FIVE-YEAR FINANCIAL OUTLOOK

When the Proposed FY 2018-19 Five-Year Financial Outlook was compiled, we were operating under the assumption that Amendment 1 to the Florida Constitution would be approved by a super-majority of voters, reducing property tax revenue in the County's four taxing jurisdictions by more than $50 million beginning in FY 2019-20. Although we had prepared for what we thought to be inevitable by funding reserves and reducing our recurring costs, the impact of that revenue loss, along with other anticipated stresses on the budget, resulted in a five-year financial outlook for the General Fund that was out of balance for the last four years. Contrary to our assumptions, Amendment 1 did not receive the required number of votes to pass.

This Adopted FY 2018-19 Five-Year Financial Outlook now reflects not only the resurgence of economically driven revenues and a surprising tax roll performance for 2018, but also the restoration of the property tax revenue assumed to have been lost beginning in FY 2019-20. However, we are now aware that Florida Power and Light will not enter into a new franchise agreement once the current agreement expires in 2020, reducing funding in the unincorporated municipal service area (UMSA) by $28 million beginning the following year. The FY 2018-19 Adopted Budget continues our practice of relying solely on recurring revenues to support day-to-day operations and includes targeted enhancements in various critical areas including animal services, public safety, and parks and recreation activities - all areas critical to the future resilience of our community. This five-year financial outlook reflects current service levels, along with targeted future enhancements including new libraries and fire units. The forecast is now balanced throughout the five-year period for the Fire Rescue District, Library District and Countywide General Fund, reflecting opportunities for targeted enhancements in the coming years. Challenges we have been anticipating in the UMSA General Fund are now exacerbated in FY 2020-21 with the loss of the franchise fee revenue.

<u>This does not represent a five-year budget; it is a point of departure for future analysis</u>. 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. 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 and applied to proprietary funds. To the extent these revenue reimbursements do not materialize, the five-year financial outlook will be severely impacted and we have begun the process of reserving for this potential liability. We will also be facing decisions regarding the funding of municipal services provided in UMSA as we develop future budgets. The FY 2018-19 Adopted Budget includes a $5 million contribution to the Countywide Emergency Contingency Reserve, which will reach the target of $100 million in FY 2023-24.

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 5.5 percent growth in the Countywide and Library System for FY 2019-20 and 5 percent thereafter. In the Fire Rescue District, we are projecting 4.5 percent growth for FY 2019-20 and thereafter. For UMSA, tax roll growth of 4 percent is projected for FY 2019-20 and 3.5 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.

Return to Table of Contents

Our forecast includes funding for collective bargaining agreements. Other personnel-related costs that have greatly impacted our forecasts are the costs of employee health care and workers' 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 $99.862 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 2017-18 Adopted levels.

Tax Roll Growth

The Countywide and Library System property tax rolls are anticipated to grow 5.5 percent in FY 2019-20 and 5 percent thereafter. The Fire Rescue District tax roll is projected at 4.5 percent in FY 2019-20 and thereafter. For UMSA, the tax roll is anticipated to grow 4.0 percent in FY 2019-20 and 3.5 percent thereafter.

Inflation*

Fiscal Year	Inflation Adjustment
2020	2.4%
2021	2.5%
2022	2.5%
2023	2.4%
2024	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 for the next five years has been adjusted from the July 2017 Pro-Forma. Although the amount of General Fund is $75 million lower in the first five-years, over the life of the Pro-Forma, the total General Fund contribution to support existing Transit operations is increased by $2.549 billion. The plan assumes a series of extraordinary adjustments above the General Fund Maintenance of Effort (MOE) of 3.5 percent beginning in FY 2018-19 ($122.843 million over five years). The FY 2018-19 General Fund allocation includes $3.714 million more than the required MOE and completes the repayment of the FY 2014-15 deferred MOE of $5.876 million.

Return to Table of Contents

New Facilities

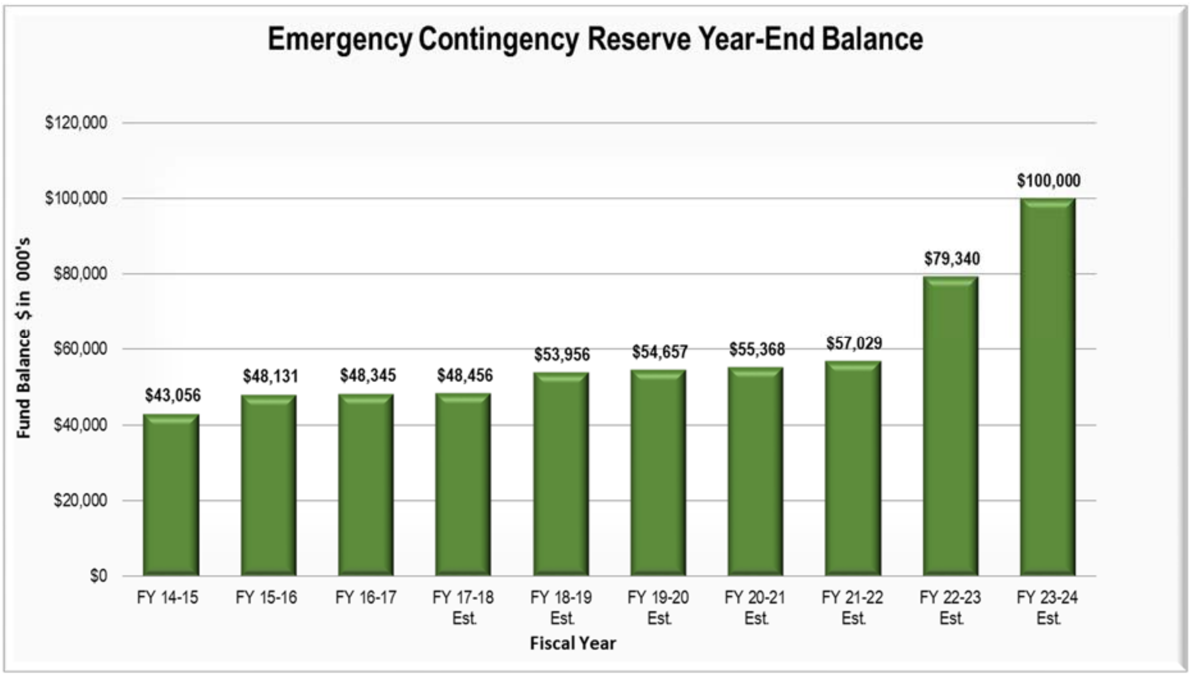
The five-year financial outlook includes future libraries in Doral, Hialeah Gardens, Killian, and at the Chuck Pezoldt Park. Also included are two new Fire Suppression and one Fire Rescue units. For FY 2022-23 a new Fire Rescue Station at the American Dream Mall (station number 79) will be open.

Personnel cost growth:

Funding for bargaining agreements have been included in the forecast. Health insurance and workers' compensation insurance increases reflect necessary adjustments to fund self-insurance fund reserves.

Emergency Contingency Reserve

Planned transfers to the Countywide Emergency Contingency Reserve including a contribution of $5 million in FY 2018-19 will allow the County to reach its target of $100 million in FY 2023-24.

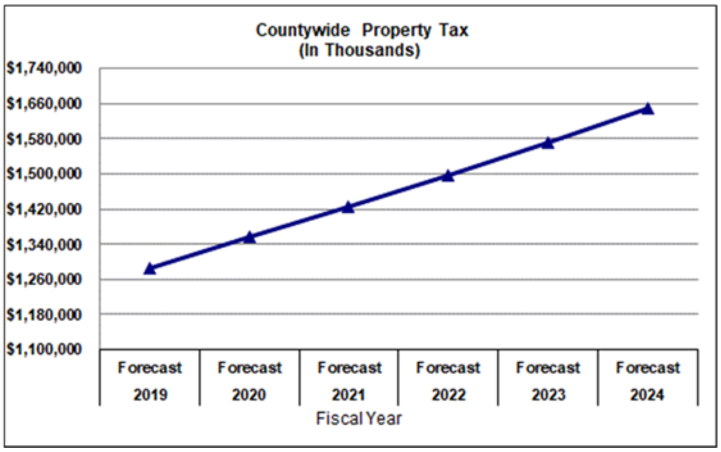


Return to Table of Contents

REVENUE FORECAST

COUNTYWIDE REVENUE FORECAST

Property Tax

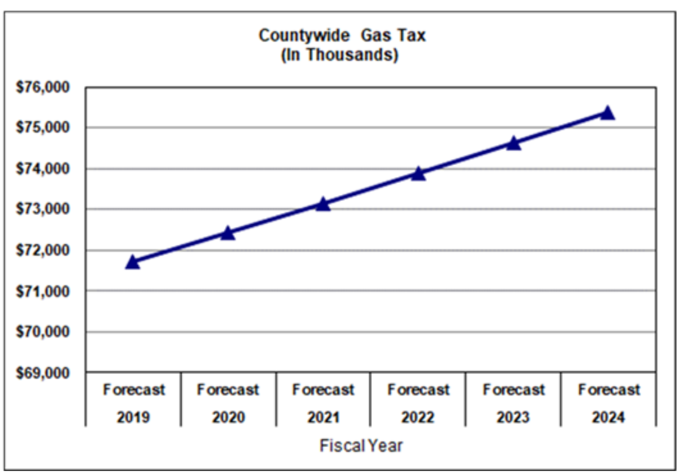


Description: Tax is levied on all nonexempt real and personal property in the county. Property tax revenues are calculated by multiplying the taxing jurisdiction's tax roll (as certified by the Miami-Dade County Property Appraiser's Office) by the adopted/forecasted millage for the fiscal year.

Fiscal Year	Growth
2019-20	5.50%
2020-21	5.00%
2021-22	5.00%
2022-23	5.00%
2023-24	5.00%

Comments: Growth based on expected tax roll performance.

Gas Tax



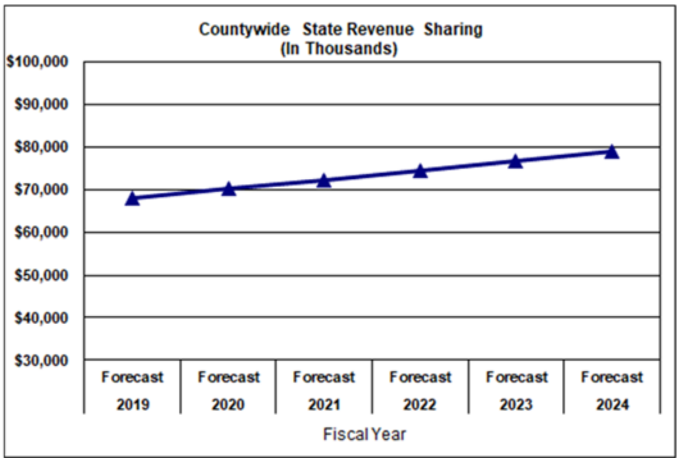
Description: Revenues comprised of the Constitutional Gas Tax, Local Option Gas Taxes, and County Gas Tax.

Fiscal Year	Growth
2019-20	1.00%
2020-21	1.00%
2021-22	1.00%
2022-23	1.00%
2023-24	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.

Return to Table of Contents

State Revenue Sharing

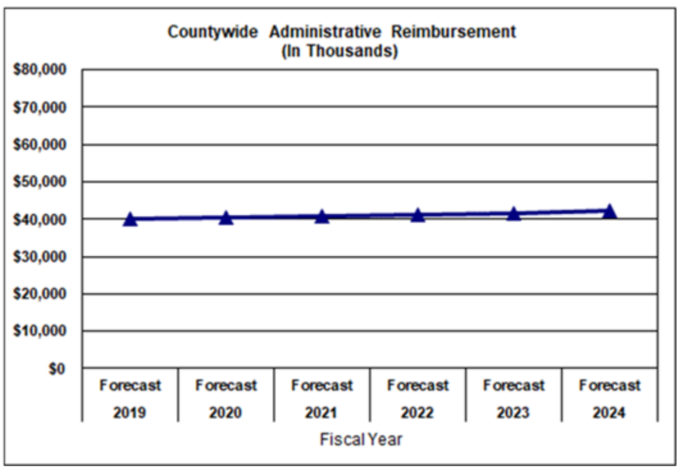


Description: At the State level, the County Revenue Sharing Trust Fund is made of 2.9 percent of the net cigarette tax collections and 2.081 percent of State sales tax collections.

Fiscal Year	Growth
2019-20	3.00%
2020-21	3.00%
2021-22	3.00%
2022-23	3.00%
2023-24	3.00%

Comments: Projections based on historical trends.

Administrative Reimbursement

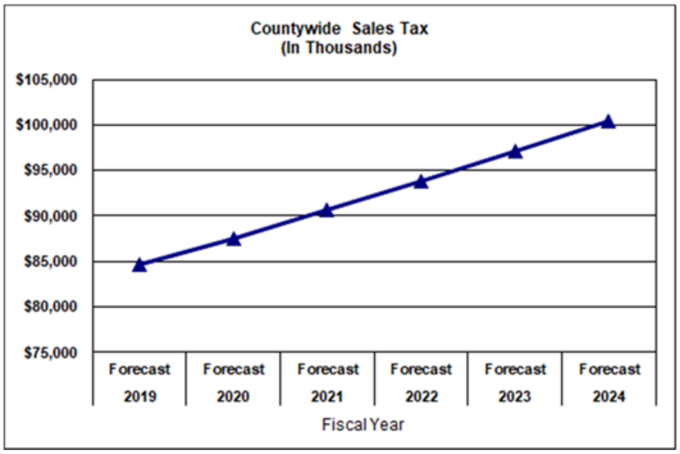


Description: Comprised of payments from proprietary operations towards County overhead.

