	MIC (Priority II)			XPremium Transit/MIC	Premium	TRAN	I		2	F	2008	2008		F	2008	2008	2008	$73.6	$162.8	$26.3	$262.6	$28.0	$62.0	$10.0	$100.0
109	MIC (Priority III)			XPremium Transit/MIC	Premium	TRAN	I		3	F	2010	2010		F	2010	2010	2010					$2.2	$40.5	$7.4	$50.0
110	North Corridor	County Line	MIC	XPremium Transit/North/LRTP	Premium	TRAN	I		2	F	2006	2005		F	2005	2005	2005	$28.4	$664.4	$64.2	$757.0	$16.9	$394.9	$38.2	$450.0
111	North Corridor	County Line	MIC	XPremium Transit/North/TIP	Premium	TRAN	M		2	U							0					$0.0	$370.7	$19.8	$390.6
112	So. Dixie Hwy	Cutler Ridge	Homestead	XPremium Transit/South	Premium	TRAN	I		2	F	2008	2008		F	2008	2008	2008	$1.9	$58.9	$9.5	$70.3	$0.9	$29.8	$4.8	$35.6
113	Kendall Corrid	Dadeland Nth	SW 147 Ave	XPremium Transit/Kendall	Premium	TRAN	I		4	U		2020		U			0	$39.8	$475.7	$76.1	$591.7	$41.4	$494.9	$79.2	$615.5
114	US-1 Biscayne	Downtown	Broward C.L.	XPremium Transit/Northeast	Premium	TRAN	I		4	U		2020		U			0	$26.3	$668.9	$108.0	$803.2	$26.3	$668.8	$108.0	$803.2
115	SR826	Dadeland	NW 74 St	XPremium Transit/SR 826	Premium	TRAN	I		4	U		2020		U			0	$19.8	*********	$207.6	*********	$7.1	$444.2	$74.7	$526.0
116	SW 42/37 Ave	MIC	Douglas Sta	XPremium Transit/SW 42/37	Premium	TRAN	I		4	U		2020		U			0					$3.2	$58.9	$10.7	$72.8
117	SR836 (Priority	Seaport	Palmetto	XPremium Transit/West	Premium	TRAN	I		2	F	2008	2008		F			0					$4.4	$80.9	$14.7	$100.0
118	SR836 (Priority	Seaport	Palmetto	XPremium Transit/West	Premium	TRAN	I		3	F	2015	2015		F			0					$8.8	$161.9	$29.4	$200.0
119	SR836 (Priority	Seaport	Palmetto	XPremium Transit/West	Premium	TRAN	I		4	F	2020	2020		F			0					$8.8	$161.9	$29.4	$200.0
120	SR836	Downtown	Miami Beach	XPremium Transit/Beach	Premium	TRAN	I		4	U		2020		U			0	$62.1	$293.0	$40.5	$395.5	$52.1	$245.9	$34.0	$332.0
121	SR836	Palmetto	FIU	XPremium Transit/West	Premium	TRAN	I		4	U		2020		U			0	$111.7	*********	$148.9	*********	$19.1	$220.5	$25.4	$265.0
122	SR836	Phase I		One HOV lane each direction	New HOV	NONTRAN	SR836Phl	S	3	U					2002	2002	2002					$7.86	$65.74	$3.95	$77.6
123	SR836	Phase II		One HOV lane each direction	New HOV	NONTRAN	SR836Phll	S	3	U					2004	2004	2004					$0.00	$51.56	$5.37	$56.9
124	SR836	Phase III		One HOV lane each direction	New HOV	NONTRAN	SR836Phlll	S	3	U					2006	2006	2006					$0.00	$5.36	$0.77	$6.1

Dade Co. MPO Financial Model/Screen15: Network Segments

	Facility	From	To	Project Description		Categories		Owner ship	Pro rity	Funded?	1 = Selected Implementation Schedule						Select Compl LRTP					2016 Plan Costs			
				Full name	SHORT	Mode	Type				0 LRTP	0 LRTP	0 A	0 B	1 LRTP	0 SR836						ROWs	Const ruct	Engin eering	Total Cost
125																									
126																									
127	MaintFacil			XPremium Transit/West	Premium	TRAN	MaintFacil		4	U					2008	2008	2008					$0.0	$54.9	$3.3	$58.2
128	PalmSta	Palmetto Statio		XPremium Transit/West	Premium	TRAN	PalmSta		4	U					2008	2008	2008					$65.5	$32.4	$3.2	$101.1
129	Palm-57	Palmetto Sta	57th St Station	XPremium Transit/West	Premium	TRAN	Palm-57		4	U					2007	2007	2007					$31.8	$56.8	$4.0	$92.6
130	57thSta	57th St Station		XPremium Transit/West	Premium	TRAN	57thSta		4	U					2010	2010	2010					$6.1	$12.7	$1.0	$19.8
131	57-MIC	57th St Sta	MIC	XPremium Transit/West	Premium	TRAN	57-MIC		4	U					2008	2008	2008					$11.6	$113.1	$7.4	$132.1
132	MICSta	MIC Station		XPremium Transit/West	Premium	TRAN	MICSta		4	U					2006	2006	2006					$0.0	$30.2	$2.3	$32.5
133	Air-Sea	Airport	Seaport	XPremium Transit/West	Premium	TRAN	Air-Sea		4	U					2006	2006	2006					$0.0	$38.2	$3.6	$41.8
134	MIC-27	MIC Station	27th St Sta	XPremium Transit/West	Premium	TRAN	MIC-27		4	U					2008	2008	2008					$6.5	$46.6	$3.1	$56.2
135	27thSta	27th St Station		XPremium Transit/West	Premium	TRAN	27thSta		4	U					2010	2010	2010					$14.9	$11.4	$1.0	$27.3
136	27-OB	27th St Sta	Orange Bowl St	XPremium Transit/West	Premium	TRAN	27-OB		4	U					2006	2006	2006					$21.5	$48.8	$3.1	$74.4
137	OBSta	Orange Bowl St		XPremium Transit/West	Premium	TRAN	OBSta		4	U					2006	2006	2006					$10.8	$10.2	$0.7	$21.7
138	OB-GCTun	Orange Bowl St	Govt Ctr/Tunnel	XPremium Transit/West	Premium	TRAN	OB-GCTun		4	U					2008	2008	2008					$22.7	$235.1	$17.3	$275.1
139	GCSta	Govt Ctr Station		XPremium Transit/West	Premium	TRAN	GCSta		4	U					2008	2008	2008					$0.0	$41.1	$3.1	$44.2
140	GC-PortTun	Govt Ctr Sta	Port Tunnel	XPremium Transit/West	Premium	TRAN	GC-PortTun		4	U					2010	2010	2010					$20.0	$218.9	$17.7	$256.6
141	MarPkSta	Maritime Pk St		XPremium Transit/West	Premium	TRAN	MarPkSta		4	U					2009	2009	2009					$21.6	$45.0	$3.7	$70.2
142	PortSta	Port of Miami S		XPremium Transit/West	Premium	TRAN	PortSta		4	U					2010	2010	2010					$0.0	$43.2	$3.2	$46.4
143	PortDistn	Port Distributio		XPremium Transit/West	Premium	TRAN	PortDistn		4	U					2010	2010	2010					$0.0	$44.4	$3.4	$47.8
144	Vehicles			XPremium Transit/West	Premium	CARS	Vehicles		4	U					2010	2010	2010					$0.0	$165.6	$0.0	$165.6
145	SoftCost			XPremium Transit/West	Premium	TRAN	SoftCost		4	U					2010	2010	2010					$0.0	$80.1	$0.0	$80.1
146																									

Dade Co. MPO Financial Model/Screen15: Dade Co. MPO Financial Model/Screen15: Network Segments

For Non-Transit: Grant 1=ROW and Grant 2=Constr & PE

	Facility	From	To	Project Description		Cost Factors			Costs Applied in Analysis				Center Line Miles	Add'l lanes/ stations	Add'l Lane Miles	Grant 1/ROW		Grant 2/Cst-Eng		Grant 3		Grant 4	
				Full name	SHORT	ROWy	Const quist	Engin eering	ROWz	Const quistz	Engin eeringz	Total Costz				Grant Type	% Match	Grant Type	% Match	Grant Type	% Match	Grant Type	% Match
7	Bicycle/Pedestr			Bicycle/Pedestrian Priority II	Bike/Ped	100%	100%	100%	$0.0	$12.9	$0.0	$12.9	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
8	Interconnector	SR836	SR112	New 4 lane	New 4 L	100%	100%	100%	$21.6	$78.4	$0.0	$100.0	2.1	4	8.3	100%S	100%	100%S	100%	0%	0%	0%	0%
9	SR826 (Priority	SR874	I-75	One HOV lane each direction	New HOV	100%	100%	100%	$14.6	$251.9	$34.8	$301.3	5.8	2	11.6	NHS	100%	NHS	100%	0%	0%	0%	0%
10	Perimeter Rd	Nw 20 St	Nw 72 Ave	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$1.9	$0.1	$2.0	3.2	2	6.4	OFA	100%	OFA	100%	0%	0%	0%	0%
11	NW25 St	NW 79 Ave	NW 67 Ave	4 to 6 lanes + Interchange Impr	4->6 L	100%	100%	100%	$0.6	$18.7	$0.7	$20.0	1.2	2	2.5	OFA	100%	OFA	100%	0%	0%	0%	0%
12	NW 97 Ave	Nw 25 St	Nw 41 St	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$1.2	$0.1	$1.3	1.0	2	2.0	OFA	100%	OFA	100%	0%	0%	0%	0%
13	NW 87 Ave	NW 36 St	NW 58 St	4 to 6 lanes	4->6 L	100%	100%	100%	$1.0	$5.2	$0.0	$6.2	1.8	2	3.6	OFA	100%	OFA	100%	0%	0%	0%	0%
14	NW 12 St	NW 110 Ave	NW 107 Ave	New 4 lane	New 4 L	100%	100%	100%	$0.0	$1.4	$0.1	$1.5	0.6	4	2.4	OFA	100%	OFA	100%	0%	0%	0%	0%
15	SR112	I-95	Okeechobe Rd	One HOV lane each direction	New HOV	100%	100%	100%	$17.9	$10.8	$3.3	$32.0	1.5	2	3.0	NHS	100%	NHS	100%	0%	0%	0%	0%
16	SW 8 St	SW 127 Ave	SW 152 Ave	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$2.3	$0.6	$2.9	1.8	2	3.5	OFA	100%	OFA	100%	0%	0%	0%	0%
17	NW 74 St	NW 57 Ave	SR-826	4 to 6 lanes	4->6 L	100%	100%	100%	$2.6	$5.0	$0.0	$7.6	2.2	2	4.5	OFA	100%	OFA	100%	0%	0%	0%	0%
18	NW 57 Ave	Okeechobe Rd	NW 138 St	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$4.8	$1.0	$5.8	4.8	2	9.6	100%S	100%	100%S	100%	0%	0%	0%	0%
19	I-95			Intelligent Corridor System	Intell Corr	100%	100%	100%	$0.0	$33.0	$0.0	$33.0	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
20	I-195			Intelligent Corridor System	Intell Corr	100%	100%	100%	$0.0	$6.3	$0.0	$6.3	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
21	Golden Glades			Multimodal Terminal	Multi-moda	100%	100%	100%	$0.0	$5.2	$0.0	$5.2	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
22	SR836/I395/I95			Interchange Improvements	I/C Impr	100%	100%	100%	$3.1	$22.7	$4.2	$30.0	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
23	Bicycle/Pedestr			Bicycle/Pedestrian Priority III	Bike/Ped	100%	100%	100%	$0.0	$12.9	$0.0	$12.9	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
24	SR826 (Priority	SR874	I-75	One HOV lane each direction	New HOV	100%	100%	100%	$120.2	$203.2	$4.5	$328.0	6.3	2	12.6	NHS	100%	NHS	100%	0%	0%	0%	0%
25	Interconnector (	SR836	SR112	New 4 lane + 2 HOV	New 4 L	100%	100%	100%	$16.7	$28.8	$4.5	$50.0	2.1	4	8.3	NHS	100%	NHS	100%	0%	0%	0%	0%
26	SR836 Comd	SR826	LeJeune	One HOV lane each direction	New HOV	100%	100%	100%	$0.0	$51.9	$3.6	$55.5	3.6	2	7.2	NHS	100%	NHS	100%	0%	0%	0%	0%
27	SR836 Comd	SR826	H.E.F.T.	One HOV lane each direction	New HOV	100%	100%	100%	$0.0	$16.6	$1.2	$17.8	3.9	2	7.8	NHS	100%	NHS	100%	0%	0%	0%	0%
28	NW 12 St	NW 110 Ave	NW 122 Ave	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$0.6	$0.0	$0.6	1.2	2	2.3	OFA	100%	OFA	100%	0%	0%	0%	0%
29	NW 12 St	NW 122 Ave	NW 137 Ave	2 to 4 lanes and new 4 lanes	2->4 L	100%	100%	100%	$0.0	$0.9	$0.1	$1.0	1.8	2	3.5	OFA	100%	OFA	100%	0%	0%	0%	0%
30	SW 137 Ave	NW 12 St	SW 8 St	2 to 6 lanes	2->6 L	100%	100%	100%	$1.6	$5.2	$0.0	$6.8	1.8	4	7.2	OFA	100%	OFA	100%	0%	0%	0%	0%
31	SW 137 Ave	SW 8 St	SW 26 St	4 to 6 lanes	4->6 L	100%	100%	100%	$0.9	$2.9	$0.0	$3.8	1.0	2	2.0	OFA	100%	OFA	100%	0%	0%	0%	0%
32	SR874	H.E.F.T	SR826	4/6 to 8 lanes (3+1 HOV)	6->8 L	100%	100%	100%	$2.5	$25.8	$7.7	$36.1	7.2	2	14.3	NHS	100%	NHS	100%	0%	0%	0%	0%
33	NW 87 Ave	NW 58 St	Okeechobe Rd	New 4 lane	New 4 L	100%	100%	100%	$1.6	$6.1	$0.0	$7.7	2.8	4	11.2	OFA	100%	OFA	100%	0%	0%	0%	0%
34	NW 74 ST	SR826	H.E.F.T.	New 6 lane	New 6 L	100%	100%	100%	$0.6	$9.1	$0.0	$9.7	4.0	6	24.0	OFA	100%	OFA	100%	0%	0%	0%	0%
35	NW 25 St	NW 107 Ave	NW 112 Ave	2 to 4 lanes	2->4 L	100%	100%	100%	$0.2	$1.1	$0.0	$1.3	0.5	2	1.0	OFA	100%	OFA	100%	0%	0%	0%	0%
36	SW 112 Ave	HARB	H.E.F.T.	4 to 6 lanes	4->6 L	100%	100%	100%	$0.8	$3.9	$0.3	$5.0	4.5	2	9.0	OFA	100%	OFA	100%	0%	0%	0%	0%
37	NW 97 Ave	NW 58 St	NW 90 St	2 to 4 lanes and new 4 lane rd	2->4 L	100%	100%	100%	$0.0	$4.8	$0.3	$5.1	2.0	2	4.0	OFA	100%	OFA	100%	0%	0%	0%	0%
38	SW 137 Ave	US-1	H.E.F.T.	2 to 4 lanes	2->4 L	100%	100%	100%	$1.6	$8.7	$0.0	$10.3	2.3	2	4.7	OFA	100%	OFA	100%	0%	0%	0%	0%
39	I-395			Intelligent Corridor System	Intell Corr	100%	100%	100%	$0.0	$2.9	$0.0	$2.9	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
40	Bicycle/Pedestr			Bicycle/Pedestrian Priority IV	Bike/Ped	100%	100%	100%	$0.0	$12.9	$0.0	$12.9	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
41	SR826 (Priority	SR874	I-75	One HOV lane each direction	New HOV	100%	100%	100%	$9.8	$16.5	$0.4	$26.7	0.5	2	1.0	NHS	100%	NHS	100%	0%	0%	0%	0%
42	NW 58 St	NW 97 Ave	NW 117 Ave	2 to 4 lanes	2->4 L	100%	100%	100%	$2.4	$1.3	$0.0	$3.7	2.0	2	4.0	OFA	100%	OFA	100%	0%	0%	0%	0%
43	NW/SW 107 A	NW 41 St	SW 8 St	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$3.7	$0.3	$4.0	3.4	2	6.8	OFA	100%	OFA	100%	0%	0%	0%	0%
44	SR836	H.E.F.T.	NW 137 Ave	New 6 lane	New 6 L	100%	100%	100%	$0.0	$0.0	$0.0	$0.0	6.0	6	36.0	NHS	100%	NHS	100%	0%	0%	0%	0%
45	Krome Ave	SW 8 St	US-1	2 to 4 lanes	2->4 L	100%	100%	100%	$15.3	$27.0	$4.9	$47.2	22.3	2	44.6	OFA	100%	OFA	100%	0%	0%	0%	0%
46	NW 183 St	I-75	NW 57 Ave	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$4.6	$0.2	$4.8	9.1	2	18.2	OFA	100%	OFA	100%	0%	0%	0%	0%
47	SW 127 Ave	SW 120 St	SW 144 St	New 4 lane	New 4 L	100%	100%	100%	$0.0	$3.6	$0.3	$3.9	1.5	4	6.0	OFA	100%	OFA	100%	0%	0%	0%	0%
48	SW 184 St	SW 157 Ave	SW 147 Ave	2 to 4 lanes	2->4 L	100%	100%	100%	$0.1	$1.9	$0.0	$2.0	3.0	2	6.0	OFA	100%	OFA	100%	0%	0%	0%	0%
49	NW 36/41 St	NW 42 Ave	H.E.F.T.	Express Street (ITS, grade sepa	Exp St	100%	100%	100%	$45.2	$124.0	$24.8	$194.0	0.0	0	0.0	100%S	100%	100%S	100%	0%	0%	0%	0%
50	NW 107 Ave	NW 106 St	NW 41 St	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$17.2	$1.2	$18.4	7.2	2	14.3	OFA	100%	OFA	100%	0%	0%	0%	0%
51	SW 112 Ave	US-1	Moody Dr	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$10.7	$0.0	$10.7	3.7	2	7.4	OFA	100%	OFA	100%	0%	0%	0%	0%
52	I-95			Multimodal Master Plan Improv	Master Pla	100%	100%	100%	$11.1	$82.4	$15.4	$108.9	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
53	I-75			Intelligent Corridor System	Intell Corr	100%	100%	100%	$0.0	$7.3	$0.0	$7.3	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
54	I-95 Ramps/Dis	I-95	Biscayne Blvd	Interchange Improvements	I/C Impr	100%	100%	100%	$23.9	$23.2	$0.0	$47.1	0.4	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
55	Okeechobe Rd	SR112	SR826	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$36.0	$0.1	$36.1	4.8	2	9.6	OFA	100%	OFA	100%	0%	0%	0%	0%
56	SW 137 Ave	SW 184 St	US-1	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$9.6	$0.7	$10.3	4.0	2	8.0	OFA	100%	OFA	100%	0%	0%	0%	0%
57	SW 97 Ave	SW 72 St	SW 40 St	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$4.6	$0.0	$4.6	2.0	2	4.0	OFA	100%	OFA	100%	0%	0%	0%	0%
58	NE 183 St	NE 6 Ave	US-1	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$2.0	$0.0	$2.0	2.8	2	5.5	OFA	100%	OFA	100%	0%	0%	0%	0%
59	Franjo Rd	SW 184 St	Old Cutler Rd	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$0.4	$0.0	$0.4	0.6	2	1.2	OFA	100%	OFA	100%	0%	0%	0%	0%
60	Krome Ave	SW 8 St	Okeechobe Rd	New 2 lane w/ access rights pro	New 2 L	100%	100%	100%	$9.5	$16.7	$3.0	$29.2	14.2	2	28.4	100%S	100%	100%S	100%	0%	0%	0%	0%
61	SR826	NW 158 St	Golden Glades	One HOV lane each direction	New HOV	100%	100%	100%	$0.0	$50.6	$15.2	$65.8	7.9	2	15.9	NHS	100%	NHS	100%	0%	0%	0%	0%
62	SR874	H.E.F.T.	SW 137 Ave (S	New 6 lane expwy w/ arterial to	New 6 L	100%	100%	100%	$3.7	$15.6	$15.2	$34.5	6.3	6	37.8	NHS	100%	NHS	100%	0%	0%	0%	0%
63	SR985/SW 107	SW 40 St	SW 24 St	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$0.7	$0.5	$1.2	1.0	2	2.0	100%S	100%	100%S	100%	0%	0%	0%	0%
64	Port Tunnel			Construct Tunnel	Tunnel	100%	100%	100%	$21.0	$230.8	$31.2	$283.0	1.8	4	7.2	PORT	100%	PORT	100%	0%	0%	0%	0%
65	SW 200 St	US-1	Quail Roost Dr	2 to 4 lanes	2->4 L	100%	100%	100%	$0.1	$3.2	$0.0	$3.3	1.5	2	3.0	OFA	100%	OFA	100%	0%	0%	0%	0%

Dade Co. MPO Financial Model/Screen15: Dade Co. MPO Financial Model/Screen15: Network Segments

For Non-Transit: Grant 1=ROW and Grant 2=Constr & PE

	Facility	From	To	Project Description		Cost Factors			Costs Applied in Analysis				Center Line Miles	Add'l lanes/ stations	Add'l Lane Miles	Grant 1/ROW		Grant 2/Cst-Eng		Grant 3		Grant 4	
				Full name	SHORT	ROWy	Const quist	Engin eering	ROWz	Const quistzeeringz	Engin	Total Costz				Grant Type	% Match	Grant Type	% Match	Grant Type	% Match	Grant Type	% Match
66	SW 87 Ave	SW 168 St	SW 216 St	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$6.5	$0.0	$6.5	3.0	2	6.0	OFA	100%	OFA	100%	0%	0%	0%	0%
67	NW 170 St	NW 77 Ave	NW 87 Ave	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$2.2	$0.0	$2.2	1.0	2	2.0	OFA	100%	OFA	100%	0%	0%	0%	0%
68	SW 157 Ave	SW 88 St	SW 104 St	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$1.2	$0.1	$1.3	1.0	2	2.0	OFA	100%	OFA	100%	0%	0%	0%	0%
69	SW 152 Ave	US-1	SW 312 St	2 to 4 lanes	2->4 L	100%	100%	100%	$0.0	$5.5	$0.4	$5.9	4.6	2	9.2	OFA	100%	OFA	100%	0%	0%	0%	0%
70	LeJeune Rd	SR112	NW 103 St	5 to 6 lanes	5->6 L	100%	100%	100%	$1.1	$0.7	$0.0	$1.8	3.5	1	3.5	OFA	100%	OFA	100%	0%	0%	0%	0%
71	SW 77 Ave	SW 104 ST	SW 152 ST	2 to 4 lanes	2->4 L	100%	100%	100%	$0.2	$6.5	$0.0	$6.7	3.0	2	6.0	OFA	100%	OFA	100%	0%	0%	0%	0%
72	Central Pkwy	Golden Glades	SR112	New 6 lane Pkwy (private enter	New 6 L	100%	100%	100%	$12.5	$62.5	$0.0	$75.0	9.5	6	56.9	PVT	100%	PVT	100%	0%	0%	0%	0%
73	I-395	I-95	MacArthur	Reconstruction	Reconstr	100%	100%	100%	$11.3	$83.8	$15.7	$110.7	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
74	SW 120 St	SW 137 Ave	SW 117 Ave	4 to 6 lanes	4->6 L	100%	100%	100%	$4.2	$3.4	$0.0	$7.6	1.9	2	3.8	OFA	100%	OFA	100%	0%	0%	0%	0%
75	SR836			Intelligent Corridor System	Intell Corr	100%	100%	100%	$0.0	$19.3	$0.0	$19.3	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
76	SR112			Intelligent Corridor System	Intell Corr	100%	100%	100%	$0.0	$7.5	$0.0	$7.5	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
77	SR826			Intelligent Corridor System	Intell Corr	100%	100%	100%	$0.0	$29.7	$0.0	$29.7	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
78	SR874			Intelligent Corridor System	Intell Corr	100%	100%	100%	$0.0	$10.9	$0.0	$10.9	0.0	0	0.0	NHS	100%	NHS	100%	0%	0%	0%	0%
79	NW 7 ST	NW 77 Ave	NW 82 Ave	New 4 lane	New 4 L	100%	100%	100%	$0.0	$0.8	$0.0	$0.9	0.3	4	1.4	PVT	100%	PVT	100%	0%	0%	0%	0%
80	SW 42 St	SW 147 Ave	SW 157 Ave	New 2 lane	New 2 L	100%	100%	100%	$0.0	$0.1	$0.0	$0.2	1.0	2	2.0	PVT	100%	PVT	100%	0%	0%	0%	0%
81	SW 56 St	SW 152 Ave	SW 157 Ave	New 2 lane	New 4 L	100%	100%	100%	$0.0	$0.8	$0.1	$0.9	0.5	4	2.0	PVT	100%	PVT	100%	0%	0%	0%	0%
82	SW 56 St	SW 157 Ave	SW 167 Ave	New 2 lane	New 2 L	100%	100%	100%	$0.0	$0.1	$0.0	$0.2	1.0	2	2.0	PVT	100%	PVT	100%	0%	0%	0%	0%
83	SW 72 St	SW 154 Ave	SW 167 Ave	New 2 lane	New 2 L	100%	100%	100%	$0.0	$0.2	$0.0	$0.2	1.3	2	2.6	PVT	100%	PVT	100%	0%	0%	0%	0%
84	NW 82 Ave	NW 7 St	NW 12 St	New 4 lane	New 4 L	100%	100%	100%	$0.1	$2.8	$0.1	$3.0	0.4	4	1.4	PVT	100%	PVT	100%	0%	0%	0%	0%
85	NW 90 St	NW 107 Ave	NW 87 Ave	New 2 lane	New 2 L	100%	100%	100%	$0.0	$0.3	$0.0	$0.3	2.0	2	4.0	PVT	100%	PVT	100%	0%	0%	0%	0%
86	SW 104 St	SW 152 Ave	SW 167Ave	New 4 lane	New 4 L	100%	100%	100%	$0.0	$2.6	$0.0	$2.6	1.5	4	6.0	PVT	100%	PVT	100%	0%	0%	0%	0%
87	SW 147 Ave	SW 8 St	SW 26 St	New 2 lane	New 4 L	100%	100%	100%	$0.0	$1.6	$0.1	$1.7	1.6	4	6.4	PVT	100%	PVT	100%	0%	0%	0%	0%
88	SW 157 Ave	SW 42 St	SW 56 St	New 2 lane	New 2 L	100%	100%	100%	$0.0	$0.1	$0.0	$0.2	1.0	2	2.0	PVT	100%	PVT	100%	0%	0%	0%	0%
89	SW 157 Ave	SW 56 St	SW 72 St	New 2 lane	New 4 L	100%	100%	100%	$0.0	$1.6	$0.1	$1.7	1.0	4	4.0	PVT	100%	PVT	100%	0%	0%	0%	0%
90	SW 157 Ave	SW 184 St	SW 216 St	New 2 lane	New 2 L	100%	100%	100%	$0.0	$0.3	$0.0	$0.4	1.0	2	2.0	PVT	100%	PVT	100%	0%	0%	0%	0%
91	SW 167 Ave	SW 56 St	SW 88 St	New 2 lane	New 2 L	100%	100%	100%	$0.0	$0.3	$0.0	$0.3	2.0	2	4.0	PVT	100%	PVT	100%	0%	0%	0%	0%
92	SW 167 Ave	SW 88 St	SW 104 St	New 2 lane	New 2 L	100%	100%	100%	$0.0	$0.2	$0.0	$0.2	1.0	2	2.0	PVT	100%	PVT	100%	0%	0%	0%	0%
93	Central Parkwy	Golden Glades	SR 112	Interchanges	I/C	100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
94	H.E.F.T.	I-75	FL Turnpike	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$24.0	$0.0	$24.0	6.2	2	12.3	TPK	100%	TPK	100%	0%	0%	0%	0%
95	H.E.F.T.	NW 41 St	I-75	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$28.2	$0.0	$28.2	4.9	2	9.7	TPK	100%	TPK	100%	0%	0%	0%	0%
96	H.E.F.T	NW 74 Street		Construct interchange	I/C	100%	100%	100%	$0.0	$15.5	$0.0	$15.5	0.0	0	0.0	TPK	TPK	NHS	100%	0%	0%	0%	0%
97	H.E.F.T	SR-836	NW 41 St	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$15.5	$0.0	$15.5	2.3	2	4.7	TPK	100%	TPK	100%	0%	0%	0%	0%
98	H.E.F.T	SR836	SR874	4 to 6 lanes	4->6 L	100%	100%	100%	$3.7	$27.2	$5.1	$36.0	8.6	2	17.2	TPK	100%	TPK	100%	0%	0%	0%	0%
99	H.E.F.T.	SW 137 Ave	Quail Roost Dr	4 to 6 lanes	4->6 L	100%	100%	100%	$0.0	$24.0	$0.0	$24.0	2.3	2	4.7	TPK	100%	TPK	100%	0%	0%	0%	0%
100	[Vacant]					100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
101	[Vacant]					100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
102	[Vacant]					100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
103	[Vacant]					100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
104	[Vacant]					100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
105	[Vacant]					100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
106	[Vacant]					100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
107	Metrorail Cars	Rehabilitation		XPremium Transit	Premium	100%	100%	100%	$0.0	$179.7	$0.0	$179.7				SEC 3	50%	STP	10%	CMAQ	10%		
108	MIC (Priority II)			XPremium Transit/MIC	Premium	100%	100%	100%	$28.0	$62.0	$10.0	$100.0											
109	MIC (Priority III)			XPremium Transit/MIC	Premium	100%	100%	100%	$2.2	$40.5	$7.4	$50.0		0.0									
110	North Corridor	County Line	MIC	XPremium Transit/North/LRTP	Premium	100%	100%	100%	$16.9	$394.9	$38.2	$450.0		13.0		SEC 3	70%						
111	North Corridor	County Line	MIC	XPremium Transit/North/TIP	Premium	100%	100%	100%	$0.0	$370.7	$19.8	$390.6				SEC 3	50%	STP	10%	CMAQ	10%		
112	So. Dixie Hwy	Cutler Ridge	Homestead	XPremium Transit/South	Premium	100%	100%	100%	$0.9	$29.8	$4.8	$35.6		11.0		SEC 3	50%	STP	10%	CMAQ	10%		
113	Kendall Corrid	Dadeland Nth	SW 147 Ave	XPremium Transit/Kendall	Premium	100%	100%	100%	$41.4	$494.9	$79.2	$615.5		8.0		SEC 3	50%	STP	10%	CMAQ	10%		
114	US-1 Biscayne	Downtown	Broward C.L.	XPremium Transit/Northeast	Premium	100%	100%	100%	$26.3	$668.8	$108.0	$803.2		12.0		SEC 3	50%	STP	10%	CMAQ	10%		
115	SR826	Dadeland	NW 74 St	XPremium Transit/SR 826	Premium	100%	100%	100%	$7.1	$444.2	$74.7	$526.0		16.0		SEC 3	50%	STP	10%	CMAQ	10%		
116	SW 42/37 Ave	MIC	Douglas Sta	XPremium Transit/SW 42/37	Premium	100%	100%	100%	$3.2	$58.9	$10.7	$72.8		0.0		SEC 3	50%	STP	10%	CMAQ	10%		
117	SR836 (Priority	Seaport	Palmetto	XPremium Transit/West	Premium	100%	100%	100%	$4.4	$80.9	$14.7	$100.0		0.0									
118	SR836 (Priority	Seaport	Palmetto	XPremium Transit/West	Premium	100%	100%	100%	$8.8	$161.9	$29.4	$200.0		0.0									
119	SR836 (Priority	Seaport	Palmetto	XPremium Transit/West	Premium	100%	100%	100%	$8.8	$161.9	$29.4	$200.0											
120	SR836	Downtown	Miami Beach	XPremium Transit/Beach	Premium	100%	100%	100%	$52.1	$245.9	$34.0	$332.0		12.0		SEC 3	50%	STP	10%	CMAQ	10%		
121	SR836	Palmetto	FIU	XPremium Transit/West	Premium	100%	100%	100%	$19.1	$220.5	$25.4	$265.0		13.0		SEC 3	32%	TOLLS	31%				
122	SR836	Phase I		One HOV lane each direction	New HOV	100%	100%	100%	$7.9	$66.7	$4.0	$77.6				TOLLS	63%	TOLLS	63%	SEC 3	6%		
123	SR836	Phase II		One HOV lane each direction	New HOV	100%	100%	100%	$0.0	$51.6	$5.4	$56.9				TOLLS	63%	TOLLS	63%	SEC 3	6%		
124	SR836	Phase III		One HOV lane each direction	New HOV	100%	100%	100%	$0.0	$5.4	$0.8	$6.1				TOLLS	63%	TOLLS	63%	SEC 3	6%		

Dade Co. MPO Financial Model/Screen15: Dade Co. MPO Financial Model/Screen15: Network Segments

For Non-Transit: Grant 1=ROW and Grant 2=Constr & PE

	Facility	From	To	Project Description		Cost Factors			Costs Applied in Analysis				Center Line Miles	Add'l lanes/ stations	Add'l Lane Miles	Grant 1/ROW		Grant 2/Cst-Eng		Grant 3		Grant 4	
				Full name	SHORT	ROWy	Const quist	Engin eering	ROWz	Const quistz	Engin eringz	Total Costz				Grant Type	% Match	Grant Type	% Match	Grant Type	% Match	Grant Type	% Match
125						100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
126						100%	100%	100%	$0.0	$0.0	$0.0	$0.0											
127	MaintFacil			XPremium Transit/West	Premium	100%	100%	100%	$0.0	$54.9	$3.3	$58.2				SEC 3	40%	TOLLS	2%			JOINT	11%
128	PalmSta	Palmetto Statio		XPremium Transit/West	Premium	100%	100%	100%	$65.5	$32.4	$3.2	$101.1				SEC 3	40%	TOLLS	2%			JOINT	11%
129	Palm-57	Palmetto Sta	57th St Station	XPremium Transit/West	Premium	100%	100%	100%	$31.8	$56.8	$4.0	$92.6				SEC 3	40%	TOLLS	2%				
130	57thSta	57th St Station		XPremium Transit/West	Premium	100%	100%	100%	$6.1	$12.7	$1.0	$19.8				SEC 3	40%	TOLLS	2%				
131	57-MIC	57th St Sta	MIC	XPremium Transit/West	Premium	100%	100%	100%	$11.6	$113.1	$7.4	$132.1				SEC 3	40%	TOLLS	2%				
132	MICSta	MIC Station		XPremium Transit/West	Premium	100%	100%	100%	$0.0	$30.2	$2.3	$32.5				SEC 3	40%	TOLLS	2%				
133	Air-Sea	Airport	Seaport	XPremium Transit/West	Premium	100%	100%	100%	$0.0	$38.2	$3.6	$41.8				SEC 3	40%	TOLLS	2%				
134	MIC-27	MIC Station	27th St Sta	XPremium Transit/West	Premium	100%	100%	100%	$6.5	$46.6	$3.1	$56.2				SEC 3	40%	TOLLS	2%				
135	27thSta	27th St Station		XPremium Transit/West	Premium	100%	100%	100%	$14.9	$11.4	$1.0	$27.3				SEC 3	40%	TOLLS	2%				
136	27-OB	27th St Sta	Orange Bowl St	XPremium Transit/West	Premium	100%	100%	100%	$21.5	$49.8	$3.1	$74.4				SEC 3	40%	TOLLS	2%				
137	OBSta	Orange Bowl St		XPremium Transit/West	Premium	100%	100%	100%	$10.8	$10.2	$0.7	$21.7				SEC 3	40%	TOLLS	2%				
138	OB-GCTun	Orange Bowl St	Govt Ctr/Tunnel	XPremium Transit/West	Premium	100%	100%	100%	$22.7	$235.1	$17.3	$275.1				SEC 3	40%	TOLLS	2%				
139	GCSta	Govt Ctr Station		XPremium Transit/West	Premium	100%	100%	100%	$0.0	$41.1	$3.1	$44.2				SEC 3	40%	TOLLS	2%			JOINT	11%
140	GC-PortTun	Govt Ctr Sta	Port Tunnel	XPremium Transit/West	Premium	100%	100%	100%	$20.0	$218.9	$17.7	$256.6				SEC 3	40%	TOLLS	2%	PORT	15%		
141	MarPkSta	Maritime Pk St		XPremium Transit/West	Premium	100%	100%	100%	$21.5	$45.0	$3.7	$70.2				SEC 3	40%	TOLLS	2%			JOINT	11%
142	PortSta	Port of Miami S		XPremium Transit/West	Premium	100%	100%	100%	$0.0	$43.2	$3.2	$46.4				SEC 3	40%	TOLLS	2%	PORT	15%		
143	PortDistn	Port Distributio		XPremium Transit/West	Premium	100%	100%	100%	$0.0	$44.4	$3.4	$47.8				SEC 3	40%	TOLLS	2%	PORT	15%		
144	Vehicles			XPremium Transit/West	Premium	100%	100%	100%	$0.0	$165.6	$0.0	$165.6				SEC 3	40%	TOLLS	2%				
145	SoftCost			XPremium Transit/West	Premium	100%	100%	100%	$0.0	$80.1	$0.0	$80.1				SEC 3	40%	TOLLS	2%				
146						100%	100%	100%	$0.0	$0.0	$0.0	$0.0											

SCREEN	SCREEN 16: COST DISTRIBUTIONS													
		12	11	10	9	8	7	6	5	4	3	2	1	# Yrs	Total
RIGHT OF WAY	A1								2.00	4.00	47.00	47.00	0.00	5	100.00
	A2								2.00	4.00	47.00	47.00	0.00	5	100.00
	B1					0.00	0.00	53.00	43.00	4.00	0.00	0.00	0.00	5	100.00
	B2					0.00	0.00	53.00	43.00	4.00	0.00	0.00	0.00	5	100.00
	B3					0.00	0.00	53.00	43.00	4.00	0.00	0.00	0.00	5	100.00
	C						0.00	20.00	20.00	50.00	10.00	0.00	0.00	5	100.00
	D				0.00	0.00	9.00	5.00	0.00	0.00	86.00	0.00	0.00	5	100.00
	E								50.00	50.00	0.00	0.00	0.00	5	100.00
	F				0.00	0.00	51.00	0.00	17.00	13.00	19.00	0.00	0.00	5	100.00
	G				0.00	19.00	19.00	19.00	19.00	19.00	5.00	0.00	0.00	5	100.00
	H									0.00	100.00	0.00	0.00	5	100.00
	I						0.00	0.00	38.00	0.00	62.00	0.00	0.00	5	100.00
	J			0.00	15.00	20.00	20.00	20.00	20.00	5.00	0.00	0.00	0.00	5	100.00
	K					0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	5	100.00
	L								20.00	20.00	20.00	20.00	20.00	5	100.00
	M								100.00	0.00	0.00	0.00	0.00	5	100.00
	N														
	O														
	SR836Phl	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	3	
	SR836Phll	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	SR836Phlll	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	MaintFacil	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	PalmSta	0.00	0.00	0.00	0.00	0.00	0.00	38.93	61.07	0.00	0.00	0.00	0.00	6	
	Palm-57	0.00	0.00	0.00	0.00	0.00	0.00	31.45	68.55	0.00	0.00	0.00	0.00	6	
	57thSta	0.00	0.00	0.00	0.00	0.00	65.57	34.43	0.00	0.00	0.00	0.00	0.00	7	
	57-MIC	0.00	0.00	0.00	0.00	0.00	0.00	43.10	56.90	0.00	0.00	0.00	0.00	6	
	MICSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	Air-Sea	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	MIC-27	0.00	0.00	0.00	0.00	0.00	92.31	7.69	0.00	0.00	0.00	0.00	0.00	7	
	27thSta	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8	
	27-OB	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	5	
	OBSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	4	
	OB-GCTun	0.00	0.00	0.00	0.00	0.00	17.62	44.05	38.33	0.00	0.00	0.00	0.00	7	
	GCSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	GC-PortTun	0.00	0.00	0.00	0.00	15.00	70.00	15.00	0.00	0.00	0.00	0.00	0.00	8	
	MarPkSta	0.00	0.00	0.00	23.26	69.77	6.98	0.00	0.00	0.00	0.00	0.00	0.00	9	
	PortSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	PortDistn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	Vehicles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	SoftCost	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
														# Yrs	

SCREEN	SCREEN 16: COST DISTRIBUTIONS													
CIVIL	A1								0.00	0.00	0.00	87.00	13.00	5	100.00
	A2								0.00	0.00	0.00	87.00	13.00	5	100.00
	B1					0.00	0.00	0.00	0.00	0.00	0.00	52.00	48.00	8	100.00
	B2					0.00	0.00	0.00	0.00	0.00	0.00	52.00	48.00	8	100.00
	B3					0.00	0.00	0.00	0.00	0.00	0.00	52.00	48.00	8	100.00
	C						0.00	0.00	0.00	17.00	35.00	40.00	8.00	7	100.00
	D				0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.00	54.00	9	100.00
	E								0.00	0.00	0.00	50.00	50.00	5	100.00
	F				0.00	0.00	0.00	0.00	0.00	19.00	20.00	37.00	24.00	9	100.00
	G				0.00	0.00	0.00	12.00	21.00	21.00	21.00	21.00	4.00	9	100.00
	H									0.00	0.00	74.00	26.00	4	100.00
	I						0.00	0.00	4.00	6.00	34.00	23.00	33.00	7	100.00
	J			0.00	0.00	2.20	2.20	15.50	26.60	26.60	13.30	11.20	2.40	10	100.00
	K					0.00	0.00	0.00	20.00	20.00	20.00	20.00	20.00	8	100.00
	L								20.00	20.00	20.00	20.00	20.00	5	100.00
	M									14.90	23.79	29.91	31.40	5	100.00
	N														
	O														
	SR836Phl	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54.37	0.00	45.63	3	100.00
	SR836Phll	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	65.33	0.00	34.67	3	100.00
	SR836Phlll	0.00	0.00	0.00	0.00	0.00	38.32	0.00	0.00	0.00	0.00	0.00	61.68	7	100.00
	MaintFacil	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32.79	50.82	16.39	3	
	PalmSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.32	56.48	37.04	2.16	4	
	Palm-57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.11	35.21	42.08	20.60	4	
	57thSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.36	15.75	77.95	3.94	4	
	57-MIC	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.48	0.88	41.20	35.37	20.07	5	
	MICSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.11	63.91	0.00	2.98	4	
	Air-Sea	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.14	37.17	39.27	20.42	4	
	MIC-27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.46	26.82	26.82	24.89	4	
	27thSta	0.00	0.00	0.00	0.00	0.00	0.00	6.14	0.00	0.00	17.54	37.72	38.60	6	
	27-OB	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.44	40.16	25.30	25.10	4	
	OBSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.61	31.37	46.08	2.94	4	
	OB-GCTun	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.38	29.77	32.37	31.90	3.57	5	
	GCSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.50	24.33	24.33	12.90	1.95	5	
	GC-PortTun	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	48.01	45.68	5.85	5	
	MarPkSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.33	64.00	2.67	3	
	PortSta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.35	34.72	23.15	2.78	4	
	PortDistn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45.05	54.95	2	
	Vehicles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	57.73	42.27	2	
	SoftCost	4.99	6.24	8.49	8.49	8.74	8.74	9.36	9.36	9.36	8.74	8.74	8.74	12	
	Dist												100%		
		12	11	10	9	8	7	6	5	4	3	2	1	# Yrs	Total

SCREEN	SCREEN 16: COST DISTRIBUTIONS													
ENGIN	A1								70.00	29.00	0.00	1.00	0.00	0	100.00
	A2								70.00	29.00	0.00	1.00	0.00	0	100.00
	B1					3.00	0.00	0.00	14.00	0.00	83.00	0.00	0.00	0	100.00
	B2					3.00	0.00	0.00	14.00	0.00	83.00	0.00	0.00	0	100.00
	B3					3.00	0.00	0.00	14.00	0.00	83.00	0.00	0.00	0	100.00
	C						37.00	37.00	19.00	7.00	0.00	0.00	0.00	0	100.00
	D				33.00	33.00	0.00	17.00	17.00	0.00	0.00	0.00	0.00	0	100.00
	E								100.00	0.00	0.00	0.00	0.00	0	100.00
	F				17.00	17.00	24.00	17.00	0.00	25.00	0.00	0.00	0.00	0	100.00
	G				17.00	17.00	34.00	32.00	0.00	0.00	0.00	0.00	0.00	0	100.00
	H									100.00	0.00	0.00	0.00	0	100.00
	I						10.00	22.00	21.00	19.00	14.00	8.00	6.00	0	100.00
	J			22.00	22.00	22.00	22.00	12.00	0.00	0.00	0.00	0.00	0.00	0	100.00
	K					50.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	100.00
	L								20.00	20.00	20.00	20.00	20.00	0	100.00
	M								100.00					0	100.00
	N													0	
	O													0	
	SR836Phl	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	4	100.00
	SR836Phll	0.00	0.00	0.00	0.00	0.00	0.00	0.00	61.82	0.00	38.18	0.00	0.00	5	100.00
	SR836Phlll	0.00	0.00	0.00	0.00	28.57	0.00	0.00	0.00	0.00	71.43	0.00	0.00	8	100.00
	MaintFacil	0.00	0.00	0.00	0.00	39.39	60.61	0.00	0.00	0.00	0.00	0.00	0.00	8	
	PalmSta	0.00	0.00	0.00	0.00	25.00	50.00	25.00	0.00	0.00	0.00	0.00	0.00	8	
	Palm-57	0.00	0.00	0.00	0.00	25.00	50.00	25.00	0.00	0.00	0.00	0.00	0.00	8	
	57thSta	0.00	0.00	0.00	50.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9	
	57-MIC	0.00	0.00	0.00	0.00	13.51	40.54	45.95	0.00	0.00	0.00	0.00	0.00	8	
	MICSta	0.00	0.00	0.00	0.00	21.74	43.48	34.78	0.00	0.00	0.00	0.00	0.00	8	
	Air-Sea	0.00	0.00	0.00	0.00	27.78	44.44	27.78	0.00	0.00	0.00	0.00	0.00	8	
	MIC-27	0.00	0.00	0.00	41.94	48.39	9.68	0.00	0.00	0.00	0.00	0.00	0.00	9	
	27thSta	0.00	0.00	40.00	40.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10	
	27-OB	0.00	0.00	0.00	0.00	9.68	64.52	25.81	0.00	0.00	0.00	0.00	0.00	8	
	OBSta	0.00	0.00	0.00	0.00	0.00	0.00	71.43	28.57	0.00	0.00	0.00	0.00	6	
	OB-GCTun	0.00	0.00	8.67	14.45	20.23	56.65	0.00	0.00	0.00	0.00	0.00	0.00	10	
	GCSta	0.00	0.00	0.00	41.94	48.39	9.68	0.00	0.00	0.00	0.00	0.00	0.00	9	
	GC-PortTun	0.00	0.00	2.82	11.30	49.15	36.72	0.00	0.00	0.00	0.00	0.00	0.00	10	
	MarPkSta	0.00	13.51	62.16	24.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11	
	PortSta	0.00	21.88	62.50	15.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11	
	PortDistn	0.00	11.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	58.82	29.41	0.00	11	
	Vehicles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
	SoftCost	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	
														0	

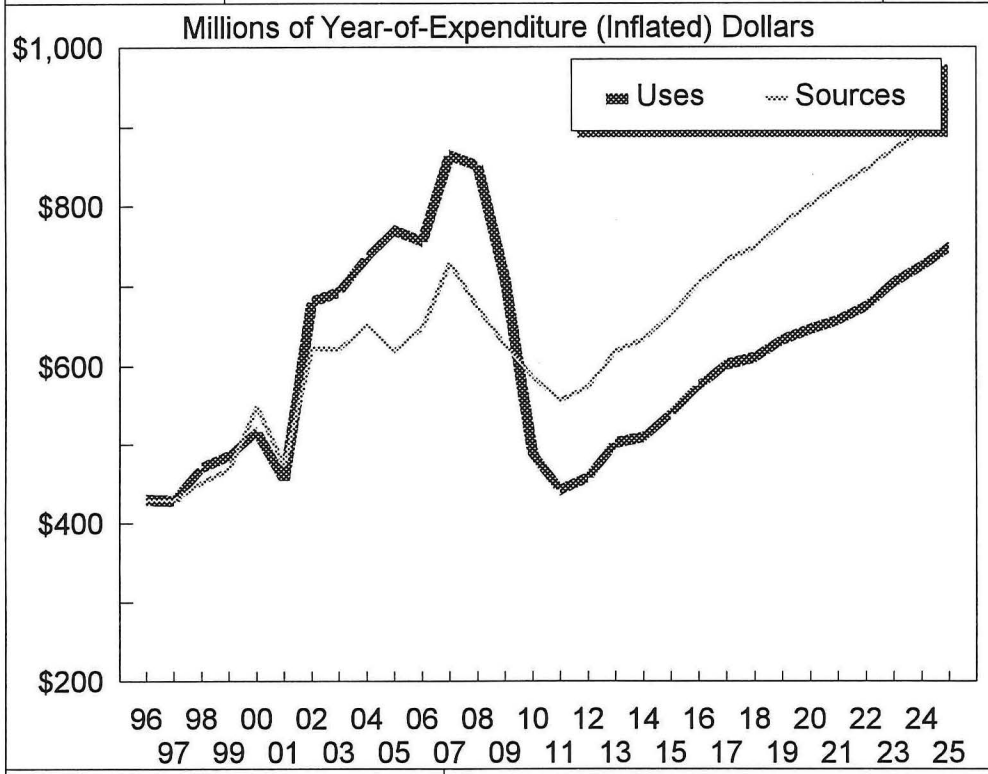
Dade Co. MPO Financial Model Screen 17: Toll Revenues

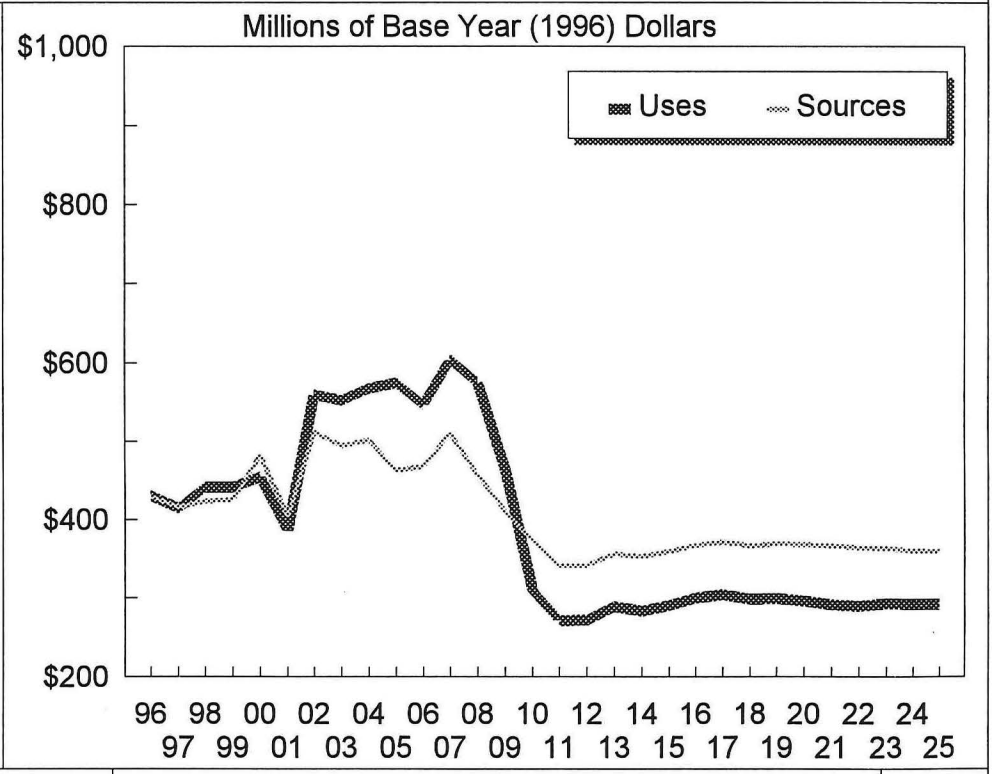
Facility	Strategy	Do Nothing	Conservative	Moderate	Aggressive	Custom 24-Hr	Custom HOV	Net Revenue 1997	Net Revenue 2007	Net Revenue 2017	Net Revenue 2027	Do Nothing 1997	Do Nothing 2007	Do Nothing 2017	Do Nothing 2027	Conservative 1997	Conservative 2007	Conservative 2017	Conservative 2027	Moderate 1997	Moderate 2007	Moderate 2017	Moderate 2027
Broad Cswy	24-Hour Congestion Pricing	N	N	N	Y	Y	N	3.619	5.716	8.967	12.67	0	0	0	0	0	0	0	0	0	0	0	0
Central Parkway	24-Hour Congestion Pricing	N	N	N	Y	Y	N	0	53.8	81.4	113.8	0	0	0	0	0	0	0	0	0	0	0	0
Florida's Turnpike H.E.F.T.	24-Hour Congestion Pricing	N	N	Y	Y	Y	N	89.49	135.7	205.7	287.8	0	0	0	0	0	0	0	0	89.49	135.7	205.7	287.8
Gratigny Parkway	24-Hour Congestion Pricing	N	N	Y	Y	Y	N	9.542	14.53	22.1	30.95	0	0	0	0	0	0	0	0	9.542	14.53	22.1	30.95
I-195 & Julia Tuttle Cswy	PPO Congestion Pricing	N	N	N	Y	N	N	0.93	1.494	2.377	3.374	0	0	0	0	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	N	N	N	Y	Y	N	16.25	25.66	40.25	56.89	0	0	0	0	0	0	0	0	0	0	0	0
I-395 & MacArthur Cswy	PPO Congestion Pricing	N	N	N	Y	N	N	1.005	1.577	2.463	3.476	0	0	0	0	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	N	N	N	Y	Y	N	16.85	26.2	40.56	57.11	0	0	0	0	0	0	0	0	0	0	0	0
I-95	HOVL Pricing - Take a Lane	N	N	Y	N	N	Y	10.02	15.4	23.62	33.16	0	0	0	0	0	0	0	0	10.02	15.4	23.62	33.16
	PPO Congestion Pricing	N	N	N	Y	N	N	20.53	31.27	47.57	66.62	0	0	0	0	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	N	N	N	Y	Y	N	131.8	199.2	301.1	420.7	0	0	0	0	0	0	0	0	0	0	0	0
MIA	24-Hour Congestion Pricing	N	N	Y	Y	Y	N	2.235	3.407	5.189	7.269	0	0	0	0	0	0	0	0	2.235	3.407	5.189	7.269
NE 167 St/SR826	PPO WB Congestion Pricing	N	N	Y	Y	N	N	0.012	0.019	0.03	0.042	0	0	0	0	0	0	0	0	0.012	0.019	0.03	0.042
North Bay Cswy	PPO Congestion Pricing	N	N	N	Y	N	N	0.361	0.58	0.923	1.31	0	0	0	0	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	N	N	N	Y	Y	N	6.31	9.966	15.64	22.1	0	0	0	0	0	0	0	0	0	0	0	0
Okeechobee Rd NW at SR826	24-Hour Congestion Pricing	N	N	Y	Y	Y	N	3.006	4.626	7.102	9.973	0	0	0	0	0	0	0	0	3.006	4.626	7.102	9.973
Port of Miami Bridge	PPO Congestion Pricing	N	N	N	Y	N	N	0.485	0.734	1.11	1.552	0	0	0	0	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	N	N	N	Y	N	N	7.611	11.51	17.41	24.33	0	0	0	0	0	0	0	0	0	0	0	0
Rickenbacker Cswy	Weekend Premium Congestion Pricing	N	N	Y	Y	N	N	5.375	8.28	12.72	17.87	0	0	0	0	0	0	0	0	5.375	8.28	12.72	17.87
SR112/Airport Expwy	24-Hour Congestion Pricing	N	N	Y	Y	Y	N	25.96	39.24	59.31	82.9	0	0	0	0	0	0	0	0	25.96	39.24	59.31	82.9
SR112/Airport Expwy Ext	24-Hour Congestion Pricing	N	Y	Y	Y	Y	N	12.67	19.25	29.24	40.93	0	0	0	0	12.67	19.25	29.24	40.93	12.67	19.25	29.24	40.93
SR7/US441	PPO SB Congestion Pricing	N	N	Y	Y	N	N	0.025	0.038	0.058	0.082	0	0	0	0	0	0	0	0	0.025	0.038	0.058	0.082
SR826/Palmetto Expwy	HOVL Pricing - Add a Lane	N	N	Y	N	N	Y	0	7.098	11.21	15.87	0	0	0	0	0	0	0	0	0	7.098	11.21	15.87
	HOVL Pricing - Add + Take a Lane	N	N	Y	N	N	Y	0	20.56	31.52	44.25	0	0	0	0	0	0	0	0	0	20.56	31.52	44.25
	PPO Congestion Pricing	N	N	Y	Y	N	N	19.58	29.94	45.69	64.05	0	0	0	0	0	0	0	0	19.58	29.94	45.69	64.05
	24-Hour Congestion Pricing	N	N	N	Y	Y	N	132.4	200.1	302.6	422.9	0	0	0	0	0	0	0	0	0	0	0	0
SR836/Dolphin Expwy	24-Hour Congestion Pricing	N	N	Y	Y	Y	N	77.13	116.6	176.2	64.05	0	0	0	0	0	0	0	0	77.13	116.6	176.2	64.05
SR836/Dolphin Expwy Ext	24-Hour Congestion Pricing	N	Y	Y	Y	Y	N	0	2.468	3.745	5.241	0	0	0	0	0	2.468	3.745	5.241	0	2.468	3.745	5.241
SR874/Don Shula Expwy	24-Hour Congestion Pricing	N	N	Y	Y	Y	N	37.19	56.24	85.04	118.9	0	0	0	0	0	0	0	0	37.19	56.24	85.04	118.9
SR874/Don Shula Expwy Ext	24-Hour Congestion Pricing	N	Y	Y	Y	Y	N	0	5.301	8.03	11.23	0	0	0	0	0	5.301	8.03	11.23	0	5.301	8.03	11.23
SR878/Snapper Creek	PPO WB - Congestion Pricing	N	N	Y	Y	N	N	0.532	0.825	1.275	1.794	0	0	0	0	0	0	0	0	0.532	0.825	1.275	1.794
Sunny Isles Cswy	PPO Congestion Pricing	N	N	N	Y	N	N	0.237	0.381	0.607	0.861	0	0	0	0	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	N	N	N	Y	Y	N	4.147	6.55	10.28	14.52	0	0	0	0	0	0	0	0	0	0	0	0
US1/Biscayne Blvd	HOVL Pricing - Add lanes (+Busway)	N	N	Y	Y	N	Y	0	5.435	8.492	11.99	0	0	0	0	0	0	0	0	0	5.435	8.492	11.99
US1/S Dixie Hwy	HOVL Pricing - Take a Lane	N	N	N	Y	N	Y	2.13	3.345	5.224	7.373	0	0	0	0	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	N	N	N	Y	Y	N	3.313	5.131	7.92	11.14	0	0	0	0	0	0	0	0	0	0	0	0
Venetian Cswy	24-Hour Congestion Pricing	N	N	N	Y	Y	N	4.466	7.091	11.17	15.81	0	0	0	0	0	0	0	0	0	0	0	0
William Lehman Cswy	PPO Congestion Pricing	N	N	N	Y	N	N	0.579	0.931	1.482	2.103	0	0	0	0	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	N	N	N	Y	Y	N	10.13	15.99	25.09	35.46	0	0	0	0	0	0	0	0	0	0	0	0
						TOTAL		665.9	1092.3	1660.5	2442.5	0.0	0.0	0.0	0.0	12.7	27.0	41.0	57.4	292.4	485.0	758.4	848.4

