

## What is the local body that makes transportation planning decisions?

In District Six, the Work Program is finalized in collaboration with the Miami-Dade County Transportation Planning Organization (TPO) and by the Monroe County Commission.

The TPO is the local governing board responsible for making decisions. The TPO coordinates the plans of all the transportation agencies operating within Miami-Dade County into the Transit Improvement Program (TIP), which also has a five-year timeline. According to federal regulation, "These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods."

In Monroe County the main duties of the board include reviewing, commenting and concurring with FDOT's work program. Other responsibilities include reviewing and passing the County budget and levy taxes; making appropriations for operation of the County as identified in the budget; and authorizing bonds for capital improvements.

## About Miami-Dade Transportation Planning Organization (TPO).

In accordance with Florida Statutes, transportation planning in every urbanized area in the state is governed by an TPO. Each varies according to local charter, and in Miami-Dade there are 23 voting members on the TPO Governing Board:

- All 13 county commissioners
- An elected official from each of the six cities in the county with populations over 50,000 (Hialeah, Homestead, Miami, Miami Beach, Miami Gardens, North Miami and Medley)
- A municipal representative from Miami-Dade County appointed by the governor
- A non-elected official appointed by the governor
- A member of the Miami-Dade Expressway Authority board
- A member of the Miami-Dade School Board



The TPO coordinates the plans of all the transportation agencies operating within Miami-Dade County into the TIP which also has a five-year timeline. According to federal regulation, "These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods."

## About Monroe County Commission.

The Board of County Commissioners consists of five members elected at large for staggered terms of four years in the general election in November in the even years. Meetings are held once a month.



## What is the annual cycle for the Work Program?

The district meets with TPO members and Monroe County Commissioners throughout the year to determine any projects they and their constituents would like to bring into the Work Program and briefs them in the summer to discuss the Tentative Program and consider advancing or deferring projects already in it.

Public hearings are conducted each fall to give citizens or representatives of the smaller municipalities an opportunity to comment on the Tentative Program. Following the public hearings, FDOT submits a final draft of the Program to the TPO and Monroe County Commission.

In February, the Department submits the Tentative Work Program to the governor's office and legislature as well as the Florida Transportation Commission and the Department of Economic Opportunity.

In January, the Florida Transportation Commission holds a public hearing to review and receive public input for the Tentative Work Program. After the appropriations are approved by the Florida Legislature, the Work Program is adopted by the FDOT State Secretary in July.

## What role can I play? How can I get something added to the Work Program in the future?

Approach your local elected officials or FDOT officials with a concern or proposed project. After an initial review process, it may be subject for approval by the TPO or Monroe County Commission and added to the Tentative Work Program. If the Work Program is adopted and the funding is available, the first phase of the project will be scheduled.

## Do citizens have input regarding the current Work Program?

Yes. District Six holds at least two public hearings in November, one each in Miami-Dade and Monroe counties. Additionally, the public hearings will be streamed live so the general public can either attend or participate from home. The hearings are publicly advertised so citizens and officials alike are invited, and all have the opportunity to review the Tentative Five-Year Plan and offer their opinions on issues in their communities. These comments are then entered into the public record.

## How do I find out about these hearings?

The hearings are advertised in local newspapers before they take place and notices are sent to county and municipal officials. The District Six Public Information Office can always be contacted for additional information on the Work Program or any other project at **305-470-5349** or [wpcomments@dot.state.fl.us](mailto:wpcomments@dot.state.fl.us). More information about these hearings can be found at <http://www.fdotmiamidade.com/work-program> or <http://www.fdotmonroe.com/work-program>.

