



November 15, 2013



2040 LRTP

Agenda

- ▶ Introductions
- ▶ SERPM7 Status Report
- ▶ Draft Financial Revenue Projections
- ▶ Needs Assessment Process
- ▶ Next Steps
- ▶ Meeting Adjournment



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE



SERPM7 Status Report

- Model validation – December 2013
- E+C definition – 1st draft coded, comments provided
- E+C model run – November 27, 2013
- Background needs network definition by December 2, 2013



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE



Draft Financial Revenue Projections

- Met with MDX staff 9/19/13
- Met with Miami-Dade Office of Management and Budget staff 10/15/13
- Met with Florida Turnpike Enterprise staff 10/25/13



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE



Draft Financial Revenue Projections



1. Overview of environment for long range financial planning
2. 2035 vs. 2040 Updates
3. Financial Resources Review – where we are
4. Methodology and Sources
5. Results/Status of revenue projections by agency/source
 - Federal vs. State Funding Trend
 - FDOT Projections
 - Turnpike/HEFT Projections
 - MDX Projections
 - MDT/Public Works Projections
 - South Florida Regional Transportation Authority
6. Managed Lanes and Private Sector Financing

The environment for long range financial planning

- 10 extensions of SAFETEA-LU since it expired in 2009
- MAP-21 funded surface transportation for fiscal years 2013 and 2014 only; focus on state of good repair, performance, and safety
- Highway Trust Fund continuous problems with solvency, no change in federal gas tax since 1993
- Increased fuel-efficiency of vehicles, potential for electric vehicles in the long term?



2035 vs 2040 Update

- 2035 Update performed in 2009 or on the onset of the financial crisis
 - It was hard to plan for 2035 when it was not clear what 2010 would look like
- 2040 Update – revenues numbers are improving
 - We are past difficult 2008-2010, but slow recovery
 - Spending cuts debates in Washington
- Both 2035 and 2040 Plans are Year-of-Expenditure (YOE) Forecasts



Financial Resources Review - Phases

- Phase 1: Review and Projection of Existing Funding Sources
 - FDOT, Turnpike, MDX, Public Works, MDT, SFRTA
 - Still waiting for local tax revenue data (fuel taxes, impact fees, other) from the County's Budget Office
- Phase 2: Review and Projection of Alternative/Potential Funding Sources
 - Managed lanes revenue potential
 - Identifying P3 candidate projects and forecasting potential private revenue
- Financial Resources Review and Update Report



Methodology and Sources



- Forecast period: FY19-FY40
 - FDOT provided estimates of state and federal funds for Miami-Dade Metro Area through FY40
 - MDX provided 15-yr projections of revenues, expenditures, existing debt service
 - Turnpike provided 10-yr projections of HEFT toll revenues, system-wide expenditures and existing debt service
 - County Budget Office – MDT and Public Works – operating budget pro forma only
- Explicit provision for annual spending on R&R (based on past history)
- In addition to annual net revenues forecast, 2040 Update estimates agencies' post FY18 debt bearing capacity
 - We first estimate annual net revenue cashflows, than the NPV of these cashflows which represent the potential scope for new bonding
 - $\text{Net Revenue} = \text{Gross Revenue} - \text{O\&M and R\&R Expense} - \text{Existing Debt Service}$

Federal vs State Funding Trend



- The funding mix is projected to change
- Both 2035 and 2040 FDOT projections show State's share increasing
- FDOT's 2040 statewide revenue forecast is on par with the 2035 forecast

FDOT Projected Total State Revenues (million of dollars)							
Source	2014-15	2016-20	2021-25	2026-30	2031-35	2036-2040	27-Year Total
Federal	5,113 31%	9,542 27%	9,687 26%	9,719 24%	9,664 23%	9,664 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	29,658 70%	31,119 70%	145,430 67%
Turnpike	1,680 10%	3,044 9%	2,745 7%	2,931 7%	3,200 8%	3,410 8%	17,011 8%
Total	16,505	34,829	37,516	40,266	42,522	44,193	215,830
(source: FDOT 2040 Revenue Forecast Handbook)							29-Year Total
2035 LRTP Projection							254,857
(source: FDOT 2035 Revenue Forecast Handbook)							



