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 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 users of the services provided – the airlines, cruise lines and cargo lines that use Miami International Airport, the general aviation airports and PortMiami; the people who ride our public transit system; and the residents and businesses that use our solid waste, water and wastewater facilities and services. Our rates and fees are set to ensure resources are available to support continued growth, while not negatively impacting economic development in our community.

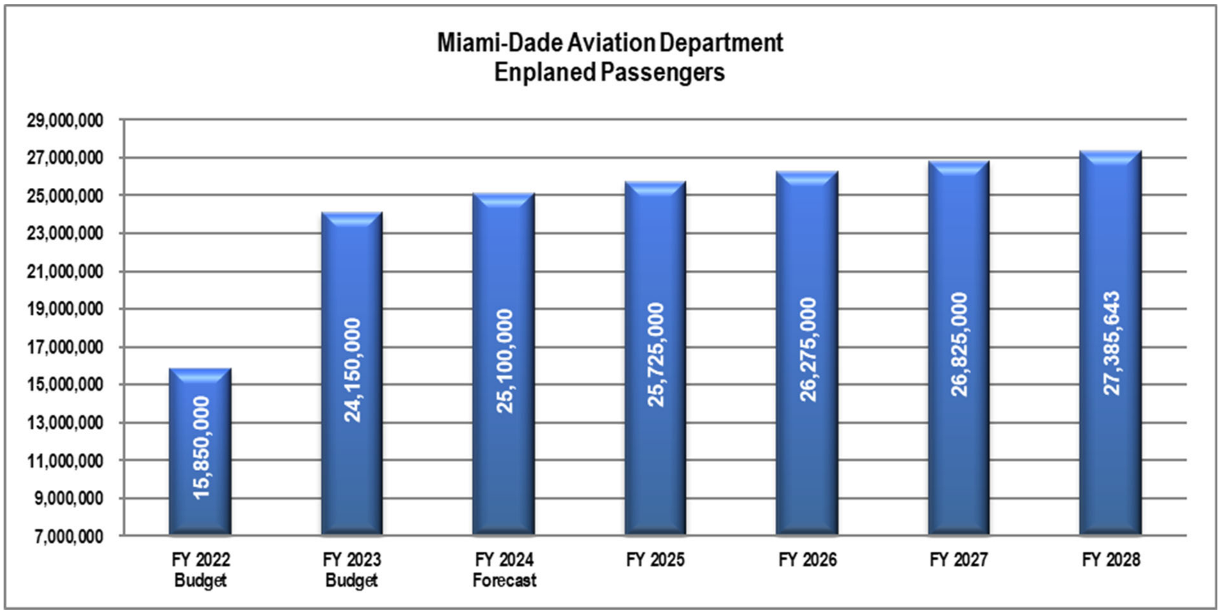
Miami-Dade Aviation Department

The Miami-Dade Aviation Department (MDAD) operates a system of airports for Miami-Dade County which consists of the Miami International Airport (MIA) and four general aviation and training airports: Miami-Opa locka Executive Airport, Miami Executive Airport (previously Kendall-Tamiami Executive Airport), Homestead General Aviation Airport and Dade-Collier Training and 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, 1,482 of whom are County employees.

Enplaned Passengers

It is forecasted that during FY 2022-23, 24.1 million enplaned passengers will transit through MIA, representing an increase of 52.5 percent over FY 2021-22, when 15.8 million enplaned passengers are estimated to have moved through MIA. Domestic enplanements are projected to be higher by 52.7 percent, or 14.000 million, during FY 2022-23 when compared to FY 2021-22 while international enplanements are projected to increase by 51.9 percent, or 10.100 million, when compared to FY 2021-22. Domestic traffic is projected at 58 percent of MIA total passengers while international traffic is projected at 42 percent of MIA total passengers.

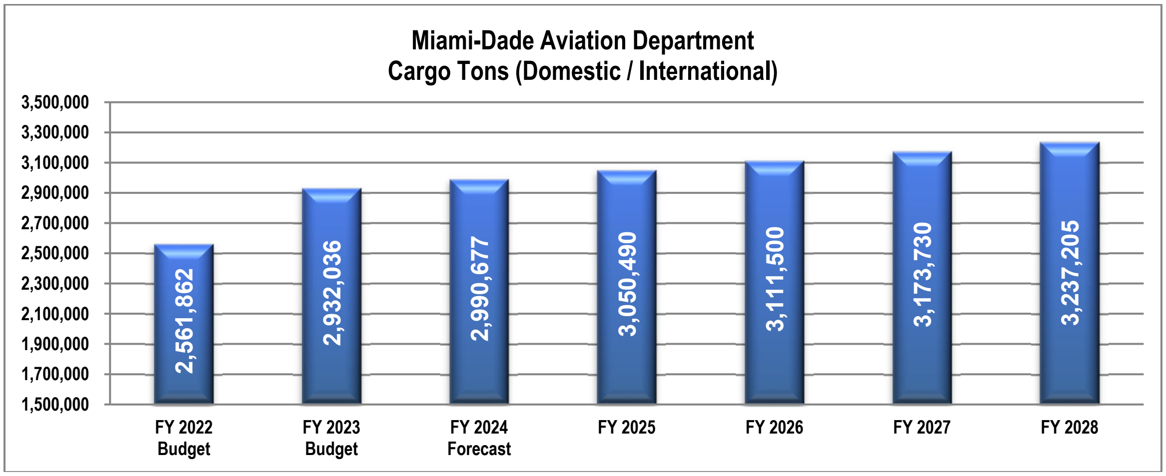
In international air travel, MIA's geographical location, close proximity to a cruise port, and cultural ties provide a solid foundation for travel to and from Latin America, handling 48 percent of the South American market, 23 percent of the Central America market and 19 percent of the Caribbean market. With 35 percent of total passenger traffic being international, MIA ranks first 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 2021-22, it is estimated that 3 million tons of cargo (freight plus mail) will move through MIA, representing a 13 percent increase from the prior year's tonnage of 2.646 million. Cargo tonnage is projected to level off in FY 2022-23 at 2.932 million tons and maintain a two percent growth rate thereafter. International tonnage, representing 82 percent of total tonnage, is projected to be 2.41 million tons in FY 2022-23 and domestic tonnage is projected at 521,000 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 $67.5 billion annually, or 95 percent of the dollar value of Florida's total air imports and exports, and 41 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 69 percent of all perishable import products, 89 percent of all cut-flower imports, 58 percent of all fish imports and 69 percent of all fruit and vegetable imports.



Capital Improvement Program (CIP) Financial Update

The Aviation Department unveiled its revised CIP Program to the Board of County Commissioners on June 4th, 2019; the CIP Program was subsequently approved by the Board. The CIP Program is currently programmed at $6.372 billion in the FY 2022-23 Adopted Capital and Multi-Year Plan.