Fiscal Year	Growth
2019-20	1.00%
2020-21	1.00%
2021-22	1.00%
2022-23	1.00%
2023-24	1.00%

Return to Table of Contents

Sales Tax



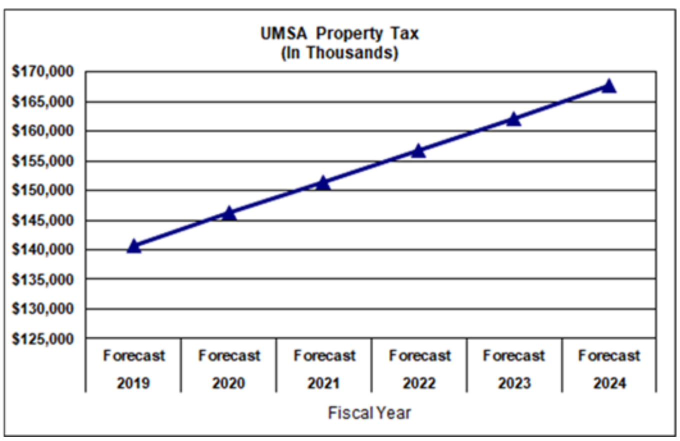
Description: The program consists of an ordinary distribution based on 9.6 percent of net sales tax revenues pursuant to F.S. 212.20 (6). Allocation to municipalities and to the Countywide and UMSA jurisdictions is based on formula established by State law.

Fiscal Year	Growth
2019-20	3.50%
2020-21	3.50%
2021-22	3.50%
2022-23	3.50%
2023-24	3.50%

Comments: Projections based on historical trends.

UMSA REVENUE FORECAST

Property Tax



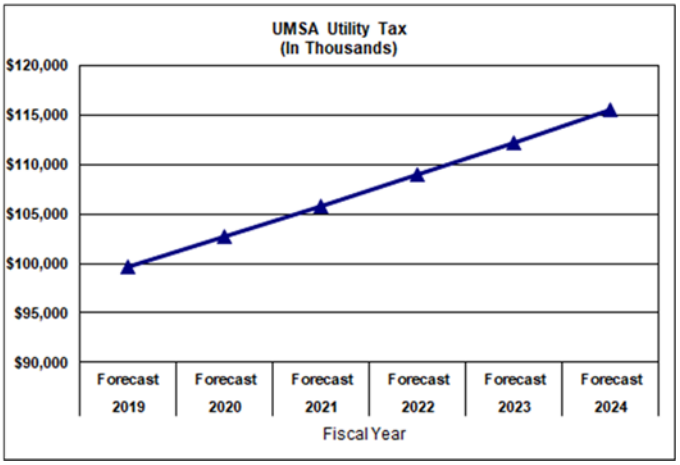
Description: Tax is levied on all non-exempt real and personal property in the county. Property tax revenues are calculated by multiplying the taxing jurisdiction's tax roll (as certified by the Miami-Dade County Property Appraiser's Office) by the adopted/forecasted millage for the fiscal year.

Fiscal Year	Growth
2019-20	4.00%
2020-21	3.50%
2021-22	3.50%
2022-23	3.50%
2023-24	3.50%

Comments: Growth based on expected tax roll performance.

Return to Table of Contents

Utility Tax

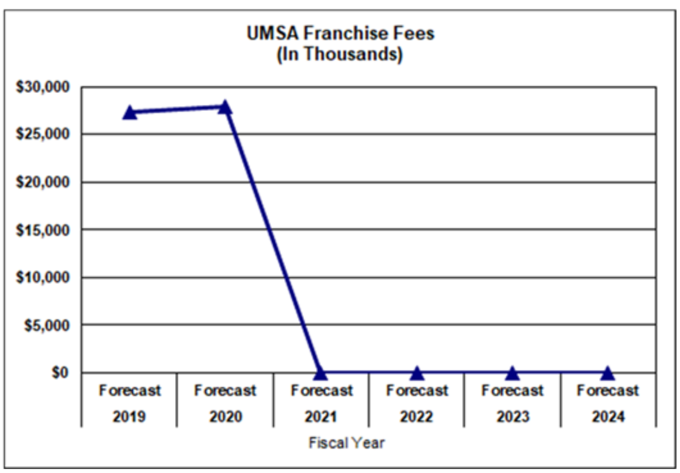


Description: Also known as Public Service Tax. Pursuant to F.S. 166.235. Municipalities are authorized to levy by ordinance a Public Service Tax on the purchase of electricity, metered natural gas, liquefied petroleum, and water service.

Fiscal Year	Growth
2019-20	3.00%
2020-21	3.00%
2021-22	3.00%
2022-23	3.00%
2023-24	3.00%

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

Franchise Fees



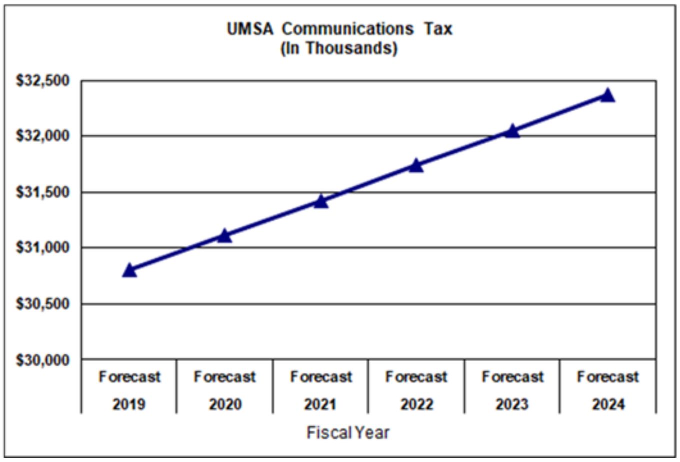
Description: Counties and municipalities may exercise this Home Rule authority to impose a fee upon a utility to grant a franchise for the privilege of using local governments' right-of-way.

Fiscal Year	Growth
2019-20	2.50%
2020-21	-100.00%
2021-22	0.00%
2022-23	0.00%
2023-24	0.00%

Comments: County's franchise agreement is due to expire in FY 2019-20 and FPL will not be entering into a new agreement.

Return to Table of Contents

Communications Tax

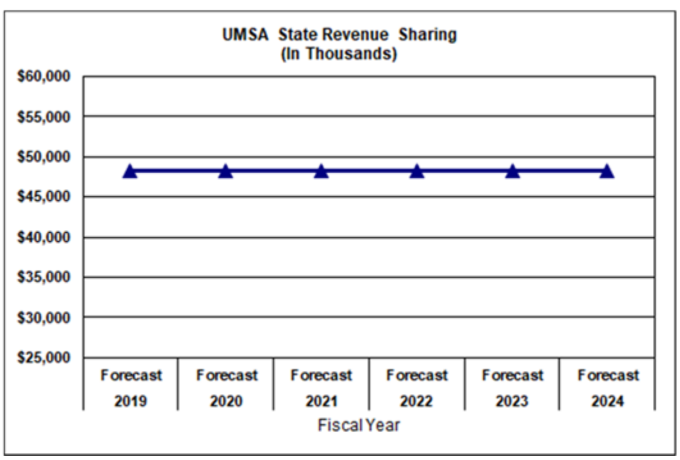


Description: Also known as the unified or simplified tax. Replaces utility tax on telephone and other telecommunication services, the cable television franchise fee, telecommunications franchise fee, and communications permit fee.

Fiscal Year	Growth
2019-20	1.00%
2020-21	1.00%
2021-22	1.00%
2022-23	1.00%
2023-24	1.00%

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

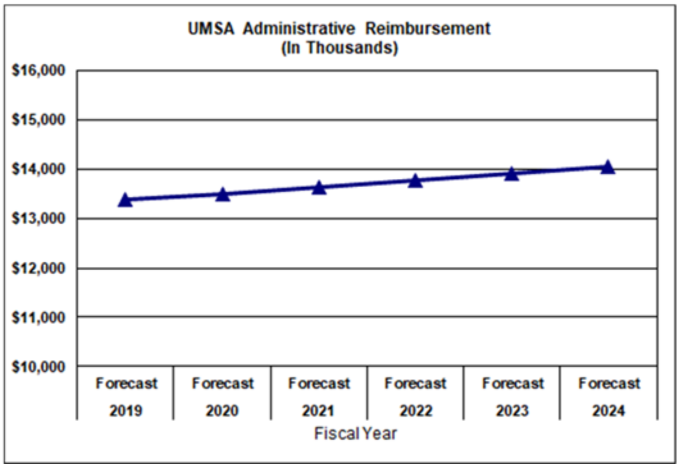
State Revenue Sharing



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
2019-20	0.00%
2020-21	0.00%
2021-22	0.00%
2022-23	0.00%
2023-24	0.00%

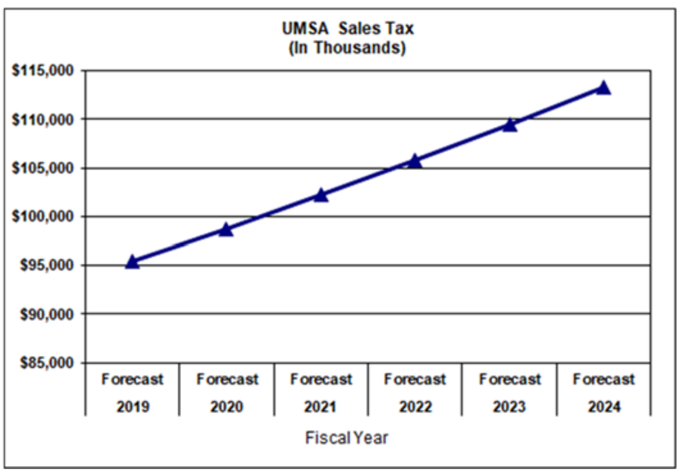
Administrative Reimbursement



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

Fiscal Year	Growth
2019-20	1.00%
2020-21	1.00%
2021-22	1.00%
2022-23	1.00%
2023-24	1.00%

Sales Tax



Description: The program consists of an ordinary distribution based on 9.6 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.

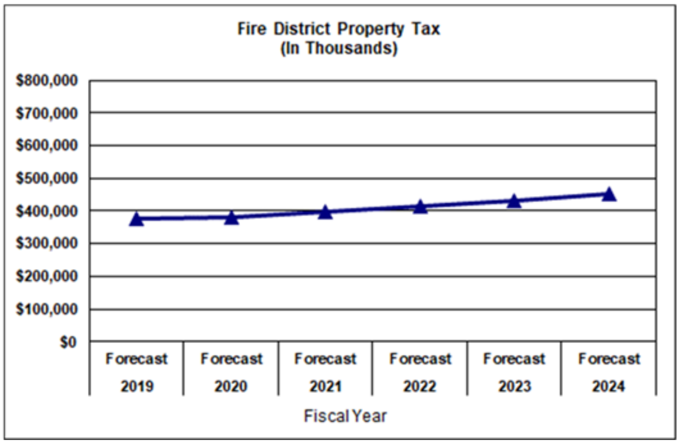
Fiscal Year	Growth
2019-20	3.50%
2020-21	3.50%
2021-22	3.50%
2022-23	3.50%
2023-24	3.50%

Comments: Projections based on historical trends.

Return to Table of Contents

FIRE DISTRICT REVENUE FORECAST

Property Taxes

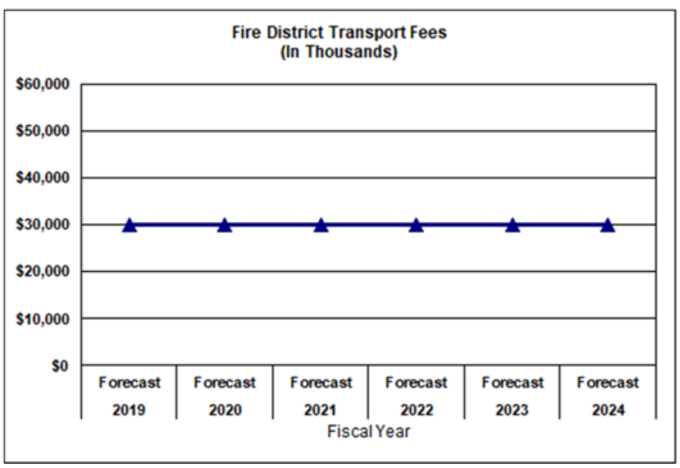


Description: Tax is levied on all non-exempt real and personal property in the county. Property tax revenues are calculated by multiplying the taxing jurisdiction's tax roll (as certified by the Miami-Dade County Property Appraiser's Office) by the adopted/forecasted millage for the fiscal year.

Fiscal Year	Growth
2019-20	4.50%
2020-21	4.50%
2021-22	4.50%
2022-23	4.50%
2023-24	4.50%

Comments: Growth based on expected tax roll performance.

Transport Fee



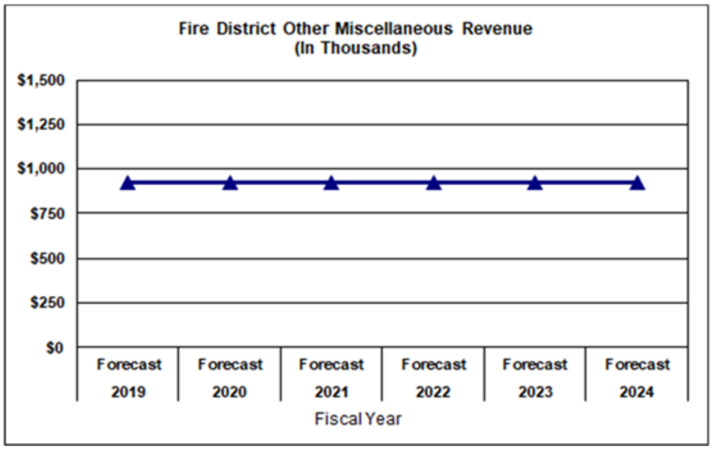
Description: Fees charged to individuals transported by Fire Rescue units.

Fiscal Year	Growth
2019-20	0.00%
2020-21	0.00%
2021-22	0.00%
2022-23	0.00%
2023-24	0.00%

Comments: Projections based on historical trends.

Return to Table of Contents

Other Miscellaneous

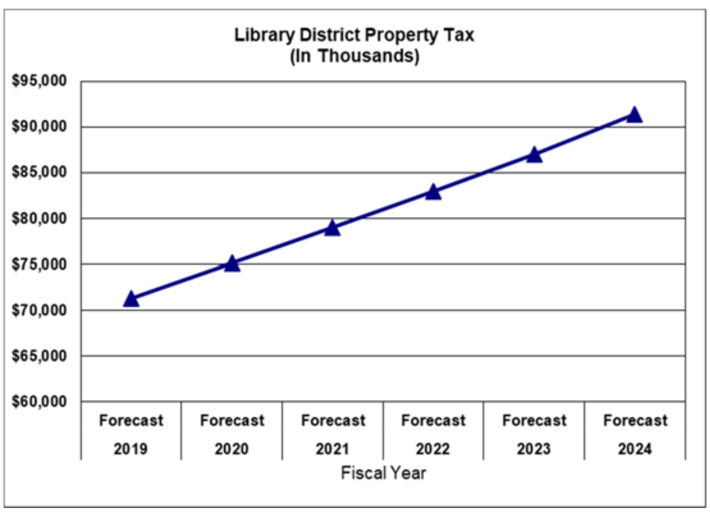


Description: Includes grants, plans review fees, and inspection service charges.