FDOT 2040 Update



	FDOT Capacity Program Revenue Forecast FY 2014 - 2040 Estimates for Miami-Dade County (Millions of YOE Dollars)				
Capacity Program Areas	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-40 Subtotal	22-Year Total
Other Arterial Construction/ROW*	\$192	\$429	\$405	\$887	\$1,913
Transit	\$94	\$241	\$253	\$531	\$1,119
Total Capacity Programs	\$286	\$670	\$659	\$1,418	\$3,032
TMA Funds	\$67	\$168	\$168	\$336	\$739
Districtwide Transportation Alternatives (TALT) Funds	\$6	\$16	\$16	\$32	\$71
Districtwide TRIP Funds	\$1	\$6	\$6	\$13	\$26
TOTAL	\$360	\$860	\$849	\$1,798	\$3,867
* May be supplemented with TMA Funds					

FDOT 2035 Update



	FDOT Capacity Program Revenue Forecast FY 2015 - 2035 Estimates for Miami-Dade County (Millions of YOE Dollars)				
Capacity Program Areas	FY 2015 Subtotal	FY 2016-20 Subtotal	FY 2021-25 Subtotal	FY 2026-35 Subtotal	21-Year Total
Other Arterial Construction/ROW	\$58	\$355	\$398	\$892	\$1,702
Transit	\$12	\$58	\$58	\$103	\$230
Total Capacity Programs	\$70	\$412	\$456	\$995	\$1,932
TMA Funds	\$46	\$243	\$257	\$531	\$1,077
Districtwide TRIP Funds	\$17	\$77	\$74	\$149	\$317
Port of Miami Tunnel & SR- 836/I-95	\$0	\$325	\$798	\$1,596	\$2,720
TOTAL	\$133	\$1,058	\$1,585	\$3,270	\$6,046

*Excluding Port of Miami Tunnel and SR-836/I-95 the
Total will come to \$3,327 million*

FDOT Estimates 2040 vs 2035



- Total projected funding for capacity program areas increased by about a billion dollars
- Funding for transit capacity programs increased substantially
 - 2035 21-yr Total Transit Capacity Programs - \$230 million
 - 2040 22-yr Total Transit Capacity Programs - \$1,119 million
 - 2040 FDOT 22-yr Total for New Starts – \$760 million
 - FDOT New Starts Program provides a match of the local (non-federal) share of project costs for transit fixed-guideway projects that qualify under the FTA New Starts Program
- TMA and Districtwide TRIP Funds are down significantly
- Overall funding level forecast (excluding Port of Miami-Tunnel and SR-836/I-95 included in 2035 Update) increased by about \$540 million dollars

Florida New Starts Projects included in FTA FY14 Funding Recommendations Report



(million \$)	Wave Streetcar/ Fort Lauderdale	BRT Southeast Corridor/ Jacksonville	JTA BRT North Corridor/ Jacksonville	Commuter Rail Transit – Initial Operating Segment/ Orlando	SunRail Phase 2 South/ Orlando
FTA New Starts	49.7	19.1	26.8	178.6	92.5
TIGER	18.0				
FHWA STP	3.5				
FDOT NewStarts	35.7	2.4	3.4	89.3	46.3
Volusia County State Infrastructure Bank Loan (SIB)				6.6	2.9
City of Orlando State Infrastructure Bank Loan (SIB)				13.5	
Seminole County Sales Tax Funds				45.6	
JTA Local Discretionary Gas and Sales Tax Funds		2.4	3.4		
City of Fort Lauderdale Cash and Land Contribution	10.5				
Orange County General Fund				23.7	16.3
Osceola County General Fund					27.1
SFRTA General Fund	4.6				
Capital Lease Proceeds					71.0
Special Assessment District (SAD)	20.6				
Total	143	24	33	357	256
FDOT New Starts, % of total	25%	10%	10%	25%	18%