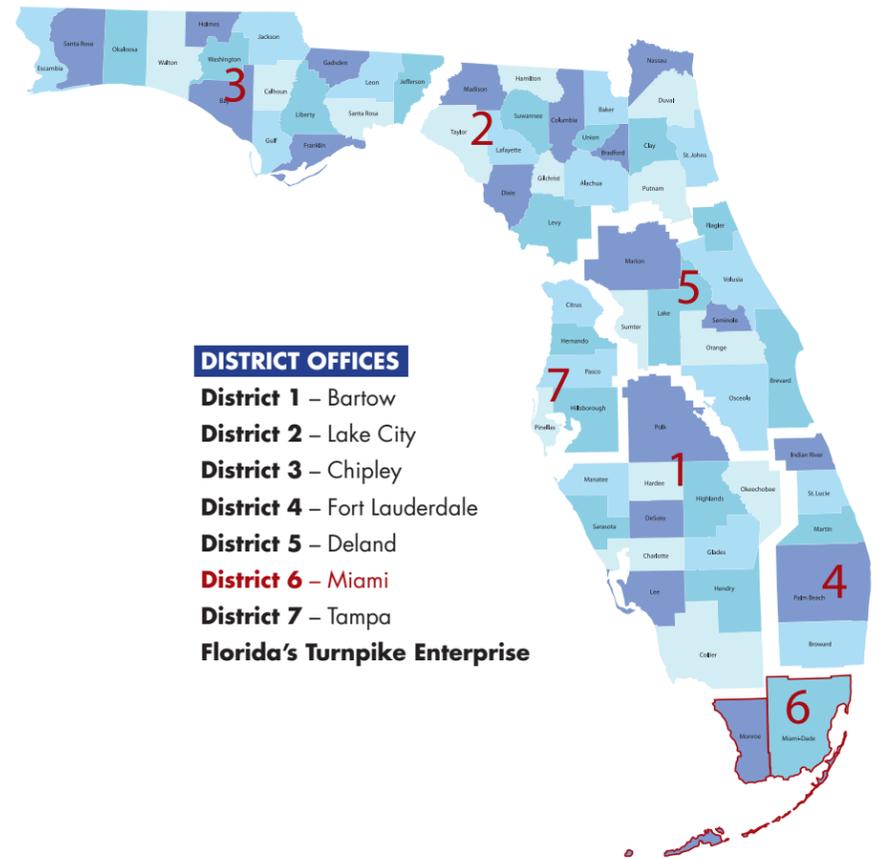
## Is the Work Program available online?

Yes. It can be viewed at <http://www2.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx>. Search through the Work Program document sorted by county, transportation mode or specific project number.



# FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX Tentative Five-Year Work Program

The Florida Department of Transportation (FDOT) is a public works agency whose **mission** is to provide a safe transportation system that ensures the mobility of people and goods, enhance economic prosperity, and preserve the quality of our environment and communities.



### DISTRICT OFFICES

- District 1** – Bartow
- District 2** – Lake City
- District 3** – Chipley
- District 4** – Fort Lauderdale
- District 5** – Deland
- District 6** – Miami
- District 7** – Tampa
- Florida's Turnpike Enterprise**

## Frequently Asked Questions

## What are FDOT's responsibilities?

- Safety
- Mobility and congestion relief
- Preservation of state highway system
- Capacity improvements
- Other projects, including landscaping, Intelligent Transportation Systems and service patrols
- Transit, airports, seaports, rail, bicycle & pedestrian facilities
- Coordination with federal government, municipalities, Transportation Planning Organizations & commissions

## What District are we in?

District Six covers Miami-Dade and Monroe counties and serves more than 2.6 million residents. The district's state road system includes 700 centerline miles (580.7 miles Miami-Dade, 119.3 miles Monroe) and 2,967 lane miles and carries 56 million vehicle miles daily (53 million Miami-Dade, 3 million Monroe).

## What are District Six's other responsibilities?

The district inspects all 939 bridges within its jurisdiction, whether state, county or municipal, and maintains those on the state highway system. It also provides funding for:

- Public and private airports
- Two rail lines
- Two deep-water sea ports
- Three rail fixed guideway systems

## What is the Work Program?

The Work Program is the tentative list of projects that will be funded and carried out in District Six during the next five years. Developed annually, it is the department's budget for work in Miami-Dade and Monroe counties. Projects are identified and schedules are developed based on priorities and allocated funds. FDOT collaborates and works closely with agency partners to drive priorities.

## How is the Work Program developed?

The development of the Work Program is guided by the Florida Transportation Plan, consisting of the FDOT Central Office long range goals and policies (20 to 25 years) and short-range objectives and strategies (5 to 10 years). These transportation goals and objectives are linked with the department's available budget and resources. A new project only begins to move forward after it is funded and then placed in the Work Program's fifth year.

