FIVE-YEAR FINANCIAL OUTLOOK

The development of the FY 2017-18 Adopted Budget was challenging, working within the constraints imposed by the slowdown of the County's economically-driven revenues. This budget does not rely upon one-time revenues to support operations and includes targeted enhancements in two critical areas: mosquito control and animal services, focusing on these elements are critical to the future resilience of our community. This five-year financial outlook reflects current service levels, along with planned future enhancements including new libraries and fire units, in conjunction with the revenue limitations imposed by the weakened economy and the proposed additional Homestead Exemption likely to be approved by Florida voters and implemented in FY 2019-20. This forecast includes a projection for our four County taxing jurisdictions, as well as selected proprietary functions, including Aviation, Seaport, Solid Waste Management, Water and Sewer, and Transit.

<u>This does not represent a five-year budget; it is a point of departure for future analysi</u>s. We have used the best information we have available at this time to project revenues and expenditures for the time period. Due to the additional expenditures incurred as a result of Hurricane Irma, adjustments for extraordinary one-time Federal Emergency Management Agency (FEMA) revenues are included in the Countywide and Unincorporated Municipal Services Area (UMSA) schedules. To the extent these revenue reimbursements do not materialize, the five-year outlook for both jurisdictions will be severely impacted. The five-year financial forecast for the Library District is balanced. The Countywide and Fire Rescue District budgets will start facing challenges in FY 2019-20 and FY 2020-21, respectively, coinciding with the implementation of the additional Homestead Exemption; UMSA is expected to generate shortfalls starting in FY 2018-19, impacted by underperforming sales tax revenue, a slowdown in utility taxes, and the additional Homestead Exemption in FY 2019-20. This forecast continues to include contributions to the Countywide Emergency Contingency Reserve, which will reach the target of $100 million in FY 2020-21.

Property Tax-Supported Budgets

Ad valorem revenues have exceeded projections for the past several years as a result of robust tax roll growth. However, we do not anticipate this rate of growth to continue and therefore have projected 5 percent growth in the Countywide and Library System for FY 2018-19 and 4.5 percent thereafter. In the Fire Rescue District and UMSA we are projecting 3.5 percent growth for FY 2018-19 and 3.0 percent thereafter. Our assumptions utilize flat millage (tax) rates for the forecast period.

We are projecting moderate growth in non-ad valorem revenues as detailed in the schedules that follow. These projections do not take into account the impact of incorporation or annexation of any of UMSA. While changes in municipal boundaries impact direct service levels and revenues in UMSA, depending on the magnitude of the change, overhead expense for staff that cannot be eliminated will be transferred to the Countywide budget, putting further pressure on that budget. Again, this should not be seen as a five-year budget, as many of our assumptions can change quickly based on global economic changes, service demands, and other things we cannot anticipate.

Our forecast includes the impacts of the provisions included in our current negotiated collective bargaining agreements, but does not assume future cost of living adjustments. Other personnel-related costs that have greatly impacted our forecasts are the costs of employee health care and worker's compensation insurance. Over the next few years, we are projecting increases of eight and ten percent in each in order to maintain required reserves in our self-insurance fund.

We have identified $103 million in unmet service needs, which are not addressed in this forecast. These unmet needs are detailed within each departmental narrative in Volumes 2 and 3.

Assumptions

Millage Rates

Operating millage rates for all four taxing jurisdictions are kept at the FY 2016-17 Adopted levels.

Tax Roll Growth

The Countywide and Library System property tax rolls are anticipated to grow 5 percent in FY 2018-19 and 4.5 percent thereafter. The Fire Rescue District and UMSA tax rolls are projected at 3.5 percent in FY 2018-19 and 3.0 percent thereafter.

Inflation*

Fiscal Year	Inflation Adjustment
2019	2.3%
2020	2.3%
2021	2.4%
2022	2.4%
2023	2.4%

*Source: Congressional Budget Office

Service Levels

It is assumed that adopted levels of service will continue, as adjusted for known expansions.

Transit Maintenance of Effort (MOE)

The General Fund subsidy to the Department of Transportation and Public Works to support public transit has been increased by 3.5 percent above FY 2016-17. This subsidy is adjusted beyond the 3.5 percent MOE requirement during the period reflected in this forecast in order to fund operations and maintenance of the current system as debt service requirements take up more and more of the PTP Surtax revenues. To reflect the action taken by the Board at the second budget hearing, we ensured that the general fund contribution to the Transit Operating Fund is preserved at the levels indicated in July 2017. More detail regarding funding for our transit system over the next five years is included in the proprietary portion of this five-year forecast.

New Facilities

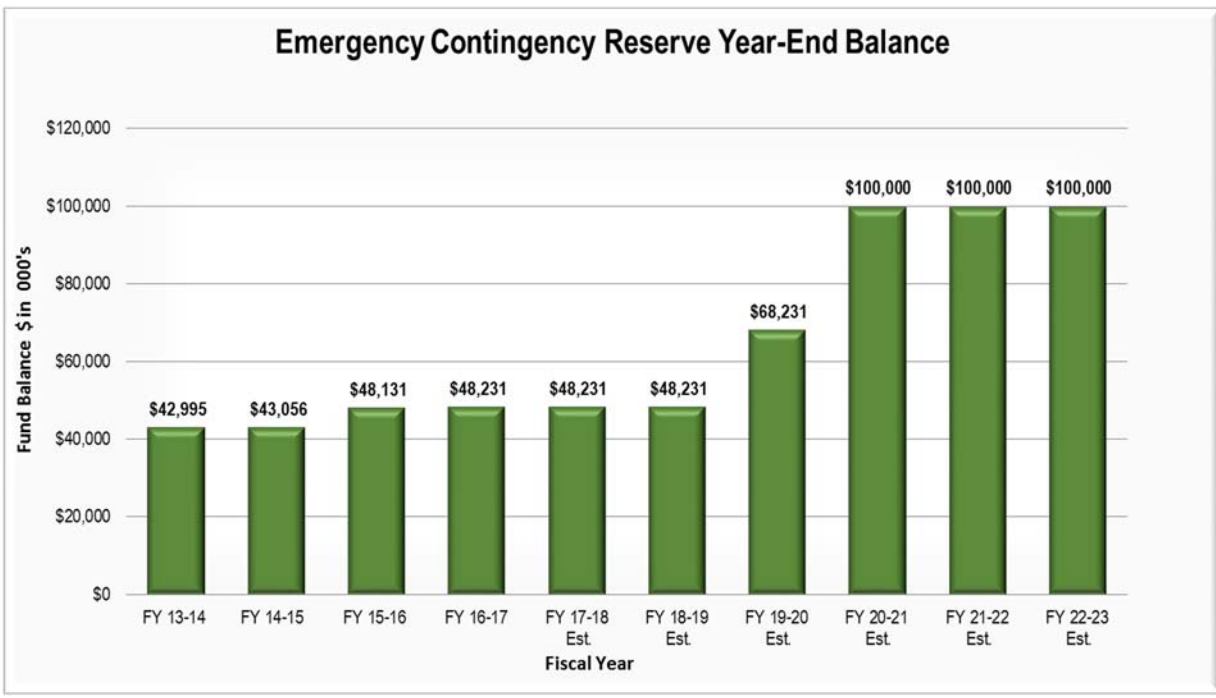
The five-year forecast includes future libraries in Doral, Hialeah Gardens and Killian, and the deployment of a new Fire Rescue Unit at the Seaport in FY 2017-18 and a new suppression unit at the Dolphin Station in FY 2019-20. Given the uncertainty of future state legislation that may impact our revenue streams, the opening and staffing of new facilities will depend on the fiscal conditions of the County at the time of implementation.

Personnel cost growth:

Elements of negotiated collective bargaining agreements have been included in the forecast, but future cost of living adjustments have not been projected. Health insurance and worker's compensation insurance increases reflect necessary adjustments to fund self-insurance fund reserves.

Emergency Contingency Reserve

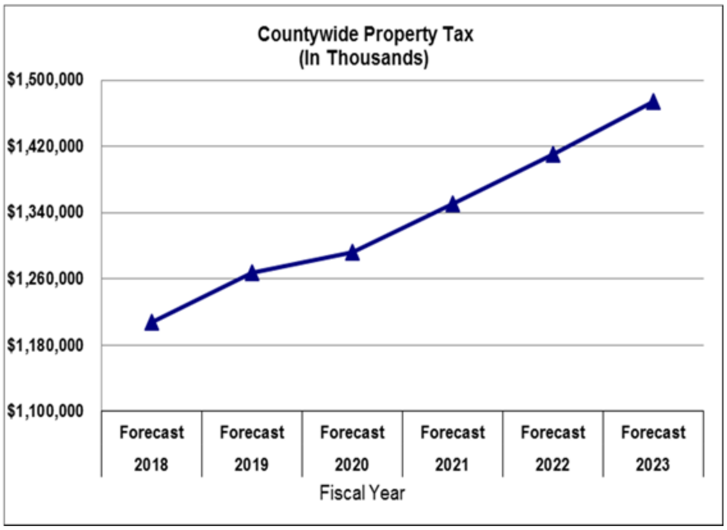
Planned transfers to the Countywide Emergency Contingency Reserve will allow the County to reach its target of $100 million in FY 2020-21.



REVENUE FORECAST

COUNTYWIDE REVENUE FORECAST

Property Tax

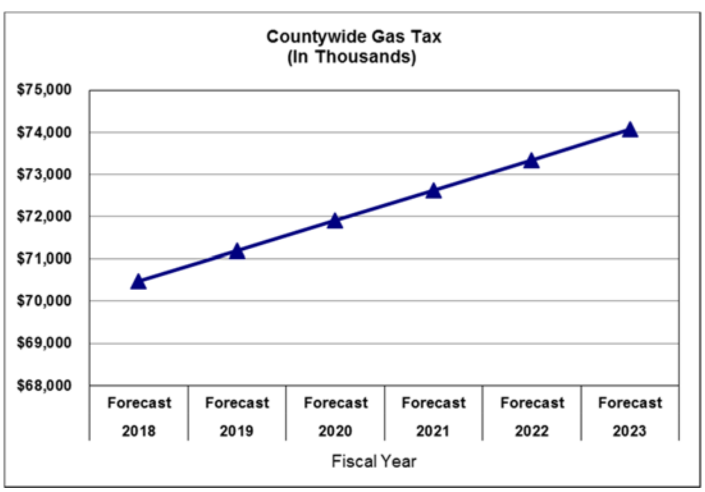


Description: Tax is levied on all nonexempt real and personal property in the county. Property tax revenues are calculated by multiplying the taxing jurisdiction's tax roll (as certified by the Miami-Dade County Property Appraiser's Office) by the adopted/forecasted millage for the fiscal year.

Fiscal Year	Growth
2018-19	5.00%
2019-20	1.89%
2020-21	4.50%
2021-22	4.50%
2022-23	4.50%

Comments: Growth based on expected tax roll performance and impact of additional Homestead Exemption in FY 2019-20.

Gas Tax

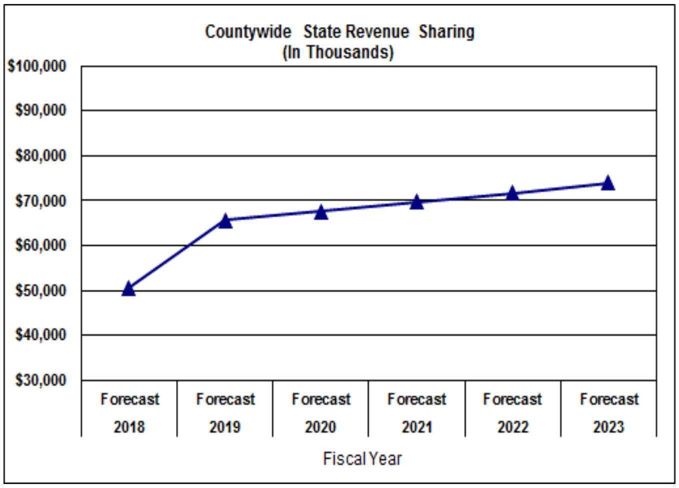


Description: Revenues comprised of the Constitutional Gas Tax, Local Option Gas Taxes, and County Gas Tax.

Fiscal Year	Growth
2018-19	1.00%
2019-20	1.00%
2020-21	1.00%
2021-22	1.00%
2022-23	1.00%

Comments: Revenues include only Miami-Dade County's allocation and do not include revenues which accrue to municipalities. Projections based on population growth.

State Revenue Sharing

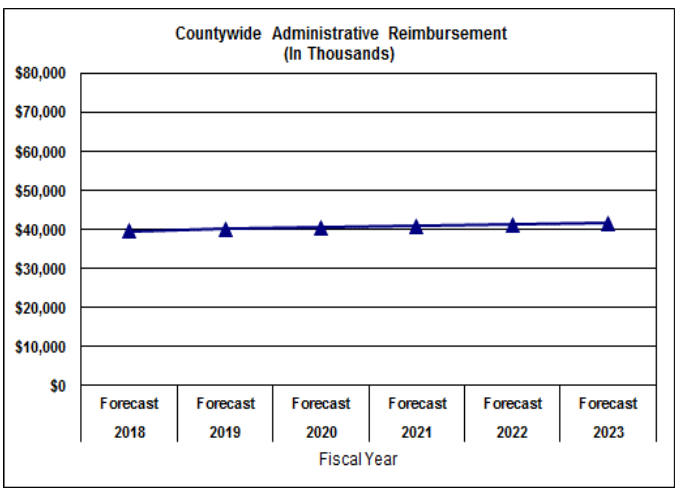


Description: At the State level, the County Revenue Sharing Trust Fund is made up of 2.9 percent of the net cigarette tax collections and 2.081 percent of State sales tax collections.

Fiscal Year	Growth
2018-19	3.00%
2019-20	3.00%
2020-21	3.00%
2021-22	3.00%
2022-23	3.00%

Comments: Projections based on historical trends. Includes final maturity date for debt in FY 2017-18

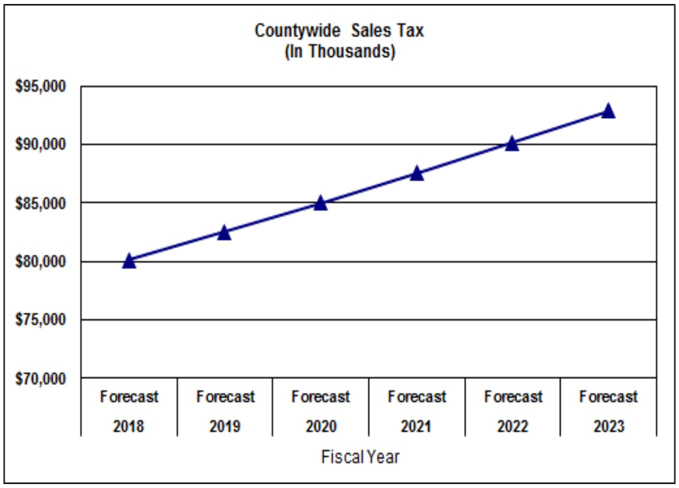
Administrative Reimbursement



Description: Comprised of payments from proprietary operations towards County overhead.

Fiscal Year	Growth
2018-19	1.00%
2019-20	1.00%
2020-21	1.00%
2021-22	1.00%
2022-23	1.00%

Sales Tax



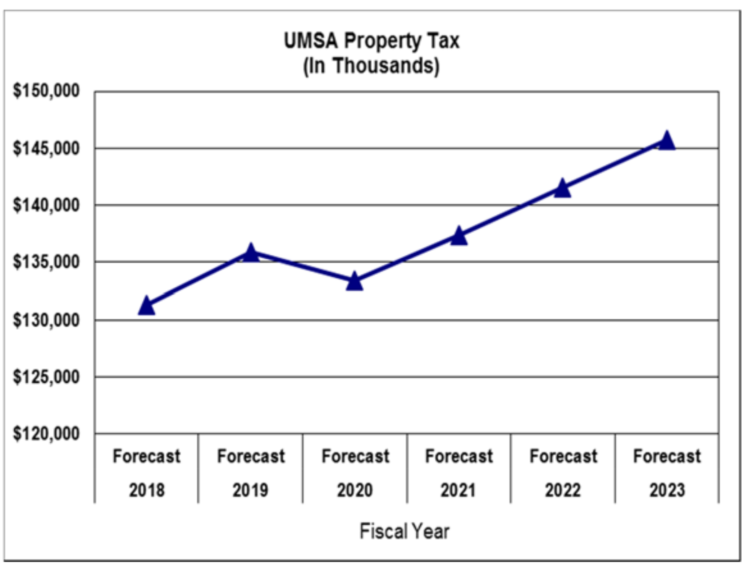
Description: The program consists of an ordinary distribution based on 8.9744 percent of net sales tax revenues pursuant to F.S. 212.20 (6). Allocation to municipalities and to the Countywide and UMSA jurisdictions is based on a formula established by State law.