- *FDOT 22-yr Total statewide projection for the for New Starts – \$760 million*
- *FDOT New Starts Program provides a match for the local (non-federal) share of costs for transit fixed-guideway projects that qualify under the FTA New Starts Program*

Turnpike (HEFT) – 2035 Update Methodology



- Toll revenue compounded annual growth of 1% (FY09-FY19)
 - The projections included a negative growth (-5.9%) in revenue in 2009-2010, recovery to 2% growth starting 2015
- FY19-FY40: growth continues at 2% annually
- HEFT related O&M expenses compounded annual growth (FY09-FY19) of 2.3%
 - O&M growth projections reflected lower inflationary pressure in early years with a steady growth in O&M costs of 3% post FY15
- FY19-FY40: growth continues at 3% annually
- Debt Service Coverage assumed constant at 1.6 during the forecast period
- Annual Net Cashflow was derived as:
 - Revenue Available for Capital = HEFT Gross Toll Revenue – HEFT share in Total O&M Expense – Estimated Debt Service

Turnpike (HEFT) – 2040 Update Methodology



- Turnpike 2013 Bond Statement projections for FY13-FY23:
 - FTE Total Toll Revenues compounded annual growth is 3% and O&M projected growth is 1% [optimistic]
- FY12 Turnpike CAFR:
 - FY06-FY12 Total toll revenues growth was negative 0.6% (-0.6%), and O&M growth was 1.6%.
 - CAFR based (audited) historic O&M expenses are growing at a higher rate than revenues.
- After discussion with FTE, post FY23 growth is assumed, conservatively: 2.5% for revenue growth and 3% for O&M. This is also in line with FDOT inflation projections.

Turnpike (HEFT) – 2040 Update Cont'd



- FTE Toll Revenues Forecast for FY14:
 - HEFT Toll Revenue \$149 million
 - Systemwide Toll Revenue \$750 million and O&M \$179.5 million
 - HEFT accounts for 20% of FTE toll revenue and systemwide O&M costs
- Annual Net Cashflow was derived as:
 - NPV (Net Revenue Cashflows) = Gross Toll Revenue – HEFT share of O&M Expense – Provision for Replacement & Renewal – HEFT share in Total Debt Service until maturity
- R&R is assumed \$55 million annually

Turnpike (HEFT) – Revenue Available for Capital



2040 HEFT Net Revenue projections are higher than in 2035 Update, capacity exists for at least \$470 in new debt in 2019 which can finance capital improvements FY19-FY40. This debt could be serviced by the Net Revenues projected FY19-FY40. As Turnpike's existing debt matures and annual debt service decreases from \$245 million (FY13) to \$29 million (FY40), the net revenues become available for servicing new debt

	Turnpike Net Revenue Forecast FY 2019 - 2040 HEFT Only (Millions of YOE Dollars)					
	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-35 Subtotal	FY 2036-40 Subtotal	27-Year Total
Gross Toll Revenues	\$341	\$931	\$1,053	\$1,191	\$1,348	\$4,864
Estimated Share of O&M Expenses	\$84	\$234	\$272	\$315	\$365	\$1,271
Renewals and Replacements	(\$129)	(\$359)	(\$416)	(\$483)	(\$560)	(\$1,947)
Estimated Share of Debt Service	(\$95)	(\$202)	(\$157)	(\$121)	(\$63)	(\$638)
Net Revenues	\$32	\$135	\$208	\$273	\$361	\$1,009
NPV of Net Revenues at 6% discount rate \$470						
2035 LRTP Projection	\$31	\$77	\$77	\$75		

Turnpike (HEFT) – 2035 update for comparison



	Turnpike Net Revenue Forecast FY 2014 - 2035					
	HEFT Only					
	(Millions of YOE Dollars)					
	FY 2014-15 Subtotal	FY 2016-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-35 Subtotal	22 Year Total
Gross Toll Revenues	\$199	\$532	\$587	\$647	\$713	\$2,678
Estimated Share of O&M Expenses	\$120	\$329	\$382	\$443	\$513	\$1,786
Net Revenues	\$79	\$203	\$205	\$204	\$200	\$892
Estimated Share of Debt Service	\$50	\$127	\$128	\$128	\$125	\$557
Revenues Available for Capital	\$30	\$76	\$77	\$77	\$75	\$334