Dade Co. MPO Financial Model Screen 17: Toll Revenues

Facility	Strategy	Aggressive				Custom/24-Hr Cong Pricing				Custom/HOV Pricing			
		1997	2007	2017	2027	1997	2007	2017	2027	1997	2007	2017	2027
Broad Cswy	24-Hour Congestion Pricing	3.619	5.716	8.967	12.67	3.619	5.716	8.967	12.67	0	0	0	0
Central Parkway	24-Hour Congestion Pricing	0	53.8	81.4	113.8	0	53.8	81.4	113.8	0	0	0	0
Florida's Turnpike H.E.F.T	24-Hour Congestion Pricing	89.49	135.7	205.7	287.8	89.49	135.7	205.7	287.8	0	0	0	0
Gratigny Parkway	24-Hour Congestion Pricing	9.542	14.53	22.1	30.95	9.542	14.53	22.1	30.95	0	0	0	0
I-195 & Julia Tuttle Cswy	PPO Congestion Pricing	0.93	1.494	2.377	3.374	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	16.25	25.66	40.25	56.89	16.25	25.66	40.25	56.89	0	0	0	0
I-395 & MacArthur Cswy	PPO Congestion Pricing	1.005	1.577	2.463	3.476	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	16.85	26.2	40.56	57.11	16.85	26.2	40.56	57.11	0	0	0	0
I-95	HOVL Pricing - Take a Lane	0	0	0	0	0	0	0	0	10.02	15.4	23.62	33.16
	PPO Congestion Pricing	20.53	31.27	47.57	66.62	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	131.8	199.2	301.1	420.7	131.8	199.2	301.1	420.7	0	0	0	0
MIA	24-Hour Congestion Pricing	2.235	3.407	5.189	7.269	2.235	3.407	5.189	7.269	0	0	0	0
NE 167 St/SR826	PPO WB Congestion Pricing	0.012	0.019	0.03	0.042	0	0	0	0	0	0	0	0
North Bay Cswy	PPO Congestion Pricing	0.361	0.58	0.923	1.31	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	6.31	9.966	15.64	22.1	6.31	9.966	15.64	22.1	0	0	0	0
Okeechobee Rd NW of SR826	24-Hour Congestion Pricing	3.006	4.626	7.102	9.973	3.006	4.626	7.102	9.973	0	0	0	0
Port of Miami Bridge	PPO Congestion Pricing	0.485	0.734	1.11	1.552	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	7.611	11.51	17.41	24.33	0	0	0	0	0	0	0	0
Rickenbacker Cswy	Weekend Premium Congestion Pricing	5.375	8.28	12.72	17.87	0	0	0	0	0	0	0	0
SR112/Airport Expwy	24-Hour Congestion Pricing	25.96	39.24	59.31	82.9	25.96	39.24	59.31	82.9	0	0	0	0
SR112/Airport Expwy Ext	24-Hour Congestion Pricing	12.67	19.25	29.24	40.93	12.67	19.25	29.24	40.93	0	0	0	0
SR7/US441	PPO SB Congestion Pricing	0.025	0.038	0.058	0.082	0	0	0	0	0	0	0	0
SR826/Palmetto Expwy	HOVL Pricing - Add a Lane	0	0	0	0	0	0	0	0	0	7.098	11.21	15.87
	HOVL Pricing - Add + Take a Lane	0	0	0	0	0	0	0	0	0	20.56	31.52	44.25
	PPO Congestion Pricing	19.58	29.94	45.69	64.05	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	132.4	200.1	302.6	422.9	132.4	200.1	302.6	422.9	0	0	0	0
SR836/Dolphin Expwy	24-Hour Congestion Pricing	77.13	116.6	176.2	64.05	77.13	116.6	176.2	64.05	0	0	0	0
SR836/Dolphin Expwy Ext	24-Hour Congestion Pricing	0	2.468	3.745	5.241	0	2.468	3.745	5.241	0	0	0	0
SR874/Don Shula Expwy	24-Hour Congestion Pricing	37.19	56.24	85.04	118.9	37.19	56.24	85.04	118.9	0	0	0	0
SR874/Don Shula Expwy Ext	24-Hour Congestion Pricing	0	5.301	8.03	11.23	0	5.301	8.03	11.23	0	0	0	0
SR878/Snapper Creek	PPO WB - Congestion Pricing	0.532	0.825	1.275	1.794	0	0	0	0	0	0	0	0
Sunny Isles Cswy	PPO Congestion Pricing	0.237	0.381	0.607	0.861	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	4.147	6.55	10.28	14.52	4.147	6.55	10.28	14.52	0	0	0	0
US1/Biscayne Blvd	HOVL Pricing - Add lanes (+Busway)	0	5.435	8.492	11.99	0	0	0	0	0	5.435	8.492	11.99
US1/S Dixie Hwy	HOVL Pricing - Take a Lane	2.13	3.345	5.224	7.373	0	0	0	0	2.13	3.345	5.224	7.373
	24-Hour Congestion Pricing	3.313	5.131	7.92	11.14	3.313	5.131	7.92	11.14	0	0	0	0
Venetian Cswy	24-Hour Congestion Pricing	4.466	7.091	11.17	15.81	4.466	7.091	11.17	15.81	0	0	0	0
William Lehman Cswy	PPO Congestion Pricing	0.579	0.931	1.482	2.103	0	0	0	0	0	0	0	0
	24-Hour Congestion Pricing	10.13	15.99	25.09	35.46	10.13	15.99	25.09	35.46	0	0	0	0
		645.9	1049.2	1594.1	2049.2	560.51	952.9	1445.7	1842.4	12.1	51.8	80.11	112.6

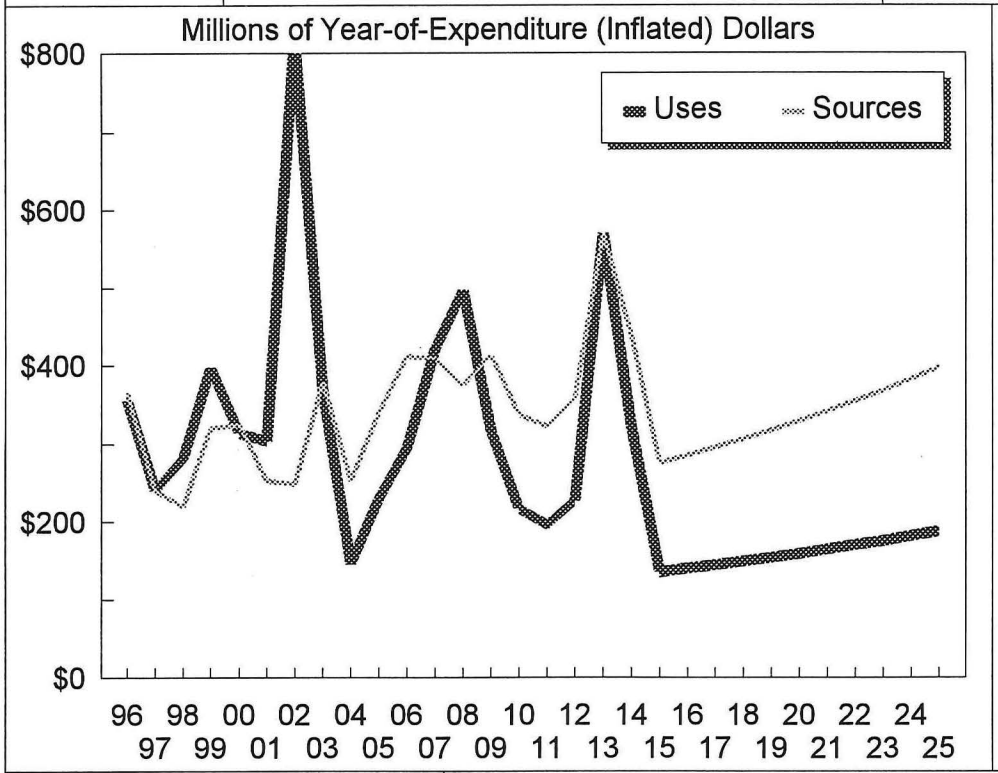
EXHIBIT A-1	SOURCES & USES OF FUNDS BEFORE FINANCING/TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

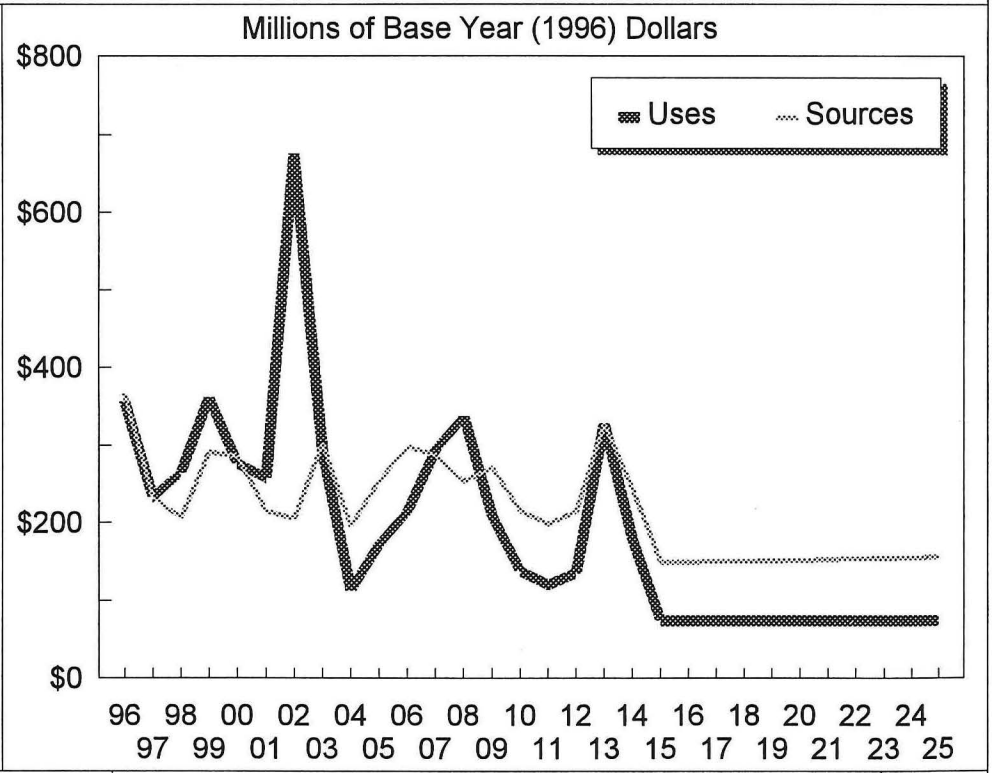




Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

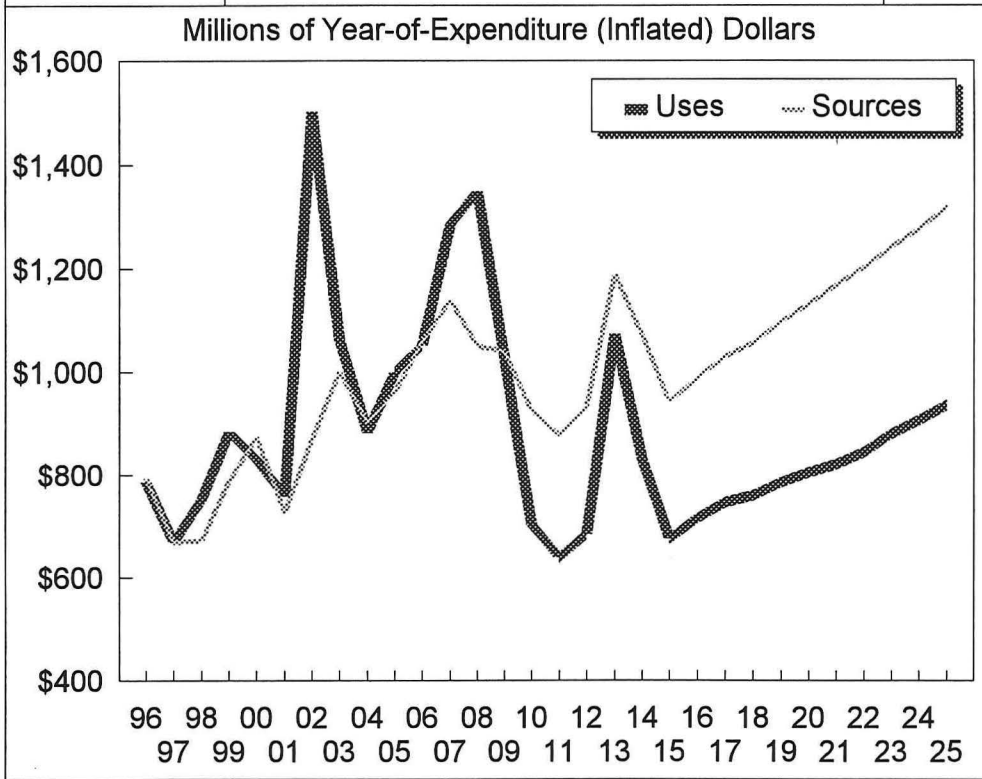
EXHIBIT A-2	SOURCES & USES OF FUNDS BEFORE FINANCING/NON-TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

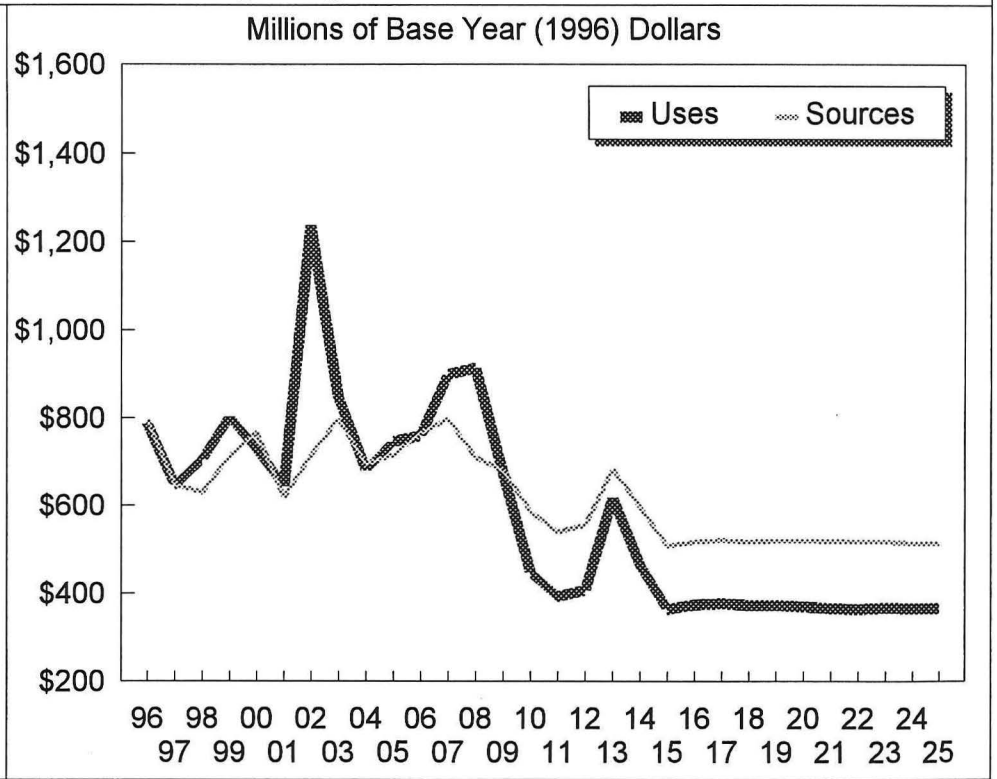




Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

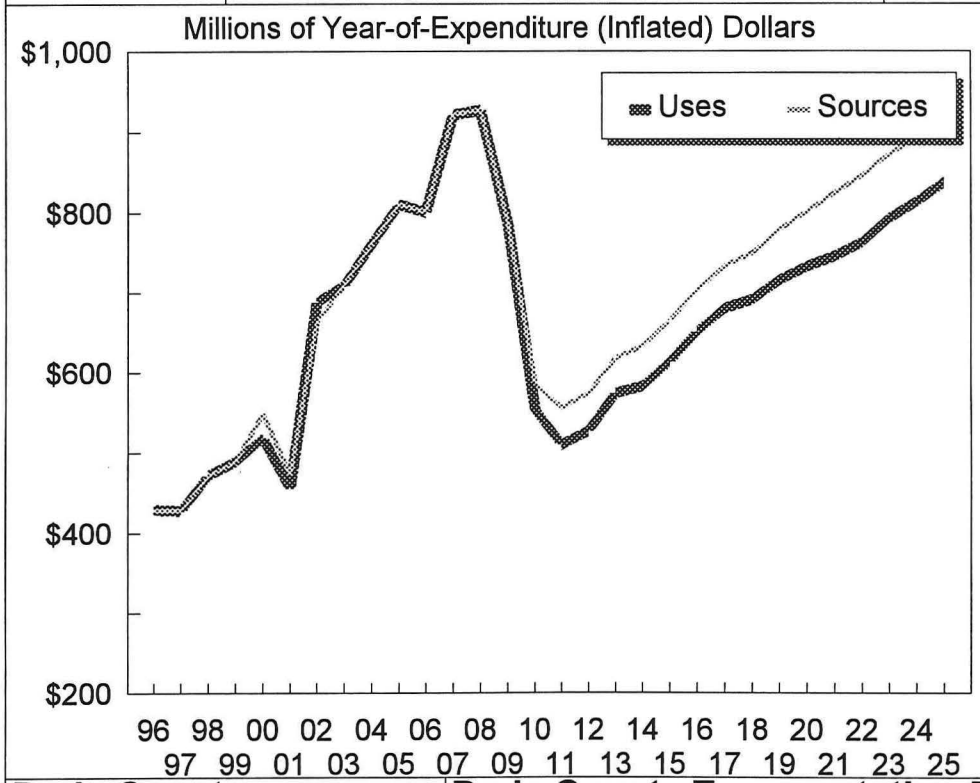
EXHIBIT A-3	SOURCES & USES OF FUNDS BEFORE FINANCING/BOTH	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs ***Baseline - Sales Tax Beginning in 2000***

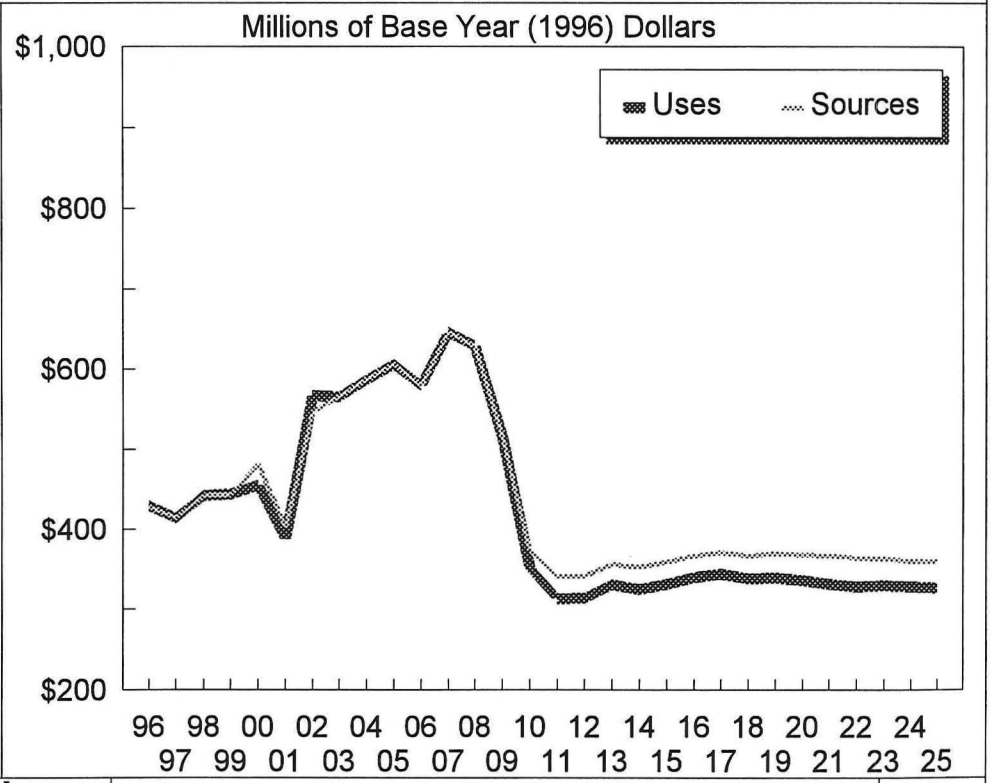




Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

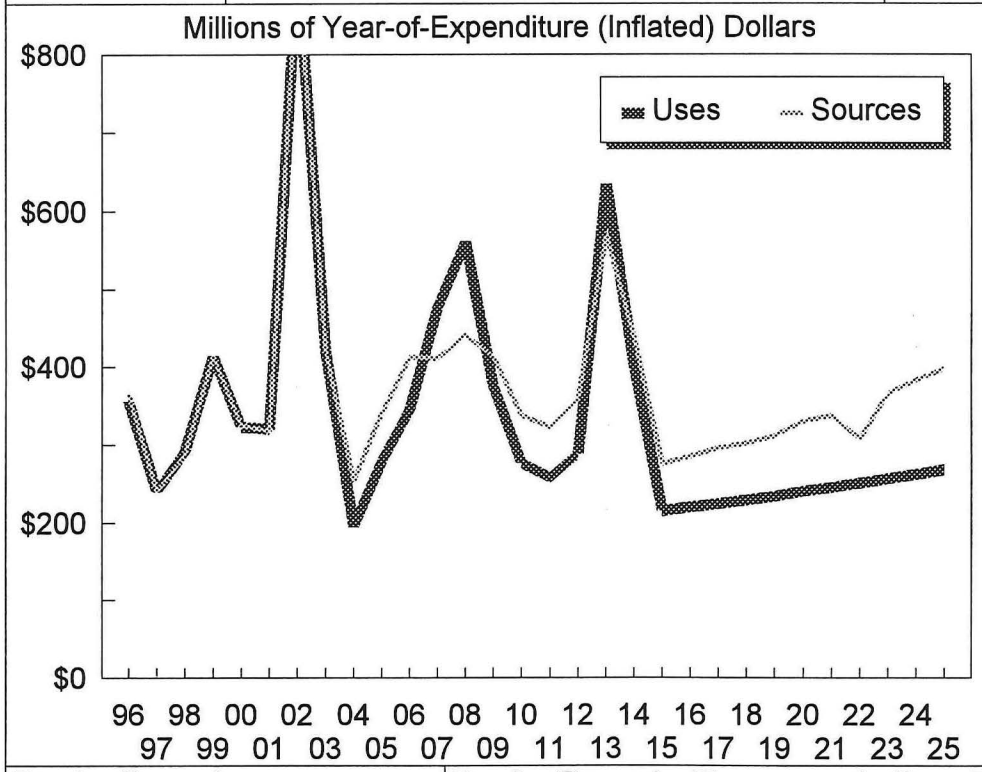
EXHIBIT B-1	SOURCES AND USES OF FUNDS WITH FINANCING/TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

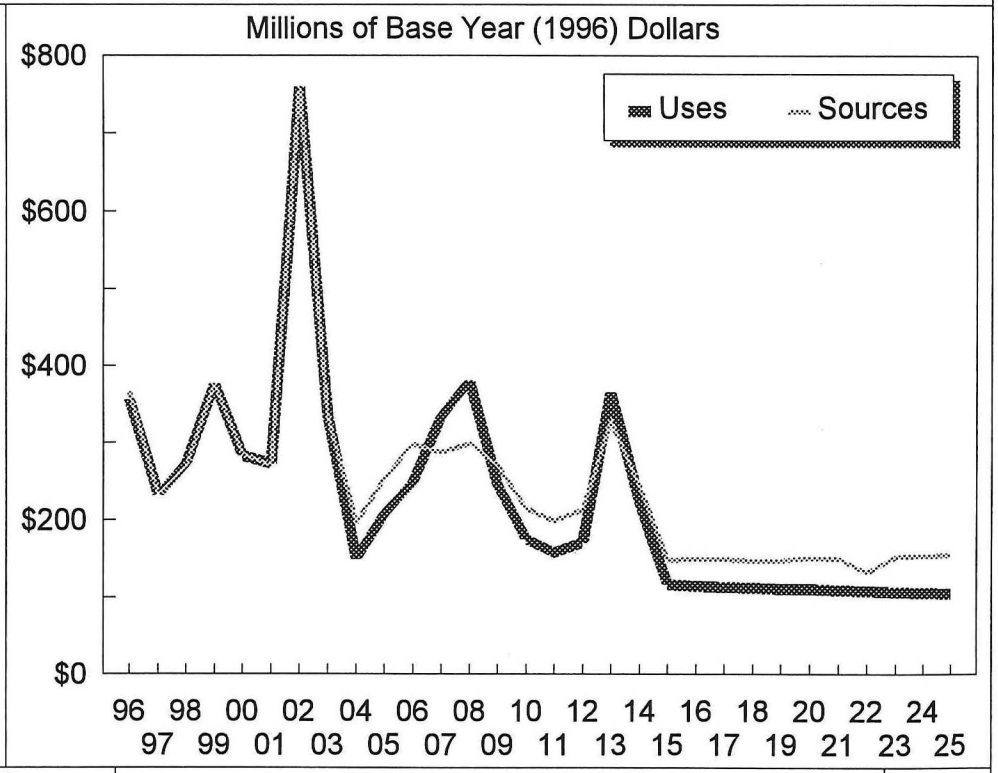




Dade County MPO	Dade County Transportation Plan O:\PESKIN\DADEMPO\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:55:04

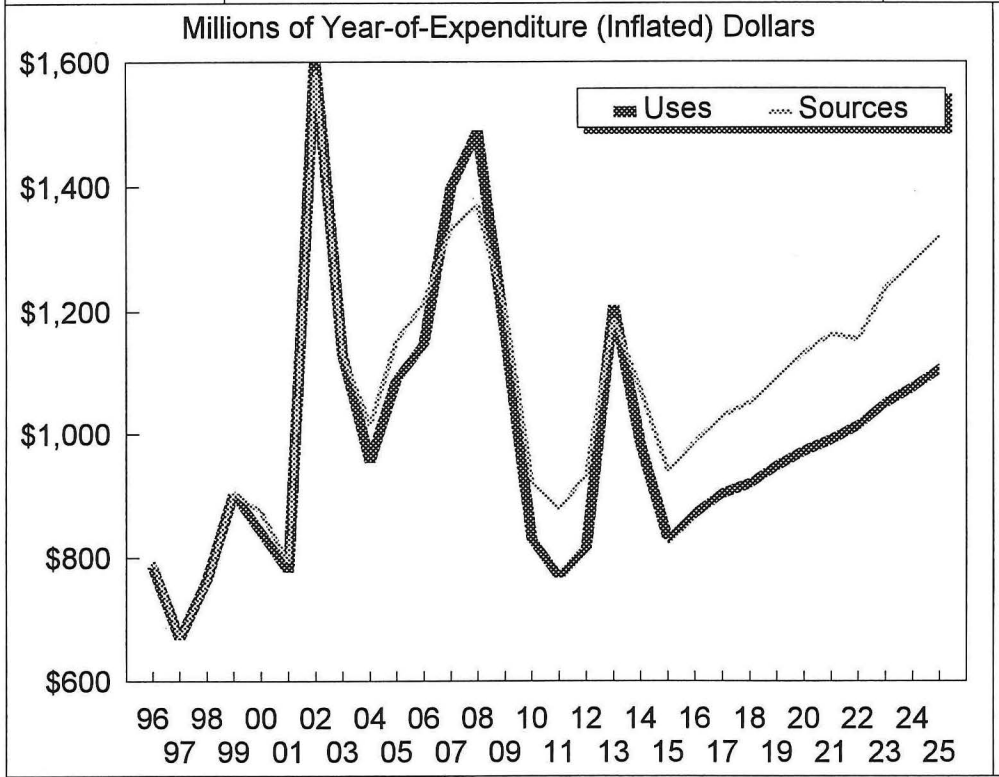
EXHIBIT B-2	SOURCES AND USES OF FUNDS WITH FINANCING/NON-TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

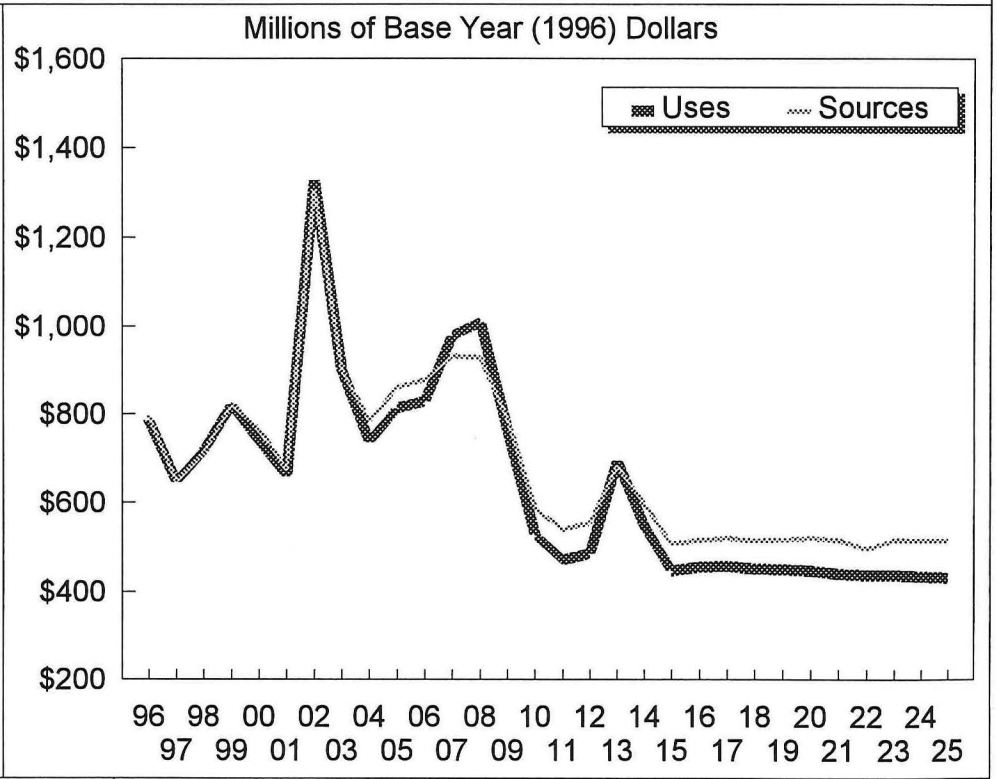




Dade County MPO	Dade County Transportation Plan O:\PESKIN\DADEMPO\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:55:04

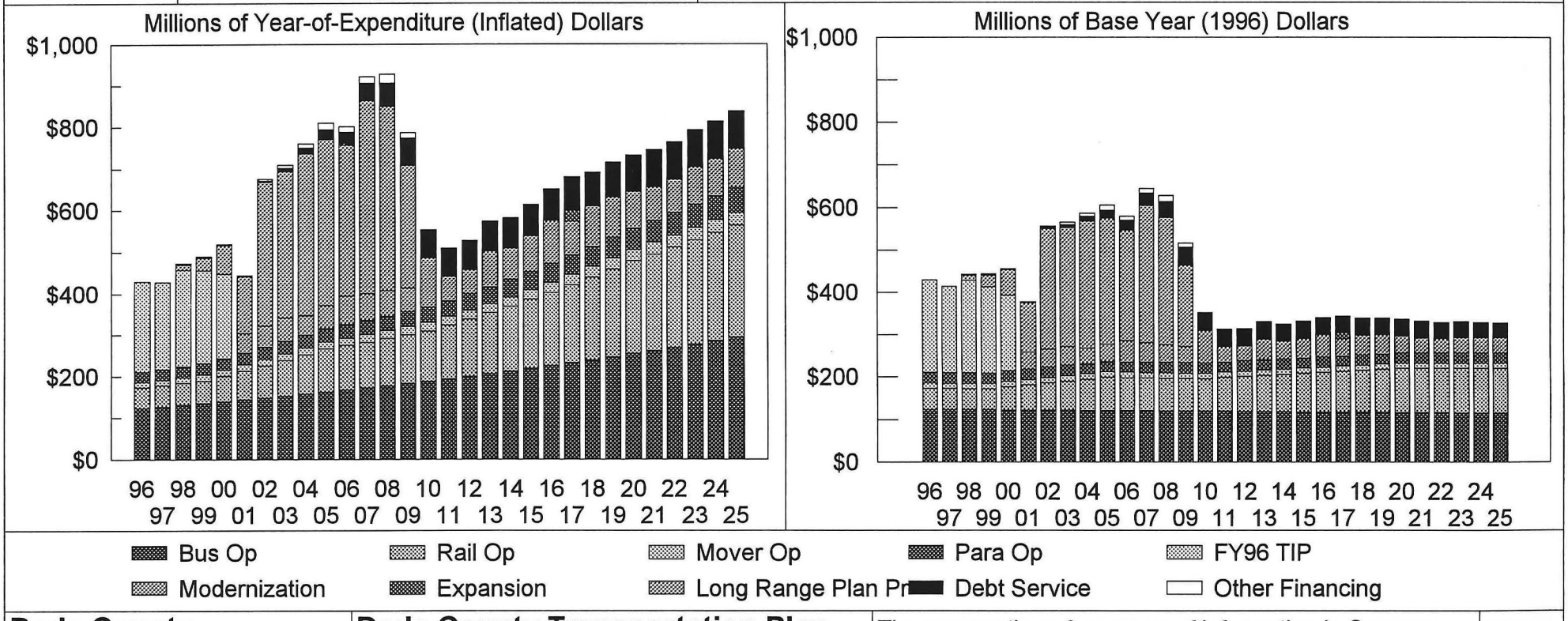
EXHIBIT B-3	SOURCES AND USES OF FUNDS WITH FINANCING/BOTH	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*





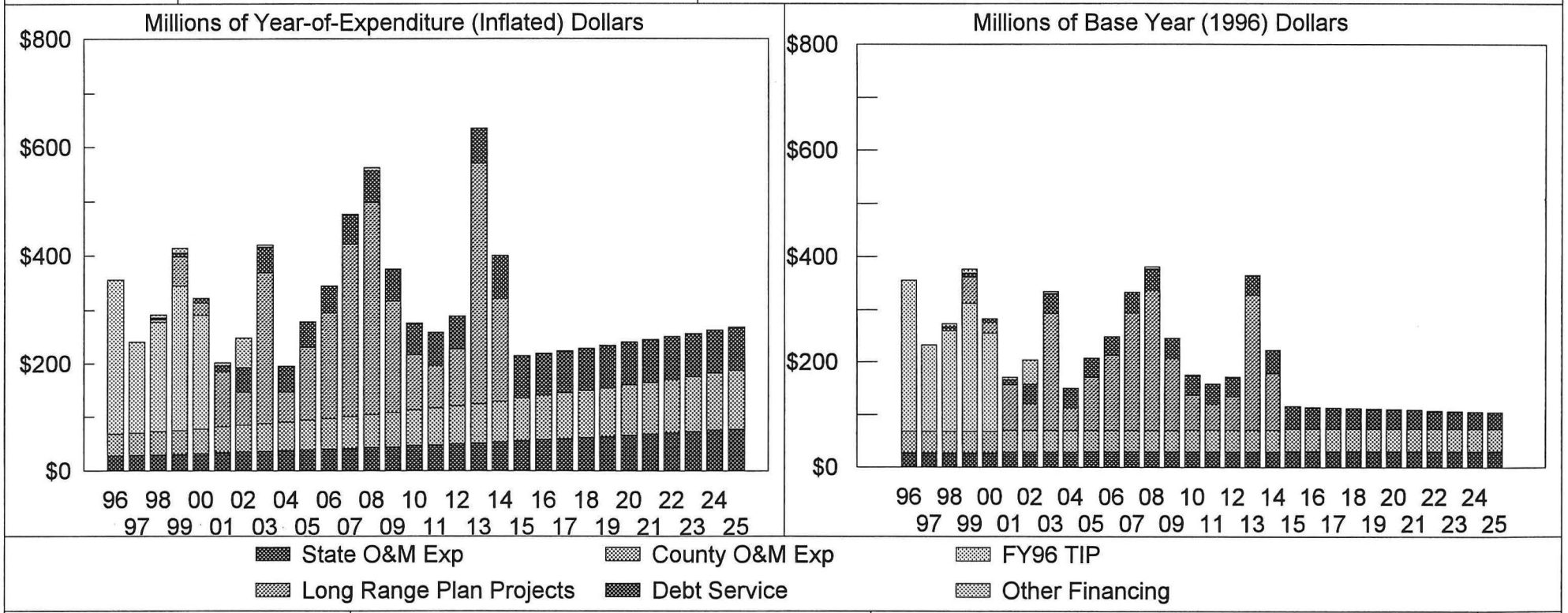
Dade County MPO	Dade County Transportation Plan O:\PESKIN\DADEMPO\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:55:04

EXHIBIT C-1	DETAILED USES OF FUNDS TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



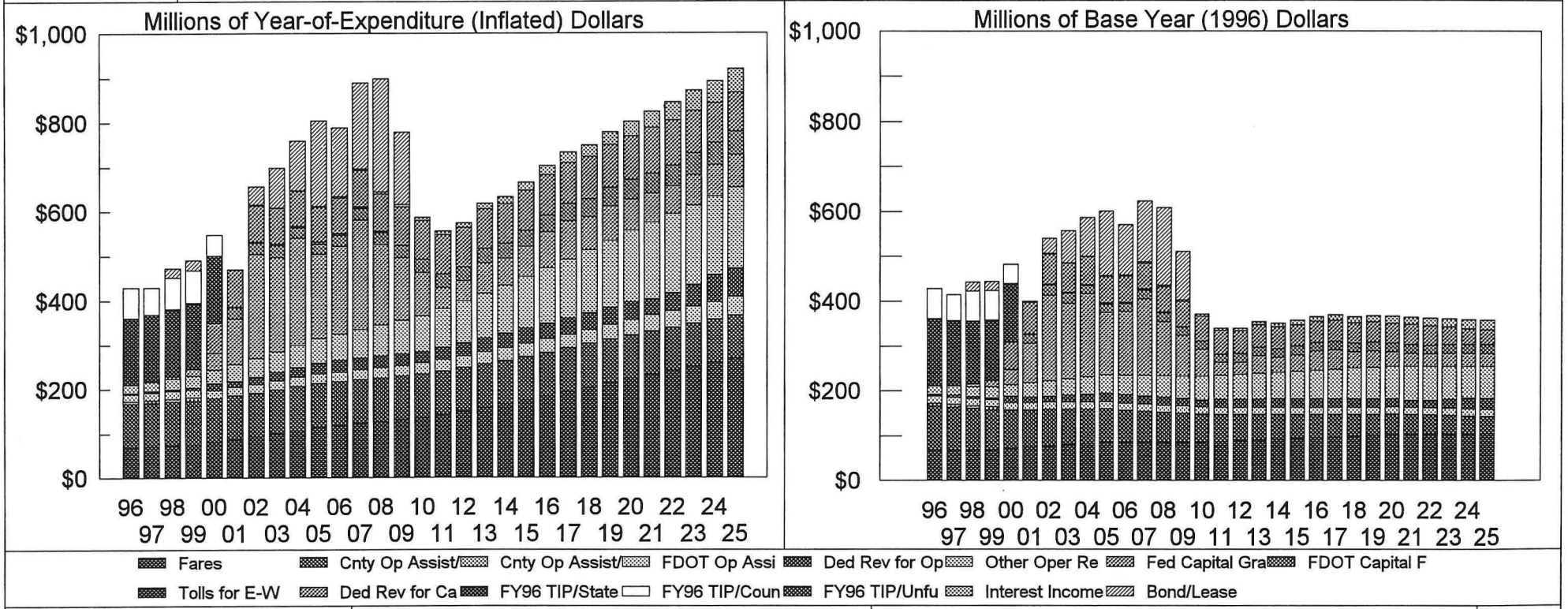
Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT C-2	DETAILED USES OF FUNDS NON-TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



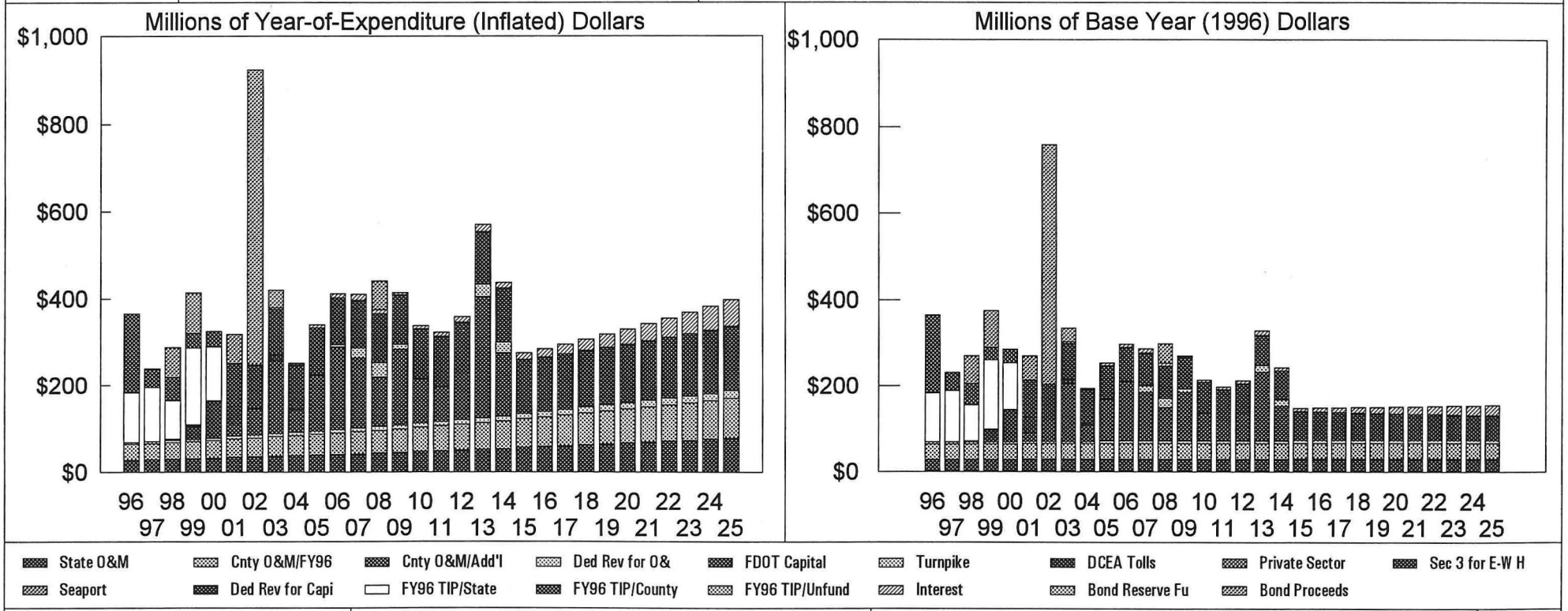
Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT D-1	DETAILED SOURCES OF FUNDS TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



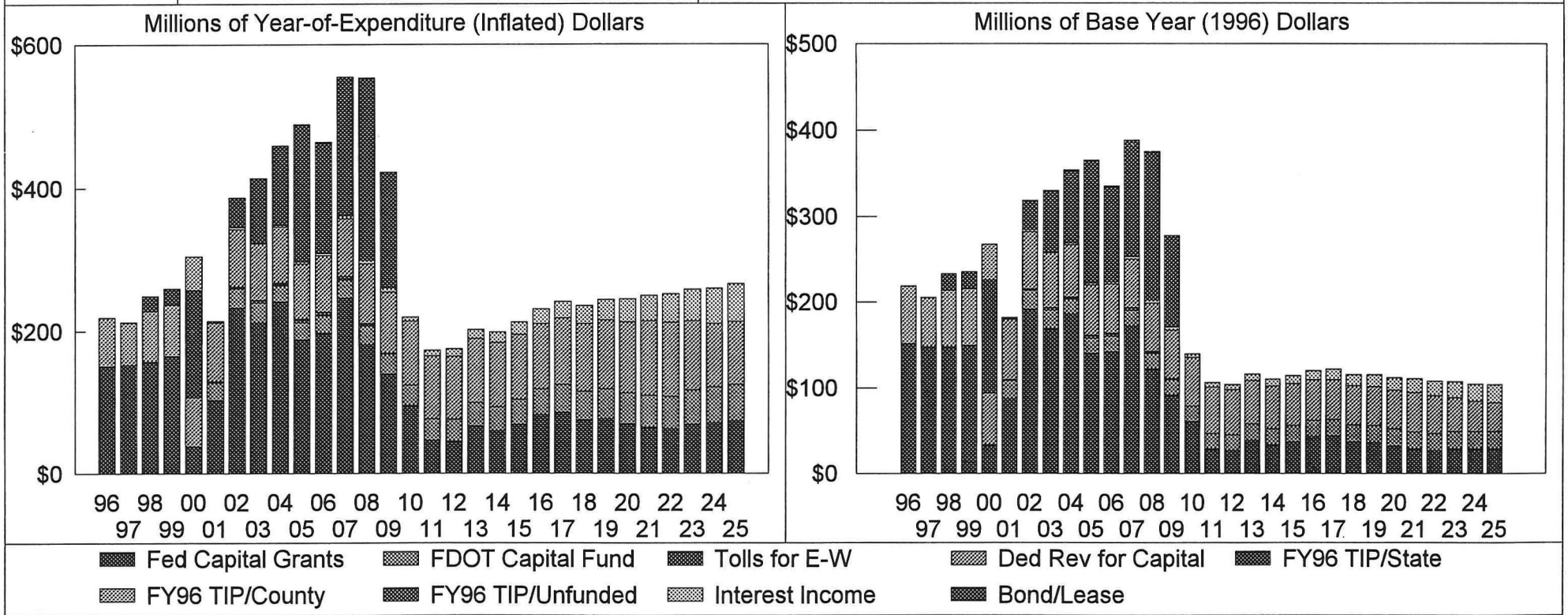
Dade County MPO	Dade County Transportation Plan O:\PESKIN\DADEMPO\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:55:04

EXHIBIT D-2	DETAILED SOURCES OF FUNDS NON-TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



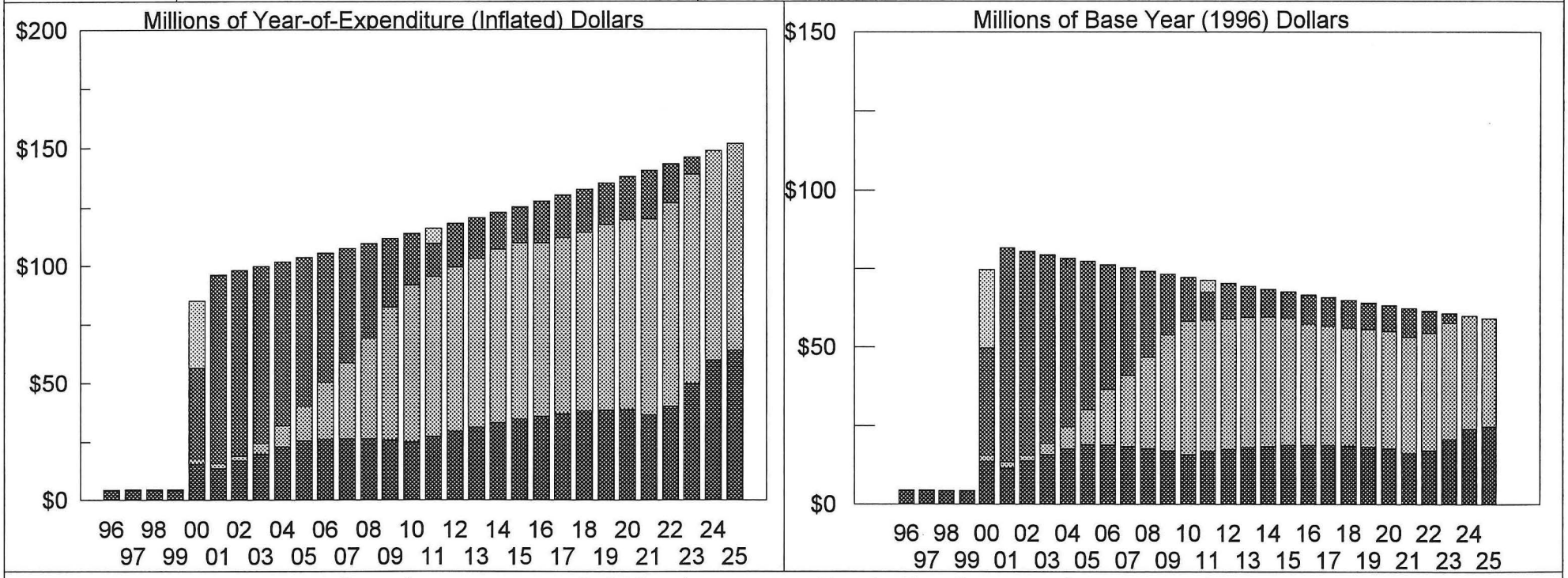
Dade County MPO	Dade County Transportation Plan O:\PESKIN\DADEMPO\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:55:04

EXHIBIT D-3	DETAILED SOURCES OF FUNDS TRANSIT CAPITAL	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



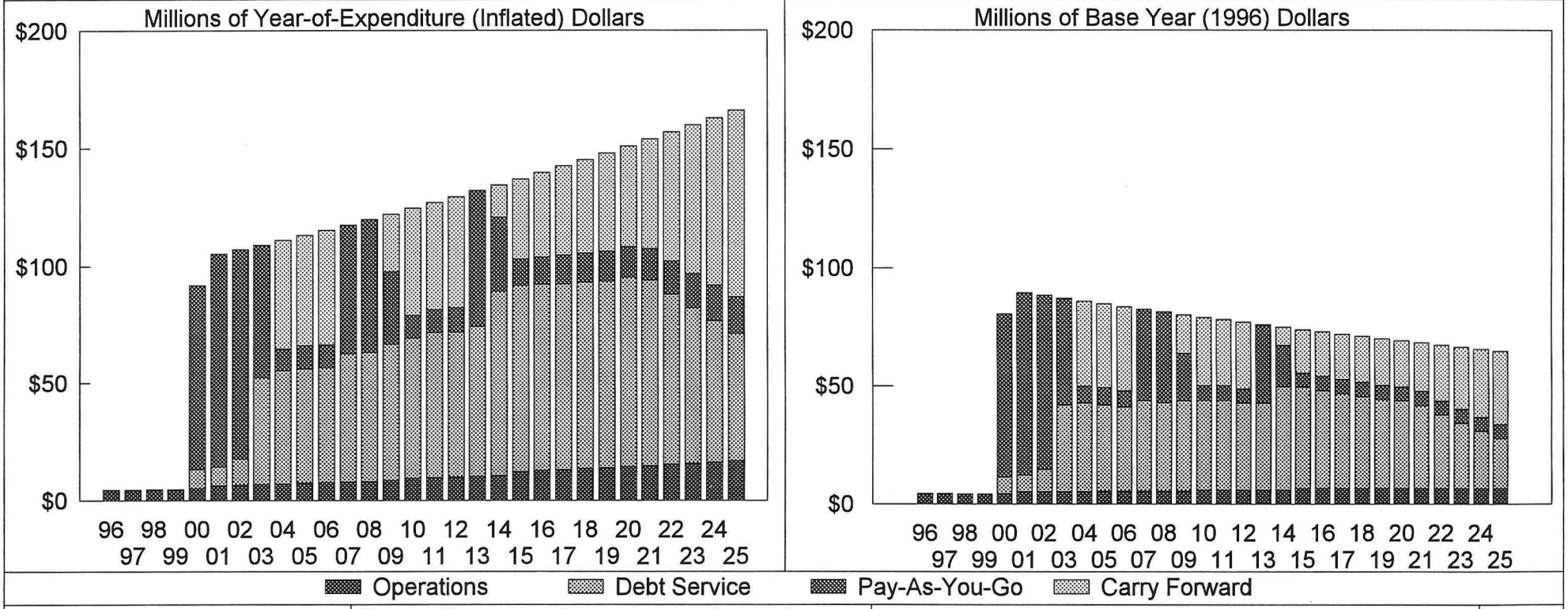
Dade County MPO	Dade County Transportation Plan O:\PESKIN\DADEMPO\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:55:04