Fiscal Year	Growth
2018-19	3.00%
2019-20	3.00%
2020-21	3.00%
2021-22	3.00%
2022-23	3.00%

Comments: Projections based on historical trends.

UMSA REVENUE FORECAST

Property Tax

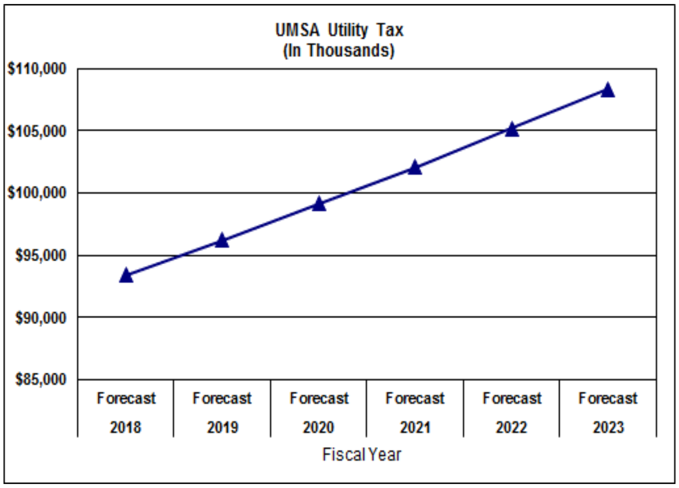


Description: Tax is levied on all non-exempt real and personal property in the county. Property tax revenues are calculated by multiplying the taxing jurisdiction's tax roll (as certified by the Miami-Dade County Property Appraiser's Office) by the adopted/forecasted millage for the fiscal year.

Fiscal Year	Growth
2018-19	3.50%
2019-20	-1.80%
2020-21	3.00%
2021-22	3.00%
2022-23	3.00%

Comments: Growth based on expected tax roll performance and impact of additional Homestead Exemption in FY 2019-20.

Utility Tax

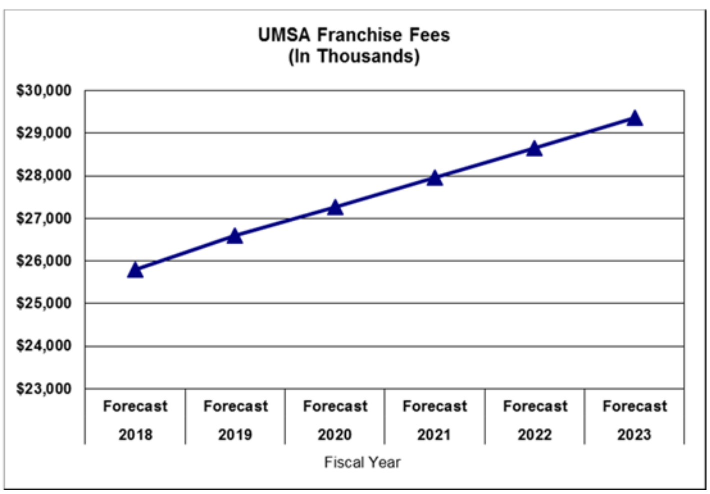


Description: Also known as Public Service Tax. Pursuant to F.S. 166.235, municipalities are authorized to levy by ordinance a Public Service Tax on the purchase of electricity, metered natural gas, liquefied petroleum, and water service.

Fiscal Year	Growth
2018-19	3.00%
2019-20	3.00%
2020-21	3.00%
2021-22	3.00%
2022-23	3.00%

Comments: Revenues are considered 100 percent UMSA. Projections based on historical trends.

Franchise Fees

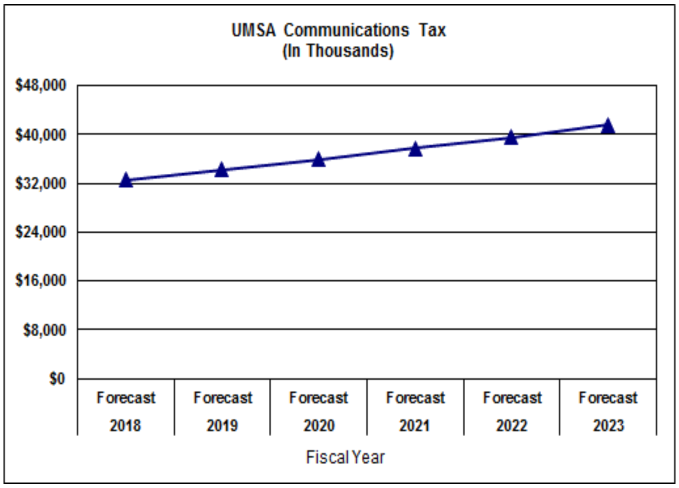


Description: Counties and municipalities may exercise this Home Rule authority to impose a fee upon a utility to grant a franchise for the privilege of using local governments' right-of-way.

Fiscal Year	Growth
2018-19	3.10%
2019-20	2.60%
2020-21	2.50%
2021-22	2.50%
2022-23	2.50%

Comments: Forecast based on historical trends and information provided by the electric utility regarding rate setting. Revenues are net of taxes paid and the portion that accrues to municipalities pursuant to inter-local agreements.

Communications Tax

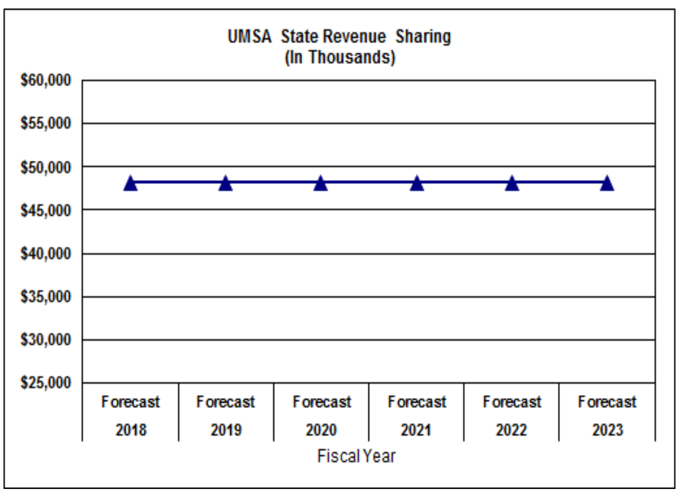


Description: Also known as the unified or simplified tax. Replaces utility tax on telephone and other telecommunication services, the cable television franchise fee, telecommunications franchise fee, and communications permit fee.

Fiscal Year	Growth
2018-19	5.00%
2019-20	5.00%
2020-21	5.00%
2021-22	5.00%
2022-23	5.00%

Comments: Revenues are considered 100 percent UMSA. Projections based on historical trends.

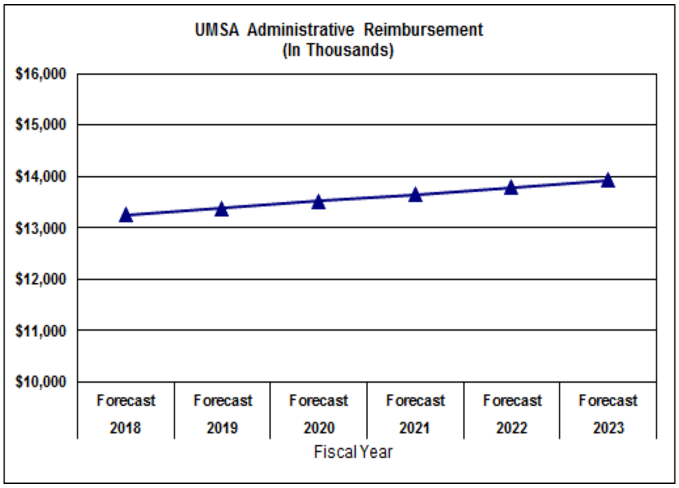
State Revenue Sharing



Description: An apportionment factor is calculated for each eligible municipality using a formula consisting of the following equally weighted factors: adjusted municipal population, municipal sales tax collections, and municipality's relative ability to raise revenue. For UMSA, distributions have been fixed per State Statute.

Fiscal Year	Growth
2018-19	0.00%
2019-20	0.00%
2020-21	0.00%
2021-22	0.00%
2022-23	0.00%

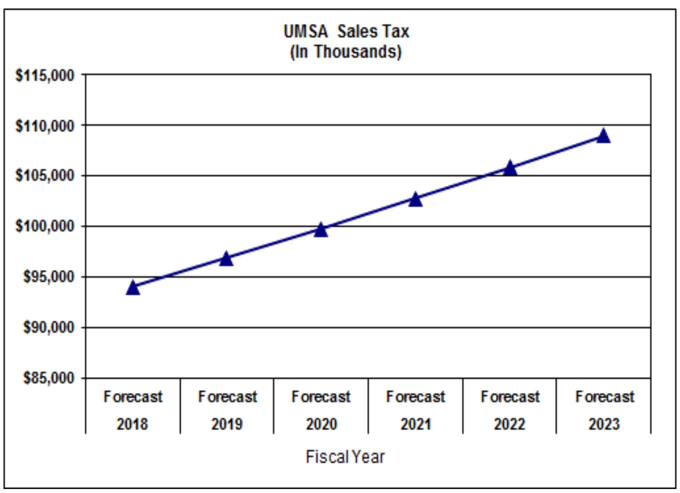
Administrative Reimbursement



Description: Comprised of payments from proprietary operations towards County overhead.

Fiscal Year	Growth
2018-19	1.00%
2019-20	1.00%
2020-21	1.00%
2021-22	1.00%
2022-23	1.00%

Sales Tax



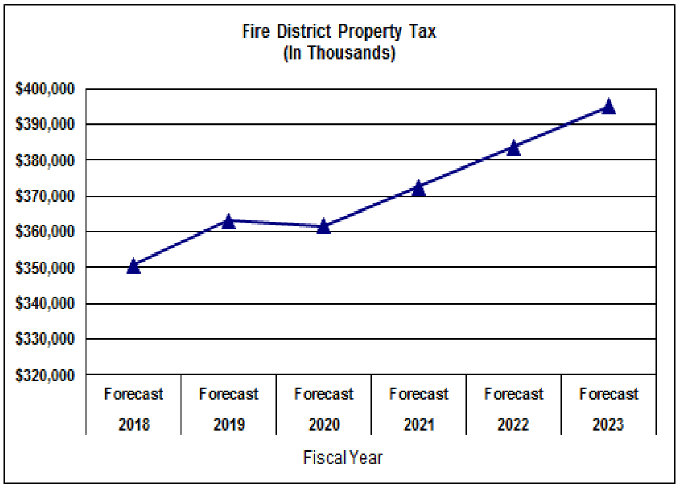
Description: The program consists of an ordinary distribution based on 8.9744 percent of net sales tax revenues pursuant to F.S. 212.20 (6). Allocation to municipalities and to the Countywide and UMSA jurisdictions is based on formula established by State law.

Fiscal Year	Growth
2018-19	3.00%
2019-20	3.00%
2020-21	3.00%
2021-22	3.00%
2022-23	3.00%

Comments: Projections based on historical trends.

FIRE DISTRICT REVENUE FORECAST

Property Taxes

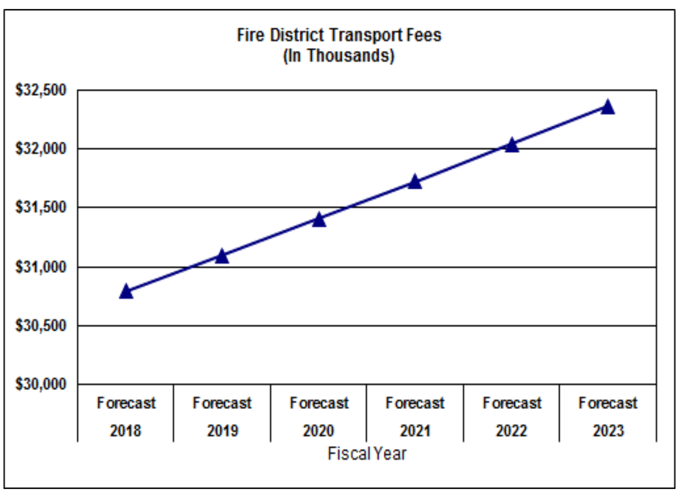


Description: Tax is levied on all non-exempt real and personal property in the county. Property tax revenues are calculated by multiplying the taxing jurisdiction's tax roll (as certified by the Miami-Dade County Property Appraiser's Office) by the adopted/forecasted millage for the fiscal year.

Fiscal Year	Growth
2018-19	3.50%
2019-20	-0.40%
2020-21	3.00%
2021-22	3.00%
2022-23	3.00%

Comments: Growth based on expected tax roll performance and impact of additional Homestead Exemption in FY 2019-20.

Transport Fee

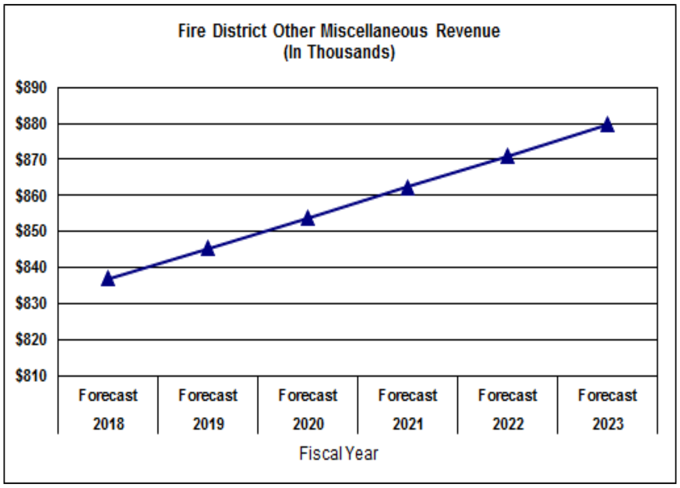


Description: Fees charged to individuals transported by Fire Rescue units.

Fiscal Year	Growth
2018-19	1.00%
2019-20	1.00%
2020-21	1.00%
2021-22	1.00%
2022-23	1.00%

Comments: Projections based on historical trends.

Other Miscellaneous

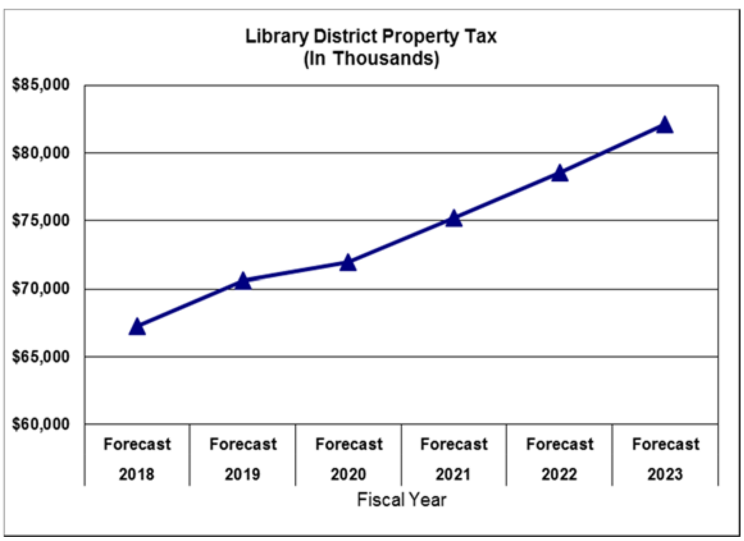


Description: Includes grants, plans review fees, and inspection service charges.

Fiscal Year	Growth
2018-19	1.00%
2019-20	1.00%
2020-21	1.00%
2021-22	1.00%
2022-23	1.00%

LIBRARY DISTRICT REVENUE FORECAST

Property Taxes



Description: Tax is levied on all non-exempt real and personal property in the county. Property tax revenues are calculated by multiplying the taxing jurisdiction's tax roll (as certified by the Miami-Dade County Property Appraiser's Office) by the adopted/forecasted millage for the fiscal year.

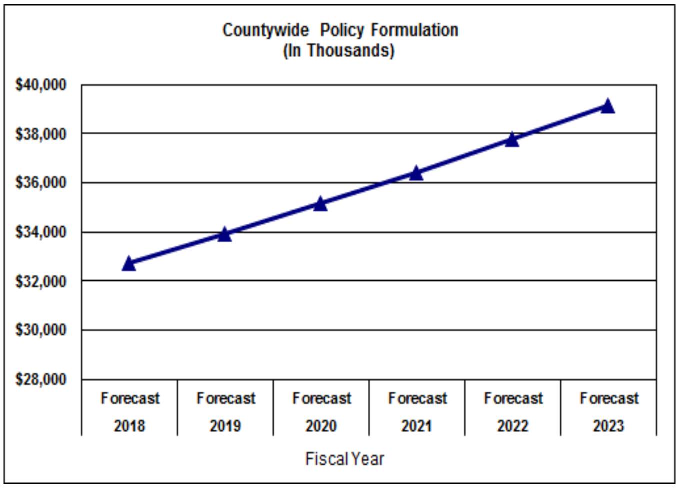
Fiscal Year	Growth
2018-19	5.00%
2019-20	1.90%
2020-21	4.50%
2021-22	4.50%
2022-23	4.50%

Comments: Growth based on expected tax roll performance and impact of additional Homestead Exemption in FY 2019-20.