Notes:

- (1) O&M and Debt Service line items do not represent Florida Turnpike Enterprise projections. These figures are developed by the MPO and used only for LRTP development.
- (2) Revenue and expense projections beyond 2019 are also developed by the MPO based on average growth rates and are used only for LRTP development.
- (3) Expenditures on mandatory resurfacing and rehabilitation ("3R") projects are not included and would occur before any expansion projects.

Miami-Dade Expressway (MDX) – 2040 Update



- MDX provided 15-yr projections of toll & other revenues, O&M expenses, and existing debt service until maturity
- Growth projections discussed with MDX: post FY27 O&M annual growth assumed at 3%, revenue growth at 2.5% respectively
- MDX plans to issue \$550 million in debt to finance WP FY14-18 was factored into the analysis i.e. resulting debt service was deducted from gross revenues
- MDX provided FY20-FY24 R&R cost for bridge work, post FY24 R&R costs assumed at \$6 million annually (which is an average of MDX FY09-FY15 spending according to existing R&R Plan), R&R cost growth at 3% post FY24

MDX – 2040 Projections



Annual Net Cashflow was derived as:

NPV (Net Revenues) = Gross Toll and Interest Revenue –
O&M Expense – Provision for Replacement & Renewal –
Debt Service

	MDX Net Revenue Forecast FY 2019 - 2040 (Millions of YOE Dollars)					
	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-35 Subtotal	FY 2036-40 Subtotal	27-Year Total
Gross Toll Revenues and Interest Earnings	\$444	1,212	\$1,391	\$1,589	\$1,816	\$4,636
Total Operations & Maintenance Expenses	\$99	\$277	\$325	\$377	\$437	\$1,078
Renewal and Replacement	\$10	\$71	\$33	\$38	\$44	\$152
Total Debt Service	\$247	\$623	\$633	\$623	\$618	\$2,126
Net Revenues	\$88	\$240	\$401	\$552	\$717	\$1,281

FY 2019 NPV of Net Revenues at 6% discount rate	\$933
--	--------------

MDX – 2035 Projections



- 2035 projections did not include the debt service expense and R&R costs, hence net revenues were overestimated
- Post FY22 Gross Revenues was assumed to grow at 1.4% annually through FY35, Post FY22 O&M expense – at 3.5%

MDX Net Revenue Forecast FY 2014 - 2035 (Millions of YOE Dollars)						
	FY 2014- 15 Subtotal	FY 2016- 20 Subtotal	FY 2021- 25 Subtotal	FY 2026- 30 Subtotal	FY 2031- 35 Subtotal	22 Year Total
Gross Toll Revenues and Interest Earnings	\$341	\$896	\$969	\$1,040	\$1,117	\$4,363
Total Operations & Maintenance Expenses	\$101	\$292	\$358	\$428	\$505	\$1,685
Net Revenues Available for Capital	\$240	\$604	\$611	\$612	\$612	\$2,678