EXHIBIT E-1	USE OF DEDICATED REVENUES TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



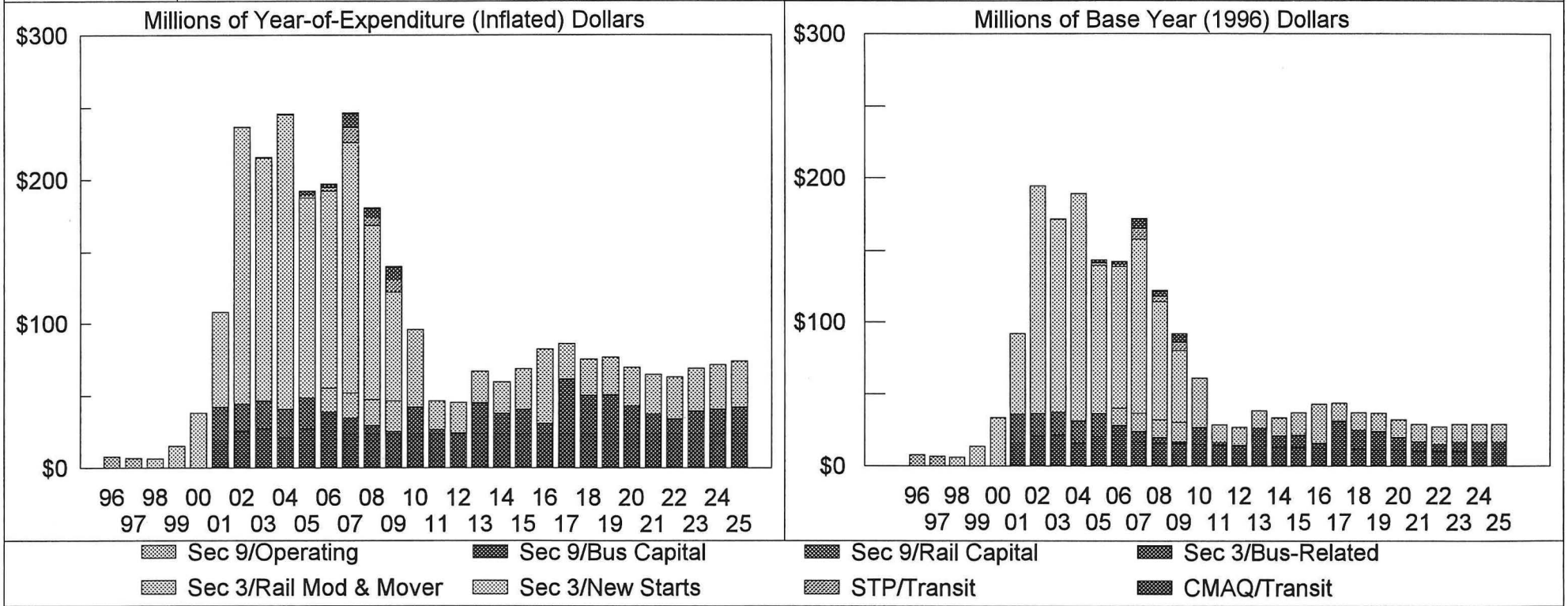
Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT E-2	USE OF DEDICATED REVENUES NON-TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



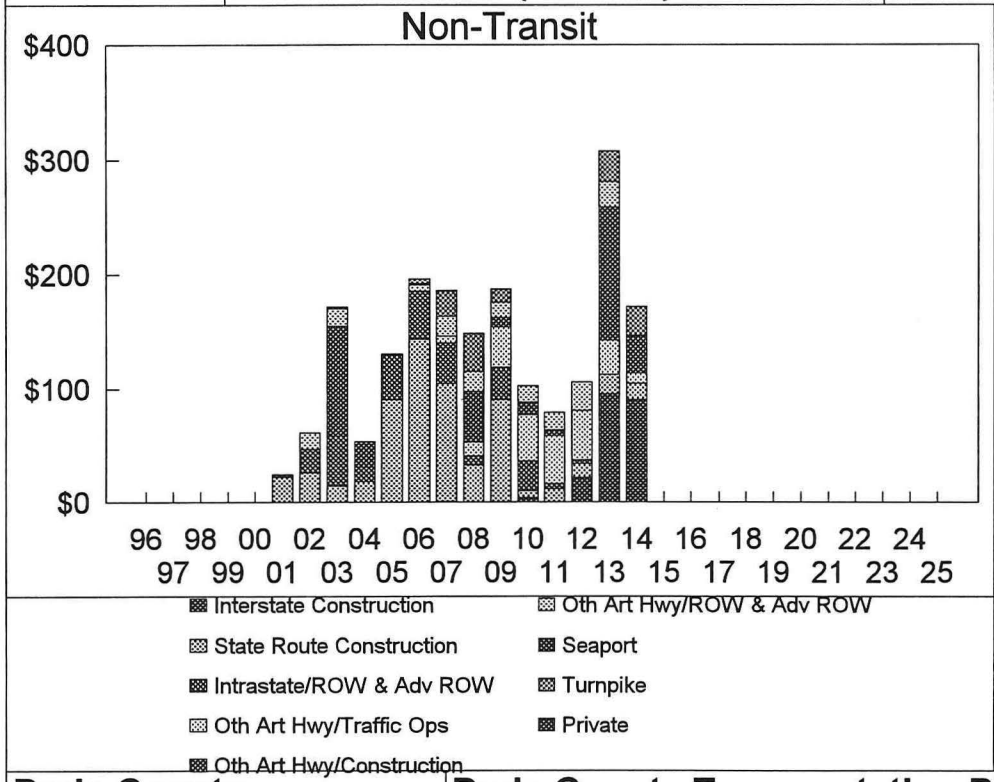
Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

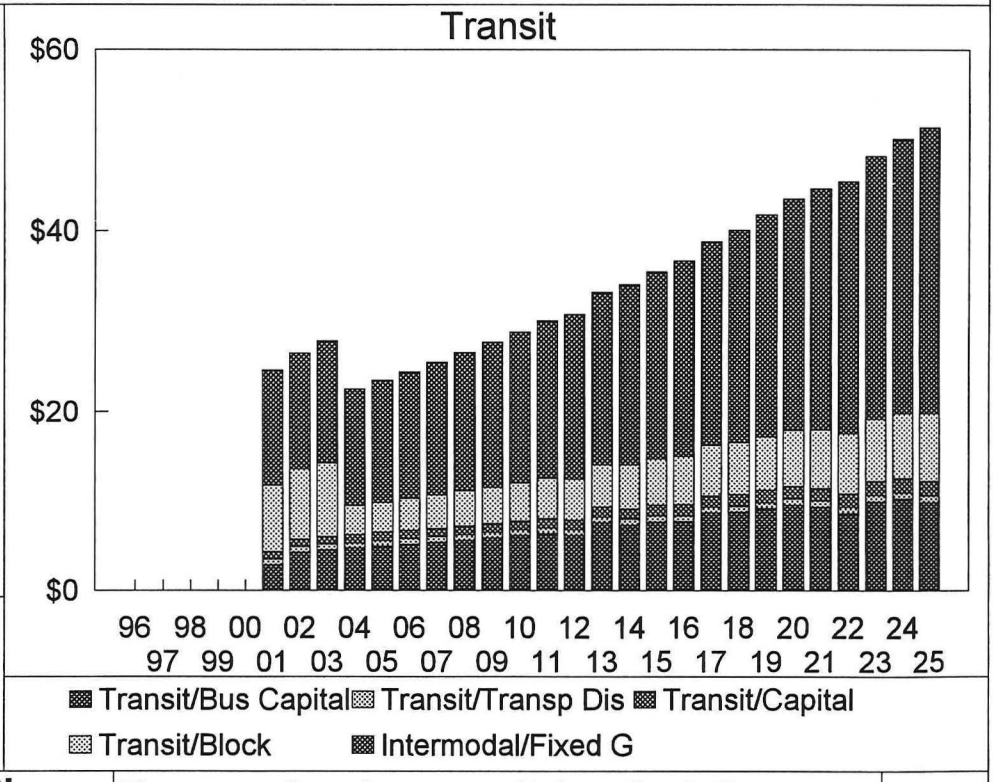
EXHIBIT F-1	USE OF FEDERAL TRANSIT FUNDS	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

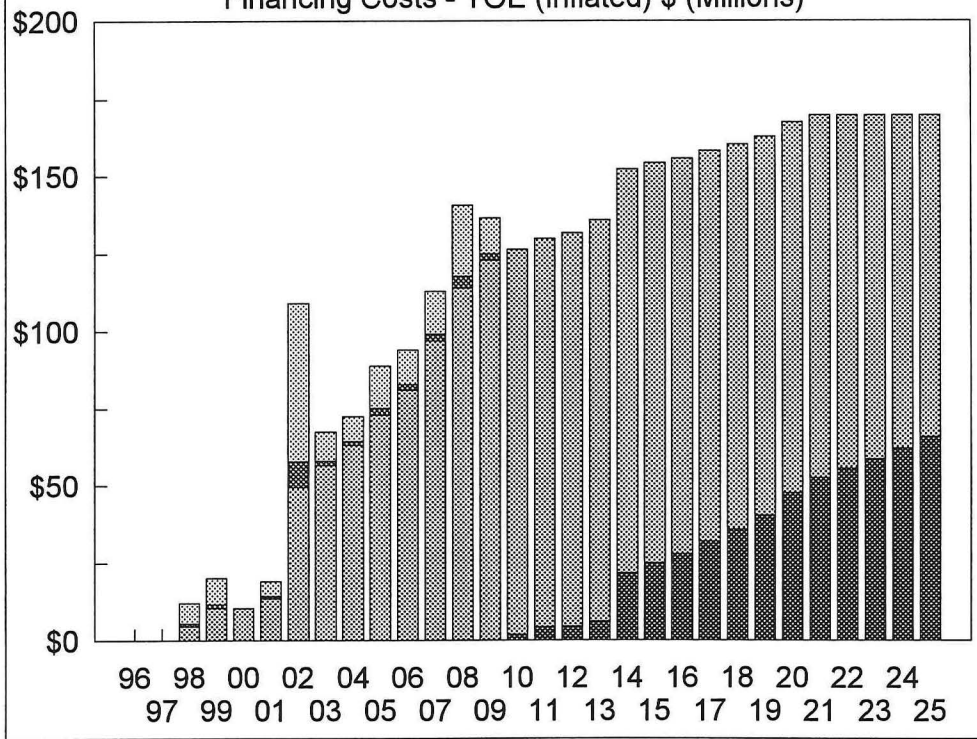
EXHIBIT F-2	USE OF STATE FUNDS Millions of YOE (Inflated) $	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

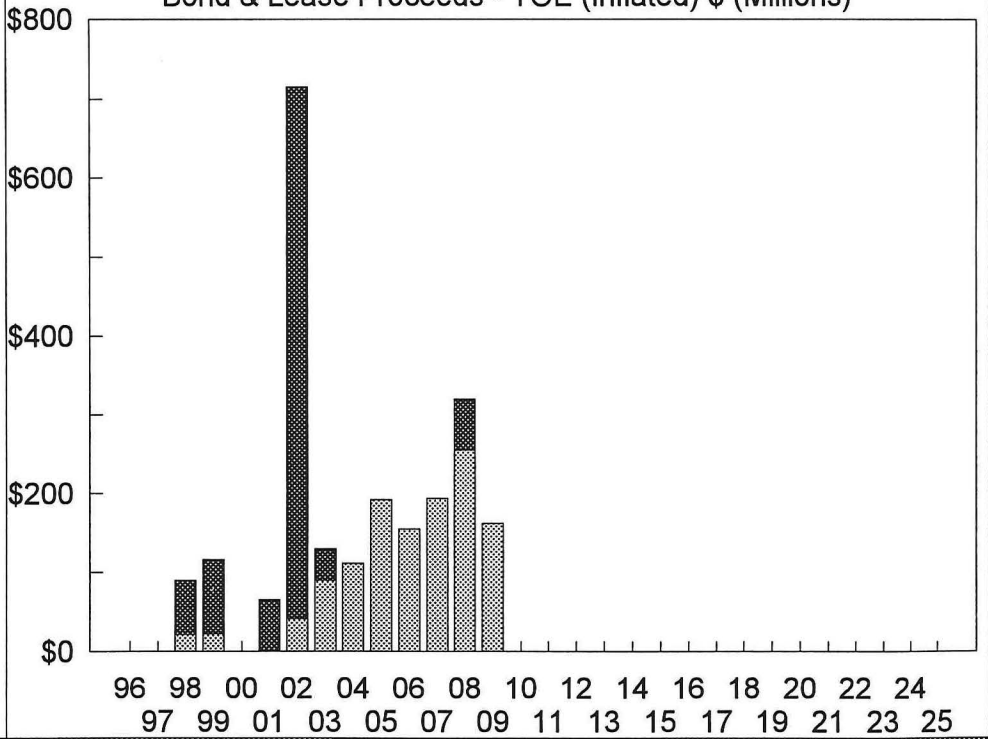




Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

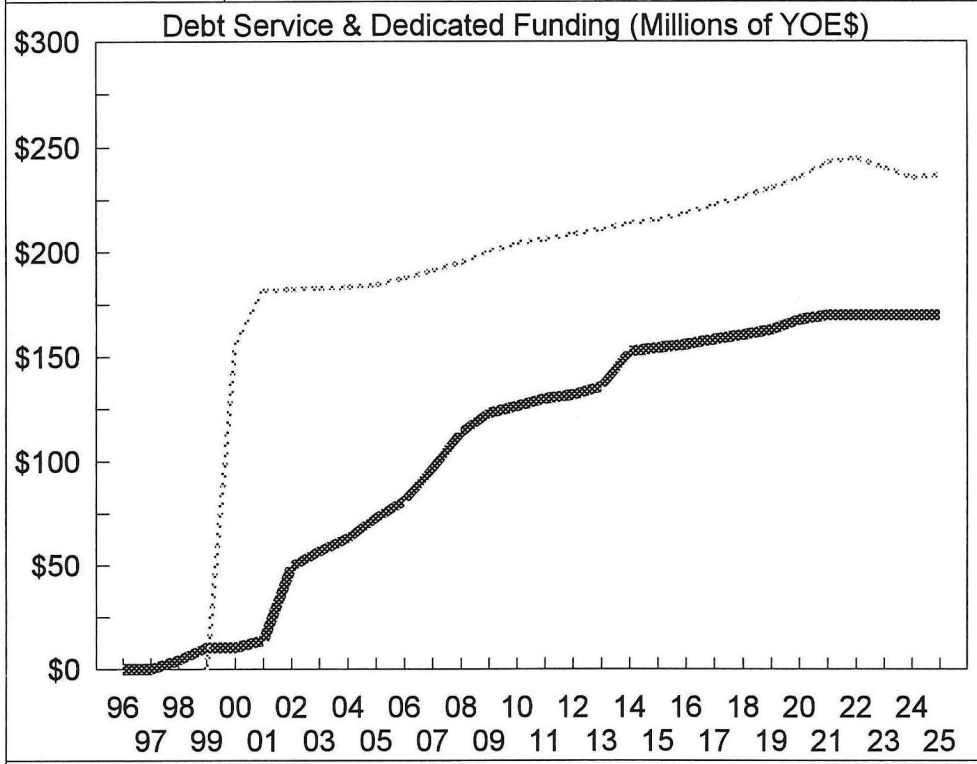
EXHIBIT G	FINANCING COSTS AND BOND & LEASE PROCEEDS	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs
		Baseline - Sales Tax Beginning in 2000

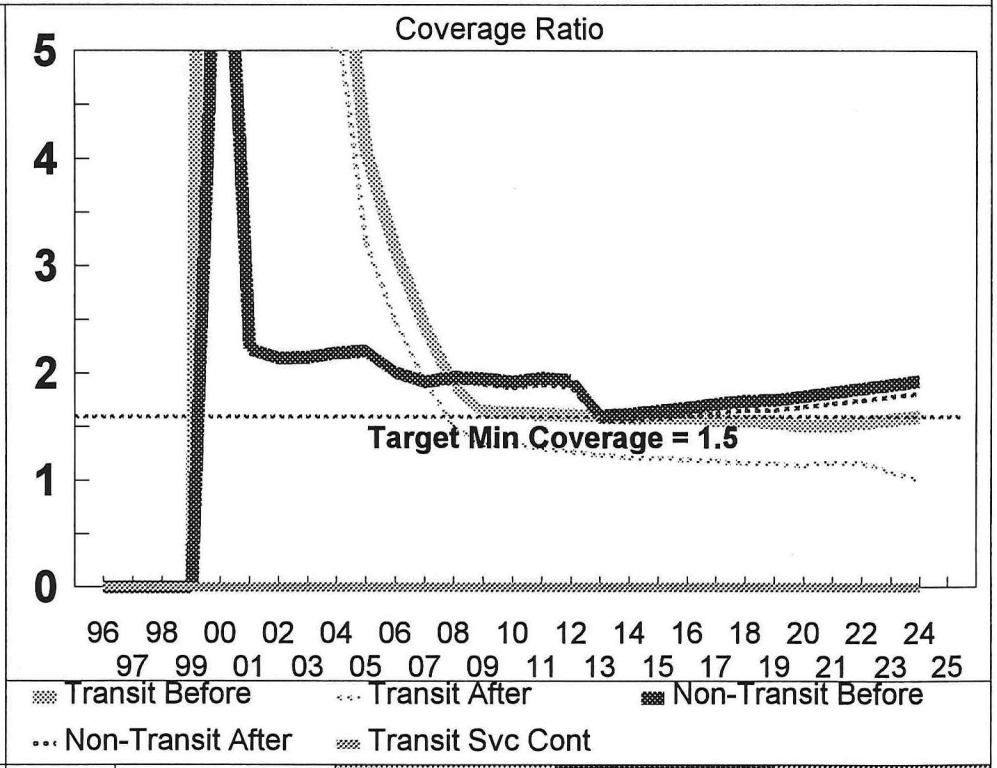




MPO METRO-DADE Metropolitan Planning Organization	**Dade County Transportation Plan**	The assumptions & sources of information in Screens	07/07/97
	D:\DADEMPO\MODEL\MIAMI706.WK4	1-21 & Exhibit T are an integral part of this projection	10:27:55

EXHIBIT H	DEBT SERVICE AND COVERAGE RATIO	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

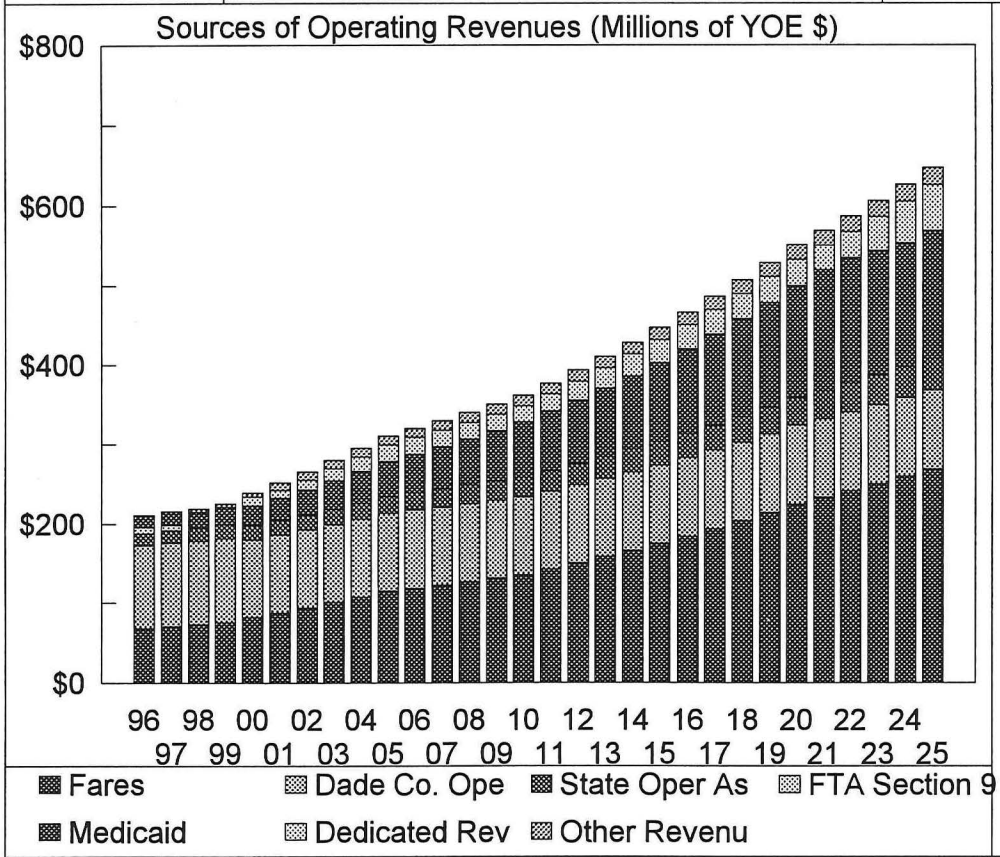


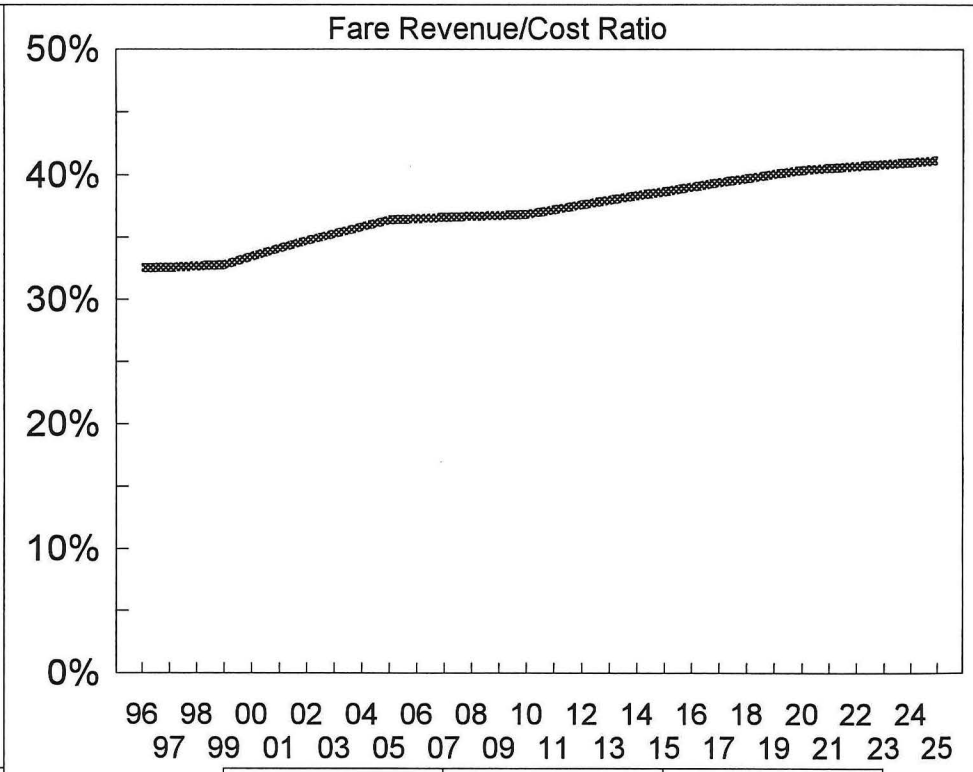


Min Cover						
	Before Ops	Transit	1.507	Non-Tr	1.606	SvcCo ERR
	After Ops	Transit	1.002	Non-Tr	1.550	

MPO METRO DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT I	SOURCE OF OPERATING REVENUE AND REVENUE/COST RATIO TRAN	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

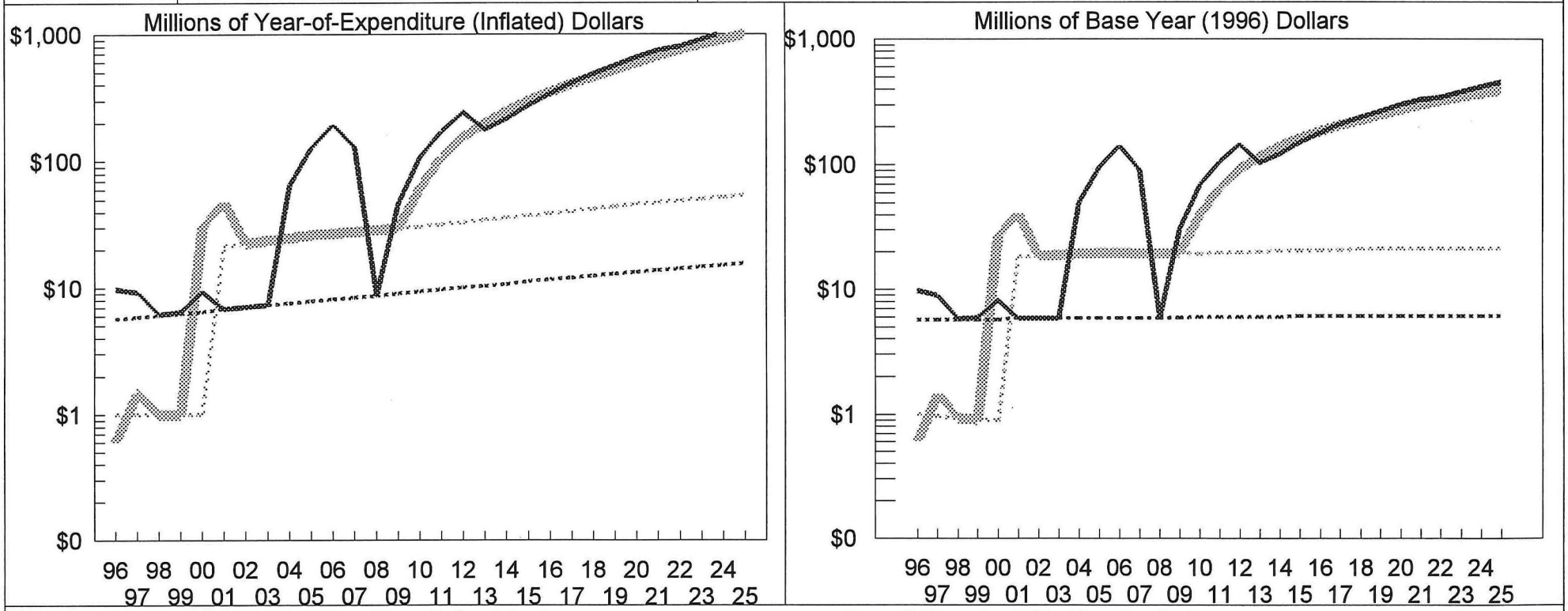




1996= 32.6%	2015= 38.7%	2025= 41.1%
Min= 32.6%	Max= 41.1%	Avg= 37.2%

Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

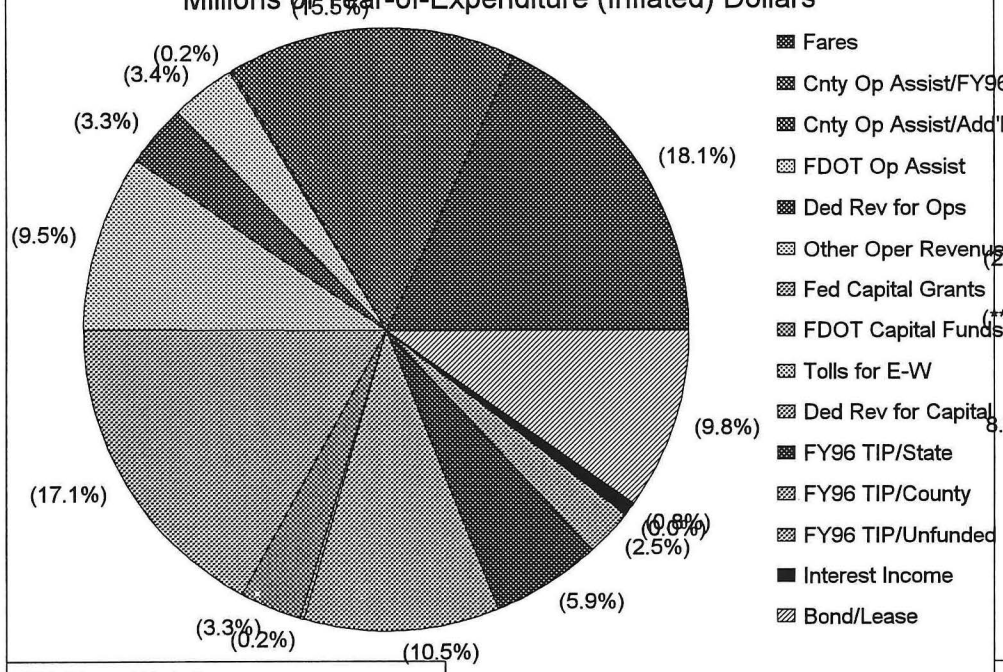
EXHIBIT J	YEAR-END BALANCE & REQUIRED WORKING CAPITAL	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

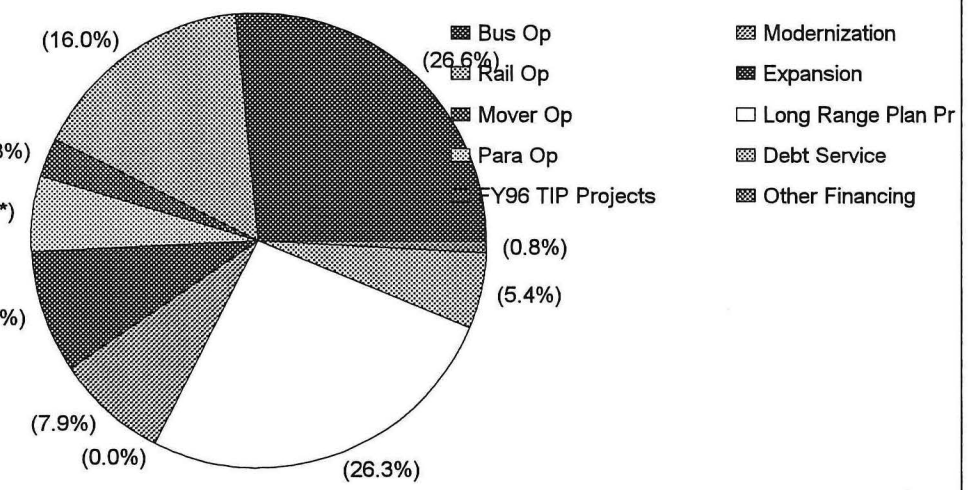
EXHIBIT K-1	20 YR TOTAL: SOURCES AND USES OF FUNDS TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

Sources of Funds with Financing
Millions of Year-of-Expenditure (Inflated) Dollars



20-Year Total = $12,750

Uses of Funds with Financing
Millions of Year-of-Expenditure (Inflated) Dollars

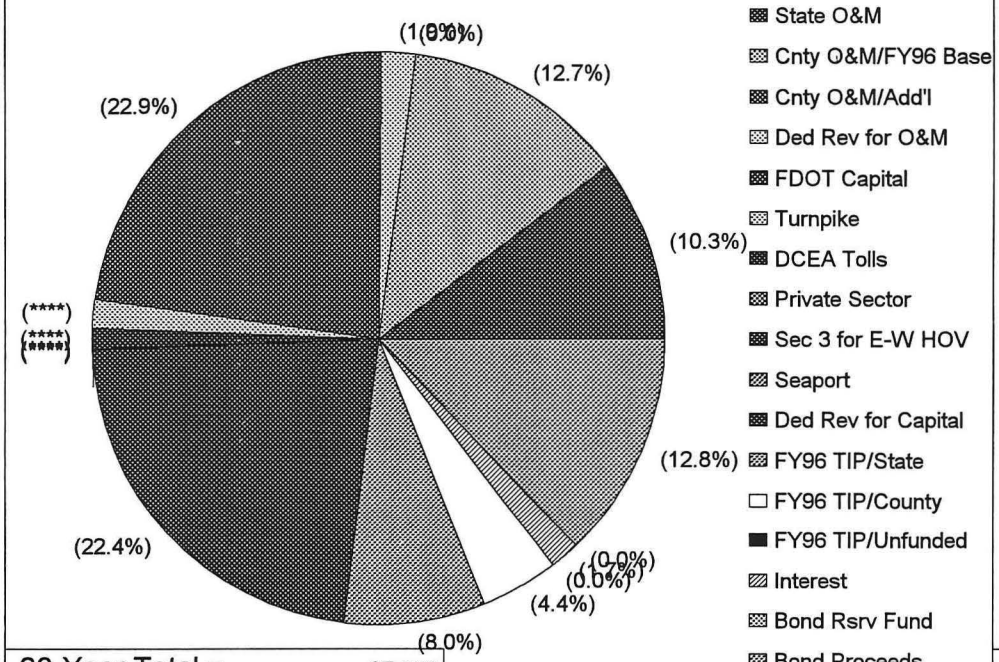


20-Year Total = $12,537

Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

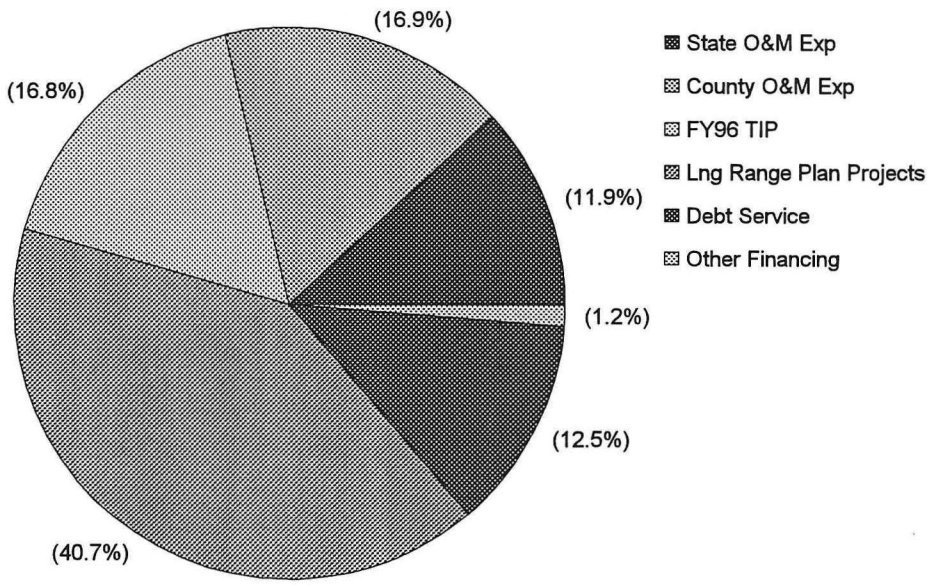
EXHIBIT K-2	20 YR TOTAL: SOURCES AND USES OF FUNDS NON TRANSIT	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

Sources of Funds with Financing
Millions of Year-of-Expenditure (Inflated) Dollars



20-Year Total = $7,868

Uses of Funds with Financing
Millions of Year-of-Expenditure (Inflated) Dollars

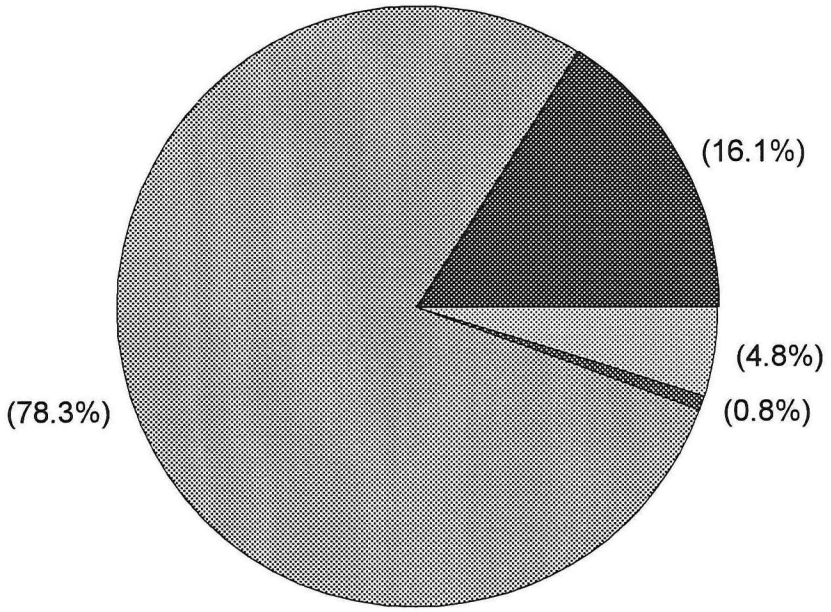


20-Year Total = $6,797

Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

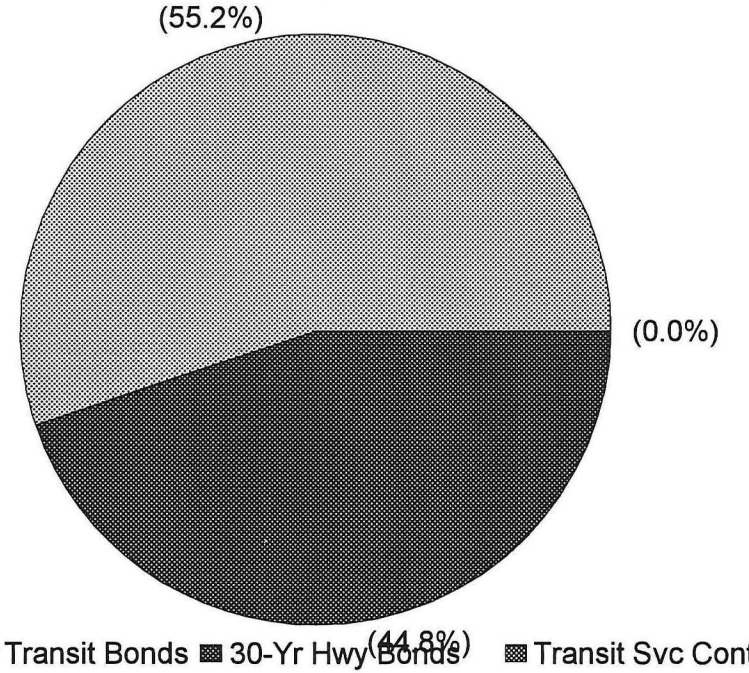
EXHIBIT L	20 YR TOTAL: FINANCING COST AND BOND/LEASE PROCEEDS	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

Financing Costs
Millions of Year-of-Expenditure (Inflated) Dollars



20-Year Total = $3,368

Bond & Lease Proceeds
Millions of Year-of-Expenditure (Inflated) Dollars

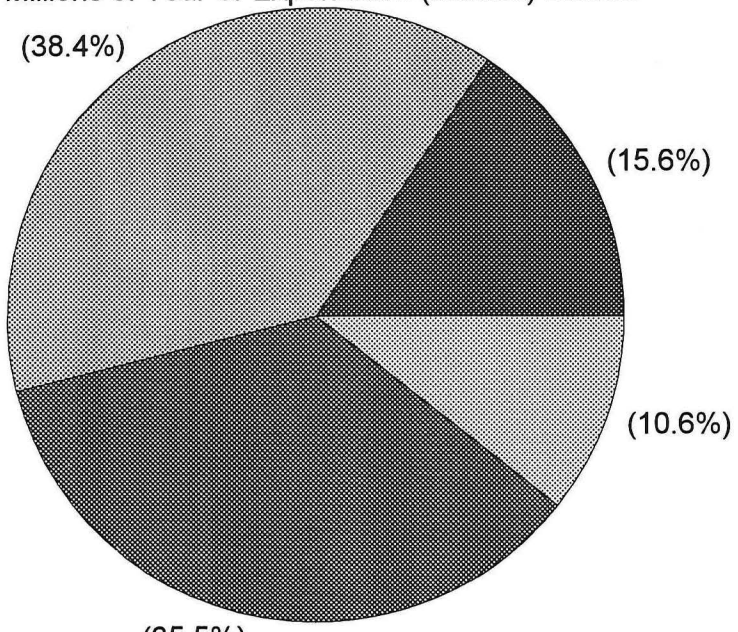


20-Year Total = $2,251

Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

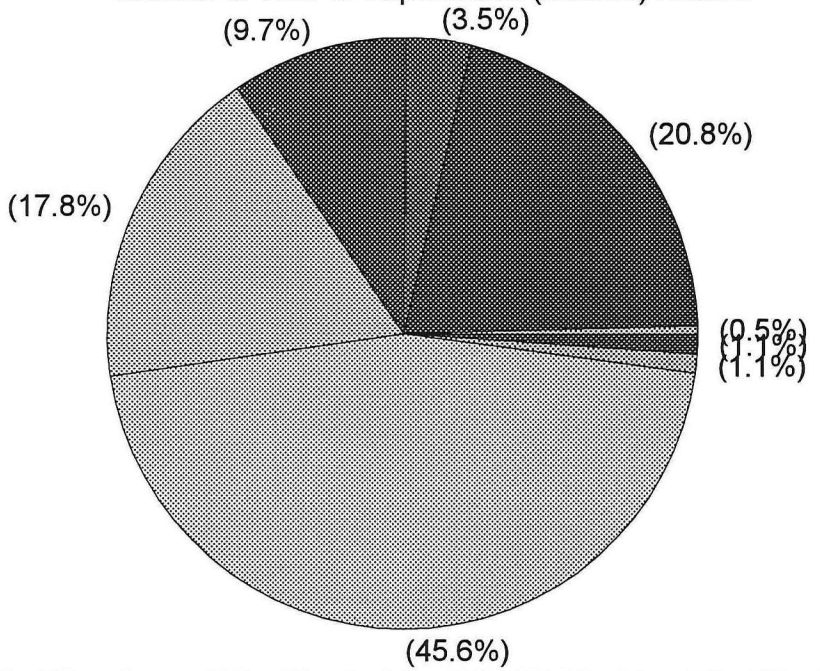
EXHIBIT M	20 YR TOTAL: APPLICATION OF TAX AND FEDERAL TRANSIT FUND	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

Application of Dedicated Tax Revenue
Millions of Year-of-Expenditure (Inflated) Dollars



20-Year Total = $3,672

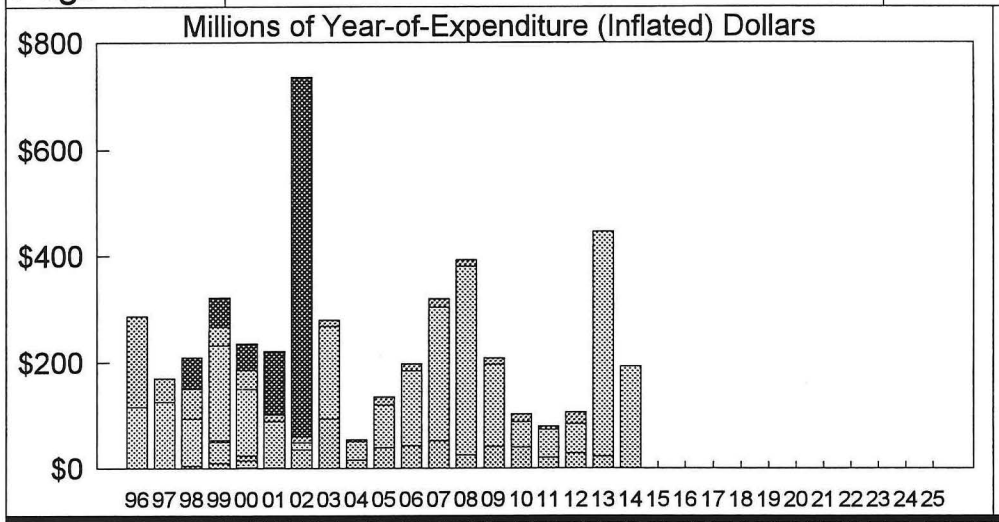
Application of Federal Funds
Millions of Year-of-Expenditure (Inflated) Dollars

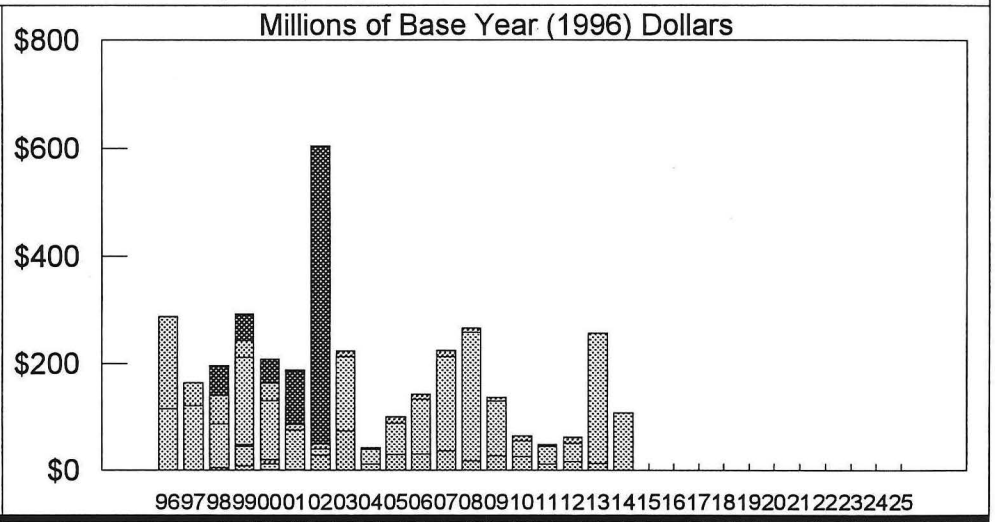


20-Year Total = $2,931

Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT N Page 1of 3	HIGHWAY CONSTRUCTION COSTS	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



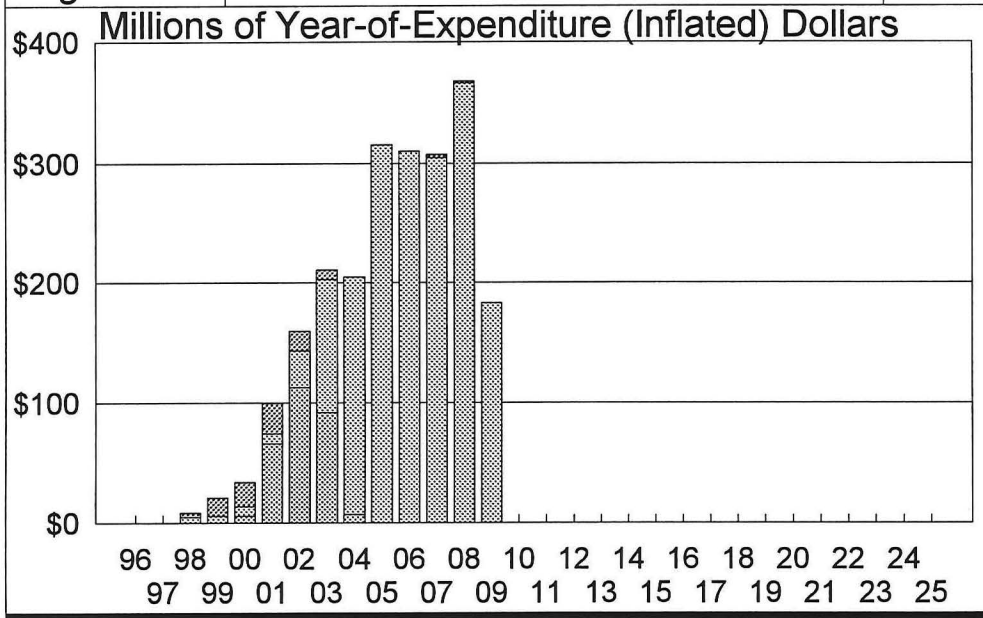


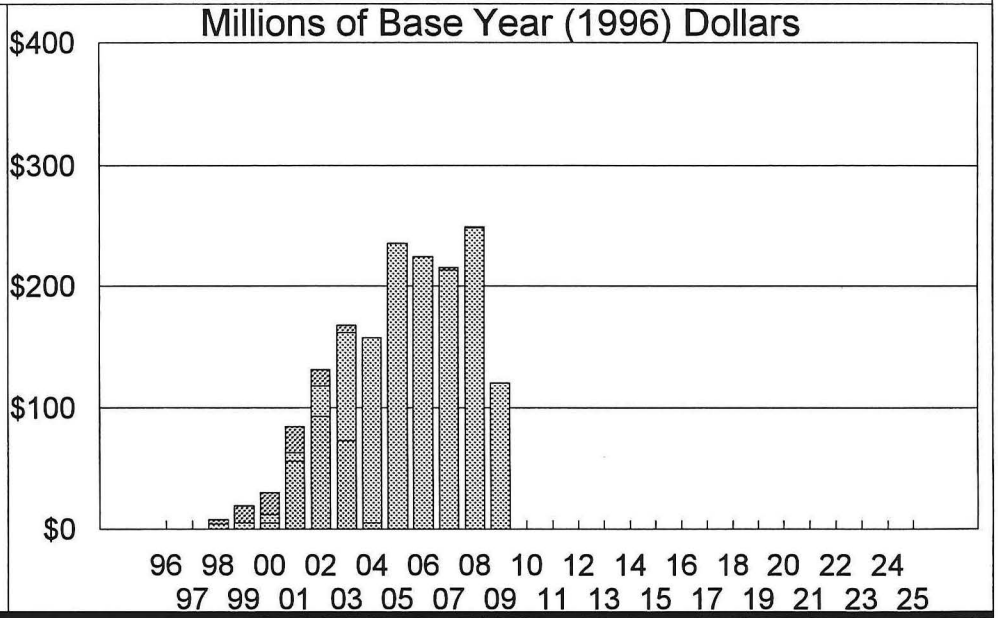
	96-00	01-05	06-10	11-15	16-20	21-25	Total
Right-of-Way	$9	$185	$202	$71	$0	$0	$468
Construction	$55	$391	$952	$726	$0	$0	$2,124
Engineering	$18	$57	$70	$27	$0	$0	$172
Fy90-00 State	$636	$0	$0	$0	$0	$0	$636
Fy96-00 County	$342	$0	$0	$0	$0	$0	$342
Fy96-00 Unfnd	$166	$794	$0	$0	$0	$0	$960
Total	$1,226	$1,427	$1,224	$824	$0	$0	$4,701

	96-00	01-05	06-10	11-15	16-20	21-25	Total
Right-of-Way	$8	$146	$137	$42	$0	$0	$334
Construction	$49	$312	$652	$418	$0	$0	$1,431
Engineering	$16	$45	$48	$16	$0	$0	$125
Fy90-00 State	$594	$0	$0	$0	$0	$0	$594
Fy96-00 County	$329	$0	$0	$0	$0	$0	$329
Fy96-00 Unfnd	$151	$657	$0	$0	$0	$0	$808
Total	$1,149	$1,160	$836	$476	$0	$0	$3,621

Dade County MPO	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT N Page 2 of 3	EAST-WEST PROJECT TRANSIT CONSTRUCTION COSTS	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



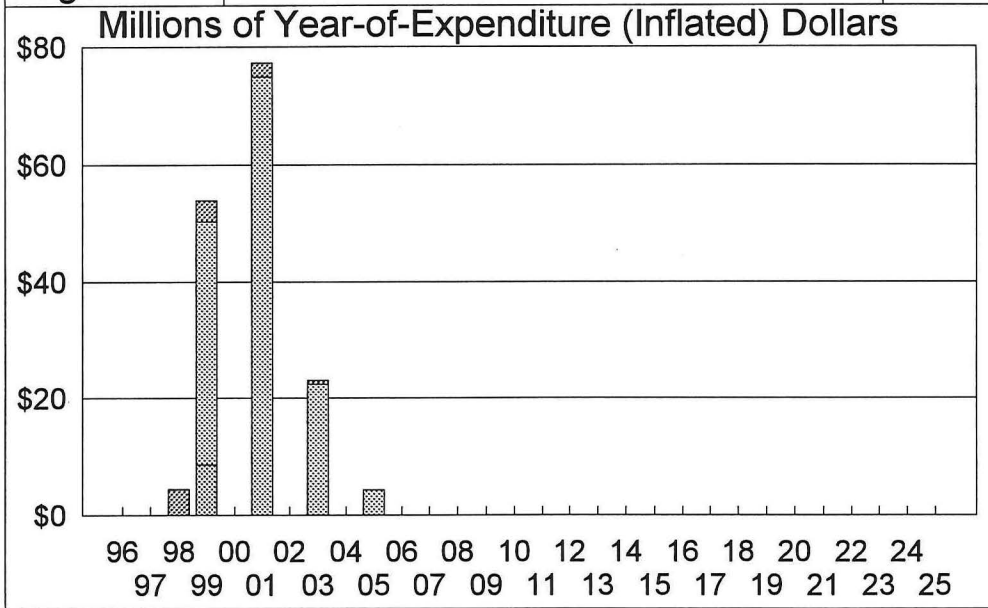


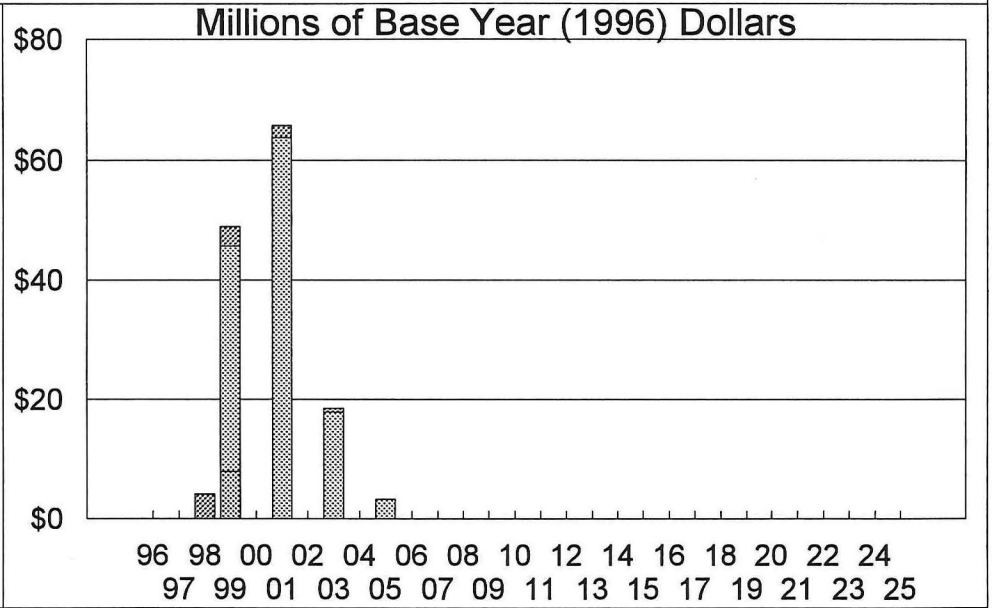
	96-00	01-05	06-10	11-15	16-20	21-25	Total
Right-of-Way	$6	$278	$0	$0	$0	$0	$284
Construction	$18	$663	$1,164	$0	$0	$0	$1,845
Engineering	$41	$50	$4	$0	$0	$0	$95
Total	$64	$991	$1,169	$0	$0	$0	$2,223

	96-00	01-05	06-10	11-15	16-20	21-25	Total
Right-of-Way	$5	$228	$0	$0	$0	$0	$233
Construction	$16	$508	$806	$0	$0	$0	$1,330
Engineering	$36	$42	$3	$0	$0	$0	$81
Total	$57	$778	$809	$0	$0	$0	$1,644

Dade County MPO	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT N Page 3 of 3	EAST-WEST PROJECT HIGHWAY CONSTRUCTION COSTS	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



