

# FREQUENTLY ASKED QUESTIONS

**Q: Who is MDX?**

**A:** The Miami-Dade Expressway Authority (MDX) is a public agency created in 1994 by the state of Florida and the Miami-Dade County Commission. MDX oversees, operates and maintains five expressways: State Road 924 (Gratigny Parkway), State Road 112 (Airport Expressway), State Road 836 (Dolphin Expressway), State Road 874 (Don Shula Expressway), and State Road 878 (Snapper Creek Expressway).

MDX is funded almost entirely by toll revenues and is dedicated to the enhancement of mobility in Miami-Dade County. MDX is also committed to bringing more efficient, market-driven, user-friendly management to its expressways. The monies collected pay for capacity improvements and enhancements to the MDX system, roadway maintenance, and other services such as the Road Rangers patrols who rove the expressways to help stranded commuters, pick-up debris on the roadway and assist with traffic incidents.

**Q: What has MDX accomplished?**

**A:** Since 1998, MDX has:

- Executed over \$170 million in completed projects and invested approximately \$275 million in ongoing transportation and construction projects.
- Contributing over \$300 million in joint construction projects with other state and local government agencies.
- Resurfaced the MDX system.
- System wide bridge upgrades.
- Added 20 lane miles to the system, with over \$200 million under construction.

**Q: Who comprises the MDX Board?**

**A:** MDX is governed locally by a board of 12 volunteer citizens appointed by the Governor and the Miami-Dade County Commission. The local District Secretary for the Florida Department of Transportation is the 13<sup>th</sup> member. All meetings are open, advertised, and televised, and the public is invited to participate.

**Q: How was it determined to put a toll at the 97<sup>th</sup> Avenue location?**

**A:** All monies collected on all MDX expressways are reinvested in improvements to the MDX system. Based on traffic and revenue projections and engineering studies, a financial plan has been set in place that allows MDX to fund its multi-year work program. In 1998, the first work program was created, incorporating all the projects and improvements that MDX would perform over the next 20 years. A financial plan was also created matching the funds that were necessary to plan, design and construct and its multi-year work program. The financial plan identified the need for a new plaza to be located in the western portion of SR 836. Prior to the approval by the Board a Public Review was held at Florida International University and Public Hearing was held by the Board. Both meetings were advertised in all major newspapers to invite the public and gather their input. After careful deliberation by the Board of MDX, the location of the plaza was approved in May of 2002.

# FREQUENTLY ASKED QUESTIONS

**Q: How much more money will the new plaza generate?**

**A:** In the current fiscal year, MDX projects it will collect \$77 million in toll revenue system wide. Traffic and revenue projections indicate that MDX will collect approximately \$30 million in additional annual revenues once the 97<sup>th</sup> Avenue plaza and the Extension are open.

**Q: Will the money collected from the 97<sup>th</sup> Avenue plaza only pay for the extension?**

**A:** The toll plaza revenues pay for the improvements made to SR 836 from 87<sup>th</sup> Avenue to 107<sup>th</sup> Avenue as well as repay bonds issued to build the SR 836 Extension. The monies collected will also fund improvements to the SR 836/SR Palmetto Interchange, an important component for mobility along the entire SR 836 corridor. It will also allow for future capacity improvements such as an additional SR 836 eastbound lane east of the Palmetto as well as studies to address congestion in this area. Because MDX funds projects system wide, all toll revenues collected go to a general fund to pay for improvements on all MDX expressways.

**Q: Who decides what the toll rate will be?**

**A:** MDX Board approves the toll rate. The rate is based on the revenues needed to support ongoing mobility projects included in the Five-Year Work Program. In making its decision, the Board takes into account traffic and revenue projections which considers changes in the economy and average toll rates nationwide and the cost for the planning, design and construction of the projects identified. Ultimately, MDX schedules a series of Public Reviews throughout Miami-Dade County to gather input from the public and present the projects that will be funded.

**Q: Who decides where the toll money collected will be used?**

**A:** Every year, the MDX Board approves a Five-Year Work program. It is presented to the public at a Public Review that is advertised in all major newspapers. The work program takes into consideration mobility improvements to the MDX system and identifies projects that will make a difference in addressing congestion in Miami-Dade County. After the MDX Board approves the Five-Year Work Program, it becomes part of the Transportation Improvement Program (TIP) of Miami-Dade County. The TIP includes the MDX plan along with those from other transportation agencies such as the Florida Department of Transportation, the Turnpike Enterprise, Miami-Dade Transit and Miami-Dade County Public Works Department.