Fiscal Year	Growth
2019-20	0.00%
2020-21	0.00%
2021-22	0.00%
2022-23	0.00%
2023-24	0.00%

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
2019-20	5.50%
2020-21	5.00%
2021-22	5.00%
2022-23	5.00%
2023-24	5.00%

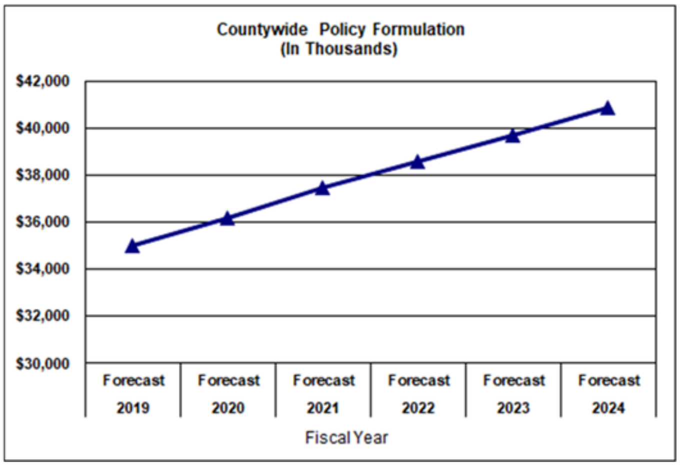
Comments: Growth based on expected tax roll performance.

Return to Table of Contents

EXPENDITURE FORECAST

COUNTYWIDE EXPENSE FORECAST

Policy Formulation

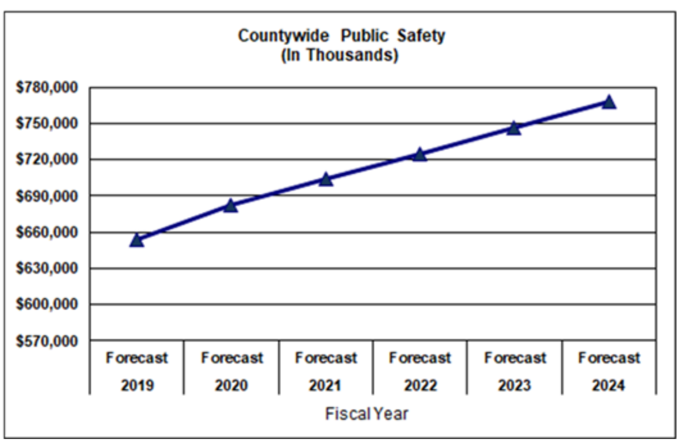


Description: Consists of the Office of the Mayor, Board of County Commissioners, and County Attorney.

Fiscal Year	Growth
2019-20	3.50%
2020-21	3.50%
2021-22	3.00%
2022-23	3.00%
2023-24	3.00%

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

Public Safety



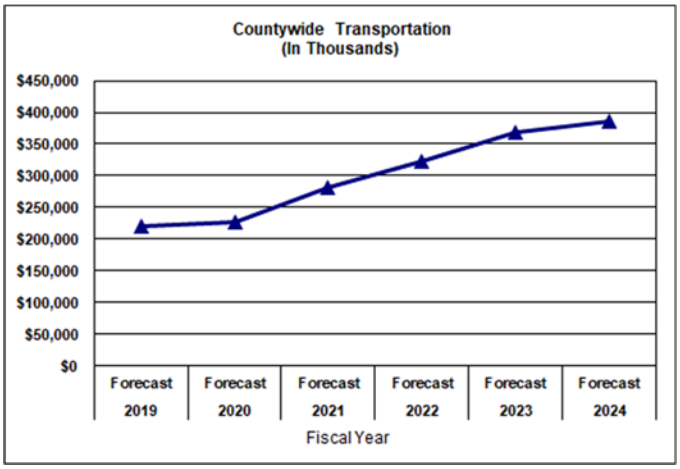
Description: Consists of Police, Juvenile Services, Judicial Administration, Office of the Clerk, Corrections and Rehabilitation, Fire Rescue, and Medical Examiner.

Fiscal Year	Growth
2019-20	4.40%
2020-21	3.20%
2021-22	3.00%
2022-23	2.90%
2023-24	2.90%

Comments: Growth based on county's inflationary rate.

Return to Table of Contents

Transportation

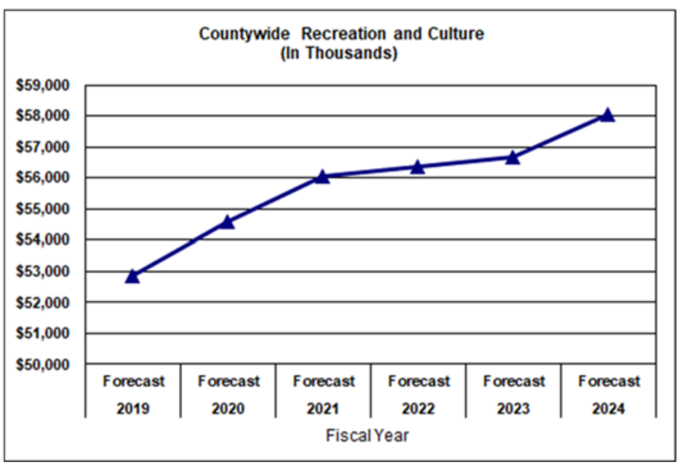


Description: Consists of Department of Transportation and Public Works.

Fiscal Year	Growth
2019-20	3.00%
2020-21	24.80%
2021-22	14.50%
2022-23	13.90%
2023-24	5.00%

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

Recreation and Culture



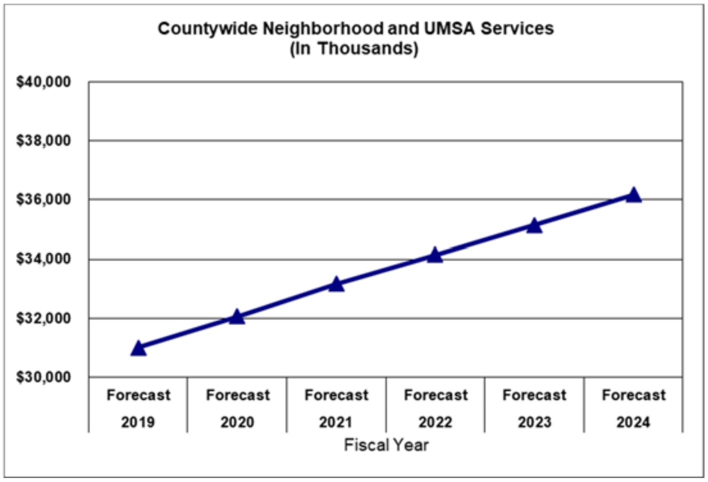
Description: Consists of Park, Recreation and Open Spaces and Cultural Affairs.

Fiscal Year	Growth
2019-20	2.50%
2020-21	2.70%
2021-22	0.50%
2022-23	0.60%
2023-24	2.40%

Comments: Growth based on the county's inflationary rate and the County's contribution to scheduled Super Bowl and Orange Bowl events.

Return to Table of Contents

Neighborhood and Infrastructure

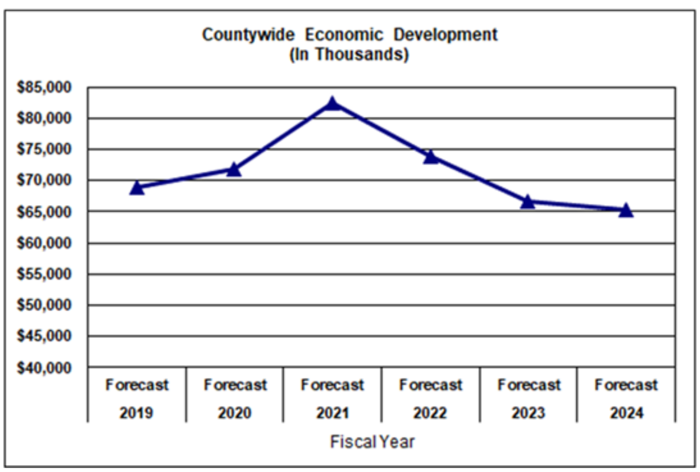


Description: Consists of Transportation and Public Works and Solid Waste Management, and Animal Services.

Fiscal Year	Growth
2019-20	3.40%
2020-21	3.40%
2021-22	3.00%
2022-23	2.90%
2023-24	2.90%

Comments: Growth based on the county's inflationary rates and the impact of additional dedicated funding for Animal Services.

Economic Development



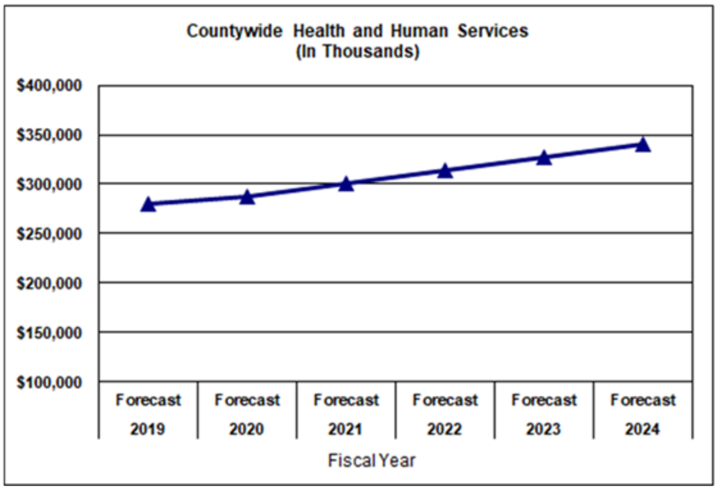
Description: Consists of Regulatory and Economic Resources, Miami-Dade Economic Advocacy Trust, and Tax Increment Financing payments associated with all Community Redevelopment Areas. Reflects Miami Beach amended agreement.

Fiscal Year	Growth
2019-20	4.40%
2020-21	14.70%
2021-22	-10.40%
2022-23	-9.70%
2023-24	-2.10%

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

Return to Table of Contents

Health and Human Services

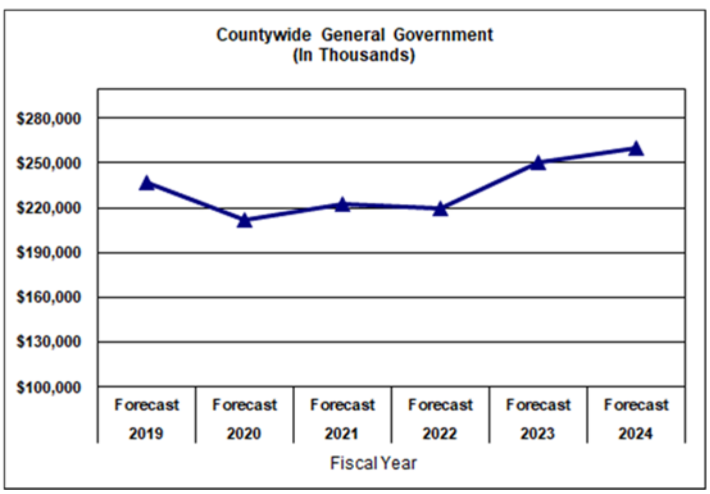


Description: Consists of the Public Health Trust (PHT) maintenance of effort payment and Community Action and Human Services.

Fiscal Year	Growth
2019-20	4.70%
2020-21	4.30%
2021-22	4.30%
2022-23	4.30%
2023-24	4.30%

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

General Government



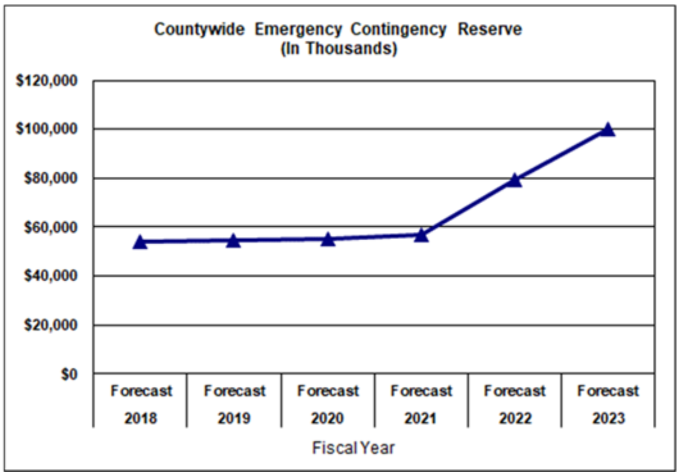
Description: Consists of Audit and Management Services, Human Resources, Internal Services, Management and Budget, Communications, Information Technology, Elections, Commission on Ethics and Public Trust, Inspector General, and the Property Appraiser.