EXPENDITURE FORECAST

COUNTYWIDE EXPENSE FORECAST

Policy Formulation

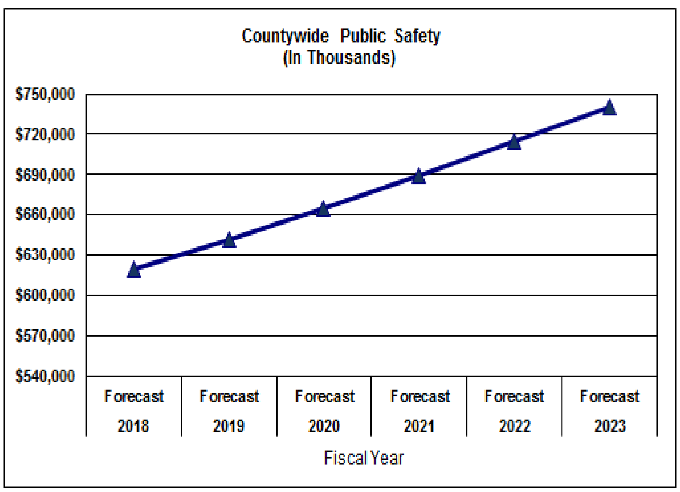


Description: Consists of the Office of the Mayor, Board of County Commissioners, and County Attorney.

Fiscal Year	Growth
2018-19	3.60%
2019-20	3.60%
2020-21	3.10%
2021-22	3.20%
2022-23	3.20%

Comments: Growth based on the county's inflationary rate.

Public Safety

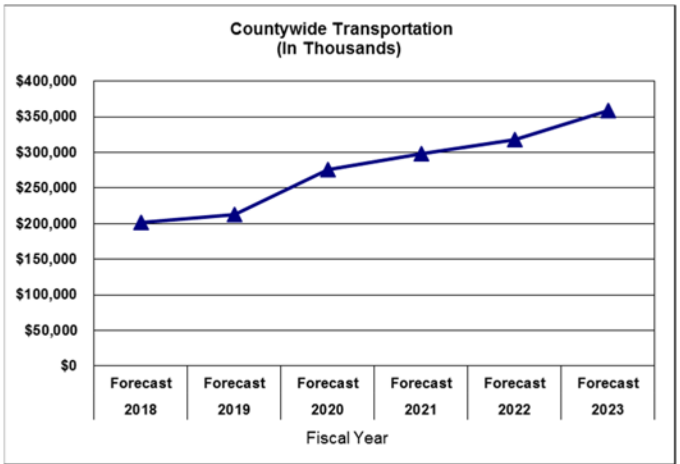


Description: Consists of Police, Juvenile Services, Judicial Administration, Office of the Clerk, Corrections and Rehabilitation, Fire Rescue, and Medical Examiner.

Fiscal Year	Growth
2018-19	3.60%
2019-20	3.60%
2020-21	3.10%
2021-22	3.20%
2022-23	3.20%

Comments: Growth based on the county's inflationary rate.

Transportation

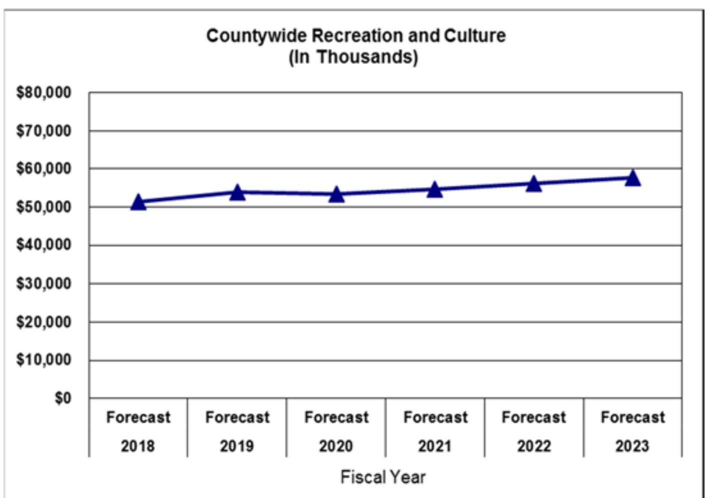


Description: Consists of Department of Transportation and Public Works.

Fiscal Year	Growth
2018-19	5.40%
2019-20	30.20%
2020-21	7.70%
2021-22	6.90%
2022-23	12.60%

Comments: Growth affected by Transit maintenance of effort and the county's inflationary rate. Also includes additional support to transit to help offset future debt service requirements.

Recreation and Culture

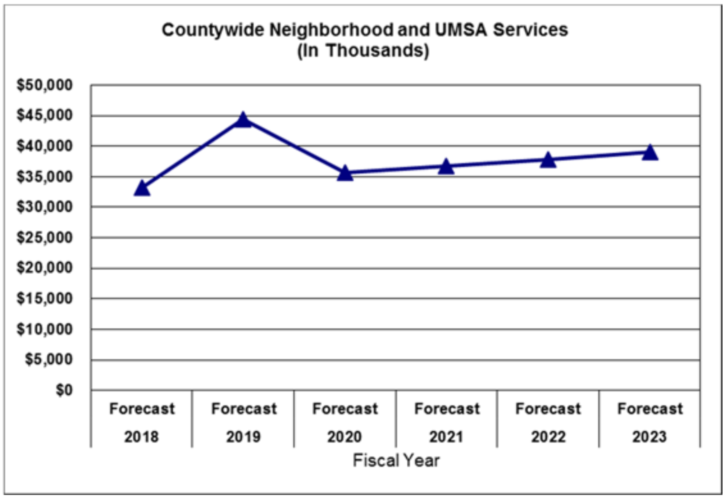


Description: Consists of Park, Recreation and Open Spaces and Cultural Affairs.

Fiscal Year	Growth
2018-19	4.80%
2019-20	-1.00%
2020-21	2.50%
2021-22	2.50%
2022-23	2.60%

Comments: Growth based on the county's inflationary rate and the elimination of one-time tourist tax proceeds to fund Park, Recreation and Open Spaces eligible expenses.

Neighborhood and Infrastructure

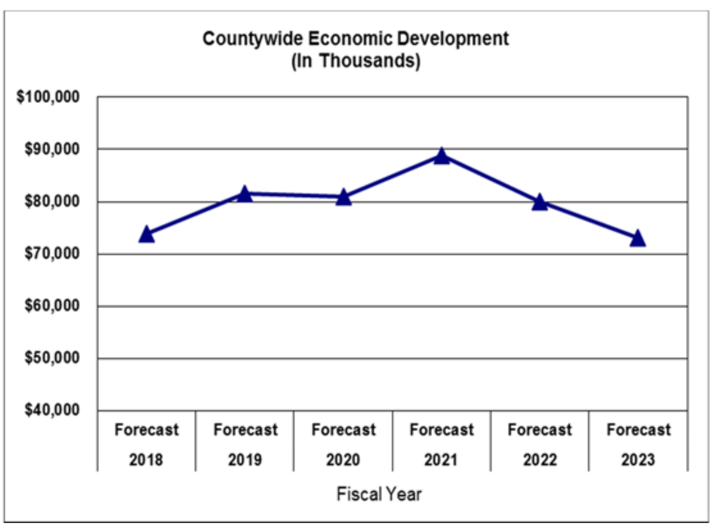


Description: Consists of Transportation and Public Works, Solid Waste Management, and Animal Services.

Fiscal Year	Growth
2018-19	33.60%
2019-20	-19.80%
2020-21	3.10%
2021-22	3.10%
2022-23	3.10%

Comments: Growth based on the county's inflationary rates and the impact of additional dedicated funding for Animal Services. Final payment to Water and Sewer is made in FY 2019-20.

Economic Development

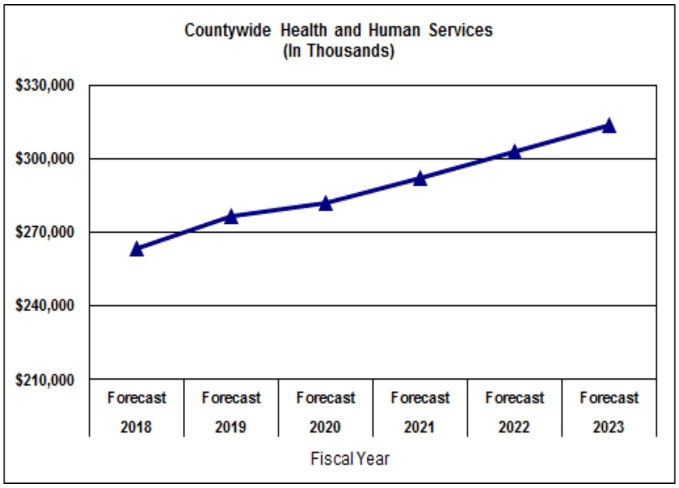


Description: Consists of Regulatory and Economic Resources, Miami-Dade Economic Advocacy Trust, and Tax Increment Financing payments associated with all Community Redevelopment Areas (CRAs). Reflects Miami Beach amended agreement.

Fiscal Year	Growth
2018-19	10.20%
2019-20	-0.50%
2020-21	9.60%
2021-22	-9.90%
2022-23	-8.60%

Comments: Growth based on the county's tax roll and inflationary rate and CRA agreement with City of Miami Beach.

Health and Human Services

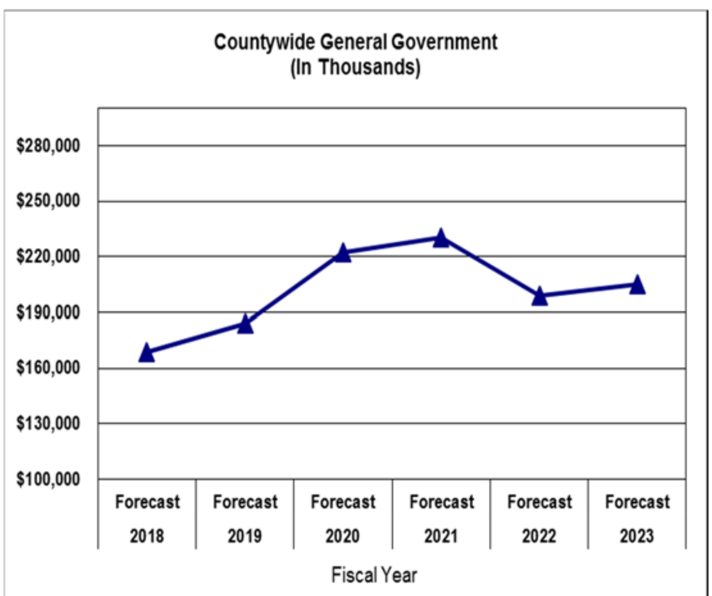


Description: Consists of the Public Health Trust (PHT) maintenance of effort payment and Community Action and Human Services.

Fiscal Year	Growth
2018-19	5.00%
2019-20	2.20%
2020-21	3.90%
2021-22	3.90%
2022-23	3.90%

Comments: Growth affected by PHT Maintenance of Effort and the county's inflationary rate. Includes Medicaid adjustment per State legislation provision.

General Government

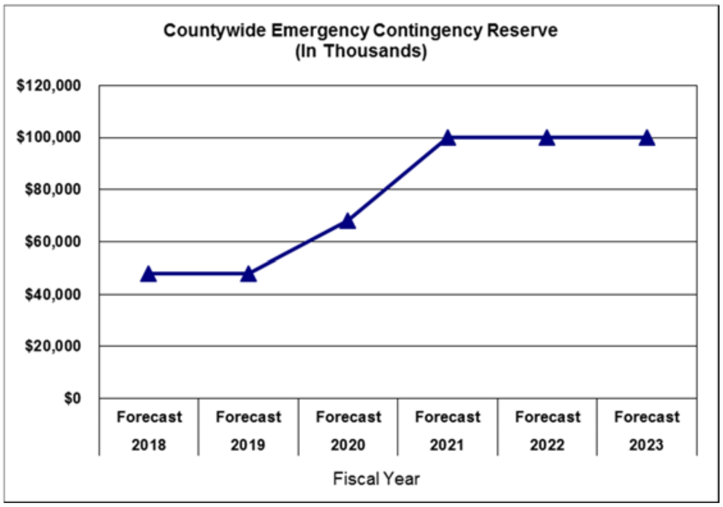


Description: Consists of Audit and Management Services, Human Resources, Internal Services, Management and Budget, Communications, Information Technology, Elections, Commission on Ethics and Public Trust, Inspector General, and the Property Appraiser.

Fiscal Year	Growth
2018-19	9.30%
2019-20	20.60%
2020-21	3.50%
2021-22	-13.40%
2022-23	3.00%

Comments: Growth based on the county's inflationary rate, variation of election expenses, and planned transfers to the Countywide Emergency Contingency Reserve.

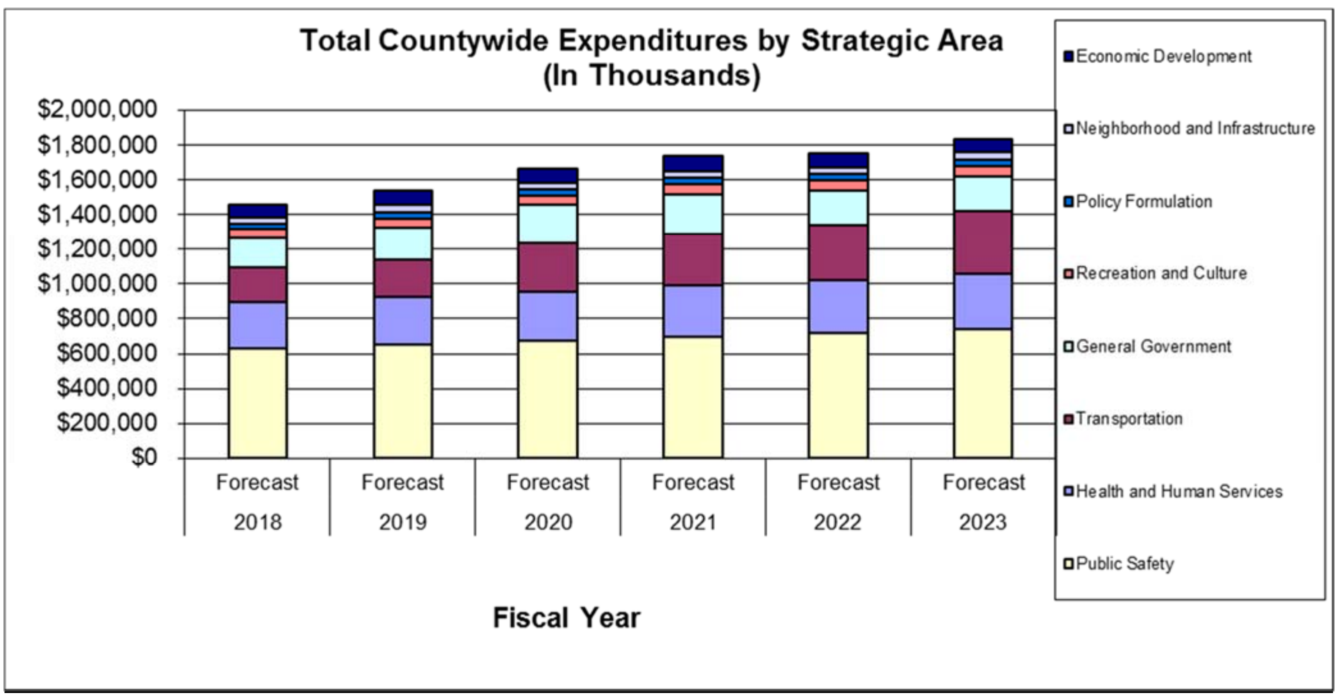
Emergency Contingency Reserve



Description: Emergency reserve created to enhance the County's ability to respond to emergencies and to help strengthen the County's fiscal condition as it pertains to credit-rating agency reviews.

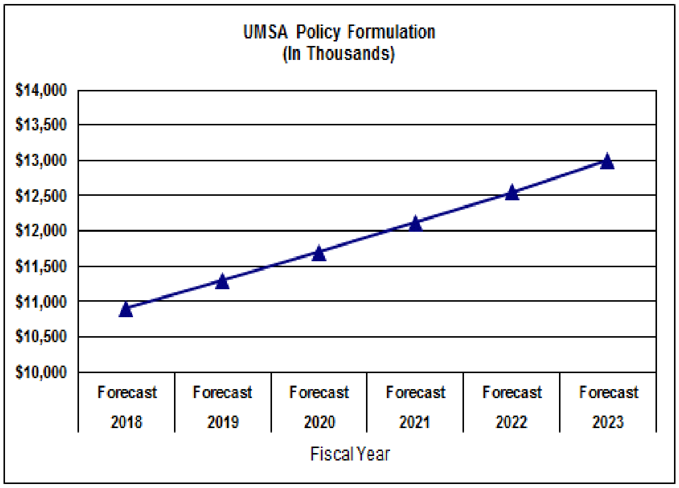
Fiscal Year	Growth
2018-19	0.00%
2019-20	41.50%
2020-21	46.70%
2021-22	0.00%
2022-23	0.00%

Comments: Plan assumes that transfers to the Countywide Emergency Contingency Reserve resume in FY 2019-20.