**Q: What will the toll monies collected be used for now and in the future?**

**A:** 100% of all monies collected on the MDX system are reinvested and stay in Miami-Dade County. Tolls collected assist in funding improvement system wide as well as future improvements in SR 836.

Highlights of ongoing future improvement in the MDX Five-Year Work Program include:

- MDX SR 874: New ramp from Kendall Drive to Don Shula Expressway. (\$42 million)
- MDX SR 874: Reconstruction of Killian Parkway interchange & roadway improvements. (\$132 million)
- MDX SR 836/826: Reconstruction of Dolphin Expressway/Palmetto Expressway interchange in partnership with FDOT (\$210 million)
- MDX SR 874/826: Reconstruction of Don Shula Expressway/Palmetto Expressway interchange in partnership with FDOT. (\$60 million)
- MDX SR 836: Additional eastbound lane from NW 57<sup>th</sup> Avenue to NW 45<sup>th</sup> Avenue. (\$30 million)

# FREQUENTLY ASKED QUESTIONS

**Q: When will toll start to be collected at the 97<sup>th</sup> Avenue toll plaza and the new Extension?**

**A:** July 1, 2007

**Q: When can I access the extension?**

**A:** The SR 836 extension will be open on June 22, 2007. This will give drivers an opportunity to familiarize themselves with the improvements from 87<sup>th</sup> to 107<sup>th</sup> Avenue and from 107<sup>th</sup> to 137<sup>th</sup> Avenue. The 97<sup>th</sup> Avenue toll plaza, which only includes cash lanes, will be open on June 28<sup>th</sup> but no tolls will be collected until July 1, 2007.

**Q: Will the toll rate change?**

**A:** There are no plans to change the toll rate on this plaza or on any plaza in the MDX system. The toll rate at the 97<sup>th</sup> Avenue plaza is \$0.75 for SunPass users and \$1.00 for cash customers. The segment of the extension from the Turnpike to 137<sup>th</sup> Avenue is SunPass only and the rate is \$0.25.

**Q: Motorists are paying gas tax and tolls. Is this double taxation?**

**A:** MDX's only source of revenue is the tolls that it collects and reinvests for improvements to its system. Toll is user fees, which the driver pays only if he/she uses the expressway. MDX does not receive monies from the gas tax, local, state or federal taxes. It also does not receive any monies from the property tax or from the half cent transit tax. MDX does not receive federal funding or funding from the Florida Transportation Trust Fund.

**Q: What improvements will be paid for with the money collected?**

**A:** MDX's financial plan identifies funding for all projects in the Five-Year Work Program. Monies collected fund all completed projects such as the extension as well as future projects such as:

- Improvements to the 836/826 Interchange in partnership with the FDOT
- The improvements from Miller to Bird on SR 874 also in partnership with FDOT
- An additional eastbound lane on SR 836 and improvements to the SR 874 corridor including the SR 874 and Killian Interchange

**Q: Can I pay cash and still use the extension?**

**A:** The extension is only accessible with a SunPass. There are no provisions for paying cash.

**Q: Is there an exit at 107<sup>th</sup> Avenue if I am traveling eastbound on the Extension?**

**A:** No, there is no exit from the Extension to 107<sup>th</sup> Avenue.

**Q: Where do you access the Extension from the west and from the east?**

**A:** If you are traveling eastbound on SW 8<sup>th</sup> Street (Tamiami Trail), you must make a left at 137<sup>th</sup> Avenue. At approximately NW 10<sup>th</sup> Street, you will see the entrance to the new SR 836 Extension on your right hand side. If you live to the north, just find 137<sup>th</sup> Avenue which is now a six lane facility and turn into the new entrance to the SR 836 Extension. You must have a SunPass to use the Extension.

# FREQUENTLY ASKED QUESTIONS

If you are traveling westbound on SR 836 you must have a SunPass. Stay in the left-hand lanes after passing NW 87<sup>th</sup> Avenue. Tolls will be collected as you drive under Open Road Tolling gantries near NW 97<sup>th</sup> Avenue and on the extension prior to the NW 137<sup>th</sup> Avenue exit. There are no other exits on the extension.

**Q: Why do I have to pay a toll if I enter at 107<sup>th</sup> Avenue eastbound if this portion of the expressway is already built. I understand paying for the new but why do I have to pay for the old?**

**A:** Tolls collected on all MDX expressways are not only used to fund projects already completed, but they assist in paying for improvements to existing segments as well as future improvements throughout the system.