This CIP Program will fund five sub-programs that will be built during the period of 5-15 years through 2035 and beyond. To create these sub-programs, an in-depth assessment was conducted of the County's Airport System (including general aviation airports) by the Aviation Department staff that considered factors such as demand for growth, operational needs (airside, landside, cargo and terminal) and funding capacity. Based on the results of the evaluation, the Aviation Department combined MIA's previous capital program, referred to as the Terminal Optimization Program (TOP), with a series of additional projects to develop the CIP Program.

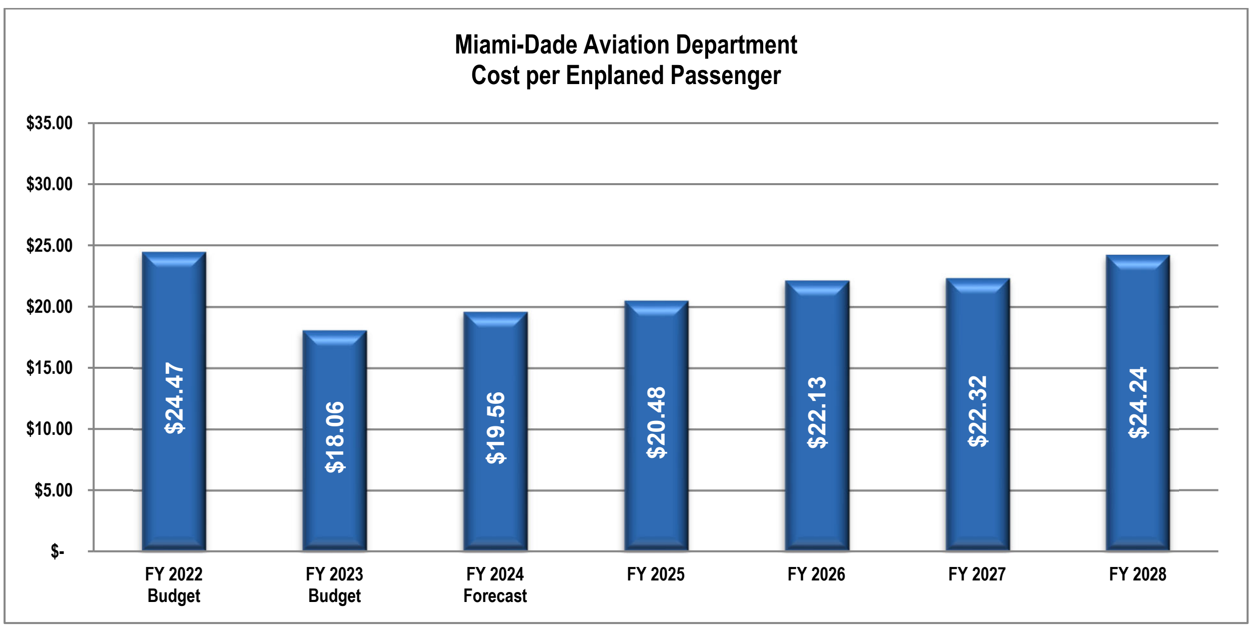
This CIP Program has been structured to facilitate the "phasing in" and "phasing out" of capital projects in order to adjust to emerging airline needs or changing conditions, and to allow for the utilization of MIA during construction. Furthermore, it provides a path for responding to MIA's present and future growth needs. The CIP projects will be constructed through the implementation of the following five sub-programs: North Terminal (Gate Optimization Project, D60 Redevelopment), Central Terminal (Central Terminal Redevelopment, Concourse F Modernization, Concourse G Demolition and Apron), South Terminal (South Terminal Expansion, Apron Expansion), Cargo (Taxiway R, Fuel Tender, Ramp Expansion, Building 702 Extension and Apron, Fumigation Facility) and Miscellaneous (Roadway and Bridge Improvements, Bus Maintenance Facility, North Terminal GSE, South Terminal GSE and Auto Fueling Station, Park 6 Garage, New On-Airport Hotels). Additionally, a series of other capital projects will be constructed to improve and develop the general aviation airports.

MIA’s current CIP Program includes $1.9 billion as approved through a Majority-In-Interest (MII) review process (by a majority of the 11 Signatory Airlines that represent the MIA Signatory Airlines as members of the Miami Airport Affairs Committee). Additionally, there are approximately $250 million in capital projects included in the capital budget that do not require an MII review. Some of the projects already completed include: Concourse E renovations, revamped Automated People Mover (APM) connecting Lower Concourse E with Satellite E, and renovated Federal Inspection Services (FIS) facility in Concourse E. Projects in progress include: rehabilitation of Taxiways R, S and T; new automated checked baggage inspection system; central base apron and utilities; central terminal E-H ticket counter; airport-wide passenger loading bridge replacements; new employee parking garage; existing parking garages structural repairs; state-of-the-art Airport Operations Center (AOC); and many other projects that will improve aesthetics, meet current life-safety and security requirements, and address maintenance needs.

The Department's capital program will be comprised of 21 subprograms: MIA - General Aviation Airport projects, Airfield/Airside, Cargo and Non-Terminal buildings, Central Base Apron and Utilities, Central Terminal, Concourse E, Fuel facilities, Land Acquisition, Land Acquisition 2020, Landside and Roadways, Miscellaneous projects, North Terminal, Passenger Boarding Bridges, Reserve Maintenance projects, South Terminal Expansion, South Terminal, Support Projects, Terminal Wide Re-Roofing, Terminal Wide Restrooms, and New Program Contingency.

To keep these capital costs affordable, the Department's goal is to remain under a $25 airline cost per enplaned passenger target through FY 2025-26. This target was internally adopted by the Department not only to keep MIA's costs affordable to the air carriers serving MIA, but also keep the Airport competitive with other airports.

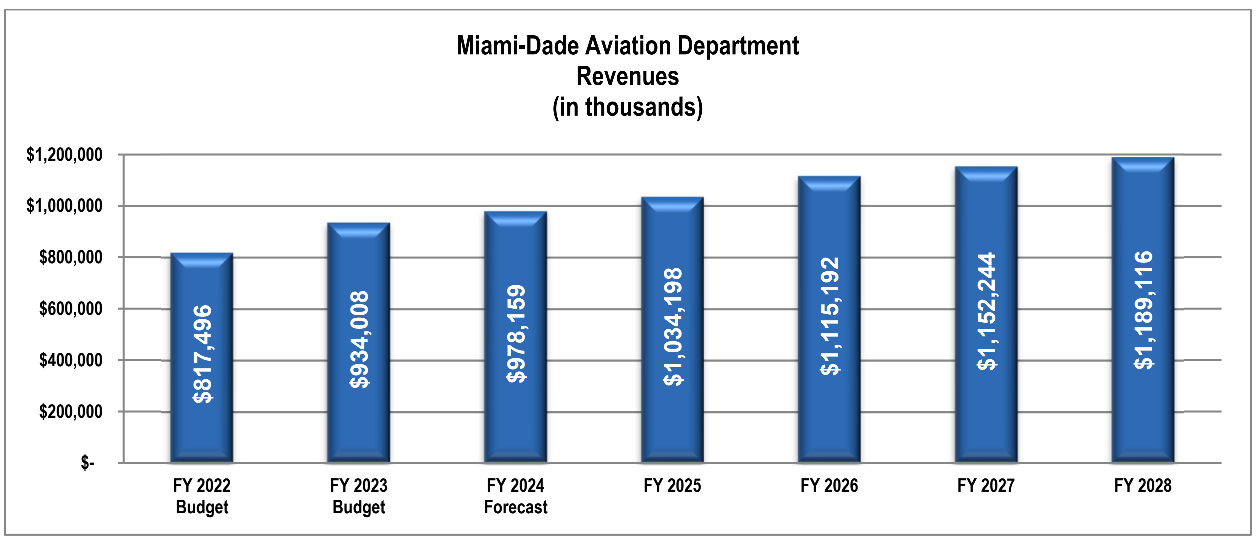
Future funding for the Department's capital program consists of Aviation Revenue Bonds, commercial paper, federal and state grants and Passenger Facility Charges. The Department maximizes the uses of the grants as an equity funding source to lessen the amount of Aviation Revenue Bonds (debt) required to fund the capital projects.