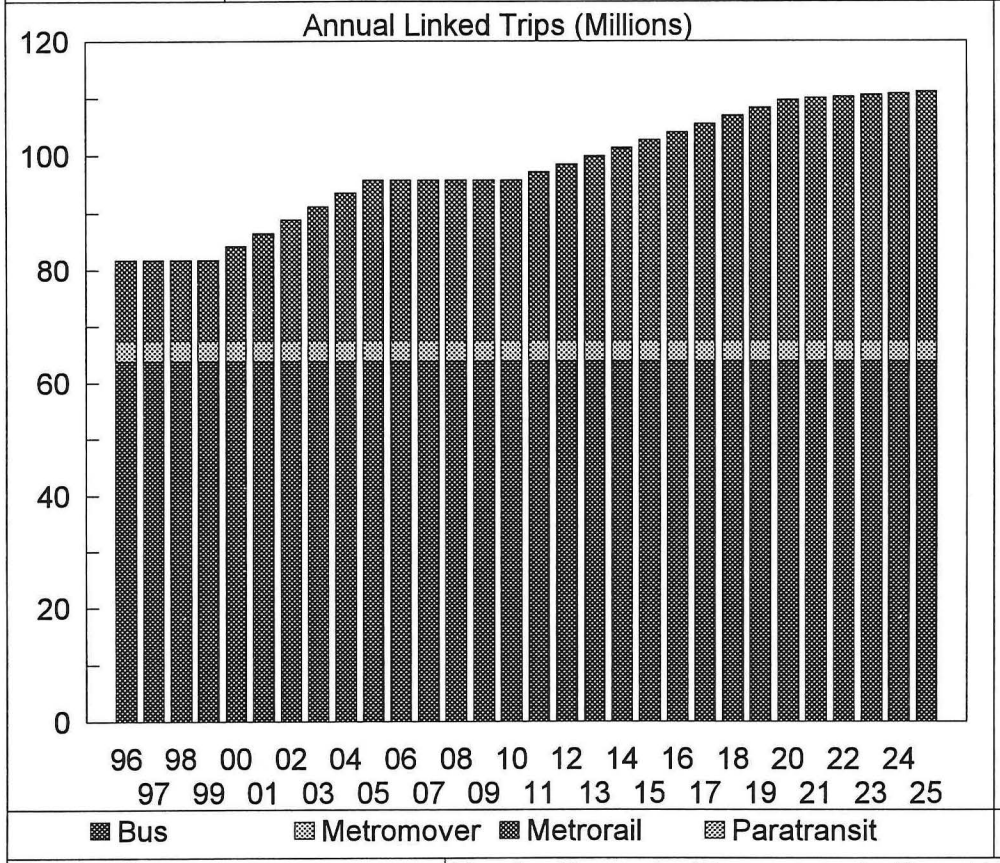


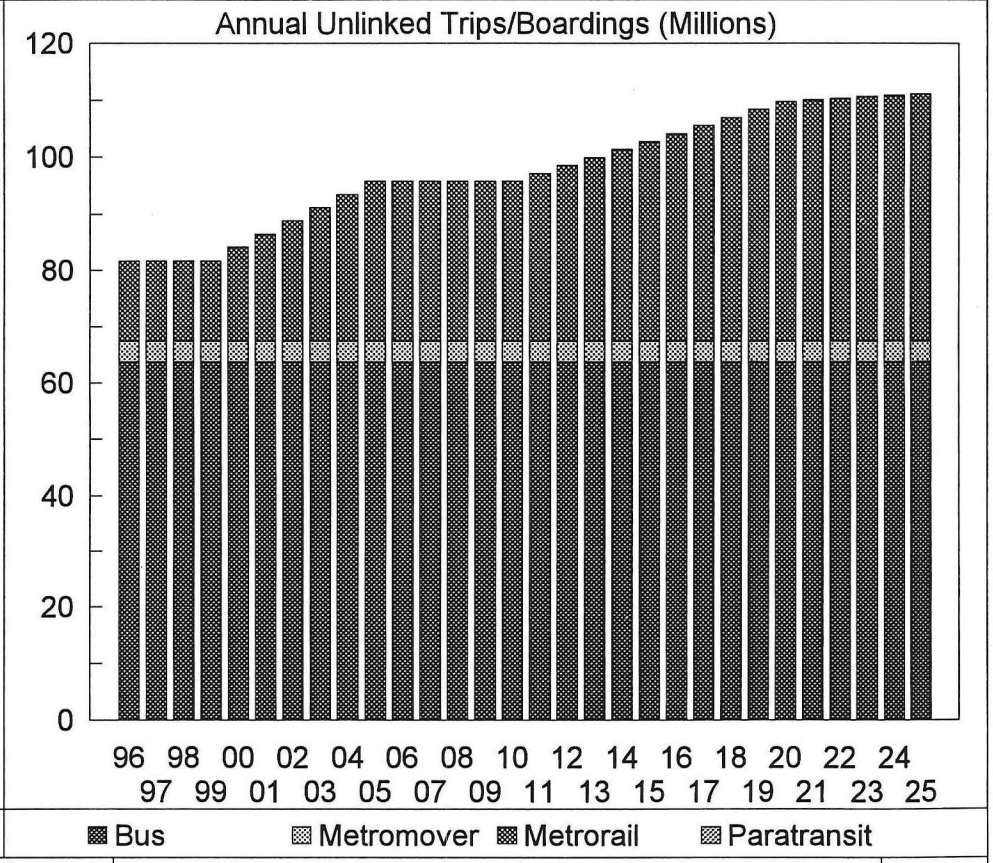
	96-00	01-05	06-10	11-15	16-20	21-25	Total
Right-of-Way	$9	$0	$0	$0	$0	$0	$9
Construction	$42	$102	$0	$0	$0	$0	$143
Engineering	$8	$3	$0	$0	$0	$0	$11
Total	$58	$105	$0	$0	$0	$0	$163

	96-00	01-05	06-10	11-15	16-20	21-25	Total
Right-of-Way	$8	$0	$0	$0	$0	$0	$8
Construction	$38	$85	$0	$0	$0	$0	$123
Engineering	$7	$3	$0	$0	$0	$0	$10
Total	$53	$87	$0	$0	$0	$0	$141

Dade County MPO	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

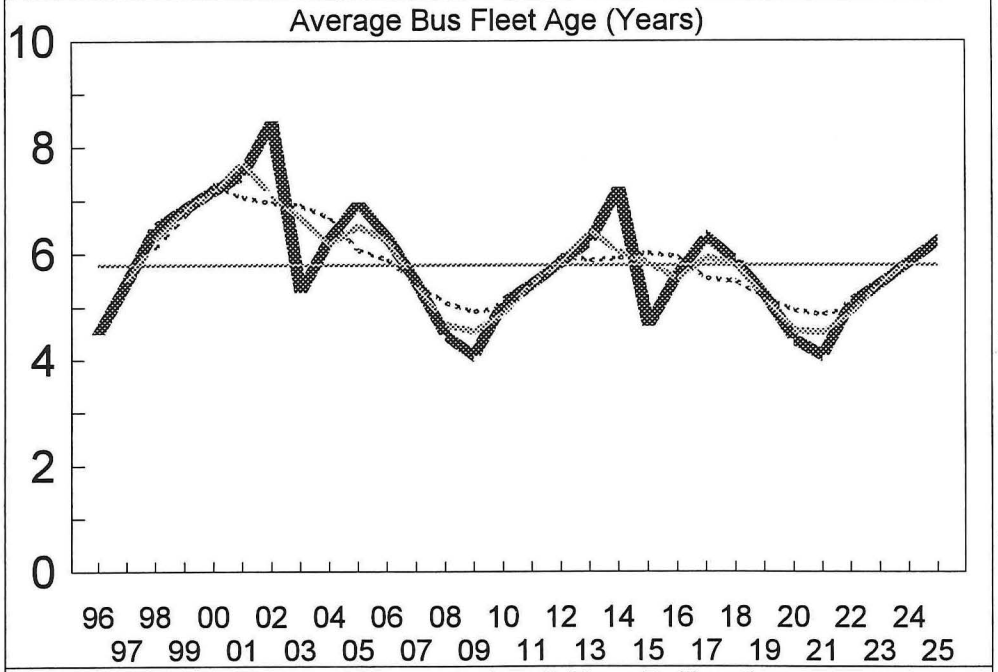
EXHIBIT O	LINKED AND UNLINKED TRIPS	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



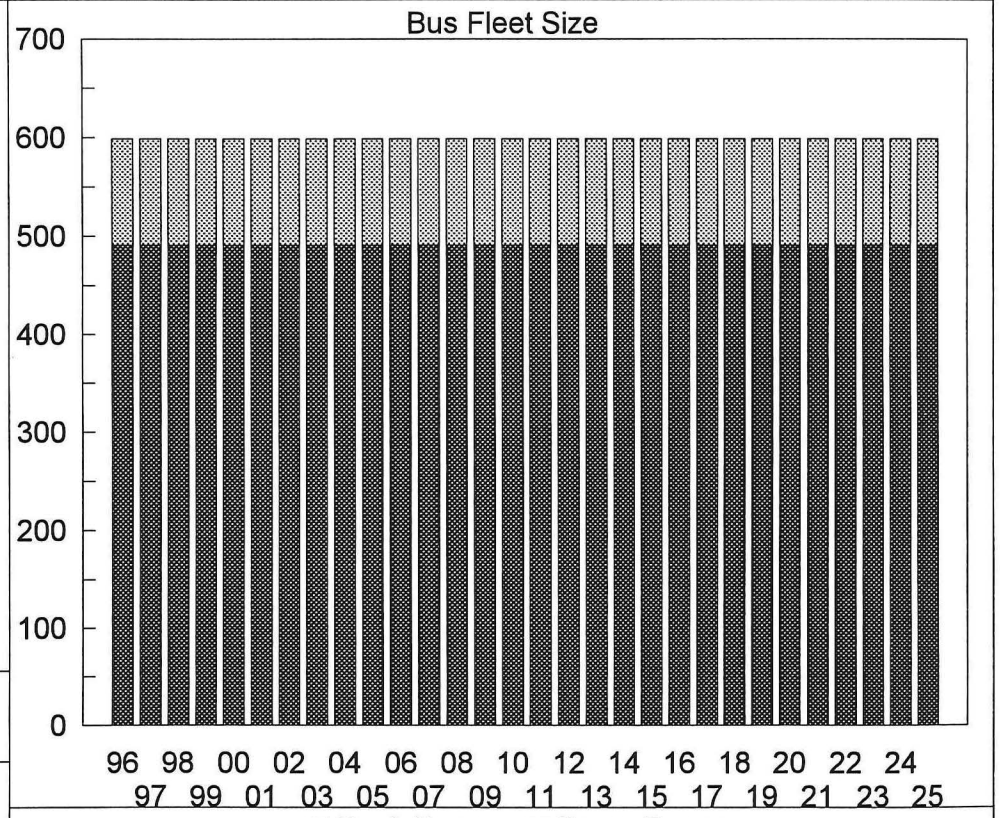


Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT P	AVERAGE BUS FLEET AGE & BUS FLEET SIZE	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

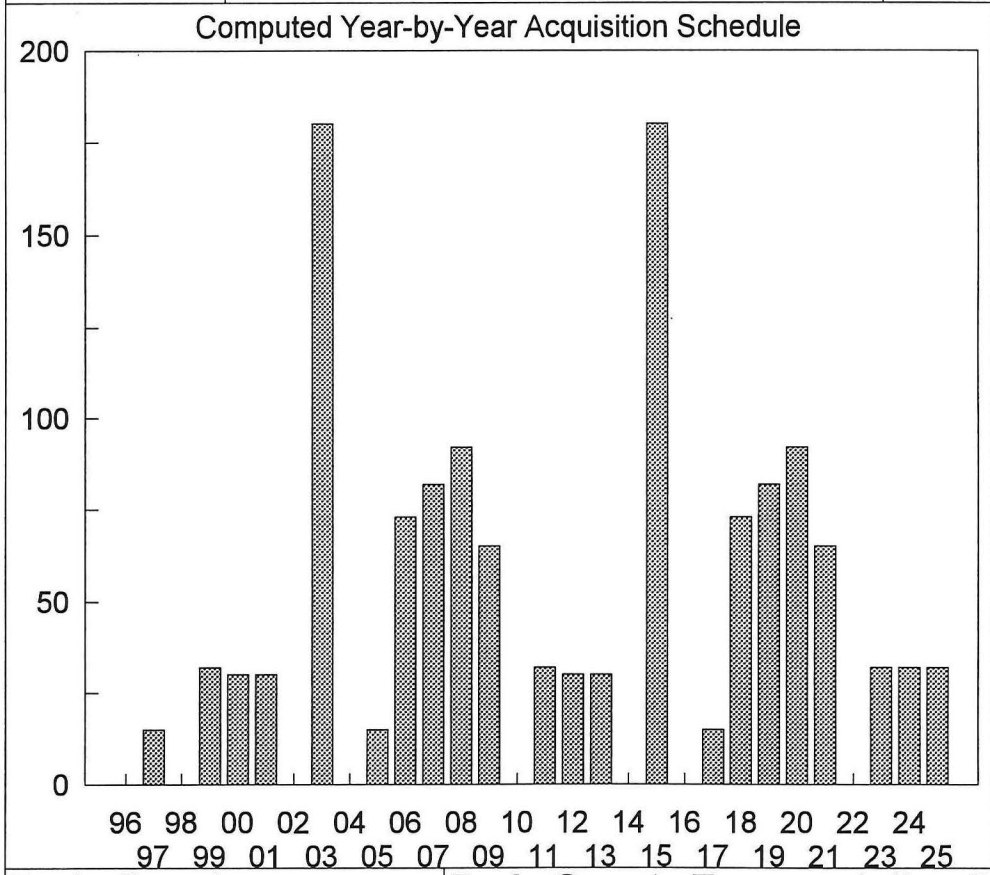


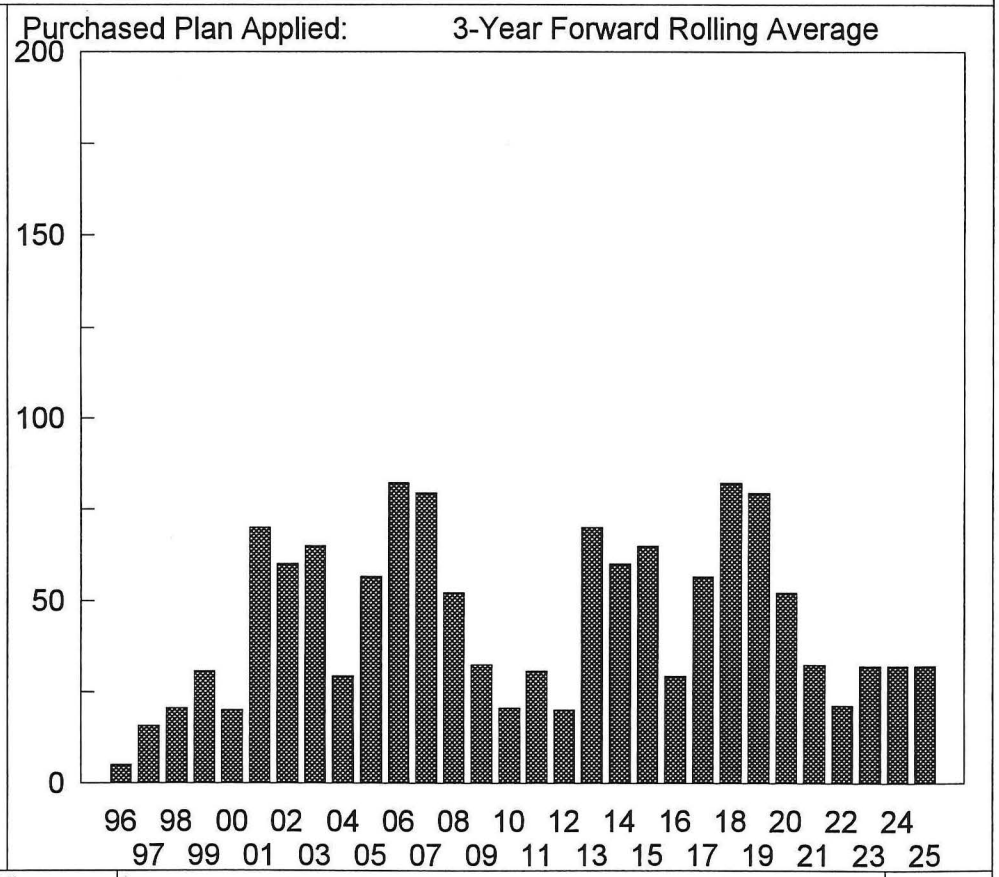
User-Defined Retirement Age=	**12**
30-Yr Average Bus Fleet Age =	5.797



Dade County MPO	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

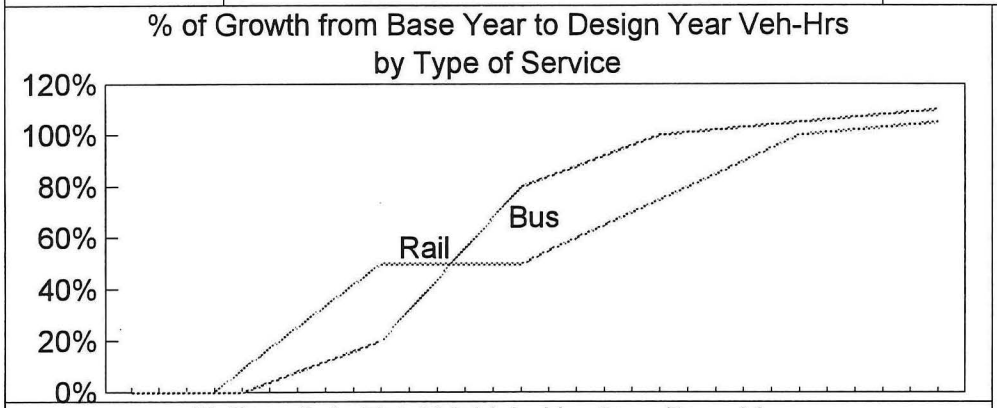
EXHIBIT Q	COMPUTED BUS ACQUISTIONS & PURCHASE PLAN APPLIED	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

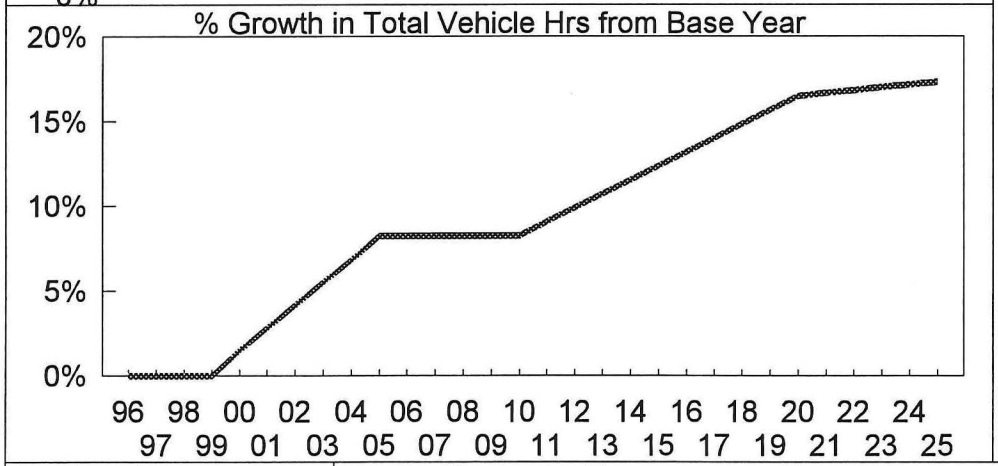


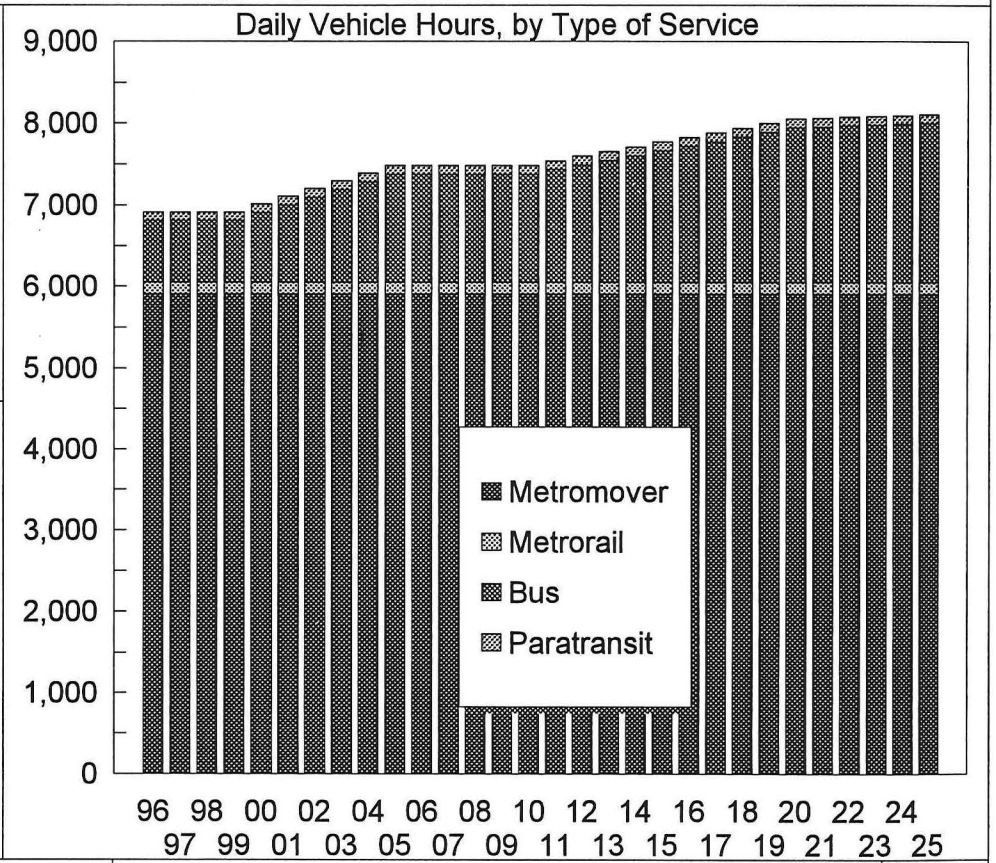


Dade County MPO	Dade County Transportation Plan D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT R	GROWTH IN TRANSIT DAILY VEHICLE-HOURS	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



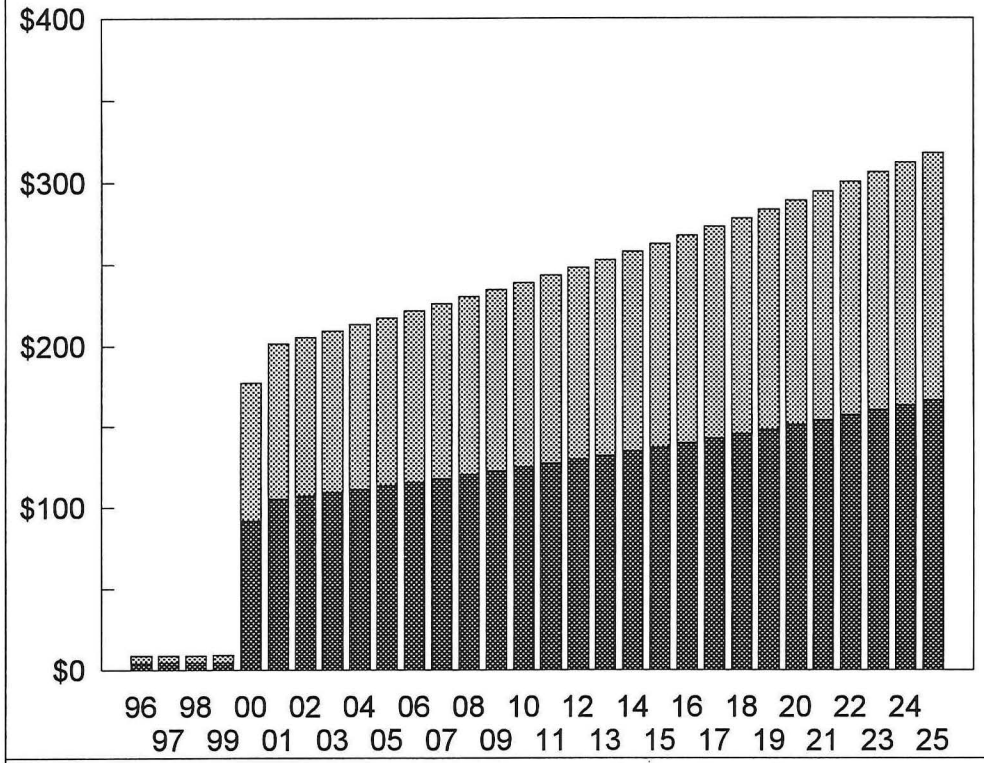




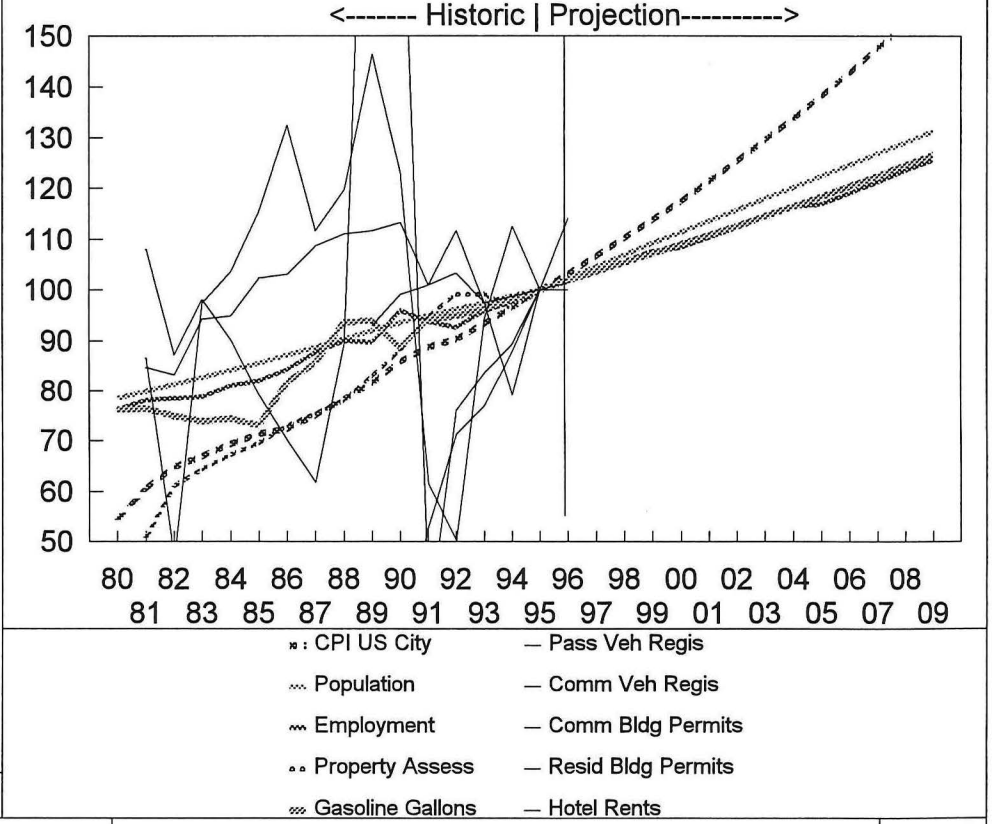
MPO METRO DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT S	HISTORY & PROJECTED DEDICATE REVENUE, INFLATION, POP & EMPL	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*

Projected Dedicated Revenues (YOE$ Millions)



Tax Base Growth 1995=100



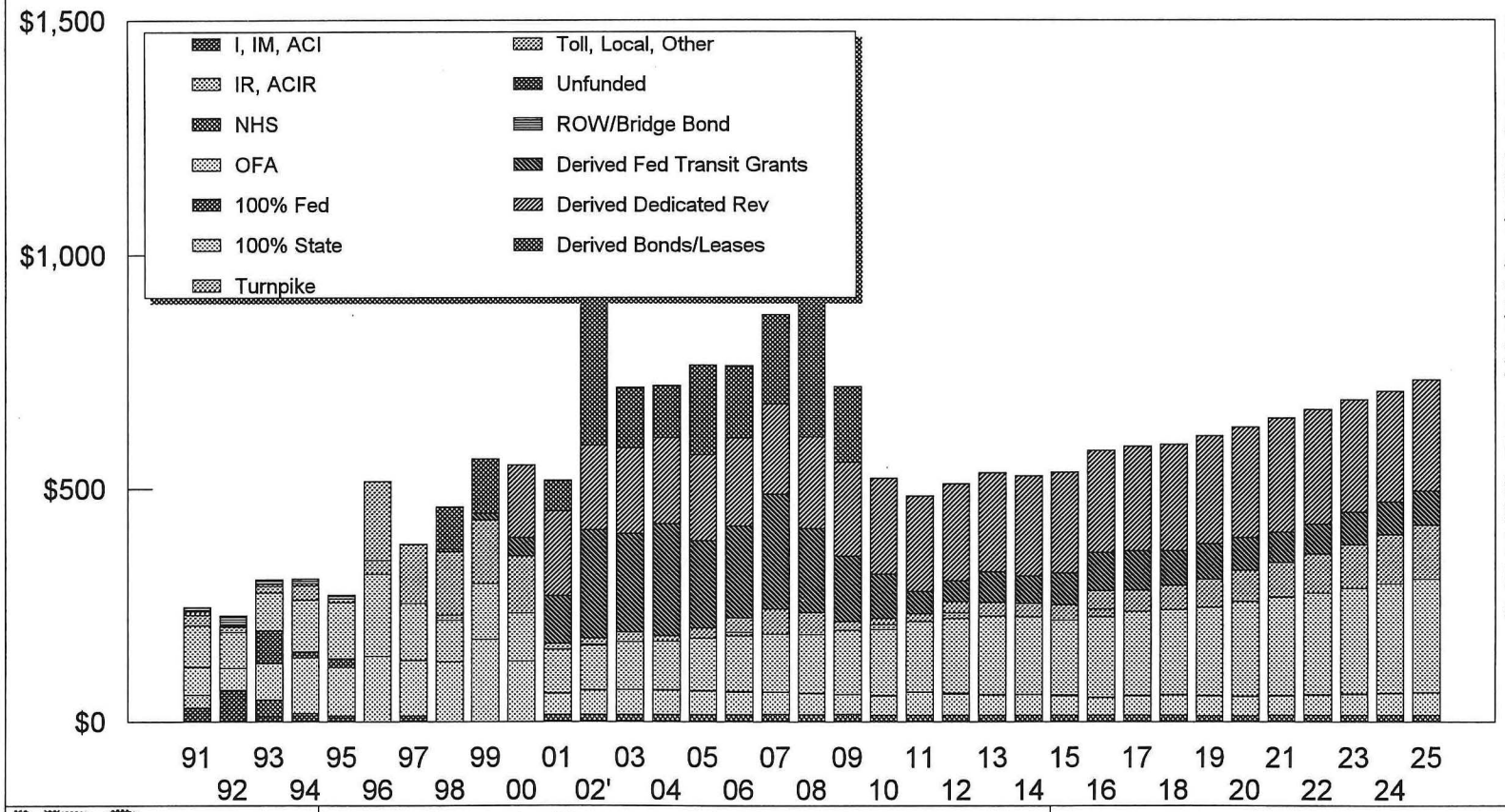
MPO METRO-DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT T Page 1 of 3	ASSUMPTIONS AND SOURCES OF INFOFRMATION			LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*
Screen/Sch	**Assumption**			**Source of Information**
Screen 1: Financing	Inflation Rates	Baseline		Based on U.S. Department of Labor data
		Fares	Metromover	User-defined
			Metrorail	User-defined
			Bus	User-defined
			Paratransit	User-defined
		Operating Costs		User-defined/based on baseline rate
		Capital Costs		Use baseline rate. based on U.S. Department of Labor data
		Construction Costs		Booz Allen & Hamilton/DRI report to FTA re:construction costs
	Interest Earnings Rates	Debt Service Reserve		Short-term interest rates as of 1/95
		Cash Balance		Short-term interest rates as of 1/95
		Self Insurance Fund		Short-term interest rates as of 1/95
	Financing	Term		User-defined
		Short-Term Interest %		Tax-free municipal bond rates as of 1/95
		Long-Term Interest %		Tax-free municipal bond rates as of 1/95
		Issuance Cost		Industry experience
		Reserve Fund Requireme		Industry experience
	Section 9 Details	Capital	Base	MDTA
			Fixed Gdwy	FTA, Office of Grants Management
		Operating	FY96 $	MDTA
			0$ in 4 Yrs?	User-defined
	Section 3 Bus-Related Match			FTA
	Other Federal Funding			MDTA
	Working Capital	1996 Beginning Balance		Assumed zero
		% of Operating Budget		User-defined
	FDOT Operating Assistance	MDTA Op Assistan Not		MDTA, Statement of Op Revenue & Expense, Report 12, (9/6/94)
		Transp Disadvanta Inflate		MDTA, Statement of Op Revenue & Expense, Report 12, (9/6/94)
		Other MDTA Funding		MDTA, Statement of Op Revenue & Expense, Report 12, (9/6/94)
	Dade Co. $	MDTA Operating Fund		MDTA, Statement of Op Revenue & Expense, Report 12, (9/6/94)
	Tri-County Rail MDTA Funding			MDTA, Statement of Op Revenue & Expense, Report 12, (9/6/94)
	Advertising	$/Passenger		MDTA
	Fare Elasticity	MetroMover		Industry experience
		Metrorail		Industry experience
		Bus		Industry experience
		Paratransit		Industry experience
Screen 2/3: Dedicated Revenues	Property Tax ($Millions)			Dade County
	Gas Tax (Millions of Gallons)			State of Florida, Department of Revenue
	Veh Regis (Million Pass Veh)			FDOT, Division of Motor Vehicles
	Veh Regis (Million Other Veh)			FDOT, Division of Motor Vehicles
	Rd Impact Fees Comm (Units)			University of Florida, Bureau of Economic & Business Research
	Rd Impact Fees Resid (Units)			University of Florida, Bureau of Economic & Business Research
	Hotel Occup Tax ($Millions)			Miami Convention and Visitor Bureau
	Retail Sales Tax ($Millions)			State of Florida, Department of Revenue
	Test 1			
	Test 2			
Screen 4: Alternative Specific Data	Design Year Operating Costs	Metromover		MDTA 1994 Section 15 Report
		Metrorail		MDTA 1994 Section 15 Report
		Bus		MDTA 1994 Section 15 Report
		Paratransit		MDTA 1994 Section 15 Report
	Daily Revenue Vehicle Hours	Metromover		MDTA 1994 Section 15 Report
		Metrorail		MDTA 1994 Section 15 Report
		Bus		MDTA 1994 Section 15 Report
		Paratransit		MDTA 1994 Section 15 Report
	Design Year Peak Buses			MDTA Bus Fleet Replacement Plan, (12/22/95)

EXHIBIT T Page 2 of 3	ASSUMPTIONS AND SOURCES OF INFOFRMATION			LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*
Screen/Sch	**Assumption**			**Source of Information**
Screen 4: Alternative Specific Data (Cond)	Design Year Linked Trips	Metromover		
		Metrorail		
		Bus		
		Paratransit		
	Annual Unlinked Trips	Metromover		MDTA 1994 Section 15 Report
		Metrorail		MDTA 1994 Section 15 Report
		Bus		MDTA 1994 Section 15 Report
		Paratransit		MDTA 1994 Section 15 Report
	Design Year Fare Rev	Metromover		MDTA 20 Yr Fare Revenue Forecasts for year 2020 (8/12/94)
		Metrorail		MDTA 20 Yr Fare Revenue Forecasts for year 2020 (8/12/94)
		Bus		MDTA 20 Yr Fare Revenue Forecasts for year 2020 (8/12/94)
		Paratransit		MDTA 20 Yr Fare Revenue Forecasts for year 2020 (8/12/94)
	Addtional Fixed Guideway Length			Transitional Analysis, DEISs
Screen 5: Factors	Derived Incremental Values	Incr Op $/ Veh Hr	Metromover	Derived from Screen 4 data
			Metrorail	Derived from Screen 4 data
			Bus	Derived from Screen 4 data
			Paratransit	Derived from Screen 4 data
		Incr Linked Trips/Veh Hr	Metromover	Derived from Screen 4 data
			Metrorail	Derived from Screen 4 data
			Bus	Derived from Screen 4 data
			Paratransit	Derived from Screen 4 data
		Incr Rev/ Linked Trip	Metromover	Derived from Screen 4 data
			Metrorail	Derived from Screen 4 data
			Bus	Derived from Screen 4 data
			Paratransit	Derived from Screen 4 data
		Incr Hrs/Peak Bus		Derived from Screen 4 data
		Incr Unlinke Trips/Veh Hr	Metromover	Derived from Screen 4 data
			Metrorail	Derived from Screen 4 data
			Bus	Derived from Screen 4 data
			Paratransit	Derived from Screen 4 data
Screen 6: Factors	Bus Procuremen Data	Spare Ratio		MDTA Bus Fleet Replacement Plan (12/22/95)
		Life (Years)		MDTA Bus Fleet Replacement Plan (12/22/95)
		Average $/Bus		
		1/3/5-Yr Rolling Avg Purc		User-defined
	Cost Reduction Factors	Bus Capital		User-defined
		Rail Capital		User-defined
		Bus Operating Cost		User-defined
	Average Weekdays per Year		Veh Hrs	MDTA 1994 Section 15 Report
			Passengers	MDTA 1994 Section 15 Report
Screen 7: Project Categories	State arterial new/exp State freeway expansion Freeway (4+2HOV) Freeway 6 lane Parkway 6 lane HOV lane each dir		Costs, by component	Dade Co. MPO, based on analysis of TIP data
	Express street Bridge Maint/Repair Premium transit Facilities & arterials Port tunnel Intelligent Corridor		Funding, by grant source	Dade Co. MPO

EXHIBIT T Page 3 of 3	ASSUMPTIONS AND SOURCES OF INFOFRMATION			LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*
Screen/Sch	**Assumption**			**Source of Information**
Screen 8/9: Level of Service	Growth in Level of Service from 1994 to 2010 Values from 1994		Metromover	User-defined
			Metrorail	User-defined
			Bus	User-defined
			Paratransit	User-defined
Screen 10: @RISK Correlation Matrix	Correlation in randon numbers applied to probability functions to select values in Monte Carlo Simulation		Baseline Inflation	User-defined
			Operating Cost Infl	User-defined
			Capital Cost Infl	User-defined
			Construct Cost Infl	User-defined
			Sales Tax Inflation	User-defined
			30-Yr Bond Int Rat	User-defined
			Short-Term Int Rat	User-defined
			Int Earning Rate	User-defined
Screen 11: @RISK Probability Functions	Low, Likely, and High range of expected values for probability function			User-defined
	% of values below low and high range of expected values			User-defined
	Probability function shape			User-defined
Screen 15:	Construction Schedule for each project			Metro-Dade MPO Long Range Plan
Screen 16:	Construction Costs for each project			Dade Co. MPO, based on analysis of previous TIPs
Screen 17:	Grant Matching Rates for each project			Dade County MPO
Screens 18, 19,20	Percentage of Construction Cost by year of commitment		ROW	Dade Co. MPO, based on analysis of previous TIPs
			Civil	Dade Co. MPO, based on analysis of previous TIPs
			Engineering	Dade Co. MPO, based on analysis of previous TIPs
Screen 21: Toll Revenues	Project identification			Metro-Dade Road Pricing Study, Kimley-Horn & Assoc, 5/11/95
	Net revenues by project			Metro-Dade Road Pricing Study, Kimley-Horn & Assoc, 5/11/95
	Scenarios	Do-Nothing Conservative Moderate Aggressive		Metro-Dade Road Pricing Study, Kimley-Horn & Assoc, 5/11/95
		Custom		User-defined
Schedule B Fleet Acquisition	Current Fleet Description	Number and description of buses, by fleet		MDTA Bus Fleet Replacement Plan (12/22/95)
		Retirement year, by fleet		MDTA Bus Fleet Replacement Plan (12/22/95)
Schedule M 1994 Dollar Inputs	Operating Revenue			MDTA, Statement of Op Revenue & Expense, Report 12, (9/6/94)
	Highway O&M Expense			FDOT, Dade County
	System Expansion Costs			MDTA, Expansion Cost Schedule, Reports 9 - 11, (9/5/94)
	Asset Replacement/ Rehabilitation Costs		Metromover	MDTA, Asset Replace/Rehab Cost Sched, Report 6 (9/6/94)
			Metrorail	MDTA, Asset Replace/Rehab Cost Sched, Report 5 (9/6/94)
			Metrobus	MDTA, Asset Replace/Rehab Cost Sched, Report 7 (9/6/94)
			Paratransit	MDTA, Asset Replace/Rehab Cost Sched, Report 7a (9/6/94)
	Discretionary Programs			MDTA, Capital Funding Sources & Uses, Report 13, (9/6/94)
	Formula Programs/Modernization			MDTA, Capital Funding Sources & Uses, Report 13, (9/6/94)

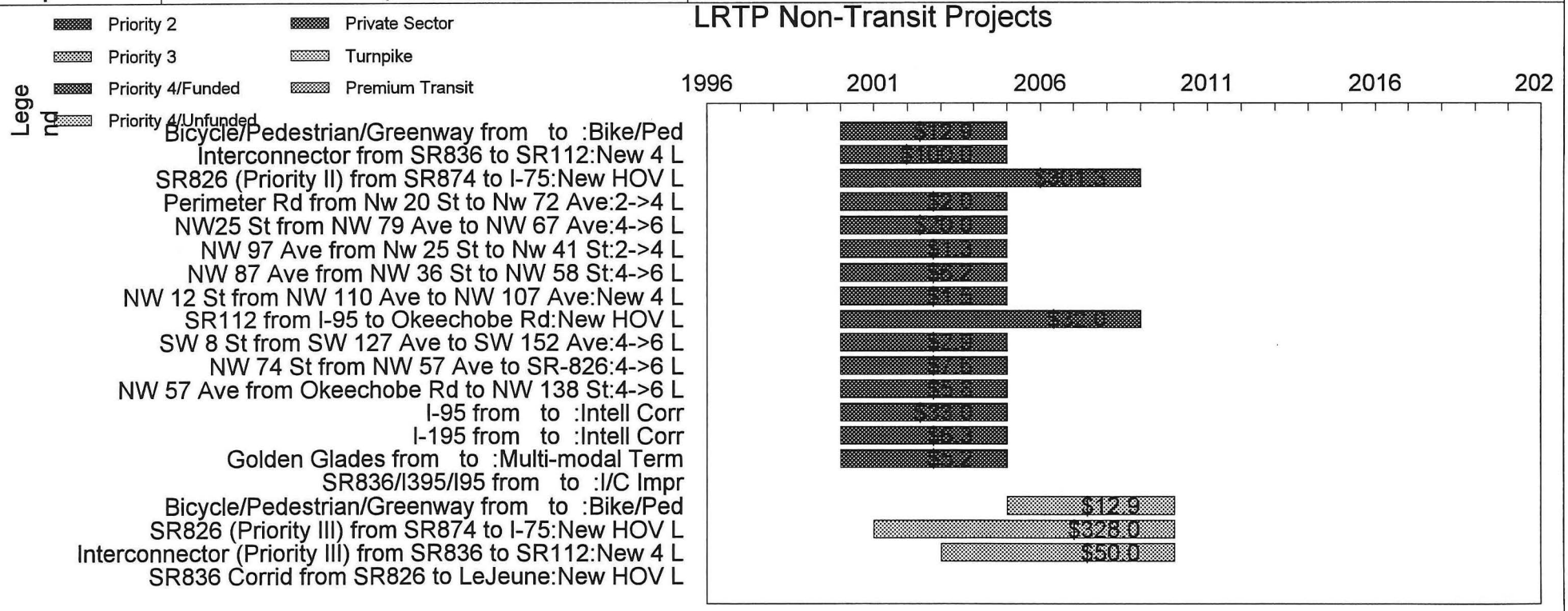
EXHIBIT U	Past, Present, and Future FDOT Funding Levels (Millions of YOE$)	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



NOTE:
1) Post-2000 funding for I,IM, NHS, OFA, 100% Fed, & 100% State based on projected available funding in FDOT District 6 (less funding to Monroe Co.). Application of funding, on a year-by- year basis, varies from this projection.
2) Post-2000 Federal Transit Grants and Bond/ Lease Proceeds are derived based on project- specific grant assumptions.
3) Post-2000 Dedicated Revenues are projected based on Screen 2 & 3 data.

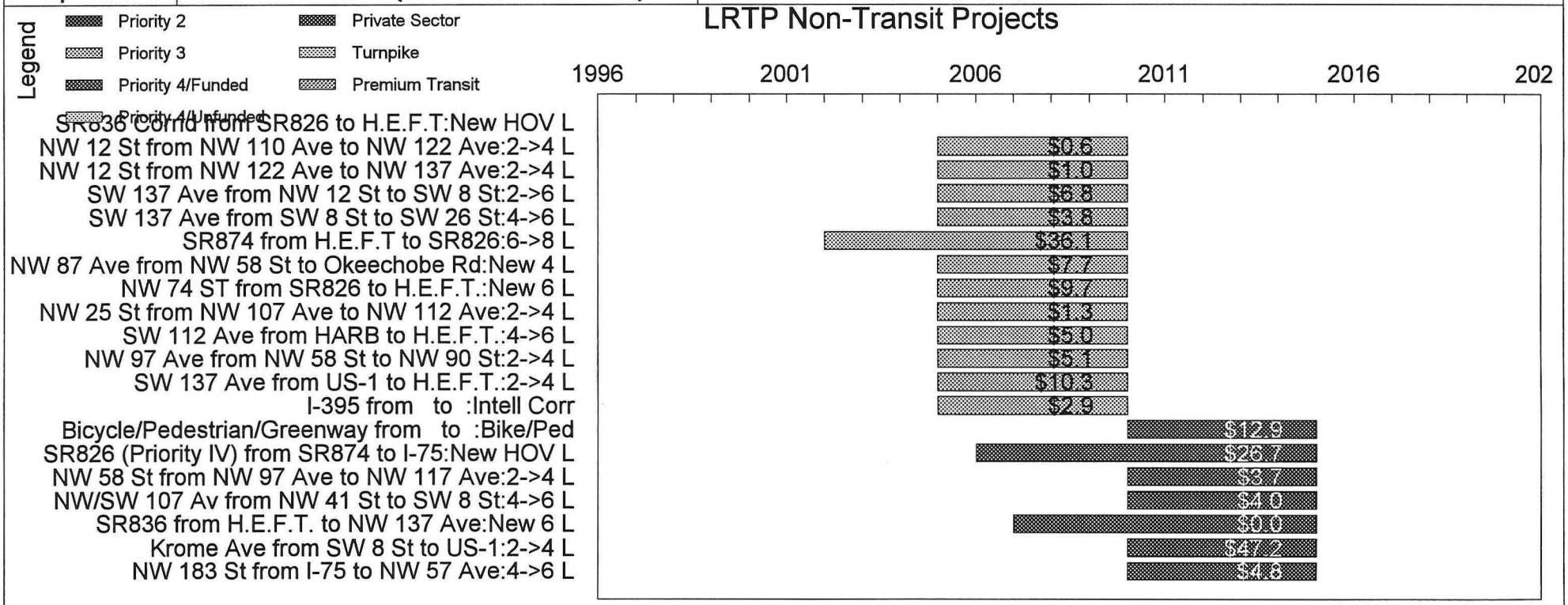
MPO METRODADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT V Graph 1	CONSTRUCTION SCHEDULE NON-TRANSIT (Millions of YOE$)	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



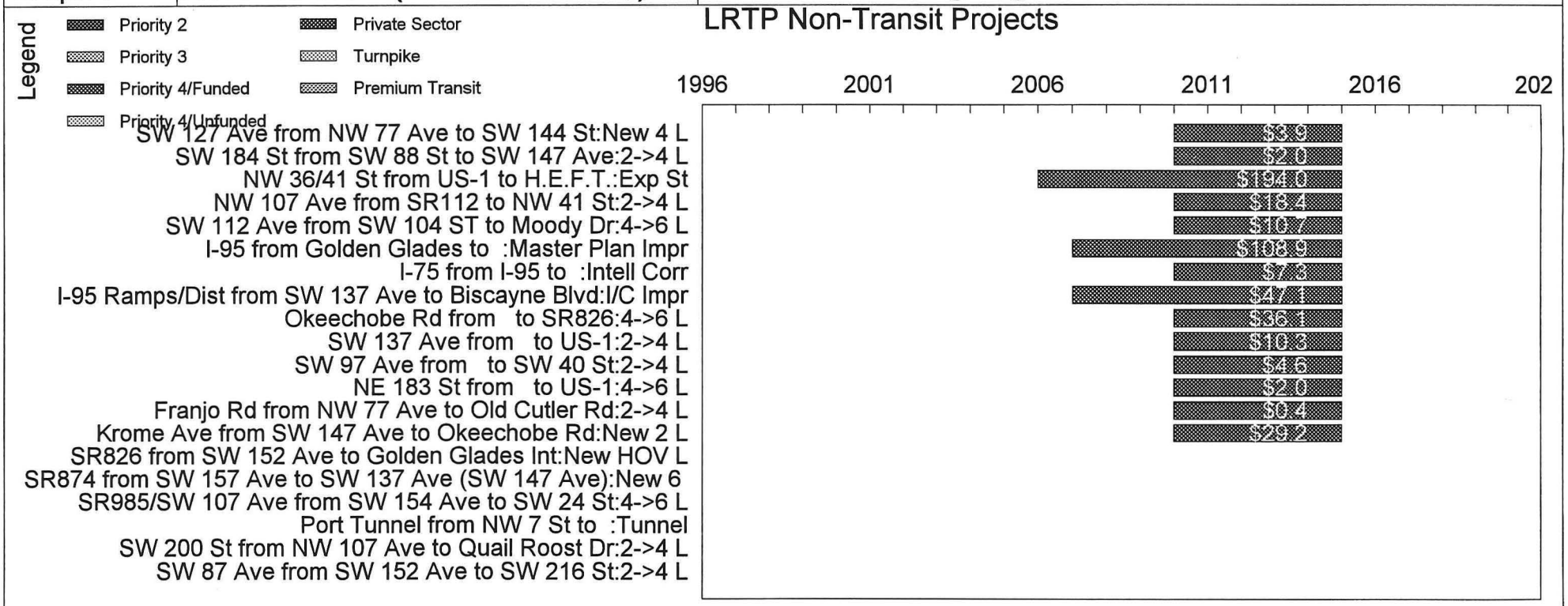
MPO METRO-DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT V Graph 2	CONSTRUCTION SCHEDULE NON-TRANSIT (Millions of YOE$)	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



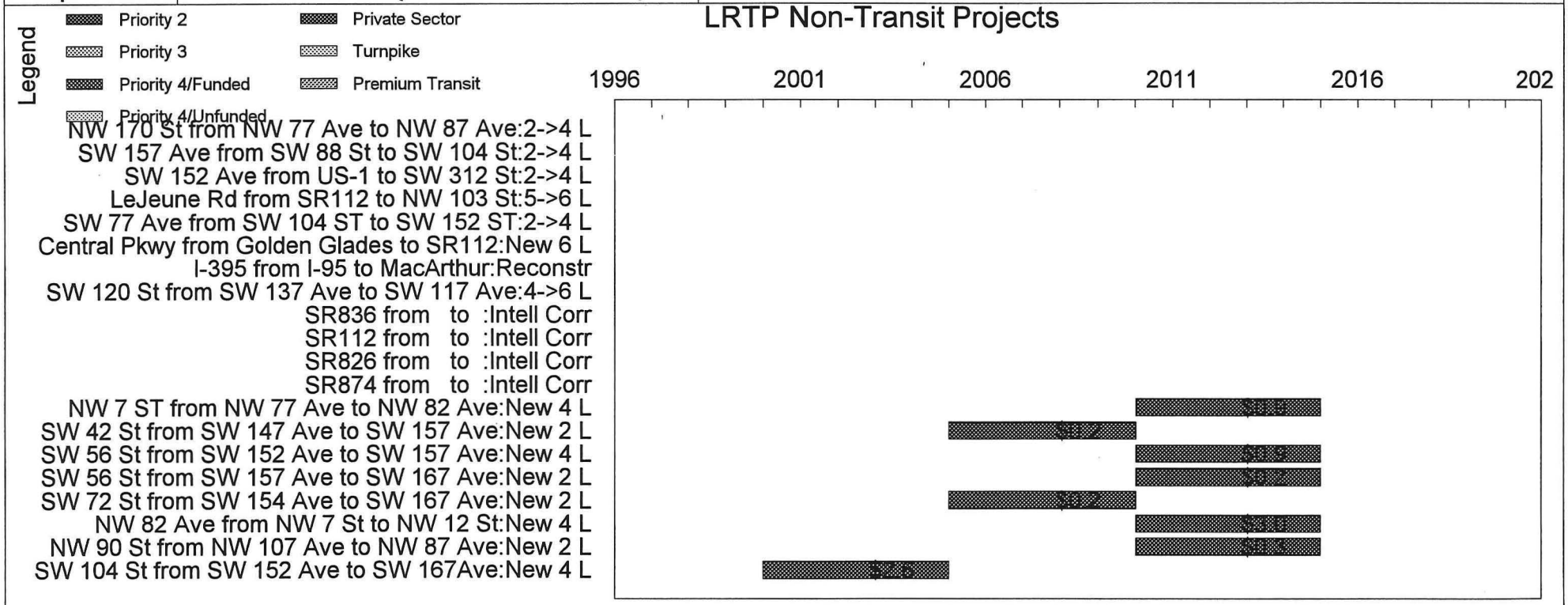
MPO METRO-DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT V Graph 3	CONSTRUCTION SCHEDULE NON-TRANSIT (Millions of YOE$)	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



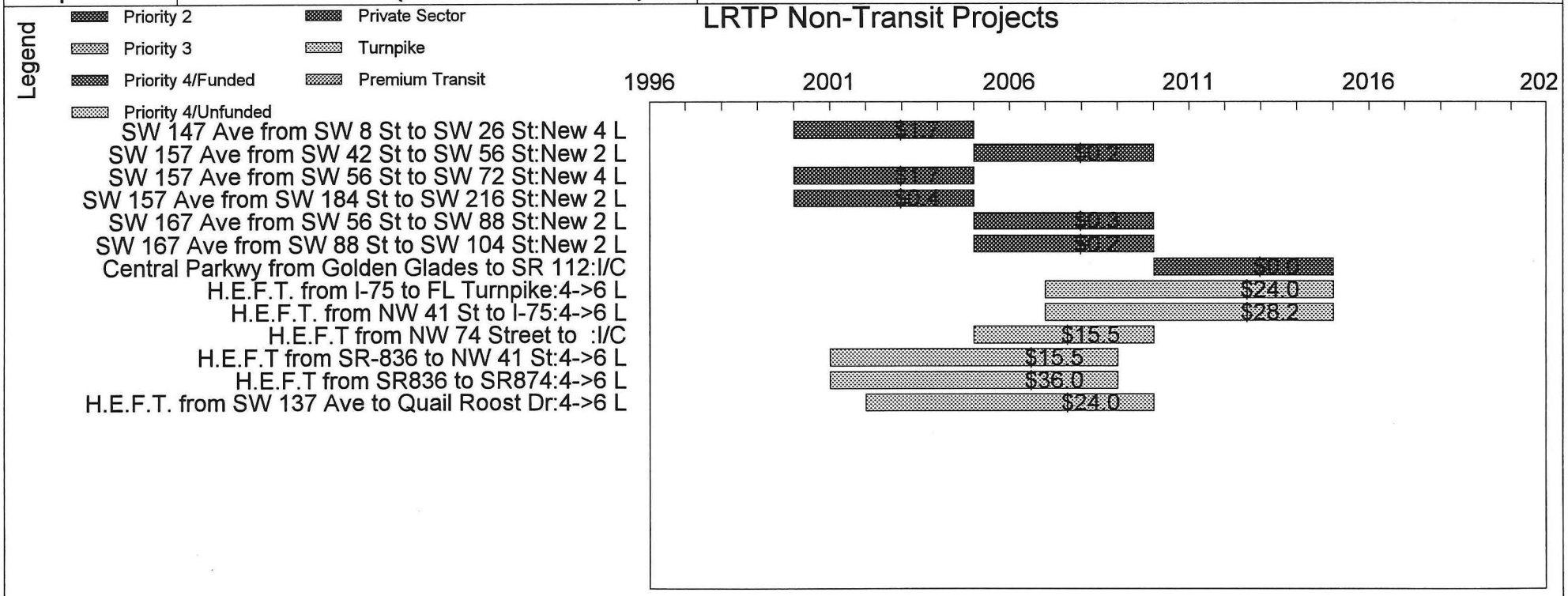
MPO METRO DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT V Graph 4	CONSTRUCTION SCHEDULE NON-TRANSIT (Millions of YOE$)	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



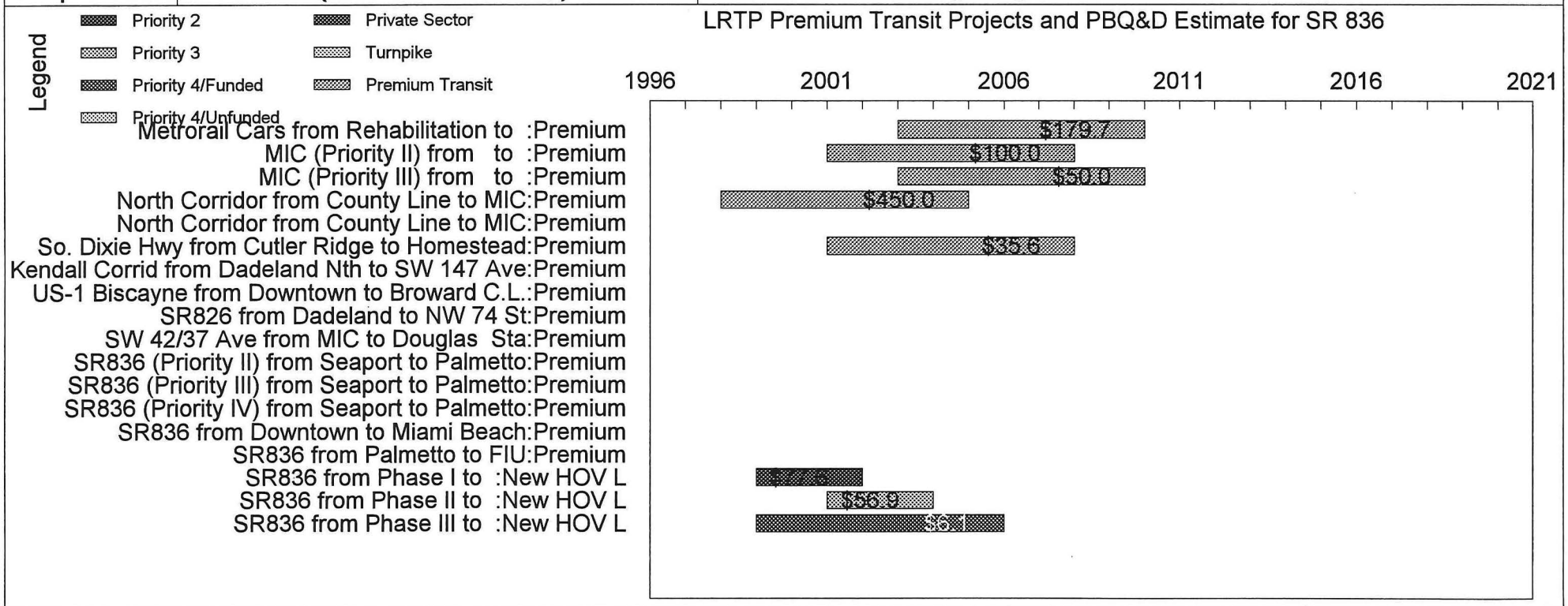
MPO METRO-DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT V Graph 5	CONSTRUCTION SCHEDULE NON-TRANSIT (Millions of YOE$)	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



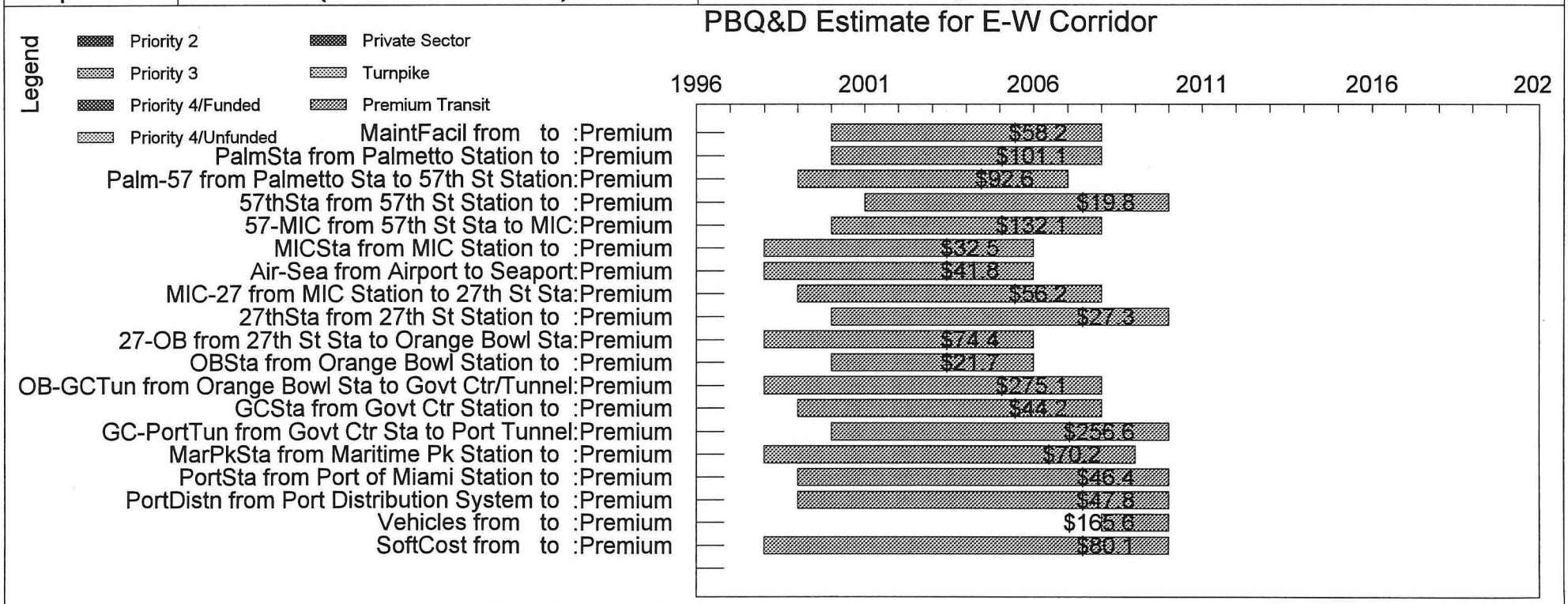
MPC METRO-DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT V Graph 6	CONSTRUCTION SCHEDULE TRANSIT (Millions of YOE$)	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



MPO METRO-DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

EXHIBIT V Graph 7	CONSTRUCTION SCHEDULE TRANSIT (Millions of YOE$)	LRTP w/FDOT SR836 Projects/Unfunded TIP Offset 2 Yrs *Baseline - Sales Tax Beginning in 2000*



MPO METRO-DADE Metropolitan Planning Organization	**Dade County Transportation Plan** D:\DADEMPO\MODEL\MIAMI706.WK4	The assumptions & sources of information in Screens 1-21 & Exhibit T are an integral part of this projection	07/07/97 10:27:55

APPENDIX B

FINANCIAL ANALYSIS MODEL USERS MANUAL

BASIC MODEL STRUCTURE

The Metro Dade Long Range Transportation Plan Financial Analysis model is composed of three basic structures: input screens, schedules, and exhibits. The user enters data in the input screens which are applied in tabular computations in the schedules. The exhibits are graphical presentations of the computations in the schedules. The exhibits assist with interpreting the computations and determining the financial feasibility of the projects in the long range plan.