MDT 2014 Pro Forma – Operating



	Miami-Dade Transit (MDT) Operating Revenue & Expense Forecast FY 2019 - 2040					
	(Millions of YOE Dollars)					
	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-35 Subtotal	FY 2036-40 Subtotal	27-Year Total
Revenue						
Operating Revenues (Farebox and other)	\$290.12	\$828	\$961	\$1,102	\$1,347	\$4,529
Federal Grants	\$132.67	\$362	\$409	\$463	\$524	\$1,891
State Grants	\$74.95	\$199	\$216	\$236	\$257	\$983
PTP Surtax	\$502.21	\$1,467	\$1,825	\$2,268	\$2,826	\$8,887
Miami Dade MOE (3.5 Percent)	\$405.73	\$1,145	\$1,360	\$1,616	\$1,919	\$6,446
Additional Local Revenue or Service Cut*	\$133.06	\$384	\$456	\$541	\$643	\$2,157
CHLOGT (3 Cents)	\$35.92	\$91	\$94	\$96	\$98	\$416
SFRTA PMT	\$1.33	\$3	\$3	\$3	\$3	\$15
Capital Reimbursements	\$10.99	\$33	\$42	\$53	\$68	\$206
Total Operating Revenues	\$1,586.97	\$4,513	\$5,366	\$6,378	\$7,686	\$25,529
Expenses						
Existing System O&M						
SFRTA Contribution	\$1,121.07	\$3,119	\$3,643	\$4,267	\$5,010	\$17,159
Municipal Contribution	\$8.47	\$21	\$21	\$21	\$21	\$93
Other Expenses	\$115.51	\$337	\$420	\$522	\$650	\$2,044
Debt Service - Debt Prior to FY19	\$290.81	\$747	\$748	\$748	\$719	\$3,253
New Debt Service - Debt issued FY19 & after	\$0.00	\$74	\$256	\$542	\$844	\$1,715
Debt Service-Bus Replacement & Rezoning Bonds	\$28.74	\$69	\$20	\$4	\$4	\$126
Total Operating Expenses	\$1,586.95	\$4,442	\$5,214	\$6,250	\$7,446	\$24,940
Total Revenues net of Expenses	\$0.02	\$70.82	\$151.91	\$127.60	\$239.19	\$589.54

MDT 2014 Pro Forma



- MDT already projected its long-range financing program FY14-FY38; the debt service on the existing and new debt is shown in the operating budget forecast in the previous slide
- MDT's FY14 Pro Forma Plan included about \$2.55 billion in new debt post FY18 for projects FY19-FY40

SFRTA (Tri-Rail)



- SFRTA 72-mile commuter rail services Broward, Miami-Dade, and Palm Beach Counties
- Funded by fares, subsidies provided by FDOT, FTA, & counties serviced by the SFRTA.
- Dec 2009, FDOT awarded the SFRTA a dedicated funding source from the State Transportation Trust Fund in the amount of approximately \$13.3 million to support its operations and expansion.

South Florida Regional Transportation Authority (SFRTA)



South Florida Regional Transportation Authority FY 2013-2014 Operating Budget		
Source	Proposed Budget	%
<u>Train Revenue</u>		
Train Service Revenue	\$ 12,289,106	16.3%
Interest Income/ Other Income	325,000	0.4%
Total Train Revenue	\$ 12,614,106	16.7%
<u>Operating Assistance</u>		
Statutory Dedicated Funding	13,300,000	17.7%
Statutory Operating Assistance	17,300,000	23.0%
FTA Planning Grant	1,700,000	2.3%
FTA Preventative Maintenance	20,472,940	27.2%
FTA Designated Recipient Fees	618,000	0.8%
FTA JARC/NF Program Fees	46,897	0.1%
FTA JARC/NF Program Match	373,725	0.5%
FHWA	4,000,000	5.3%
Miami-Dade Statutory Operating Assistance	1,565,000	2.1%
Broward Statutory Operating Assistance	1,565,000	2.1%
Palm Beach Statutory Operating Assistance	1,565,000	2.1%
Other Local Funding	194,738	0.3%
Total Assistance	\$ 62,701,300	83.3%
Total Revenue	\$ 75,315,406	100.0%

- The operating budget is largely financed through operating assistance (FDOT, FTA and Counties' contributions of about 1.6 million)
- Authority shows limited debt on its books (FY14 CAFR) and "zero" amount of bonded debt

Source: SFRTA website

SFRTA (capital budget in constant \$)