Fiscal Year	Growth
2019-20	-9.10%
2020-21	4.80%
2021-22	-1.20%
2022-23	13.80%
2023-24	4.10%

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

Return to Table of Contents

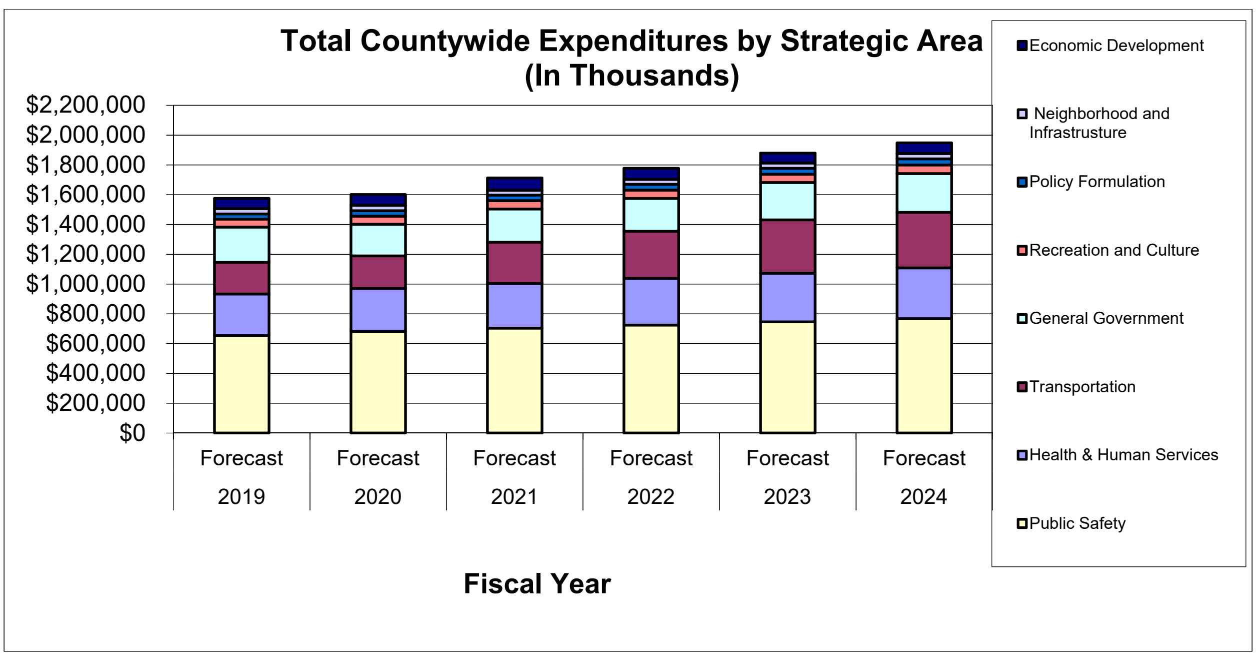
Emergency Contingency Reserve



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
2019-20	1.30%
2020-21	1.30%
2021-22	3.00%
2022-23	39.10%
2023-24	26.00%

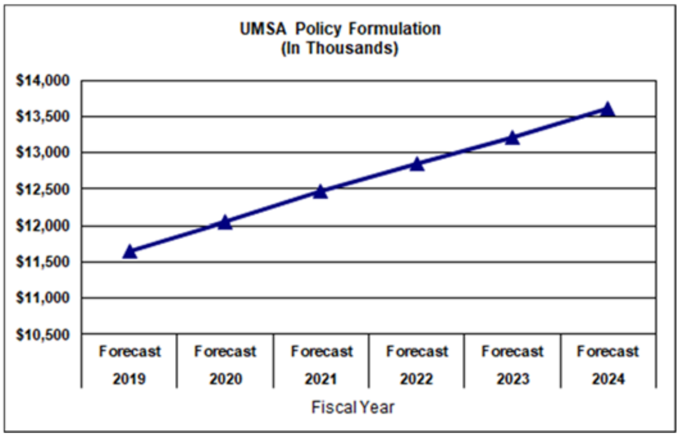
Comments: Plan assumes that transfers to the Countywide Emergency Contingency Reserve resume in FY 2015-16.



Return to Table of Contents

UMSA EXPENSE FORECAST

Policy Formulation

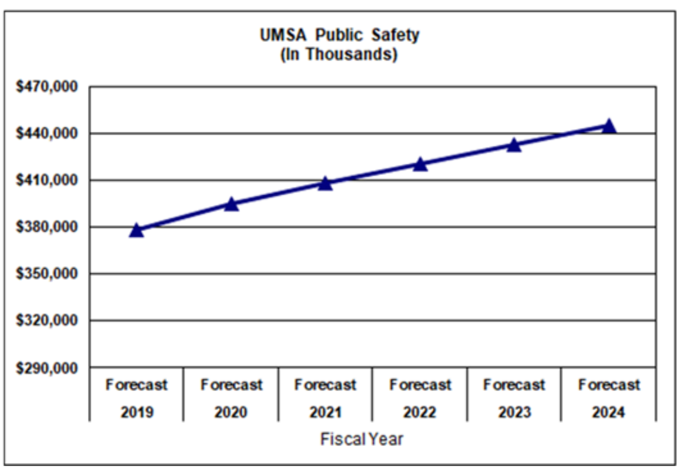


Description: Consists of the Office of the Mayor, Board of County Commissioners, and County Attorney.

Fiscal Year	Growth
2019-20	3.40%
2020-21	3.40%
2021-22	3.00%
2022-23	2.90%
2023-24	2.90%

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

Public Safety



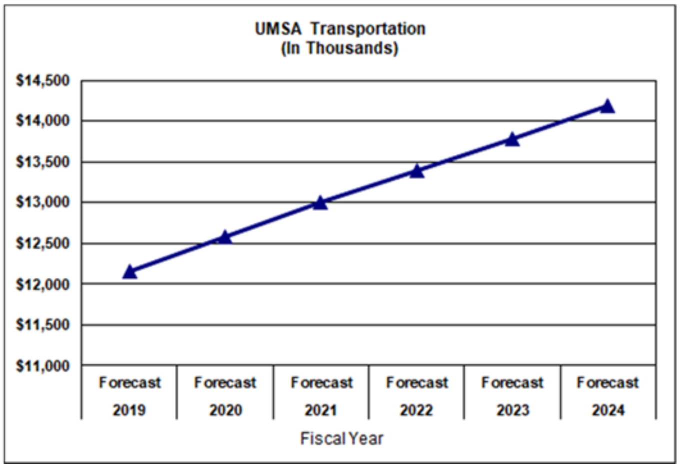
Description: Consists of Police Department.

Fiscal Year	Growth
2019-20	4.40%
2020-21	3.40%
2021-22	3.00%
2022-23	2.90%
2023-24	2.90%

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

FY 2018-19 Adopted Budget and Multi-Year Capital Plan

Transportation

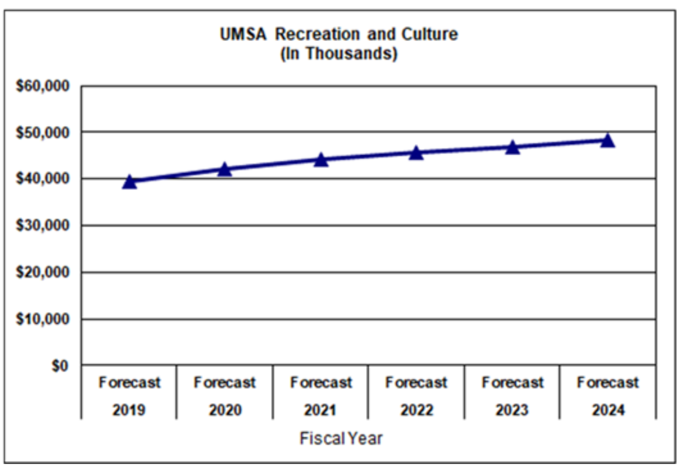


Description: Consists of Department of Transportation and Public Works.

Fiscal Year	Growth
2019-20	3.40%
2020-21	3.40%
2021-22	3.00%
2022-23	2.90%
2023-24	2.90%

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

Recreation and Culture



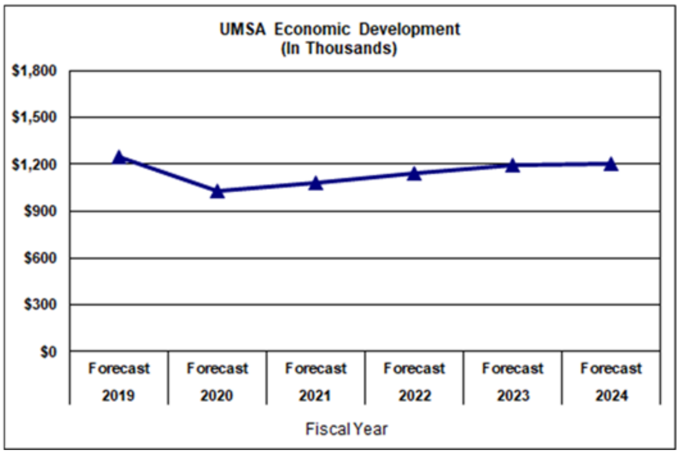
Description: Consists of Park, Recreation and Open Spaces.

Fiscal Year	Growth
2019-20	6.60%
2020-21	5.40%
2021-22	3.00%
2022-23	2.90%
2023-24	2.90%

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

FY 2018-19 Adopted Budget and Multi-Year Capital Plan

Economic Development

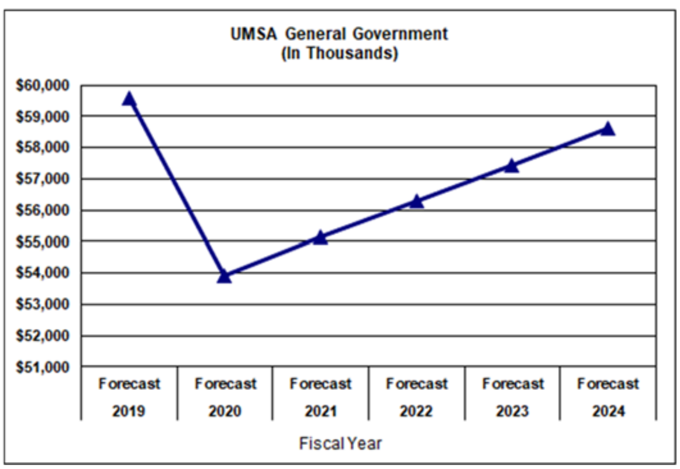


Description: Consists of Regulatory and Economic Resources and Tax Increment Financing payments associated with UMSA Community Redevelopment Areas.

Fiscal Year	Growth
2019-20	-15.30%
2020-21	4.90%
2021-22	4.80%
2022-23	4.80%
2023-24	0.80%

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

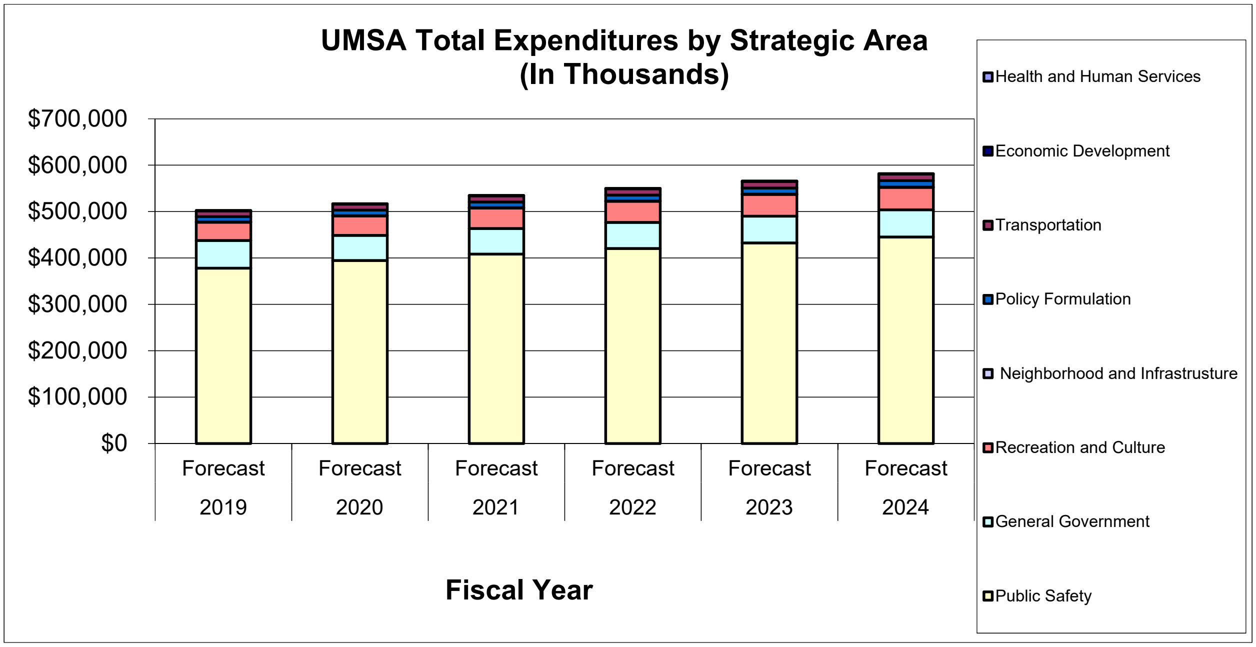
General Government



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

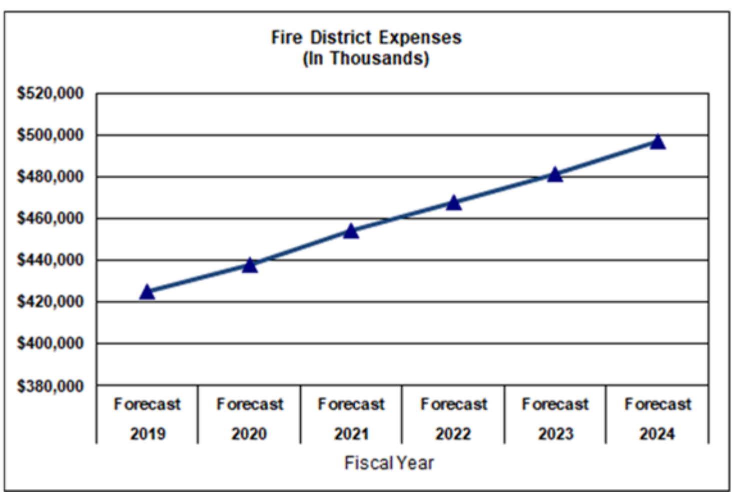
Fiscal Year	Growth
2019-20	-4.70%
2020-21	2.30%
2021-22	2.10%
2022-23	2.10%
2023-24	2.10%

Comments: Growth based on the county's inflationary rate. Reflects CIF contribution and transfer to Homestead Exemption Reserve in FY 2018-19.