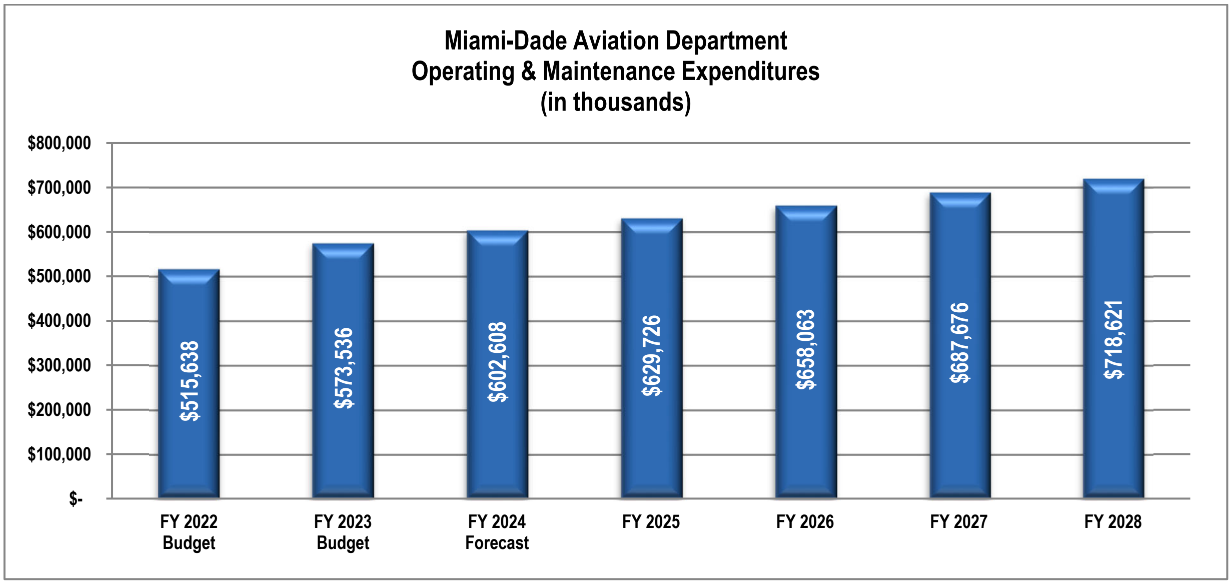
Economic Outlook

MDAD recognizes sound management and financial investment strategies as priority outcomes. Currently, the Department's bonds are rated A- (positive outlook) by Standard & Poor's, A (stable outlook) by Fitch Ratings and A+ (stable outlook) by KBRA (Kroll Bond Rating Agency). All of the rating agencies cite an uncertain financial environment due to the impacts of COVID-19 but also agree that MIA will continue in its role as the nation's largest international gateway to Latin America and cites as a strength its residual rate setting mechanism, which allows airport costs to be adequately covered by the current, long-term, 15-year Airline Use Agreement (AUA).

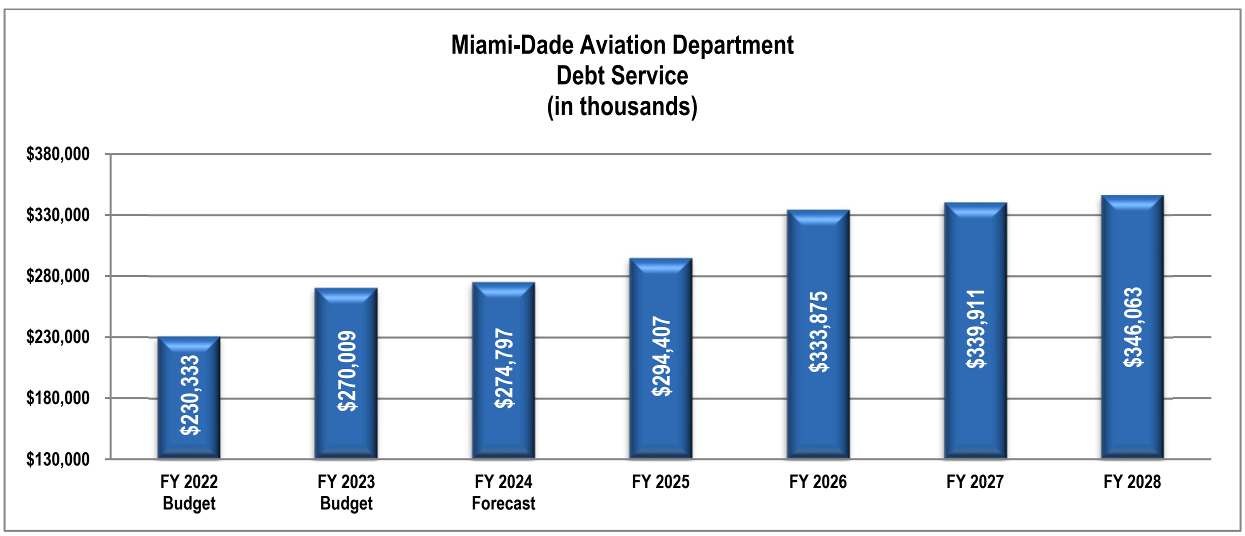
In order to maintain strong bond ratings, the Airport must demonstrate the ability to generate positive future net revenues. The generation of net revenues is heavily dependent on the volume of commercial flights, the number of passengers and the amount of cargo processed at the Airport, all three of 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. Unfortunately, the negative impacts of COVID-19 on the airport industry have been significant. On May 11, 2020, the Miami-Dade County Aviation Department received approval of a Coronavirus Aid, Relief, and Economic Security$,CARES) Act grant totaling $207 million. The Department used the CARES Act funding to cover revenue shortfalls. Additionally, on March 31, 2021, the Department received approval of a Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act grant totaling $39 million and on November 8, 2021, approval of an American Rescue Plan Act (ARPA) grant was received totaling $160 million. It is anticipated that the Department will receive an additional $5 million in CRRSA funds and $130 million in ARPA funds through 2024 that will be used to stabilize rates.