South Florida Regional Transportation Authority FY 2013-2014 Capital Revenue Budget and Five-Year Plan						
Source	Five-Year Plan					Total
	FY 2014-2015 Projected	FY2015-2016 Projected	FY 2016-2017 Projected	FY2017-2018 Projected	FY 2018-2019 Projected	
FTA Section 5307 - Formula Funds	\$ 13,000,000	\$ 13,000,000	\$ 13,000,000	\$ 13,000,000	\$ 13,000,000	\$ 65,000,000
FTA Section 5307 - Flex Funds						\$ -
FTA Section 5307 - STP Flex Funds						\$ -
FTA Section 5309 - Rail Mod.	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000	\$ 45,000,000
FTA Section 5309 - Safetea (Earmark)						\$ -
FTA Section 5308 - Tigger Funds						\$ -
FTA Section - Tiger Funds						\$ -
FTA Section 5317 - New Freedom						\$ -
American Recovery & Reinvestment Act						\$ -
FDOT GMR Funds			1,500,000	5,900,000		\$ 7,400,000
FDOT JPA's	4,277,293					\$ 4,277,293
FDOT Trip Funds				6,000,000		\$ 6,000,000
MPO Funds		8,840,000		8,000,000		\$ 16,840,000
City of Ft. Lauderdale						\$ -
Taxing District						\$ -
Rotem Credit						\$ -
County Gas Tax	8,010,000	8,010,000	8,010,000	8,010,000	8,010,000	\$ 40,050,000
Total Capital Revenues	\$ 34,287,293	\$ 38,850,000	\$ 31,510,000	\$ 49,910,000	\$ 30,010,000	\$ 184,567,293

The Capital Program is financed largely by FDOT and FTA with some capital coming from County Gas Tax

Source: SFRTA website

Private Sector Funding & Financing



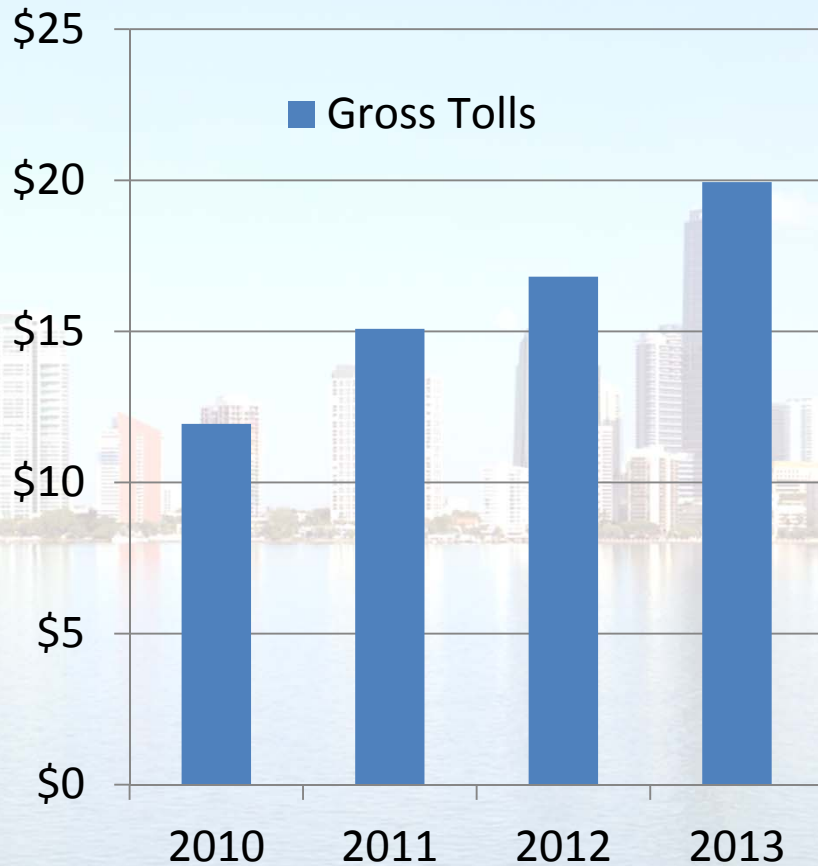
- Managed Lanes
- Concessions
 - Highway concessions based on revenue-generating potential of tolls
 - Transit concession based on subsidy minimization and availability payments (like Port Tunnel project)
- Joint Development
 - Air rights, station development, parking
 - ROW and other in-kind donations