UMSA EXPENSE FORECAST

Policy Formulation

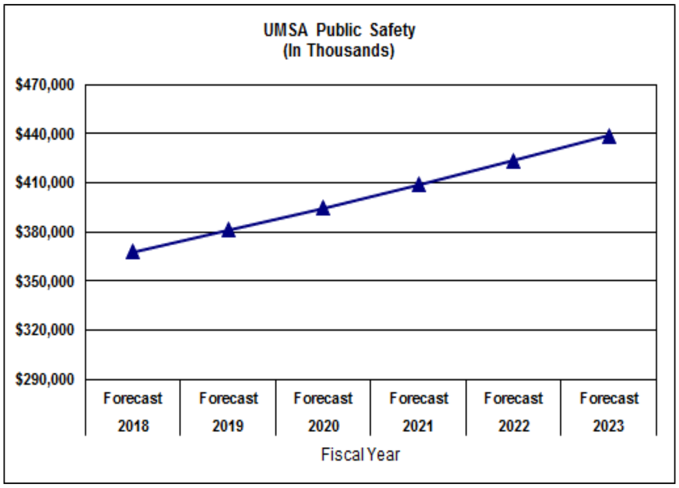


Description: Consists of the Office of the Mayor, Board of County Commissioners, and County Attorney.

Fiscal Year	Growth
2018-19	3.60%
2019-20	3.60%
2020-21	3.10%
2021-22	3.20%
2022-23	3.20%

Comments: Growth based on the county's inflationary rate.

Public Safety

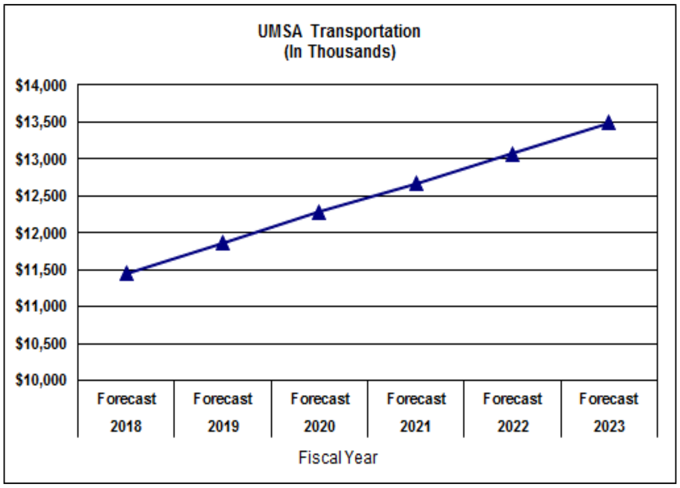


Description: Consists of Police Department.

Fiscal Year	Growth
2018-19	3.60%
2019-20	3.60%
2020-21	3.10%
2021-22	3.20%
2022-23	3.20%

Comments: Growth based on the county's inflationary rate.

Transportation

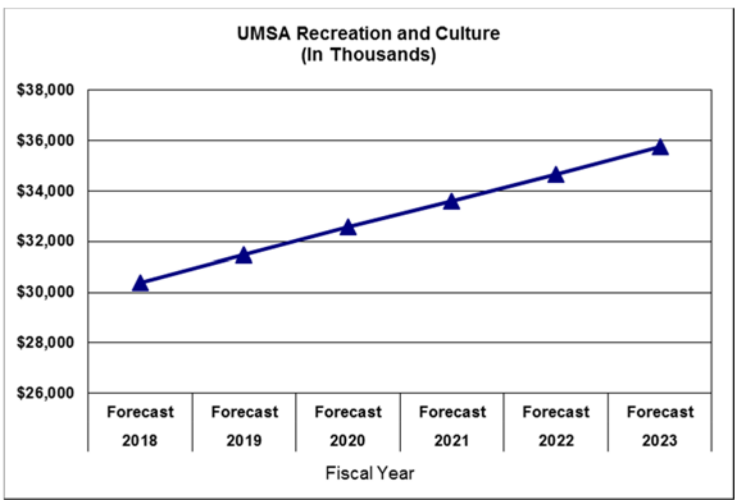


Description: Consists of Department of Transportation and Public Works.

Fiscal Year	Growth
2018-19	3.60%
2019-20	3.60%
2020-21	3.10%
2021-22	3.20%
2022-23	3.20%

Comments: Growth based on the county's inflationary rate.

Recreation and Culture

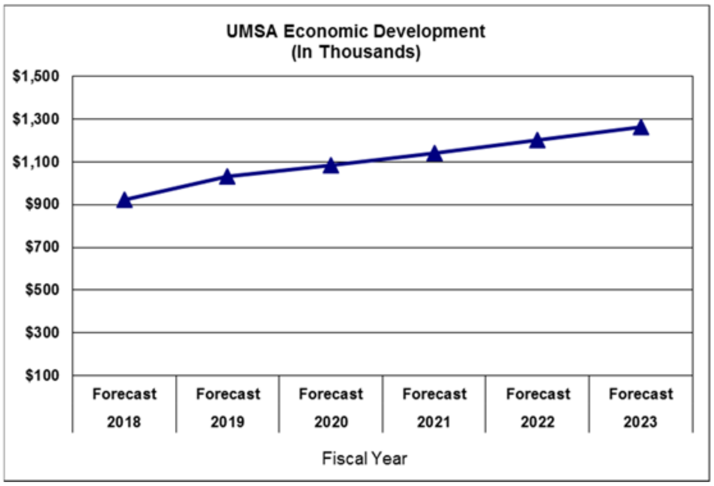


Description: Consists of Park, Recreation and Open Spaces.

Fiscal Year	Growth
2018-19	3.60%
2019-20	3.50%
2020-21	3.10%
2021-22	3.20%
2022-23	3.20%

Comments: Growth based on the county's inflationary rate.

Economic Development

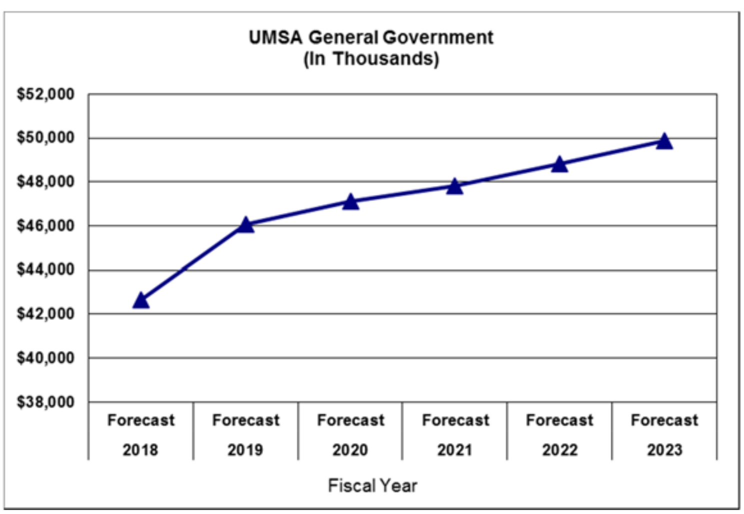


Description: Consists of Regulatory and Economic Resources and Tax Increment Financing payments associated with UMSA Community Redevelopment Areas.

Fiscal Year	Growth
2018-19	3.00%
2019-20	3.00%
2020-21	3.00%
2021-22	3.00%
2022-23	3.00%

Comments: Growth based on the county's inflationary rate.

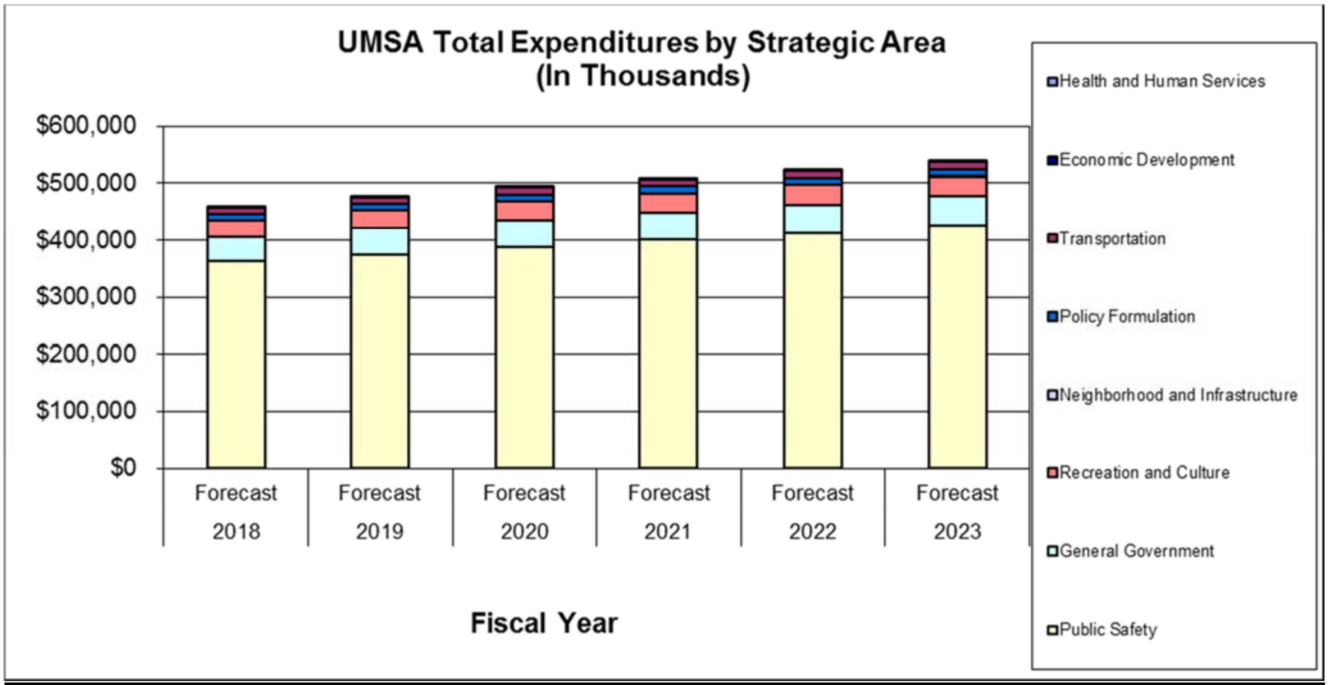
General Government



Description: Consists of Audit and Management Services, Human Resources, Management and Budget, Internal Services, Communications, and Information Technology.

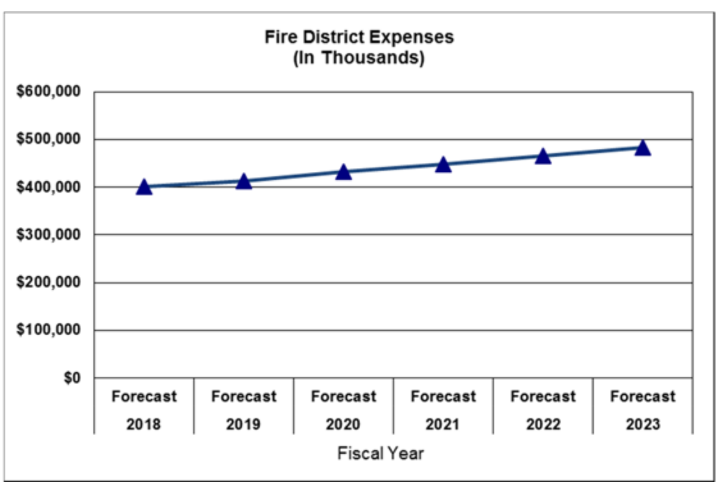
Fiscal Year	Growth
2018-19	8.0%
2019-20	2.30%
2020-21	1.40%
2021-22	2.10%
2022-23	2.20%

Comments: Growth based on the county's inflationary rate. Reflects increase in Capital Outlay Reserve (COR) allocation starting in FY 2018-19.



FIRE DISTRICT EXPENSE FORECAST

Expenses



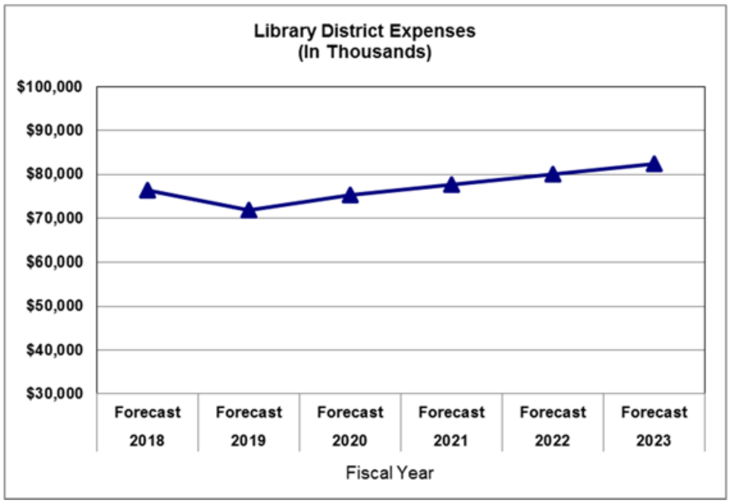
Description:

Fiscal Year	Growth
2018-19	2.80%
2019-20	5.00%
2020-21	3.60%
2021-22	3.70%
2022-23	3.70%

Comments: Growth based on the county's inflationary rate and the addition of new service.

LIBRARY DISTRICT EXPENSE FORECAST

Expenses



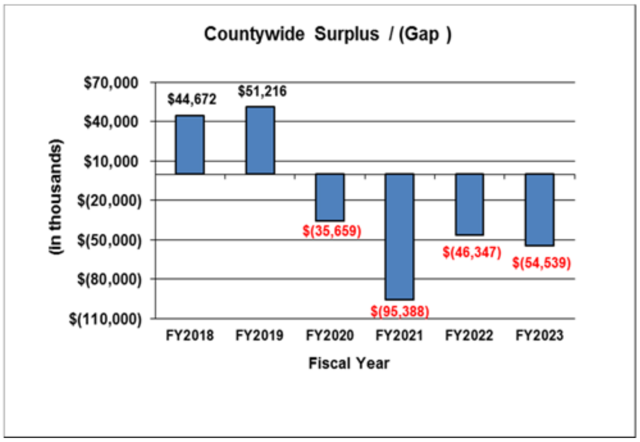
Description:

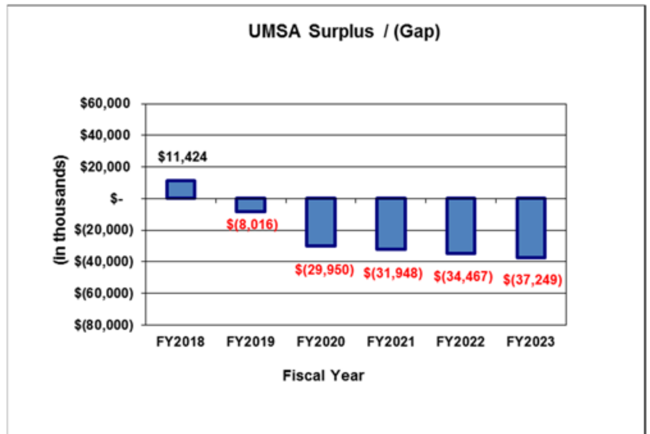
Fiscal Year	Growth
2018-19	-5.90%
2019-20	4.90%
2020-21	3.10%
2021-22	3.10%
2022-23	3.10%

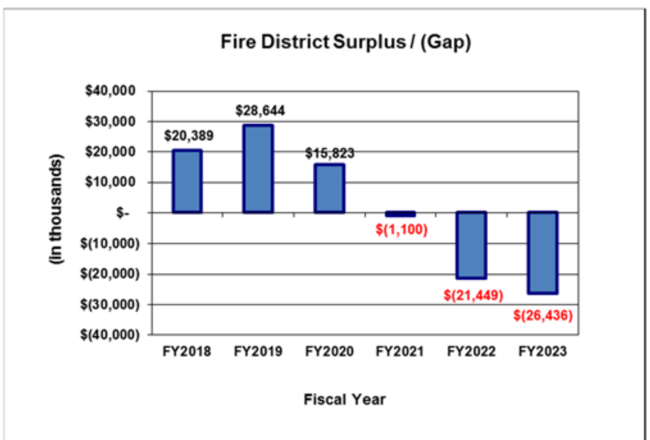
Comments: Growth based on County's inflationary rate and start-up and operational costs for four new libraries.