FIRE DISTRICT EXPENSE FORECAST

Expenses



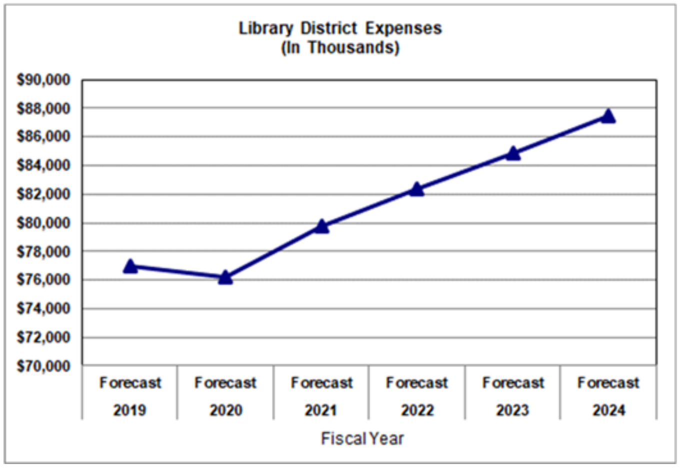
Description:

Fiscal Year	Growth
2019-20	3.00%
2020-21	3.70%
2021-22	3.00%
2022-23	2.90%
2023-24	3.20%

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

LIBRARY DISTRICT EXPENSE FORECAST

Expenses



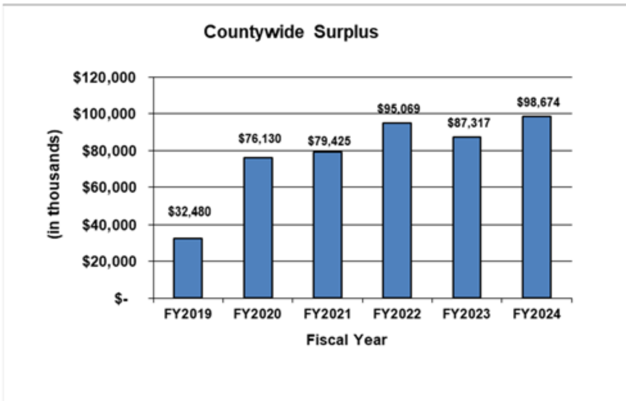
Description:

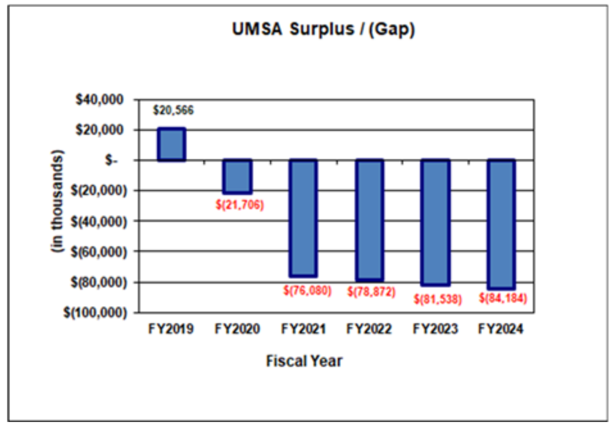
Fiscal Year	Growth
2019-20	-1.00%
2020-21	4.70%
2021-22	3.20%
2022-23	3.00%
2023-24	3.10%

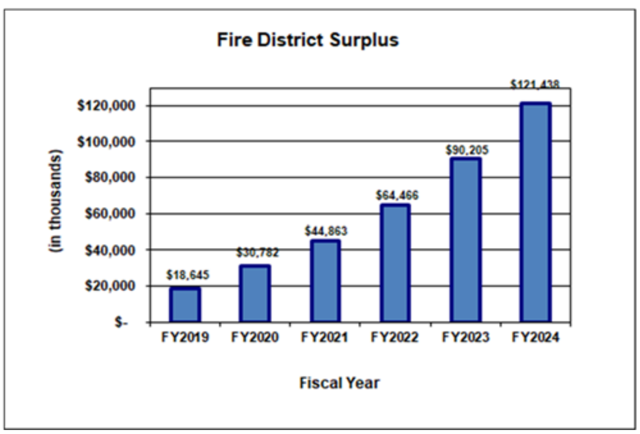
Comments: Growth based on County's inflationary rate and start-up and operational costs for four new libraries.

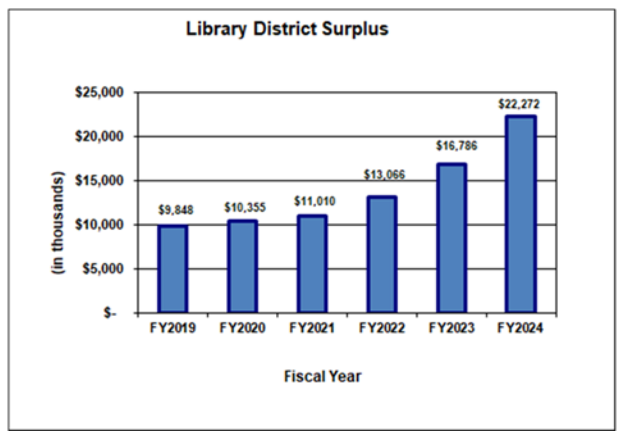
REVENUE/EXPENDITURE RECONCILIATION

As shown in the graphs below, the UMSA budget is expected to develop operational shortfalls within the scope of this financial outlook. The Countywide, Library, and Fire districts are expected to be balanced throughout FY 2023-24.









Return to Table of Contents

FINANCIAL OUTLOOK SUMMARY CHARTS

	2019	2020	2021	2022	2023	2024
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
COUNTYWIDE						
Revenues						
Property Tax	$1,286,118	$1,356,805	$1,424,614	$1,495,813	$1,570,569	$1,649,062
Gas Tax	$71,705	$72,422	$73,147	$73,878	$74,617	$75,363
Carryover	$32,482	$32,480	$76,130	$79,425	$95,069	$87,317
Interest	$8,325	$8,783	$9,221	$9,682	$10,166	$10,674
State Revenue Sharing	$68,152	$70,196	$72,302	$74,471	$76,705	$79,006
Administrative Reimb.	$39,945	$40,344	$40,748	$41,155	$41,567	$41,983
Sales Tax	$84,596	$87,557	$90,621	$93,793	$97,076	$100,473
Other	$16,370	$16,534	$16,699	$16,866	$17,035	$17,205
Total Revenues	$1,607,693	$1,685,120	$1,803,482	$1,885,084	$1,982,803	$2,061,084
Expenses						
Public Safety	$653,552	$682,192	$703,913	$724,774	$746,020	$767,893
Policy Formulation	$34,974	$36,188	$37,450	$38,569	$39,710	$40,884
Transportation	$219,640	$226,275	$282,299	$323,179	$368,011	$386,424
Recreation and Culture	$53,238	$54,577	$56,043	$56,340	$56,667	$58,034
Neighborhood and Infrastrusture	$31,012	$32,068	$33,167	$34,148	$35,147	$36,174
Economic Development	$68,871	$71,898	$82,466	$73,853	$66,722	$65,292
Health & Human Services	$279,731	$292,912	$305,561	$318,609	$332,190	$346,387
General Government	$234,195	$212,879	$223,158	$220,543	$251,020	$261,321
Total Expenses	$1,575,213	$1,608,990	$1,724,057	$1,790,015	$1,895,486	$1,962,410
Surplus	$32,480	$76,130	$79,425	$95,069	$87,317	$98,674

Return to Table of Contents

	2019 Forecast	2020 Forecast	2021 Forecast	2022 Forecast	2023 Forecast	2024 Forecast
UMSA						
Revenues						
Property Tax	$140,638	$146,263	$151,377	$156,668	$162,147	$167,816
Utility Tax	$99,687	$102,678	$105,758	$108,931	$112,199	$115,565
Franchise Fees	$27,271	$27,953	$0	$0	$0	$0
Communications Tax	$30,804	$31,112	$31,423	$31,738	$32,055	$32,376
Carryover	$58,934	$20,566	$0	$0	$0	$0
Interest	$2,775	$2,886	$2,987	$3,091	$3,199	$3,311
State Revenue Sharing	$48,210	$48,210	$48,210	$48,210	$48,210	$48,210
Administrative Reimb.	$13,311	$13,444	$13,579	$13,714	$13,851	$13,990
Sales Tax	$95,395	$98,734	$102,189	$105,766	$109,468	$113,299
Occupational License	$1,350	$1,364	$1,377	$1,391	$1,405	$1,419
Transfer from Reserve						
Other	$4,616	$4,662	$4,709	$4,756	$4,803	$4,851
Total Revenues	$522,991	$497,871	$461,609	$474,265	$487,337	$500,837
Expenses						
Policy Formulation	$11,658	$12,057	$12,472	$12,841	$13,218	$13,605
Public Safety	$377,956	$394,631	$408,209	$420,303	$432,622	$445,303
Transportation	$12,587	$13,018	$13,466	$13,865	$14,271	$14,689
Recreation and Culture	$39,453	$42,041	$44,326	$45,639	$46,977	$48,353
Neighborhood and Infrastrusture	$500	$512	$525	$538	$551	$564
Health and Human Services	$0	$0	$0	$0	$0	$0
Economic Development	$1,388	$1,176	$1,234	$1,294	$1,356	$1,366
General Government	$58,883	$56,142	$57,457	$58,658	$59,882	$61,140
Total Expenses	$502,425	$519,577	$537,689	$553,138	$568,876	$585,021
Surplus/Funding Gaps	$20,566	-$21,706	-$76,080	-$78,872	-$81,538	-$84,184

Return to Table of Contents

	2019 Forecast	2020 Forecast	2021 Forecast	2022 Forecast	2023 Forecast	2024 Forecast
FIRE DISTRICT						
Revenues						
Property Tax	$375,084	$391,971	$409,611	$428,046	$447,310	$467,441
Transport Fees	$30,150	$30,150	$30,150	$30,150	$30,150	$30,150
Planning Reviews and Inspections	$20,677	$21,188	$21,713	$22,251	$22,803	$23,367
Interest	$1,300	$1,300	$1,300	$1,300	$1,300	$1,300
Interfund Transfer	$7,862	$8,059	$8,260	$8,467	$8,678	$8,895
Other Miscellaneous	$922	$922	$922	$922	$922	$922
Carryover	$11,069	$18,646	$30,782	$44,863	$64,466	$90,205
Total Revenues	$447,064	$472,236	$502,738	$535,999	$575,629	$622,280
Total Expenses	$428,418	$441,454	$457,875	$471,533	$485,424	$500,842
Surplus	$18,645	$30,782	$44,863	$64,466	$90,205	$121,438

	2019 Forecast	2020 Forecast	2021 Forecast	2022 Forecast	2023 Forecast	2024 Forecast
LIBRARY DISTRICT						
Revenues						
Property Tax	$71,277	$75,195	$78,953	$82,899	$87,041	$91,392
State Aid	$1,200	$1,000	$1,000	$1,000	$1,000	$1,000
Carryover	$13,846	$9,848	$10,355	$11,010	$13,066	$16,786
Other	$489	$496	$504	$510	$519	$527
Total Revenues	$86,812	$86,540	$90,812	$95,420	$101,626	$109,705
Total Expenses	$76,964	$76,185	$79,802	$82,354	$84,840	$87,433
Surplus	$9,848	$10,355	$11,010	$13,066	$16,786	$22,272

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 financial 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 ensure resources are available to support continued growth, while not negatively impacting economic development in our community.

Miami-Dade Aviation Department

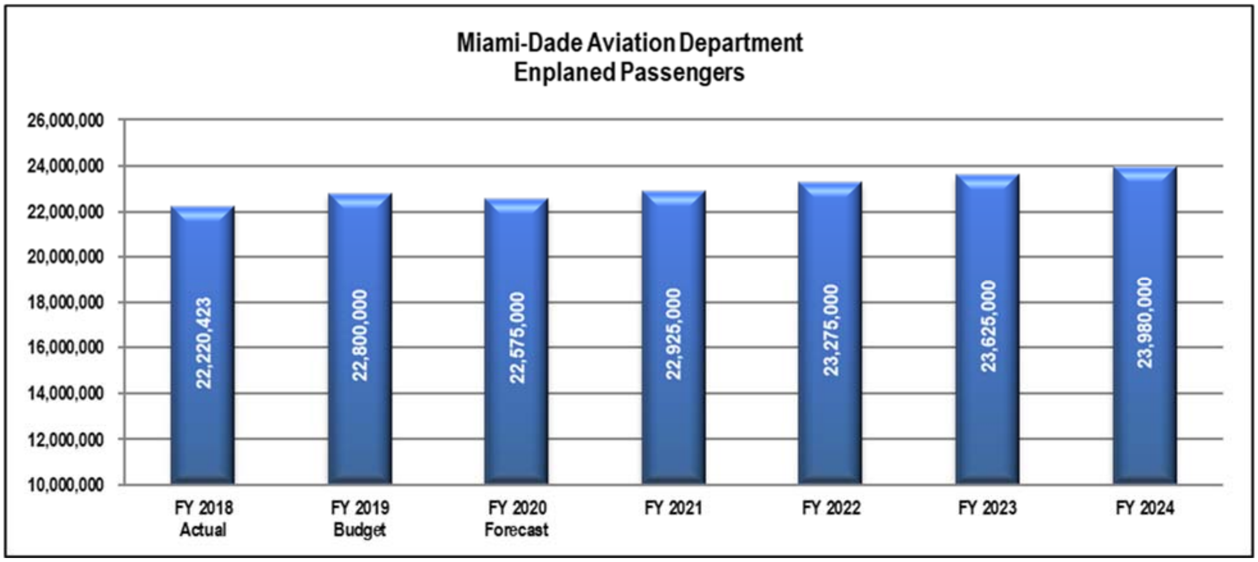
The Miami-Dade Aviation Department (MDAD) operates a system of airports for Miami-Dade County which consists of Miami International Airport (MIA) and four general aviation and training airports: Opa-locka Executive Airport, Miami Executive Airport (previously Kendall-Tamiami Executive Airport), Homestead General Aviation Airport, and Dade-Collier Training & Transition Airport. The Airport System is considered a primary economic engine for Miami-Dade County, as well as for South Florida. More than 36,000 people are employed in the Miami-Dade County System of Airports, 1,400 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, airport system tenants contributed $942.6 million in state and local taxes and $733.4 million of federal aviation tax revenue.