The model contains 31 worksheets as referenced at the top of the screen just under the icon bars. The following is a description of the worksheets:

- **A** - contains input screens 1 through 14
- **Flow** - contains schedules A-12 and B through M, additional input data, and computations used to prepare the graphical exhibits
- **Segment** - contains input screen 15 and schedules A-10 and A-11
- **Tolls** - contains input screen 21
- **Macros** - contains all of the Lotus 1-2-3 macros used in the spreadsheet
- **Distn** - contains input screens 18 through 20
- **Costs** - contains Schedule A-1 through A-9
- **ExA through ExW** - contain graphical presentations of the data

Using information input by the user, the model computes revenues, expenses and financing. It is easiest to describe the interrelationships of the worksheets by beginning with the derivation of expenses, continuing with the derivation of revenues, and ending with the computation of financing.

Expenses

In the "Segment" worksheet, each project is listed and assigned a specific project type and project priority. The project type dictates the cost distribution method used (as outlined in Screen 7) while the project priority dictates implementation of the project.

These two pieces of information drive the computations in the "Costs" worksheet. For each project cost component (right-of-way, civil works, and engineering), costs are distributed in Schedules A-1 through A-3 according to the project priority specified in "Segment" and the distributions contained "Distn". Cost information for each component is totaled across all projects and summarized in Schedule A-12 found in the "Flow" worksheet.

The "Costs" worksheet also contains computations in Schedule A-4 of the distance in center line miles and lane miles of each highway project. This information is used in the "Flow" worksheet in Schedule E-2 to determine non-transit operating and maintenance costs.

The computation of transit operating and maintenance costs begins in the "Flow" worksheet in Schedule B using level of service information obtained from Screen 8. Taking into account incremental ridership and vehicle hours, annual operating costs for transit are computed.

Transit capital costs for bus fleet replacements are computed in the "Flow" worksheet in Schedules C-1 and C-2. The computations are based on the replacement cycle specified by the user in Screen 6.

Working capital requirements are computed in Schedules E-2 and E-3 in the "Flow" worksheet. The computations are based on the user specified requirements in Screen 1.

Revenues

Using revenue growth rates specified by the user in Screens 2 and 3, the model computes transit and non-transit dedicated revenues in Schedule D in the "Flow" worksheet. Toll revenues are computed in Screen 21 in the "Tolls" worksheet.

As mentioned in the expenses section, the "Costs" worksheet contains computations in Schedule A-4 of the distance in center line miles and lane miles of each highway project. This information is used in the "Flow" worksheet in Schedule E-1 to determine the application of FDOT funding. Grant funding is determined in Schedules A-5 through

A-10 in the "Costs" worksheet. These computations are based on the grant information specified by the user in Screen 7.

Transit fare revenues are computed in the "Flow" worksheet in Schedule B, using fare elasticity correction factors in Screen 6 and taking into account additional passengers from the operation of new service.

Interest earnings are calculated in Schedules E-1 and E-2 in the "Flow" worksheet using the rate specified by the user in Screen 1.

Financing

Schedules E-2 and E-3 combine the revenue and expense data discussed above and determine the amount of additional financing needed in each year. Using the financing mechanisms specified by the user in Screen 1, bond and/or lease requirements are computed as well as the cost of debt issuance.

Once the amount of financing required is computed, Schedules H through L in the "Flow" worksheet determine the principal and interest payments as well as the remaining balance for each year.

Schedules F and G in the "Flow" worksheet restate the computations in Schedules E-1 and E-2 as sources and uses of funds for transit and non-transit. These schedules summarize the revenues, expenses, and financing.

INPUTS

Screen 1: Financing

This input screen contains crucial assumptions about the financing of the long range transportation plan. It allows the user to test various options affecting the financing of the projects:

- **Inflation rates:** rates for baseline inflation, fare inflation for each mode (Metromover, Metrorail, Metrobus, and paratransit), operating costs, capital costs, construction costs, Dade County transit operating assistance, and Dade County highway operating and maintenance assistance.
- **Interest earning rates:** rates for the debt service reserve fund, the cash balance, and the self insurance fund are included.
- **Financing instruments:** The model examines three types of bonds, one transit bond and two highway bonds. The user specifies the application of each bond, the term, the short term in-

terest rate, the long term interest rate, the issuance cost of each bond and whether a debt service reserve fund should be created for each bond. Two additional financing mechanisms are included in addition to the bonding options: a rail lease and a bus lease. The user specifies the application of each lease, the term, the long term interest rate, and the issuance cost.

- **FTA grant funding:** base assumption of Section 9 capital funding per year as well as a dollar amount for each mile of fixed guideway, base assumption of Section 9 operating assistance per year (with the option to discontinue the operating assistance in four years), matching rate for Section 3 bus projects, and "other" annual FTA funding.
- **Florida Department of Transportation funds:** annual MDTA operating assistance, transportation disadvantaged funding, and other MDTA funding
- **Optional additional Dade County funding:** optional funding for both transit operating assistance and highway operating and maintenance assistance. A one is entered if additional Dade County funds are to be included in the calculations, otherwise, a zero is entered.
- **Other sources of revenue:** annual Tri-County Rail Funds and advertising revenues
- **Working capital requirements:** The user specifies working capital for the transit and non-transit funds. The screen allows for the specification of a minimum required dollar amount of working capital and required working capital as a percentage of annual operation cost.

Screen 2: Transit Revenues and Screen 3: Non-Transit Revenues

These input screens show dedicated sources of revenue eligible to finance transit and non-transit projects in the long range plan. Revenue sources accounted for include:

- Dedicated taxes:
  - Applied to capital:
    - Current local option gas tax (LOGT), as currently allocated to transit and non-transit and to local governments
    - Additional LOGT A, as currently allocated to transit and non-transit and to local governments
    - Additional LOGT B: two possible taxes, each applied solely to either transit or non transit
    - Vehicle Registration (Passenger Vehicles)
    - Vehicle Registration (Other vehicles)
    - Road Impact Fees for Commercial Units
    - Road Impact Fees for Residential Units
    - Hotel Occupancy Tax
    - Retail Sales Tax
  - Applied to operations
    - Current Ninth Cent Gas Tax
    - Potential additional gas tax
- Toll Financing

Parameters for projecting annual revenues include:

- Starting and ending dates for implementation of each of the revenue sources
- Growth rates of each of the revenue sources on a yearly basis from 1997 to 2000, thereafter, for five-year periods
- Six tolling options, four scenarios that are based on the Kimley Horn *Metro-Dade Road Pricing Study* (May 1995) - do-nothing, conservative, moderate and aggressive - and two that are user-defined - 24 hour congestion pricing and HOV pricing. The user may selected one scenario and assume any incremental (percentage) implementation of that scenario.

Screen 4: Alternatives Data

This screen outlines the specific cost and service characteristics for each alternative development scenario. Data are included for:

- Design year operating costs for Metromover, Metrorail, Metrobus and paratransit
- Daily revenue vehicle hours for Metromover, Metrorail, Metrobus and paratransit
- Design year peak buses
- Design year linked trips for Metromover, Metrorail, Metrobus and paratransit
- Design year unlinked trips for Metromover, Metrorail, Metrobus and paratransit
- Design year fares for Metromover, Metrorail, Metrobus and paratransit
- Fixed guideway length for Metromover, Metrorail, and bus

Screen 5: Derived Factors

This screen includes factors derived from Screen 4 which are applied in Schedule B to determine annual operating costs and revenues and includes the following information for each alternative development scenario:

- Incremental operating cost per incremental vehicle hour for Metromover, Metrorail, Metrobus and paratransit
- Incremental unlinked trips per incremental vehicle hour for Metromover, Metrorail, Metrobus and paratransit
- Incremental revenue per incremental unlinked trip for Metromover, Metrorail, Metrobus and paratransit
- Incremental hours per incremental peak bus
- Incremental linked trips per incremental vehicle hour for Metromover, Metrorail, Metrobus and paratransit

Screen 6: Factors

This screen includes information used to determine the timing of bus procurements. The user enters the percent spare ratio desired, the useful life of the buses, the average cost per bus and whether purchases should be made on a one, three or five year rolling average.

This screen also contains:

- **Cost reduction factors:** for transit capital costs, non-transit capital costs and bus operating costs

- **Annualization factors:** including the average number of weekdays operated per year for each mode (Metromover, Metrorail, Metrobus, paratransit)
- **Fare elasticity factors:** for each mode (Metromover, Metrorail, Metrobus, paratransit)
- **Highway operating and maintenance information:** including center line miles, lane miles, operating and maintenance costs for state, county and turnpike roads
- **Distribution of FDOT funding:** for District 6 between Monroe and Dade counties

Screen 7: Project Types

This screen defines the types of projects included in the long range plan. For each type of project, the distribution of total project cost between right-of-way, construction, and engineering costs is defined. In addition, the grant funding sources for each type of project are defined. Allowable grant funding sources include:

- 100%S = 100% State funds
- 100%F = 100% Federal funds
- IM = Interstate Maintenance funds
- OFA = Other Federal Assistance
- NHS = National Highway System funds
- TPK = Turnpike funds
- PVT = Private funds
- PORT = Port funds

Each project is allowed a maximum of four grant funding sources. The information contained in this screen is used in conjunction with screens 15, 18, 19 and 20 to distribute individual project costs (which is computed in "Costs").

Screen 8: Level of Service FY96-15 and FY16-25

This screen is used to adjust the rate of annual service growth for Metromover, Metrorail, Metrobus and paratransit from the base year of the long range plan to 2025. Service growth is presented as a percentage of the growth from base year to design year increment in service.

Screen 9a: TIP Transit Data

This screen contains annual values from 1996 through 2002 summarized from the TIP. Revenues and expenses are broken down into state, MPO, and unfunded categories. Expenses are categorized as operations, bus capital, rail, commuter rail, and disadvantaged. Revenues are categorized according to major FDOT funding programs: I/ACIR/NHS, OFA, 100% Federal, 100% State, Turnpike, and Toll/Local/Other. Unfunded projects maybe suppressed with a flag.

Screen 9b: TIP Highway Data

This screen contains annual values from 1996 through 2002 summarized from the TIP. Revenues and expenses are broken down into state, MPO, and unfunded categories. Expenses are categorized as Highway/Capacity, Highway/Other Projects, Highway/Operations, Non-Motorized, and Studies. Revenues are categorized according to major FDOT funding programs: I/ACIR/NHS,

OFA, 100% Federal, 100% State, Turnpike, and Toll/Local/Other. Unfunded projects maybe suppressed with a flag.

Screen 10: @RISK Correlation Matrix
This information is provided if the user activates the "@RISK" add-on to Lotus 1-2-3. The matrix shows the relationship among various uncertainty variables. A cell containing a "1" indicates a direct relationship between the two variables. A value of "0" indicates that the two variables are completely independent. A value at "-1" indicates an inverse relationship between two variables.

Screen 11: @RISK Probability Functions
This screen describes the shape of the probability function for each uncertainty variable. Specifically, the input screen can be used to define the most likely value and the likely low and high end values and the probability that the low end and high end values are exceeded. The last column in the screen, "@RISK Formula" is a Lotus 1-2-3 formula containing an @RISK probability function calculation to determine the range of expected values for each variable. Typically, a triangular probability function is used to calculate the range of expected values. Expressed as a cumulative probability distribution, the triangular distribution function closely approximates a normal distribution function.

Screen 12: Print Exhibits
This screen allows the user to easily print the graphical exhibits in the spreadsheet. Type a "1" in the column on the right for each exhibit to be printed. Type a "0" in the column on the right for exhibits which are not needed. Use the mouse to click on the Print button.

Screen 13: Print Schedules
This screen allows the user to easily print the tabular schedules in the spreadsheet. Type a "1" in the column on the right for each schedule to be printed. Type a "0" in the column on the right for schedules which are not needed. Use the mouse to click on the Print button.

Screen 14: Print Screens
This screen allows the user to easily print the input screens in the spreadsheet. Type a "1" in the column on the right for each screen to be printed. Type a "0" in the column on the right for screens which are not needed. Use the mouse to click on the Print button.

Screen 15: Network Segment Data (Worksheet "Segment")
This screen contains a list of each project in the long range plan. For each project the following is specified:

- Project type (use descriptions listed in Screen 7)
- Highway project ownership (S = state, C = county, T = turnpike)
- Project priority (Priority II = 2005, Priority III = 2010, Priority IV = 2015)

The screen allows the user to examine the impact of six alternative project implementation schedules contained in Columns J through O. The user selects which schedule is to be examined by placing a "1" in the appropriate column.

Screen 18: Right-Of-Way Cost Distributions
This screen contains the distribution of right-of-way expenses over time for each project type. The distribution is expressed as the percentage of the total cost in each year. This screen is used in conjunction with Screens 7 and 15.

Screen 19: Civil Works/Equipment Acquisition Cost Distributions
This screen contains the distribution of civil works/equipment acquisition expenses over time for each project type. The distribution is expressed as the percentage of the total cost in each year. This screen is used in conjunction with Screens 7 and 15.

Screen 20: Engineering Cost Distributions
This screen contains the distribution of engineering expenses over time for each project type. The distribution is expressed as the percentage of the total cost in each year. This screen is used in conjunction with Screens 7 and 15.

Screen 21: Road Pricing Revenues (Worksheet "Tolls")
This screen contains the results of the Kimley-Horn Metro-Dade Road Pricing Study. One or two road pricing strategies are specified for each facility. Net toll revenues (total revenue less operating and maintenance and financing costs) are specified for 1997, 2007, 2017, and 2027 for the following scenarios: Do Nothing, Conservative, Moderate, Aggressive, and two user-specified scenarios. The scenarios represent various combinations of the implementation of road pricing on specified facilities.

GRAPHICAL OUTPUTS

Exhibit A-1 - Sources and Uses of Funds Before Financing for Transit Projects
This exhibit shows two line graphs depicting sources and uses of funds for transit projects in the long range plan over a 30 year period, one in year-of-expenditure dollars (inflated) and one in base year dollars (1996). These graphs exclude any moneys received from or spent on financing options (i.e., excludes bond/lease proceeds and debt service). The objective of financing the transit projects through bonds and/or lease is to bring the sources line up to the level of the uses lines by borrowing against future year surplus.

Exhibit A-2: Sources and Uses of Funds Before Financing for Non-Transit Projects
This exhibit shows two line graphs depicting sources and uses of funds for non-transit projects in the long range plan over a 30 year period, one in year-of-expenditure dollars (inflated) and one in base year dollars (1996). These graphs exclude any moneys received from or spent on financing options (i.e., excludes bond/lease proceeds and debt service). The objective of financing the transit projects through bonds and/or lease is to bring the sources line up to the level of the uses lines by borrowing against future year surplus.

Exhibit B-1: Sources and Uses of Funds With Financing for Transit Projects
This exhibit shows two line graphs which build on Exhibit A-1, adding bond/lease proceeds and payments. Again, these graphs cover a 30 year time period, one in year-of-expenditure dollars and one in base year dollars. Note that in those years that bonds are issued, the uses and sources lines overlap.

Exhibit B-2: Sources and Uses of Funds With Financing for Non-Transit Projects
This exhibit shows two line graphs which build on Exhibit A-2, adding bond/lease proceeds and payments. Again, these graphs cover a 30 year time period, one in year-of-expenditure dollars and one in base year dollars. Note that in those years that bonds are issued, the uses and sources lines overlap.

Exhibit C-1: Detailed Uses of Funds for Transit Projects
This exhibit shows two stacked bar graphs projecting transit operating costs, capital costs, and debt service expenses over a 30 year period, one in year-of-expenditure dollars and one in base year dollars. These graphs illustrate the growth in transit operating and capital costs attributable to service expansions, and annual debt service growth.

Exhibit C-2: Detailed Uses of Funds for Non-Transit Projects
This exhibit shows two stacked bar graphs projecting highway operating and maintenance costs, capital costs for highway and other non-transit projects in the long range plan, and debt service expenses over a 30-year period, one in year-of-expenditure dollars and one in base year dollars. These graphs illustrate the growth in highway operating and maintenance attributable to highway expansions, and annual debt service growth.

Exhibit D-1: Detailed Sources of Funds for Transit Projects
This exhibit shows two stacked bar graphs displaying fares, federal, state, and local capital and operating assistance, bond/lease proceeds, and dedicated revenues for transit, one in year-of-expenditure dollars and one in base year dollars.

Exhibit D-2: Detailed Sources of Funds for Non-Transit Projects
This exhibit shows two stacked bar graphs displaying federal, state, and local capital and operating assistance, bond/lease proceeds, turnpike funds, private sector funds and dedicated revenues for non-transit, one in year-of-expenditure dollars and one in base year dollars.

Exhibit E-1: Use of Tax Revenues for Transit Projects
This exhibit shows two stacked bar graphs displaying the allocation of tax revenues to transit operations, debt service, pay-as-you-go and carry forward, one in year-of-expenditure dollars and one in base year dollars.

Exhibit E-2: Use of Capital Tax Revenues for Non-Transit Projects
This exhibit shows two stacked bar graphs displaying the allocation of tax revenues to non- transit operations, debt service, pay-as-you-go and carry forward, one in year-of-expenditure dollars and one in base year dollars.

Exhibit F-1: Use of Federal Transit Funds
This exhibit shows two stacked bar graphs displaying FTA Section 3 bus and rail funds, FTA Section 9 bus and rail funds, FHWA STP funds, and FHWA CMAQ funds over a 30 year period, one in year-of-expenditure dollars and one in base year dollars.

Exhibit F-2: Use of State Funds
This exhibit shows two stacked bar graphs displaying the use of state funding for non-transit and transit projects. The graphs cover a 30 year time period and are shown in year-of-expenditure dollars.

Exhibit G: Financing Costs and Bond and Lease Proceeds
The exhibit shows two stacked bar graphs. The left graph displays financing costs for bonds consisting of principal, interest, issuance costs and debt service reserve. The right graph displays bond and lease proceeds for each financing option: transit bonds, highway bonds, rail car leases, and bus leases. The graphs cover a 30 year time period and are shown in year-of-expenditure dollars.

Exhibit H: Debt Service and Coverage Ratio
This exhibit shows two line graphs. The left graph depicts the annual level of debt service and the annual revenues available for debt service. The right graph depicts the annual debt service coverage ratio for transit, non-transit, and the two combined. The coverage ratio is the ratio of available funds to debt service. This measure is the primary determinant of whether the financial plan is feasible. The coverage ratio declines as dedicated available funding approaches annual debt service requirements. The graphs cover a 30 year time period and are shown in year-of-expenditure dollars.

Exhibit I: Sources of Operating Revenue and Revenue/Cost Ratio for Transit
This exhibit shows one stacked bar graph and one line graph. The stacked bar graph on the left depicts fares, federal, state, and local operating assistance, Medicaid, and other operating revenues for transit. The line graph on the right depicts the ratio of fare revenues to total operating cost for transit. The graphs cover a 30 year time period and are shown in year-of-expenditure dollars.

Exhibit J: Year-End Balance and Required Working Capital
This exhibit shows two line graphs displaying the year end cash balance for transit and non-transit and the required working capital for transit and non-transit, one in year-of-expenditure dollars and one in base year dollars. The model issues bonds in an amount sufficient to maintain working capital at the level specified by the user in screen 1. This graph is another key indicator of the feasibility of the financial plan.

Exhibit K-1: 20-Year Total Sources and Uses of Funds for Transit with Financing
This exhibit shows two pie charts based on exhibits C-1 and D-1, depicting 20-year totals of sources and uses of funds for transit rather than year-by-year values. The left graph depicts sources of funds while the right graph depicts uses of funds. Both graphs are in year-of-expenditure dollars.

Exhibit K-2: 20-Year Total Sources and Uses of Funds for Non-Transit with Financing
This exhibit shows two pie charts based on Exhibits C-2 and D-2, depicting 20-year totals of sources and uses of funds for non-transit rather than year-by-year values. The left graph depicts

sources of funds while the right graph depicts uses of funds. Both graphs are in year-of-expenditure dollars.

Exhibit L: 20-Year Total Financing Cost and Bond/Lease Proceeds
This exhibit shows two pie charts based on Exhibit G, depicting 20-year totals rather than year-by-year values. The graph on the left depicts financing costs while the graph on the right depicts bond and lease proceeds. Both graphs are in year-of-expenditure dollars.

Exhibit M: 20-Year Total Application of Taxes and Federal Funds
This exhibit shows two pie charts based on Exhibits E-1 and F-1, depicting 20-year totals rather than year-by-year values. The graph on the left depicts the application of dedicated tax revenues to operations, debt service, pay-as-you-go and carry forward. The graph on the right depicts the application of federal funds. Both graphs are in year-of-expenditure dollars.

Exhibit N: Highway Construction Costs
This exhibit shows two stacked bar graphs depicting highway right-of-way, construction and engineering costs, one in year-of-expenditure dollars and one in base year dollars. Both graphs span a 30-year period. At the bottom of the exhibit are two tables listing totals of the costs in five year increments.

Exhibit O: Linked and Unlinked Trips
This exhibit shows two stacked bar graphs depicting annual linked and unlinked trips for each mode of transit (Metromover, Metrorail, Metrobus and paratransit). The graphs span a 30-year period.

Exhibit P: Average Bus Fleet Age and Bus Fleet Size
This exhibit shows one line graph and one stacked bar graph. The line graph on the left depicts the average bus fleet age over a 30-year time period. Three, five and 30-year rolling averages are also included. The bar graph on the right depicts the size of the bus fleet over a 30-year period by the number of peak buses and spare buses.

Exhibit Q: Computed Bus Acquisitions and Purchase Plan Applied
This exhibit shows two bar graphs. The graph on the left depicts year-by-year new bus acquisition requirements based on a user-specified replacement cycle and service expansions. The graph on the right depicts a "smoothing" of annual bus purchase requirements based on a 5 year rolling average.

Exhibit R: Growth in Daily Vehicle Hours
This exhibit show two line graphs and one stacked bar graph which summarize daily vehicle hour growth. The upper left line graph depicts the percent growth from the base year to the design year by type of service. This is based on the information specified in Screens 8 and 9. The lower left line graph depicts the resulting percent growth in total vehicle hours from the base year. The bar graph on the right depicts vehicle hours by year for Metromover, Metrorail, Metrobus and paratransit.

Exhibit S: History and Projections of Tax Revenue, Inflation, Population and Employment
This exhibit show one stacked bar graph and one line graph. The bar graph on the left depicts projected tax revenues applicable to transit and non-transit projects. The line graph on the right depicts historic and projected rate of growth for populations, employment, property assessments, gallons of gasoline, vehicle registrations, building permits, and hotel rents.

Exhibit T: Assumptions and Sources of Information
This exhibit cites the data sources used in the model.

Exhibit U: Past, Present and Future Grant Funding Levels
This exhibit summarizes the trend in project funding expressed in FDOT funding categories. The values from FY91 to FY95 are historic actuals. The values from FY96 to FY00 are based on the current Transportation Improvement Program. The values from FY01 to FY25 are projections, including derived FTA transit grants, dedicated revenues, and bond/lease proceeds.

Exhibit V: Construction Schedule Non-Transit and Transit
This exhibit contains six horizontal bar graphs depicting the construction schedule for each project in the long range plan. Projects are shown as publicly funded, developer funded, or turnpike funded.

Exhibit W: Lane-Miles Added by Year and Cumulative Lane-Miles
This exhibit shows two stacked bar graphs depicting lane miles added each year and cumulative lane-miles for county roads, state roads, and turnpike roads.

Exhibit X: FDOT Funding
This exhibit contains 10 graphs depicting annual and cumulative highway and construction costs and FDOT funds. The red bars and line depict costs based on the implementation schedule in "Segment". The broken green line depicts projected FDOT funds for each funding category. The blue line depicts funding with transfers from surpluses in other funding categories.

TABULAR OUTPUTS

Schedule A-1: Right-of-Way by Component
This schedule computes the annual right-of-way costs for each project, based on the implementation dates in "Segment" and the distribution functions in "Distn".

Schedule A-2: Civil Works by Component
This schedule computes the civil works costs for each project, based on the implementation dates in "Segment" and the distribution functions in "Distn".

Schedule A-3: Engineering by Component
This schedule computes the annual engineering costs for each project, based on the implementation dates in "Segment" and the distribution functions in "Distn".

Schedule A-4: Distance by Project (Worksheet "Costs")
This schedule computes the year in which each project enters revenue service. This information is used to compute cumulative additional lane-miles, which is used to compute annual operating and maintenance costs.

Schedule A-5: Grant Matching Dollar Amounts for Grant 1 (Worksheet "Costs")
This schedule computes the annual FDOT funds required for grant category 1, specified in columns AB/AC in Screen 15.

Schedule A-6: Grant Matching Dollar Amounts for Grant 2 (Worksheet "Costs")
This schedule computes the annual FDOT funds required for grant category 2, specified in columns AD/AE in Screen 15.

Schedule A-7: Grant Matching Dollar Amounts for Grant 3 (Worksheet "Costs")
This schedule computes the annual FDOT funds required for grant category 3, specified in columns AF/AG in Screen 15.

Schedule A-8: Grant Matching Dollar Amounts for Grant 4 (Worksheet "Costs")
This schedule computes the annual FDOT funds required for grant category 4, specified in columns AH/AI in Screen 15.

Schedule A-9: Total Grant Revenues for Transit and Non-Transit (Worksheet "Costs")
This schedule summarizes the grant revenue derived in Schedules A-5 through A-8. The funds are organized according to FDOT funding categories. These results are computed to FDOT funds available in Schedule E-1.

Schedule A-12: Construction Costs by Component
This table shows total right-of-way, civil works, and engineering costs each year for transit and non-transit projects. The totals are based on the project-by-project data contained in Schedules A-1 through A-3.

Schedule B: Interim Year Computations
This table projects for each mode of transit (Metromover, Metrorail, Metrobus and paratransit) the following values:

- Total daily revenue vehicle hours
- Incremental daily revenue vehicle hours
- Total annual revenue vehicle hours
- Incremental annual revenue vehicle hours
- Annual unlinked trips (raw figures and elasticity corrected figures)
- Annual operating costs
- Annual passengers (raw figures and elasticity corrected figures)
- Annual fare revenues (raw figures and elasticity corrected figures)
- Fare elasticity correction factors

- Section 9 fixed guideway funds

Schedule C-1: Bus Fleet Procurements
This table projects annual bus fleet purchases based on the replacement cycle specified by the user in Screen 6. In addition, the table computes three and five year rolling averages for bus purchases.

Schedule C-2: Cumulative Vehicle-Years by Fleet
This table computes the bus fleet's cumulative vehicle years and average age. In addition, the table computes the three and five year rolling average age for the bus fleet.

Schedule D: Dedicated Revenue Projections
This table uses the revenue sources and growth rates specified by the user in Screens 2 and 3 to project transit and non-transit dedicated revenues.

Schedule E-1: Application of FDOT Funds
This schedule compares the FDOT funds required (derived in Schedule A-9) with projected FDOT funds available (specified by the user in Schedule M). If yea-by-year surpluses are computed, funds are transferred to other funding categories.

Schedule E-2: Bond/Lease Sizing for Transit
This table projects the annual bond/lease requirements in year-of-expenditure dollars for transit projects in the long range plan by examining available revenues and projecting expenses. The table identifies the types of bonds used in the analysis as specified by the user in Screen 1.

Schedule E-3: Bond Sizing for Non-Transit
This table projects the annual bonding requirements in year-of-expenditure dollars for non-transit projects in the long range plan by examining available revenues and projecting expenses. The table identifies the types of bonds used in the analysis as specified by the user in Screen 1.

Schedule F: Transit Sources and Uses of Funds (Year-of-Expenditure Dollars)
The table presents detailed projections of transit operating and capital costs and revenues. All computations are in year-of-expenditure (inflated) dollars. Beginning and ending cash balance is presented. The ending cash balance does not fall below the amount specified by the user in Screen 1.

Schedule G: Non-Transit Sources and Uses of Funds (Year-of-Expenditure Dollars)
The table presents detailed projections of non-transit operating and capital costs and revenues. All computations are in year-of-expenditure (inflated) dollars. Beginning and ending cash balance is presented. The cash balance does not fall below the amount specified by the user in Screen 1.

Schedule H through L: Financing Options
These tables project the principal and interest payments and the remaining balance for each year during the term of each bond and each lease. Application of the financing options is specified by the user in Screen 1. The available financing options include:

- 30-year transit bond
- 20-year highway bond
- 10-year highway bond
- 30-year rail car lease
- 12-year bus lease

Schedule M: Inflation and Base Year Dollar Inputs
This table computes compounded inflation factors on a year-by-year basis for:

- Baseline inflation
- Metromover, Metrorail, Metrobus and paratransit fare revenues
- Operating costs
- Capital costs
- Construction costs
- Dade County transit operating assistance
- Dade County highway operating
- Maintenance costs

This schedule contains MDTA assumptions regarding its asset replacement/rehabilitation and expansion programs. The schedule also contains the projected Florida Transportation Program District 6 allocation on a year-by-year basis.

APPLICATION OF FINANCIAL ANALYSIS MODEL

Typical application of the financial analysis model involved the following steps:

- Establish initial financing structure parameters in Screen 1, including selection of debt instruments to be applied, interest rates, issuance costs, debt service reserve requirements
- Select dedicated revenue source(s) in Screens 2 and 3, including dates of implementation, approximate rate of taxation, and split between highway and transit
- Execute model and review debt service coverage ratios in Exhibit H:
    - If both transit and highway values are below the target (e.g., before operations > 1.50 and after operations > 1.00), then increase rate of taxation and rerun
    - If value for one mode is significantly higher than the other, then change the initial split of revenue between modes and rerun
    - Continue unless target is approached
- If transit coverage ratio before operations meets target but coverage ratio after operations does not, then adjust rate of inflation of operating costs downward in Screen 1. This implies that aggressive management action with be required to contain operating costs in order for the financing plan to work. In general, the long-term, 20-year real reduction in operating costs required in the analysis is on the order of five percent.

- If service contract bonds are applied, begin by adjusting percentage of rail transit investment to be so financed in Screen 1. Note that as the the percentage of rail investment to be funded by service contract bonds increases, the balance to be funded by local dedicated revenue declines and the debt service coverage ratio in Exhibit H for these bonds will increase. As a result the tax rate and/or the percentage of the tax applied to transit can be adjusted downward.
- Similarly, if leases are applied, the balance of the transit investment funded by local dedicated revenue declines and the debt service coverage ratio for these bonds will increase.
- Throughout the analysis process, a review of the pattern of debt issuance in Exhibit G and the level of working capital in Exhibit J will provide suggestions as to how to establish a feasible solution. Typically this will involve some combination of:
    - Adjusting rates of taxation and dates of implementation in Screens 2 and 3
    - Adjusting share of tax revenues between highway and transit in Screens 2 and 3
    - Adjusting the implementation dates of capital projects in Screen 15

APPENDIX C

SUMMARY OF 1996 TIP APPLIED IN FINANCIAL ANALYSIS

1996 TIP
STATE PROJECTS

FY96 TIP
STATE
TOTAL BY TYPE

	95/96	96/97	97/98	98/99	99/00	Totals
L Highway/Capacity	$42.637	$16.697	$11.858	$105.481	$5.000	$181.673
O Highway/Other Projects	$43.344	$63.770	$41.195	$39.321	$83.463	$271.093
M Highway/O&M	$12.832	$25.899	$10.699	$12.813	$15.500	$77.744
X Transit/Operations	$82.367	$85.291	$87.995	$91.138	$91.257	$438.048
U Transit/Bus Capital	$35.661	$43.662	$54.051	$49.659	$49.123	$232.156
R Transit/Rail	$28.185	$18.594	$5.073	$4.756	$4.457	$61.065
C Transit/Commuter Rail	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
D Transit/Disadvantaged	$4.287	$4.317	$3.842	$3.876	$4.412	$20.734
N Non-Motorized	$1.058	$2.299	$1.109	$2.392	$0.481	$7.339
P Port	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
S Studies/PE	$15.719	$17.013	$24.984	$18.824	$21.382	$97.922
A Airport	$53.127	$47.990	$58.854	$59.333	$65.808	$285.112
B Bridge	$34.726	$14.417	$21.944	$38.365	$18.741	$128.191
Total	$353.943	$339.949	$321.602	$425.957	$359.624	$1,801.075

FY96 TIP
STATE HIGHWAY PROJECTS

Type of Project		Construction Costs (Millions) ROW	Const	PE	Total	Center Line Miles	Lane Miles
PE and ROW onl	2 to 4 lanes	$0.0	$0.0	$0.3	$0.3	3.2	6.3
	4 to 5 lanes	$4.6	$0.0	$0.2	$4.8	7.2	7.2
	4 to 6 lanes	$1.2	$0.9	$8.9	$11.0	28.0	55.9
	4 to 8 lanes	$0.0	$0.0	$5.5	$5.5	1.7	6.9
	5 to 7 lanes	$0.0	$0.0	$1.7	$1.7	2.0	4.0
	6 to 8 lanes	$10.9	$0.0	$0.5	$11.3	4.9	9.8
	8 to 10 lane	$0.0	$0.0	$12.7	$12.7	7.2	14.3
	New 6 lanes	$0.8	$0.0	$0.2	$1.0	6.3	37.8
	Busway	$0.0	$0.0	$1.8	$1.8	9.0	18.1
Construction	2 to 4 lanes	$0.7	$36.2	$0.0	$37.0	9.6	19.2
	4 to 6 lanes	$0.3	$10.0	$3.5	$13.8	22.6	45.1
	4 to 8 lanes	$0.0	$1.3	$0.0	$1.3	1.5	6.0
	6 to 8 lanes	$0.0	$55.9	$2.5	$58.3	2.2	4.3
	New 2 lanes	$0.0	$40.4	$0.0	$40.4	7.8	15.6
	Total	$18.5	$144.6	$37.5	$200.7	113.1	250.7

STATE TRANSPORTATION IMPROVEMENT PROGRAM - HIGHWAYS

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
Dade County	6112815	SW 8 ST/SR 90/US 41	SR 826/Palmetto Expy	SW 57th Ave	S	PD&E Study & Design	2	1	2	DIH	PE	$25,000					$25,000
					S					DS	ROW		$199,501	$199,500			$399,001
					S					DDR	ROW		$26,001	$26,000			$52,001
					S					DIH	ROW		$110,001	$110,000			$220,001
					S					DDR	ROW		$402,501	$402,500			$805,001
	6113187	SW 8 ST/SR 90/US 41	SW 57th Ave	SW 42nd Ave	S	PD&E Study & Design	1.552	1	1.552	DIH	PE	$25,000					$25,000
					S					DIH	ROW		$105,001	$105,000			$210,001
					S					DDR	ROW		$448,001	448000			$896,001
					S					DS	ROW		$294,501	$294,500			$589,001
					S					DDR	ROW		$8,001				$8,001
	6113188	SW 8 ST/SR 90/US 41	SW 42nd Ave	SW 27th Ave	S	PD&E Study & Design	1.472	1	1.472	DIH	PE	$25,000					$25,000
					S					DIH	ROW		$110,001	$110,000			$220,001
					S					DDR	ROW		$367,501	$367,500			$735,001
					S					DS	ROW		$227,501	$227,500			$455,001
					S					DDR	ROW		$13,001	$13,000			$26,001
	6113212	Palmetto Expy/Aux Ln	N of Sunset Dr SW 72	SW 32nd St	L	Multi-Lane Reconst 4/	1.735	4	6.94	DIH	PE	$150,000	$150,000	$150,000			$450,000
					L					XU	PE					$5,000,000	$5,000,000
	6113289	SR 826/Palmetto Expy	200 Ft S of NW 25th St	200 Ft N of NW	O	Interchange (Major)				SU	PE	$80,000	$100,000	$100,000			$280,000
	6113290	SR 826/Palmetto Expy	S of NW 103 St	S of NW 122nd	L	Multi-Lane Reconst 6/	1.174	2	2.348	DIH	PE	$150,000	$150,000	$150,000			$450,000
					L					DS	PE	$2,000,000					$2,000,000
					L					DS	CST				$300,000		$300,000
					L					XU	CST				$40,028,827		$40,028,827
	6113371	SR 5/US-1/Bisc. Blvd	N.E. 163rd St	Miami Gardens	L	Multi-Lane Reconst 4/	1.5	4	6	DDR	CST	$1,271,000					$1,271,000
	6113372	SR 5/US-1/Bisc. Blvd	SR 860/Miami Grdns Dr.	SR 856/Wm Leh	L	Multi-Lane Reconst 4	0.531	2	1.062	DIH	PE	$200,000					$200,000
					L					DS	CST			$10,000			$10,000
					L					XU	CST			$1,498,225			$1,498,225
	6113533	SR 5/US-1	N. OFCO Line, MP 0.076	S. of STR S-18	L	Multi-lane New Constr	5.924	2	11.85	DIH	PE	$10,000					$10,000
					L					DDR	CST	$22,267,306					$22,267,306
					L					DS	CST	$1,287,500	$3,588,439				$4,875,939
					L					DIH	CST	$471,096					$471,096
	6113590	Districtwide	R/R X-ing Upgrade		O	Railroad Crossing				DDR	RRU	$240,000					$240,000
					O					DS	RRU		$240,000	$240,000	$240,000		$720,000
	6113591	Districtwide	R/R X-ing Rehabilitation		O	Railroad Crossing				DDR	RRU			$10,000			$10,000
	6113666	SR 25/NW 36th St.	North River Dr.	NW 17th Ave	L	Multi-lane Reconst 4/	2.196	1	2.196	DIH	PE	$100,000	$40,000				$140,000
	6113705	SR 25/NW 36th St.	NW 7th Ave.	NE 5th Ave.	M	Federal Aid Resurf/Repave				DDR	ROW	$300,000					$300,000
					M					XU	RRU					$238,700	$238,700
					M					XU	CST					$1,804,350	$1,804,350
	6113712	SR 874/Don Shula Expw	SW 137th Ave.	SR 821/H.E.F.T.	L	New 6 Lane	6.3	6	37.8	DIH	PE	$100,000	$100,000				$200,000
					L					DIH	ROW	$315,000					$315,000
					L					BNCA	ROW	$500,000					$500,000
	6113758	SR 826	SW 2nd St.	S of NW 25th St	L	Multi-lane Reconst 8/	1.397	2	2.794	DIH	PE	$250,000	$250,000	$250,000	$250,000		$1,000,000
					L					DS	PE	$660,000					$660,000
					L					DSB4	PE	$440,000	$819,993	$1,600,000			$2,859,993
					L					DDR	PE		$1,229,989	$2,400,000			$3,629,989
	6113770	SR 985/SW 107th Ave.	SW 40th St.	SW 24th St.	S	P.D. & E Study				DIH	PE			$125,000	$25,000		$150,000
					S					DS	PE			$750,000			$750,000
	6113777	SR A1A/Collins Ave.	63rd St.	75th St.	M	State Resurface/Repave				DS	MSC		$1,000,000	$1,556,347			$2,556,347
	6113791	SR 997/Krome Ave.	US-1 (Florida City)	SR 90/Tamiami	O	Corridor Improvement				DIH	PE	$50,000	$50,000	$100,000			$200,000
					O					SN	PE	$291,000	$314,000	$1,500,000			$2,105,000
	6113792	SR 997/Krome Ave.	SR 90/Tamiami Trail	US-27/Okeechob	O	Corridor Improvement				DIH	PE	$50,000	$50,000	$100,000			$200,000
					O					SN	PE	$285,194	$264,806				$550,000
					O					XA	PE			$1,500,000			$1,500,000
	6113801	SR 990/SW 112th St.	SW 97th Ave.	SR 5/US-1	M	State Resurface/Repave				DS	CST	$768,380					$768,380
					M					DIH	CST	$108,150					$108,150
	6113823	SR 874/So. Dade Expy	SW 112th St.	SR 826/Palmetto	L	Add Thru Lane(s) 4/6	7.153	2	14.31	DIH	PE	$100,000					$100,000
					L					XU	PE			$3,000,000			$3,000,000
					L					BNCA	ROW	$1,100,000					$1,100,000
					L					DS	ROW		$100,000				$100,000
	6113825	SR 826/Palmetto Expy	SW 32nd St.	SW 16th St.	L	Multi-Lane Reconst 8/	1.003	2	2.006	DIH	PE	$100,000					$100,000

STATE TRANSPORTATION IMPROVEMENT PROGRAM - HIGHWAYS

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
	6113826	SR 826/Palmetto Expy	SW 16th St.	SW 2nd St.	L	Multi-Lane Reconst 8/	0.852	2	1.704	DIH	PE	$75,000					$75,000
	6113827	SR 826/Palmetto Expy	North of NW 25th St.	NW 47th St.	L	Multi-Lane Reconst 8/	1.011	2	2.022	DS	PE	$250,000					$250,000
					L					SU	PE	$150,000					$150,000
	6113828	SR 826/Palmetto Expy	NW 47th St.	NW 62nd St.	L	Multi-Lane Reconst 8/	1.08	2	2.16	DIH	PE	$80,000					$80,000
					L					XU	PE	$250,000					$250,000
	6113829	SR 826/Palmetto Expy	NW 62nd St.	N. of FEC Railro	L	Multi-Lane Reconst 8/	0.909	2	1.818	DIH	PE	$150,000	$150,000	$150,000			$450,000
					L					DS	PE	$1,500,000					$1,500,000
	6113830	SR 826/Palmetto Expy	N. of FEC Railroad	S. of NW 103rd	L	Multi-Lane Reconst 8/	0.92	2	1.84	SU	PE			$150,000			$150,000
					L					DS	PE	$1,500,000					$1,500,000
	6113862	SR 112/Airport Expw.	SR 953/LeJeune Rd.	NW 2nd Ave.	S	P.D.&E. Study 6/8	4.882	2	9.764	DIH	PE	$100,000	$100,000	$150,000	$100,000		$450,000
					S					DDR	ROW			$8,200,006		$2,683,217	$10,883,223
	6113863	SR 5/US-1	SW 344th St.	SW 112th St.	S	Preliminary Engineeri	7.481	2	14.96	DIH	PE	$100,000	$50,000	$100,000			$250,000
	6113864	SR A1A/Collins Ave.	5th St./US-41	26th St.	S	Preliminary Engineeri	1.983	2	3.966	XU	CST					$891,023	$891,023
	6113866	Districtwide	FAU Box (UM Funds)	Preliminary Engi	S	Preliminary Engineering				DIH	PE	$470,000					$470,000
	6113880	SR 826/Palmetto Xway	NW 154th St.	Golden Glades	S	Preliminary Engineering				DIH	PE	$63,000					$63,000
					S					ACXA	PE	$200,000					$200,000
	6113881	SR 90/SW 8th St.	SW 127th Ave.	SW 152 Ave.	S	P.D.& E. Study 4/6	1.753	2	3.506	DIH	PE	$100,000		$50,000			$150,000
					S					DS	PE			$500,000			$500,000
	6113888	City of Miami Beach SR A	1A Connector between 42	nd and 43rd St.	M	Multi-lane Reconstruction				DS	MSC		$1,000,000				$1,000,000
	6113903	Traffic Consultant	Districtwide		S	Traffic Data				DS	PE		$100,000		$100,000		$200,000
	6113935	Okeechobee Rd/NW 36th	SR 821/H.E.F.T.	SR 826	M	Federal Aid Resurf/Repave				XA	CST			$2,755,933			$2,755,933
	6113937	SR 5/US-1	Riviera St.	SW 27th Ave.	M	Federal Aid Resurf/Repave				DIH	PE	$50,000					$50,000
					M					DS	CST			$998,968			$998,968
					M					DIH	CST			$139,855			$139,855
	6113940	SR 5/US-1	SW 112th Ave.	SW 152nd Street	M	State Resurface/Repave				DIH	PE	$50,000					$50,000
					M					DDR	CST			$1,499,249			$1,499,249
					M					DIH	CST			$209,895			$209,895
	6113948	NW/SW 107th Ave	SR 836	SW 8th St.	M	Multi-lane Reconstruction				DIH	PE			$75,000	$50,000	$100,000	$225,000
					M					XU	PE			$800,000		$1,000,000	$1,800,000
	6113949	SR 847/NW 47th Ave	NW 183rd St.	Broward Co. Lin	L	Add Lanes and Recon	2.144	2	4.288	DIH	PE		$50,000	$150,000			$200,000
	6113959	US-1/So. Dixie Hwy	Florida City	S. Dadeland Met	L	Busway	9.041	2	18.08	DS	PE	$750,000			$1,000,000		$1,750,000
	6113973	Countywide Traffic Ops St	udies Consultants		O	Safety Project				DIH	PE			$12,000			$12,000
					O					DDR	PE			$100,000			$100,000
					O					SS	PE			$100,000			$100,000
	6113992	Countywide	DDR & Urban Reserve	CAT #088717 &	O	Misc. Construction				DDR	CST	$117,919					$117,919
	6113994	SR 826/Prj. Mgmt Consult	US-1	NW 158th St.	L	Corridor Improvement	16.5	2	33	DS	PE	$1,000,000	$1,000,000	$1,000,000			$3,000,000
					L					DDR	ROW		$309,803				$309,803
					L					XU	CST	$250,000		$250,000			$500,000
	6113996	Dade Co.Wide Supp's	ST 100% CST-DDR Fun	Approp. Cat. #0	O	Funding Action				DDR	CST	$833,275	$274,074				$1,107,349
				and #088718	O					LFF	CST	$96,807	$18,595	$80,433	$1,651,900	$167,295	$2,015,030
	6113997	Dade Co.Wide Supp's	ST 100% Resurf-DDR F	Approp. Cat. #08	O	Hwy-Resurfacing				DDR	CST	$756,000	$1	$314,000	$225,000	$318,367	$1,613,368
	6113998	Dade Co.Wide Supp's	DDR PE Const/CST	Appr# 088849 / 0	O	Funding Action				DDR	PE	$175,609	$100,000				$275,609
					O					XU	PE	$184,184					$184,184
					O					DSB4	CST	$64,020					$64,020
					O					SE	CST	$8,003					$8,003
					O					XU	CST	$413,588				$2,692,854	$3,106,442
					O					DDR	CST		$939,325			$2,762,015	$3,701,340
					O					DS	CST		$1				$1
					O					ACXA	CST			$357,340			$357,340
	6113999	Dade Co.Wide Supp's	R/W Ops - DDR Funds	Approp. Cat #08	O	Funding Action				DDR	ROW	$452,152	$488,997	$511,331		$5,112,342	$6,564,822
	6114000	Dade Co. Adv R/W Acquis	tion		O	Corridor Improvement				DDR	ROW	$134,555	$981,447	$9,135,907		$24,412,834	$34,664,743
	6114006	Dade Co.Traffic Ops DDR	Reserve	Approp. Cat. #08	O	Intersection (Minor)				DDR	CST	$1	$1				$2
	6114016	SR 25/Okeechobee Rd.	SR 826/Palmetto Expy	SR 112/Airport E	L	Major Federal (EIS) 4/	4.818	2	9.636	DIH	PE	$200,000					$200,000
					L					DS	PE	$3,500,000					$3,500,000
	6114017	US-1/SR 5/Bisc. Blvd.	SR 856/Wm. Lehman Cs	NE 209th St.	L	Multi-lane Reconst 6/	0.99	2	1.98	XA	CST				$15,533,924		$15,533,924
	6114033	SR 5/US-1	S. of STR S-18, MP 6	CARD SND Rd,	L	New Road Constr - 2 l	7.78	2	15.56	DS	CST				$3,985,777		$3,985,777
					L					BRP	CST				$1,387,500		$1,387,500
					L					DDR	CST				$33,053,728		$33,053,728
					L					DS	CST				$1,265,790		$1,265,790