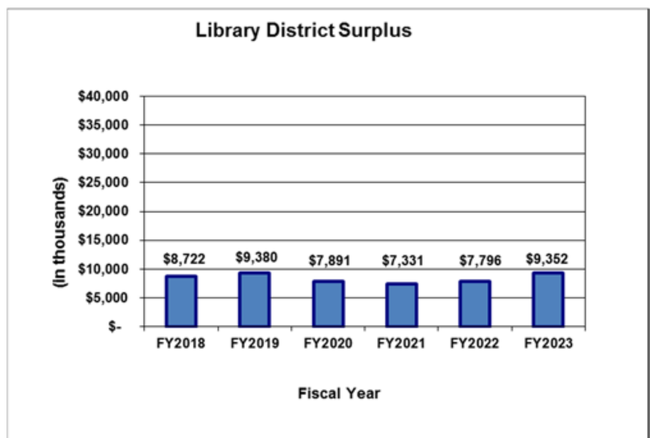
REVENUE/EXPENDITURE RECONCILIATION

As shown in the graphs below, all County jurisdictions are expected to develop operational shortfalls within the scope of this financial outlook, except for the Library District, which is expected to be balanced through FY 2022-23. Projected shortfalls reflects the impact of the additional Homestead Exemption likely to be implemented in FY 2019-20 and the current slowdown of economically-driven revenues.









FINANCIAL OUTLOOK SUMMARY CHARTS

	2018 Forecast	2019 Forecast	2020 Forecast	2021 Forecast	2022 Forecast	2023 Forecast
COUNTYWIDE						
Revenues						
Property Tax	$1,207,841	$1,268,176	$1,292,119	$1,350,271	$ 1,411,040	$ 1,474,543
Gas Tax	$70,480	$71,185	$71,897	$72,616	$ 73,342	$ 74,075
Carryover	$22,313	$44,672	$51,216	$0	$0	$0
Interest	$810	$850	$867	$906	$ 946	$ 989
State Revenue Sharing	$50,532	$65,678	$67,648	$69,677	$ 71,768	$ 73,921
Administrative Reimb.	$39,723	$40,120	$40,521	$40,927	$ 41,336	$ 41,749
Sales Tax	$80,111	$82,514	$84,989	$87,539	$ 90,165	$ 92,870
Other	$ 26,673	$16,588	$16,754	$16,922	$ 17,091	$ 17,262
Total Revenues	$1,498,482	$1,589,783	$1,626,011	$1,638,857	$1,705,688	$1,775,409
Expenses						
Public Safety	$626,358	$649,084	$672,423	$693,399	$ 715,242	$ 737,998
Policy Formulation	$32,725	$33,919	$35,145	$36,245	$37,391	$ 38,585
Transportation	$201,532	$212,316	$276,395	$297,792	$318,216	$ 358,412
Recreation and Culture	$51,526	$54,008	$53,484	$54,811	$56,199	$ 57,644
Neighborhood and Infrastrusture	$33,226	$44,383	$35,588	$36,681	$37,819	$ 39,002
Economic Development	$73,944	$81,455	$81,014	$88,784	$80,022	$ 73,144
Health & Human Services	$265,994	$279,168	$285,389	$296,460	$307,993	$ 320,009
General Government	$168,505	$184,234	$222,231	$230,072	$199,153	$205,153
Total Expenses	$1,453,810	$1,538,567	$1,661,670	$1,734,244	$1,752,035	$1,829,947
Surplus/Funding Gaps	$44,672	$51,216	-$35,659	-$95,388	-$46,347	-$54,539

	2018	2019	2020	2021	2022	2023
	Forecast	*Forecast*	*Forecast*	*Forecast*	*Forecast*	*Forecast*
UMSA						
Revenues						
Property Tax	$131,310	$135,906	$133,403	$137,404	$141,524	$145,769
Utility Tax	$93,447	$96,251	$99,138	$102,112	$105,176	$108,331
Franchise Fees	$25,785	$26,589	$27,271	$27,953	$28,652	$29,368
Communications Tax	$32,545	$34,173	$35,881	$37,675	$39,559	$41,537
Carryover	$14,527	$11,424	$0	$0	$0	$0
Interest	$270	$279	$274	$283	$291	$300
State Revenue Sharing	$48,210	$48,210	$48,210	$48,210	$48,210	$48,210
Administrative Reimb.	$13,252	$13,385	$13,518	$13,654	$13,790	$13,928
Sales Tax	$94,042	$96,863	$99,769	$102,762	$105,845	$109,021
Occupational License	$1,350	$1,364	$1,377	$1,391	$1,405	$1,419
Other	$15,418	$4,655	$4,702	$4,749	$4,796	$4,844
Total Revenues	$470,157	$469,098	$463,545	$476,193	$489,248	$502,726
Expenses						
Policy Formulation	$10,907	$11,297	$11,699	$12,064	$12,445	$12,843
Public Safety	$362,183	$375,137	$388,468	$400,612	$413,269	$426,464
Transportation	$11,455	$11,865	$12,286	$12,670	$13,071	$13,488
Recreation and Culture	$30,377	$31,460	$32,575	$33,592	$34,651	$35,755
Economic Development	$924	$1,032	$1,085	$1,141	$1,199	$1,261
General Government	$42,637	$46,067	$47,120	$47,793	$48,806	$49,884
Total Expenses	$458,733	$477,114	$493,494	$508,141	$523,715	$539,976
Surplus/Funding Gaps	$11,424	-$8,016	-$29,950	-$31,948	-$34,467	-$37,249

	2018	2019	2020	2021	2022	2023
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
FIRE DISTRICT						
Revenues						
Property Tax	$350,244	$362,486	$361,018	$371,844	$382,996	$394,482
Transport Fees	$30,789	$31,097	$31,408	$31,722	$32,040	$32,360
Planning Reviews and Inspections	$18,284	$18,467	$18,652	$18,838	$19,027	$19,217
Interest	$300	$310	$309	$319	$328	$338
Interfund Transfer	$6,243	$7,417	$7,740	$8,026	$8,326	$8,641
Other Miscellaneous	$837	$845	$854	$862	$871	$880
Carryover	$14,780	$20,389	$28,644	$15,823	$0	$0
Total Revenues	$421,478	$441,012	$448,625	$447,435	$443,587	$455,917
Total Expenses	$401,089	$412,367	$432,801	$448,535	$465,037	$482,354
Surplus/Funding Gaps	$20,389	$28,644	$15,823	-$1,100	-$21,449	-$26,436

	2018	2019	2020	2021	2022	2023
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
LIBRARY DISTRICT						
Revenues						
Property Tax	$67,250	$70,610	$71,943	$75,181	$78,564	$82,100
State Aid	$1,300	$1,000	$1,000	$1,000	$1,000	$1,000
Carryover	$15,671	$8,722	$9,380	$7,891	$7,331	$7,796
Other	$884	$897	$911	$924	$938	$952
Total Revenues	$85,105	$81,229	$83,234	$84,997	$87,833	$91,848
Total Expenses	$76,383	$71,850	$75,342	$77,666	$80,037	$82,496
Surplus	$8,722	$9,380	$7,891	$7,331	$7,796	$9,352

FIVE-YEAR FORECAST FOR MAJOR PROPRIETARY FUNCTIONS

In addition to forecasting the revenues and expenditures for the tax-supported portion of the County's operations, our five year outlook also focuses on the major proprietary functions that support Miami-Dade County's economy. Not only do these functions provide thousands of jobs in our community, they also support the infrastructure that makes our community livable and attracts and retains business. These functions are all supported by fees and charges to the users of the services provided – the airlines, cruise lines and cargo lines that use the PortMiami, Miami International Airport and the general aviation airports; the people who ride our public transit system; and the residents and businesses that utilize our solid waste, water and wastewater facilities and services. The setting of our rates and fees must balance ensuring resources are available to support continued growth, while not negatively impacting economic development in our community.

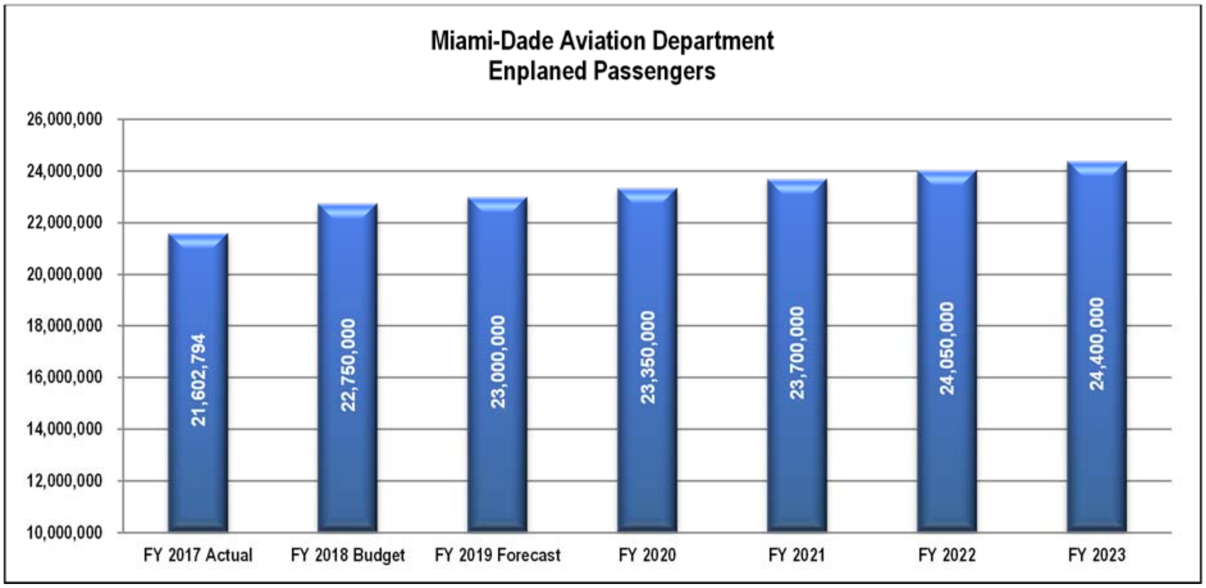
Miami-Dade Aviation Department

The Miami-Dade Aviation Department (MDAD) operates a system of airports for Miami-Dade County which consists of Miami International Airport (MIA) and four general aviation and training airports: Opa-locka Executive Airport, Miami Executive Airport (previously Kendall-Tamiami Executive Airport), Homestead General Aviation Airport, and Dade-Collier Training & Transition Airport. The Airport System is considered the primary economic engine for Miami-Dade County, as well as for South Florida. Over 36,000 people are employed in the Miami-Dade County System of Airports, 1,363 of whom are County employees. An economic impact study released in 2014 reported that MIA and the General Aviation Airports had an annual impact of $33.7 billion in the region's economy. MIA and related aviation industries contribute approximately 282,724 jobs directly and indirectly to the South Florida economy, responsible for one out of every 4.1 jobs. Additionally, the airport system contributed $942.6 million in state and local taxes and $733.4 million of federal aviation tax revenue.

Enplaned Passengers

In FY 2017-18, a diverse group of airlines will provide scheduled passenger service at the Airport including ten U.S. airlines and 47 foreign-flag carriers. It is forecasted that during FY 2017-18, 22.8 million enplaned passengers will transit through MIA, representing a 5.3 percent increase over FY 2016-17 when 21.6 million enplaned passengers moved through MIA. Similarly domestic enplaned passenger traffic is projected to increase 8.6 percent in FY 2017-18 to 12.091 million from the figure of 11.132 million passengers in FY 2016-17. Domestic traffic represents 53 percent of MIA total passengers while international traffic is projected at 47 percent or 10.659 million enplaned passengers.

In international air travel, MIA's geographical location, close proximity to a cruise port, and cultural ties provide a solid foundation for travel to and from Latin America, handling 44 percent of the South American market, 21 percent of Central America, and 23 percent of the Caribbean market. With 48 percent of total passenger traffic being international, MIA ranks second in the USA for international passenger traffic and maintains one of the highest international-to-domestic passenger ratios of any U.S. airport.

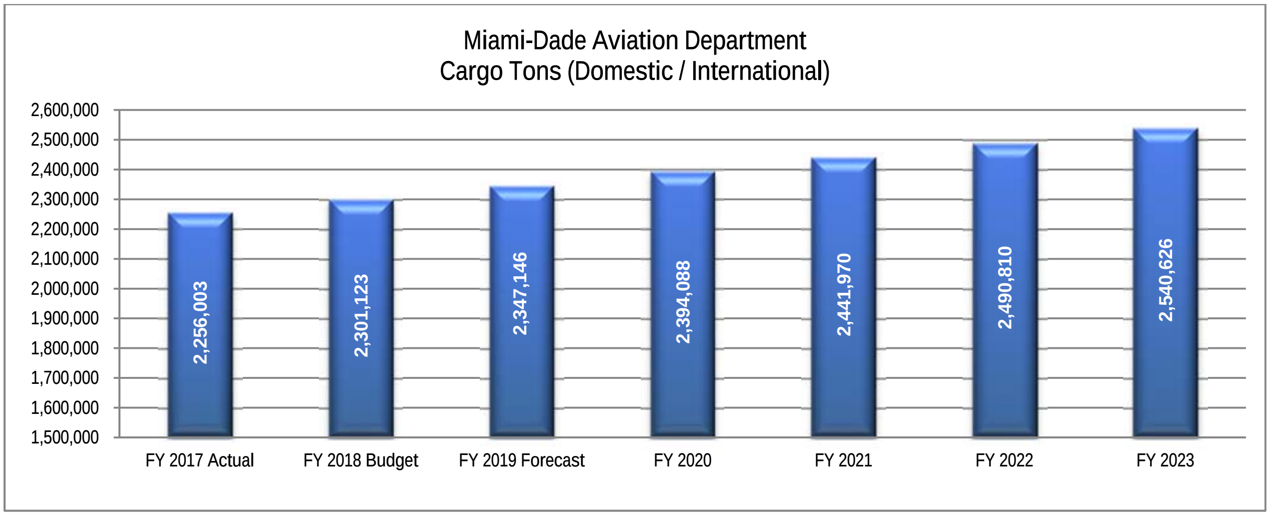


Cargo

In international trade, MIA is the major air cargo trans-shipment point between Latin America and the Caribbean, and other global markets primarily in the USA and Europe, ranking number one in the USA for international freight. During FY 2016-17, 2.256 million tons of cargo (freight plus mail) moved through MIA, representing a 1.6 percent increase over the prior year's tonnage of 2.219 million. Cargo tonnage is projected to increase by 2.0 percent in FY 2017-18 to 2.301 million tons and maintain a two percent growth rate thereafter. International tonnage, representing 86 percent of total tonnage is projected to be 1.99 million tons in FY 2017-18 and domestic tonnage is projected at 318,000 tons. It is projected that these amounts will grow proportionally at a two percent growth factor.

MIA's total air trade is valued at $52.8 billion annually, or 93 percent of the dollar value of Florida's total air imports and exports, and 37 percent of the State's total (air and sea) trade with the world. As the center for hemispheric air trade, MIA now handles 83 percent of all air imports and 79 percent of all air exports between the United States and the Latin American/Caribbean region. MIA is the USA's leading airport in the handling of perishable products, handling 66 percent of all perishable import products, 89 percent of all cut-flower imports, 51 percent of all fish imports, and 72 percent of all fruit and vegetable imports.

MIA currently has over 2.6 million square feet of cargo facilities including a 35,000 square foot courier facility built by UPS in 2001, which is located in the northwest area of the Airport and adjacent to the 157,000 square foot cargo facility the company acquired with its purchase of Challenge Air Cargo. These facilities serve as the Latin American gateway hub for UPS. In 2012, DHL spent $21 million to expand its cargo warehouse to 130,000 square feet and made MIA its Latin American gateway. FedEx also built a 189,000 square foot facility along the north side of the Airport that was completed in 2004. In February 2013, Centurion Air Cargo, Inc. completed a 500,000 square foot cargo facility containing 166,000 square feet of refrigerated warehouse space located at the northeast section of the Airport. This development is the largest single tenant leasehold in the Airport.



MIA Operating Strategy

MIA's strategy to enhance the Airport System's competitive position with other airports and to attract more airlines as well as increase existing volume includes:

- Re-evaluating and restructuring needed business arrangements with existing and new airlines to attract additional activity
- Implementing procedures to enhance passenger experience and satisfaction
- Establishing procedures to increase commercial revenues and market rentals in the near and long-term
- Developing and beginning implementation of a plan to reduce the operating costs in the near and long-term in an effort to bring MIA's airport charges to a more affordable level
- Managing the construction of the capital program including the repair of facilities so that the airport system has the infrastructure required by its tenants

CIP Financial Update

Terminal Optimization Program (TOP)

The original MIA Terminal Optimization Program (TOP) was approved thru Majority-In-Interest (MII) review process in July 2015. At that time, TOP consisted of four major subprograms; MIA Central Base Apron & Utilities, Concourse E, South Terminal, and Miscellaneous Projects. The TOP was scheduled to be done in two phases; Phase I, estimated to cost $651 million, was to start in FY 2015 and end FY 2018, and Phase II was to start FY 2019 and end FY 2025. As a result of MIA's changing facility needs and construction efficiencies, MDAD decided to eliminate the phasing concept and merge Phase I and Phase II as well as include additional projects into the updated TOP 2017. The total program budget for the TOP is now $1.4 billion. The updated TOP was approved thru MII #2 review process on August 28, 2017.