Enplaned Passengers

In FY 2018-19, a diverse group of airlines will provide scheduled passenger service at the Airport including nine U.S. airlines and 49 foreign-flag carriers. It is forecasted that during FY 2018-19, 22.8 million enplaned passengers will transit through MIA, representing a 2.7 percent increase over FY 2017-18 when 22.2 million enplaned passengers moved through MIA. Domestic enplaned passenger traffic is projected to increase 1.6 percent in FY 2018-19 to 11.750 million from the figure of 11.571 million passengers in FY 2017-18. Domestic traffic is projected at 52 percent of MIA total passengers while international traffic is projected at 48 percent or 11.050 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 43 percent of the South American market, 22 percent of the Central America market, and 23 percent of the Caribbean market. With 49 percent of total passenger traffic being international, MIA ranks third in the USA for international passenger traffic and maintains one of the highest international-to-domestic passenger ratios of any U.S. airport.

Return to Table of Contents



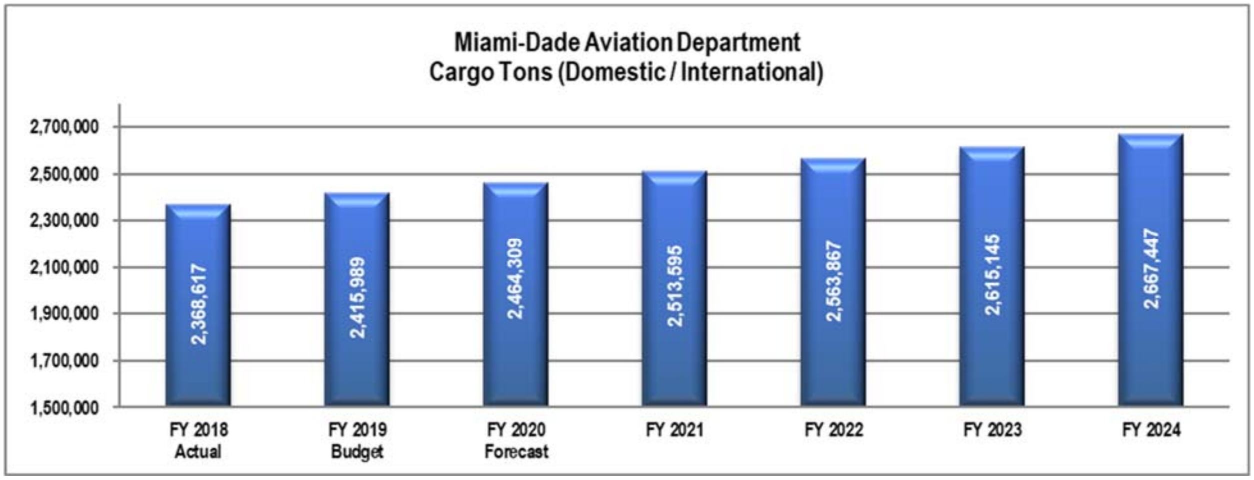
Cargo

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 2017-18, 2.369 million tons of cargo (freight plus mail) moved through MIA, representing a 5.4 percent increase over the prior year's tonnage of 2.248 million. Cargo tonnage is projected to increase by two percent in FY 2018-19 to 2.416 million tons and maintain a two percent growth rate thereafter. International tonnage, representing 86 percent of total tonnage is projected to be 2.02 million tons in FY 2018-19 and domestic tonnage is projected at 332,000 tons. It is projected that these amounts will grow proportionally at a two percent growth annual factor.

MIA's total air trade is valued at $59 billion annually, or 94 percent of the dollar value of Florida's total air imports and exports, and 40 percent of the State's total (air and sea) trade with the world. As the center for hemispheric air trade, MIA now handles 81 percent of all air imports and 78 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 63 percent of all perishable import products, 89 percent of all cut-flower imports, 47 percent of all fish imports, and 65 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.

Return to Table of Contents



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 increasing 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 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 through a Majority-In-Interest (MII) review process (by a majority of signatory airlines belonging to the Miami Airport Affairs Committee) 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 in FY 2019 and end in 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 through a second MII 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

Return to Table of Contents

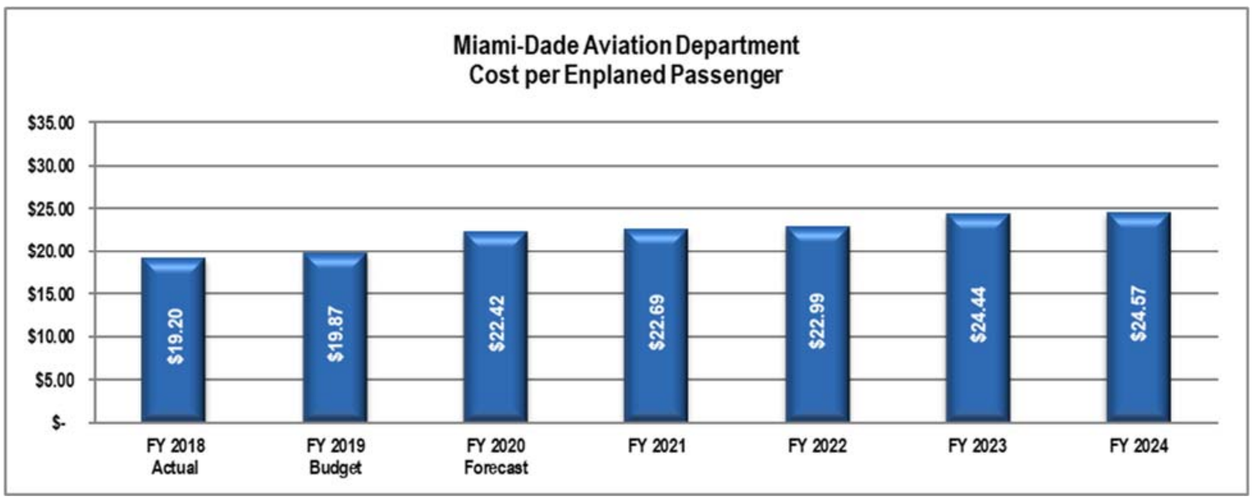
Rehabilitation of Taxiways R, S, and T will provide needed upgrades and act as an enabling project for the future Cargo Optimization Redevelopment and Expansion Program (CORE). A major component of the TOP, the South Terminal Projects are comprised of a new automated checked baggage inspection system, 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 percent 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 increases 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

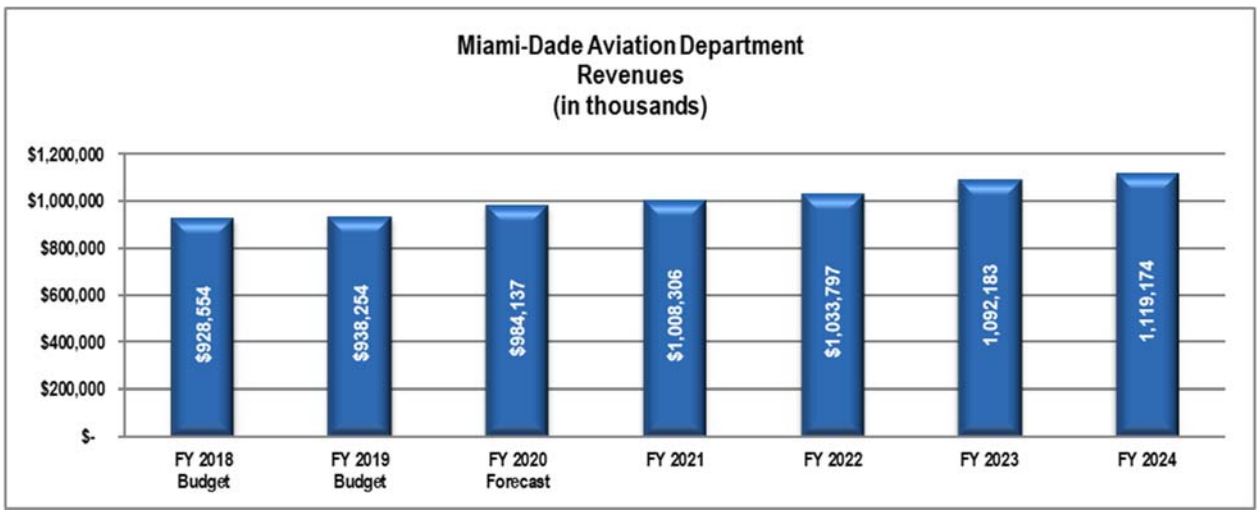
Return to Table of Contents

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

Economic Outlook

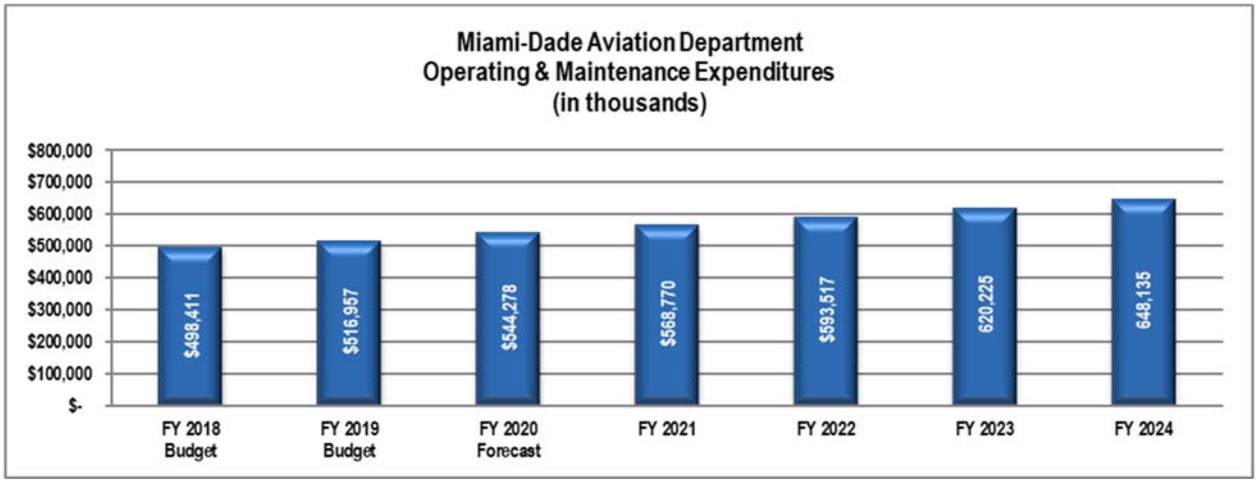
MDAD recognizes sound management and financial investment strategies as a priority outcome. Currently, the Department's bonds are rated A by Standard & Poor's, A by Fitch Ratings and AA- by KBRA (Kroll Bond Rating Agency). All of the rating agencies cite MIA's role as the nation's largest international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

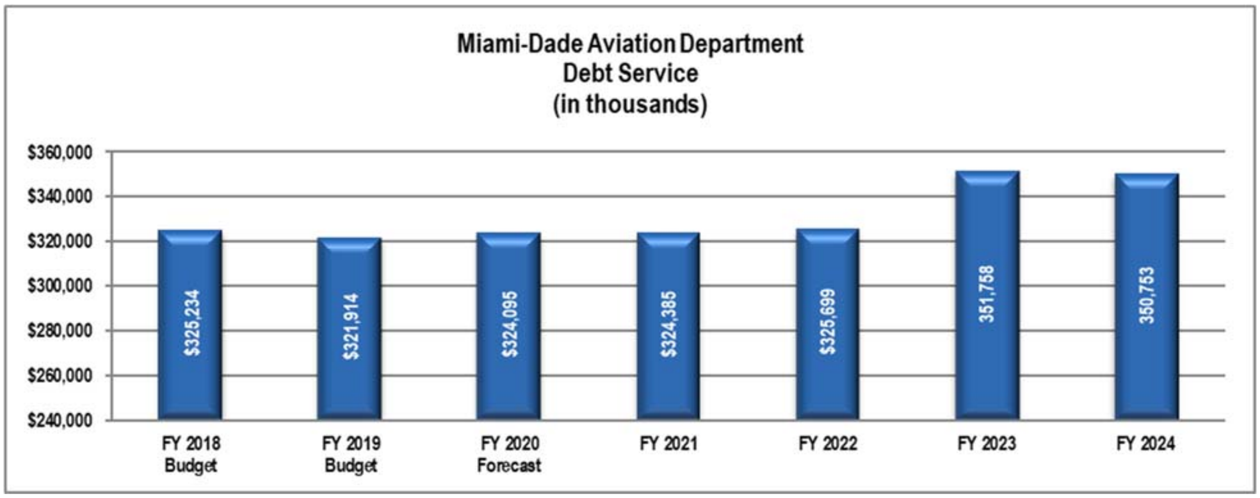


MDAD's revenue forecast is based on a residual revenue model. Unlike traditional fee for service models, MDAD calculates the landing fee rate based on expenses that are not covered by direct fees for services provided.