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.



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, and a mandated operating cash reserve.

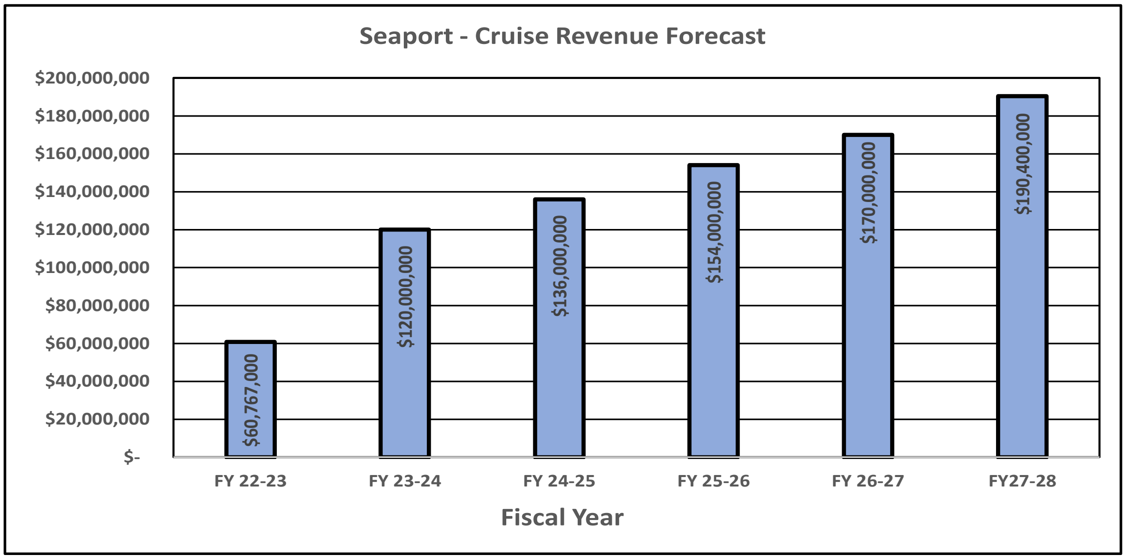


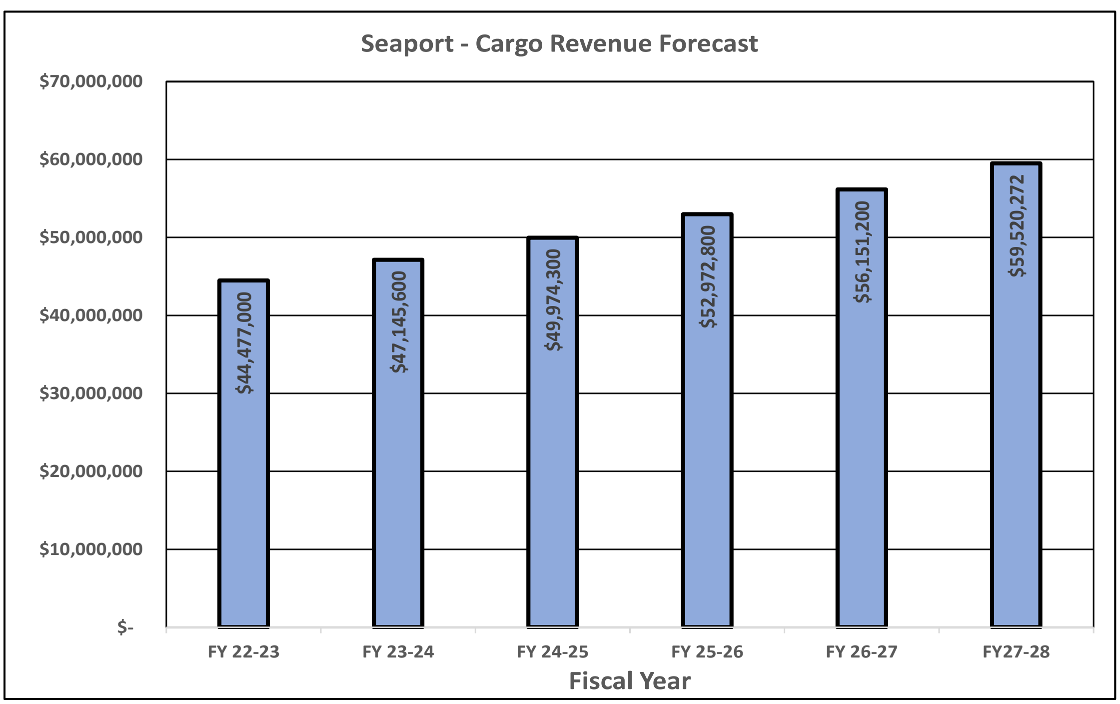
Seaport

The Dante B. Fascell Port of Miami (PortMiami) processed two hundred and fifty-two thousand passengers in FY 2020-21 due to disruptions of the COVID-19 pandemic. The cruise industry continues to rebound post-CDC lift on No Sail Order, June 2021. Passenger movements for FY 2021-22 are forecasted conservatively at 2.8 million and are projected to increase to 3.1 million in FY 2022-23. Future COVID variants could impact the rate of return to full occupancy on cruise vessel sailings. If no new COVID-related cruise impacts are experienced, the passenger movement numbers will be positively impacted.

Once COVID Recovery Riders expire, cruise passenger minimum guarantees a total of 6.9 million passenger movements. The volume of Cargo in FY 2020-21 was 1.2 million in Twenty-foot Equivalent Unit (TEUs) and is forecasted at the same volume for FY21-22. FY22-23 TEUS is projected at 1.3 million. COVID lockdowns in China and the Russia-Ukraine conflict may disrupt normal shipping patterns and negatively impact TEUs short-term, while near-shoring and growth in America's trade lanes will positively impact cargo.