The updated TOP 2017 now consists of five major subprograms, as the Passenger Boarding Bridge Subprogram was added. The updated TOP 2017 subprograms are divided into 31 projects which are intended to modernize terminal facilities, to accommodate larger aircraft with changing infrastructure requirements, and provide capacity for increased passenger traffic. The terminal facilities renovation upgrades will improve aesthetics, meet current life-safety and security requirements, and meet maintenance needs.

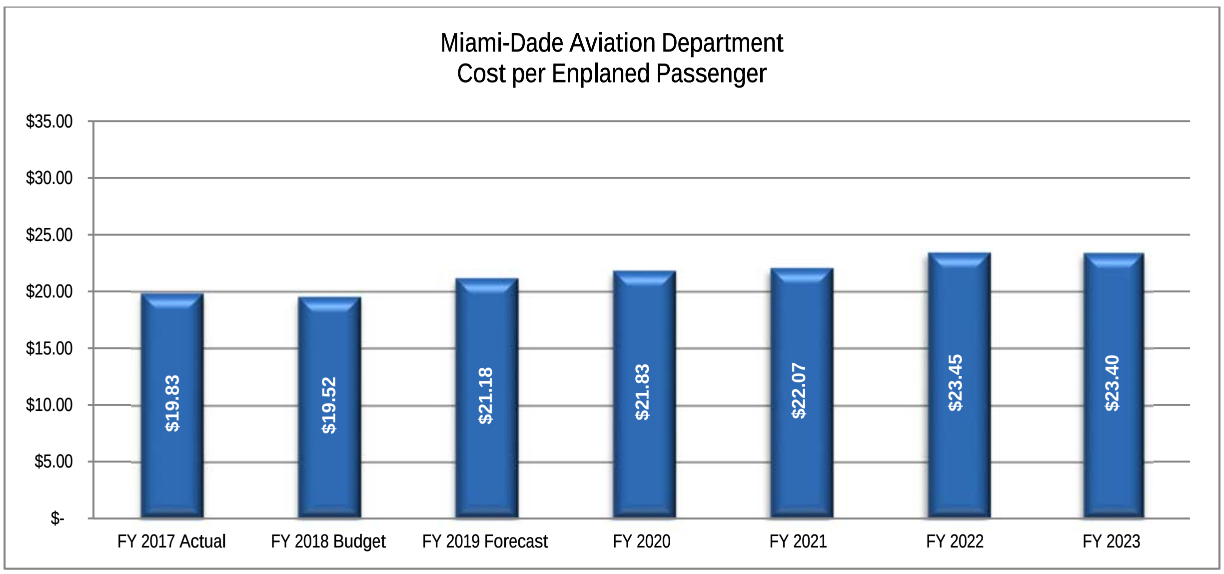
The updated TOP 2017 includes a revamped Automated People Mover (APM) connecting Lower Concourse E with Satellite E. The APM will facilitate passenger flow and a new post-security connector will improve passenger connection times and provide airport operations with needed flexibility. The renovated Federal Inspection Services (FIS) and the improved vertical circulation areas will provide additional capacity for increased international passenger traffic. The

Rehabilitation of Taxiways R, S, & T will provide needed upgrades and act as an enabling project for the future Cargo Optimization Redevelopment and Expansion Program (CORE). A major component of the TOP, the South Terminal Projects comprise of a new automated checked baggage inspection system, critical maintenance upgrades, pavement replacement, utility work and modifications to accommodate international traffic converting domestic gates to international and A380 capable positions. The passenger loading bridge subprogram will replace a number of old MIA passenger boarding bridges that are in need of replacement over the next five years.
In addition, the TOP includes various miscellaneous projects designed to enable future projects, meet employee and passenger parking needs, provide modern emergency management facilities, and enhance the appearance of high traffic public areas.

Since initial TOP approval, Phase I has been in progress. The original four subprograms were scheduled in regards to importance, budget and contractibility. Presently 90% of TOP Projects are in progress. As the Concourse E Subprogram winds down, the remaining subprograms are ramping up.

Future funding for the updated TOP 2017 will consist of Aviation Revenue Bonds, Commercial Paper, Federal and State Grants and Passenger Facility Charges.

The Department plans to mitigate inflationary cost increase by implementing cost saving efficiencies throughout its operations. The Department's ultimate goal is to remain under a $23 airline cost per enplaned passenger target by FY 2019-20, which represents a target internally adopted by the Department so as to keep the Airport competitive with other airports and affordable to the air carriers serving MIA.



Safety and Security

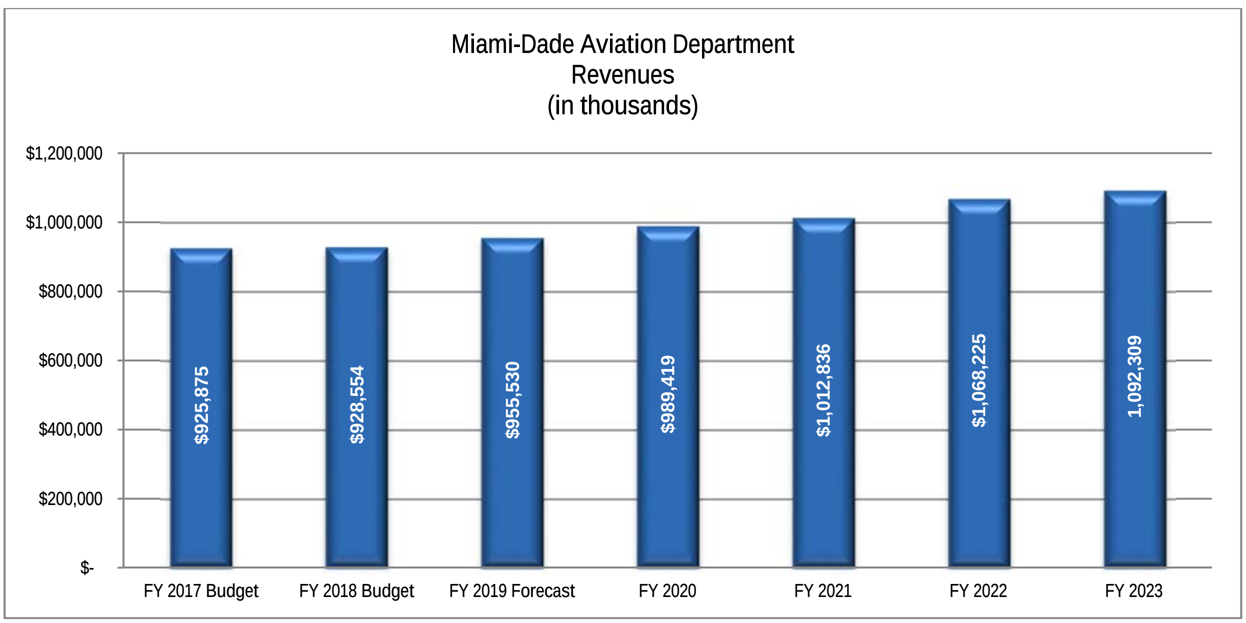
MDAD strives to operate a system of airports that provides for the safe and comfortable movement of people and goods in efficient and attractive facilities while offering competitive prices to all users. Since 2001, government agencies, airlines, and airport operators have upgraded security measures to guard against changing threats and maintain confidence in the safety of airline travel. These measures include strengthened aircraft cockpit doors, changed flight crew procedures, increased presence of armed sky marshals, federalization of airport security functions under the Transportation Security Administration (TSA), more effective dissemination of information about threats, more intensive screening of passengers and baggage, and deployment of new screening technologies. The TSA also has introduced "pre-check" service to expedite the screening of passengers who have submitted to background checks. MDAD continues to enhance the passenger experience by providing additional Automated Passport Control kiosks throughout the Federal Inspection Services areas and improving screening procedures by offering a free Mobile

Passport phone application. Other security enhancements undertaken by the Department may be considered sensitive security information and restricted from publication.

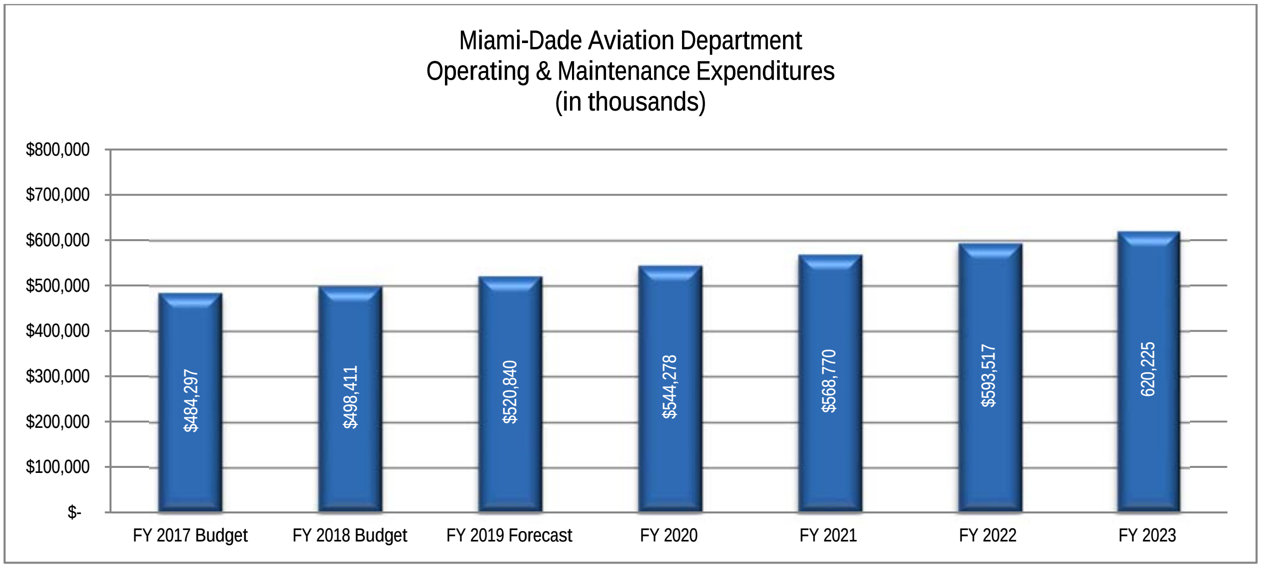
Economic Outlook

MDAD recognizes sound management and financial investment strategies as a priority outcome. Currently, the Department's bonds are rated A by Standard & Poor's, A by Fitch Ratings and AA- by KBRA (Kroll Bond Rating Agency). All of the rating agencies cite MIA's role as the nation's largest international gateway to Latin America as an important strength.

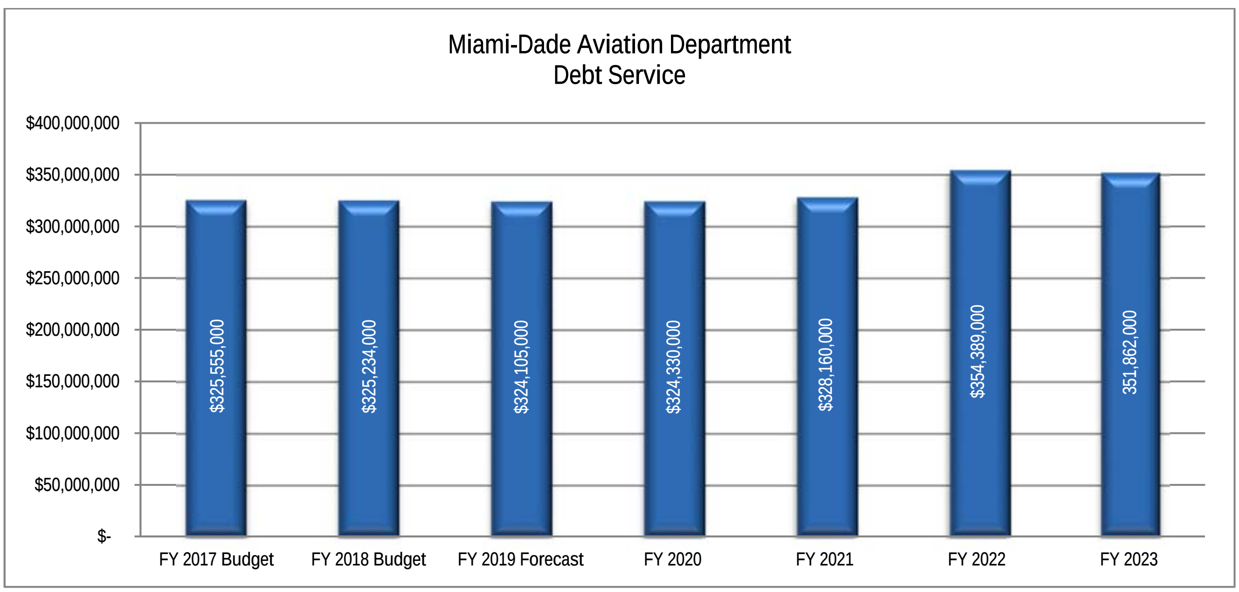
In order to maintain strong bond ratings, the Airport must demonstrate the ability to generate positive future net revenues. The generation of net revenues is heavily dependent on the volume of commercial flights, the number of passengers, and the amount of cargo processed at the Airport, all three of which are dependent upon a wide range of factors including: (1) local, national and international economic conditions, including international trade volume, (2) regulation of the airline industry, (3) passenger reaction to disruptions and delays arising from security concerns, (4) airline operating and capital expenses, including security, labor and fuel costs, (5) environmental regulations, (6) the capacity of the national air traffic control system, (7) currency values, (8) storms and other natural disasters and (9) world-wide infectious diseases. With the exception of 2017 due to operational impacts of hurricanes Matthew and Irma, MIA has experienced continued growth in enplaned passengers each year since 2009 and is forecasting growth rates between 0.5 percent and 2 percent per year through fiscal year 2020. These growth rates are supported by MIA's plans for facility improvements and continued efforts to lure new carriers to MIA while encouraging existing carriers to expand their route networks by promoting the Air Service Incentive Program.



MDAD's revenue forecast is based on a residual revenue model. Unlike traditional fee for service models, MDAD calculates the landing fee rate based on expenses that are not covered by direct fee for services provided. The revenue forecast incorporates additional debt service related expenditures that were incurred in FY 2015-16, which may require an increase in landing fee rates in the near future.