Return to Table of Contents

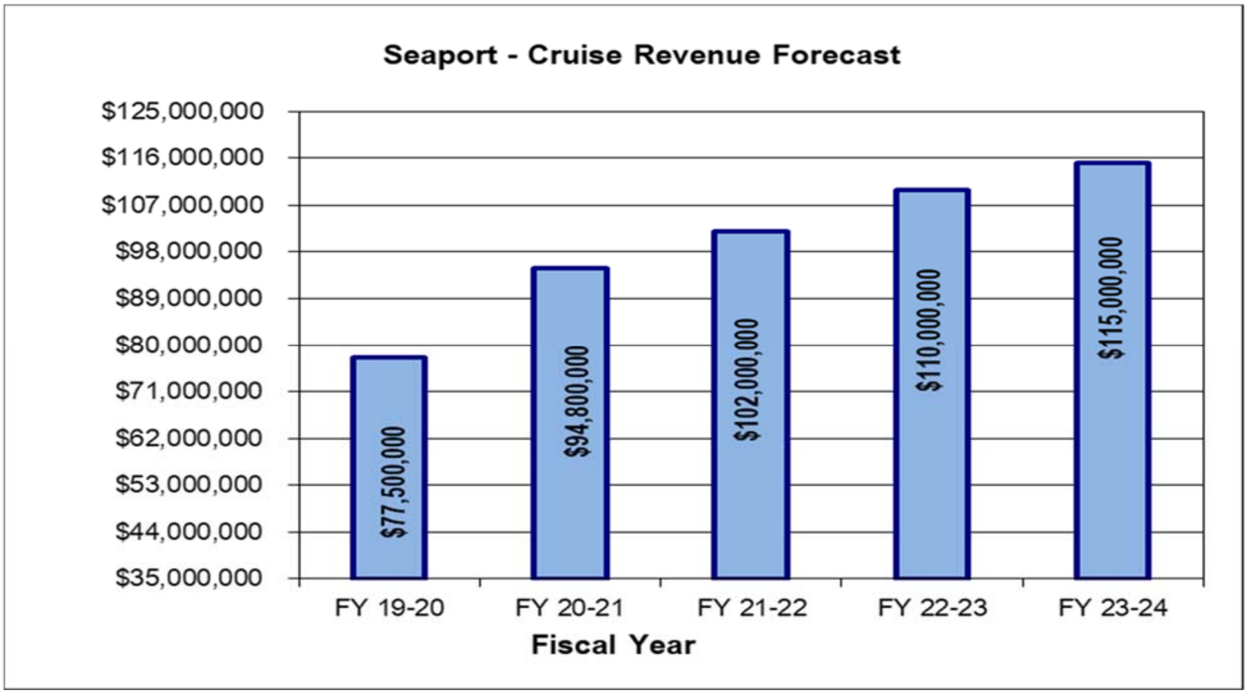


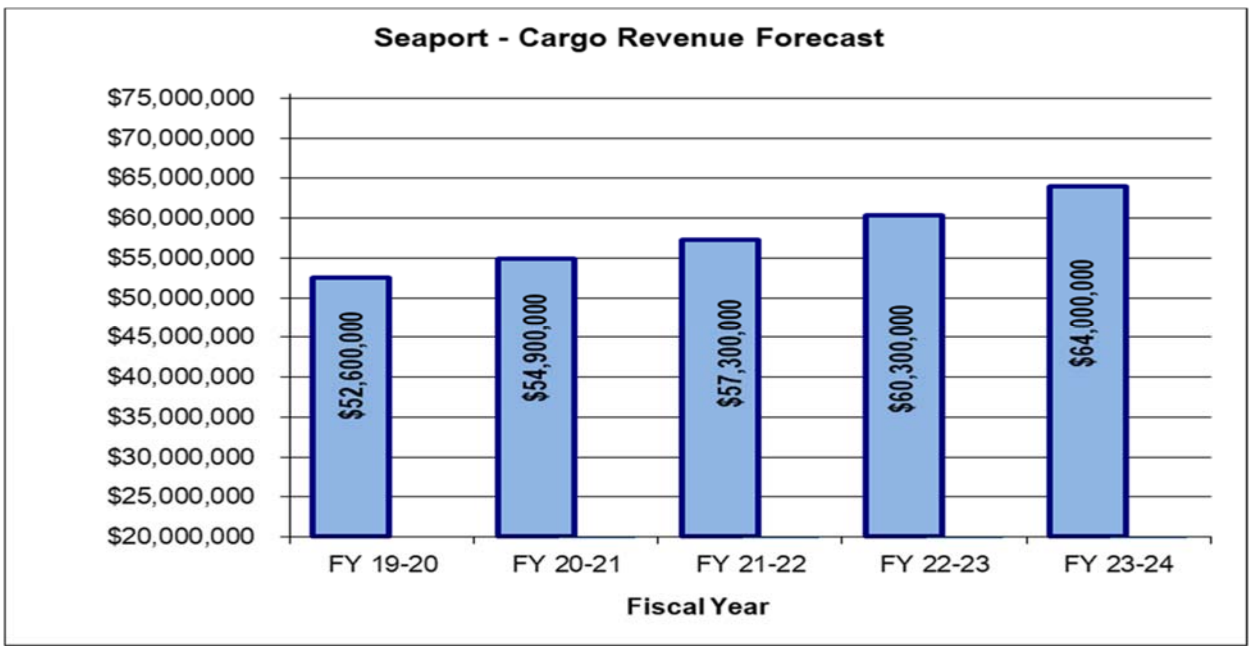
MDAD's operating and maintenance expenditures include expenditures associated with running MIA, as well as four general aviation airports. This amount excludes depreciation and transfers to debt service accounts, improvement fund and maintenance reserve accounts, as well as a mandated operating cash 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 5.6 million passengers in FY 2017-18 and is projected to process approximately 6.5 million in FY 2018-19. The volume of cargo throughput in FY 2017-18 was 1.08 million TEUs, an increase of 5.8% over FY 2016-17. The TEUs and passengers in FY 2017-18 were both records for the Seaport. 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:



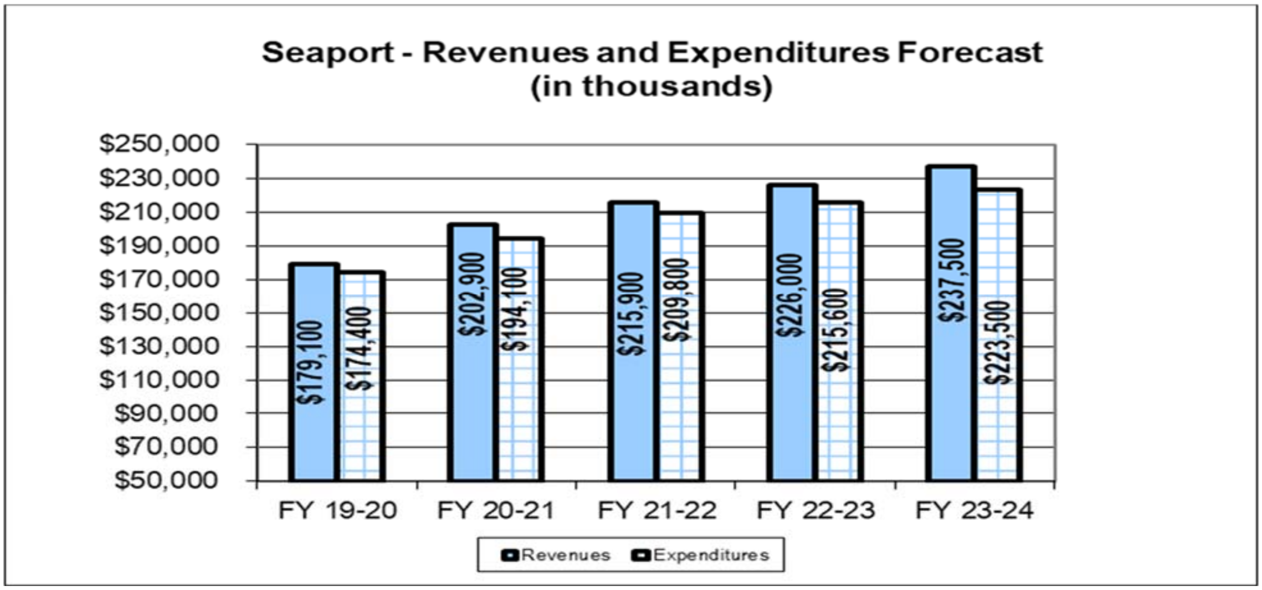


Capital Improvement Plan (CIP)

The major thrust of PortMiami's CIP relates to cruise operations with New Terminal 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, with 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.

Return to Table of Contents

Additional debt scenarios are under consideration, including a combination of short-term commercial paper being issued in FY 2017-18 and FY 2018-19 and long-term debt issues.



Financial Outlook

Revenues include cruise, cargo, rentals, parking, ferry operations, and other miscellaneous items including harbor fees and ground transportation, as well as Secondary Gas Tax revenue beginning in FY 2016-17, as part of the state support for the Port Tunnel. 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, the cruise line revenue forecast is based on anticipated cruise lines' itineraries through FY 2018-19. Future estimates are that the Port will grow from 5.6 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 to six percent annually with other revenues being adjusted as necessary.

Expenditures assume a growth rate of four percent for salary and fringes in per year through FY 2022-23. Other operating expense increases are assumed at three percent year over year, in addition to various increases in debt service payments as the Port continues to fund its CIP. The Sunshine State loans effective interest rate is assumed at 2.5 percent for FY 2017-18, growing to 4.5 percent by FY 2022-23. A two months operating cash reserve is funded.

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

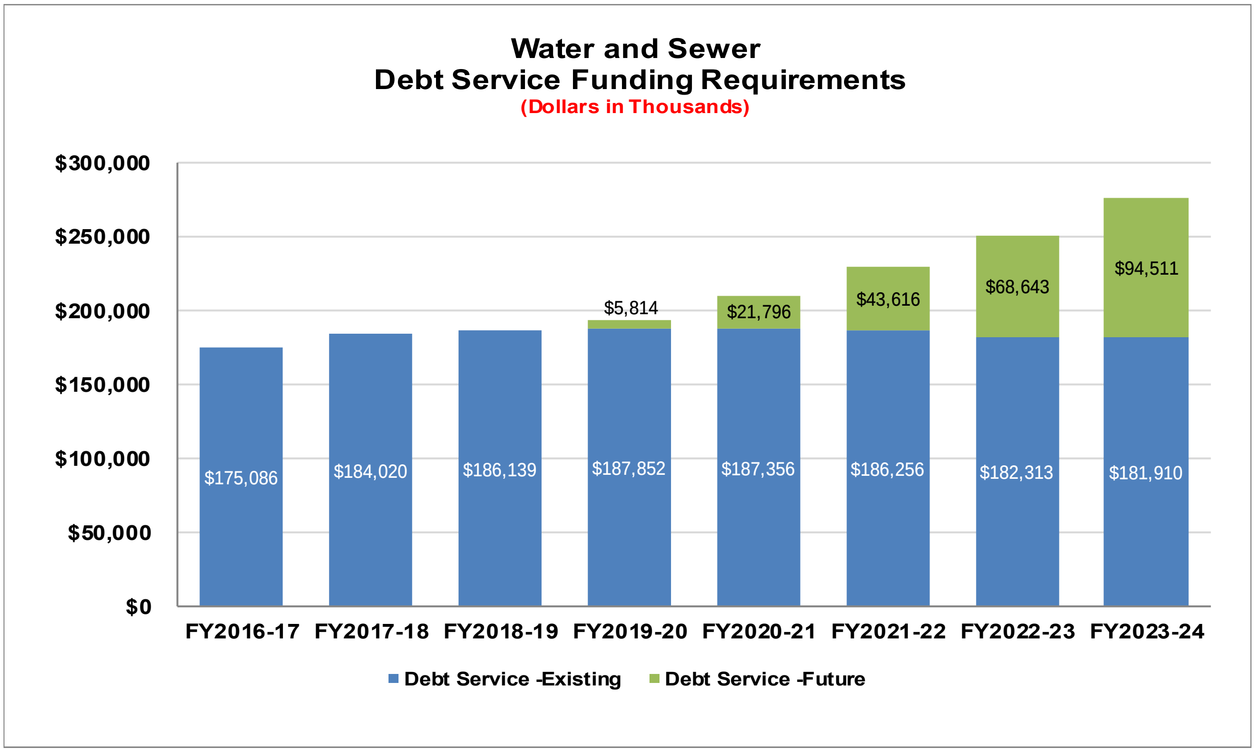
Water and Sewer

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 $5.819 billion in the FY 2018-19 through FY 2026 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 2018-19, consent related capital projects are estimated at $1.8 billion.

The entire multi-year capital plan for the Water and Sewer Department totals $11.395 billion and will require future debt issuances.

Return to Table of Contents



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 5%	Retail Revenue Increase 5%	Retail Revenue Increase 6%	Retail Revenue Increase 6%	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 2016-17 Actual**	**FY 2017-18 Projected**	**FY 2018-19 Proposed**	**FY 2019-20 Future**	**FY 2020-21 Future**	**FY 2021-22 Future**	**FY 2022-23 Future**	**FY 2023-24 Future**
Revenues								
Retail Water	$ 265,636	$ 275,054	$ 280,739	$ 294,776	$ 309,514	$ 328,085	$ 347,770	$ 372,114
Wholesale Water	34,916	39,794	32,408	37,948	39,086	40,259	41,467	42,711
Retail Wastewater	288,910	306,487	314,420	330,141	346,648	367,447	389,494	416,759
Wholesale Wastewater	88,938	81,409	77,991	83,321	87,487	91,861	96,455	101,277
Other Operating Revenue	28,932	30,253	30,404	30,404	30,556	30,709	30,862	31,017
Total Operating Revenues	**$ 707,332**	**$ 732,997**	**$ 735,963**	**$ 776,590**	**$ 813,292**	**$ 858,362**	**$ 906,048**	**$ 963,878**
Expenses								
Water Operating and Maintenance	$ 166,534	$ 193,402	$ 210,978	$ 219,477	$ 228,243	$ 236,942	$ 245,976	$ 255,453
Wastewater Operating and Maintenance	231,996	236,380	257,862	268,250	278,964	289,596	300,638	312,221
Total Operating Expenses	**$ 398,530**	**$ 429,782**	**$ 468,840**	**$ 487,727**	**$ 507,207**	**$ 526,537**	**$ 546,615**	**$ 567,674**
Non-Operating								
Other Non-Operating Transfers	$43,758	$31,434	($13,600)	$11,797	$14,376	$20,193	$28,127	$42,120
Interest Income	(3,144)	(4,589)	(7,788)	(8,996)	(9,863)	(10,686)	(12,118)	(14,831)
Debt Service - Existing *(net of SWAP receipts)*	175,086	184,020	186,139	187,852	187,356	186,256	182,313	181,910
Debt Service - Future	-	-	-	5,814	$21,796	$43,616	$68,643	$94,511
Capital Transfers	93,102	92,349	102,373	92,396	92,420	92,445	92,469	92,494
Total Non-Operating Expenses	**$ 308,802**	**$ 303,215**	**$ 267,123**	**$288,863**	**$ 306,086**	**$ 331,824**	**$ 359,433**	**$ 396,204**

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 2016-17	**Projected FY 2017-18**	**Proposed FY 2018-19**	**Future FY 2019-20**	**Future FY 2020-21**	**Future FY 2021-22**	**Future FY 2022-23**	**Future FY 2023-24**
Proposed Retail Revenue Increases				**5%**	**5%**	**6%**	**6%**	**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	1.94	1.87	1.71	1.74	1.73	1.69	1.64	1.56
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	6.92	6.46	5.04	4.91	5.13	5.39	6.64	6.21
(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	$ 57,563	$ 66,436	$ 48,894	$ 80,805	$ 96,934	$ 113,905	$ 138,686	$ 177,296
Total Flexible Cash Reserves	**$ 88,097**	**$ 96,970**	**$ 79,428**	**$ 111,339**	**$ 127,468**	**$ 144,439**	**$ 169,220**	**$ 207,830**
Reserves Required By Bond Ordinance	**$ 71,638**	**$ 74,199**	**$ 78,140**	**$ 81,288**	**$ 84,534**	**$ 87,756**	**$ 91,102**	**$ 94,612**

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 the 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 1.709 million tons in FY 2018-19. The FY 2018-19 tons are estimated to be eight percent lower than the prior year due to debris from Hurricane Irma collected in FY 2017-18. 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) assumes that the residential household collection fee will remain at $464 annually. 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 Consumer Price Index (CPI) South All Urban Consumers increase of 2.71 percent issued by the US Bureau of Labor Statistics in July 2018, increasing the contract rate from $61.01 to $62.67. 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 $154 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

Return to Table of Contents

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.
Based on the current forecast, expenditures will exceed revenues in Collections beginning FY 2020-21 resulting in depletion of reserves that will require a fee increase of at least $25. Determinations regarding unreimbursed Hurricane Irma expenditures may result in a fee increase to be required earlier.