The following charts illustrate cruise and cargo revenues for the period of this forecast:

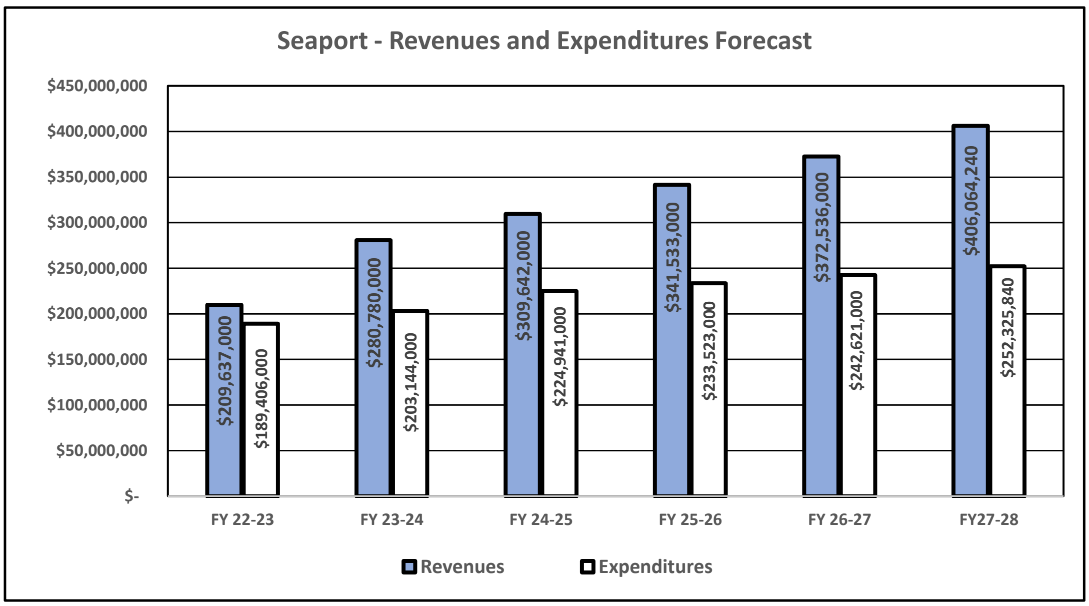




Capital Improvement Plan (CIP)

PortMiami's CIP for cruise-related projects will focus on new Terminals AA and AAA; completion of the CT-F Expansion to handle Excel class vessels, Shore Power, and a Flyover to separate traffic and the rehabilitation of North Bulkhead berths 1-6. Future cruise-related projects could include an expansion at CT-G to accommodate Oasis Class vessels and Berth 10 which represents the last cruise expansion opportunity on the North side. Significant improvements to the cargo yards include further densification at SFCT, additional Gantry Cranes, expansion of cargo rail capacity, and the development of an inland location to handle higher cargo volumes, respond to supply chain disruption, and market forces, and serve the region as an export consolidation center. The port is submitting applications for grant programs under the bi-partisan infrastructure bill (IIJA) and anticipates significant portions of the CIP will be grant-funded.

Debt service payments are per current outstanding facilities and include an assumed interest rate of 2.5 % for the variable portion of the Seaport's loans. The port's current debt level is $1.4 billion long-term and $200 million available in commercial paper.



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 as part of the state support for the Port Tunnel. Expenditures include operating expenses and debt service. Carryover amounts are 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 aftereffects of COVID-19. Future estimates are that PortMiami will grow from 3.1 million passengers in FY 2022-23 to over 9.3 million in FY 2027-28. 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, three percent of which is related to contractual annual rate increases with other revenues being adjusted as necessary.

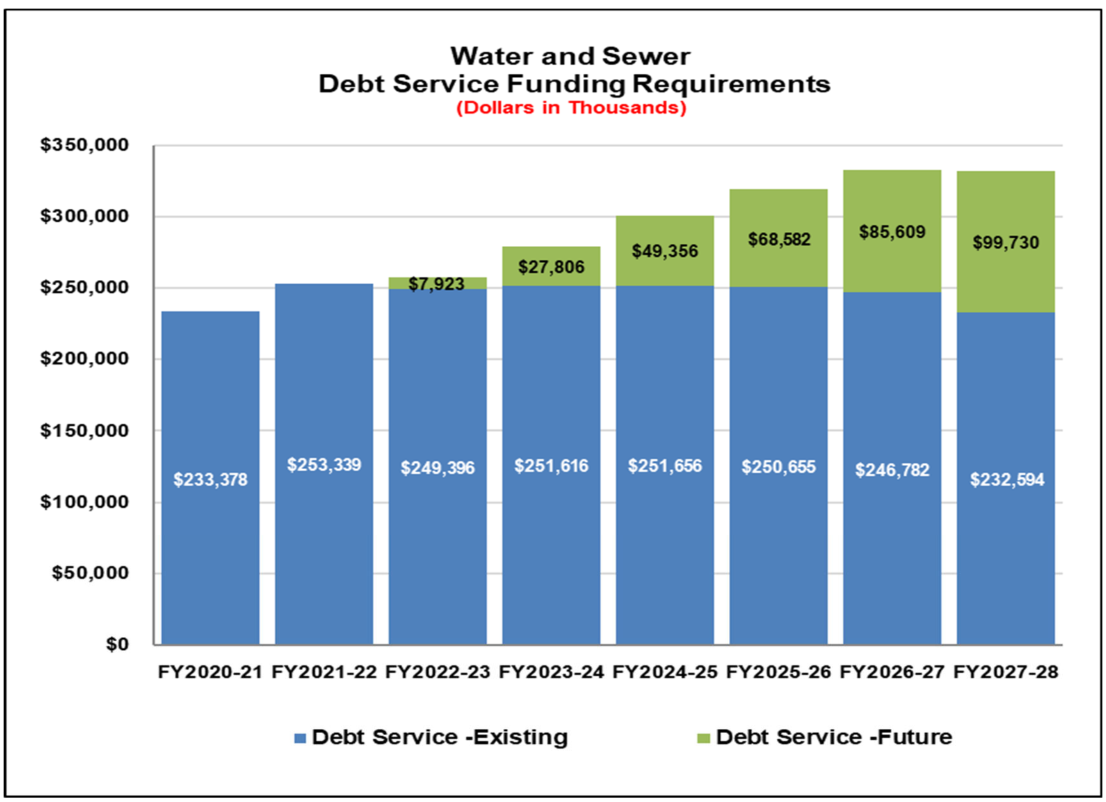
Expenditures assume a growth rate of four percent per year for salary and fringes through FY 2027-28. Other operating expense increases are assumed at six percent year over year, in addition to various increases in debt service payments as PortMiami continues to fund its CIP. A two-month operating cash reserve is funded. Current inflation rates could adversely impact operating expenses, though as the Department showed during COVID it can reduce non-compensation and fringe expenses when needed.

The American Rescue Plan Act of 2021 (ARPA) was passed on March 11, 2021, the State of Florida was allocated $8.8 billion, as part of the State ARPA Coronavirus allocation PortMiami received $66.901 million to be used primarily towards operating expenses to offset the loss of cruise revenues.

PortMiami is actively examining alternative revenue options. The Port along with the County successfully refinanced $1.254 billion in outstanding debt resulting in a yield of 2.85% on par with the best debt structures across the nation and recognition as the Bond Deal of the Year in the United States. The Department has a $200 million commercial paper program available and is working towards its next round of funding for capital projects.

Water and Sewer

There are two main drivers of the Multi-Year Capital Improvement Plan. The first, the State of Florida Ocean Outfall Statute, FS 403.086(9), necessitates projects estimated at $1.42 billion from FY 2021-22 through FY 2027-28 when the projects must be operational. Secondly, the Environmental Protection Agency (EPA) consent decree addresses regulatory violations resulting from failing infrastructure. The consent decree related projects are estimated at $1.47 billion from FY 2021-22 through FY 2027-28. The entire Multi-Year Capital Plan for the Water and Sewer Department totals $7.8 billion and will require future debt issuances.