STATE TRANSPORTATION IMPROVEMENT PROGRAM - HIGHWAYS

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
					L					DIH	CST				$713,730		$713,730
	6114039	SR 944/ NW 54th St.	E. 4th Ave./NW 47th Ave.	NW 17th Ave.	M	Federal Aid Resurf/Repave				DS	CST	$1,914,644					$1,914,644
					M					DIH	CST	$344,634					$344,634
	6114052	SR 836/Dolphin Expy	NW 57th Ave.	NW 45th Ave.	O	Hwy-Traffic Ops Impr				DIH	PE	$145,000					$145,000
	6114053	SR 836/Dolphin Expy	NW 72nd Ave.	NW 57th Ave.	O	Hwy-Traffic Ops Impr				DIH	PE		$33,000				$33,000
					O					DSB4	PE		$405,000				$405,000
	6114055	SR 836/Dolphin Expy @ NW 57th Ave Interchange			O	Hwy-Traffic Ops Impr				DIH	PE			$27,000			$27,000
					O					DSB4	PE			$225,000			$225,000
	6114056	SR 836/Dolphin Expy	NW 27th Ave.	Toll Plaza	O	Hwy-Traffic Ops Impr				DIH	PE			$18,000			$18,000
					O					DSB4	PE			$150,000			$150,000
	6114057	SR 836/Dolphin Expy	NW 107th Ave.	NW 87th Ave.	O	Hwy-Traffic Ops Impr				DIH	PE	$112,000					$112,000
	6114061	SR 916/NE/NW 135th St.	NW 2nd Ave.	US-1/Bisc. Blvd.	M	Federal Aid Resurf/Repave				ACXU	RRU	$250,000					$250,000
					M					ACXU	CST	$1,987,445					$1,987,445
	6114062	SR 916 Opa-Locka Blvd	NW 2nd Ave.	NW 6th Ave.	M	Federal Aid Resurf/Repave				ACSA	CST	$335,423					$335,423
	6114064	SR 860/Miami Grdns Dr.	NW 57th Ave	NW 2nd Ave	L	Widen Road 4/6	5.53	2	11.06	DIH	PE	$125,000	$125,000				$250,000
					L					XA	PE	$25,000					$25,000
					L					XU	CST				$7,961,390		$7,961,390
	6114065	SR 680/Miami Gardens Dr	NE 6th Ave	SR 5/US-1	M	State Resurface/Repave				DDR	RRU		$50,000				$50,000
					M					DDR	CST		$2,040,183				$2,040,183
					M					DIH	CST		$234,763				$234,763
	6114066	SR 932/NW 103rd St.	NW 36th Ct.	NW 7th Ave.	M	Federal Aid Resurface/Repave				XA	CST		$1,813,849				$1,813,849
	6114074	SR 934/NW 74th St.	W of 4th Ave.	NW 6th Court	M	State Resurface/Repave				DS	CST	$2,597,854					$2,597,854
					M					DIH	CST	$300,000					$300,000
	6114076	SR 994/Quail Roost	SR 997/Krome Ave.	SW 127 Ave.	M	Federal Aid Resurface/Repave				DIH	PE	$80,000					$80,000
					M					DS	CST		$1,949,385				$1,949,385
					M					DIH	CST		$272,913				$272,913
	6114078	SR 90/US-1/SW 8th St.	SW 3rd Ave	SR 5/US-1	M	Federal Aid Resurface/Repave				DIH	PE		$65,760				$65,760
					M					XA	CST				$183,144		$183,144
	6114084	Dade Co.wide Traffic Signal Upgrade (System Manager)			O	Traffic Signal Update				DIH	PE	$260,000	$260,000	$260,000			$780,000
					O					DS	PE	$4,200,000					$4,200,000
	6114085	Dade Co.wide Traffic Signal Upgrade (Upgrade Center)			O	Traffic Signal Update				LFR	CST	$1,230,000					$1,230,000
					O					DIH	CST	$25,750					$25,750
					O					DDR	MSC				$1,230,000		$1,230,000
	6114086	Dade Co.wide Traffic Signal Upgrade (Implement Ph. A)			O	Traffic Signal Update				XU	CST					$4,085,760	$4,085,760
	6114087	Dade Co.wide Traffic Signal Upgrade (Implement Ph. B)			O	Traffic Signal Update				XU	CST					$4,085,760	$4,085,760
	6114088	SR 907/Alton Rd.	8th St.	Michigan Ave.	M	Multi-lane Reconstruction				DIH	PE	$100,000					$100,000
					M					XA	CST					$2,753,997	$2,753,997
	6114093	SR 826/Palmetto Expy at Coral Way			O	Misc. Reimbursement				DDR	CST		$1,400,000				$1,400,000
					O					DIH	CST		$196,000				$196,000
	6114094	Multi-modal Corridor	Fla. Internat'l Univ.	Port of Miami	S	P.D. & E. Study				CM	PE	$50,000					$50,000
					S					DIH	ROW	$100,000					$100,000
					S					DSB4	ROW	$1,000,000					$1,000,000
	6114012	SR 932/NW 103rd St.	NW 57th Ave	E. 10th Ave	M	Federal Aid Resurf/Repave				XA	CST		$1,300,929				$1,300,929
	6114114	Miami Intermodal Center			S	P.D. & E. Study				DIH	ROW	$100,000					$100,000
					S					BNCA	ROW	$1,000,000					$1,000,000
	6114117	SR A1A/Indian Creek	59th St.	62 Abbott Avenu	O	Repl. Grade Sep./Conc.				DS	ROW	$500,000	$500,000				$1,000,000
	6114118	SR 823/NW 57th Ave.	SR 25/Okeechobee Rd.	NW 138 Street	S	P.D. & E. Study 4/6	4.78	2	9.56	DIH	PE		$100,000	$100,000			$200,000
					S					XA	PE		$1,000,000				$1,000,000
	6114120	Dade County/Car Cnt			S	Environmental Action				DIH	PE	$50,000	$50,000				$100,000
					S					DDR	PE	$704,842	$234,382				$939,224
	6114124	Dade County Expy Sys Supplemental Box			O	Funding Action				DSB4	CST	$200,000					$200,000
	6114125	East-West & Mic	Interconnector		O	Rights of Way Action				DSB4	ROW	$2,439,352					$2,439,352
	6114128	SR 886/Port Blvd	At Port of Miami Bridge		O	Misc. Construction				FD18	MSC	$834,133	$834,133				$1,668,266
	6114153	SR 916/138th St.	NW 67th Ave.	57th Ave.	L	Add Lanes & Reconst	1.011	2	2.022	DIH	PE	$60,000					$60,000
	6114156	SR 973/Galloway Rd.	Flagler St.	SW 8th St.	M	Mill and Resurface				DIH	PE	$60,000					$60,000
	6114159	SR 826/Palmetto Expy	N. of NW 154th St	W. of NW 47th A	M	Mill and Resurface				DS	CST				$2,897,100		$2,897,100
					M					DIH	CST				$333,000		$333,000
	6114162	SR 934/NW 74th St.	SR 823/NW 57th Ave	SR 826/Palmetto	S	P.D. & E. Study				DIH	PE	$100,000	$50,000	$100,000	$100,000		$350,000
					S					DS	PE	$550,000			$2,000,000		$2,550,000

STATE TRANSPORTATION IMPROVEMENT PROGRAM - HIGHWAYS

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
	6114164	SR 9A/I-95	SR 836/Dolphin Expy	SR 90/SW 8th St	S	P.D. & E. Study				DIH	PE		$100,000	$50,000			$150,000
	6114226	SR 5/US-1	SW 37th Avenue	SR 9A/I-95	O	Landscaping				DDR	CST	$618,000					$618,000
					O					DIH	CST	$111,240					$111,240
	6114248	SR 816/Palmetto Expy	W. of NW 47th Avenue	W. of NW 27th A	M	Mill and Resurface				DS	CST					$2,429,966	$2,429,966
					M					DIH	CST					$242,997	$242,997
	6114251	SR 7 @ Golden Glades Park and Ride			O	Intersection (Minor)				SH	CST	$164,079					$164,079
	6114254	SR 25 (Okeechobee Rd) at	SR 997 (Krome Ave.)		O	Intersection (Minor)				SH	CST	$256,330					$256,330
	6114255	SR 986	@ SR 874 Overpass In	Westbound Directi	O	Railroad Signal				SP	RRU	$5,000					$5,000
					O					SP	CST	$500					$500
	6114256	SR 977	@ Xing #631137-L		O	Railroad Signal				SP	RRU	$70,000					$70,000
					O					SP	CST	$7,000					$7,000
	6114257	SR 826/Palmetto Expy	W. of NW 27th Avenue	W. of Golden Gl	M	Mill and Resurface				DS	CST					$2,878,722	$2,878,722
					M					DIH	CST					$287,872	$287,872
	6114258	SR 7/NW 7th Avenue	NW 75th Street	NW 159th Street	M	Mill and Resurface				DIH	PE	$125,000					$125,000
					M					DS	CST				$1,387,500		$1,387,500
					M					DIH	CST				$194,250		$194,250
	6114259	Golden Glades Intchg Improvements			O	Misc. Construction				XA	CST					$3,282,125	$3,282,125
	6114260	SR 860/Miami Gardens Dr	SR 9A/I-95	SR 5/Biscayne Bl	S	P.D. & E. Study				DIH	PE	$20,000					$20,000
					S					DS	PE	$200,000					$200,000
	6114261	Distwide Push Botton Design Consultant			S	Preliminary Engineering				DS	PE		$100,000		$100,000		$200,000
	6114262	Collins (44-59th St.) & Indian Creek (39-44th St)		(Miami Beach)	O	Landscaping				SE	MSC					$1,235,838	$1,235,838
	6114264	SR 836/Dolphin Expy Lejeune Rd. Intrchg		(NB to WB Ram	O	Hwy-Traffic Ops Impr				DIH	PE	$18,000					$18,000
					O					DSB4	PE	$250,000					$250,000
	6114256	SR 836/Dolphin Expy Lejeune Rd. Intrchg		(EB TO NB RAM	O	Hwy-Traffic Ops Impr				DIH	PE		$60,000				$60,000
					O					DSB4	PE		$500,000				$500,000
	6114266	SR 836/Dolphin Expy Lejeune Rd. Intrchg		(EB Ramp)	O	Hwy-Traffic Ops Impr				DIH	PE		$1,800				$1,800
					O					DSB4	PE		$15,000				$15,000
	6114267	SR 836/Dolphin Expy Lejeune Rd. Intrchg		(WB Exit Rmp to	O	Hwy-Traffic Ops Impr				DIH	PE		$72,000				$72,000
					O					DSB4	PE		$600,000				$600,000
	6114268	SR 836/Dolphin Expy NW 27th Ave. Intrchg			O	Hwy-Traffic Ops Impr				DIH	PE			$27,000			$27,000
					O					DSB4	PE			$225,000			$225,000
	6114269	SR 836/Dolphin Expy NW 87th Ave. Intrchg			O	Hwy-Traffic Ops Impr				DIH	PE			$12,000			$12,000
					O					DSB4	PE			$100,000			$100,000
	6114270	Traffic Consultant Districtwide			S	Traffic Data				DIH	PE	$20,000					$20,000
					S					DS	PE	$100,000					$100,000
					S					DDR	PE			$100,000			$100,000
	6114271	Cntywide Traffic Ops Studies Consultants			O	Safety Project				DIH	PE		$12,000				$12,000
					O					DDR	PE		$100,000		$100,000		$200,000
					O					SS	PE		$100,000		$100,000		$200,000
	6114272	SR A1A/MacArthur Cswy	East Bridge #870077		O	Hwy-Traffic Ops Impr.				DIH	PE	$50,000					$50,000
					O					SH	CST		$596,220				$596,220
	6114273	SR 953/Lejeune Rd.	SR 5/US-1	SR 90/SW 8th St	N	Sidewalk				DIH	PE	$18,000					$18,000
					N					DS	CST		$156,900				$156,900
					N					DIH	CST		$31,380				$31,380
	6114274	SR 985/SW 107th Ave.	SW 70th St. to SW 80th	(Indian Hmmks P	N	Bike Path				SE	MSC				$392,000		$392,000
	6114275	NW 36th St./SR 25	NW 17th Ave.	NW 7th Ave.	M	Federal Aid Resurf/Rehave				ACXU	CST	$880,650					$880,650
	6114278	ICS Manager	Dade County		O	In-house System Dev.				DIH	PE	$150,000	$150,000	$150,000	$150,000	$150,000	$750,000
	6114279	ICS Operations & Maintenance			O	Periodic Maintenance				DIH	PE	$30,000					$30,000
					O					DS	MSC	$250,000					$250,000
	6123194	NW 25th Street	SR 826/Palmetto Expy	Airport	L	Misc. Construction 5/7	2	2	4	DS	PE	$600,000					$600,000
					L					DIH	PE			$100,000			$100,000
					L					XU	PE			$1,000,000			$1,000,000
	6123249	SW 137 Avenue	SR 821/H.E.F.T.	SW 336th Street	L	Add Lanes & Reconst	3.7	2	7.4	ACXA	ROW	$612,500					$612,500
					L					LFF	ROW	$87,500					$87,500
					L					LFF	CST		$1,079,242				$1,079,242
					L					XA	CST		$7,554,691				$7,554,691
	6123258	Va Gardens/Miami Spring	Bikeway System	(Ludlam Canal P	N	Bike Path				LFF	CST	$11,154					$11,154
					N					SE	CST	$100,387					$100,387
	6123259	City of Miami Beach Bicycle	Network		N	Bike Path				LFF	CST						$0

STATE TRANSPORTATION IMPROVEMENT PROGRAM - HIGHWAYS

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
					N					SE	CST	$20,969					$20,969
					N					LFF	MSC	$15,734					$15,734
					N					SE	NSC	$141,600					$141,600
	6123260	City of Miami Beach	Dade Blvd Bike/Ped	Improvements	N	Bike Path				LFF	CST		$131,086				$131,086
					N					SE	CST		$1,179,772				$1,179,772
	6123268	Dade Countywide	NE 151st St. & 300M W of	US-1, Xing 276	O	Railroad Signal				SP	RRU	$89,000					$89,000
					O					SP	CST	$9,000					$9,000
	6123269	Dade Countywide	@ NE 172nd St & 150 M	E of US-1, Xing #	O	Railroad Signal				SP	RRU	$6,000					$6,000
					O					SP	CST	$1,000					$1,000
	6123270	Dade Countywide	@ W 8th Ave & W 21st S	Xing #272748-J	O	Railroad Signal				SP	RRU	$59,000					$59,000
					O					SP	CST	$6,500					$6,500
	6123274	Biscayne-Everglades	Greenways Trail		N	Bike Path				XU	PE	$50,000					$50,000
					N					XU	MSC	$700,000	$800,000				$1,500,000
					N					LFF	MSC			$116,667	$233,333		$350,000
					N					SE	MSC			$883,334	$1,766,666		$2,650,000
	6123275	Southwest Homestead	SW 10th & 12th Avenues	SW 4th & 8th Str	N	Sidewalk				LFF	MSC			$10,854			$10,854
					N					SE	MSC			$97,674			$97,674
	6123276	Miami River and Ludlam C	anal	(Miami Springs)	O	Landscaping				LFF	MSC			$10,000			$10,000
					O					SE	MSC			$90,000			$90,000
	6123277	Loretta Sheehy Park	Overlook	(Coral Gables)	O	Landscaping				LFF	MSC			$25,800			$25,800
					O					SE	MSC			$232,200			$232,200
	6123278	Venetian Cswy (S/W&Lnd)	Bayshore Drive	Purdy Avenue	O	Landscaping				LFF	MSC				$65,000		$65,000
					O					SE	MSC				$585,000		$585,000
	6123279	Metromover-Bayside	Promenade		O	Betterment				LFF	MSC					$97,300	$97,300
					O					SE	MSC					$875,700	$875,700
	6123281	Arcola Neighborhood	NW 79th St. & NW 87th	NW 22nd Ave &	N	Sidewalk				LFF	MSC					$48,140	$48,140
					N					SE	MSC					$433,264	$433,264
	6141828	I-95/SR 9A (ICS)	US-1/SR 5	Broward Co. Lin	O	Corridor Improvement				DI	PE	$1,265,479					$1,265,479
					O					DI	CST		$20,359,291				$20,359,291
	6141894	SR 9A/I-95	SR 5/US-1	Golden Glades	M	Rigid Pavement Recon	st.			IM	CST		$13,422,825				$13,422,825
	6141902	I-395/SR 836/I-95	NW 17th Avenue	MacArthur Cswy	O	Corridor Improvement				NH	PE	$50,000					$50,000
District - Statewide	6110001	Districtwide	Resurfacing pgm		M	State Resurface/Repave				DIH	PE	$500,000	$500,000	$500,000			$1,500,000
					M					DS	CST		$500,000		$645,012		$1,145,012
					M					DIH	CST		$261,667				$261,667
	6110024	D/W Skid Projects	Reserve	CST Apprp CAT	O	Skid Hazard Overlay				DIH	PE	$150,000	$150,000	$150,000			$450,000
					O					SS	CST	$354,000	$232,626			$954,269	$1,540,895
	6110025	Districtwide Safety Reserve		CST Apprp CAT	O	Safety Project				SH	PE	$128,058	$200,000	$500,000	$200,000	$200,000	$1,228,058
					O					SS	PE	$100,000	$130,000	$150,000	$175,000	$200,000	$755,000
					O					DS	CST	$16,005					$16,005
					O					SH	CST	$441,997	$107,779	$524,134	$824,134	$824,134	$2,722,178
					O					SS	CST	$2,066,409	$2,210,374	$2,534,567	$2,642,113	$1,950,000	$11,403,463
	6110030	Districtwide/T.Ops	Traffic Ops Study	Consultant	S	Traffic Engineering Study				DIH	PE	$125,000	$125,000	$135,000	$150,000	$150,000	$685,000
					S					DS	PE		$100,000		$100,000		$200,000
	6110031	Non-Conforming Signs	Remove Illegal Signs	District 6	M	Periodic Maintenance				DIH	ROW	$80,000	$80,000	$80,000			$240,000
	6119806	D/W Shop Drawings			O	Funding Action				DS	CST	$239,689					$239,689
					O					XA	CST	$50,000					$50,000
	6119809	D/W Utilities & R/R	Agreement Reserve	Approp Cat # 08	O	Misc. Construction				LF	RRU	$4,500,000	$5,000,000	$5,500,000	$6,000,000	$6,500,000	$27,500,000
	6119814	Districtwide/VE	Value Engineering	Consultant	S	Preliminary Engineering				DIH	PE	$30,000	$25,000	$30,000	$25,000		$110,000
					S					DS	PE	$100,000		$100,000			$200,000
	6119818	Districtwide Aerial Photography			S	Preliminary Engineering				DS	PE	$100,000					$100,000
	6119820	D/W Landscape Design C	onsultant		O	Landscaping				DIH	PE		$25,000		$25,000		$50,000
					O					DS	PE		$200,000		$200,000		$400,000
	6119827	D/W Water Management D	ist. Permits		O	Water Mgt. Dist Permit				DIH	PE	$10,000	$15,000	$15,000	$15,000		$55,000
					O					DS	PE	$60,000	$60,000	$60,000	$60,000		$240,000
	6119828	D/W Mitigation	Compliance Monitoring P	rogram	S	Environmental Action				DIH	PE	$100,000	$100,000				$200,000
	6119832	D/W P.D. & E. Consultant	Transit Studies		S	P.D. & E. Study				DIH	PE		$50,000		$50,000		$100,000
					S					DS	PE		$250,000				$250,000
	6119833	DW Quality Assurance Re	view Team		O	Unknown				DIH	PE		$50,000				$50,000
	6119834	SR 5/US-1 South	Wetlands Mitigation	Dade & Monroe	O	Environmental Action				XA	PE	$25,000					$25,000

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TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
	6119836	Districtwide	Traffic Operations		M	Operations				DIH	PE	$250,000	$300,000	$325,000	$350,000	$400,000	$1,625,000
	6119839	Districtwide Push Button C	onsultant		S	Preliminary Engineering				DS	PE			$100,000			$100,000
	6119843	D/W Constructabilty Revie	w Consultant		S	Preliminary Engineering				DIH	PE	$50,000	$50,000	$50,000	$50,000	$50,000	$250,000
					S					DS	PE	$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
	6119844	D/W Claims Consultant Se	rvices		S	Preliminary Engineering				DS	PE	$200,000					$200,000
	6119845	D/W Cultural	Resource Assessment C	onsultant	O	Environmental Action				DIH	PE	$50,000	$50,000				$100,000
					O					DS	PE	$100,000	$100,000				$200,000
	6119846	Districtwide	Trailblazers	Diagrammatic Si	O	Overhead Signing				DS	CST	$108,900					$108,900
					O					DIH	CST	$21,780					$21,780
	6119847	Districtwide	Trailblazers	Diagrammatic Si	O	Overhead Signing				DS	CST		$110,700				$110,700
					O					DIH	CST		$22,140				$22,140
	6119848	Design/Built	Signing		O	Overhead Signing				DIH	PE	$10,000					$10,000
					O					DS	CST	$108,900					$108,900
					O					DIH	CST	$21,780					$21,780
	6119858	SR 5/US-1	(Phase II) Wetlands Mitig	Dade & Monroe	O	Environmental Action				ACXA	CST	$828,884					$828,884
	6119859	D/W Permits Consultant			O	Envntl Permits-Other				DIH	PE	$15,000		$20,000			$35,000
					O					DS	PE	$150,000		$200,000			$350,000
	6119860	Districtwide - T.Ops	Traffic Ops Study	Consultant	S	Traffic Engineering Study				DIH	PE	$12,000					$12,000
					S					DS	PE	$100,000		$100,000			$200,000
	6119861	D/W Junkyard Regulatn			M	Peiodic Maintenance				DIH	ROW	$20,000	$20,000	$20,000	$20,000	$20,000	$100,000
	6119862	Districtwide Trf Ops			S	Preliminary Engineering				DIH	PE	$995,000	$960,000	$1,105,000	$1,297,000	$1,452,000	$5,809,000
	6119863	Districtwide	Operations Improvements		O	Intersection (minor)				DIH	PE	$10,000					$10,000
					O					DS	CST	$250,000					$250,000
					O					DIH	CST	$63,001					$63,001
	6119864	Community Safety	Districtwide		O	Safety Project				DIH	PE	$8,000	$8,000	$8,000	$8,000	$8,000	$40,000
					O					NHTS	PE	$80,000	$80,000	$80,000	$80,000	$80,000	$400,000
	611990	Districtwide/MN PE	Minor Design	By Consultant	S	Preliminary Engineering				DIH	PE	$10,000					$10,000
					S					DS	PE		$250,000				$250,000
	6119902	Districtwide	Additional Hwys	System R/W Ma	S	Preliminary Engineering				DS	PE	$300,000					$300,000
	6119903	SR 826/Palmetto Expy	Project Management Con	sultant	O	Corridor Improvement				DIH	PE	$80,000	$80,000	$100,000	$100,000		$360,000
	6119904	Traffic Operations	Push Button Contractor		O	Misc. Construction				DS	CST		$300,000				$300,000
					O					DIH	CST		$100,000				$100,000
	6119909	Districtwide/Env	Environmental Data & Re	port Consultant	S	Ecological Study				DIH	PE		$30,000		$30,000		$60,000
					S					DS	PE		$300,000		$300,000		$600,000
	6119912	Districtwide/Topo	Engineering Study by Co	nsultant No. 2	S	Preliminary Engineering				DS	PE	$300,000					$300,000
	6119913	Districtwide	Title Search		S	Preliminary Engineering				DS	PE	$75,000	$100,000				$175,000
	6119917	Districtwide/Pub. Inv.	Public Involvement Consu	ltant	S	Preliminary Engineering				DS	PE	$200,000	$100,000				$300,000
	6119919	Districtwide/Reserve	Supplemental Agrmnts	Approp Cat # 08	O	Funding Action				DS	PE	$174,629	$1		$1		$174,631
					O					XA	PE	$1					$1
					O					XU	PE	$73,045					$73,045
	6119923	Districtwide/PE			S	Preliminary Engineering				DIH	PE	$108,027	$357,516				$465,543
					S					SN	PE	$320,078			$435,000		$755,078
					S					XA	PE	$62,246	$100,000	$218,099	$1,137,139	$247,224	$1,764,708
					S					XU	PE	$213,941	$100,000	$214,452	$100,000		$628,393
					S					XL	PE		$157,002	$382,000			$539,002
	6119924	Palmetto Expressway	Advanced Corridor R/W A	cquisition	O	Right of Way Acquisition				DS	ROW	$1					$1
					O					BNCA	ROW		$1,000,000	$1,232,379			$2,232,379
	6119924	Districtwide CEI	Inspect Construction Proj	CAT # 088718	O	Inspect Construction Projs				DS	CST		$1				$1
	6119929	District Box	R/W Support Services		O	Operating/Admin Assist.				DIH	ROW	$3,070,000	$3,359,995	$3,570,000	$4,355,000	$4,580,000	$18,934,995
	6119930	Districtwide/Misc. PE	Miscellaneous Design		S	Preliminary Engineering				DIH	PE	$10,000					$10,000
					S					DS	PE	$150,000					$150,000
	6119931	Advanced R/W Acquisition			O	Corridor Improvement				XA	ROW	$32,000					$32,000
	6119933	CEI Support			O	Inspect Constr. Projects				DIH	CST	$370,916	$1,072,432	$2,013,297	$2,547,874	$3,701,857	$9,706,376
					O					SN	CST	$14,487					$14,487
					O					XA	CST	$98,479	$1	$99,905	$12,487		$210,872
					O					XL	CST	$344,311	$1,129,849	$1,493,587	$395,000		$3,362,747
					O					XU	CST	$896,499	$205,769	$444,067	$1,470,000	$919,873	$3,936,208
					O					SE	CST		$11,236	$28,627		$325,638	$365,501
	6119934	Districtwide	Resurfacing		M	Federal Aid Resurf/Repave				SN	CST	$364,605	$1	$1	$238,529	$673,529	$1,276,665

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TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
					M					XU	CST		$1	$900,000			$900,001
					M					XA	CST			$1	$1,918,989		$1,918,990
					M					XL	CST			$38,362	$887,051	$1,367,028	$2,292,441
	6119938	D/W Design/Safety-TR	For Traffic Ops and Safety		S	Preliminary Engineering				DIH	PE	$50,000	$60,000	$75,000	$85,000	$100,000	$370,000
					S					DS	PE		$130,000				$130,000
					S					SH	PE		$130,000				$130,000
	6119939	Districtwide/Utility	Utility Coordination		S	Preliminary Engineering				DS	MSC	$150,000	$150,000	$150,000	$150,000	$150,000	$750,000
	6119940	Districtwide/Misc.	Structural Projects	Minor Design	S	Preliminary Engineering				DS	MSC		$200,000				$200,000
	6119943	D/W Right of Way	Consultant		O	Right of Way Project				DS	ROW	$1,500,000	$1,500,000				$3,000,000
	6119946	Districtwide	Materials Testing		O	Inspect Constr. Projects				DS	PE	$100,000					$100,000
	6119957	DW Consultant	Project Mgt in Final Design		S	Preliminary Engineering				DIH	PE	$778,216	$1,984,922	$2,513,449	$5,034,861	$6,927,776	$17,239,224
	6119958	Distwide P.D. & E.	Project Management		S	Preliminary Engineering				DIH	PE	$800,000	$900,000	$950,000	$1,000,000	$1,500,000	$5,150,000
	6119959	Districtwide	Plans Review	Roadway Design	S	Preliminary Engineering				DIH	PE	$610,000	$800,000	$900,000	$950,000	$1,000,000	$4,260,000
	6119960	Districtwide	Plans Review	Structures Desig	S	Preliminary Engineering				DIH	PE	$640,000	$800,000	$850,000	$900,000	$950,000	$4,140,000
	6119961	Districtwide	Utility Coordination		S	Preliminary Engineering				DIH	PE	$650,000	$800,000	$850,000	$900,000	$950,000	$4,150,000
	6119962	Districtwide	CADD Support		S	Preliminary Engineering				DIH	PE	$521,734	$900,000	$950,000	$1,000,000	$1,500,000	$4,871,734
	6119963	Districtwide	Engineering Support Services		S	Preliminary Engineering				DIH	PE	$516,700	$700,000	$800,000	$850,000	$900,000	$3,766,700
	6119972	Districtwide	Claims Consultants		O	Inspect Constr. Projects				DS	CST	$105,543					$105,543
	6119975	Districtwide- Proj. Mgt	P.D. & E. Scoping Unit & Support		S	Preliminary Engineering				DIH	PE	$200,000	$200,000				$400,000
	6119981	D/W PE Target Reserve		Approp Cat # 08	O	Unknown				XU	PE		$46,955				$46,955
					O					XA	PE			$1			$1
	6119982	D/W CEI Consultant	Supplmntl Agreements	Approp Cat # 08	O	Unknown				CM	CST	$311,908	$100,000				$411,908
					O					DS	CST	$448,238	$1				$448,239
					O					XU	CST	$200,000			$222,015	$68,386	$490,401
					O					XA	CST		$400,000	$495,578			$895,578
	6119986	Districtwide Box for Fed. A	Non-Participating- 1990 Reconcilitation		O	Unknown				DS	CST	$1	$1				$2
	6119987	D/W Supplement to	Right of Way Phases		O	Unknown				ACXA	ROW	$126,286					$126,286
					O					BNCA	ROW	$42,809	$86,425				$129,234
					O					BNDS	ROW	$130,914					$130,914
					O					DS	ROW	$2,756,512	$8,234,696	$1,564,408	$7,686,775	$4,615,903	$24,858,294
					O					XL	ROW	$1,408,433	$623,803	$552,278	$17,563		$2,602,077
					O					XU	ROW	$290,329	$217,966	$1,302,269	$2,490,333	$2,284,471	$6,585,368
					O					XA	ROW	$232,939	$3,884,295	$751,528	$2,119,309	$3,532,011	$10,520,082
	6119989	D/W Supplmnt Agrmt	Non-Interstate Cst	Approp Cat # 08	O	Funding Action				CM	CST	$457,978					$457,978
					O					DS	CST	$871,263					$871,263
					O					SE	CST	$201,884	$1	$1		$66,535	$268,421
					O					XA	CST	$1	$1,636,823	$417,247		$2,552,828	$4,606,899
					O					XU	CST	$207,252	$12,548	$567,891	$2,127,872	$752,828	$3,668,391
	6119990	D/W Supplmnt Agrmt/ST	100 % Road Cost	Approp Cat # 08	O	Funding Action				DS	CST	$179,716					$179,716
	6119991	D/W Supplmnt Agrmt	Resurf CST	Approp Cat # 08	M	Hwy-Resurfacing				LF	RRU	$371,228	$200,000	$200,000	$200,000	$200,000	$1,171,228
					M					DS	CST	$770,472	$600,000	$300,000	$384,000	$643,000	$2,697,472
					M					SH	CST	$23,805					$23,805
					M					XU	CST	$200,000	$134,000		$2,761,745	$437,352	$3,533,097
					M					XA	CST		$152,789	$300,000	$363,000	$22,893	$838,682
	6119993	D/W Supplmnt Agrmt	Traffic Op	Approp. Cat # 08	O	Funding Action				CM	CST	$1					$1
					O					DS	CST	$1	$1				$2
					O					XA	CST	$2					$2
					O					XU	CST	$1					$1
	6120005	Districtwide	Supplemental Agreement		O	Funding Action				LF	CST	$1,000,000	$1,000,000	$1,000,000	$1,000,000		$4,000,000
	6120007	D/W Enhancement	Consultant		S	Preliminary Engineering				SE	PE	$146,210		$150,000			$296,210
	6120008	D/W Enhancement Resv.	Future Projects		O	Misc. Construction				SE	PE			$50,001	$150,000		$200,001
					O					SE	CST			$57,116	$50,347	$68,386	$175,849
	6140009	D/W Supplmnt Agrmt	Intrastate Const	Approp Cat # 08	O	Funding Action				SE	CST	$5,335					$5,335
						TOTALS	113.1		250.7			$113,797,817	$123,970,803	$88,211,763	$177,175,708	$124,096,359	$627,252,450

STATE TRANSPORTATION IMPROVEMENT PROGRAM - PLANNING

TIP Type	Project #	Facility	From	To	X	Type of Work	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
Dade County	6592884	Miami MPO 1994/1995	UPWP		S	Routine Transp. Planning	LFF	MSC	$40,000	$40,000	$40,000	$40,000	$40,000	$200,000
					S		XU	MSC	$360,000	$360,000	$360,000	$360,000	$360,000	$1,800,000
District -		D/W ISTEA Requirements			S	Routine Transp. Planning	XU	PE	$477,000	$427,000	$427,000	$400,000	$400,000	$2,131,000
Statewide		D/W Work Program Support			S	Update Exist.Urb.Trans.Plan	XU	PE		$50,000	$50,000	$100,000	$100,000	$300,000
						TOTALS			$877,000	$877,000	$877,000	$900,000	$900,000	$4,431,000

STATE TRANSPORTATION IMPROVEMENT PROGRAM - P.T.O.

TIP Type	Project #	Facility	From	To	X	Type of Work	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
Dade	6810283	Transp. Mgt. Assoc.	Development & Support		X	Ridesharing Promo & Asst	DS	MSC	$100,000					$100,000
County					X		LF	MSC	$100,000					$100,000
	6810284	Dade County - MDTA	Park-n-Ride Program		U	Park and Ride Lots	LF	MSC	$312,800					$312,800
					U		UMTA	MSC	$312,800					$312,800
	6810285	Dade County - MDTA	Block Grant Program	Operating	X	Operating for Fixed Route	DDR	MSC	$6,101,829					$6,101,829
					X		DS	MSC	$7,626,116					$7,626,116
					X		LF	MSC	$13,727,945					$13,727,945
	6810292	Dade County - MDTA	16 Buses, Ctrl Cntrl O'haul		U	Capital for Fixed Route	LF	MSC	$6,550,000					$6,550,000
					U		UMTA	MSC	$26,200,000					$26,200,000
	6810303	Dade County - MDTA	Park-n-Ride Program		U	Park and Ride Lots	DS	MSC		$103,100				$103,100
					U		LF	MSC		$103,100				$103,100
					U		UMTA	MSC		$206,200				$206,200
	6810304	Gold Coast Comm. Serv.	Dade Co. Operations		X	Ridesharing Promo & Asst	DS	PE		$290,000				$290,000
	6810305	Trans. Mgt. Assoc.	Development & Support		X	Ridesharing Promo & Asst	DS	MSC		$100,000				$100,000
					X		LF	MSC		$100,000				$100,000
	6810306	Dade County - MDTA	Cntrl Contrl Overhaul	Rehab Rail Line Equip	U	Capital for Fixed Route	LF	MSC		$8,400,000				$8,400,000
					U		UMTA	MSC		$33,600,000				$33,600,000
	6810307	Dade County - MDTA	Block Grant Program	Operating	X	Operating for Fixed Route	DDR	MSC		$6,369,209				$6,369,209
					X		DS	MSC		$7,420,559				$7,420,559
					X		LF	MSC		$13,789,768				$13,789,768
	6810309	Dade County - MDTA	Transit Corridor Dev.		U	Urban Corridor Impr	DS	MSC		$1,250,000				$1,250,000
	6810329	Dade County - MPO	Section 8 Grants		S	Transit Pln. Studies, Reg. Sys.	DS	MSC	$75,529					$75,529
					S		DU	MSC	$604,228					$604,228
					S		LF	MSC	$75,529					$75,529
	6810330	Dade County - MPO	Section 8 Grants		S	Transit Pln. Studies, Reg. Sys.	DS	MSC		$75,529				$75,529
					S		DU	MSC		$604,228				$604,228
					S		LF	MSC		$75,529				$75,529
	6810335	Dade County - MPO	Section 8 Grants		S	Transit Pln. Studies, Reg. Sys.	DS	MSC			$75,529			$75,529
					S		DU	MSC			$604,228			$604,228
					S		LF	MSC			$75,529			$75,529
	6810336	Dade County - MDTA	Park-n-Ride Program		U	Park and Ride Lots	DS	MSC			$156,300			$156,300
					U		LF	MSC			$156,300			$156,300
					U		UMTA	MSC			$312,600			$312,600
	6810337	Dade Co.	Trans. Mgt. Assoc		X	Ridesharing Promo & Asst	DS	MSC			$100,000			$100,000
					X		LF	MSC			$100,000			$100,000
	6810338	Dade County - MDTA	26 buses, Ctrl Cntrl O'haul		U	Capital for Fixed Route	LF	MSC			$10,530,000			$10,530,000
					U		UMTA	MSC			$42,360,000			$42,360,000
	6810339	Dade County - MDTA	Block Grant Program	Operating	X	Operating for Fixed Route	DDR	MSC			$6,641,000			$6,641,000
					X		DS	MSC			$7,211,426			$7,211,426
					X		LF	MSC			$13,852,426			$13,852,426
	6810341	Dade County - MDTA	Transit Corridor Dev		U	Urban Corridor Impr	DS	MSC	$1,250,000					$1,250,000
	6810342	Dade Co.	Gold Coast Comm. Svcs		X	Ridesharing Promo & Asst	DS	PE			$290,000			$290,000
	6810344	Dade County - MPO	Section 8 Grants		S	Transit Pln. Studies, Reg. Sys.	DS	MSC				$75,529		$75,529
					S		DU	MSC				$604,228		$604,228
					S		LF	MSC				$75,529		$75,529
	6810345	Dade County - MDTA	Park-n-Ride Program		U	Park and Ride Lots	DS	MSC				$130,800		$130,800
					U		LF	MSC				$130,800		$130,800
					U		UMTA	MSC				$261,600		$261,600
	6810346	Dade County - MDTA	Purchase 77 Buses	Rehab Rail Line Equip	U	Capital for Fixed Route	LF	MSC				$9,720,000		$9,720,000
					U		UMTA	MSC				$38,880,000		$38,880,000
	6810347	Dade Co.	Gold Coast Comm. Svcs		X	Ridesharing Promo & Asst	DS	PE				$290,000		$290,000
	6810349	Dade County - MDTA	Block Grant Program	Operating	X	Operating for Fixed Route	DS	MSC				$13,924,077		$13,924,077
					X		LF	MSC				$13,924,077		$13,924,077
	6810357	Dade County	FTA #9 MDTA-Op. Asst.		X	Operating for Fixed Route	LF	MSC	$45,300,000					$45,300,000
					X		UMTA	MSC	$8,900,000					$8,900,000
	6810358	Dade County	FTA #9 MDTA-Op. Asst.		X	Operating for Fixed Route	LF	MSC		$47,800,000				$47,800,000

STATE TRANSPORTATION IMPROVEMENT PROGRAM - P.T.O.

TIP Type	Project #	Facility	From	To	X	Type of Work	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
					X		UMTA	MSC		$9,200,000				$9,200,000
	6810359	Dade County	FTA #9 MDTA-Op. Asst.		X	Operating for Fixed Route	LF	MSC			$50,300,000			$50,300,000
					X		UMTA	MSC			$9,500,000			$9,500,000
	6810360	Dade County	FTA #9 MDTA-Op. Asst.		X	Operating for Fixed Route	LF	MSC				$53,100,000		$53,100,000
					X		UMTA	MSC				$9,700,000		$9,700,000
	6810364	Dade County - MDTA	Statewide Mkt Research		S	Transit Service Demo	DS	MSC	$55,000					$55,000
					S		LF	MSC	$55,000					$55,000
	6810365	Dade County - MDTA	Block Grant Program	Capital	U	Capital for Fixed Route	FTA	MSC					$38,880,000	$38,880,000
					U		LF	MSC					$9,720,000	$9,720,000
	6810366	Dade County	FTA #9 MDTA-Op. Asst.		X	Operating for Fixed Route	FTA	MSC					$9,700,000	$9,700,000
					X		LF	MSC					$53,100,000	$53,100,000
	6810367	Dade County - MDTA	Block Grant Program	Operating	X	Operating for Fixed Route	DS	MSC					$14,228,666	$14,228,666
					X		LF	MSC					$14,228,666	$14,228,666
	6810368	Dade County - MDTA	Park-n-Ride Program		U	Park and Ride Lots	DS	MSC					$130,800	$130,800
					U		LF	MSC					$130,800	$130,800
					U		UMTA	MSC					$261,600	$261,600
	6810369	Dade County - MPO	Section 8 Grants		S	Transit Pln. Studies, Reg. Sys.	DS	MSC					$75,529	$75,529
					S		DU	MSC					$604,228	$604,228
					S		LF	MSC					$75,529	$75,529
	6810370	Dade County - MPO	Purch. Vans for Leasing		U	Purchase Vehicles/Equip	CM	MSC	$500,000					$500,000
	6830363	Dade County - MDTA	Urban Initiatives	Section 3	R	Fixed Guideway Impr	LF	MSC	$252,800					$252,800
					R		UMTA	MSC	$1,411,000					$1,411,000
	6892000	Dade County	T.D. Commission	Planning Grant	D	Transportn. Disadv.-PTO	TDTF	MSC	$63,068					$63,068
	6892001	Dade County	T.D. Commission	Operations Grant	D	Transportn. Disadv.-PTO	LF	MSC	$422,391					$422,391
					D		TDTF	MSC	$3,801,516					$3,801,516
District-	6819024	Districtwide Transit			X	Public Trans. In-house Supp.	D	PE	$20,000	$20,000				$40,000
Statewide	6819026	Districtwide Transit			X	Public Trans. In-house Supp.	D	PE	$15,000	$15,000				$30,000
	6819027	Districtwide Transit			X	Public Trans. In-house Supp.	D	PE	$15,000	$15,000				$30,000
	6819032	Districtwide 16(B) (2)	Purchase Vehs. for Priv. Non-Profit Agency		U	Purchase Vehicles/ Equip.	DS	MSC	$53,543					$53,543
					U		DU	MSC	$428,340					$428,340
					U		LF	MSC	$53,543					$53,543
	6819033	Districtwide Transit Motion	Support		X	Public Trans. In-house Supp.	D	PE	$21,000	$21,000				$42,000
	6819036	Gold Coast Comm. Serv.	Dade County Operations		X	Ridesharing Promo & Asst	DS	PE	$290,000					$290,000
	6819039	Districtwide Transit			X	Public Trans. In-house Supp.	D	PE	$25,000	$25,000				$50,000
	6819042	Districtwide 16(B) (2)	Purchase Vehs. for Priv. Non-Profit Agency		D	Capital for Transit Disadvan.	DS	MSC		$53,543				$53,543
					D		DU	MSC		$428,340				$428,340
					D		LF	MSC		$53,543				$53,543
	6819043	Districtwide	Veh. Maint & Safety Insp.		S	Transit Studies - P.T.O.	DS	MSC	$50,000	$75,000	$1	$1	$75,000	$200,002
	6819046	Districtwide 16(B) (2)	Purchase Vehs. for Priv. Non-Profit Agency		U	Capital for Transit Disadvan.	DS	MSC			$53,543			$53,543
					U		DU	MSC			$428,340			$428,340
					U		LF	MSC			$53,543			$53,543
	6819056	Districtwide 16(B) (2)			U	Purchase Vehicles/ Equip.	DS	MSC				$53,543		$53,543
					U		DU	MSC				$428,340		$428,340
					U		LF	MSC				$53,543		$53,543
	6819507	Districtiwde Transp. Mgmt Assocs.	Dev. & Support of TMA's		X	Ridesharing Promo & Asst	DS	MSC				$100,000		$100,000
					X		LF	MSC				$100,000		$100,000
	6819061	Districtwide 16(B) (2)	Purchase Vehs. for Priv. Non-Profit Agency		D	Capital for Transit Disadvan.	DS	MSC					$53,543	$53,543
					D		DU	MSC					$428,340	$428,340
					D		LF	MSC					$53,543	$53,543
	6820004	Districtwide Transit			X	Public Trans. In-house Supp.	D	PE	$25,000	$25,000				$50,000
	6890353	Trans. Disadvantaged			D	Trans. Disadv. Pln. Modal Syste	LF	MSC	$100	$369,928	$375,966	$379,417	$379,417	$1,504,828
					D		TDTF	MSC	$100	$3,329,352	$3,383,697	$3,414,751	$3,414,751	$13,542,651
	6890354	Trans. Disadvantaged			D	Trans. Disadv. Pln. Modal Syste	TDTF	MSC	$100	$82,056	$82,056	$82,056	$82,056	$328,324
						TOTAL			$124,794,277	$133,999,984	$146,642,484	$145,428,291	$145,622,468	$696,487,504

STATE TRANSPORTATION IMPROVEMENT PROGRAM - OTHER PROJECTS

(BRIDGES, SEAPORTS, AVIATION, AND INTERMODAL/RAIL)

TIP Type	Project #	Facility	From	To	X	Type of Work	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
Highways	6113279	SR 5/US 1/Brickell	SE 6 St/SE 4 St		B	Repl. Movable Span Br.	DDR	ROW			$348,000			$348,000
	6113816	SR 968/Flagler St.	Over Miami River	BR #870661	B	Repl. Movable Span Br.	DIH	PE				$148,000		$148,000
					B		BRP	PE				$1,200,000		$1,200,000
	6113817	SR 933/NW 12th Ave.	Over Miami River	BR #870662	B	Repl. Movable Span Br.	DIH	PE	$150,000					$150,000
					B		BRT	PE		$500,000	$1,543,000			$2,043,000
					B		BRT	ROW				$5,000	$500,000	$505,000
	6113871	SR 976/SW 40th St.	at Coral Gables Canal	BR #870629	B	Bridge Rehabilitation	DIH	PE	$25,000					$25,000
					B		BRP	PE	$100,000		$150,000			$250,000
					B		BRP	CST					$205,800	$205,800
					B		DIH	CST					$37,044	$37,044
	6113872	SR 90/US-41	Over Canal at SW 132	BRS#870063 and 87026	B	Bridge Rehabilitation	BRP	PE			$150,000			$150,000
					B		BRP	CST					$137,269	$137,269
					B		DIH	CST					$27,454	$27,454
	6114018	NW 7th Avenue	BR #870659	SR=67.8	B	Repl. Movable Span Br.	BRT	PE	$100,000	$650,000				$750,000
					B		MABP	PE			$500,000			$500,000
					B		MABP	ROW				$40,000		$40,000
	6114019	SW 1st St.	BR #870659	SR= 62.2	B	Repl. Movable Span Br.	MABP	PE			$1,000,000		$1,650,000	$2,650,000
	6114020	SR A1A to Alton Rd.	Bridge No. 87006	SR= 65.6	B	Repl. Low Level Bridge	DIH	PE	$100,000					$100,000
					B		BRP	PE	$400,000					$400,000
					B		BRP	ROW	$100,000					$100,000
					B		BRP	CST				$5,261,332		$5,261,332
					B		DIH	CST				$100,000		$100,000
	6114177	SR 860/Miami Gdns Dr.	Over Smake Creek	Canal C-9	B	Bridge Rehabilitation	BRRP	CST	$90,120					$90,120
					B		DIH	CST	$12,600					$12,600
	6114184	SR 976	SW 40th St.	Over Coral Gables Canal	B	Bridge Rehabilitation	BRRP	CST	$39,825					$39,825
					B		DIH	CST	$3,297					$3,297
	6114188	SR 836	Over NW 11th Street		B	Bridge Rehabilitation	BRRP	CST	$407,933					$407,933
					B		DIH	CST	$40,000					$40,000
	6123168	Venetian Causeway	Biscayne Island	Rivo Alto Island & *	B	Bridge Repair/Rehab.	SE	CST	$931,095					$931,095
	6123165	Port of Miami Tunnel	Port of Miami	SR 836/I-395	B	Misc. Structure	DIH	PE	$100,000	$100,000				$200,000
					B		FD 21	PE	$3,218,223	$2,107,588	$2,943,722			$8,269,533
					B		LF	PE	$1,005,759		$782,373			$1,788,132
	6123177	SW 2nd Avenue	Over Miami River	BR #874262 (SR=8.0)	B	Repl. Movable Span Br.	SU	PE	$100,000	$180,000				$280,000
					B		BRT	CST				$21,140,183		$21,140,183
	6123180	Meridian Avenue	Over Collins Canal	BR #876704 (SR=57.4)	B	Repl. Low Level Bridge	XU	PE	$100,000	$150,000				$250,000
					B		XU	ROW		$15,000				$15,000
	6123181	Pine Tree Lane	La-Gorge Canal	BR #876714 (SR=25.5)	B	Repl. Low Level Bridge	XU	PE		$225,000				$225,000
					B		XU	ROW	$15,000					$15,000
	6123182	Datonia Road	Biscayne Point Canal	BR #876714 (SR=60.1)	B	Repl. Low Level Bridge	XU	PE		$250,000	$180,000			$430,000
					B		XU	ROW			$10,000			$10,000
	6123183	Noremac Avenue	Biscayne Point Canal	BR #876722 (SR=66.8)	B	Repl. Low Level Bridge	XU	PE		$225,000				$225,000
					B		XU	ROW	$15,000					$15,000
	6123186	W. 29th Street	Sunset Lake Canal	BR #876710 (SR=38.7)	B	Repl. Low Level Bridge	XU	PE		$250,000				$250,000
					B		SU	PE	$50,000	$100,000				$150,000
					B		XU	ROW	$15,000					$15,000
					B		XU	CST			$983,518			$983,518
	6123189	SW 117th Avenue	Over SR 874 & R/R	BR #870460 (SR=85.2)	B	Bridge Rehabilitiation	BRRP	CST	$212,835					$212,835
					B		DIH	CST	$38,310					$38,310
	6123193	Venetian Causeway	BR #874459	SR=14.6	B	Repl. Movable Span Br.	BRT	CST	$13,093,302					$13,093,302
	6123196	Venetian Causeway	Rivo Alto Island	Belle Isle	B	Bridge Repair/Rehab.	SE	CST	$7,451,905					$7,451,905
	6123197	SW 117th Avenue	Bridge No. 874316	SR=48.7	B	Repl. Low Level Bridge	BRTZ	PE	$155,000					$155,000
					B		BRTZ	ROW		$15,000				$15,000
					B		BRTZ	CST					$503,636	$503,636
	6123198	Sunset Drive	Bridge No. 876708	SR=49.4	B	Repl. Low Level Bridge	XU	PE	$80,000	$400,000				$480,000

STATE TRANSPORTATION IMPROVEMENT PROGRAM - OTHER PROJECTS

(BRIDGES, SEAPORTS, AVIATION, AND INTERMODAL/RAIL)

TIP Type	Project #	Facility	From	To	X	Type of Work	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
					B		XU	CST		$15,000				$15,000
					B		XU	ROW			$961,634			$961,634
	6123199	NW 54th Street	Bridge No. 874130	SR=15.5	B	Bridge Repair/Rehab.	XU	PE		$174,000				$174,000
	6123200	East 1st Avenue	Bridge No. 874129	SR=20.0 PR 3	B	Bridge Repair/Rehab.	XU	PE		$174,000				$174,000
	6123221	NW 21st St/NW 32nd Ave	NW 37th Ave	NW 28th St	B	Bridge-New Structure	XU	PE		$1,100,000				$1,100,000
					B		LFF	ROW		$40,000	$120,000			$160,000
					B		XU	ROW		$360,004	$1,080,002			$1,440,006
					B		LFF	CST					$1,377,392	$1,377,392
					B		XU	CST					$12,797,030	$12,797,030
	6141908	I-195	NW 2nd Avenue	SR 5/Biscayne Blvd	B	Widen Bridge	IM	CST			$4,586,202			$4,586,202
	6119800	D/W Bridge Rehab	Moveable Bridges		B	Bridge Rehabilitiation	DIH	PE	$10,000					$10,000
					B		BRRP	CST		$287,800			$100,000	$387,800
					B		DIH	CST	$119,532	$51,804				$171,336
	6119801	D/W Bridge Painting	Painting Steel Bridges		B	Painting Bridge	DIH	PE	$20,000					$20,000
					B		BRRP	CST	$265,962	$281,700				$547,662
					B		DIH	CST	$119,532	$77,706				$197,238
	6119802	D/W Bridge Research	Scour and Prot. Rsch		B	Research	DIH	PE	$10,000					$10,000
					B		BRRP	CST	$123,000	$190,100	$500,000			$813,100
					B		DIH	CST	$199,220	$181,314				$380,534
	6119083	Districtwide Bridge Rehab and Research			B	Research	BRRP	CST	$209,550	$273,150	$3,145,000			$3,627,700
					B		DIH	CST	$169,337	$171,241				$340,578
	6119804	Districtwide Handrail Rehabilitation			B	Bridge Rehabilitation	DIH	PE	$10,000					$10,000
					B		BRRP	CST	$482,650	$237,800				$720,450
					B		DIH	CST	$109,571	$57,560				$167,131
	6119857	Districtwide	Repair/Rehab Plans	Preparation	B	Bridge Repair/Rehab.	BRRP	PE		$150,000				$150,000
	6119979	Districtwide BRRP	Supp Agrmnts Box	Approp. Cat # 088799	B	Bridge Rehabilitation	BRRP	CST	$969,302	$2,570,750	$1,975,057	$7,700,000		$13,215,109
	6119998	Distwide	Embank. & Appr. Rest.		B	Bridge Rehabilitation	DIH	PE	$8,000					$8,000
					B		BRRP	CST	$482,650	$113,900				$596,550
	6120003	Districtwide Supp.	Agree/OFA Bridge CST	App. Cat # 088799	B	Funding Action	BRT	CST	$700,000	$150,000		$900,000	$200,000	$1,950,000
					B		BRTZ	CST	$61,194					$61,194
					B		SE	CST	$98,561	$334,592				$433,153
	6119999	Districtwide/Load RT	Cmplx Struct. Load Rating		B	Traffic Engineering	BRRP	CST	$379,675	$257,800				$637,475
					B		DIH	CST	$112,431	$51,804				$164,235
	6119807	Districtwide	Supp Agrmt	Approp Cat # 088799	B	Funding Action	BRP	CST	$100,000	$300,000	$100,000	$300,000	$200,000	$1,000,000
					B		NH	CST	$1,000,000					$1,000,000
Maintenance	6610306	Dade Co. Bridges	Routine Maintenance		B	Bridge-Routine Maint.	BRT	PE	$404,655	$430,388	$467,500	$450,000	$480,000	$2,232,543
	6640286	Dade County	Routine Bridge Maint.		B	Bridge-Routine Maint.	BRT	PE	$15,874	$16,667	$17,500	$20,000	$25,000	$95,041
	6610027	Districtwide	Scour Evaluation		B	Research	BRT	PE		$204,250	$85,000	$250,000	$200,000	$739,250
	6610028	Districtwide	Scour Evaluation		B	Research	BRTZ	PE		$13,000	$15,000	$100,000	$10,000	$138,000
	6620016	Districtwide	Govt Bridge Inspection		B	Special Surveys	BRTZ	PE		$400,000		$450,000		$850,000
	6620017	Districtwide	Govt Bridge Inspection		B	Special Surveys	BRT	PE		$200,000		$200,000		$400,000
	6620019	Districtwide	Scour Evaluation		B	Research	BRT	PE	$43,000	$59,000	$300,000		$200,000	$602,000
	6620020	Districtwide	Scour Evaluation		B	Research	BRTZ	PE	$352,000	$323,750		$100,000	$90,000	$865,750
P.T.O.	6822936	Homestead Air Force Base		Land Acquisition	A	Airport Land Acquisition	DS	MSC					$1,100,000	$1,100,000
					A		LF	MSC					$366,667	$366,667
	6822940	Miami Int'l Airports Land Acquisition			A	Airport Land Acquisition	DS	MSC					$2,900,000	$2,900,000
					A		LF	MSC					$966,666	$966,666
	6822988	Dade Apt. Sys Plan Update & MIC Airport Connector			A	Aviation Systems Plan.	DS	MSC	$145,000					$145,000
					A		LF	MSC	$145,000					$145,000
	6823011	Miami Int'l - Miami	Terminal Concourse	Loading Bridges	A	Airport Improvement	DS	MSC	$2,340,000					$2,340,000
					A		LF	MSC	$2,340,000					$2,340,000
	6823012	MIA - Midfield Area	Taxiway Ph. 2		A	Recnst/Repr/Overlay Txywy	DS	MSC	$1,600,000					$1,600,000
					A		FAA	MSC	$9,600,000					$9,600,000
					A		LF	MSC	$1,600,000					$1,600,000