Forecasting managed lanes revenue



- 95-Express: the only managed lanes project in operation today in Miami-Dade County
- 95-Express Phase 1 Compete, Phase 2 in progress
- Additional meeting with Turnpike, FDOT, MPO and MDX to discuss any plans to add managed lanes

95 Express: 2010-2013 Gross Toll Revenue (millions \$)



- Phase 1 Capex – \$132 million (Funded by USDOT, Florida State, FDOT, Tolls) under Design-Build-Finance
- 2013 Toll Revenue is estimated based on January-August monthly revenue reports

Source:

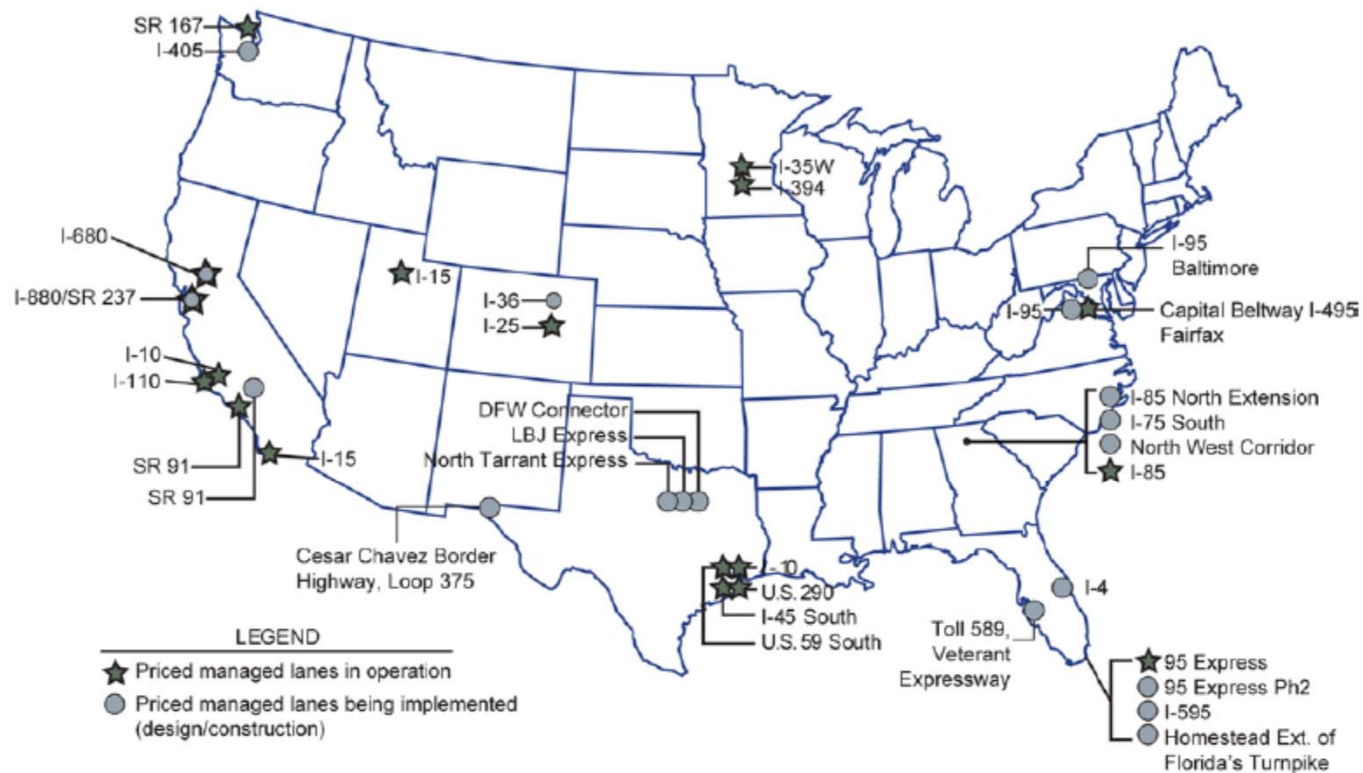
http://www.sunguide.info/sunguide/index.php/tmc_reports
and <http://www.95express.com/faq/about-95-express>