## What are FDOT's Plans for Bicyclists and Pedestrians?

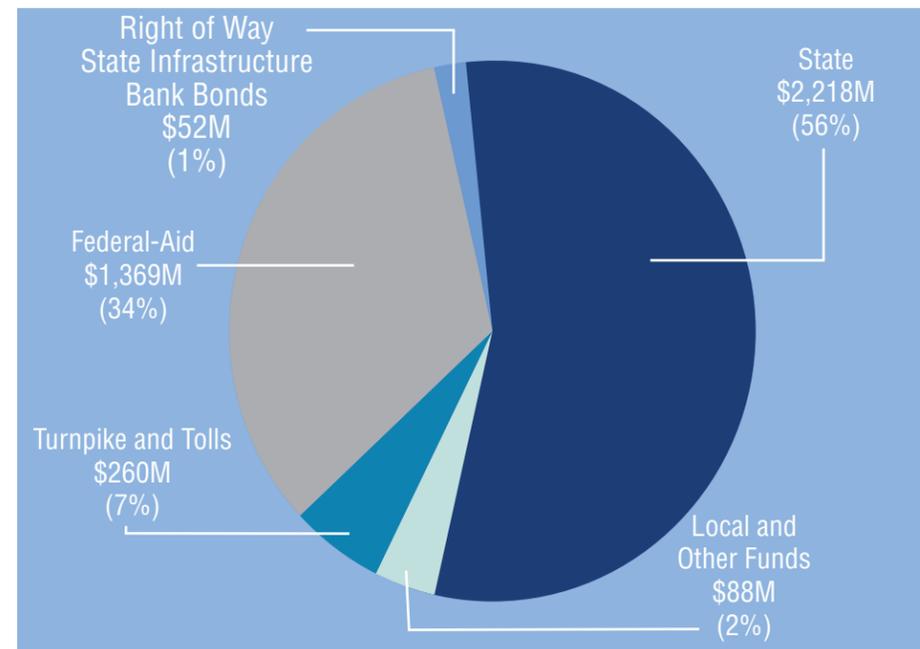
FDOT supports national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety. The department plans to increase the awareness and understanding of safety issues related to bicyclists and pedestrians, and increase compliance with traffic laws and regulations through education and enforcement.

## What is Transportation Systems Management and Operations (TSM&O)?

An integrated initiative to optimize performance of the existing transportation infrastructure to reduce congestion, improve safety and reliability, which includes other agencies and modes of transportation.

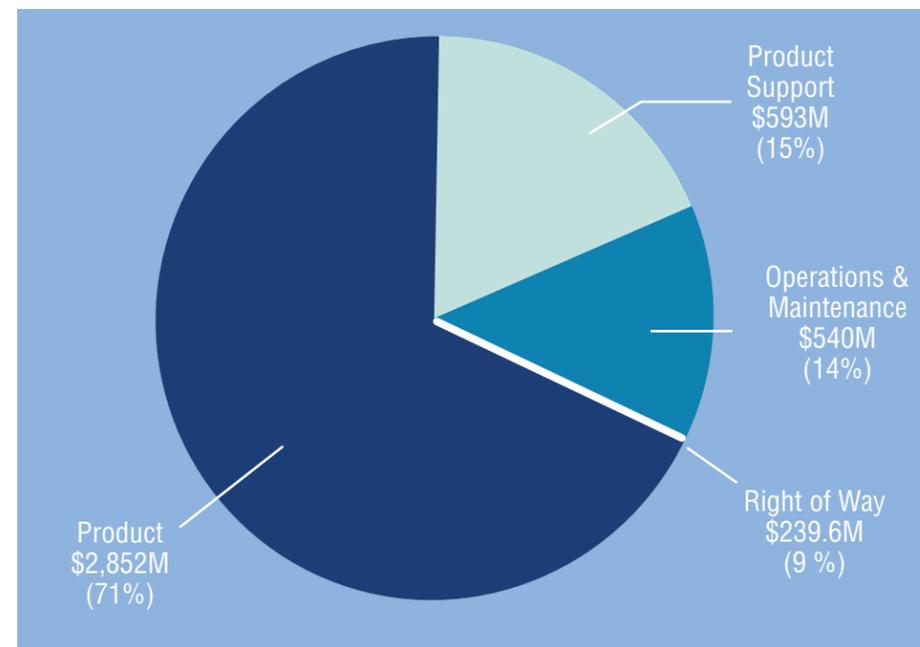
## How is District Six funded?

The chart\* below shows FDOT's state & federal funding sources.



This includes federal fund allocations from the "Fixing America's Surface Transportation (FAST) Act" (MAP-21).

The chart below shows FDOT's Total Programs Funding (based on the Adopted Work Program for FY 2017/18 – 2021/22).