STATE TRANSPORTATION IMPROVEMENT PROGRAM - OTHER PROJECTS

(BRIDGES, SEAPORTS, AVIATION, AND INTERMODAL/RAIL)

TIP Type	Project #	Facility	From	To	X	Type of Work	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
	6823061	MIA Int'l Airport	Land Acquisition		A	Airport Land Acquisition	DS	MSC	$3,200,000					$3,200,000
					A		LF	MSC	$1,067,000					$1,067,000
	6823072	MIA - Concourse D	Extension		A	Const/Exp.Terminal Facility	DDR	MSC		$2,930,000				$2,930,000
					A		FAA	MSC		$17,580,000				$17,580,000
					A		LF	MSC		$2,930,000				$2,930,000
	6823073	Homestead AFB Redev			A	Airport Improvement	DS	MSC		$2,000,000	$2,000,000	$1,000,000		$5,000,000
					A		LF	MSC		$2,000,000	$2,000,000	$1,000,000		$5,000,000
	6823074	MIA-Terminal D-E-F Exp.			A	Const/Exp.Terminal Facility	DS	MSC		$3,400,000	$4,320,000			$7,720,000
					A		LF	MSC		$3,400,000	$4,320,000			$7,720,000
	6823075	Dade Co. Airports Plng Studies			A	Aviation Systems Planning	DS	MSC		$30,000				$30,000
					A		LF	MSC		$30,000				$30,000
	6823090	MIA - Transit	Connector		A	Construct/Expand Airport R	DS	MSC			$3,200,000	$9,000,000		$12,200,000
					A		LF	MSC			$3,200,000	$9,000,000		$12,200,000
	6823091	Homestead AFB	Land Acquisition		A	Airport Land Acquisition	DS	MSC			$2,945,000			$2,945,000
					A		LF	MSC			$982,000			$982,000
	6823094	Miami Int'l Airport	Land Acquisition		A	Airport Land Acquisition	DS	MSC			$3,215,000			$3,215,000
					A		LF	MSC			$1,072,000			$1,072,000
	6823096	MIA - North Side	Runway		A	Construct/Expand Runway	DS	MSC			$1,470,000	$2,250,000	$7,100,000	$10,820,000
					A		FAA	MSC			$8,820,000	$13,500,000	$10,000,000	$32,320,000
					A		LF	MSC			$1,470,000	$2,250,000	$7,100,000	$10,820,000
	6823101	MIA Concourse E	Satellite Expansion		A	Const/Exp.Terminal Facility	DS	MSC	$3,800,000					$3,800,000
					A		FAA	MSC	$23,400,000					$23,400,000
					A		LF	MSC	$3,800,000					$3,800,000
	6823103	MIA - North Side	Runway		A	Construct/Expand Runway	DDR	MSC		$1,700,000				$1,700,000
					A		FAA	MSC		$10,200,000			$27,000,000	$37,200,000
					A		LF	MSC		$1,700,000			$4,600,000	$6,300,000
					A		DS	MSC					$4,600,000	$4,600,000
	6823104	Miami Int'l Airport	Terminal C-D Wrap	Disc. Capacity Impr.	A	Const/Exp.Terminal Facility	DS	MSC			$2,480,000			$2,480,000
					A		FAA	MSC			$14,880,000			$14,880,000
					A		LF	MSC			$2,480,000			$2,480,000
	6823105	Miami Int'l Airport	Taxiway T Extension		A	Const/Expand Taxiway	DDR	MSC				$1,000,000		$1,000,000
					A		FAA	MSC				$6,000,000		$6,000,000
					A		LF	MSC				$1,000,000		$1,000,000
	6823106	Miami Int'l Airport	Taxiway M-N Turnouts		A	Recnst/Repr/Overlay Txwy	DDR	MSC				$750,000		$750,000
					A		FAA	MSC				$4,500,000		$4,500,000
					A		LF	MSC				$750,000		$750,000
	6823107	Miami Int'l Airport	Land Acquisition		A	Airport Land Acquisition	DDR	MSC				$5,500,000		$5,500,000
					A		LF	MSC				$1,833,000		$1,833,000
	6829025	Districtwide Aviation			A	Airport PE / Design & Engr.	D	PE	$25,000	$25,000				$50,000
	6829044	Districtwide	Reserve		A	Aviation Systems Planning	DS	MSC	$1	$1	$1	$1		$4
	6829045	Districtwide	Aviation Grants	Reserve	A	Const/Exp. Terminal Facilit	DS	MSC	$1	$1	$1	$1		$4
	6829058	Districtwide	Airport Inspect. Program		A	Airport PE/Deisgn & Engr.	DS	MSC	$65,000	$65,000	$1	$1	$75,000	$205,002
	6830294	Miami Intermodal Center	Miami Internat'l A/P	Connector	R	Fixed Guideway Impr.	DS	MSC	$6,600,000	$1,000,000				$7,600,000
					R		LF	MSC	$6,600,000	$1,000,000				$7,600,000
	6830310	MDTA/Metrorail Ext.	W. of SR26 & N of 74	Lehman Center	R	Fixed Guideway Impr.	CM	MSC	$5,690,925	$2,119,275				$7,810,200
					R		DS	MSC	$421,658	$269,915				$691,573
					R		UMTA	MSC		$7,400,000				$7,400,000
	6830331	Inter-modal Center	East-West Corridor		R	Fixed Guideway Impr.	DCM	MSC	$1,507,171					$1,507,171
					R		DS	MSC	$5,701,000	$6,805,200	$2,854,086	$2,536,470		$17,896,756
					R		CM	MSC			$2,219,275	$2,219,275	$2,219,275	$6,657,825
					R		DDR	MSC					$2,237,333	$2,237,333
	6829048	Districtwide Av. Safety			X	Public Trans. In-house Sup	D	PE	$20,000	$20,000				$40,000
	6829049	Districtwide Av. Tech. Asst.			X	Public Trans. In-house Sup	D	PE	$20,000	$20,000				$40,000
	6839904	D/W Intermodal/Rail Plng.			X	Public Trans. In-house Sup	D	PE	$20,000	$20,000				$40,000

STATE TRANSPORTATION IMPROVEMENT PROGRAM - OTHER PROJECTS

(BRIDGES, SEAPORTS, AVIATION, AND INTERMODAL/RAIL)

TIP Type	Project #	Facility	From	To	X	Type of Work	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
	6839904	D/W Intermodal/Rail Grants Mgmt			X	Public Trans. In-house Sup	D	PE	$20,000	$20,000				$40,000
	6839906	D/W Intermodal/Rail Safety			X	Public Trans. In-house Sup	D	PE	$20,000	$20,000				$40,000
						TOTALS			$114,473,656	$81,101,060	$85,870,872	$102,453,263	$89,005,566	$472,904,417

1996 TIP
COUNTY PROJECTS

FY96 TIP
MPO
TOTAL BY TYPE

	95/96	96/97	97/98	98/99	99/00	Totals
L Highway/Capacity	$82.952	$18.290	$31.846	$12.080	$15.275	$160.543
O Highway/Other Projects	$60.000	$7.370	$12.294	$9.820	$9.730	$99.214
M Highway/O&M	$19.431	$11.280	$7.575	$7.520	$7.470	$53.276
X Transit/Operations	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
U Transit/Bus Capital	$30.846	$21.166	$26.135	$24.331	$26.003	$128.480
R Transit/Rail	$36.277	$38.266	$43.983	$47.218	$21.326	$187.069
C Transit/Commuter Rail	$1.354	$0.000	$0.000	$0.000	$0.000	$1.354
D Transit/Disadvantaged	$0.000	$0.000	$0.000	$0.750	$0.000	$0.750
N Non-Motorized	$6.985	$6.625	$3.274	$4.662	$3.254	$24.800
P Port	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
S Studies/PE	$2.210	$0.695	$0.415	$0.415	$0.415	$4.150
A Airport	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
B Bridge	$10.515	$1.930	$0.000	$0.000	$0.000	$12.445
Total	$250.571	$105.621	$125.521	$106.796	$83.473	$672.082

FY96 TIP
MPO
TOTAL BY ROADWAY TYPE

Type of Project	Construction Cost (Millions) ROW	Cons	PE	Total	Center Line Miles	Lane Miles
2 to 3 lanes	$0.0	$5.8	$0.3	$6.1	8.9	8.9
2 to 4 lanes	$12.3	$30.7	$0.8	$31.9	24.7	49.3
2 to 5 lanes	$0.5	$24.7	$0.9	$26.1	22.5	67.5
2 to 6 lanes	$0.4	$10.3	$0.2	$10.9	5.5	18.0
4 to 5 lanes	$0.7	$10.3	$1.0	$12.0	6.3	6.3
4 to 6 lanes	$0.0	$42.3	$0.3	$42.6	13.1	26.2
Auxiliary lanes	$0.3	$7.6	$0.2	$8.0	3.6	7.1
New 2 lanes	$0.0	$2.7	$0.0	$2.7	1.3	2.5
New 4 lanes	$0.0	$9.4	$0.0	$9.4	2.9	8.4
Total	$14.2	$143.7	$3.7	$161.6	88.7	194.2

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

OTHER PROJECTS (BRIDGES, SEAPORTS, AVIATION, AND INTERMODAL/RAIL)

TIP Type	Project #	Facility	At	Type of Work	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
Turnpike	6151927	Homestead Extension		Bridge Repair/Rehab.	PKWR	CST		$210,000				$210,000
	6151928	Homestead Extension		Bridge Repair/Rehab.	PKWI	CST	$353,000					$353,000
	6151934	Homestead Extension		Bridge Repair/Rehab.	PKWI	PE	$22,000	$5,000				$27,000
					PKWI	CST		$140,000				$140,000
	6151935	Homestead Extension		Bridge Repair/Rehab.	PKWI	CST			$665,000			$665,000
Secondary		SW 2nd Ave.	Bascule Br. over Miami River	New 4-lane bridge	S	PE	$1,000,000					$1,000,000
		SW 42nd Avenue	Over Coral Gable Canal	Widen Bridge	S						$400,000	$400,000
	662364	Venetian Causeway Repairs	Bascule Bridge	Struct. Repairs/Rehab	S		$200,000	$200,000				$400,000
		Reimb. to Genl Fund for Road/Br. Maint.			S		$500,000	$500,000	$500,000	$500,000	$500,000	$2,500,000
	662331	Countywide Bridge Repl./Modification	NW 22nd Ave @ Burl. Canal	2- Lane Br. (Safety Project)	S		$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
		Cty-wide Br. and Road Repair/Br. Painting		Repair and Painting	S	CST	$100,000	$100,000	$300,000	$300,000	$300,000	$1,100,000
		NW 17th Avenue Bridge over Miami River		Refurb. Structure, Elec/Mech	S	CST	$1,000,000	$600,000				$1,600,000
LOGT		NW 97 Ave	Bridge Over SR 836	Const. 4 Lane Br. and Appr.	LOGT	CST	$1,000,000	$1,000,000				$2,000,000
				TOTALS			$4,375,000	$2,955,000	$1,665,000	$1,000,000	$1,400,000	$11,395,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

TURNPIKE PROGRAM

TIP Type	Project #	Facility	From	To		Type of Work	Length	Lanes	ane-Mi	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
Florida's Turnpike	6151882	Homestead Extension	Tamiami Toll Plaza		O	Relocation, reconstruction				PKWI	PE	$500,000					$500,000
					O					PKWI	ROW	$1,011,000					$1,011,000
					O					PKWI	CST	$27,017,000					$27,017,000
	6151886	Homestead Extension	Coral Reef Drive		O	Construction of Toll Plaza				PKWI	CST	$974,000					$974,000
	6151891	Homestead Extension	Quail Roost	SR 874	L	Add Auxiliary Lanes	3.57	2	7.14	PKWI	PE			$200,000			$200,000
					L					PKWI	ROW			$250,000			$250,000
					L					PKWI	CST			$7,551,000			$7,551,000
	6151922	Golden Glades Toll Plaza			O	Expansion of Toll Plaza				PKWI	PE			$50,000			$50,000
					O					PKWI	ROW	$5,000		$50,000			$55,000
					O					PKWI	CST			$2,619,000			$2,619,000
	6151933	Golden Glades Toll Plaza			O	Toll Equipment				PKWI	CST				$120,000		$120,000
						TOTAL						$29,507,000	$0	**********	$120,000	$0	$40,347,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT LETTING

TIP Type	Project #	Facility	From	To		Type of Work	Length	Lanes	Lane-Mi	Fund	Phase	April	May	June	Totals
April, May, and June 1995	6114100	SR90/US 41/Tamiami Trail	1.3 mi. W of Krome	Krome Ave.	M	FARP - Pave Sh./Resurf.				DDR	CST	$403,000			$403,000
	6114101	SR90/US 41/Tamiami Trail	3.9 mi. E of Co. Line	13.2 mi. E of Co. line	M	FARP - Pave Sh./Resurf.				DDR	CST	$1,927,000			$1,927,000
	6114199	SR 5/US 1	Card Sound Road	SW 304 St.	O	Multi-Lane Reconstruction				DDR	CST	$8,800,000			$8,800,000
	6113864	SR 826/Palmetto Expwy	US 1/So. Dixie Highway	N. of SW 72nd St. Sunse	L	Add 2 lanes to Ex. 4 lanes	2.34	2	4.68	ACXU/L	CST		$29,697,000		$29,697,000
	6114072	SR 934/NW 81/82 St.	NE 79th St.	NW 13th Ave	M	Resurf/Repave 4 lanes				DS	CST		$771,000		$771,000
	6113642	SR 909/W. Dixie Hwy	at Biscayne Bridge #870654		B	Replace Low Level Bridge				BRP	CST		$1,290,000		$1,290,000
	6113371	SR 5/US 1/Biscayne Blvd.	NE 163rd St.	Miami Gardens Drive	M	Multi-lane Reconstruction				DDR	CST			$10,127	$10,127
	6114111	US 1/SR 5/HOV Lanes			O	Landscaping				ACSE	CST			$2,093,000	$2,093,000
	6123168	Venetian Causeway	Biscayne Island	Rivo Alto Island	B	Hist. Bridge Repair/Rehab				SE	CST			$5,100,000	$5,100,000
	6114161	SR A1A/MacArthur Cswy	at Watson Island		N	Lighting/Sidewalk Impr.				DS	CST			$128,000	$128,000
	6114236	SR 836/Dolphin Expwy	Hwy/Traffic Ops Impr.	NW 57th Ave.	O	NW 45th Ave.				DSB4	CST			$1,028,000	$1,028,000
	6141910	I-195/SR 112	Exit to Biscayne Blvd.	Biscayne Blvd.	O	Noise Barrier Walls				ACXA	CST			$555,000	$555,000
						TOTALS	**2.34**		**4.68**			$11,130,000	$31,758,000	$8,914,127	$51,802,127

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

SECONDARY ROADS

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-Mi	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
Secondary	662279	NE 2nd Avenue	NE 36th St.	NE 79th St.	O	Drainage, Curb, Gutters, SW				S	PE					$250,000	$250,000
	662279	NW 7th Street	NW 60th Ct.	NW 57th Avenue	L	Widen to 5 lanes	0.4	1	0.4	S	PE	$1,000,000					$1,000,000
	662214	NW 12th Street	NW 97th Avenue	NW 87th Avenue	L	Add 2 and 4 lanes;RR x-ing	1	2	2	S	CST	$1,500,000					$1,500,000
	662250	NW 17th Avenue	NW 79th St.	NW 103rd St.	L	Widen to 5 lanes	1.5	1	1.5	S	CST	$3,300,000					$3,300,000
	610023	NW 17th Avenue	NW 103rd St.	NW 119th St.	L	Widen to 5 lanes	1	1	1	S	CST		$1,700,000				$1,700,000
	662320	SW 24th St. (Coral Way)	SW 87th Ave	SW 77th Ave	L	Add 1 ln EB&WB, Widen Br	1	2	2	S	CST	$1,800,000					$1,800,000
		SW 24th St.	SW 107th Avenue	SW 87th Avenue	L	4 to 6 lanes	2	2	4	S	PE			$200,000			$200,000
					L					S	CST				$3,500,000		$3,500,000
		SW 24th St.	SW 117th Ave	SW 107th Avenue	L	PE - 4 to 6 lanes	1	2	2	S	PE				$100,000		$100,000
					L					S	CST					$1,800,000	$1,800,000
		NW 42nd Avenue	156th St.	167th St	M	Reconst. 2-ln div. roadwy				S	CST	$500,000					$500,000
	662297	NW 62nd Street	Okeechobee Road	NW 37th Ave	M	R/W - Reconstruct 4 lanes				S	ROW	$150,000					$150,000
					M					S	CST	$3,200,000					$3,200,000
	610028	SW 67th Avenue	SW 40th Street	SW 56th Street	O	Int. Impr. and Drainage				S	CST	$500,000					$500,000
	662347	NW 72nd Ave.	NW 74th Street	Okeechobee Rd	O	R/W - 4 lanes and bridge				S	ROW	$400,000	$100,000				$500,000
	662358	NW 95th Street	NW 27th Avenue	NW 7th Avenue	M	Reconstr. 4 lanes, add turn ln				S	CST		$2,500,000				$2,500,000
		SW 97th Avenue	SW 72nd Street	SW 40th Street	L	PE - 2 to 4 lanes	2	2	4	S	PE				$150,000		$150,000
					L					S	CST					$3,000,000	$3,100,000
		SW 107th Ave	Quail Roost Drive	SW 160th Street	L	ROW, PE, 2 to 4 lanes	1.5	2	3	S	ROW		$100,000				$100,000
					L					S	PE		$100,000				$100,000
					L					S	CST			$200,000			$200,000
	662410	SW 117th Avenue	SW 152nd St.	SW 184th St.	L	ROW, PE, 2 to 4 lanes	2	2	4	S	PE	$200,000					$200,000
					L					S	ROW		$60,000				$60,000
					L					S	CST					$3,500,000	$3,500,000
	662360	SW 127th Ave	SW 120th St	SW 88th St	L	R/W, Widen to 5 lanes	2	1	2	S	ROW	$700,000					$700,000
					L					S	CST		$3,000,000				$3,000,000
	662211	SW 127th Ave	SW 42nd St	SW 26th St	L	Widen to 5 lanes	1	1	1	S	CST	$1,700,000					$1,700,000
	662283	SW 152nd St	SW 137th Ave	Zoo Entrance	L	2 to 6 lanes, divided	1.5	4	6	S	CST	$3,000,000					$3,000,000
	662257	SW 184th St	US 1	Franjo Road	L	Widen to 5 lanes	0.4	1	0.4	S	CST	$600,000					$600,000
	662257	Franjo Road	SW 184th St	US 1	L	PE, Widen to 3 lanes	0.6	1	0.6	S	PE	$50,000					$50,000
					L					S	CST	$300,000					$300,000
	662311	Miami Lakes Drive	SR 826	NW 57th Avenue	L	2 to 4 lanes (divided)	2.3	2	4.6	S	CST	$3,500,000					$3,500,000
	662285	Miami Avenue	N 103rd St.	N 167th Ave	L	PE, 2 to 5 lanes	3.5	3	10.5	S	PE	$200,000					$200,000
					L					S	CST			$5,000,000			$5,000,000
		Ctywide Beautification			O	Landscaping (incl. maint.)				S	CST	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$7,500,000
		Ctywide Traf. Ctrl Devices			O	Signalization				S		$750,000	$500,000	$500,000	$500,000	$500,000	$2,750,000
		Construction Plans			S	Engineering				S	PE	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000
		Const. Supervisory Costs			O	Inspection				S		$800,000	$800,000	$800,000	$800,000	$800,000	$4,000,000
		Guardrail Safety Impr. Proj.			O	Guardrail				S		$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		Ctywide RR Xing Impr's		NW 22nd Ave. @ S.C.L.R.R	O	Construction				S	CST	$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
		Ctywide Resurfacing	Various Arterial Streets		M	Resurfacing				S	CST	$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
		SW 117th Ave	SW 104th St	SW 72nd St	O	Countywide Safety Lighting				S		$200,000	$100,000	$100,000	$100,000	$100,000	$600,000
		S. Dade Greenway Netw.		Phase 1	S	PE				S	PE	$250,000					$250,000
		Traffic Signal Shop Rel.	Reimbursement to MIA		S					S		$500,000	$250,000				$750,000
		Tourist Route Info. Progr.			S					S		$500,000					$500,000
						TOTALS	24.7	30	49			$27,850,000	$11,460,000	$9,050,000	$7,400,000	$12,200,000	$68,060,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

PROJECTS FUNDED BY IMPACT FEES

												1	2	3	4	5	6
TIP Type	**Project #**	**Facility**	**From**	**To**	**X**	**Type of Work**	**Length**	**Lanes**	**Lane-M**	**Phase**	**95/96**	**96/97**	**97/98**	**98/99**	**99/00**	**Totals**
District 1 -		NW 25th St. Ramp			S	New Int/Survey & Apprl						Construction Complete				$0
Municipalities	671102	NW 121st Way	Bridge over Miami River		B	Widen Bridge to 4 Lanes						Construction Complete				$0
	671103	NW 36th/41st Street	NW 102nd Ave	NW 87th Ave	L	2 to 6 Lanes						Construction Complete				$0
	671104	NW 36th/41st Street	NW 87th Ave	NW 77th Ave	L	4 to 6 Lanes	1	2	2	CEI	$100,000	Design Complete				$100,000
					L					CST	$2,000,000					$2,000,000
	671105	SW 107th Ave Bridge			B	Widen Br/Add Turn Lns				PE	$75,000					$75,000
					B					CEI		$30,000				$30,000
					B					CST		$600,000				$600,000
		SW 72nd Ave	SW 40th St to SW 48th St	SW 48th St to SW 56th St	L	Widen to 4 Lanes/3 Lns	1	2	2	CEI	$25,000	Design Complete				$25,000
					L					CST	$1,000,000					$1,000,000
		NW 66th Ave	NW 36th St	NW 41st St	M	Resurfacing Only						Resurfacing complete				$0
		SW 72nd St	US 1	Red Road	M	Resurfacing and Restripe						Resurfacing complete				$0
		NW 74th St.	NW 72nd Ave	NW 74th Ave	M	Resurfacing						Resurfacing complete				$0
	671106	SW 109th Ave Bridge	Over Tamiami Trail	New 4 Ln Br. and Apprs	B	Phase I						Bridge Under Construction				$0
		SW 109th Ave	Tamiami Canal	W. Flagler St.	L	Widen to 3 lanes (Phase 2)	0.1	1	0.1	CEI	$15,000					$15,000
		Culvert X-ings (Var. Locs)			O					CST	$300,000					$300,000
					O	Inst. New Culverts/Drainage				PE	$10,000	$10,000	$5,000	$5,000	$5,000	$35,000
					O					CEI	$10,000	$10,000	$5,000	$5,000	$5,000	$35,000
					O					CST	$150,000	$150,000	$100,000	$100,000	$100,000	$600,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$10,000	$15,000	$10,000	$10,000	$10,000	$55,000
					O					CEI	$10,000	$15,000	$10,000	$10,000	$10,000	$55,000
					O					CST	$250,000	$300,000	$250,000	$250,000	$250,000	$1,300,000
		SW 117th Ave	SW 40th St	SW 8th St	L	2 to 4 Lanes	2	2	4	PE	$200,000					$200,000
					L					CEI			$140,000			$140,000
					L					CST	$1,000,000	$1,000,000	$1,000,000			$3,000,000
		NW 97th Avenue	Bridge Over SR 836		B	Constr. 4-ln Bridge & Appr's				CEI		$300,000	(Design by Developer)			$300,000
					B					CST	$3,000,000	$1,000,000				$4,000,000
		TOPICS Improvements	Various Locations		O	Intersection Improvements				PE	$20,000	$15,000	$15,000	$15,000	$15,000	$80,000
					O					CEI	$20,000	$15,000	$15,000	$15,000	$15,000	$80,000
					O					CST	$350,000	$300,000	$300,000	$300,000	$300,000	$1,550,000
		Resurfacing	Various Locations		M	Paving/widening/drainage/striping				PE	$15,000	$15,000	$15,000	$15,000	$15,000	$75,000
					M					CEI	$15,000	$15,000	$15,000	$15,000	$15,000	$75,000
					M					CST	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000
		Engineering Administration			O						$150,000	$80,000	$80,000	$80,000	$80,000	$470,000
District 2 -	671201	Tamiami Canal Blvd	NW 67th Ave	NW 7th St	M	Resurfacing						Resurfacing Completed				$0
Municipalities	671202	NW 67th Ave	Flagler St	Tamiami Blvd	M	Resurfacing						Surfacing by MDWSA				$0
	671265	SW 40th St	US 1	SW 27th Ave	M	Widen to 3 Lanes/Resurf						Under Construction				$0
	671204	NW 20th St	NW 2nd Ave	NE 2nd Ave	O	Widen Existing 4 Lanes				PE	$40,000					$40,000
					O					CEI	$20,000					$20,000
					O					CST	$400,000					$400,000
		NE 10th Ave	NE 79th St	NE 81st St	L	Widen 2 to 4 Lanes	0.1	2	0.2	PE		$50,000				$50,000
			NE 81st St	NE 87th St	L	Widen to 3 Lanes	0.4	1	0.4	CEI				$30,000		$30,000
					L					CST			$180,000	$180,000		$360,000
	671203	NW 14th St	NW 10th Ave	I-95	L	Widen and Resurface	0.5	2	1	PE	$50,000					$50,000
					L					CEI	$30,000					$30,000
					L					CST	$500,000					$500,000
	671267	NW 17th Ave	NW 103rd St	NW 109th St		2 to 4 Lns w/ striped median						Under Design	(Construction in Secondary)			$0
		SW 47th Ave	SW 8th St	Flagler St	L	Widen to 3 Lns/Resurf	0.5	1	0.5	PE	$40,000					$40,000
					L					CEI	$20,000					$20,000
					L					CST	$300,000					$300,000
		Tamiami Canal Dr. and Tamiami Blvd	SW 8th St	Flagler St.	L	Widen to 3 Lns/Resurf	1.2	1	1.2	PE	$70,000					$70,000
					L					CEI			$40,000			$40,000
					L					CST	$300,000	$300,000	$200,000			$800,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$5,000	$5,000	$10,000	$10,000	$35,000
					O					CEI	$5,000	$5,000	$5,000	$10,000	$10,000	$35,000
					O					CST	$400,000	$100,000	$150,000	$150,000	$150,000	$950,000
		Resurfacing	Various Locations		M	Paving/Widening/Drainage/Striping				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					M					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					M					CST	$100,000	$100,000	$100,000	$100,000	$150,000	$550,000
		TOPICS Improvements	Various Locations		O	Intersection Improvements				PE	$5,000	$5,000	$5,000	$10,000		$25,000
					O					CEI	$5,000	$5,000	$5,000	$10,000		$25,000
					O					CST	$100,000	$100,000	$100,000	$150,000		$450,000
		Engineering Administration			O						$80,000	$30,000	$30,000	$30,000	$30,000	$200,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

PROJECTS FUNDED BY IMPACT FEES

											1	2	3	4	5	6
TIP Type	**Project #**	**Facility**	**From**	**To**	**X**	**Type of Work**	**Length**	**Lanes**	**Lane-M**	**Phase**	**95/96**	**96/97**	**97/98**	**98/99**	**99/00**	**Totals**
District 3 -	671302	NE 16th Ave	NE 135 St	US 1		TOPICS Impr, Widen to 3 Lns						Construction Completed				$0
Municipalities	671303	NW 151 St	NW 37th Ave	NW 22nd Ave		Widen to 5 Lanes				CST			Under Construction			$0
	671305	NW 13th Ave	SR 826	NW 159 St		Widen to 5 Lanes				CST			Construction Completed			$0
	671301	NW 159th St	NW 6th Ave	West Dixie	O	TOPICS Impr, Widen Ints				PE	$50,000		Traffic Study Completed			$50,000
					O					CEI	$50,000					$50,000
					O					CST	$1,000,000					$1,000,000
	671308	NW 17th Ave	NW 119th St	Opa Locka Blvd	L	Widen to 5 Lanes	1	3	3	CEI	$80,000					$80,000
					L					CST	$1,500,000					$1,500,000
	671311	NW 87th Ave	NW 138th St	NW 154th St	B	Bridge over I-75 and Apprs						CST - Local Option Gas Tax				$0
					B							Design Underway				$0
	671310	NW 87th Ave	NW 154th St	NW 186th St	L	2 to 4 Lanes	2	2	4	CEI		Design Underway			$150,000	$150,000
					L	R/W by Developer				CST			$1,000,000	$1,000,000	$1,000,000	$3,000,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$10,000	$10,000	$10,000	$10,000	$45,000
					O					CEI	$5,000	$10,000	$10,000	$10,000	$10,000	$45,000
					O					CST	$100,000	$200,000	$200,000	$200,000	$200,000	$900,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CST	$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
		NE 10th Ave	NE 159th St	NE 186 St.		Widen to 3 Lanes						Project Deleted by City of N. Miami Beach				$0
		Griffing Boulevard	NW 125th St to Bisc. Blvd	(Completed)	M	Resurf/Widening/Drainage				CEI		$50,000				$50,000
			NW 125 St to NW 167 St		M					CST	$400,000	$400,000				$800,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping/Drainage				PE	$5,000	$10,000	$10,000	$10,000	$10,000	$45,000
					M					CEI	$5,000	$10,000	$10,000	$10,000	$10,000	$45,000
					M					CST	$100,000	$200,000	$200,000	$200,000	$200,000	$900,000
		NE 12th Ave	NE 151st St	NE 167th St	L	Widen to 3 Lns, TOPICS Impr.	1.3	1	1.3	PE	$75,000					$75,000
					L					CEI		$30,000				$30,000
					L					CST	$400,000	$600,000				$1,000,000
	671306	NE 15th Ave	NE 159th St	Miami Gardens Drive	L	Widen to 3 Lns, TOPICS Impr.	1.5	1	1.5	CEI	$60,000		Design Completed			$60,000
					L					CST	$1,200,000					$1,200,000
	671307	NE 18th/19th Ave	NE 163rd St	Miami Gardens Drive	O	TOPICS Impr, CEI,Signal.				CST	$785,000		Design Underway			$785,000
		Miami Gardens Dr. Conn'r	US 1	William Lehman Cswy	L	New 4-Lane	0.54	4	2.16	CEI			$80,000			$80,000
					L					CST	$700,000	$400,000	$400,000			$1,500,000
					L							(Design and R/W by Developer)				$0
	671022	NE 123rd St.	West Dixie Highway	NE 6th Ave	L	Widen to 4 Lanes and	0.2	2	0.4	PE	$70,000					$70,000
					L	Closure of West Dixie Hwy				CEI	$30,000		Traffic Study Completed			$30,000
					L					CST	$600,000					$600,000
		Engineering Administration			O						$300,000	$80,000	$80,000	$80,000	$80,000	$620,000
District 4	671404	NW 12th St	NW 127th Ave	NW 122nd Ave	L	Construct 2 Lanes	0.5	2	1	PE	$10,000		R/W acquisition and Railroad			$10,000
					L					CEI	$20,000		Crossing Agreement Underway			$20,000
					L					CST	$400,000					$400,000
	671401	SW 26th St	SW 147th Ave	SW 137th Ave		Construct 2 to 4 Lanes							Design Completed			$0
													(CST - Local Option Gas Tax)			$0
	671403	NW 41st St	NW 142nd Ave	NW 177th Ave	M	Resurface and Restripe				PE	$10,000					$10,000
					M					CEI	$10,000					$10,000
					M					CST	$500,000					$500,000
	671402	SW 127th Ave	SW 42nd St	SW 26th St		Const. 2-4 Lns w/ striped med.						Design Completed (Const. in Secondary)				$0
	671401	SW 147th Ave	SW 26th St	SW 34th St		Const. 2 Lns (R/W by Ded.)							Design Completed			$0
													(CST - Local Option Gas Tax)			$0
		Traffic Control Devices	Various Locations		O	Signalization				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CST	$150,000	$150,000	$100,000	$100,000	$100,000	$600,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CST	$150,000	$150,000	$100,000	$100,000	$100,000	$600,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping				PE	$10,000	$10,000	$5,000	$5,000	$5,000	$35,000
					M					CEI	$10,000	$10,000	$5,000	$5,000	$5,000	$35,000
					M					CST	$150,000	$150,000	$50,000	$50,000	$50,000	$450,000
		Engineering Administration			S						$60,000	$15,000	$15,000	$15,000	$15,000	$120,000
District 5	671501	SW 42nd St	SW 147th Ave	SW 142nd Ave		2-4 Lns w/ Striped Median						Construction Completed				$0
	671508	SW 104th St	Hammocks Blvd	SW 137th Ave	L	4 to 6 Lanes	1.7	2	3.4	CEI			Design Complete		$50,000	$50,000
			(SW 154th Blvd)		L					CST				$500,000	$500,000	$1,000,000
	671503	SW 127th Ave	SW 88th St	SW 42nd St		2-4 Lns w/ Striped Median							Design Complete			$0
													(CST - Local Option Gas Tax)			$0

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

PROJECTS FUNDED BY IMPACT FEES

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Phase	95/96	96/97	97/98	98/99	99/00	Totals
											1	2	3	4	5	6
	671509	SW 137th Ave	SW 88th St	SW 42nd St	L	4 to 6 Lanes	3	2	6	CST		$1,000,000	$1,000,000	$1,000,000		$3,000,000
	671510	SW 137th Ave	184th St	SW 152nd St	L	2 to 6 Lanes	2	4	8	ROW	$400,000	Design Underway				$400,000
					L					CEI		$200,000				$200,000
					L					CST	$2,000,000	$2,000,000				$4,000,000
	662274	SW 117th Ave	SW 152nd St	SW 104th St	L	2 to 4 Lanes	3	2	6	CEI	$350,000					$350,000
					L					CST	$4,200,000					$4,200,000
	671502	SW 152nd St	SW 142nd Ave	SW 147th Ave		2 to 4 Lns/Culvert X-ing						Construction Complete				$0
	671500	SW 152nd St	Zoo Entrance	H.E.F.T.	L	4 to 6 Lanes	0.5	2	1	CEI	$20,000	Design Complete				$20,000
					L					CST	$500,000					$500,000
	671511	SW 147th Ave	SW 184th St	SW 152nd St	L	Add 2 Lanes and Resurf.	2	2	4	CEI	$50,000	Design Underway				$50,000
					L					CST	$900,000					$900,000
		SW 184th St	SW 147th Ave	SW 120th Ave	L	2 to 4 Lanes	2	2	4	PE	$100,000	(R/W by Developer - South Side)				$100,000
					L					CEI			$150,000			$150,000
					L					CST	$1,000,000	$1,000,000	$1,000,000			$3,000,000
		SW 142nd Ave	SW 104th St	SW 120th St	L	2 to 4 Lanes	1	2	2	PE				$150,000		$150,000
					L					CEI					$75,000	$75,000
					L					CST				$500,000	$1,500,000	$2,000,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$5,000	$10,000	$10,000	$10,000	$40,000
					O					CEI	$5,000	$5,000	$10,000	$10,000	$10,000	$40,000
					O					CST	$100,000	$100,000	$200,000	$200,000	$200,000	$800,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$10,000	$5,000	$10,000	$10,000	$10,000	$45,000
					O					CEI	$10,000	$5,000	$10,000	$10,000	$10,000	$45,000
					O					CST	$200,000	$100,000	$200,000	$200,000	$150,000	$850,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping				PE	$5,000	$5,000	$10,000	$10,000	$10,000	$40,000
					M					CEI	$5,000	$5,000	$10,000	$10,000	$10,000	$40,000
					M					CST	$100,000	$100,000	$250,000	$250,000	$150,000	$850,000
		Engineering Administration			S						$400,000	$100,000	$70,000	$70,000	$70,000	$710,000
District 6 - Municipalities	671604	SW 304th St	SW 177th Ave	US 1		Widen to 3 Lanes						Construction Underway				$0
			SW 187th Ave	177th Ave		Widen to 3 Lanes										$0
	671601	SW 312th St	SW 187th Ave	177th Ave (Phase 1)		Widen to 3 Lanes						Construction Underway				$0
		SW 312nd St	SW 187th Ave	177th Ave (Phase 2)		Widen to 5 Lanes						Plans Completed				$0
		SW 320th St	SW 187th Ave	US 1	L	Widen to 3 Lanes	1	1	1	PE	$70,000					$70,000
					L					CEI		$15,000				$15,000
					L					CST		$500,000				$500,000
	671602	SW 328th St	SW 187th Ave	US 1		Widen to 3 Lanes						Construction Complete				$0
	671605	SW 328th St	US 1	SW 162nd Ave	L	Widen to 3 Lanes	1.3	1	1.3	CEI	$20,000	Plans Completed				$20,000
					L					CST	$600,000					$600,000
		SW 328th St	SW 162nd Ave	SW 152nd Ave	L	Widen to 3 Lanes	1	1	1	CEI	$20,000	Design Underway				$20,000
					L					CST	$500,000					$500,000
	671606	SW 256th St Bridge	over Canal C-102		B	Widen Bridge				CEI	$10,000	Plans Completed				$10,000
					B					CST	$300,000					$300,000
	671603	SW 182nd Ave	SW 344th St	SW 312th St		Widen to 3 Lanes						Construction Underway				$0
		SW 137th Ave	SW 344th St	SW 336th St	L	2 to 4 Lanes	0.5	2	1	CST	$900,000					$900,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CST	$150,000	$250,000	$250,000	$250,000	$250,000	$1,150,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$50,000	$10,000	$10,000	$10,000	$10,000	$90,000
					O					CEI	$15,000	$10,000	$10,000	$10,000	$10,000	$55,000
					O					CST	$300,000	$200,000	$200,000	$200,000	$200,000	$1,100,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping/Drainage				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					M					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					M					CST	$150,000	$200,000	$200,000	$200,000	$200,000	$950,000
		Engineering Administration			S						$60,000	$30,000	$30,000	$30,000	$30,000	$180,000
District 7 - Municipalities	671701	SW 42nd Ave	Br. @Coral Gables Canal		N	Add RT and bicycle lane						Design Complete (Project on Hold)				$0
	671703	LeJeune Rd	US 1	Old Cutler	M	Paving/Shoulder Rest/Striping				PE	$40,000					$40,000
					M	and Drainage				CEI		$10,000				$10,000
					M					CST		$200,000				$200,000
	671702	Alhambra Circle Bridge			B	Br. Wid. to Std Lane Width						(Project Deleted at Request of City)				$0
		Red Road	Lugo Ave	SW 136th St	M	Paving/Widening/Realign.				PE	$20,000					$20,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$3,000		$3,000	$3,000	$3,000	$12,000
					O					CEI	$2,000		$2,000	$2,000	$2,000	$8,000
					O					CST	$50,000		$50,000	$50,000	$50,000	$200,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$3,000			$3,000	$3,000	$9,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

PROJECTS FUNDED BY IMPACT FEES

											1	2	3	4	5	6
TIP Type	**Project #**	**Facility**	**From**	**To**	**X**	**Type of Work**	**Length**	**Lanes**	**Lane-M**	**Phase**	**95/96**	**96/97**	**97/98**	**98/99**	**99/00**	**Totals**
					O					CEI	$2,000			$2,000	$2,000	$6,000
					O					CST	$50,000			$50,000	$50,000	$150,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping/Drainage				PE			$3,000			$3,000
					M					CEI			$2,000			$2,000
					M					CST			$50,000			$50,000
		Andalusia to Aragon	SW 37 to SW 42 Ave		S	Traffic Engr. Study and				PE	$50,000	Plans Preparation				$50,000
					S	Improve LOS on Miracle Mile						Study Completed (Under Review by City)				$0
		Engineering Administration			S						$20,000	$10,000	$10,000	$10,000	$10,000	$60,000
District 8 - Municipalities		Dade Boulevard	Purdy Ave	Pine Tree Drive	M	Milling, resurf, curb/gutter rep/				PE	$10,000					$10,000
					M	sidewalks/drainage/signage				CEI	$10,000	Summit Resurfacing Completed				$10,000
					M					CST	$200,000					$200,000
	671801	Venetian Cswy Approaches			M	Milling and Resurfacing						Construction Completed				$0
		Pine Tree Drive	Dade Boulevard	West 63rd St	M	Resurf/Curb & Gutter/Striping				PE	$15,000					$15,000
					M	/Drainage/Tree pruning				CEI	$15,000	Summit Resurfacing Completed				$15,000
					M					CST	$300,000					$300,000
		LaGorce Drive	51st St	63rd St	M	Milling/resurf./curb&gutter				PE	$10,000					$10,000
					M	reps/sidewalks/drainage				CEI	$10,000	Summit Resurfacing Completed				$10,000
					M					CST	$200,000					$200,000
		Venetian Causeway	Belle Isle (Bid 4/3/91)		N	Raise Curb&Gutter/ Sidewk						Construction Completed				$0
					N	and Roadway										$0
		23 St. Br. over Collins Canal			B					PE	$100,000	Design Underway				$100,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		TOPICS	Various Locations		O	Intersection Impr				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					M					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					M					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		Engineering Administration			S						$50,000	$10,000	$10,000	$10,000	$10,000	$90,000
District 9- Municipalities	671901	NW 87th Ave	NW 106th St	NW 122nd St		2 to 5 Lanes						Construction Underway				$0
			NW 122nd St	NW 138th St		2 to 5 Lanes										$0
	671916	NW 62nd Ave	NW 91st St	NW 105th St	L	2 to 5 Lanes	0.8	3	2.4	CEI			$60,000			$60,000
			NW 105th St	NW 138th St	L	2 to 5 Lanes	2	3	6	CST		$600,000	$600,000			$1,200,000
					L					PE	$200,000					$200,000
	671907	NW 72nd Ave	Okeechobee Road	NW 106th St	O	Add Turn Lane and Resurf				CEI	$15,000	Design Underway				$15,000
					O					CST	$300,000					$300,000
		NW 72nd Ave	NW 106th St	NW 122nd St	L	Widen to 5 lanes	1	3	3	CEI	$50,000	Design Underway				$50,000
					L	Add turn ln/resurf/drainage				CST	$900,000					$900,000
		NW 72nd Ave	NW 122nd St	NW 138th St		Widen to 5 Lanes						See Local Option Gas Tax				$0
	671914	W 60th St	W 28th Ave	W 12th Ave	L	Widen to 4 lns w/Palmetto Expw	2	2	4	PE	$100,000	Design Underway				$100,000
					L							R/W by City of Hialeah				$0
	671915	NW 38th St	NW 97th Ave	NW 107th Ave	L	2 to 5 Lanes	1	3	3	PE	$50,000	Design Underway				$50,000
	671915	NW 107th Ave	Okeechobee Rd	NW 138th St	L	2 to 5 Lanes	0.5	3	1.5	CST				$600,000	$600,000	$1,200,000
		NW 122nd St	NW 87th Ave	Okeechobee Rd		2 to 5 Lanes						See Local Option Gas Tax				$0
	671908	NW 47th Ave	Br. over Little River Canal		B	Widen Bridge to 5 Lanes				CEI	$20,000	Design Underway				$20,000
					B					CST	$300,000					$300,000
	671911	NW 52nd Ave	Br. over Little River Canal		B	Widen Bridge to 5 Lanes				CEI	$20,000	Design Underway				$20,000
					B					CST	$300,000					$300,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping				PE	$5,000					$5,000
					M					CEI	$5,000					$5,000
					M					CST	$100,000					$100,000
		Engineering Administration			S						$70,000	$30,000	$30,000	$30,000	$30,000	$190,000
						TOTALS	**40.14**	**69**	**83.36**		$38,405,000	$14,870,000	$10,615,000	$8,795,000	$8,440,000	$81,125,000

PROJECTS FUNDED BY IMPACT FEES

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Phase	95/96	96/97	97/98	98/99	99/00	Totals
District 1 -		NW 25th St. Ramp			S	New Int/Survey & Apprl						Construction Complete				$0
District 1 -		NW 25th St. Ramp			S	New Int/Survey & Apprl						Construction Complete				$0
Municipalities	671102	NW 121st Way	Bridge over Miami River		B	Widen Bridge to 4 Lanes						Construction Complete				$0
	671103	NW 36th/41st Street	NW 102nd Ave	NW 87th Ave	L	2 to 6 Lanes						Construction Complete				$0
	671104	NW 36th/41st Street	NW 87th Ave	NW 77th Ave	L	4 to 6 Lanes	1	2	2	CEI	$100,000	Design Complete				$100,000
					L					CST	$2,000,000					$2,000,000
	671105	SW 107th Ave Bridge			B	Widen Br/Add Turn Lns				PE	$75,000					$75,000
					B					CEI		$30,000				$30,000
					B					CST		$600,000				$600,000
		SW 72nd Ave	SW 40th St to SW 48th St	SW 48th St to SW 56th St	L	Widen to 4 Lanes/3 Lns	1	2	2	CEI	$25,000	Design Complete				$25,000
					L					CST	$1,000,000					$1,000,000
		NW 66th Ave	NW 36th St	NW 41st St	M	Resurfacing Only						Resurfacing complete				$0
		SW 72nd St	US 1	Red Road	M	Resurfacing and Restripe						Resurfacing complete				$0
		NW 74th St.	NW 72nd Ave	NW 74th Ave	M	Resurfacing						Resurfacing complete				$0
	671106	SW 109th Ave Bridge	Over Tamiami Trail	New 4 Ln Br. and Apprs	B	Phase I						Bridge Under Construction				$0
		SW 109th Ave	Tamiami Canal	W. Flagler St.	L	Widen to 3 lanes (Phase 2)	0.1	1	0.1	CEI	$15,000					$15,000
		Culvert X-ings (Var. Locs)			O					CST	$300,000					$300,000
					O	Inst. New Culverts/Drainage				PE	$10,000	$10,000	$5,000	$5,000	$5,000	$35,000
					O					CEI	$10,000	$10,000	$5,000	$5,000	$5,000	$35,000
					O					CST	$150,000	$150,000	$100,000	$100,000	$100,000	$600,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$10,000	$15,000	$10,000	$10,000	$10,000	$55,000
					O					CEI	$10,000	$15,000	$10,000	$10,000	$10,000	$55,000
					O					CST	$250,000	$300,000	$250,000	$250,000	$250,000	$1,300,000
		SW 117th Ave	SW 40th St	SW 8th St	L	2 to 4 Lanes	2	2	4	PE	$200,000					$200,000
					L					CEI			$140,000			$140,000
					L					CST	$1,000,000	$1,000,000	$1,000,000			$3,000,000
		NW 97th Avenue	Bridge Over SR 836		B	Constr. 4-ln Bridge & Appr's				CEI		$300,000	(Design by Developer)			$300,000
					B					CST	$3,000,000	$1,000,000				$4,000,000
		TOPICS Improvements	Various Locations		O	Intersection Improvements				PE	$20,000	$15,000	$15,000	$15,000	$15,000	$80,000
					O					CEI	$20,000	$15,000	$15,000	$15,000	$15,000	$80,000
					O					CST	$350,000	$300,000	$300,000	$300,000	$300,000	$1,550,000
		Resurfacing	Various Locations		M	Paving/widening/drainage/striping				PE	$15,000	$15,000	$15,000	$15,000	$15,000	$75,000
					M					CEI	$15,000	$15,000	$15,000	$15,000	$15,000	$75,000
					M					CST	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000
		Engineering Administration			O						$150,000	$80,000	$80,000	$80,000	$80,000	$470,000
District 2 -	671201	Tamiami Canal Blvd	NW 67th Ave	NW 7th St	M	Resurfacing						Resurfacing Completed				$0
Municipalities	671202	NW 67th Ave	Flagler St	Tamiami Blvd	M	Resurfacing						Surfacing by MDWSA				$0
	671265	SW 40th St	US 1	SW 27th Ave	M	Widen to 3 Lanes/Resurf						Under Construction				$0
	671204	NW 20th St	NW 2nd Ave	NE 2nd Ave	O	Widen Existing 4 Lanes				PE	$40,000					$40,000
					O					CEI	$20,000					$20,000
					O					CST	$400,000					$400,000
		NE 10th Ave	NE 79th St	NE 81st St	L	Widen 2 to 4 Lanes	0.1	2	0.2	PE		$50,000				$50,000
			NE 81st St	NE 87th St	L	Widen to 3 Lanes	0.4	1	0.4	CEI				$30,000		$30,000
					L					CST			$180,000	$180,000		$360,000
	671203	NW 14th St	NW 10th Ave	I-95	L	Widen and Resurface	0.5	2	1	PE	$50,000					$50,000
					L					CEI	$30,000					$30,000
					L					CST	$500,000					$500,000
	671267	NW 17th Ave	NW 103rd St	NW 109th St		2 to 4 Lns w/ striped median						Under Design	(Construction in Secondary)			$0
		SW 47th Ave	SW 8th St	Flagler St	L	Widen to 3 Lns/Resurf	0.5	1	0.5	PE	$40,000					$40,000
					L					CEI	$20,000					$20,000
					L					CST	$300,000					$300,000
		Tamiami Canal Dr. and Tamiami Blvd	SW 8th St	Flagler St.	L	Widen to 3 Lns/Resurf	1.2	1	1.2	PE	$70,000					$70,000
					L					CEI			$40,000			$40,000
					L					CST	$300,000	$300,000	$200,000			$800,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$5,000	$5,000	$10,000	$10,000	$35,000
					O					CEI	$5,000	$5,000	$5,000	$10,000	$10,000	$35,000
					O					CST	$400,000	$100,000	$150,000	$150,000	$150,000	$950,000
		Resurfacing	Various Locations		M	Paving/Widening/Drainage/Striping				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					M					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					M					CST	$100,000	$100,000	$100,000	$100,000	$150,000	$550,000
		TOPICS Improvements	Various Locations		O	Intersection Improvements				PE	$5,000	$5,000	$5,000	$10,000		$25,000
					O					CEI	$5,000	$5,000	$5,000	$10,000		$25,000
					O					CST	$100,000	$100,000	$100,000	$150,000		$450,000
		Engineering Administration			O						$80,000	$30,000	$30,000	$30,000	$30,000	$200,000

PROJECTS FUNDED BY IMPACT FEES

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Phase	95/96	96/97	97/98	98/99	99/00	Totals
District 1 -		NW 25th St. Ramp			S	New Int/Survey & Apprl						Construction Complete				$0
District 3 -	671302	NE 16th Ave	NE 135 St	US 1		TOPICS Impr, Widen to 3 Lns						Construction Completed				$0
Municipalities	671303	NW 151 St	NW 37th Ave	NW 22nd Ave		Widen to 5 Lanes				CST		Under Construction				$0
	671305	NW 13th Ave	SR 826	NW 159 St		Widen to 5 Lanes				CST		Construction Completed				$0
	671301	NW 159th St	NW 6th Ave	West Dixie	O	TOPICS Impr, Widen Ints				PE	$50,000	Traffic Study Completed				$50,000
					O					CEI	$50,000					$50,000
					O					CST	$1,000,000					$1,000,000
	671308	NW 17th Ave	NW 119th St	Opa Locka Blvd	L	Widen to 5 Lanes	1	3	3	CEI	$80,000					$80,000
					L					CST	$1,500,000					$1,500,000
	671311	NW 87th Ave	NW 138th St	NW 154th St	B	Bridge over I-75 and Apprs						CST - Local Option Gas Tax				$0
					B							Design Underway				$0
	671310	NW 87th Ave	NW 154th St	NW 186th St	L	2 to 4 Lanes	2	2	4	CEI		Design Underway			$150,000	$150,000
					L	R/W by Developer				CST			$1,000,000	$1,000,000	$1,000,000	$3,000,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$10,000	$10,000	$10,000	$10,000	$45,000
					O					CEI	$5,000	$10,000	$10,000	$10,000	$10,000	$45,000
					O					CST	$100,000	$200,000	$200,000	$200,000	$200,000	$900,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CST	$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
		NE 10th Ave	NE 159th St	NE 186 St.		Widen to 3 Lanes						Project Deleted by City of N. Miami Beach				$0
		Griffing Boulevard	NW 125th St to Bisc. Blvd	(Completed)	M	Resurf/Widening/Drainage				CEI		$50,000				$50,000
			NW 125 St to NW 167 St		M					CST	$400,000	$400,000				$800,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping/Drainage				PE	$5,000	$10,000	$10,000	$10,000	$10,000	$45,000
					M					CEI	$5,000	$10,000	$10,000	$10,000	$10,000	$45,000
					M					CST	$100,000	$200,000	$200,000	$200,000	$200,000	$900,000
		NE 12th Ave	NE 151st St	NE 167th St	L	Widen to 3 Lns, TOPICS Impr.	1.3	1	1.3	PE	$75,000					$75,000
					L					CEI		$30,000				$30,000
					L					CST	$400,000	$600,000				$1,000,000
	671306	NE 15th Ave	NE 159th St	Miami Gardens Drive	L	Widen to 3 Lns, TOPICS Impr.	1.5	1	1.5	CEI	$60,000	Design Completed				$60,000
					L					CST	$1,200,000					$1,200,000
	671307	NE 18th/19th Ave	NE 163rd St	Miami Gardens Drive	O	TOPICS Impr, CEI,Signal.				CST	$785,000	Design Underway				$785,000
		Miami Gardens Dr. Conn'r	US 1	William Lehman Cswy	L	New 4-Lane	0.54	4	2.16	CEI			$80,000			$80,000
					L					CST	$700,000	$400,000	$400,000			$1,500,000
					L							(Design and R/W by Developer)				$0
	671022	NE 123rd St.	West Dixie Highway	NE 6th Ave	L	Widen to 4 Lanes and	0.2	2	0.4	PE	$70,000					$70,000
					L	Closure of West Dixie Hwy				CEI	$30,000	Traffic Study Completed				$30,000
					L					CST	$600,000					$600,000
		Engineering Administration			O						$300,000	$80,000	$80,000	$80,000	$80,000	$620,000
District 4	671404	NW 12th St	NW 127th Ave	NW 122nd Ave	L	Construct 2 Lanes	0.5	2	1	PE	$10,000	R/W acquisition and Railroad				$10,000
					L					CEI	$20,000	Crossing Agreement Underway				$20,000
					L					CST	$400,000					$400,000
	671401	SW 26th St	SW 147th Ave	SW 137th Ave		Construct 2 to 4 Lanes						Design Completed				$0
												(CST - Local Option Gas Tax)				$0
	671403	NW 41st St	NW 142nd Ave	NW 177th Ave	M	Resurface and Restripe				PE	$10,000					$10,000
					M					CEI	$10,000					$10,000
					M					CST	$500,000					$500,000
	671402	SW 127th Ave	SW 42nd St	SW 26th St		Const. 2-4 Lns w/ striped med.						Design Completed (Const. in Secondary)				$0
	671401	SW 147th Ave	SW 26th St	SW 34th St		Const. 2 Lns (R/W by Ded.)						Design Completed				$0
												(CST - Local Option Gas Tax)				$0
		Traffic Control Devices	Various Locations		O	Signalization				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CST	$150,000	$150,000	$100,000	$100,000	$100,000	$600,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CST	$150,000	$150,000	$100,000	$100,000	$100,000	$600,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping				PE	$10,000	$10,000	$5,000	$5,000	$5,000	$35,000
					M					CEI	$10,000	$10,000	$5,000	$5,000	$5,000	$35,000
					M					CST	$150,000	$150,000	$50,000	$50,000	$50,000	$450,000
		Engineering Administration			S						$60,000	$15,000	$15,000	$15,000	$15,000	$120,000
District 5	671501	SW 42nd St	SW 147th Ave	SW 142nd Ave		2-4 Lns w/ Striped Median						Construction Completed				$0
	671508	SW 104th St	Hammocks Blvd	SW 137th Ave	L	4 to 6 Lanes	1.7	2	3.4	CEI		Design Complete			$50,000	$50,000
			(SW 154th Blvd)		L					CST				$500,000	$500,000	$1,000,000
	671503	SW 127th Ave	SW 88th St	SW 42nd St		2-4 Lns w/ Striped Median						Design Complete				$0
												(CST - Local Option Gas Tax)				$0