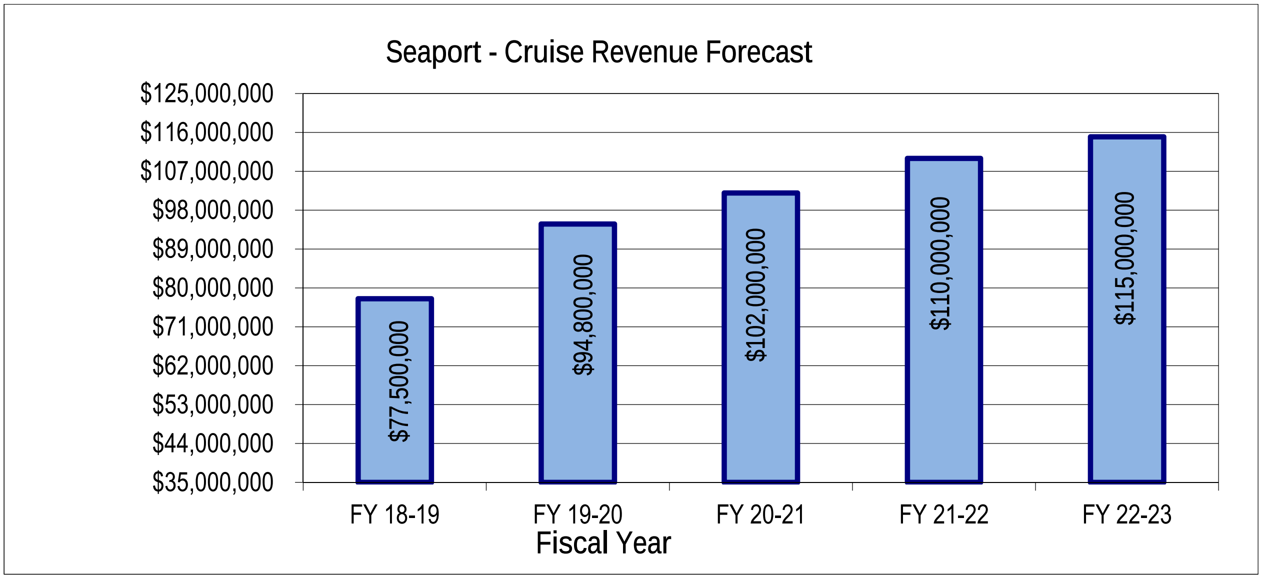


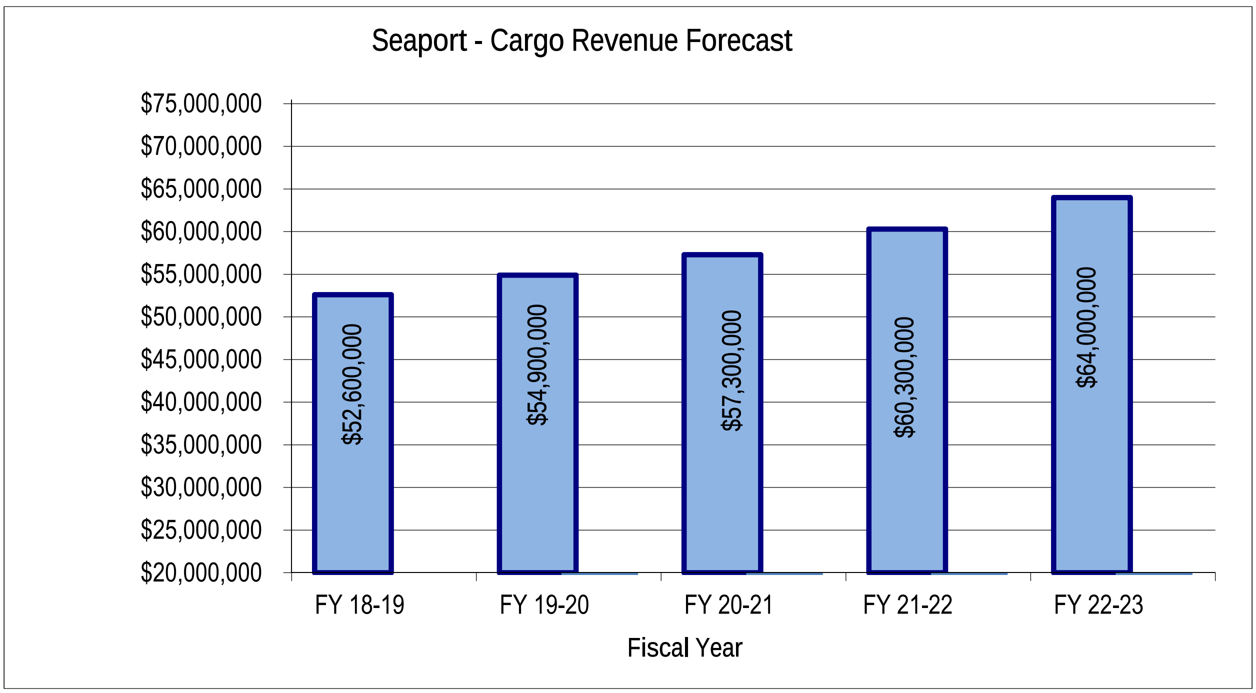
MDAD's operating and maintenance expenditures include expenditures associated with running Miami International Airport, as well as four general aviation airports. This amount excludes depreciation, transfers to debt service accounts, improvement fund and maintenance reserve accounts, as well as a mandated operating cash reserve. The North Terminal (renamed Concourse D) was completed with all related expenses for maintaining the new facility being reflected in the adopted operating budget of the Aviation Department.



Seaport

The Dante B. Fascell Port of Miami (PortMiami or Seaport) processed nearly 5 million passengers in FY 2015-16, and 5.34 million in FY 2016-17. The amount of cargo throughput in FY 2016-17 was 1.025 million TEUs, nearly the same as FY 2015-16 levels, in spite of the Port being closed to cargo operations for approximately seven days due to Hurricane Irma. Multi-year agreements with both cruise and shipping lines will support operations and facility expansion and improvements over the next five years. The following charts illustrate cruise and cargo revenues for the period of this forecast:

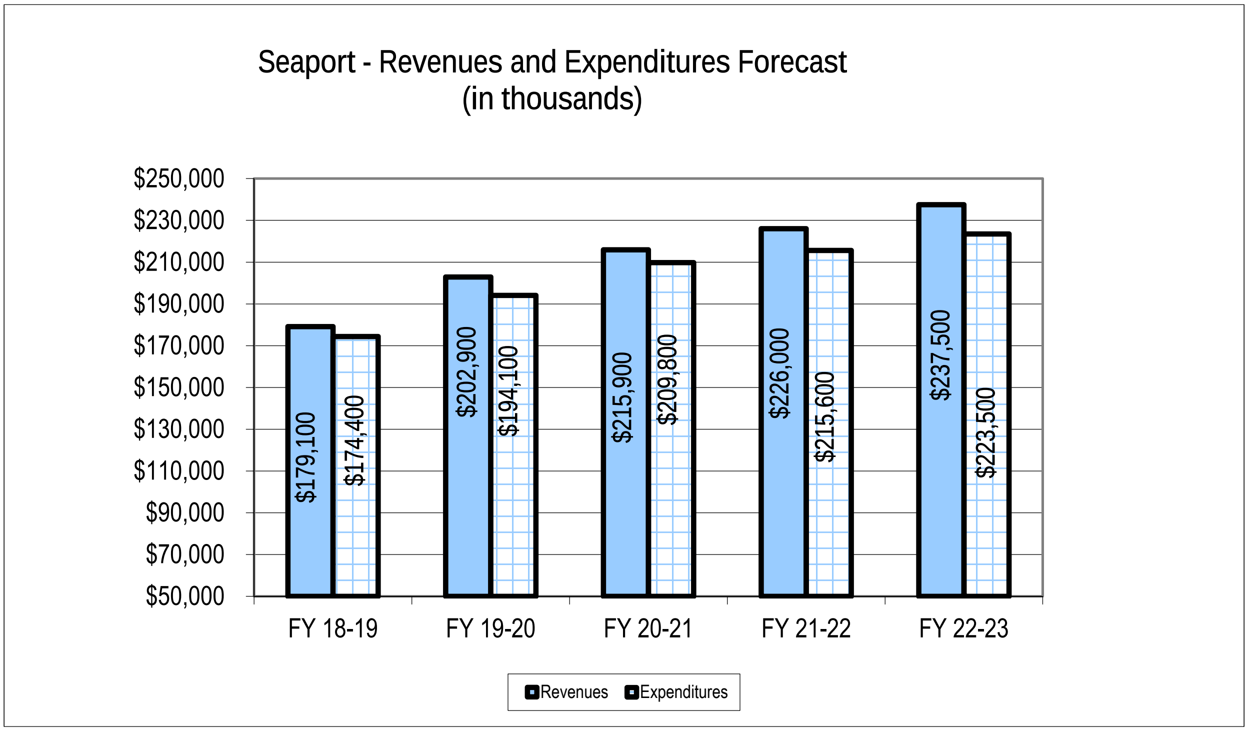




Capital Improvement Plan (CIP)

The major thrust of Seaport's CIP relates to our cruise operations with New Terminals B, A and AA, as well as upgrades to Cruise Terminal F. Terminal F upgrades allow operations for additional/larger vessels. Terminal A infrastructure improvements are the Port's contribution to a new cruise terminal being funded by Royal Caribbean Cruise Lines plus infrastructure improvements for Terminal AA expected to be financed by Carnival Cruise Lines. Cruise Terminals B and C are being developed/upgraded for additional Norwegian Cruise Lines operations. Other projects include enhancements to the container yards, new gantry cranes, cargo gate modifications and other Port-wide infrastructure improvements.

Additional debt scenarios are under consideration including a combination of short term commercial paper being issued in FY 2016-17 and FY 2017-18 and long-term debt issuances.



Financial Outlook

Revenues include cruise, cargo, rentals, parking, ferry operations, and other miscellaneous items like harbor fees and ground transportation, plus State Comprehensive Enhanced Transportation System (SCETS) Tax revenue beginning in FY 2016-17. Expenditures include salary, fringes, other operating, and debt service. Carryover amounts are not included in this exercise.

For the purposes of this Five Year Financial Outlook, cruise line revenues forecast is based on anticipated cruise lines' itineraries through FY 2017-18. Future estimates suggest that the Port will grow from 5.4 million passengers in FY 2017-18 to over 9 million in FY 2022-23. A three percent tariff increase is budgeted annually. Cargo revenue (including dockage/wharfage, crane and applicable rentals) is expected to increase an average of five percent to six percent annually.

Associated expenditures, excluding the mandated two months operating cash reserves, assume a growth factor of four percent for salary and fringes, per year thru FY 2022-23. Other operating expenses increases are assumed at three percent year over year plus various increases in debt service payments as the Port continues to fund its Capital Improvement P. Sunshine State loans effective interest rate is assumed at 2.5 percent for FY 2017-18 and growing to 4.5 percent by FY 2022-23.

Seaport is actively examining alternative revenue options, refinancing opportunities and expenditure adjustments that may significantly affect the data used to develop this five year plan.

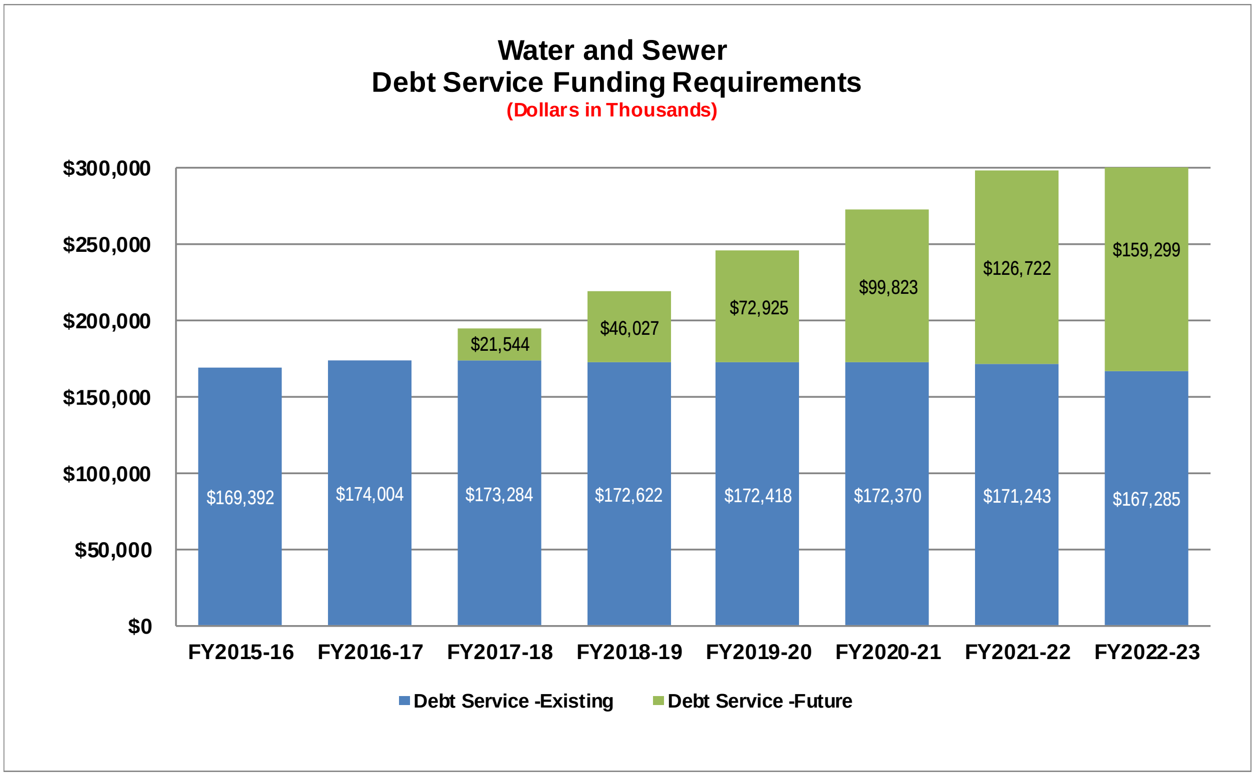
Water and Sewer

Water and Sewer services are provided throughout the County to approximately 441,000 water retail customers and 357,000 wastewater retail customers. Additionally, wholesale water services are provided in 15 municipalities and wholesale sewer services in 13 municipalities. Future years include base rate adjustments. Additional revenues are required during the forecast period for capital projects to meet regulatory compliance and address aging infrastructure, plant rehabilitation and day-to-day rehabilitation activities, and to fund operations and maintenance. The FY 2017-18 Adopted Budget includes a modification to the Department's current tier-based fee structure that will maximize revenues and eliminate some subsidization between tiers, while maintaining current rates. Under the revised rate structure, the monthly bill for the median retail water and sewer residential customer will be $42.53, a $7.44 increase above the current estimated bill.

Two main drivers of the Multi-Year Capital Improvement Plan are:

- The State of Florida Ocean Outfall Statute, FS 403.086(9): related projects are estimated at $5.7 billion in the FY 2017-18 through FY 2026 budgets when the projects must be operational.
- The Environmental Protection Agency (EPA) consent decree that addresses regulatory violations resulting from failing infrastructure: all projects are currently included in the multi-year capital plan; in FY 2017-18, consent decree related capital projects are estimated at $1.8 billion for all years.

The entire multi-year capital plan for the Water and Sewer Department totals $13.299 billion and will require future debt issuances.



The Water and Sewer Department's Multi-Year Capital Plan includes the testing and replacement as needed of all large diameter concrete water and sewer pipes, the substantial overhaul of all the water and wastewater plants and the installation of redundant water supply mains and storage tanks to ensure continuous delivery of water even when pipe failures occur, and completion of water supply projects required in the State Water Use Permit to meet service demands in the future. The following table shows the cash flows for both the water and wastewater systems.

WATER AND SEWER CASH FLOWS								
(Dollars In Thousands)				Retail Revenue Increase 6%	Retail Revenue Increase 6%	Retail Revenue Increase 8%	Retail Revenue Increase 8%	Retail Revenue Increase 7%
	Revenues at 100%	Revenues at 100%	Revenues at 98%,95%	Revenues at 98%,95%	Revenues at 98%,95%	Revenues at 98%,95%	Revenues at 98%,95%	Revenues at 98%,95%
Water and Wastewater Operations	**FY 2015-16 Actual**	**FY 2016-17 Projected**	**FY 2017-18 Adopted**	**FY 2018-19 Future**	**FY 2019-20 Future**	**FY 2020-21 Future**	**FY 2021-22 Future**	**FY 2022-23 Future**
Revenues								
Retail Water	$ 247,088	$ 264,662	$ 275,311	$ 291,829	$ 309,339	$ 334,086	$ 360,813	$ 386,070
Wholesale Water	28,572	33,214	35,251	40,385	42,405	44,525	46,751	49,089
Retail Wastewater	273,058	290,475	303,747	321,972	341,290	368,593	398,081	425,947
Wholesale Wastewater	82,379	84,548	73,778	81,897	85,992	90,291	94,806	99,546
Other Operating Revenue	28,685	28,379	30,253	30,404	30,556	30,709	30,862	31,017
Total Operating Revenues	**$ 659,782**	**$ 701,278**	**$ 718,340**	**$ 766,488**	**$ 809,582**	**$ 868,205**	**$ 931,314**	**$ 991,669**
Expenses								
Water Operating and Maintenance	$ 169,934	$ 185,152	$ 200,429	$ 207,581	$ 214,894	$ 222,633	$ 230,668	$ 238,916
Wastewater Operating and Maintenance	218,555	226,297	244,765	253,499	262,431	271,882	281,695	291,768
Total Operating Expenses	**$ 388,489**	**$ 411,449**	**$ 445,194**	**$ 461,081**	**$ 477,325**	**$ 494,515**	**$ 512,362**	**$ 530,684**
Non-Operating								
Other Non-Operating Transfers	$36,230	($19,072)	($1,523)	$7,099	$7,976	$22,981	$42,564	$56,093
Interest Income	(1,876)	(1,714)	(2,351)	(2,555)	(3,299)	(3,743)	(3,858)	(3,996)
Debt Service - Existing *(net of SWAP receipts)*	169,392	174,004	173,284	172,622	172,418	172,370	171,243	167,285
Debt Service - Future	-	-	21,544	46,027	$72,925	$99,823	$126,722	$159,299
Capital Transfers	67,547	136,611	82,192	82,214	82,236	82,259	82,281	82,304
Total Non-Operating Expenses	**$ 271,293**	**$ 289,829**	**$ 273,146**	**$ 305,407**	**$ 332,257**	**$ 373,690**	**$ 418,952**	**$ 460,985**

Revenue increases will be necessary over the period of this analysis to support operating and maintenance expenses, as well as debt service requirements to support the system, while maintaining adequate reserves and overage ratios. The following table illustrates the coverage requirements.