Managed Lanes Across the US



FitchRatings Global Infrastructure & Project Finance

Priced Managed Lanes Across the United States

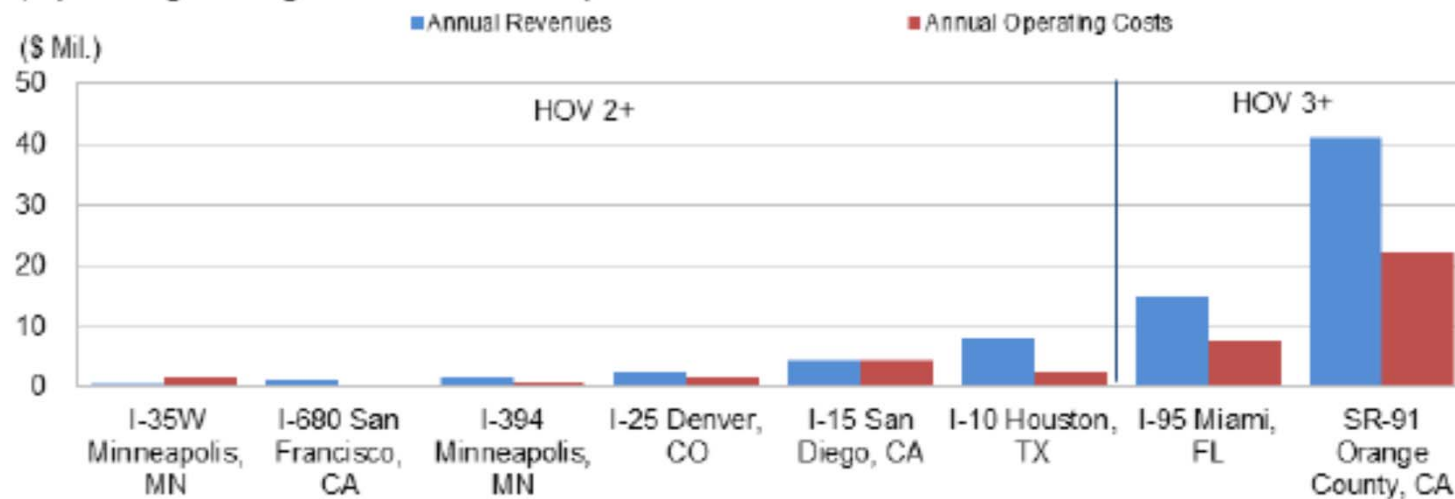


As of 7/22/13. Sources: HNTB Corporation; GAO analysis of USDOT, state departments of transportation; and local authorities information.

Managed Lanes Across the US



**Annual Toll Revenue and Operating Cost
(Operating Managed Lane Facilities)**



Source: FHWA Managed Lanes Handbook.

Source: FitchRatings report on U.S. Managed Lanes, November 2013

Draft Financial Revenue Projections



Questions / Comments



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE

Needs Assessment/Evaluation Process

- Needs Assessment
 - Mobility Needs Assessment Tool (MNAT application)
 - Analysis of agency master plan projects
- Needs Plan Evaluation (project level)
 - Goal Scales
 - Goal Elements
 - Project Status
- Scenario Evaluation (system level)
 - MOE application



Agency Input

- Master Plans/2035 LRTP projects review and GIS data
- Project evaluation GIS data
- Mobility needs workshop



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE



Mobility Needs Schedule (MNAT application)

- Define Corridors (December 2013)
- Establish Screenline locations (December 2013)
- Populate MNAT (January 2013)
- Workshop MNAT (February 2013)
- Define project limits (February 2013)



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE



Next Steps

- MPO Board adoption of LRTP Goals and Objectives
- Needs Assessment
- Needs Plan Evaluation
- Public Involvement
- Development of Cost Feasible Plan



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE



Miami-Dade 2040 LRTP

Questions / Comments

Carlos Roa

rcf@miamidade.gov

305.375.1833

Franco Saraceno

fsaraceno@gfnet.com

813.882.4366



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE

