



# POPULAR ANNUAL FINANCIAL REPORT (PAFR)

2014 | Fiscal Year Ended June 30, 2014



Miami-Dade Expressway Authority

Miami-Dade County Expressway Authority  
Miami, Florida



Miami-Dade Expressway Authority

## OUR MISSION

To serve as an innovative transportation agency dedicated to the enhancement of mobility in Miami-Dade County, committed to bringing more efficient, market driven, and user friendly management to its expressways.

- ✓ **TO OUR USERS** we provide transportation choices that are safe, reliable, convenient, and efficient while maintaining the lowest possible operating costs. All of it with great customer service.
- ✓ **TO OUR STAFF** we provide a safe work environment and opportunities to advance.
- ✓ **TO OUR BONDHOLDERS** we operate in a financially sound and transparent manner in order to meet our debt obligations.

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## MESSAGE FROM THE EXECUTIVE DIRECTOR

I am proud to present this Popular Annual Financial Report (PAFR) for the fiscal year ending June 30, 2014. This report highlights our recent accomplishments and shares MDX's progress toward realization of our strategic goals to provide excellent transportation choices in Miami-Dade County. The report provides a snapshot of MDX's financial health and overall standing for fiscal year 2014.



MDX is an important enabler of economic development in Miami-Dade County, providing significant benefits to users and its 2.6 million residents by ensuring that revenues collected remain in our community. Tolls collected are put to work by financing projects that provide links to/from important daily commutes, better access and time savings to our customers while generating local job opportunities.

In fiscal year 2014, MDX continued to work towards the systemwide conversion to Open Road Tolling (ORT) in order to provide a safer, faster, and smoother ride, improved air quality and fuel economy to our users; researched and implemented available technology to maximize the efficiency of our expressways; and coordinated with our transportation partners for the completion of regionally significant projects. We are proud of our accomplishments, but remain fully cognizant that there is much left to be done in order to keep up with the transportation needs in our community.

I would like to take this opportunity to thank our Board of volunteers for their participation and commitment to conduct the work of MDX. I would also like to thank the MDX staff for their continued support, perseverance, integrity and diligence which made possible the many achievements accomplished during the past year.

I look forward with confidence to MDX's growing contribution to Miami-Dade County's economic vitality and sustainability.

Javier Rodriguez, P.E.  
Executive Director



## WHO WE ARE

MDX is an agency of the State enabled by the Florida Legislature and created by ordinance of the Miami-Dade County Commission in December 1994 for the purpose of having an independent agency with an additional funding source to address transportation needs in Miami-Dade County. MDX receives no sales tax, gas tax, property tax or half-penny sales tax. Our projects are funded almost exclusively with tolls collected on the MDX System. All monies collected are re-invested in Miami-Dade County.

## OUR BOARD MEMBERS

MDX is governed by a thirteen-member volunteer Board consisting of business and civic leaders. Florida's Governor appoints five members of the Board, while the County Commission appoints seven. The thirteenth member, the Florida Department of Transportation District Six Secretary, serves as an ex-officio member. Board members serve four-year terms without compensation. The Board provides overall policy direction for MDX activities. Our current Board members:

- Maritza Gutierrez, Chair, Board of County Commissioners Appointee
- Maurice Ferré, Vice-Chair, Board of County Commissioners Appointee
- Carlos R. Fernandez-Guzman, Treasurer, Governor of Florida's Appointee
- Gus Pego, P.E., District VI Secretary
- Alfredo Gonzalez, Esq., Board of County Commissioners Appointee
- Robert W. Holland, Esq., Board of County Commissioners Appointee
- Louis V. Martinez, Esq., Board of County Commissioners Appointee
- Rick Rodriguez Piña, Board of County Commissioners Appointee
- Shelly Smith Fano, Governor of Florida's Appointee
- Javier L. Vazquez, Esq., Governor of Florida's Appointee
- Luz Weinberg, Governor of Florida's Appointee
- 2 positions are currently vacant.

## OUR STAFF

MDX operates with a qualified administrative staff of limited size supported by contracted consultant assistance for specific tasks. Key management positions currently retained by MDX include the following: Executive Director, Board Executive Secretary, General Counsel (currently vacant), Deputy Executive Director/Chief Financial Officer, Deputy Executive Director/Director of Toll Operations, and Deputy Executive Director/Director of Engineering. We currently have a total staff of 44 who have roots in the community, use the system daily and are committed to making your commute safer and more efficient. Our management philosophy is one of personal accountability, integrity, transparency and dedication.

Our Executive Director reports to the Board on expressway planning, engineering, construction, financing and operating activities. The Board provides overall policy direction to the Executive Director for implementation of MDX activities. The Executive Director in turn, provides guidance and direction.

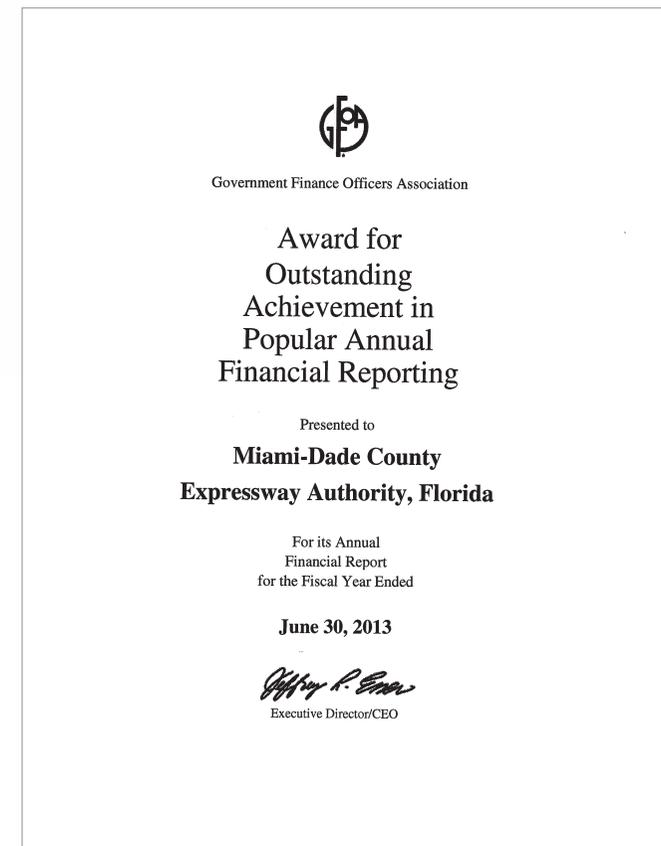
## WHO WE REPORT TO

MDX is subject to an annual external financial audit conducted by an independent third party audit firm who provides an opinion that the financial statements are in all material respects presented fairly. Additionally MDX files reports and other information to: Security Exchange Commission, MDX's Trustee, State Single Audit Division, Rating Agencies, State of Florida Auditor General, and the Florida Transportation Commission who monitors MDX's performance on operations, maintenance and budgetary compliance.

## MDX CAFR AND PAFR

MDX also produces a Comprehensive Annual Financial Report (CAFR) which includes detailed financial statements in compliance with the accounting requirements established by the Governmental Accounting Standards Board (GASB). It is compiled by MDX staff and is "audited" by an American Institute of Certified Public Accountants (AICPA) certified accounting firm utilizing Generally Accepted Auditing Standards (GAAS). This MDX Popular Annual Financial Report (PAFR) is an unaudited summary of MDX's financial activities written in a non-technical format.

Both, the MDX CAFR and PAFR are available at [www.mdxway.com/InvestorRelations/AnnualReports](http://www.mdxway.com/InvestorRelations/AnnualReports). Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the **Chief Financial Officer, Miami-Dade Expressway Authority, 3790 N.W. 21st Street, Miami, FL 33142 at (305) 637-3277.**



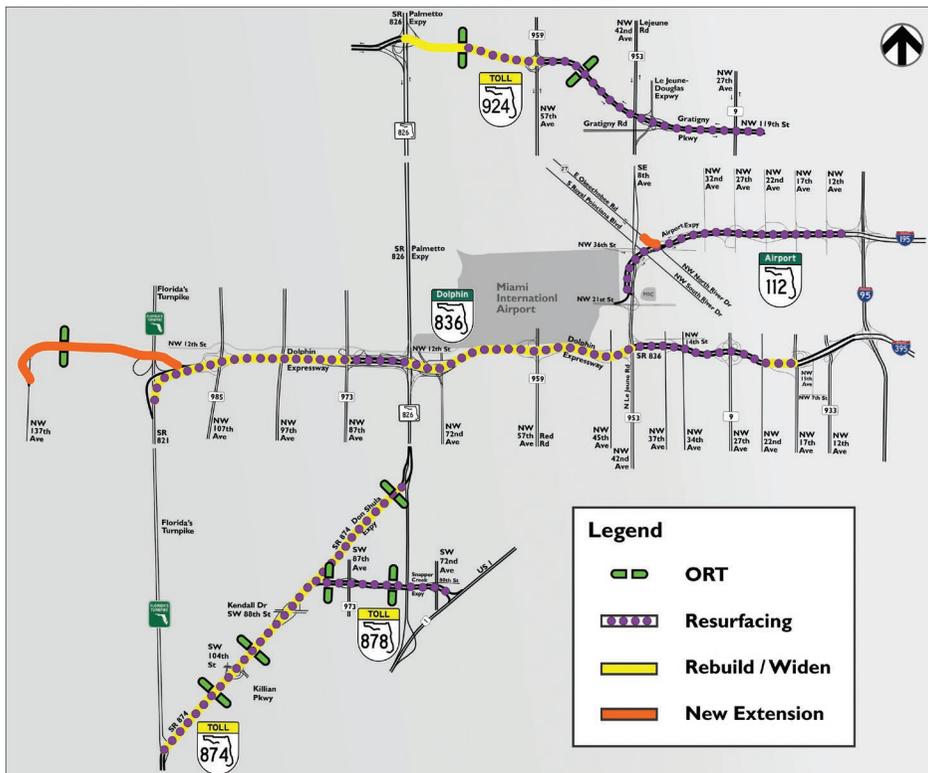
## WHAT WE DO

MDX currently operates, maintains and improves five (5) of the busiest State Roads (SR) in Miami-Dade County:

**Did you know?** Over 1 million people travel the MDX System daily.

- SR 836/Dolphin Expressway – is a six-lane expressway with the most heavily travelled section upgraded to eight-lanes. It is oriented in the east-west direction and serves as the main expressway link between Downtown Miami, the central and western areas of the County and Miami International Airport (MIA).
- SR 112/Airport Expressway – serves east-west commuter traffic in the eastern portion of the County and provides access to and from MIA on the west and to the I-95 and I-195 Interchange on the east. East of I-95, the Airport Expressway connects to I-195, which is another major access expressway to and from the City of Miami Beach.
- SR 874/Don Shula Expressway – extends from the Homestead Extension of the Florida's Turnpike to Palmetto Expressway and serves north-south commuter traffic from the southwest area of the County.
- SR 924/Gratigny Parkway – is a major east-west artery located in the northern area of the County. It connects I-75 and the Palmetto Expressway in Hialeah and West Dixie Highway in North Miami.
- SR 878/Snapper Creek Expressway – is located between the SR 874 and US 1 and connects to Dadeland commercial district and Metrorail's Dadeland North and South stations.

From inception, MDX has improved every expressway on its system to enhance safety, reduce congestion and improve mobility.



## HOW PROJECTS ARE FINANCED

MDX issues revenue bonds, which are a form of a loan, where the bondholder is the lender and the issuer (MDX) is the borrower. Issuing bonds allows MDX to build the projects now at today's cost and re-pay the loan over a long period of time. Similar to a mortgage loan where some collateral is offered to the bank to secure the loan until fully paid, the projected revenue from the tolls are pledged as mean to repay the bond's principal and interest. The cost of the project is paid over the same timeframe as the benefit is received. The tolls collected in Miami-Dade County are reinvested in projects to reduce congestion and improve the overall quality of life in Miami-Dade County.



**Did you know?** The most recent year end MRP overall score of 92.2 exceeds the Performance Criteria Goal of 91, and indicates a satisfactory level of maintenance of our expressways.

As with many commodities, construction costs are on the rise, and that's why we at MDX strive to protect our investment in our community. We implement a user-focused expressway maintenance program that preserves all parts of the expressways such as pavement, shoulders, slopes, drainage and other structures as near to their as-constructed condition as possible. MDX spends approximately 5% to 7% of its annual revenue in the proactive, regular and periodic maintenance of its expressways to avoid costly repairs later on. Maintenance activities include:

- Routine litter pickup, pavement sweeping and mowing;
- Daily patrolling to identify maintenance issues for immediate repair;
- A Maintenance Rating Program (MRP) to assess condition and compare to a state wide rate;
- Annual inspection of expressways, buildings, toll plazas and gantries; and
- Bi-annual inspection of bridges and structures to address long-term maintenance needs.

### Where the money comes from

92% Tolls and fees      8% Investment income & other



61% Project funding

### Where the money goes

25% Operations  
7% Maintenance  
7% Administration

## OUR WORK PROGRAM

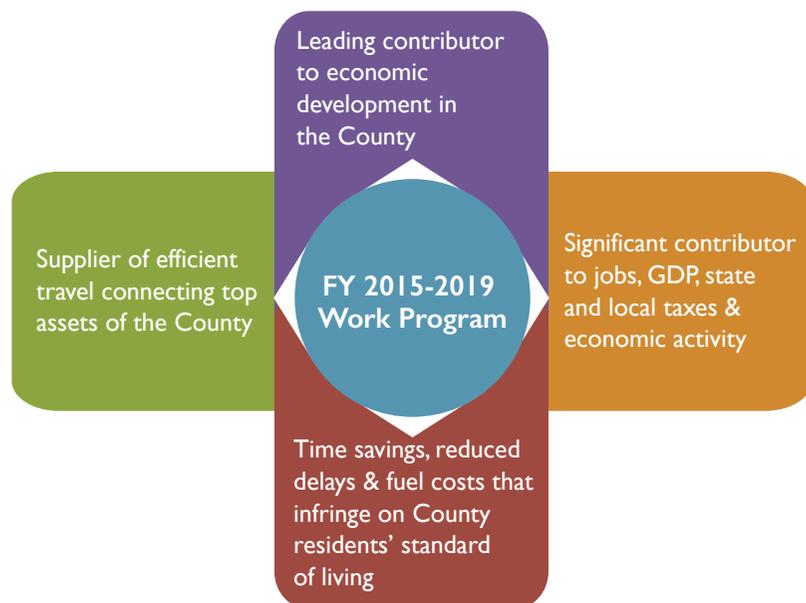
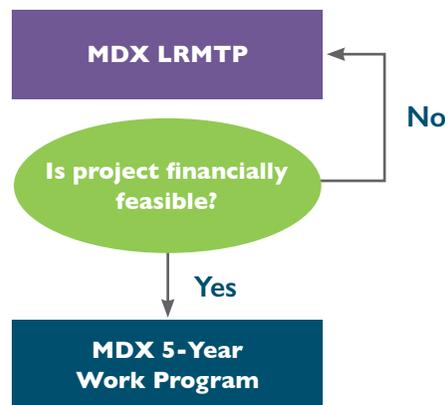
MDX has a Long-Range Master Transportation Plan (LRMTP) that identifies regionally significant transportation projects that MDX is examining for future implementation. Long range projects are conceptual in nature and require significant planning including engineering, finance, political and public acceptance. The MDX LRMTP is made part of the Miami-Dade County Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan (LRTP) which guides transportation investments in Miami-Dade County through the next twenty five years with the purpose of achieving the best mobility connections.

A thorough feasibility analysis is performed on projects that are prioritized for implementation including the cost of constructing all phases of the project, the cost of maintaining it, and their projected revenue. Projects that are deemed financially feasible and adopted by the MDX Board are included in the Five-Year Work Program. Other projects may remain in the LRMTP until such time as they are financially feasible.

**The number of projects that is added into the Work Program is contingent upon MDX's ability to fund them while maintaining existing programs.**

The MDX Five-Year Work Program identifies those financially feasible projects that MDX will be implementing in a five (5) year period. The MDX Five-Year Work Program is updated on an annual basis in accordance with MDX's priorities of Safety, System Preservation and Mobility Improvements.

The current MDX FY 2015-2019 Work Program allocates approximately \$879 million to improvements that result in enhanced connectivity, greater mobility, improved standard of living and accelerated economic development in Miami-Dade County.



## OUR ROLE IN THE LOCAL ECONOMY

As the seat of Miami-Dade County, Miami is an international banking and finance center and home to numerous multinational and Fortune 500 companies. It is a national leader in biomedical technology, and the health care sector is a major industry. Miami is one of the world's leading year-round resort centers. The city is a major transportation hub, and Port Miami is the world's largest cruise port and a major seaport for cargo.

In order to remain competitive at the regional, national and global level, according to a study prepared by The Washington Economics Group, Inc. in June 2014, the Miami-Dade urban economy requires "smart" transportation investments. Miami-Dade residents, commuters and visitors deserve reliable transportation options to get where they need to go (work, home or play) safely and without delay. Businesses in Miami-Dade depend on predictable travel times to move the goods and services that drive the local economy.

**Reliable transportation choices may mean the difference between catching a flight, missing an appointment or making it to your child's game.**

The delays and additional fuel costs caused by congestion are critical variables in resident and industry decisions to locate and/or expand to Miami-Dade County. In 2013 Miami ranked 11th for most congested traffic of any city in America - that translates into an average of 28 hours wasted in traffic, more than twice the national average of 11.9. (INRIX Traffic Scorecard, April 2013).

The investments we are making through the projects in the MDX Five-Year Work Program increase travel time savings and facilitate economic development in Miami-Dade County by steadily decreasing the "dead-weight" costs on users, residents and businesses brought about by traffic congestion in key arterial roads.

The planned improvements in the MDX Work Program play an integral role in minimizing inefficiencies in our expressways, increasing employment opportunities and household income of Miami-Dade County. It all translates into a better quality of life for our community.

An estimated 10,426 jobs result directly and indirectly from projects contained in our FY 2015-2019 Five-Year Work Program.

Impact on	Direct	Indirect & Induced	Total Impact
Employment (Jobs)	5,436	4,990	10,426
Household Income (\$ Millions)	\$303	\$248	\$551
Gross Domestic Product (Value Added \$ Millions)	\$391	\$400	\$791
State & Local Tax Revenues (\$ Millions)	---	---	\$152
Total Economic Impact (\$ Millions)	\$856	\$629	\$1,485

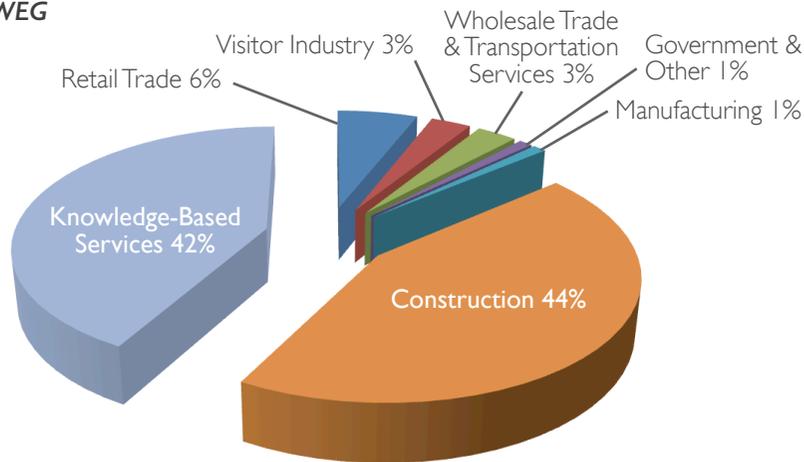
Source: The Washington Economics Group, Inc.

## Did you know?

The MDX FY 2015-2019 Five-Year Work Program has an estimated Total Economic Impact of close to \$1.5 billion over five years.

**Employment Impacts Created by the MDX FY 2015-2019 in Miami-Dade County**

Source: WEG



Economic development is the creation of income and wealth, leading over time to a rising standard of living for all residents of a community: MDX is a key foundation of economic development.

The economic activities of the MDX FY 2015-2019 Five-Year Work Program investments support employment opportunities in a wide variety of industries and represent a broad spectrum of occupations.

**FINANCIAL HIGHLIGHTS**

**Fiscal Year 2014 Financial Statement Results (In \$000's)**

**Revenues** are generated from tolls, fees and other non-operating activities:

- **Tolls and fees** are collected for using the MDX expressways based upon the classification of the vehicle determined by the number of axles on the vehicle. Customers with an active SunPass® prepaid account maintain highway speeds while passing through tolling points and the toll amount is deducted from their account balance. Customers who do not have an active SunPass® prepaid account will receive a Toll-By-Plate (“TBP”) invoice with an image of their license plate and a listing of all their toll transactions at the TBP rate. Customers still have the option of paying cash at the remaining toll plazas on SR 112 and SR 836 at NW 97th/107th Avenues. Fees are generated from late fees, fines or penalties.
- **Other revenue** is generated from, property leases, permits and other.
- **Investment income** is interest/dividend income earned from cash on hand.
- **Contributions for capital projects** are generated from grant revenue.

**Expenses** are the costs incurred in carrying out our day-to-day activities:

- **Operations** include cost to collect tolls, SunPass® transponder subsidy programs, Road Rangers service, traffic management center, billing processing of toll transactions and lighting of the system.
- **Maintenance** includes the cost to maintain the expressways in good condition. This includes cleaning up the expressway of trash and graffiti, guardrail repair, inspection of bridges and upgrading lighting.
- **Administration** includes employee salaries and benefits, professional consultants, small business outreach, public communications, insurance, and other overhead costs needed to operate the organization.

- **Project funding** is all costs that have long-term benefits and are considered capital, such as building improvements, expanding the existing expressways safety improvements and extending the useful life of the expressway system. Project funding includes the annual debt service or all the interest and principal that are paid back to bondholders.

**FISCAL YEARS 2014 AND 2013**

Revenues and expenses are part of the income statement also referred to as the Statements of Revenues, Expenses and Changes in Net Position. See additional detail in the CAFR.

Operating Revenues are the income that MDX receives in its normal course of business operation. Primarily all of MDX’s operating revenues come from tolls and fees collected on its five (5) expressways.

**Operating Revenues** were \$130.0 million and \$135.4 million for fiscal years 2014 and 2013, respectively. Total operating revenues for fiscal year 2014 decreased \$5.4 million or 4.0% over fiscal year 2013. For fiscal year 2014, the total net toll and fee revenues decrease of \$5.2 million is a result of a decrease in toll cash collections due to the closure of the SR 836 East Mainline and 17th Avenue toll plazas. Cash and SunPass® revenues are recorded on the financial statements at the time a vehicle exits the tolling point, however, TBP customer revenues are not recorded until an invoice is sent. During Fiscal Year 2014, MDX transitioned to new vendors which caused a delay in invoice generation and mailing.

**Total Operating Expenses** were \$66.1 million and \$56.4 million for fiscal years 2014 and 2013, respectively. Operating expenses increased \$9.7 million or 17.3% over fiscal year 2013. In fiscal year 2014, excluding depreciation expenses, operating expenses were \$36.7 million, an increase of \$8.9 million or 32.2% over fiscal year 2013. Depreciation expense reflects the reduction in value of an asset over time as its usable life is exhausted. The increase of \$8.9 million was mainly due to operations increasing by \$6.8 million mainly due to additional vendor costs during the year and a fiscal year 2013 expense reversal. Maintenance also increased by \$510,000 primarily due to additional expenses related to the planned expansion of SR 924 along NW 138th Street. The administration increase of \$1.4 million is related to on-going litigation.

**Operating Income** is the total operating revenues less total operating expenses. The operating income for FY 2014 of \$63.9 million decreased \$15.1 million or 19.2% from previous year which was explained above.

MDX’s financial health is reflected in its Balance Sheet also referred as the Statements of Net Position. As of June 30, 2014 and 2013, total net position is \$508.1 million and \$482.5, respectively, an increase of \$25.6 million or 5.3%. Increases or decreases in net position are useful indicators of whether the Authority’s financial position is improving or deteriorating.

### Statements of Revenues, Expenses and Changes in Net Position

	2014	2013	Variance	%
<b>Operating Revenues</b>				
Tolls and fee revenues, net	129,216,643	134,412,451	(5,195,808)	-3.9%
Other revenues	803,272	1,004,538	(201,266)	-20.0%
Total operating revenues	130,019,915	135,416,989	(5,397,074)	-4.0%
<b>Operating Expenses</b>				
Operations	23,537,256	16,718,880	6,818,376	40.8%
Maintenance	6,396,521	5,887,349	509,172	8.6%
Professional contracted services	2,977,881	1,561,248	1,416,633	90.7%
Administration	3,763,919	3,580,437	183,482	5.1%
Total operating expenses (before depreciation)	36,675,577	27,747,914	8,927,663	32.2%
Depreciation and amortization	29,461,363	28,642,743	818,620	2.9%
Total operating expenses	66,136,940	56,390,657	9,746,283	17.3%
Operating income	63,882,975	79,026,332	(15,143,357)	-19.2%
<b>Non-Operating Revenues (Expenses)</b>				
Total non-operating revenues (expenses), net	(49,722,975)	(39,315,100)	(10,407,875)	-26.5%
Income before contributions for capital projects	14,160,000	39,711,232	(25,551,232)	-64.3%
Contributions for capital projects	11,474,306	6,914,507	4,559,799	65.9%
<b>Change in Net Position</b>	<b>25,634,306</b>	<b>46,625,739</b>	<b>(20,991,433)</b>	<b>-45.0%</b>
<b>Net Position, Beginning of Year</b>	<b>482,474,694</b>	<b>435,848,955</b>	<b>46,625,739</b>	<b>10.7%</b>
<b>Net Position, End of Year</b>	<b>508,109,000</b>	<b>482,474,694</b>	<b>25,634,306</b>	<b>5.3%</b>

**Assets** are resources with economic value that MDX owns or controls such as cash reserves, receivables, expressways, structures, and buildings. Liabilities are legal debts or obligations that arise during the course of business operations such as outstanding vendor invoices loans and bonds. Net position refers to the residual value left after the deduction of liabilities/deferrals from total assets/deferrals. Over time, increases or decreases in net position are useful indicators of whether the organization's financial position is improving or deteriorating.

#### Total Assets and Deferrals

As of June 30, 2014 and 2013, total assets were \$2.2 billion and \$1.9 billion respectively, an increase of \$351.5 million or 18.9%.

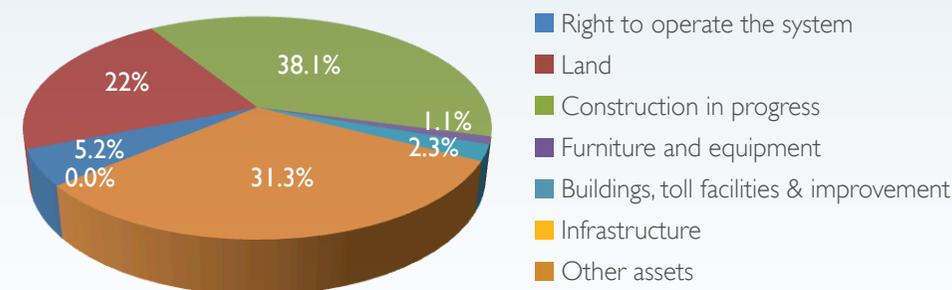
Assets of the Authority include restricted assets in the form of bond proceeds and revenue set aside in the following funds: Revenue, Sinking, General, Rate Stabilization, Debt Service Reserve, Renewal and Replacement, Cost of Issuance, Construction and Rebate.

#### Capital Assets

As of June 30, 2014 and 2013, capital assets, net, were \$1.5 billion and \$1.4 billion, an increase of \$80.8 million or 5.8% from fiscal year 2013.

For fiscal years 2014 and 2013, the additions to construction in progress included capital expenditures for capital projects of \$90.3 million and \$82.1 million, respectively; capitalized interest of \$13.6 million and \$23.1 million, respectively; and indirect cost allocations of \$4.2 million and \$3.5 million, respectively. There were no major capital projects completed or placed in service during Fiscal Year 2014.

#### Capital Assets



#### Total Liabilities and Deferrals

As of June 30, 2014 and 2013, total liabilities were approximately \$1.7 billion and \$1.4 billion, respectively, an increase of \$325.9 million or 23.7%. Total liabilities are comprised of current liabilities and long – term liabilities. Current liabilities are considered short – term obligations and debts that will be paid within one (1) year; while long – term liabilities are obligations beyond a one (1) year time frame.

#### Current Liabilities

As of June 30, 2014 and 2013, MDX's current liabilities totaled \$57.1 million and \$64.0 million, respectively. Fiscal year 2014 current liabilities decreased \$7.0 million or 10.9% from fiscal year 2013, primarily due to a decrease in portion of revenue and refunding bonds payable of \$9.1 million, current portion of loans payable to other governments of \$1.6 million, arbitrage rebate payable of \$1.3 million and accounts payable of \$315,000; partially offset by an increase in accrued interest payable of \$3.9 million and accrued expenses of \$1.4 million.

#### Long-Term Liabilities

MDX financial obligations are primarily from outstanding revenue and refunding bonds. As of June 30, 2014, MDX total long-term debt was \$1.64 billion. As of June 30, 2014 and 2013, the Authority's outstanding long-term bonds payable totaled \$1.6 billion and \$1.3 billion, respectively (net of current portion and bond premium/ discount); the current portion of the bonds payable is included in current liabilities and totaled \$4.7 million and \$13.8 million, respectively, and is made up of 84.0% and 80.1% fixed rate, respectively, and 16.0% and 19.9% variable rate, respectively.

### Statement of Net Position (\$000's)

	2014	2013	Variance	%
Assets and deferrals:				
Current and other assets	\$218,329	\$146,584	\$71,745	48.9%
Restricted non-current assets	446,781	246,019	200,762	81.6%
Capital assets, net	1,475,941	1,395,190	80,751	5.8%
Deferred outflows of resources	69,941	71,701	(1,760)	-2.5%
<b>Total assets and deferrals</b>	<b>2,210,992</b>	<b>1,859,494</b>	<b>351,498</b>	<b>18.9%</b>
Liabilities and deferrals:				
Current liabilities	57,061	64,021	(6,960)	-10.9%
Long-term liabilities	1,643,504	1,312,999	330,505	25.2%
Deferred inflows of resources	2,318	---	2,318	N/A
<b>Total liabilities and deferrals</b>	<b>1,702,883</b>	<b>1,377,020</b>	<b>325,863</b>	<b>23.7%</b>

In fiscal year 2014 MDX issued \$74,750,000 Toll System Refunding Revenue Bonds, Series 2013B to refund Series 2006 Bonds and postpone the first call date from July 1, 2016 to July 1, 2023. MDX also issued the Series 2014A Bonds, totaling \$314,045,000 to fund a portion of the Five-Year Work program; fund an increase in the debt Service reserve fund requirement resulting from the issuance of the Series 2014A Bonds; and to pay for costs associated with the issuance of the Series 2014A Bonds. Additionally, in fiscal year 2014 MDX initiated the issuance of the 2014B Refunding Revenue Bond Series for \$266,425,000 to refund portions of previous debt issuances. Given MDX's stable ratings and financial health, with this last issuance we sought the opportunity to refinance previous debt at a lower interest to best manage the Authority's debt.

### Revenue and Refunding Bonds Payable

	June 30, 2014	June 30, 2013
Bonds outstanding	\$1,510,286,662	\$1,210,028,330
Net bond discount/premium	70,544,324	44,920,487
Total revenue bonds, net	1,580,830,986	1,254,948,817
Current portion of revenue bonds	(4,686,662)	(13,786,667)
Total long-term revenue bonds	\$1,576,144,324	\$1,241,162,150

### Bond Ratings

Usually during an annual review or when new debt is issued, the financial strength of the Authority is reviewed by independent rating agencies Standard & Poor's, Fitch and Moody's. The current MDX ratings are:

- Moody's A3 Positive Outlook
- Standard & Poor's A- Stable Outlook
- Fitch A- Stable Outlook

The "rating" is assigned to determine an organization's ability and wiliness to repay its debt obligations. The highest rating is AAA and the lowest is a C. Like a personal credit report, the higher the rating, the lower the interest of borrowing.



### Senior Debt Service Coverage

This ratio is a measurement that reflects MDX's ability to pay its annual debt service made up of both Principal and Interest. The MDX Trust Indenture, which is an agreement with bondholders, requires a debt coverage ratio of 1.2 each year. However, the rating agencies have set benchmarks of each rating level, so in order to maintain an "A" category the MDX governing Board has set the ratio at 1.5 or higher. The higher the ratio the lower the interest rate the Authority will obtain in its future borrowing. In Fiscal Year 2014, the Authority's senior debt coverage ratio for all revenue bonds was 1.58.

**The coverage ratios are based on total revenues** less operating expenses (without depreciation) divided by the current year principal and interest payments. The total revenues (operating and non-operating, including contribution for capital projects) were \$136.2 million and \$145.5 million for fiscal years 2014 and 2013, respectively. Total revenues are comprised of tolls and fee revenues, other revenues, investment income, and contributions for capital projects.

### Debt Ratios

	2014	2013
Revenues	\$136,204,212	\$145,529,825
Operating expenses	36,675,577	27,747,914
Net revenues	\$99,528,635	\$117,781,911
Senior lien debt service all bonds	\$62,947,644	\$75,340,620
Ratio of net revenues to senior lien debt service all bonds	1.58	1.56

## PROJECT UPDATE

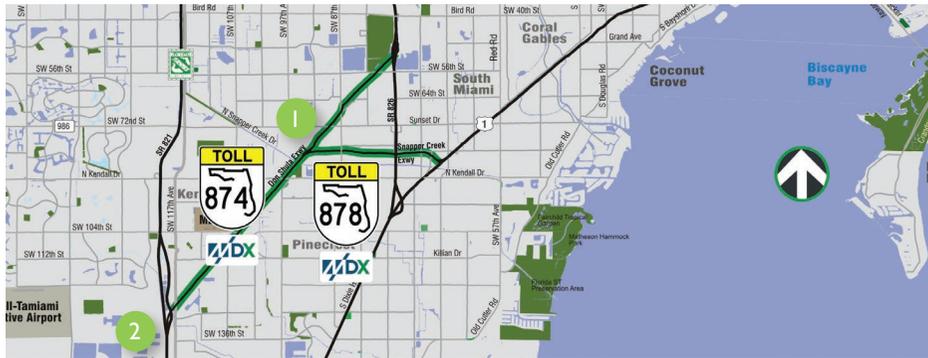
MDX is aggressively tackling the congestion problems in Miami-Dade County by getting more productivity out of its existing system through the use of technology and strategies for added capacity; extending its system of expressways to connect to major activity centers for people and freight transportation; and improving travel time reliability while providing the public with the assurance that their toll dollars are being spent wisely.

**These capital projects will generate 10,426 jobs for Miami-Dade residents in a variety of occupations.**

### SYSTEMWIDE PROJECTS

- Systemwide Implementation of Dynamic Message Signs (DMS): This project will reduce congestion by providing early identification of incidents on the expressways, immediate dispatch of emergency vehicles to the scene for clearance of incident and advance notice to all traffic in the area. Ready in 2015.
- Systemwide Safety Improvements: These are miscellaneous projects intended to address safety on high-crash locations. Completed annually.
- Systemwide Pavement Rehabilitation: Improvements include the installation and replacement of Roadway Pavement Markings (RPMs), thermoplastic markings, audible and vibratory pavement markings, rumble strips and high-performance tape to keep the expressways safe. Segments completed annually.
- Systemwide Class V Coating: This project is the painting of bridges, noise walls and barrier walls on a regular basis to extend the life of the asset.

### PROJECTS ON SR 874 AND SR 878 EXPRESSWAYS



- 1 SR 874 Mainline Reconstruction: The widening from 4 to 6 lanes and resurfacing of SR 874 mainline from Kendall Drive to SR 826 completes the last phase of the total reconstruction of the SR 874 corridor. Ready in 2014.
- 2 SR 874 New east-west ramp to and from SW 128th Street: This project will provide alternative expressway access in the area, reducing congestion and providing additional connectivity and mobility to the rapidly growing area of southwest Miami-Dade County. The project will provide greater accessibility to major employment and activity centers located east of this area. Ready in 2017.

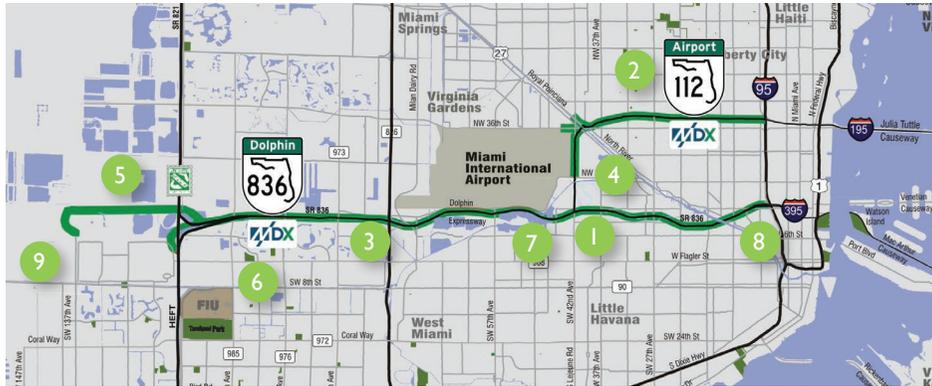
### PROJECTS ON SR 924 EXPRESSWAY



- 1 SR 924 New extension west to the Homestead Extension of the Florida's Turnpike (HEFT): MDX will be designing a new extension to connect the four major highways - HEFT, SR 924, I-75 and SR 826 to enhance mobility for all travelers in the northwest area of the County. This highway interconnection will reduce travel times and minimize delays by capturing through-traffic that is currently using local roads. Construction is not yet funded.
- 2 SR 924 New extension east to I-95: MDX is studying a potential new extension that would reduce travel times and minimize delays on NW 119th Street by separating pass-through traffic from local traffic and provide a critical east-west expressway connection in the northern part of Miami-Dade County. Benefits to the community include removal of existing lanes, more integrated residential and business communities between the north and south sides of NW 119th Street, improved pedestrian connectivity, wider sidewalks, and enhanced lighting. The final design and construction are not yet funded.



## PROJECTS ON SR 112 AND SR 836 EXPRESSWAYS



- 1 Central Boulevard Reconstruction: Together with FDOT and Miami Aviation Department, MDX is improving the primary vehicular expressway connecting MIA, the County's largest economic engine, to SR 836 and SR 112 to enhance access to and from MIA. Ready in 2014.
- 2 Resurfacing and miscellaneous upgrades on SR 112 from NW 21st Street to NW 12th Avenue: Construction is underway. With this project MDX has resurfaced 100% of its system. Ready in 2015.
- 3 SR 836/SR 826 Interchange Improvements: This project is of great significance as this interchange is the most congested in Miami-Dade County and is an example of MDX working together with FDOT to deliver substantial improvements to mobility in Miami-Dade County. Ready in 2015.
- 4 SR 112 & SR 836 Infrastructure Modifications for Open Road Tolling (ORT): Conversion of these expressways to ORT will provide for a faster, safer, fair and cleaner trip by eliminating stop and go traffic at toll plazas that create unsafe conditions and generate air pollution; and having everyone pay for the segment of road driven rather than only a few subsidizing 100% of the tolls. Ready in 2015.
- 5 SR 836 Extension Westbound Access Ramp: This new ramp will provide westbound access to the SR 836 Extension from NW 107th Avenue, additional connectivity to commuters and emergency vehicles to respond to incidents on that segment and in the west Kendall area. Ready in 2016.
- 6 Reconstruction of the interchange at NW 87th Avenue: This project will improve connectivity to SR 836 and SR 826/Palmetto Expressway. The final design plans are substantially completed and construction will begin in early 2015. Ready in 2018.
- 7 SR 836 Widening from NW 57th Avenue/Red Road to NW 17th Avenue: This project will alleviate congestion along SR 836 by providing additional travel lanes, improve safety by providing right-hand exits and other improvements at interchanges at NW 57th Avenue, NW 42nd Avenue/Lejeune Road, and NW 27th Avenue. Ready in 2018.

- 8 SR 836 Improvements to the interchange at I-95: This project will provide additional capacity for traffic traveling to and from I-95 and I-395 and eliminate weaving condition for traffic traveling to NW 12th Avenue. MDX is working with FDOT to begin construction in 2016. Ready in 2020.
- 8 SR 836 Southwest extension to Kendall area: In 2007 MDX opened the SR 836 extension to SW 137th Avenue which provides about 40% travel time savings over the alternative arterial road. MDX is now evaluating the possibility of extending SR 836 even further west. The development and environmental study will be completed in 2019. Final design and construction are not yet funded.



## OUR COMMUNITY

Our commitment goes far beyond expressways and bridges. We are committed to providing a better quality of life for **YOU**.

### ORT

Our strategic plan focuses on providing transportation options to get you where you need to get faster and safer. To this end MDX has already converted 3 out of our 5 expressways and are in the process of converting the last 2 where drivers pay a user fee (toll) electronically using a SunPass® transponder without having to stop, slow down, or stay in a given lane while vehicles travel at highway speed. Because there is no stopping at toll plazas ORT is safer, faster, cleaner for the environment and fair. All users paying for only the distance of the expressway they drive means everyone helps pay for the needed improvements.

**Did you know?**  
Funds can be added to your SunPass® account without using a credit card.

Although SunPass® is the most economical way; those without a transponder can also make use of the convenience of the expressways and pay a toll using Toll-By-Plate. An image of the vehicle's license plate is captured when passing under the toll gantry and an invoice is sent to the vehicle owner's address. We recommend getting a SunPass® for commuters who drive the expressways more than 3 times a week.

Getting a SunPass® is now easier than ever! A SunPass® transponder can be purchased online, by mail, by fax or at a retail location. A SunPass® mini sticker has been made available so you can start using SunPass® with as little as \$4.99 plus tax. Go to [www.sunpass.com](http://www.sunpass.com) for more information.

Funds can be added to your SunPass® account in a convenient way and without using a credit card:

- In Person – using cash/check/money order at any Wells Fargo Bank branch (with a SunPass® deposit ticket) or at any Cash Replenishment location throughout Florida (without a deposit ticket).
- By Mail – using a check or money order along with a SunPass® deposit ticket to the SunPass® Customer Service Center.

### CUSTOMER REWARD PROGRAM

Last year our governing Board requested that we start a pilot program to reward our users/customers who drive the MDX expressways. There are three pilot programs:

**The Affinity Sponsorship Program (ASP):** available to all MDX customers, SunPass® and Toll-by-Plate, who register with MDX and complete a customer survey. Participants will receive discount coupons from the various sponsors.

**The Premier Affinity Sponsorship Program (PASP):** available to good standing SunPass® customers only who register with MDX, complete a customer survey, and drive the expressway system less than 66 days out of a 90 days quarter. Participants will receive coupons of greater discounts from the various sponsors.



**The Volume Frequency Discount Program (VFDP):** available to SunPass® customers that meet the following:

- Submit a certification that identifies their SunPass® account number; contains name, address, vehicle license plate information, and transponder number associated only with a two axle vehicle, e-mail address, mailing address and phone number; and
- Maintain their SunPass® account in good standing with no unpaid tolls for the period the discount is sought; and
- On a quarterly basis their volume of usage of the MDX expressways during the calendar quarter for a single two-axle vehicle, as reflected in the enrollment document, on no fewer than 66 days in the calendar quarter had SunPass® transactions on the MDX expressways sufficient to qualify for a rebate in accordance with the rebate schedule established for the applicable MDX fiscal year.

Participants are eligible to receive benefits from the above programs (PASP) and; cash rebate of 5% to 10% depending on the amount of tolls paid during the quarter up to a maximum amount of \$30 per quarter.

For more information on how to apply go to [www.mdxway.com](http://www.mdxway.com).

MDX is committed to providing equal opportunity for all businesses to participate in our procurement and contracting process by implementing checks and balances to ensure an open, fair, transparent and competitive procurement environment, while promoting the local economy. To ensure the equitable participation of small and local businesses in its contracts, MDX has adopted a Small Business Participation Policy and a Local Business Participation Policy, both requiring that all service contracts valued at \$25,000 or more include participation by both certified small and local businesses.

In order to support the objective of these policies, the MDX For Business Program was developed, which provides small and local businesses as well as unemployed individuals with opportunities to learn, share ideas, network and become more marketable.

## MDX FOR BUSINESS

We believe that education serves as the foundation for sustained economic development in Miami-Dade County, for that reason the MDX For Business Program offers the following opportunities:

- **Educational Program** – free or discounted technical certifications and trainings to small and local businesses.
- **Career Enhancement Program** – free technical certifications and trainings to help unemployed individuals in the construction and engineering fields become more competitive in the job market.
- **MDX for Business Conference** – an annual event that provides invaluable benefits including networking opportunities, on-one-one meetings with industry representatives, and informational breakout sessions.

MDX is a strong advocate of partnerships to accomplish common goals. Through the MDX For Business Program, MDX collaborates with a multitude of Community Partners including local government, non-for-profit organizations and private sector corporations. These are just a few of our Community Partners:

- Florida International University
- Miami-Dade College
- Score of Miami Dade
- Chambers of Commerce (Greater Miami, Miami-Dade)
- Southern Florida Minority Supplier Development Council
- Miami-Dade County
- Miami-Dade Aviation Department
- Miami-Dade Public Schools
- Minority Business Enterprise Center
- 100 Black Men of South Florida
- NAACP, Miami Dade Branch
- Local Municipalities



“Just a quick note to thank you for the initiative of putting together the “Build Your Own Brand” course. The instructor was right on target on all of his recommended techniques. Looking forward to future courses.” J.Quiroga



In fiscal year 2014, out of the \$75.2 million paid in service contracts, 41% went to small and local businesses.

## ROAD RANGERS

We are committed to moving Miami-Dade and improving your commute as you drive our five expressways. That’s why we offer the roving Road Rangers as a free service, operating 24-hours a day/seven days a week to assist stranded motorists.

In addition to assisting motorists, the MDX Road Rangers also help maintain mobility on our expressways. The longer a motorist remains stranded, the more congestion builds up on the expressways. If the MDX Road Ranger can save five minutes by assisting a motorist, we are eliminating at least a half-hour of traffic congestion for you.

“I just wanted to send a brief email thanking you guys for your help. I had a tire blowout on 836 East at 6 am 5/4/14. You guys made a timely response and Alain Hernandez was the first to respond. He was very helpful, courteous and professional the whole time. He directed traffic and got me towed to a safe area to change the tire. Once there he insisted on doing all the work and I was back on the road in a matter of minutes. It’s hard to find good service or good people these days. Alain was a breath of fresh air! Thank you so much!” Lewis C. 5/4/2014.

## COMMUNITY BETTERMENT

We continue to work towards the betterment of the community embarking in campaigns to promote safe driving.

“Tow-To-Go” program provides a free tow home to drivers under the influence of alcohol over holiday weekends.

MDX is committed to keeping our roadways safe by raising awareness about the serious consequences of distracted driving. Our emotionally compelling campaign, “Text The Last Word”, demonstrates what is left behind when someone loses their life to distracted driving.



**Did you know?**  
MDX provides Free Roadside Assistance on any MDX expressway.  
Just dial \*347.





Miami-Dade Expressway Authority

**Miami-Dade County Expressway Authority**  
d/b/a Miami-Dade Expressway Authority and MDX  
3790 NW 21st Street / Miami, Florida 33142 / [www.mdxway.com](http://www.mdxway.com)