WATER AND SEWER DEBT RATIOS								
	Actual FY 2015-16	**Projected FY 2016-17**	**Adopted FY 2017-18**	**Future FY 2018-19**	**Future FY 2019-20**	**Future FY 2020-21**	**Future FY 2021-22**	**Future FY 2022-23**
Proposed Retail Revenue Increases				**6%**	**6%**	**8%**	**8%**	**7%**
Required Primary Debt Service Coverage Ratio	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Actual/Projected Primary Debt Service Coverage Ratio	1.74	1.81	1.51	1.49	1.44	1.45	1.47	1.46
Required State Revolving Loan Debt Service Coverage Ratio	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Actual/Projected State Revolving Loan Debt Service Coverage Ratio	4.57	5.64	2.96	3.21	2.98	3.54	4.49	5.86
(Dollars In Thousands)								
Rate Stabilization Fund	$ 30,534	$ 30,534	$ 30,534	$ 30,534	$ 30,534	$ 30,534	$ 30,534	$ 30,534
General Reserve Fund	$ 39,065	$ 71,346	$ 67,262	$ 97,870	$ 108,139	$ 128,255	$ 167,844	$ 220,883
Total Flexible Cash Reserves	**$ 69,599**	**$ 101,880**	**$ 97,796**	**$ 128,404**	**$ 138,673**	**$ 158,789**	**$ 198,378**	**$ 251,417**
Reserves Required By Bond Ordinance	**$ 68,551**	**$ 71,638**	**$ 74,199**	**$ 76,847**	**$ 79,554**	**$ 82,419**	**$ 85,394**	**$ 88,447**

Solid Waste - Collection and Disposal Operations

The Department of Solid Waste Management (DSWM) collects garbage and trash from approximately 340,000 residential customers in the Waste Collection Service Area (WCSA), which includes UMSA and nine municipalities. Twice-per-week automated garbage collection, twice-per-year trash and bulky waste collection, and access to 13 Trash and Recycling Centers is provided in the WCSA. The residential recycling collection program serves approximately 350,000 households in WCSA including nine municipalities through inter-local agreements. DSWM is responsible for disposal of garbage and trash countywide and operates three regional transfer stations, three active landfills and the Resources Recovery facility, along with contracting to utilize private landfills as necessary to maintain landfill capacity.

Projections for collections and disposal activity assume minimal growth in households and in tonnage. Collections from the WCSA represent 37 percent of the total tons disposed, which is projected to be 1.81 million tons in FY 2017-18. The FY 2017-18 tons are estimated to be 7.3 percent higher than the prior year due to debris from Hurricane Irma. In addition to collection and disposal operations, revenues generated by fees and charges are used to support the operating landfills, closure of landfills and remediation of closed landfills, ongoing monitoring, and equipment through both pay-as-you-go projects and issuance of debt.

The current five-year forecast for the Solid Waste System Enterprise Fund (System) reflects an adopted $25 fee increase to $464 from $439 in FY 2017-18 to the residential curbside collection fee. The $25 fee increase, the first in a decade, will sustain existing service. Over the last ten years, operational efficiencies such as the implementation of automated garbage collection, route automation, the TRC access management system, and utilization of specialized equipment have mitigated cost increases and controlled personnel costs. DSWM will continue to explore options to contain costs, enhance efficiencies and remain competitive.

The following table shows the cash flows for both the collections and disposal funds. The disposal charges reflect a net reduction of approximately 8.654 percent (a 10 percent decrease partially offset by the Consumer Price Index (CPI) South All Urban Consumers increase of 1.5 percent), decreasing the contract rate from $66.79 to $61.01. As a result of Hurricane Irma in September 2017, the Department undertook pre-storm hurricane protective measures and shortly after the storm began its hurricane recovery efforts with debris removal throughout the WCSA and along County rights-of-way spending approximately $140 million. Currently, the Department is pursuing Federal Emergency Management Agency (FEMA) reimbursements to offset the costs. It is estimated that the final reimbursement will be approximately 90 percent of the total costs. Based on these assumptions, DSWM will be able to support system operations, meet its bond covenant of a 60-day operating reserve, and satisfy bond coverage requirements through the period of this forecast.

Collection and Disposal Operations	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
	Projection	Future	Future	Future	Future	Future
Revenues						
Collection Fees and Charges	156,159	144,609	147,712	144,466	137,122	119,965
Disposal Fees and Charges	408,019	385,781	373,776	361,967	382,561	404,691
Total Operating Revenues	$564,178	$530,390	$521,488	$506,433	$519,682	$524,656
Expenses						
Collection Operating and Maintenance	148,175	150,142	155,230	158,269	163,741	167,727
Disposal Operating and Maintenance	141,285	143,174	146,893	150,907	154,987	159,151
Total Operating Expenses	$289,460	$293,315	$302,123	$309,176	$318,727	$326,879
Debt Service	18,854	21,918	26,773	21,386	26,995	30,283
Capital	35,392	24,625	24,148	1,410	1,105	1,075
Transfer to Special Revenue (Hurricane Irma)	15,295	0	0	0	0	0
Total Non-Operating Expenses	$69,541	$46,543	$50,921	$22,796	$28,100	$31,358

Regional Transportation

Since the authorization of the People's Transportation Plan (PTP) half-cent surtax in November of 2002, progress has been made to improve Miami-Dade County's regional transportation system. In FY 2017-18, PTP funding of $270.162 million (includes PTP Surtax, prior year carryover, and interest earning revenues) will be used for the following: Department of Transportation and Public Works (DTPW) transit services and operations ($99.586 million, a reduction of $29.854 million from the FY 2016-17 allocation), Citizens' Independent Transportation Trust (CITT) board support and oversight of PTP funds ($2.501 million), municipalities to operate and create local roadway and transportation services ($59.626 million), Public Works PTP roadway and neighborhood pay-as-you-go projects ($3.043 million), transfer to PTP Capital Expansion Reserve fund ($5.745 million), and debt service requirements ($92.504 million), anticipating an end of year fund balance of $7.157 million. Additionally, PTP debt proceeds will be used for planned PTP capital activities including $235.912 million in transit projects, $43.589 million in roadway projects, and $15.121 million in PTP capital expansion expenses for the completion of the Downtown Tri-Rail link and for the Project Development and Environment (PD&E) studies of the Strategic Miami Area Rapid Transit Plan (SMART) Plan.

The combined PTP and DTPW Five Year plan is updated annually, adjusted for actual revenue performance, debt issuances, changes in employee salaries and benefits due to collective bargaining, and other operating expenditures variations. The table below summarizes the revenue and expenditure projections for the next five years.

PTP Revenue and Expenses

After growing at a compounded annual growth rate of 5.86 percent over five years between FY 2010-11 to FY 2015-16, PTP Surtax revenue grew by 1.68 percent from FY 2015-16 to FY 2016-17 at $251.692 million. Starting in FY 2017-18, PTP Surtax revenue is expected to grow at an annual rate of 1.3 percent to $259.243 million; this growth rate is anticipated to increase to three percent over the next five years.

The PTP expenditures over the next five years continues to make contributions to municipalities at approximately 23 percent of the gross PTP Surtax revenue, and fund on-going CITT administration grown at 2.5 percent from the FY 2017-18 budget of $2.501 million and DTPW public works pay as you go expenses grown at three percent from the FY 2017-18 budget of $3.043 million. From the PTP Capital Expansion Reserve fund, it anticipates PD&E expenses for the SMART Plan for DTPW and the Transportation Planning Organization ($3.499 million in total).

As approved at the Second Budget Hearing, the contribution to the PTP Capital Expansion fund from PTP Revenue Fund will include a one-time reduction and reallocates the balance of $5.537 million to transit operations and maintenance. Correspondingly, Road Impact Fee funds will be used to offset this reduction, keeping the contribution to the Capital Expansion Reserve Fund at the equivalent of ten percent contribution of net PTP revenues, or $11.074 million.

Included as part of the five-year plan expenditures, the PTP will continue to meets its current debt service obligations for transit projects ($337.232 million in total) and public works projects ($124.262 million in total). Also, planned over the next five years, additional future debt service payments for future bond proceeds to continue DTPW transit and public works capital projects ($150.272 million in total future transit debt service and $23.828 million in total future public works debt service). These future debt service expenditures assumes capitalized interest for two years beginning with the 2018 issuance and each issuance thereafter. In addition, the Five-Year plan anticipates financing expenses funded by the PTP for the replacement of the aging Metrobus fleet ($143.582 million in total).

Finally, after meeting the commitments and obligations above, the PTP will continue to support DTPW transit service operation and maintenance over the next five years. It is anticipated that DTPW support will decrease year over year to $9.873 million in FY 2022-23 as planned debt service obligations increase and contributions begin for future SMART plan capital projects.

DTPW Operations and Capital

As it pertains to revenues for DTPW operations, it assumes a series of extraordinary adjustments above the General Fund Maintenance of Effort (MOE) of 3.5 percent beginning in FY 2018-19 ($111.258 million over five years), which includes the repayment of the FY 2014-15 deferred MOE of $5.876 million. After experiencing significant losses over the past three years (27.1% from the current year actual to FY 2013-14), Transit Fares receipts in FY 2016-17 were $86.032 million and are anticipated to grow at 0.5% starting in FY 2019-20. Included as part of the revenue forecast, a Transit Fare increase of $0.25 (to $2.50) is planned for FY 2018-19 in accordance with the County's CPI Transit Fare increase resolution adopted in FY 2007-08. State Transportation Disadvantaged Trust Fund revenues have been adjusted to $6 million reflecting reductions by the State and are anticipated to remain flat throughout the five year outlook.

The expenditures includes operating adjustment to Metrobus as approved in FY 2016-17 and modified as part of the Second Budget Hearing. This adjusted service level, with no expanded services, is maintained and personnel expenditures are grown at a historical growth factor of 2.5 percent with health insurance and workers' compensation increases to reflect necessary adjustments to fund self-insurance fund reserves. Furthermore, it assumes that operating efficiencies of $9.967 million will be achieved between FY 2017-18 and FY 2018-19 that will offset a preliminary year end FY 2016-17 estimated shortfall of $7.843 million and the restoration of services funded by the one-time revenue reallocation of PTP Capital Expansion fund which does not continue into FY 2018-19. It does not include a one-time retroactive cost of living adjustment back to October 1, 2016 for the Transport Workers Union ($6.9 million). All other operating expenses have been grown by the estimated Congressional Budget Office inflationary rates. It assumes that DTPW will continue with its multi-year PTP Capital Plan for Transit projects, which includes the replacement of rail vehicles and other improvements and rehabilitation to the existing transit system ($447.246 million in total) and Public Works projects, which includes the upgrades and enhancements to the Advanced Traffic Management System (ATMS) and various neighborhood roadway improvements ($44.267 million) all funded through bond proceeds. The Five-Year Plan continues the planned bus replacement of 583 buses that starts in FY 2017-18 and will be completed by FY 2019-20 ($326.565 million in total).

SMART Plan Contribution

To reflect the actions taken by the Board at the September 28, 2017 second budget hearing, the PTP and Transit Five-Year Plan preserves the contribution to the Transit Operating fund from general fund at the levels indicated in the July 2017 Proposed Budget Five-Year Plan. Starting in FY 2022-23, this contribution resulting from extraordinary general fund directed by the Board will enable additional annual PTP funding beginning at $30 million for anticipated SMART Plan projects. Furthermore, additional PTP funding will be available for the SMART Plan as a result of the flexing of Federal Surface Transportation Urban Area (SU) grant funds allocated by the Transportation Planning Organization (TPO). Finally, beginning in FY 2019-20, it is planned that funding from the PTP Capital Expansion Reserve fund totaling $96.553 will be available to the SMART Plan as well. All these local funds can be leveraged with State and/or Federal funds to implement SMART Plan capital projects and represents almost $950 million more than reflected in July, essentially funded by the General Fund.

40-Year PTP and DTPW Pro-Forma

As part of the 40-year plan, it is anticipated that DTPW will continue with a future PTP capital program to improve and upgrade existing transit assets, rehabilitate the new Metrorail vehicle, and rehabilitate and eventually replace the current Metromover vehicle fleet. It plans for a future bus replacement program that replenishes the fleet every ten years. The 40-year plan does not include a detailed construction schedule for implementing the SMART plan capital projects or future funding to operate the SMART Plan rapid transit corridors. As information becomes available concerning the sequencing and scheduling of implementing the SMART Plan, then the Pro-Forma will be updated and adjusted accordingly.

Revenues (Dollar in Thousands)	2019	2020	2021	2022	2023
Operating Revenues					
Transit Operating Carryover	-	-	-	-	-
Transit Fares and Fees	94,544	95,017	95,492	95,969	96,449
Other Transit Revenues	14,059	14,059	14,059	14,059	14,059
PTP Revenue Fund Carryover	7,157	-	-	-	-
PTP Interest Earnings	100	100	100	100	100
Grant Funding and Subsidies					
State Disadvantaged Trust Fund Program	6,000	6,000	6,000	6,000	6,000
Local Revenues					
Countywide General Fund Support (MOE)	196,924	207,660	273,545	295,299	316,029
Extraordinary Adjustment in General Fund Support	3,714	56,635	11,768	10,043	29,098
PTP Sales Tax Revenue	267,020	275,031	283,282	291,780	300,533
Capital Revenues					
TPO Flexed Federal SU Grant Revenue	-	17,123	24,733	32,815	-
PTP Capital Expansion Reserve Fund Carryover	64,559	60,608	20,329	5,796	-
DTPW Transit PTP Capital Projects Fund Carryover	216,034	9,606	83,386	7,282	113,108
DTPW Public Works PTP Capital Projects Fund Carryover	44,267	17,315	5,458	-	-
Planned Future Bond Proceeds	-	170,104	-	148,609	-
Planned Financing for Bus Replacement Program	139,440	118,362	9	-	-
Fund Transfers					
Transfer to PTP Capital Expansion from PTP Revenue	11,286	6,673	5,981	5,426	6,127
Transfer to Transit Operating from PTP Revenue	95,126	46,054	39,416	33,990	9,873
Transfer to SMART Plan from PTP Revenue from swapped TPO SU Grant Funds	-	-	-	-	30,000
Transfer to SMART Plan from Available PTP Revenue Funds	-	-	-	-	30,000
Transfer to SMART Plan from Capital Expansion	11,738	46,952	20,514	11,222	6,127
Total Revenues	1,171,968	1,147,299	884,071	958,390	957,503

Expenses (Dollar in Thousands)	2019	2020	2021	2022	2023
DTPW Operating Expenses					
Transit Operating Expense, net of reimbursements	411,926	420,362	435,217	450,297	466,445
Future Transit Efficiency/Savings Plan	(6,622)	-	-	-	-
Capital Expenses					
PTP Capital Expansion Reserve Expenses	3,499	-	-	-	-
DTPW Transit PTP Capital Projects Fund Expenses	206,428	96,323	76,104	42,784	25,607
DTPW Public Works PTP Capital Projects Fund Expenses	26,952	11,857	5,458	-	-
Planned Bus Replacement Purchases	139,440	118,362	9	-	-
Debt Service/Financing Expenses					
Current PTP Debt Service for Transit	68,306	67,238	67,233	67,232	67,223
Current PTP Debt Service for Public Works	24,590	24,919	24,921	24,920	24,912
Future PTP Debt Service for Transit	-	31,389	31,389	43,747	43,747
Future PTP Debt Service for Public Works	-	5,957	5,957	5,957	5,957
Future Financing for Future Bus Replacement Program	7,856	23,788	37,312	37,313	37,313
Reimbursement from TPO Flexed SU grant	-	-	-	-	(30,000)
Transfer Out					
Municipal Contributions	53,404	55,006	56,656	58,356	60,107
New Municipal Contributions	8,011	8,251	8,498	8,753	9,016
SFRTA Contribution	4,235	4,235	4,235	4,235	4,235
Transfer to County Departments/Programs					
Transfer to Office of the CITT	2,564	2,628	2,694	2,761	2,830
Transfer to Public Works Pay as You Go Projects	3,134	3,228	3,325	3,425	3,528
Transfer from PTP Revenue to Transit Operating	95,126	46,054	39,416	33,990	9,873
Contributions to the SMART Plan					
PTP Capital Expansion Reserve Fund Contributions	11,738	46,952	20,514	11,222	6,127
PTP Revenue Fund Contributions from swapped TPO SU Grant Funds	-	-	-	-	30,000
PTP Revenue Fund Contributions from Available Funds	-	-	-	-	30,000
Intrafund Transfers					
Transfer from PTP Revenue to PTP Capital Expansion	11,286	6,673	5,981	5,426	6,127
Transfer to Transit Debt Service for Non-PTP Debt	828	828	828	828	828
Planned End of Year Carryover					
SMART Plan Revenue Fund Carryover	11,738	64,075	45,247	44,037	66,127
PTP Revenue Fund Carryover	-	-	-	-	-
PTP Capital Expansion Reserve Fund Carryover	60,608	20,329	5,796	-	-
DTPW Transit PTP Capital Projects Fund Carryover	9,606	83,387	7,282	113,107	87,501
DTPW Public Works PTP Capital Projects Fund Carryover	17,315	5,458	-	-	-
Total Expenses	1,171,968	1,147,299	884,071	958,390	957,503