Collection and Disposal Operations	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Projections	Future	Future	Future	Future	Future
Revenues						
Collection Fees and Charges	159,770	162,680	162,534	158,100	151,106	139,635
Disposal Fees and Charges	384,139	349,730	336,155	342,908	361,388	379,037
Total Operating Revenues	$543,909	$512,410	$498,689	$501,009	$512,494	$518,672
Expenses						
Collection Operating and Maintenance	150,039	151,859	155,594	157,328	161,200	163,703
Disposal Operating and Maintenance	143,502	142,592	143,449	146,326	149,228	152,251
Total Operating Expenses	$293,541	$294,451	$299,043	$303,654	$310,428	$315,954
Collection Debt Service and Capital	6,594	8,636	9,998	11,637	13,061	14,261
Disposal Debt Service and Capital	56,108	39,621	22,398	11,791	13,695	12,961
Total Non-Operating Expenses	$62,702	$48,257	$32,396	$23,428	$26,756	$27,222
Year-End Cash Flow						
Collection Year-End Total	$3,136	$2,185	($3,058)	($10,865)	($23,155)	($38,329)
Disposal Year-End Total	$184,529	$167,517	$170,308	$184,792	$198,464	$213,825

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. 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 on page XX summarizes the revenue and expenditure projections for the next five years.

In FY 2018-19, PTP Surtax funding of $287.35 million (includes PTP Surtax at 100 percent of estimated value, prior year carryover, and interest earning revenues) will be used for the following: Department of Transportation and Public Works (DTPW) transit services and operations ($95.126 million, a reduction of $4.46 million from the FY 2017-18 allocation), Citizens' Independent Transportation Trust (CITT) board support and oversight of PTP funds ($2.609 million), municipalities to operate and create local roadway and transportation services ($63.619 million), Public Works PTP roadway and neighborhood pay-as-you-go projects ($3.154 million), transfer to PTP Capital Expansion Reserve fund ($12.307 million), and debt service and bus lease financing requirements ($98.221 million), anticipating a end-of-year fund balance of $12.314 million, which helps support FY 2019-20 PTP Obligations. Additionally, PTP debt proceeds will be used for planned PTP capital activities including $231 million in transit projects, $36.103 million in roadway projects, $129.34 million in bus replacement financing and $13.661 million in PTP capital expansion expenses for the Project Development and Environment (PD&E) studies of the Strategic Miami Area Rapid Transit Plan (SMART) Plan.

PTP Revenue and Expenses

After growing at a compounded annual growth rate of 4.8 percent over five years between FY 2011-12 to FY 2016-17, PTP Surtax revenue is projected to grow by 4.94 percent from FY 2016-17 to FY 2017-18, generating $268.551 million. Starting in FY 2018-19, PTP Surtax revenue is expected to grow at an annual rate of three percent to $276.607 million; this growth rate is anticipated to continue over the next five years.

The PTP expenditures over the next five years includes 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 2018-19 budget of $2.609 million and DTPW public works pay-as-you-go expenses grown at three percent from the FY 2018-19 budget of $3.154 million. The PTP Capital Expansion Reserve fund will support PD&E expenses for the SMART Plan for DTPW and the Transportation Planning Organization ($11.433 million in total).

Included as part of the five-year plan expenditures, the PTP will continue to meets its current debt service obligations for transit projects ($404.44 million in total) and public works projects ($149.168 million in total over the next five years). Also planned over the next five years, additional future debt service payments for future bond proceeds to continue DTPW PTP capital projects ($258.528 million in total). These future debt service expenditures assume 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 Surtax for the replacement of the aging Metrobus fleet ($160.187 million in total).

Finally, after meeting the commitments and obligations above, the PTP Surtax will continue to support DTPW transit service operation and maintenance over the next five years, including PTP-authorized activities. It is anticipated that PTP Surtax support will decrease year over year until FY 2023-24, when no PTP Surtax revenue is funding operations, as planned debt service obligations increase and contributions begin for future SMART plan capital projects. Once no PTP Surtax revenue is supporting operations, the County's General Fund Maintenance of Effort will be subsidizing PTP activities, such as the Golden and Patriot Passport program, Metrorail Orange-Line, and fare-free Metromover services.

DTPW Operations and Capital

The General Fund contributions in the Pro-Forma have been adjusted from the July 2017 Pro-Forma. Although the amount of General Fund is $75 million lower in the first five-years, over the life of the Pro-Forma, the total General Fund contribution to support existing Transit operations is increased by $2.549 billion. As it pertains to revenues for DTPW operations, the plan assumes a series of extraordinary adjustments above the General Fund Maintenance of Effort (MOE) of 3.5 percent beginning in FY 2018-19 ($114.781 million over five years). The FY 2018-19 General Fund allocation includes $3.714 million more than the required MOE and completes the repayment of the FY 2014-15 deferred MOE of $5.876 million.

Transit Fare revenues continue to experience significant losses (32 percent from the current year projection to FY 2013-14). Transit Fares receipts are projected to bottom out in FY 2017-18 at $80.203 million and are anticipated to grow at 0.5 percent 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 2019-20 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 include an operating adjustment to Metrobus as approved in FY 2016-17 and further adjusted in FY 2017-18, including contracting out bus routes. 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, retirement, and workers' compensation increases to reflect necessary adjustments to fund self-insurance fund reserves. Furthermore, it anticipates that these operating efficiencies will offset a FY 2016-17 end of year shortfall of $7.843 million. In addition, the Pro-Forma has been updated to include anticipated bargaining unit concessions equivalent to those reached with the other collective bargaining units, which include a one percent Cost of Living Adjustment. All other operating expenses have been grown by the estimated Congressional Budget Office inflationary rates. The

Return to Table of Contents

forecast 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 ($667.973 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 ($81.146 million) all funded through bond proceeds. The Five-Year Plan continues the planned bus replacement of 613 buses that starts in FY 2017-18 and will be completed by FY 2023-24 ($284.281 million in total).

SMART Plan

The General Fund Maintenance of Effort has been planned to meet the anticipated funding needs of the Department and ensure that the additional annual PTP Surtax funding of $30 million starting in FY 2022-23 for SMART Plan implementation. Furthermore, additional PTP Surtax 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). Also, beginning in FY 2018-19, it is planned that funding from the PTP Capital Expansion Reserve fund totaling $109.407 will be available to the SMART Plan as well. Finally, the Five-Year plan includes an additional $16.473 million from dedicated DTPW joint development revenue as required by resolutions R-429-17 and R-774-17 and an additional $34.364 million from the Transportation Infrastructure Improvement District (TIID) revenues as required by Ordinance 18-8. Because of the Board adopting, at its first budget hearing, the funding commitment for the South Dade Transit Way Corridor, the Pro-Forma reflects the capital, operating, and capital renewal and replacement (State of Good Repair) expenditures.

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. Also PTP Surtax is expected to provide support for future Transit services and operation as debt obligations are retired. Except for the South Dade Transit Way corridor, 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. The plan anticipates over $8.708 billion in nominal dollars to be available over 40 years for the SMART plan ($820.103 million from PTP Capital Expansion funds, $974.671 million from TPO Flexed SU Grant funds, $4.751 billion from Available PTP Surtax funds, $1.831 billion from TIID funds, and $ 130.964 million from Transit Joint Development funds). This is an increase of $2.557 billion from last year's Pro-Forma. As information becomes available concerning the sequencing and scheduling of implementing the SMART Plan, then the Pro-Forma will be updated and adjusted accordingly.

Return to Table of Contents

Revenues (Dollar in Thousands)	2019	2020	2021	2022	2023	2024
Operating Revenues						
Transit Operating Carryover	-	1,278	-	-	-	-
Transit Fares and Fees	80,096	86,152	86,583	87,016	87,451	87,888
Other Transit Revenues	16,669	16,732	16,732	16,915	27,429	18,035
PTP Revenue Fund Carryover	10,643	12,314	-	-	-	1,131
PTP Interest Earnings	100	100	100	100	100	100
Grant Funding and Subsidies						
State Disadvantaged Trust Fund Program	6,000	6,000	6,000	6,000	6,000	6,000
Local Revenues						
Countywide General Fund Support (MOE)	196,924	207,660	221,025	277,684	318,615	361,075
Extraordinary Adjustment in General Fund Support	3,714	5,891	47,269	30,157	30,250	1,970
PTP Sales Tax Revenue	276,607	284,905	293,452	302,256	311,324	320,664
Capital Revenues						
PTP Capital Expansion Reserve Fund Carryover	74,997	-	-	-	-	-
DTPW PTP Capital Project Fund Carryover	14,443	340	191,582	80,945	524	80,889
Planned Future Bond Proceeds	253,000	399,852	-	-	109,000	-
Planned Financing for Bus Replacement Program	129,340	144,013	2,745	2,737	2,726	2,720
FTA Capital Grant	-	-	7,194	92,806	-	-
State Capital Grant	-	-	67,200	32,800	-	-
Fund Transfers						
PTP Capital Expansion from PTP Revenue	12,307	10,187	7,292	4,667	5,366	6,087
Transit Operating from PTP Revenue	95,126	89,624	50,835	26,778	1,491	-
Smart Plan Revenues						
SMART Plan Carryover	-	60,128	58,684	50,053	89,373	161,046
Transfer from PTP Revenue from swapped TPO SU Grant Funds	-	17,123	24,733	32,815	30,000	30,000
Transfer Plan from Available PTP Revenue Funds	-	-	-	-	30,000	31,608
Transfer Plan from Capital Expansion	77,071	8,987	7,292	4,667	5,366	6,087
Transfer Plan from Dedicated Transit Joint Development Revenue	685	721	721	904	11,418	2,024
Transfer Plan from Transportation Infrastructure Improvement District	8,372	1,725	2,623	3,615	7,076	10,953
Total Revenues	1,256,094	1,353,732	1,092,062	1,052,915	1,073,509	1,128,277

Return to Table of Contents

Expenses (Dollar in Thousands)						
DTPW Operating Expenses						
Transit Operating Expense, net of reimbursements	391,505	407,555	422,662	438,585	454,757	467,883
Capital Expenses						
PTP Capital Expansion Reserve Expenses	10,233	1,200	-	-	-	-
DTPW Transit PTP Capital Projects Fund Expenses	231,000	178,873	96,592	79,160	28,635	53,713
DTPW Public Works PTP Capital Projects Fund Expenses	36,103	29,737	14,045	1,261	-	-
Planned Bus Replacement Purchases	129,340	144,013	2,745	2,737	2,726	2,720
Debt Service/Financing Expenses						
Current PTP Debt Service for Transit	68,306	67,238	67,233	67,232	67,223	67,208
Current PTP Debt Service for Public Works	24,590	24,919	24,921	24,920	24,912	24,906
Future DTPW PTP Debt Service	-	15,190	36,077	69,087	69,087	69,087
Future Financing for Future Bus Replacement Program	5,325	18,710	33,613	33,897	34,180	34,462
TPO Reimbursement						
Reimbursement from TPO Flexed SU grant	-	(17,123)	(24,733)	(32,815)	(30,000)	(30,000)
Transfer Out						
Municipal Contributions, includes new cities	63,619	65,528	67,494	69,519	71,605	73,753
SFRTA Contribution	4,235	4,235	4,235	4,235	4,235	4,235
Transfer to County Departments/Programs						
Transfer to Office of the CITT	2,609	2,674	2,741	2,810	2,880	2,952
Transfer to Public Works Pay as You Go Projects	3,154	3,249	3,346	3,446	3,549	3,655
Transfer from PTP Revenue to Transit Operating	95,126	89,624	50,835	26,778	1,491	-
Intrafund Transfers						
Transfer from PTP Revenue to PTP Capital Expansion	12,307	10,187	7,292	4,667	5,366	6,087
Transfer to Transit Debt Service for Non-PTP Debt	826	826	826	826	826	826
Contributions to the SMART Plan						
PTP Capital Expansion Reserve Fund	77,071	8,987	7,292	4,667	5,366	6,087
PTP Revenue Fund from swapped TPO SU Grant Funds	-	17,123	24,733	32,815	30,000	30,000
PTP Revenue Fund from Available Funds	-	-	-	-	30,000	31,608
Transit Operating Fund Dedicated Joint Development Revenue	685	721	721	904	11,418	2,024
South Dade Transit Way Corridor Expenditures						
Capital Expenditures	26,000	30,000	118,394	125,606	-	-
Operating Expenditures, Net of Revenue	-	-	-	2,681	12,187	10,984
Capital Renewal and Replacement (State of Good Repair)	-	-	-	-	-	-
Planned End of Year Carryover						
SMART Plan End of Year Balance	60,128	58,684	50,053	89,373	161,046	230,734
PTP Revenue Fund End of Year Balance	12,314	-	-	-	1,131	8,177
PTP Capital Expansion Reserve Fund End of Year Balance	-	-	-	-	-	-
DTPW Transit Operating Fund End of Year Balance	1,278	-	-	-	-	-
DTPW PTP Capital Projects Fund End of Year Balance	340	191,582	80,945	524	80,889	27,176
Total Expenses	1,256,094	1,353,732	1,092,062	1,052,915	1,073,509	1,128,277