The Water and Sewer Department's Multi-Year Capital Plan continues 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, 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 by the State Water Use Permit to meet service demands in the future. The Adopted Capital Plan addresses major resiliency initiatives such as the Septic Sewer Conversions and the Water Reset Programs.

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	Retail Revenue Increase	Retail Revenue Increase 5%	Retail Revenue Increase 5.5%	Retail Revenue Increase 6%	Retail Revenue Increase 5%	Retail Revenue Increase 5%	Retail Revenue Increase 5%
	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 2020-21 Actual	FY 2021-22 Projected	FY 2022-23 Adopted	FY 2023-24 Future	FY 2024-25 Future	FY 2025-26 Future	FY 2026-27 Future	FY 2027-28 Future
Revenues								
Retail Water	$ 331,651	$ 347,627	$ 357,708	$ 377,382	$ 400,025	$ 420,026	$ 441,027	$ 463,078
Wholesale Water	34,682	40,127	36,674	34,745	34,745	34,745	34,745	34,745
Retail Wastewater	343,224	358,091	368,476	388,742	412,066	432,669	454,303	477,018
Wholesale Wastewater	97,410	101,330	97,626	96,394	98,322	100,288	102,294	102,294
Other Operating Revenue	20,158	22,805	25,220	29,636	29,784	29,933	30,083	30,234
Total Operating Revenues	**$ 827,125**	**$ 869,979**	**$ 885,703**	**$ 926,899**	**$ 974,942**	**$ 1,017,661**	**$ 1,062,452**	**$ 1,107,370**
Expenses								
Water Operating and Maintenance	$ 199,966	$ 214,363	$ 220,148	$ 228,665	$ 236,982	$ 246,005	$ 255,117	$ 264,543
Wastewater Operating and Maintenance	277,073	262,000	295,157	306,564	317,690	329,714	341,916	354,538
Total Operating Expenses	**$ 477,039**	**$ 476,363**	**$ 515,305**	**$ 535,229**	**$ 554,672**	**$ 575,719**	**$ 597,033**	**$ 619,081**
Non-Operating								
Other Non-Operating Transfers	$ 35,216	$ 28,639	$ 2,984	$ 7,394	$ 9,524	$ 13,099	$ 23,556	$ 46,637
Interest Income	(2,569)	(2,698)	(2,833)	(2,974)	(3,123)	(3,279)	(3,443)	(3,615)
Debt Service - Existing	233,378	253,339	249,396	251,616	251,656	250,655	246,782	232,594
Debt Service - Future	0	0	7,923	27,806	49,356	68,582	85,609	99,730
Capital Transfers	84,062	114,335	112,928	107,828	112,856	112,885	112,914	112,943
Total Non-Operating Expenses	**$ 350,087**	**$ 393,616**	**$ 370,398**	**$ 391,669**	**$ 420,270**	**$ 441,942**	**$ 465,419**	**$ 488,288**

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

WATER AND SEWER DEBT RATIOS								
	Actual FY 2020-21	Projected FY 2021-22	Adopted FY 2022-23	Future FY 2023-24	Future FY 2024-25	Future FY 2025-26	Future FY 2026-27	Future FY 2027-28
Proposed Retail Revenue Increases			5%	6%	6%	5%	5%	5%
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**	**1.77**	**1.66**	**1.57**	**1.55**	**1.52**	**1.52**	**1.67**
Required Secondary Debt Service Coverage Ratio	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Actual/Projected Secondary Debt Service Coverage Ratio	**1.61**	**1.65**	**1.55**	**1.48**	**1.47**	**1.45**	**1.45**	**1.59**
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	**5.88**	**7.07**	**5.66**	**5.56**	**5.34**	**5.19**	**5.43**	**8.06**
(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	79,708	79,708	79,708	83,781	90,065	99,656	119,661	168,008
Total Flexible Cash Reserves	**$ 110,242**	**$ 110,242**	**$ 110,242**	**$ 114,315**	**$ 120,599**	**$ 130,190**	**$ 150,195**	**$ 198,542**
Reserves Required By Bond Ordinance	**$ 79,261**	**$ 82,900**	**$ 85,884**	**$ 89,205**	**$ 92,445**	**$ 95,953**	**$ 99,506**	**$ 103,180**

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 collection and disposal activity assume minimal growth in the number of households and marginally higher tonnage from prior years due to residents working from home and children learning virtually during the pandemic. The Department is assuming that the growth in residential tonnage will continue to decline as more residents are vaccinated, residents go back to work in offices, students are back in school, and commercial activities return to normal, thereby shifting tons from residential homes to commercial accounts. Collections from the WCSA represent 48 percent of the total tons disposed for geographic Miami-Dade County, which is projected to be 1.893 million tons in the current fiscal year. FY 2022-23 tonnage is estimated to be one percent higher than current year projections. In addition to collection and disposal operations, revenues generated by fees and charges are used to support landfill operations, closure and landfill remediation; ongoing monitoring; and equipment through both pay-as-you-go projects and issuance of debt.

The table shown below illustrates the cash flows for both the collection and disposal funds. The current five-year forecast for the Solid Waste Enterprise Fund (System) includes the annual residential curbside collection fee. The Adopted FY 2022-23 Budget includes a fee increase of $25, from $484 to $509, for residential curbside collection. However, the collections fund will need another fee increase in FY 2023-24 to address the shortfall in future years. This gap was exacerbated by COVID-19 mandates to “stay safer at home,” which created an average shift in waste of 79,000 tons annually (9.5 percent) from commercial accounts to residential accounts, increasing the disposal costs for the collection operation. In addition, the rate of inflation, typically projected at one percent, has seen recent annual values of 5.4 percent in 2022 and a projected 8.4 percent in 2023. This inflationary growth has dramatically increased the cost of all goods and services purchased by DSWM for collection operations, from diesel fuel to heavy vehicles.

The contract rate is adopted at $68.77 per ton assuming a 4% increase in Consumer Price Index (CPI).

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 $160.6 million. Currently, the Department is pursuing Federal Emergency Management Agency (FEMA) and State reimbursements to offset approximately 95 percent of the total costs. The Adopted Budget includes all reimbursements to date for Hurricane Irma totaling $145.6 million; this amount represents 90.7 percent of the total cost but is within departmental expectations of what can be reimbursed. Neither the projections nor the base budget includes the estimated local share required after receiving all expected reimbursements from both FEMA and the State, which will require a one-time adjustment to offset final expenses to be reimbursed.