PROJECTS FUNDED BY IMPACT FEES

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Phase	95/96	96/97	97/98	98/99	99/00	Totals
District 1 -		NW 25th St. Ramp			S	New Int/Survey & Apprl						Construction Complete				$0
	671509	SW 137th Ave	SW 88th St	SW 42nd St	L	4 to 6 Lanes	3	2	6	CST		$1,000,000	$1,000,000	$1,000,000		$3,000,000
	671510	SW 137th Ave	184th St	SW 152nd St	L	2 to 6 Lanes	2	4	8	ROW	$400,000	Design Underway				$400,000
					L					CEI		$200,000				$200,000
					L					CST	$2,000,000	$2,000,000				$4,000,000
	662274	SW 117th Ave	SW 152nd St	SW 104th St	L	2 to 4 Lanes	3	2	6	CEI	$350,000					$350,000
					L					CST	$4,200,000					$4,200,000
	671502	SW 152nd St	SW 142nd Ave	SW 147th Ave		2 to 4 Lns/Culvert X-ing						Construction Complete				$0
	671500	SW 152nd St	Zoo Entrance	H.E.F.T.	L	4 to 6 Lanes	0.5	2	1	CEI	$20,000	Design Complete				$20,000
					L					CST	$500,000					$500,000
	671511	SW 147th Ave	SW 184th St	SW 152nd St	L	Add 2 Lanes and Resurf.	2	2	4	CEI	$50,000	Design Underway				$50,000
					L					CST	$900,000					$900,000
		SW 184th St	SW 147th Ave	SW 120th Ave	L	2 to 4 Lanes	2	2	4	PE	$100,000	(R/W by Developer - South Side)				$100,000
					L					CEI			$150,000			$150,000
					L					CST	$1,000,000	$1,000,000	$1,000,000			$3,000,000
		SW 142nd Ave	SW 104th St	SW 120th St	L	2 to 4 Lanes	1	2	2	PE				$150,000		$150,000
					L					CEI					$75,000	$75,000
					L					CST				$500,000	$1,500,000	$2,000,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$5,000	$10,000	$10,000	$10,000	$40,000
					O					CEI	$5,000	$5,000	$10,000	$10,000	$10,000	$40,000
					O					CST	$100,000	$100,000	$200,000	$200,000	$200,000	$800,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$10,000	$5,000	$10,000	$10,000	$10,000	$45,000
					O					CEI	$10,000	$5,000	$10,000	$10,000	$10,000	$45,000
					O					CST	$200,000	$100,000	$200,000	$200,000	$150,000	$850,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping				PE	$5,000	$5,000	$10,000	$10,000	$10,000	$40,000
					M					CEI	$5,000	$5,000	$10,000	$10,000	$10,000	$40,000
					M					CST	$100,000	$100,000	$250,000	$250,000	$150,000	$850,000
		Engineering Administration			S						$400,000	$100,000	$70,000	$70,000	$70,000	$710,000
District 6 - Municipalities	671604	SW 304th St	SW 177th Ave	US 1		Widen to 3 Lanes						Construction Underway				$0
			SW 187th Ave	177th Ave		Widen to 3 Lanes										$0
	671601	SW 312th St	SW 187th Ave	177th Ave (Phase 1)		Widen to 3 Lanes						Construction Underway				$0
		SW 312nd St	SW 187th Ave	177th Ave (Phase 2)		Widen to 5 Lanes						Plans Completed				$0
		SW 320th St	SW 187th Ave	US 1	L	Widen to 3 Lanes	1	1	1	PE	$70,000					$70,000
					L					CEI		$15,000				$15,000
					L					CST		$500,000				$500,000
	671602	SW 328th St	SW 187th Ave	US 1		Widen to 3 Lanes						Construction Complete				$0
	671605	SW 328th St	US 1	SW 162nd Ave	L	Widen to 3 Lanes	1.3	1	1.3	CEI	$20,000	Plans Completed				$20,000
					L					CST	$600,000					$600,000
		SW 328th St	SW 162nd Ave	SW 152nd Ave	L	Widen to 3 Lanes	1	1	1	CEI	$20,000	Design Underway				$20,000
					L					CST	$500,000					$500,000
	671606	SW 256th St Bridge	over Canal C-102		B	Widen Bridge				CEI	$10,000	Plans Completed				$10,000
					B					CST	$300,000					$300,000
	671603	SW 182nd Ave	SW 344th St	SW 312th St		Widen to 3 Lanes						Construction Underway				$0
		SW 137th Ave	SW 344th St	SW 336th St	L	2 to 4 Lanes	0.5	2	1	CST	$900,000					$900,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					O					CST	$150,000	$250,000	$250,000	$250,000	$250,000	$1,150,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$50,000	$10,000	$10,000	$10,000	$10,000	$90,000
					O					CEI	$15,000	$10,000	$10,000	$10,000	$10,000	$55,000
					O					CST	$300,000	$200,000	$200,000	$200,000	$200,000	$1,100,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping/Drainage				PE	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					M					CEI	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
					M					CST	$150,000	$200,000	$200,000	$200,000	$200,000	$950,000
		Engineering Administration			S						$60,000	$30,000	$30,000	$30,000	$30,000	$180,000
District 7 - Municipalities	671701	SW 42nd Ave	Br. @Coral Gables Canal		N	Add RT and bicycle lane						Design Complete (Project on Hold)				$0
	671703	LeJeune Rd	US 1	Old Cutler	M	Paving/Shoulder Rest/Striping				PE	$40,000					$40,000
					M	and Drainage				CEI		$10,000				$10,000
					M					CST		$200,000				$200,000
	671702	Alhambra Circle Bridge			B	Br. Wid. to Std Lane Width						(Project Deleted at Request of City)				$0
		Red Road	Lugo Ave	SW 136th St	M	Paving/Widening/Realign.				PE	$20,000					$20,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$3,000		$3,000	$3,000	$3,000	$12,000
					O					CEI	$2,000		$2,000	$2,000	$2,000	$8,000
					O					CST	$50,000		$50,000	$50,000	$50,000	$200,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$3,000			$3,000	$3,000	$9,000

PROJECTS FUNDED BY IMPACT FEES

TIP Type	Project #	Facility	From	To	X	Type of Work	Length	Lanes	Lane-M	Phase	95/96	96/97	97/98	98/99	99/00	Totals
District 1 -		NW 25th St. Ramp			S	New Int/Survey & Apprl						Construction Complete				$0
					O					CEI	$2,000			$2,000	$2,000	$6,000
					O					CST	$50,000			$50,000	$50,000	$150,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping/Drainage				PE			$3,000			$3,000
					M					CEI			$2,000			$2,000
					M					CST			$50,000			$50,000
		Andalusia to Aragon	SW 37 to SW 42 Ave		S	Traffic Engr. Study and				PE	$50,000	Plans Preparation				$50,000
					S	Improve LOS on Miracle Mile						Study Completed (Under Review by City)				$0
		Engineering Administration			S						$20,000	$10,000	$10,000	$10,000	$10,000	$60,000
District 8 - Municipalities		Dade Boulevard	Purdy Ave	Pine Tree Drive	M	Milling, resurf, curb/gutter rep/				PE	$10,000					$10,000
					M	sidewalks/drainage/signage				CEI	$10,000	Summit Resurfacing Completed				$10,000
					M					CST	$200,000					$200,000
	671801	Venetian Cswy Approaches			M	Milling and Resurfacing						Construction Completed				$0
		Pine Tree Drive	Dade Boulevard	West 63rd St	M	Resurf/Curb & Gutter/Striping				PE	$15,000					$15,000
					M	/Drainage/Tree pruning				CEI	$15,000	Summit Resurfacing Completed				$15,000
					M					CST	$300,000					$300,000
		LaGorce Drive	51st St	63rd St	M	Milling/resurf./curb&gutter				PE	$10,000					$10,000
					M	reps/sidewalks/drainage				CEI	$10,000	Summit Resurfacing Completed				$10,000
					M					CST	$200,000					$200,000
		Venetian Causeway	Belle Isle (Bid 4/3/91)		N	Raise Curb&Gutter/ Sidewk						Construction Completed				$0
					N	and Roadway										$0
		23 St. Br. over Collins Canal			B					PE	$100,000	Design Underway				$100,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		TOPICS	Various Locations		O	Intersection Impr				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					M					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					M					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		Engineering Administration			S						$50,000	$10,000	$10,000	$10,000	$10,000	$90,000
District 9- Municipalities	671901	NW 87th Ave	NW 106th St	NW 122nd St		2 to 5 Lanes						Construction Underway				$0
			NW 122nd St	NW 138th St		2 to 5 Lanes										$0
	671916	NW 62nd Ave	NW 91st St	NW 105th St	L	2 to 5 Lanes	0.8	3	2.4	CEI			$60,000			$60,000
			NW 105th St	NW 138th St	L	2 to 5 Lanes	2	3	6	CST		$600,000	$600,000			$1,200,000
					L					PE	$200,000					$200,000
	671907	NW 72nd Ave	Okeechobee Road	NW 106th St	O	Add Turn Lane and Resurf				CEI	$15,000	Design Underway				$15,000
					O					CST	$300,000					$300,000
		NW 72nd Ave	NW 106th St	NW 122nd St	L	Widen to 5 lanes	1	3	3	CEI	$50,000	Design Underway				$50,000
					L	Add turn ln/resurf/drainage				CST	$900,000					$900,000
		NW 72nd Ave	NW 122nd St	NW 138th St		Widen to 5 Lanes						See Local Option Gas Tax				$0
	671914	W 60th St	W 28th Ave	W 12th Ave	L	Widen to 4 lns w/Palmetto Expw	2	2	4	PE	$100,000	Design Underway				$100,000
					L							R/W by City of Hialeah				$0
	671915	NW 38th St	NW 97th Ave	NW 107th Ave	L	2 to 5 Lanes	1	3	3	PE	$50,000	Design Underway				$50,000
	671915	NW 107th Ave	Okeechobee Rd	NW 138th St	L	2 to 5 Lanes	0.5	3	1.5	CST				$600,000	$600,000	$1,200,000
		NW 122nd St	NW 87th Ave	Okeechobee Rd		2 to 5 Lanes						See Local Option Gas Tax				$0
	671908	NW 47th Ave	Br. over Little River Canal		B	Widen Bridge to 5 Lanes				CEI	$20,000	Design Underway				$20,000
					B					CST	$300,000					$300,000
	671911	NW 52nd Ave	Br. over Little River Canal		B	Widen Bridge to 5 Lanes				CEI	$20,000	Design Underway				$20,000
					B					CST	$300,000					$300,000
		TOPICS	Various Locations		O	Intersection Improvements				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		Traffic Control Devices	Various Locations		O	Signalization				PE	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CEI	$5,000	$5,000	$5,000	$5,000	$5,000	$25,000
					O					CST	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		Resurfacing	Various Locations		M	Paving/Widening/Striping				PE	$5,000					$5,000
					M					CEI	$5,000					$5,000
					M					CST	$100,000					$100,000
		Engineering Administration			S						$70,000	$30,000	$30,000	$30,000	$30,000	$190,000
						TOTALS	**40.14**	**69**	**83.36**		$38,405,000	$14,870,000	$10,615,000	$8,795,000	$8,440,000	$81,125,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

PROJECTS FUNDED BY PRIVATE SECTOR

TIP Type	Zoning Name	Zoning #	Facility	From	To		Type of Work	Length	Lanes	Lane-Mi	onst. Ye	95/96	96/97	97/98	98/99	99/00	Totals	onst. Cos
Private	Grand Central Corp.	88-8663	NW 106 St	NW 107 Ave	Nw 112 Ave	L	Widen to 4 Lanes	0.56	2	1.12	94/95						$0	$500,000
Sector	Dolphin Stadium Corp.	85-379	NW 199 St	NW 27 Ave	NW 37 Ave	L	Widen from 4 to 6 Lns	1.03	2	2.06							$0	$300,000
	Hasam Realty	85-718	NE 18 Ave	NE 191 St	Project Constr. Driveway	L	Impr. to 2 N/B and 2 S/B Lns	0.51	2	1.02	95-96	$100,000					$100,000	$100,000
	Hasam Realty	85-718	NE 18 Ave	Construction Drive	Diplomat Pres. Entrance Dr	L	Impr. to 2 N/B and 2 S/B Lns	incl above		0	95-96	$40,000					$40,000	$40,000
	Hasam Realty	85-718	NE 18 Ave	Presidential Drive	NE 199 St	L	Impr. to 1 N/B and 1 S/B Lane	incl above		0	95-96	$15,000					$15,000	$15,000
	Hasam Realty	85-718	Intersection of NE 199 St	and NE 18 Ave		O	Inc. radius returns and striping				95-96	$2,000					$2,000	$2,000
	Hasam Realty	85-718	NE 199 St	NE 18 Ave	Highlands Lakes Blvd	O	Add Lanes to allow LT delays				95-96	$20,000					$20,000	$20,000
	Ryder System Inc.	88-285	NW 36 St	NW 82 Ave	SR 826	L	Widening from 4 to 6 Lanes	0.53	2	1.06	95-96	$335,000					$335,000	$335,000
	Ryder System Inc.	88-285	Intersection of NW 36 St	and NW 82 Ave		O	Add NB RT ln & WB thru ln				95-96	$40,000					$40,000	$40,000
	Ryder System Inc.	88-285	Intersection of NW 36 St	and NW 79 Ave		O	Add SB left lane				95-96	$55,000					$55,000	$55,000
	Glendale Federal Bank	91-760	Intersection of NW 29 Ave	and NE 190 St		O	Install Traffic Signal				95-96	$60,000					$60,000	$60,000
	Miltz Corp. and N. Rollni	92-335	Intersection of NW 97 Ave	and NW 33 St		O	Contribution to Traffic Signal				95-96	$15,000					$15,000	$15,000
	International Place Asso	92-335	NW 97 Ave	Dolphin Expressway (SR 836)		L	New 4 lane incl. br.	1.6	2	3.2	97-98			$7,700,000			$7,700,000	$7,700,000
							TOTALS	4.23		8.46		$682,000	$0	$7,700,000	$0	$0	$8,382,000	$9,182,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

AIRPORTS

TIP Type	Facility	Type of Work	Fund	Phase	95/96	96/97	97/98	98/99	99/00	Totals
Miami Int'l Airport	Dade Airports Sys. Plan Update	Airport Support	L/FAA	N/A	$95,000	$231,000				$326,000
			SM	N/A	$145,000					$145,000
	Conc. D Ext. Ph 1, Bldg & Civil	Concourse Impr. Program	L/FAA	N/A			$47,061,000	$20,882,000		$67,943,000
			SM	N/A		$2,930,000				$2,930,000
	Conc. E Satellite Exp & Apron	Concourse Supp. Program	L/FAA	N/A	$79,826,000					$79,826,000
			SM	N/A	$3,800,000					$3,800,000
	Concourse Loading Bridges	Concourse Support	L	N/A		$2,813,000		$2,813,000		$5,626,000
			SM	N/A	$2,340,000					$2,340,000
	Miami Transit Connector	Roadways, Pkg, Landside Impr.	L/FAA	N/A			$3,200,000	$9,000,000		$12,200,000
			SM	N/A			$3,200,000	$9,000,000		$12,200,000
	Land Acquisition	Airport Support	L	N/A	$7,212,000					$7,212,000
			SM	N/A	$3,200,000		$3,215,000	$5,500,000	$2,900,000	$14,815,000
	Midfield Area Dev. Taxiways	Airside Improvements Program	L/FAA	N/A	$15,708,000					$15,708,000
			SM	N/A	$1,600,000					$1,600,000
	Northside Runway Complex	Airside Improvements Program	L/FAA	N/A	$10,817,000	$9,118,000	$70,582,000	$17,709,000		$108,226,000
			SM	N/A		$1,700,000	$1,470,000	$2,250,000	$11,700,000	$17,120,000
	Planning/Programming Studies	Airside Improvements Program	L	N/A	$4,694,000	$1,095,000	$585,000	$609,000	$633,000	$7,616,000
			SM	N/A		$30,000				$30,000
	Terminal Expansion D,E,F	Terminal Impr. Program	L/FAA	N/A	$19,353,000	$125,214,000	$34,539,000		$33,217,000	$212,323,000
			SM	N/A		$3,400,000	$4,320,000			$7,720,000
	Taxiway M-N Turnouts	Airside Improvements Program	L/FAA	N/A				$3,903,000		$3,903,000
			SM	N/A				$750,000		$750,000
	Taxiway T Extension	Airside Improvements Program	L/FAA	N/A				$1,000,000		$1,000,000
			SM	N/A				$1,000,000		$1,000,000
	Terminal C-D Wrap	Terminal Impr. Program	L/FAA	N/A				$163,470,000	$23,260,000	$186,730,000
			SM	N/A			$2,480,000			$2,480,000
Homestead Air Reserve Base	Airport Redevelopment	Airside Improvements Program	L/FAA	N/A	$3,862,000	$5,151,000	$6,364,000	$6,638,000	$10,970,000	$32,985,000
			SM	N/A		$2,000,000	$2,000,000	$1,000,000		$5,000,000
	Land Acquisition	Airport Support	L/FAA	N/A	$1,923,000	$925,000	$889,000	$855,000	$8,222,000	$12,814,000
			SM	N/A			$2,945,000		$1,100,000	$4,045,000
		TOTALS			$154,575,000	$154,607,000	$182,850,000	$246,379,000	$92,002,000	$830,413,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

MULTI-MODAL SEAPORT PROGRAM

TIP Type	Project #	Facility	Type of Work	Fund	95/96	96/97	97/98	98/99	99/00	Totals
Seaports	6430121	Container Cranes 7,8,9 & 10	Purchase	GOB	$50,000					$50,000
	6430181	Artificial Reef Mitigation	Construct Reefs	GOB	$3,500,000	$1,000,000				$4,500,000
	6430061	Construction Supervision	Engineering	GOB	$1,000,000	$1,000,000				$2,000,000
				FSRB			$2,000,000	$2,000,000	$2,000,000	$6,000,000
	6430191	Pass. Terminal 6&7 Reconstr.	Bldg. Reconstruction	MLF	$12,000,000					$12,000,000
	6434011	Pass Terminals 8&9	Site, Term. & Pkg Constr	MLF	$15,000,000					$15,000,000
	6430141	High Mast Lighting & Util, Lummus Is.	Contruct Area Lighting	GOB	$1,000,000	$1,000,000				$2,000,000
				FSRB			$1,000,000	$1,000,000	$500,000	$2,500,000
	6430531	Container Yard Construction	Constr. Container Yards	GOB	$4,000,000	$4,000,000				$8,000,000
				FSRB			$6,500,000	$6,500,000	$5,000,000	$18,000,000
	6430091	Dredging, Phase 2, Miami Harbor	Dredging	GOB	$2,625,000	$2,030,000				$4,655,000
				ACOE	$4,875,000	$3,770,000	$3,900,000	$5,330,000	$2,600,000	$20,475,000
				FSRB			$2,100,000	$2,870,000	$1,400,000	$6,370,000
	6432041	Dredg/Util. Reloc. (WASA and FP&L)	Dredging & Utility Reloc	GOB		$50,000	$100,000			$150,000
				FSRB				$7,400,000		$7,400,000
	6434621	Cargo Gate Comp, Ph. II, Dodge Is.	Construction	MLF	$540,000	$2,430,000	$2,430,000			$5,400,000
	6434631	Cargo Gate Adm. Bldg., Ph. III, Dodg	Constr. of Adm. Bldg.	MLF	$340,000	$1,700,000	$1,700,000			$3,740,000
		Cruise Terminal Parking Lot Impr.	Construction	GOB	$900,000					$900,000
	6430451	Br. Lighting, Ped. O-pass, and Lands	Design	FDOT	$50,000					$50,000
	6430451	Br. Lighting, Ped. O-pass, and Lands	Construction	FDOT	$1,000,000	$3,050,000				$4,050,000
	6434041	Intermodal Container Transfer Facilit	Study	GOB	$250,000					$250,000
	6434601	Freedom Tower - Site Appr & Plannin	Site Appraisal/Planning	GOB	$20,000					$20,000
	6434581	Terminal Pkg Garage, Terminals 4-7	Add Parking Garage	MLF	$1,000,000	$5,000,000				$6,000,000
	6434381	Yard Crane No. 1	Purchase and Construct	MLF	$4,000,000					$4,000,000
	6434391	Yard Crane No. 2	Purchase and Construct	MLF		$4,000,000				$4,000,000
	6432021	Bulkhead, NOAA Slip	Construction	GOB	$2,000,000	$1,000,000				$3,000,000
				FSRB		$1,000,000				$1,000,000
			TOTALS		$54,150,000	$31,030,000	$19,730,000	$25,100,000	$11,500,000	$141,510,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

MULTI-MODAL TRANSIT PROGRAM

TIP Type	Facility	From	To	X	Type of Work	Fund	95/96	96/97	97/98	98/99	99/00	Totals
Intermodal Projects	Park & Ride Lots			U	Acquisition, constr, & mod.	FTA Form.	$312,800	$206,200	$32,600	$261,600	$261,600	$1,074,800
				U		FDOT		$103,100	$156,300	$130,800	$130,800	$521,000
				U		Gas Tax	$156,400	$103,100	$156,300	$130,800	$130,800	$677,400
Transit Dev. Projects	Fixed Guideway Ext. North Corridor	Martin Luther King Station	Joe Robbie Stadium	R	Elev. ext. of existing Metrorail	FTA Sec. 3						$0
				R		FTA Form.						$0
				R		DS						$0
				R		Local						$0
				R		Gas Tax			$1,800,000	$4,040,000	$5,100,000	$10,940,000
	E-W Corr&Multimodal Fa	Airport to Seaport	Seaport to Miami Beach	R	Fixed Guideway System	CM	$1,507,200		$2,219,300	$2,219,300	$2,219,300	$8,165,100
				R		DS	$5,701,000	$6,805,200	$6,054,100	$11,538,500	$2,237,300	$32,336,100
				R		DDR	$6,600,000	$1,000,000				$7,600,000
				R		Local	$6,600,000	$1,000,000	$3,200,000	$9,000,000		$19,800,000
	Transit Service Demo.			U	Market Research	DS	$55,000					$55,000
				U		Local	$55,000	$150,000	$150,000	$150,000	$150,000	$655,000
	Urban Corridor Impr.	Dev. Service Impr. Projects	along Major Corridors	R		DS	$1,250,000	$1,250,000				$2,500,000
	Metrorail to Palmetto	Okeechobee	Palmetto	R	Approx. 1-mi. Ext of Ex. Metror	FTA Sec. 3			$9,020,000			$9,020,000
				R		CM	$5,690,900	$2,119,300				$7,810,200
				R		XU		$7,100,200	$7,100,100	$7,100,100		$21,300,400
				R		DS	$421,700	$160,000				$581,700
				R		DDR		$1,775,000	$1,775,000	$1,775,000		$5,325,000
				R		Gas Tax		$3,100,000	$3,100,000	$1,060,000		$7,260,000
Transit Svc. Projects	Replacement of Buses	Fleet replacement plan: 77	n FY95, 54 in FY99, and	U		FTA Form.	$5,504,000			$8,799,300	$11,080,600	$25,383,900
				U		Gas Tax	$464,000			$2,000,700	$2,519,400	$4,984,100
				U		USDOT ST	$1,016,000					$1,016,000
				U		FDOT Toll	$1,016,000					$1,016,000
	Articulated Buses	Fleet replacement plan: 44	n FY 95, 27 in FY 96	U		FTA Form.	$1,084,000	$5,265,000				$6,349,000
				U		FTA Sec. 3	$2,336,000					$2,336,000
				U		Gas Tax	$780,000	$1,235,000				$2,015,000
	Bus Stop Accessibility ADA	Compliance		U	Voice annunciators/pass. land	FTA Form.	$450,000	$450,000	$1,350,000	$450,000	$450,000	$3,150,000
				U	pads and other reqd ADA items	Gas Tax	$50,000	$50,000	$150,000	$50,000	$50,000	$350,000
	Facilities Rehabilitation, En	vironmental Remediation		U	Impr. Drainage/Assess. Remed	FTA Form.	$1,175,200	$798,000	$750,000	$800,000	$20,000	$3,543,200
				U		FDOT						$0
				U		Gas Tax	$37,000	$199,500	$187,500	$200,000	$5,000	$629,000
				U		Fla. DER						$0
				U		Local						$0
	Central Control Overhaul	System design, ADP equip	& software, comm. lines,	R		FTA Form.	$1,760,000	$2,320,000	$2,800,000	$1,692,800	$1,920,000	$10,492,800
				R		FDOT						$0
				R		Gas Tax		$580,000	$700,000	$423,200	$480,000	$2,183,200
				R		Local						$0
				R		FDOT Toll	$440,000					$440,000
	Paratransit Repl. Vehs.			D	25 Vehs.FY 97; 22 Vehs. FY 9	FTA Form.				$600,000		$600,000
				D		Gas Tax				$150,000		$150,000
	Assoc. Capital Maint.	Engine & Transmission rebu	ilds; corrosion protection;	U		FTA Form.	$3,684,000	$1,728,000	$3,360,000	$1,600,000	$1,680,000	$12,052,000
				U		Gas Tax	$906,000	$432,000	$840,000	$400,000	$420,000	$2,998,000
	Assoc. Capital Maint.	Rail Gear Box Overhauls; T	raction Motor Amature En	R		FTA Form.	$1,136,000	$1,964,000	$2,804,000	$801,600	$2,582,400	$9,288,000
				R		Gas Tax		$491,000	$701,000	$200,400	$645,600	$2,038,000
				R		FDOT Toll	$284,000					$284,000
	Rehab/Renovation - Line E	quipment and Structures	Acoustical barrier installati	R		FTA Form.	$1,598,400	$2,356,800	$808,000	$5,115,200	$3,633,600	$13,512,000
				R		Gas Tax		$589,200	$202,000	$1,278,800	$908,400	$2,978,400
				R		FDOT Toll	$339,600					$339,600
	Fare Collection	Farebox and faregate rehab	& replacements, fare medi	U		FTA Form.	$1,126,200	$368,000	$3,855,200	$160,000	$319,200	$5,828,600
				U		Gas Tax	$281,600	$92,000	$963,800	$40,000	$79,800	$1,457,200
	Security	Fire Detection equip., Bus C	CTV, Metromover presen	R		FTA Form.	$480,000	$368,800	$248,000	$248,000	$248,000	$1,592,800
				R		Gas Tax	$120,000	$92,200	$62,000	$62,000	$62,000	$398,200
	Furniture and Graphics	Transit pass. kiosks, system	wide graphics repl, ongoi	U		FTA Form.	$80,000	$160,000	$60,000	$136,000	$137,600	$573,600

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

MULTI-MODAL TRANSIT PROGRAM

TIP Type	Facility	From	To	X	Type of Work	Fund	95/96	96/97	97/98	98/99	99/00	Totals
				U		Gas Tax	$20,000	$40,000	$15,000	$34,000	$34,400	$143,400
	Pass. Shelters/Benches	Purchase land/construct passenger shelters/benches		U		FTA Form.	$120,000	$432,000	$80,000	$40,000	$40,000	$712,000
				U		Gas Tax	$30,000	$108,000	$20,000	$10,000	$10,000	$178,000
	Passenger Amenities	Bus bay rehab/constr, constr. of bus bays & terminal f		U		FTA Form.	$80,000	$160,000	$488,000	$120,000	$120,000	$968,000
				U		Gas Tax	$20,000	$40,000	$122,000	$30,000	$30,000	$242,000
	Concession Facilities	Constr. of faciltiies for use by concession operators		U		FTA Form.		$160,000	$160,000	$160,000	$40,000	$520,000
				U		FDOT						$0
				U		Gas Tax		$40,000	$40,000	$40,000	$10,000	$130,000
				U		Local						$0
	Tools and Equipment	6-year repl. plans: bus, rail, moer, finance, comms, &		U		FTA Form.	$1,601,300	$1,163,600	$2,838,000	$1,408,800	$1,837,600	$8,849,300
				U		Gas Tax	$295,000	$290,900	$709,500	$352,200	$459,400	$2,107,000
				U		USDOT ST	$984,000					$984,000
				U		FDOT Toll	$629,400					$629,400
	ADP Hardware/Software	Materials Mgmt/Inv. system; 6-year repl. plan, auto. f		U		FTA Form.	$1,258,400	$536,000	$870,400	$232,800	$286,400	$3,184,000
				U		Gas Tax		$134,000	$217,600	$58,200	$71,600	$481,400
				U		FDOT Toll	$754,600					$754,600
	Service/Support Vehicles	6-year replacement plan and service vehicle expansio		U		FTA Form.	$560,000	$525,000	$587,800	$516,300	$699,400	$2,888,500
				U		Gas Tax	$280,000	$131,300	$146,900	$129,100	$174,800	$862,100
	Miscellaneous Equipment	Misc. Equipment replacement and acquistion		U		FTA Form.	$80,000	$80,000	$80,000	$80,000	$80,000	$400,000
				U		Gas Tax	$70,000	$20,000	$20,000	$20,000	$20,000	$150,000
	Facilities Rehab/Renov.	Rail/Mover station & maint. facilities refurbishment, es		R		FTA Form.	$718,400	$3,819,200	$1,031,200	$450,400	$951,200	$6,970,400
				R		Gas Tax	$179,600	$954,800	$257,800	$112,600	$237,800	$1,742,600
		Central O&I expansion, replace bus washers, resurfac		U		FTA Form.	$105,100	$2,000,000	$3,250,400	$1,700,000	$632,000	$7,687,500
				U		Gas Tax	$23,800	$500,000	$812,600	$425,000	$158,000	$1,919,400
	Communications Sys.	Fiber optics network, replacement radios, spare parts f		R		FTA Form.	$760,000	$336,000	$80,000	$80,000	$80,000	$1,336,000
				R		Gas Tax	$449,700	$84,000	$20,000	$20,000	$20,000	$593,700
				R		FDOT Toll	$240,800					$240,800
	Plng/Conty/Proj. Admin.			U		FTA Form.	$1,600,000	$1,600,000	$1,600,000	$1,600,000	$1,600,000	$8,000,000
				U		Gas Tax		$400,000	$400,000	$400,000	$400,000	$1,600,000
				U		FDOT Toll	$400,000					$400,000
	Capital Contracting	Fixed Route Leasing, Capitalized Cost of Leasing Tire		U		FTA Form.	$1,092,000	$1,172,000	$1,332,000	$1,332,000	$1,492,000	$6,420,000
				U		Gas Tax	$273,000	$293,000	$333,000	$333,000	$373,000	$1,605,000
						TOTALS		$67,123,100	$59,431,400	$70,117,400	$72,298,500	$47,329,000	$316,299,400

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

COMMUTER RAIL PROGRAM

TIP Type	Facility	From	X	Type of Work	Fund	95/96	96/97	97/98	98/99	99/00	Totals
Rail Transit	Station Improvements	Phase II- 79th Street Station	C	Station Improvements	FTA Sec. 9	$1,083,500					$1,083,500
Development			C		Local	$270,900					$270,900
				TOTAL		$1,354,400	$0	$0	$0	$0	$1,354,400

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

NON-MOTORIZED TRANSPORTATION

0 1 2 3 4 5

TIP Type	Project #	Facility	From	To	X	Type of Work	Phase	95/96	96/97	97/98	98/99	99/00	Totals
Dade Co. MPO	6123258	City of Miami Springs	VA Gardens Bike Path		N	Bike Path along Ludlum Canal	CST	$111,500					$111,500
	6123259	City of Miami Bch Bike Netw			N	Bicycle Network Bike Path	CST	$180,600					$180,600
	6123260	Dade Boulevard Bike Lane			N	City of Miami Bch Bike Path	CST		$1,310,000				$1,310,000
	6123275	S.W. Homestead Sidewalks			N	SW 10 and 12 Aves, SW 4 and 8 St	MSC			$108,500			$108,500
	6114274	SW 107 Ave Trail	SW 70 St	SW 80 Trail	N		MSC				$392,000		$392,000
	6123279	Metromover	Bayside Promenade		N	Pedestrian Promenade	MSC					$973,000	$973,000
	6123279	US 1 Widening	S. of Card Sound Rd.		N	Paved Shoulders, Bicycle Amen.				Primary Section			$0
	6113801	SW 112 St	97 Ave	US 1	N	Paved Shoulders, Bicycle Amen.				Primary Section			$0
	6123281	Arcola Neighborhood	NW 79 St/NW 87 St/ NW 22 Ave/NW 27		N	Sidewalk				Primary Section			$0
		ADA Curb Cuts/Repairs	Various Locations		N	Sidewalk				Local Option Gas Tax			$0
		New/Rest. Sidewks/Paths	Various Locations		N	Construct Sidewalks and Ped. paths				Local Option Gas Tax		$481,000	$481,000
	6123274	S.Dade Greenways Netw.	Phase I		N	Bike Path	PE	$50,000					$50,000
			Biscayne-Everglades Trail		N		MSC	$700,000		$1,000,000	$2,000,000		$3,700,000
	6123274	S.Dade Greenways Netw.	Phase II		N	Bike Path	MSC		$800,000				$800,000
							Total	$1,042,100	$2,110,000	$1,108,500	$2,392,000	$1,454,000	$8,106,600

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

INTELLIGENT TRANSPORTATION SYSTEMS

TIP Type	Project #	Facility	From	To	X	Type of Work	95/96	96/97	97/98	98/99	99/00	Totals
Dade County MPO	6141828	I-95 / State Road 9A	US 1 / State Road 5	Broward County Line		Intel. Corridor System Corr. Impr.			State Program			
		Intelligent Corridor Sys.	ICS manager			ICS In-house System Development			State Program			
		Intelligent Corridor Sys.	Operations and Maintenance			ICS Periodic Maintenance			State Program			

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSPORTATION DISADVANTAGED PROGRAM

TIP Type	Facility	From	Type of Work	95/96	96/97	97/98	98/99	99/00	Totals
Dade County MPO	Bus Stop Accessibility	ADA Compliance	Pass. Landing Pads, Reqd ADA items		Multimodal Transit Improvements				
	Security	Fire Detection Equip, Bus CCTV,	Presence Detection Equip., etc		Multimodal Transit Improvements				
	Ctywide ADA Curbs/Repairs	Various Locations	Better access to sidewalks and bus routes		Local Option Gas Tax - Countywide				
	Unincorp. Cty ADA Curbs/Repair	Various Locations	Better access to sidewalks and bus routes		Local Option Gas Tax - Unincorporated				
	Replacement of Buses		Fleet Repl. Plan - 38 in FY95, 26 in FY 98, 77 in FY 99		Multimodal Transit Improvements				
	Articulated Buses		Fleet Repl. Plan - 54 in FY 95		Multimodal Transit Improvements				
	Furniture and Graphics	Transit Pass. amenities			Multimodal Transit Improvements				
	Concession Facilities	Constr. of facilities			Multimodal Transit Improvements				
	Paratransit Repl. Vehicles		22 Vehicles in FY 99		Multimodal Transit Improvements				

1996 TIP
UNFUNDED PROJECTS

FY96 TIP
UNFUNDED
TOTAL BY TYPE

	95/96	96/97	97/98	98/99	99/00	Totals
L Highway/Capacity	$0.150	$25.300	$0.100	$93.800	$647.100	$766.450
O Highway/Other Projects	$9.506	$11.300	$32.415	$2.500	$0.000	$55.721
M Highway/O&M	$14.000	$0.250	$2.900	$0.250	$3.400	$20.800
X Transit/Operations	$0.095	$0.150	$1.650	$0.150	$0.150	$2.195
U Transit/Bus Capital	$0.000	$0.000	$3.000	$12.300	$12.100	$27.400
R Transit/Rail	$32.848	$58.650	$91.182	$110.865	$116.408	$409.953
C Transit/Commuter Rail	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
D Transit/Disadvantaged	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
N Non-Motorized	$35.657	$18.003	$15.000	$22.204	$21.275	$111.891
P Port	$15.000	$15.000	$0.000	$0.000	$0.250	$30.250
S Studies/PE	$0.630	$0.630	$0.630	$0.630	$2.630	$5.150
A Airport	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
B Bridge	$0.790	$0.000	$1.120	$0.560	$17.300	$19.770
	$108.676	$129.283	$147.997	$243.259	$820.613	$1,449.580

FY96 TIP
UNFUNDED HIGHWAY PROJECTS

Type of Project	Construction Costs (Millions) ROW	Const	PE	Total	Center Line Miles	Lane Miles
2 to 4 lanes	$0.0	$4.0	$0.0	$4.0	1.6	3.3
2 to 5 lanes	$0.1	$1.8	$0.1	$2.0	1.0	3.0
4 to 6 lanes	$0.0	$22.0	$0.2	$22.2	8.5	17.0
8 to 10 lanes	$0.0	$320.7	$0.0	$320.7	5.9	11.8
New 6 lanes	$45.9	$371.7	$0.0	$417.6	16.0	96.0
Total	$46.0	$720.2	$0.3	$766.5	33.1	131.1

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

UNFUNDED PROJECTS - HIGHWAYS

											1	2	3	4	5	6	
TIP Type	**Project #**	**Facility**	**From**	**To**	**X**	**Type of Work**	**Length**	**Lanes**	**Lane-M**	**Phase**	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Totals**	**Priority**
Highways	6113212	SR 826/Palmetto Expy	N of SW 72 St	SW 32 St	L	Add 2 Lanes and Int. Impr.	1.73	2	3.46	CST					$39,500,000	$39,500,000	A
	6113758	SR 826/Palmetto Expy	SW 2 St	S of NW 25 St	L	Add 2 Lanes to Ex. 8 Lanes	1.39	2	2.78	CST					$216,700,000	$216,700,000	A
	6113825	SR 826/Palmetto Expy	SW 32 St	SW 16 St	O	Multi-Lane Reconstruction				CST			$25,300,000			$25,300,000	A
	6113826	SR 826/Palmetto Expy	SW 16 St	SW 2 St	L	Add 2 Lanes to Ex. 8 Lanes	0.85	2	1.7	CST		$18,400,000				$18,400,000	A
	6113827	SR 826/Palmetto Expy	N of NW 25 St	NW 47 St	L	Add 2 Lanes to Ex. 8 Lanes	1.01	2	2.02	CST				$21,500,000		$21,500,000	A
	6113828	SR 826/Palmetto Expy	NW 47 St	NW 62 St	O	Multi-Lane Reconstruction				CST		$10,500,000				$10,500,000	A
	6113830	SR 826/Palmetto Expy	N of FEC Railroad	S of NW 103 St	L	Add 2 Lanes to Ex. 8 Lanes	0.92	2	1.84	CST				$24,600,000		$24,600,000	A
	6113861	SR 112/Airport Expy	Okeechobee Rd	SR 826/Palmetto Expy	L	Airport. Expy; 6-Lane Ext	3.5	6	21	CST					$100,000,000	$100,000,000	A
	6113971	SR 112/Airport Expy	SR 821/H.E.F.T.	SR 826/Palmetto Expy	L	Extend 6 Lanes	4	6	24	ROW				$600,000		$600,000	A
					L					CST					$108,000,000	$108,000,000	A
	6113712	SR 847/Don Shula Expy	SW 137 Ave	SR 821/H.E.F.T.	L	6-Lane New Construction	2.5	6	15	ROW				$13,300,000		$13,300,000	A
					L					CST					$21,900,000	$21,900,000	A
	6113823	SR 847/Don Shula Expy	SW 112 St	SR 826/Palmetto Expy	L	Add 2 Lanes and Reconstru	6.72	2	13.44	CST					$19,200,000	$19,200,000	A
	6113860	SR 836/Dolphin Expy	SW 137 Ave	SR 821/H.E.F.T.	L	New 6-ln Expy and Toll Plaz	6	6	36	ROW				$32,000,000		$32,000,000	A
					L					CST					$141,800,000	$141,800,000	A
		SR 5/US-1/Biscayne Blvd	Miami River	NE 24 St	N	Traffic &Ped. Enhnc. (Ph. II)				CST	$13,300,000					$13,300,000	A
		SR 5/US-1/Biscayne Blvd	NE 39 St	NE 87 St	O	Transp. Enhancements				CST	$2,000,000					$2,000,000	A
		Campbell Drive (312 St)	Kingman Road	Tallahassee Rd	L	Add Thru Lanes 2 to 4 Lane	1.8	2	3.6	PE	$150,000					$150,000	A
					L					CST		$2,800,000				$2,800,000	
		Van Leasing Project			O	Transp. Demand Mgmt					$456,000					$456,000	
	6114115	SR A1A - Collins Ave	26th St	59th St	M	Mill and Resurface				CST	$3,200,000					$3,200,000	
		Golden Glades Interchange			O	Multi-modal Facility				PDE	$250,000					$250,000	
					O					CST			$7,115,000			$7,115,000	
					O	Beautification Prject				CST	$4,000,000					$4,000,000	
		Brickell Promenade Project			N	Ped/Transit Enhancements				CST	$300,000	$3,000,000				$3,300,000	
		Dntn Miami Comp Signage			O	Envt'l Graphics/Signage				CST	$2,500,000					$2,500,000	
		Miami Bch/Dade Blvd Conn			O	Int.. Impr.; Bridge at 23 St.				PD&E	$300,000					$300,000	
					O	over Collins Canal				PE		$300,000				$300,000	
					O					CST				$2,500,000		$2,500,000	
		Intelligent Traffic System	SR 826; SR 836; SR	874; SR 112; I-95; I-75	M	Service Patrols				MSC	$2,900,000	$250,000	$2,900,000	$250,000	$3,400,000	$9,700,000	
		Intelligent Traffic System	SR 826; SR 836; SR	874; SR 112; I-95; I-75	S	Technical Consultant				PE	$630,000	$630,000	$630,000	$630,000	$630,000	$3,150,000	
Miami Int'l		SR 112/Airport Expy	New Interchange at NW 32 Ave		O	Construct Interchange				CST		Pending Results of MIC Study Consultants				$0	A
Airport		SR 5 / US 1	SW 264 St	SW 112 Ave	M	Rigid Pavement Reconstr				CST	$7,900,000					$7,900,000	A
Seaport Access		Tunnel Connecting Seaport to I-395: Moved to Other Projects			P												
					P												
County		New Sidewalks and Walkways			N					CST	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$25,000,000	
Highway		Bike Lanes and Ped. Path	Sidewalk Restoration	and Repair	N	Constr; Repl. Concrete SW's				CST	$10,000,000	$10,000,000	$10,000,000	$13,000,000	$13,000,000	$56,000,000	B
System		W 60 Street	W 28 Ave	W 12 Ave	L	2 to 4-lns with X-ing @ SR	1.64	2	3.28	CST		$4,000,000				$4,000,000	
		NW 72 Ave	NW 122 Ave	NW 138 Ave	L	Widen to 5 Lanes	1	3	3	PE		$100,000				$100,000	
					L					ROW			$100,000			$100,000	
					L					CST				$1,800,000		$1,800,000	
		Andalusia to Aragon	SW 37 Ave	SW 42 Ave	O	Improve LOS on Miracle Mile				CST		$500,000				$500,000	
						TOTALS	**33.06**		**131.1**		$52,886,000	$55,480,000	$51,045,000	$115,180,000	$669,130,000	$943,721,000	

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

UNFUNDED PROJECTS - OTHER

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TIP Type	Facility	From	Type of Work	X	Phase	Year 1	Year 2	Year 3	Year 4	Year 5	Totals	Priority
Highways	Broad Causeway	Bascule Bridge	Bridge Replacement	B	PE			$1,120,000			$1,120,000	A
				B	PE	$790,000					$790,000	A
				B	ROW				$560,000		$560,000	A
				B	CST					$17,300,000	$17,300,000	A
	Seaport Tunnel Expy		Tunnel Conn. Seaport to I-395	P	PE	$15,000,000	$15,000,000				$30,000,000	
				P	CST					$250,000	$250,000	A
			TOTALS			$15,790,000	$15,000,000	$1,120,000	$560,000	$17,550,000	$50,020,000	

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

UNFUNDED PROJECTS - AIRPORTS

TIP Type	Facility	Type of Work	Year 1	Year 2	Year 3	Year 4	Year 5	Totals	Priority
Miami Int'l Airport	Airside Improvement	Airside Improvement Program	$16,000,000	$12,177,000	$11,000,000			$39,177,000	A
	Cargo Program	Cargo Improvement Program	$105,108,000	$81,929,000	$16,333,000			$203,370,000	A
	Concourse Impr/Expansion	Concourse Improvement Program	$44,741,000	$14,493,000	$12,656,000	$5,517,000	$4,111,000	$81,518,000	A
	Concourse Impr/Expansion	Concourse Improvement Program		$5,355,000				$5,355,000	C
	Roadways, Pkg and Landside Impr.	Roadways, Pkg and Landside Impr.	$45,834,000	$3,029,000				$48,863,000	A
	Roadways, Pkg and Landside Impr.	Roadways, Pkg and Landside Impr.			$10,332,000			$10,332,000	C
	Terminal Impr/Expansion	Terminal Improvement Program	$9,734,000	$20,736,000	$20,336,000	$182,834,000	$46,628,000	$280,268,000	A
	Terminal Impr/Expansion	Terminal Improvement Program	$18,011,000	$16,315,000	$6,845,000			$41,171,000	C
	Other Airport Improvements	Airport Support and Other Impr.	$11,864,000	$44,517,000	$4,098,000	$24,588,000	$36,882,000	$121,949,000	A
	Other Airport Support	Airport Support and Other Impr.	$13,140,000	$7,693,000	$15,487,000	$4,422,000	$4,422,000	$45,164,000	C
Opa-Locka Airport	Airside Improvements	Airside Improvement Program	$130,000					$130,000	B
	Other Airport Support	Airport Support	$22,824,000	$30,941,000	$13,619,000	$2,693,000	$2,737,000	$72,814,000	B
	Other Field Improvements	Airport Improvement	$1,032,000					$1,032,000	B
Kendall-Tamiami Exec. Airport	Airside Improvements	Airside Improvement Program	$130,000	$3,000				$133,000	B
	Other Airport Support	Airport Support	$4,706,000	$6,166,000				$10,872,000	B
	Other Airport Improvements	Airport Improvement	$827,000	$135,000				$962,000	B
Training and Transition	Other Airport Support	Airport Support		$141,000				$141,000	B
Homestead	Airside Improvements	Airside Improvement Program	$130,000					$130,000	B
		TOTALS	$294,211,000	$243,630,000	$110,706,000	$220,054,000	$94,780,000	$963,381,000	

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

UNFUNDED PROJECTS - SEAPORTS

TIP Type	Project #	Facility	From	To	Type of Work	Phase	Year 1	Year 2	Year 3	Year 4	Year 5	Totals	Priority
Seaport	6420210	Passenger Term 10 Improvements			Enlarge Term., Construction	CST	$4,000,000	$1,000,000				$5,000,000	A
	6430100	Dredging/Ph 3/Fishermans Channel and Turning Basin			Dredging	CST	$5,000,000	$7,000,000				$12,000,000	A
	6430570	Gantry Berth No.5			Construct Berth Facility	CST	$2,600,000	$400,000				$3,000,000	A
	6434010	Cruise Terminals	Bicentennial Park		Design	PLN	$2,000,000	$3,000,000				$5,000,000	A
	6434010	Cruise Terminals	Bicentennial Park		Construction	CST		$35,000,000	$45,000,000			$80,000,000	A
	6434040	Intermodal Contrainer Transfer Facility			Construction	CST	$2,000,000	$18,800,000	$30,700,000	$33,000,000		$84,500,000	A
	6434180	Refrigerated Cargo Yards			Construction	CST	$2,000,000	$3,000,000				$5,000,000	A
	6434330	Seaport Fire & Security Building			Construction	CST			$2,900,000	$100,000		$3,000,000	A
	6430050	Bulkhead	Lummus Island		Construction	CST	$1,000,000	$4,000,000	$5,000,000	$5,000,000	$8,000,000	$23,000,000	A
	6434610	Admin Offices, Pkg Grg w/Te	PAX 1,2,&10		Construction	CST	$16,000,000	$10,000,000				$26,000,000	A
	6430280	Paving & Site Work	Dodge Island		Paving and Site Work	CST	$5,000,000	$5,000,000	$2,000,000			$12,000,000	A
		Bulkhead/Crane Rail	Berth 5		Bulkhead Constr., Crane Rail	CST	$1,150,000	$1,150,000				$2,300,000	A
		Bulkhead/Crane Rail	West end of Berth 5	Dodge Island	Bulkhead Constr., Crane Rail	CST	$3,125,000	$3,125,000				$6,250,000	A
	6431020	Port Traffice Circulation Enhancements			Paving & Signage	CST	$1,700,000					$1,700,000	A
	6430230	Passenger Terminal Mobile Walkways			Euipment Purchase	CST	$2,200,000	$2,000,000	$5,000,000	$1,000,000		$10,200,000	A
	6430520	Yard Stacker Cranes & Dockside Cranes			Equip Purchase & Constr.	CST		$10,000,000	$12,500,000			$22,500,000	A
	6430510	Dedge &Fill, Dodge Island Expansion			Dredging and Construction	CST				$10,000,000	$10,000,000	$20,000,000	A
	6430540	Fender Replacement at Gantry Berths			Replacement	CST		$1,000,000	$1,000,000			$2,000,000	A
	6432060	Master Plan			Engineering	PE	$500,000					$500,000	B
	6434020	Free Trade Zone			Site Appraisal and Planning	PE	$100,000					$100,000	B
	6432110	Ro-ro Ramps, NOAA, Dodge	sland		Construction	CST	$1,000,000	$1,000,000				$2,000,000	B
	6431000	Bulkhead	Dodge Island		Construction	CST		$7,000,000	$4,500,000			$11,500,000	B
	6434100	Truck-Way to Intermodal Yard			Construction	CST			$5,000,000			$5,000,000	B
	6434050	Intermodal Transfer Facility (Access to I-395 Buena Vista)			Design/Construction	CST		$5,000,000	$15,000,000			$20,000,000	B
	6430210	Passenger Terminal 11, Renovate Shed			Construction	CST			$500,000	$4,500,000	$500,000	$5,500,000	B
	6430260	Passenger Terminal 12 & 14 - Site Work			Construction	CST			$500,000	$700,000	$500,000	$1,700,000	C
	6430220	Passenger Terminal 14			Construction	CST			$500,000	$200,000	$7,111,000	$7,811,000	C
	6430310	Railroad Track Installation			Construction	CST	$1,500,000	$1,500,000				$3,000,000	C
	6430410	Fender Replacement at Passenger Terminal Area			Replacement	CST				$1,500,000		$1,500,000	C
	6430160	Interior Lighting System Upgrade			Construction	CST			$300,000			$300,000	C
	6430580	Gantry Berth Electrical Conversion			Construction	CST	$50,000	$1,700,000	$1,700,000			$3,450,000	C
	6430130	Heliport			Design/Construction	CST			$400,000	$100,000		$500,000	C
	6434080	New Port Railway Bridge			Construction	CST				$400,000	$7,600,000	$8,000,000	C
	6430370	Southwest Terminal Warehouse Complex			Construction	CST			$550,000	$2,000,000	$7,540,000	$10,090,000	C
	6434110	Sediment Disposal, Navigation Improvement, Miami River			Construction	CST			$4,000,000			$4,000,000	C
	6432050	Lummus Island Development			Aprons and Associated Site W	CST					$2,000,000	$2,000,000	C
	6430290	Lummus Island Paving (Patching)			Maintenance	CST				$600,000	$800,000	$1,400,000	C
	6430320	Railroad Marshalling Yard	Lummus Island Railroad Yard		Contruction	CST		$7,000,000	$7,000,000	$700,000		$14,700,000	C
	6430110	Dredging, Phase 4, Main Channel and Turning Basin			Dredging	CST			$400,000	$10,400,000	$7,000,000	$17,800,000	
					TOTALS		$50,925,000	**********	**********	$70,200,000	$51,051,000	**********	

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

UNFUNDED PROJECTS - TRANSIT

TIP Type	Facility	Type of Work		Phase	Year 1	Year 2	Year 3	Year 4	Year 5	Totals
Transit	Transit Service Development		X	CST	$95,000	$150,000	$150,000	$150,000	$150,000	$695,000
	North Corridor	Fixed Guideway Extension	R	PLN	$19,848,000					$19,848,000
			R	CST		$55,250,000	$88,182,400	$110,864,700	$116,407,900	$370,705,000
	Metrorail Rail	Additional Crossovers	R	CST	$10,000,000					$10,000,000
	Northeast Corridor	Corridor Study/MIS/EIS	S	PLN					$1,000,000	$1,000,000
	Kendall Corridor	Corridor Study/MIS/EIS	S	PLN					$1,000,000	$1,000,000
	Flagler Street	Signal Pre-Emption	X	CST			$1,500,000			$1,500,000
	Transit Center/Ped Access Fac		U	CST			$1,200,000	$3,200,000	$3,000,000	$7,400,000
	MDTA Transit Center		U	CST			$1,800,000	$9,100,000	$9,100,000	$20,000,000
		TOTALS			$29,943,000	$55,400,000	$92,832,400	$123,314,700	$130,657,900	$432,148,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

UNFUNDED PROJECTS - COMMUTER RAIL

TIP Type	Facility	Type of Work		Fund*	Phase	Year 1	Year 2	Year 3	Year 4	Year 5	Totals
Tri-County Commuter Rail	Golden Glades	Station Improvements/Dbl Trck	R	CM	CST	$3,000,000					$3,000,000
	Opa-Locka	Station Improvements/Dbl Trck	R	CM	CST		$3,000,000				$3,000,000
	79th St	Station Improvements/Dbl Trck	R	CM	PE		$400,000				$400,000
			R	CM	CST			$3,000,000			$3,000,000
		TOTALS				$3,000,000	$3,400,000	$3,000,000	$0	$0	$9,400,000

DADE COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

UNFUNDED PROJECTS - NON-MOTORIZED

TIP Type	Facility	From	To	Type of Work		Phase	Year 1	Year 2	Year 3	Year 4	Year 5	Totals	Priority
Non-Motorized	SW 72 St	SW 137 Ave	SW 147 Ave	Add 5' Bike Lane	N	CST	$50,000						A
Component	SW 127 Ave	SW 88 St	SW 62 St	Add 5' Bike Lane	N	CST	$75,000						A
	M Path/Linear Park	Various	Intersections	Intersection Safety Improvements	N	CST	$120,000						A
	Kendall Lakes Dr	SW 68 St Loop		Add Signage	N	CST		$3,000					B
	Metro-Dade Bicycle Rt System	Various		Signage/Restriping/Surface Patching	N	CST	$50,000					$50,000	A
	SW 72 Ave	SW 156 St	SW 164 St	Signage/Striping	N	CST	$5,000					$5,000	B
	Bayshore Dr	McFarlane Rd	Rickenbacker Cswy	Signage	N	CST	$3,000					$3,000	A
	Rickenbacker Cswy	Brickell Ave	Limits City of Key Bisca	Signage	N	CST	$3,000					$3,000	A
	CSX Corridor	Metrozoo	Homestead Terminus	Rails to Trails	N	CST					$3,275,000	$3,275,000	A
	MetroMover Bayside Promenade			Pedestrian/Transit Enhancements	N	ROW	$5,337,000					$5,337,000	
					N	CST	$1,414,000					$1,414,000	
	South Dade Greenway Network			Bicycle/Pedestrian Facility	N	CST				$4,204,000		$4,204,000	
				TOTALS			$7,057,000	$3,000	$0	$4,204,000	$3,275,000	$14,291,000	