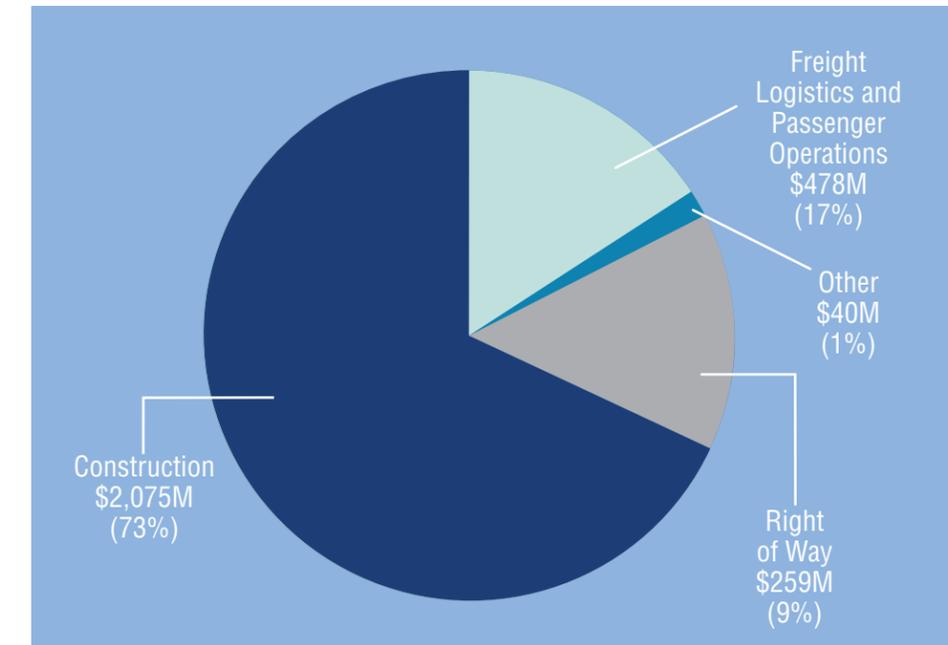


## How are those funds allocated in District Six?

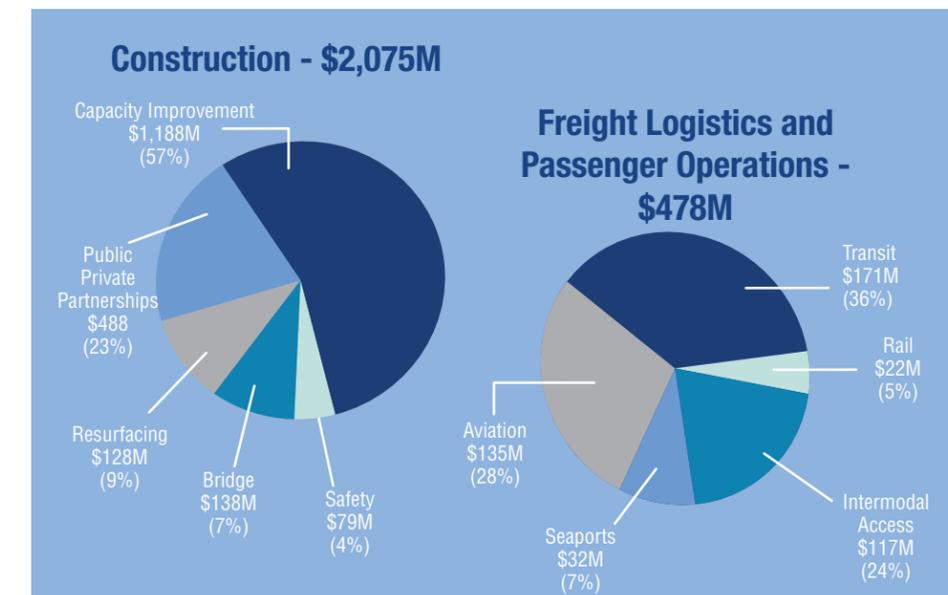
The Adopted District Six Five-Year Work Program for FY 2017/18—2021/22 is \$3.988 billion. Seventy-one percent (or \$2.85 billion) of that amount is used toward actual production including:

- Construction
- Freight Logistics and Passenger Operations (Transit, Aviation, Rail, Intermodal, Multimodal Facilities, Seaport)
- Right of Way acquisition
- Other miscellaneous projects

The chart\* below shows how those funds are used (in millions).



Construction costs (\$2 billion) take up the bulk of the funding allocated toward District Six product. Below are the proposed uses for these construction funds\* (in millions).



## What is the Work Program's budget?

In the past year, the Five-Year Work Program's budget statewide was \$50.06 billion.

## Does this amount change?

Yes. When there is an increase, or decrease in gas and real estate sales, as there has been recently, the department's funding is impacted and the allocation for the Work Program is either increased or decreased.

## How does this affect the Work Program?

If funding is increased, projects are reviewed for advancement in the Five Year Work Program. If funding is decreased, projects are reprioritized and some have to be deferred to later years of the five-year plan.

\*Charts are based on the Adopted Work Program for FY 2017/18—2021/22.