Collection and Disposal Operations	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2024-26	FY 2026-27
	Projections	Future	Future	Future	Future	Future
Revenues						
Collection Fees and Charges	181,001	179,293	210,447	213,780	221,836	228,154
Disposal Fees and Charges	479,019	467,797	457,451	455,407	442,953	428,795
Total Operating Revenues	**$660,020**	**$647,090**	**$667,898**	**$669,187**	**$664,789**	**$656,949**
Expenses						
Collection Operating and Maintenance	168,242	149,003	192,411	198,192	200,124	204,633
Disposal Operating and Maintenance	182,130	189,201	190,308	199,824	203,464	207,105
Total Operating Expenses	**$350,372**	**$338,204**	**$382,719**	**$398,016**	**$403,588**	**$411,738**
Collection Debt Service and Capital	12,759	17,180	16,109	15,162	16,071	17,561
Disposal Debt Service and Capital	25,099	37,662	18,036	22,453	24,019	24,692
Total Non-Operating Expenses	**$37,858**	**$54,842**	**$34,145**	**$37,615**	**$40,090**	**$42,253**
Collection Year End Cash Flow	0	13,110	1,926	426	5,641	5,960
Disposal Year End Cash Flow	271,790	231,809	249,108	233,130	215,470	196,998
Total Non-Operating Expenses	**$271,790**	**$244,919**	**$251,034**	**$233,556**	**$221,111**	**$202,958**

Regional Transportation

The People's Transportation Plan (PTP) half-cent surtax was authorized in November of 2002. The combined PTP and Department of Transportation and Public Works (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 expenditure variations. The PTP Pro Forma includes the General Fund subsidy, PTP Surtax, fares, state and federal grants and other local revenues. In FY 2022-23, there is no PTP Surtax revenue being used to support transit operations of voter-approved PTP operating expenditures (as reflected in Exhibit 1) such as the Golden and Patriot Passport program, Metrorail Orange-Line and fare-free Metromover services. As a result, the General Fund Maintenance of Effort is subsidizing PTP activities by an estimated $97.351 million in FY 2022-23. The table on page 112 summarizes the revenue and expenditure projections for the next five years.

In FY 2022-23, PTP Surtax funding is projected at $616.358 million (includes PTP Surtax at 100 percent of estimated value, prior year carryover and interest earning revenues) and is proposed to be used for the following: DTPW transit services and operations ($0 million, a reduction of a $14.643 million from the FY 2021-22 allocation), Citizens' Independent Transportation Trust (CITT) board support and oversight of PTP funds ($3.757 million), municipalities to operate and create local roadway and transportation services ($94.037 million), roadway and neighborhood pay-as-you-go projects ($500,000), transfer to PTP Capital Expansion Reserve fund ($17.192 million) debt service and bus lease financing requirements ($155.163 million) and a transfer to fund planned Strategic Miami Area Rapid Transit Plan (SMART) expenses from available PTP funds ($53.404 million) net of the Transportation Planning Organization (TPO) Federal Surface Transportation Urban Area (SU) grant fund ($30 million). Additionally, PTP debt proceeds will be used for planned PTP capital activities including $291.300 million in transit projects, $21.421 million in roadway projects and $118.690 million in bus replacement financing.

PTP Revenue and Expenses

The PTP Surtax revenue forecast reflects a rapid revenue growth recovery since the impacts of COVID-19. The revenue forecast is based on actual collections and is projected to have an increase for the remainder of the fiscal year with 26 percent growth from FY 2020-21 actuals. For the purposes of this five-year financial outlook, starting in FY 2022-23, PTP Surtax revenue is expected to grow at an annual rate of four percent to $408.853 million; this growth rate is anticipated to continue over the next five years. It is unclear how much of this rapid growth is attributable to a change in state law that allows for the collection of online sales, as this data is not tracked by the State of Florida Department of Revenue (DOR).

PTP expenditures over the next five years include contributions to municipalities at approximately 23 percent of gross PTP Surtax revenue and funding of on-going CITT administration which grows at 4.05 percent, due to recent hikes in inflation, from the FY 2022-23 budget of $3.757 million. DTPW public works pay-as-you-go expenses will remain flat from the FY 2022-23 budget of $500,000. The PTP Capital Expansion Reserve fund will support the South Dade Transitway corridor project, the PD&E expenses for the SMART Plan for DTPW and TPO, the Golden Glades Bike and Pedestrian Connector and the Aventura Station ($35.011 million).

Included as part of the five-year plan expenditures, the PTP will continue to meet its current debt service obligations for transit projects ($754.540 million in total) and public works projects ($153.907 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 PTP capital projects ($202.612 million in total). These future debt service expenditures do not assume capitalized interest for two years beginning with the 2022 issuance and each issuance thereafter due to improvements to the surtax revenues, resulting in an improved debt ratio coverage. In addition, the five-year plan anticipates financing expenses funded by the PTP Surtax for the replacement of the aging Metrobus fleet ($129.630 million in total).

Finally, after meeting the commitments and obligations above, the PTP Surtax will begin reserving a portion of the PTP-authorized activities in DTPW, as allowed for in the PTP Exhibit 1 ($85 million), to support transit service operations and maintenance in future years, grown by CPI. The current forecast of PTP Surtax available for the SMART plan within the next five years is projected to be $659.686 Million.

DTPW Operations and Capital

The General Fund contributions in the Pro Forma have been adjusted from the 2022 Adopted Pro Forma. 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 2026-27 ($96.851 million over five years).

After experiencing significant losses over the past two years due to COVID-19 (20.4% from the current year actual to FY 2018-19), ridership increased and Transit Fares receipts in FY 2021-22 were $67.547 million and are anticipated to grow at 1% starting in FY 2022-23. Federal funding from the American Rescue Plan Act is funding operations net of revenues received in FY 2020-21 ($119.290 million). Included as part of the revenue forecast, a Transit fare increase of $0.25 (to $2.50) will be considered for FY 2023-24 in accordance with the County's CPI Transit Fare increase resolution adopted in FY 2007-08. State Transportation Disadvantaged Trust Fund revenue remains at $6 million.

The expenditures for Metrobus maintain the same service level, with no expanded services and personnel expenditures increase 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. All other operating expenses have increased due to the recent hikes in inflation. The estimated CPI within the next five years includes 4.05%, 3.75%, 3.50%, 3.00% and 3.00%. The 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, rehabilitation to the existing transit system ($1.029 billion in total), and Public Works projects, which includes the upgrades and enhancements to the Advanced Traffic Management System (ATMS) and various neighborhood roadway improvements ($43.460 million), all funded through bond proceeds. Due to recent legislation (State House Bill 385), effective October 1, 2022, requires that the County can no longer use PTP Surtax proceeds to plan, develop, or construct roads or bridges, nor can the County use surtax proceeds to operate and maintain road, bridge and transit projects that were not referenced in the ballot question or included in the original Exhibit 1. The Five-Year Plan continues the planned bus replacement of 393 buses to electric ($342.843 million within the next five years).

SMART Plan

The SMART Plan includes additional PTP Surtax funding as a result of the flexing of SU grant funds allocated by the TPO. Also, beginning in FY 2022-23, it is planned that funding from the PTP Revenue fund totaling $247.582 million will be available for the SMART Plan as well. Finally, the Five-Year plan includes an additional $17.845 million from dedicated DTPW joint development revenue as required by resolutions R-429-17 and R-774-17 and an additional $68.389 million from the Transportation Infrastructure Improvement District (TIID) revenues as required by Ordinance 18-8.

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 fleet, and rehabilitate and eventually replace the current Metromover vehicle fleet. It plans for a future electric bus replacement program that replenishes the fleet every 12 years. Also, PTP Surtax is expected to provide support for future Transit services and operations that were included in the ballot question and in Exhibit 1, beginning in FY 2024-25. Except for the South Dade Transitway corridor and the contribution towards the construction of the Aventura Station approved by the Board in November 2019, 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 $10.013 billion in nominal dollars to be available for more than 40 years for the SMART plan ($1.593 billion from PTP Capital Expansion funds, $1.2 billion from TPO Flexed SU Grant funds, $7.328 billion from Available PTP Surtax funds, $524.836 million from TIID funds and $132.336 million from Transit Joint Development funds). As information becomes available concerning the sequencing and scheduling of implementing the SMART Plan, the Pro Forma will be updated and adjusted accordingly.

Revenues (Dollar in Thousands)	2023	2024	2025	2026	2027	2028
Operating Revenues						
Transit Operating Carryover	$ 185,492	$ 127,523	$ -	$ -	$ -	$ -
Transit Fares and Fees	71,752	95,199	95,675	96,153	96,634	97,117
Other Transit Revenues	14,594	15,315	15,315	15,498	26,012	16,618
PTP Revenue Fund Carryover	207,305	-	-	-	-	-
PTP Interest Earnings	200	200	200	200	200	200
Grant Funding and Subsidies						
State Disadvantaged Trust Fund Program	7,341	7,341	7,341	6,675	6,675	6,675
Local Revenues						
Countywide General Fund Support (MOE)	230,238	238,296	246,636	255,268	264,202	326,380
Extraordinary Adjustment in General Fund Support	-	-	-	-	51,141	45,710
PTP Sales Tax Revenue	408,853	425,207	442,215	459,904	478,300	497,432
Capital Revenues						
PTP Capital Expansion Reserve Fund Carryover	37,460	-	-	-	-	-
DTPW PTP Capital Project Fund Carryover	349,085	36,364	248,600	136,306	74,661	38,914
Planned Future Bond Proceeds	-	484,836	114,267	67,072	37,978	19,053
Planned Financing for Bus Replacement Program	118,690	-	-	47,708	111,063	65,383
Fund Transfers						
PTP Capital Expansion from PTP Revenue	17,192	16,779	14,138	14,664	15,021	15,090
Transit Operating from PTP Revenue	-	-	89,303	91,536	93,824	96,170
Transit Operating from PTP Reserve	-	7,838	56,789	65,523	41,975	-
Smart Plan Revenues						
SMART Plan Carryover	-	364,122	426,573	484,807	547,190	622,441
Transfer from PTP Revenue from swapped TPO SU Grant Funds	30,000	30,000	30,000	30,000	30,000	30,000
Transfer Plan from Available PTP Revenue Funds	260,709	46,923	20,317	22,146	22,388	19,965
Transfer Plan from Capital Expansion	54,652	16,779	14,138	14,664	15,021	15,090
Transfer Plan from Dedicated Transit Joint Development Revenue	2,057	721	721	904	11,418	2,024
Transfer Plan from Transportation Infrastructure Improvement District	51,715	6,446	6,831	7,239	7,671	10,805
Total Revenues	$ 2,047,335	$ 1,919,889	$ 1,829,059	$ 1,816,267	$ 1,931,374	$ 1,925,067

Expenses (Dollar in Thousands)	2023	2024	2025	2026	2027	2028
DTPW Operating Expenses						
Transit Operating Expense, net of reimbursements	$ 374,781	$ 485,735	$ 505,282	$ 524,693	$ 564,007	$ 581,627
Capital Expenses						
PTP Capital Expansion Reserve Expenses	3,842	1,200	-	-	-	-
DTPW Transit PTP Capital Projects Fund Expenses	291,300	258,150	219,908	127,781	73,725	38,914
DTPW Public Works PTP Capital Projects Fund Expenses	21,421	14,450	6,653	936	-	-
Planned Bus Replacement Purchases	118,690	-	-	47,708	111,063	65,383
Debt Service/Financing Expenses						
Current PTP Debt Service for Transit	121,947	126,374	126,367	125,825	127,022	127,005
Current PTP Debt Service for Public Works	25,408	25,909	25,908	25,907	25,388	25,387
Future DTPW PTP Debt Service	-	-	40,026	49,459	54,996	58,131
Future Financing for Future Bus Replacement Program	7,808	20,091	20,091	20,091	25,028	36,521
TPO Reimbursement						
Reimbursement from TPO Flexed SU grant	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)
Transfer Out						
Municipal Contributions, includes new cities	94,037	97,797	101,709	105,778	110,009	114,409
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	3,757	3,909	4,056	4,198	4,324	4,454
Transfer to Public Works Pay as You Go Projects	500	500	500	500	500	500
Transfer from PTP Revenue to Transit Operating	-	-	89,303	91,536	93,824	96,170
Transfer from PTP Revenue to Transit Operating	85,000	87,125	-	-	-	-
Intrafund Transfers						
Transfer from PTP Revenue to PTP Capital Expansion	17,192	16,779	14,138	14,664	15,021	15,090
Transfer to Transit Debt Service for Non-PTP Debt	821	821	821	821	803	784
Contributions to the SMART Plan						
PTP Capital Expansion Reserve Fund	54,652	16,779	14,138	14,664	15,021	15,090
PTP Revenue Fund from swapped TPO SU Grant Funds	30,000	30,000	30,000	30,000	30,000	30,000
PTP Revenue Fund from Available Funds	260,709	46,923	20,317	22,146	22,388	19,965
Transit Operating Fund Dedicated Joint Development Revenue	2,057	721	721	904	11,418	2,024
South Dade Transit Way Corridor Expenditures						
Capital Expenditures	23,419	29,965	-	-	-	-
Operating Expenditures, Net of Revenue	-	2,681	12,187	10,984	11,247	11,067
Capital Renewal and Replacement (State of Good Repair)	-	-	-	-	-	-
SMART Plan Capital Expenses						
Capital Expenditures	7,750	4,572	1,586	1,586	-	-
Planned End of Year Carryover						
SMART Plan End of Year Balance	364,122	426,573	484,807	547,190	622,441	689,258
PTP Revenue Fund End of Year Balance	-	-	-	-	-	-
PTP Capital Expansion Reserve Fund End of Year Balance	-	-	-	-	-	-
DTPW Transit Operating Fund End of Year Balance	127,523	-	-	-	-	-
DTPW PTP Capital Projects Fund End of Year Balance	36,364	248,600	136,306	74,661	38,914	19,053
Total Expenses	**$ 2,047,335**	**$ 1,919,889**	**$ 1,829,059**	**$ 1,816,267**	**$ 1,931,374**	**$ 1,925,067**