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.

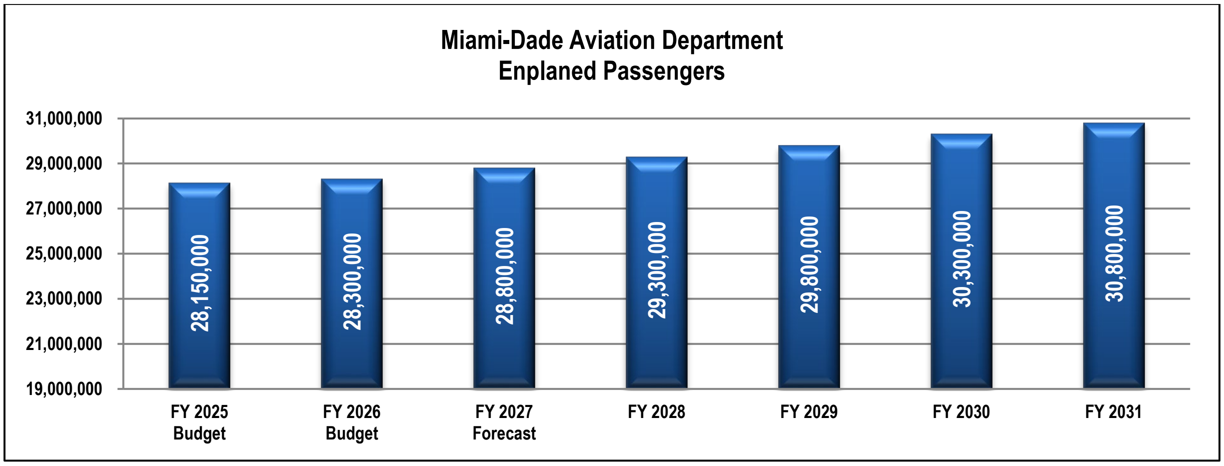
Miami-Dade Aviation Department

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, 1,762 of whom are County employees.

Enplaned Passengers

It is forecasted that during FY 2025-26, 28.3 million enplaned passengers will transit through MIA, representing an increase of 0.7 percent over FY 2024-25, when 28.1 million enplaned passengers are estimated to have moved through MIA. Domestic enplanements are projected to be 15.6 million during FY 2025-26, remaining flat when compared to FY 2024-25, while international enplanements are projected to be 12.7 million, representing an increase of 1.6 percent compared to FY 2024-25. Domestic traffic is projected at 55 percent of MIA total passengers, while international traffic is projected at 45 percent of MIA total passengers.

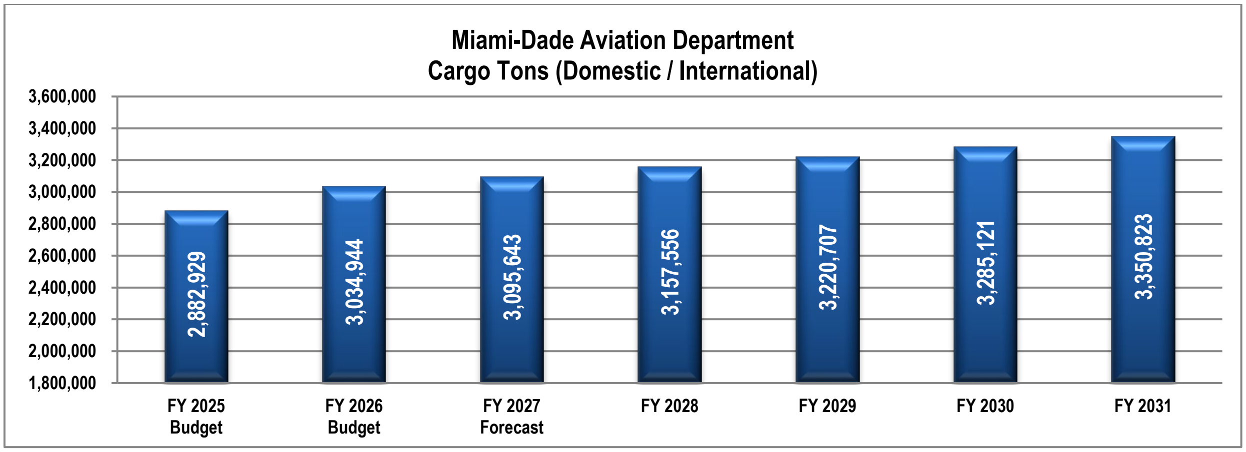
In international air travel, MIA's geographical location, close proximity to a cruise port, and cultural ties provide a solid foundation for travel to and from Latin America, handling 38 percent of the South American market, 19 percent of the Central America market and 18 percent of the Caribbean market. With 45 percent of total passenger traffic being international, MIA ranks second in the USA for international passenger traffic and maintains one of the highest international-to-domestic passenger ratios of any U.S. airport.



Cargo

In international trade, MIA is the major air cargo trans-shipment point between Latin America and the Caribbean, and other global markets primarily in the USA and Europe, ranking number one in the USA for international freight. During FY 2024-25, it is estimated that 2.88 million tons of cargo (freight plus mail) will move through MIA, representing a 1.4 percent decrease from the prior year's tonnage of 2.92 million; however, through the first six months of FY 2024-25, cargo tonnage exceeded projections by 13 percent. Cargo tonnage is projected to increase by 5.3 percent in FY 2025-26 to 3.03 million tons and maintain a two percent growth rate thereafter. International tonnage, representing 83 percent of total tonnage, is projected to be 2.51 million tons in FY 2025-26 and domestic tonnage is projected at 523,000 tons. It is projected that these amounts will grow proportionally at a two percent annual growth factor.

MIA's total air trade is valued at $82.4 billion annually and experienced an increase of 10 percent when compared to the prior year. Additionally, MIA's total air trade accounts for 90 percent of the dollar value of Florida's total air imports and exports, and 42 percent of the state's total (air and sea) trade with the world. As the center for hemispheric air trade, MIA now handles 82 percent of all air imports and 73 percent of all air exports between the United States and the Latin American/Caribbean region. MIA is the USA's leading airport in the handling of perishable products, handling 66 percent of all perishable import products, 91 percent of all cut-flower imports, 51 percent of all fish imports and 59 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 12.03 billion in the FY 2025-26 Adopted Capital and Multi-Year Plan.

This CIP Program will be built through 2043 and beyond. 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. In 2020, MDAD completed its Supplemental Airport Master Planning Study, which updated the previously completed 2009 Strategic Airport Master Planning Study (SMP). The SMP addressed the 20-year capacity and operational needs for MIA and the four general aviation airports. The SMP also evaluated MIA's longer-range needs for a strategic planning horizon that extended to the 2050 timeframe. The Supplemental Airport Master Planning Study refined MDAD's overall approach to implementing the long-term capital needs for its airports to continue providing a high level of service to the surrounding communities.

This CIP Program has been structured to facilitate the "phasing in" and "phasing out" of capital projects allowing adjustments 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.

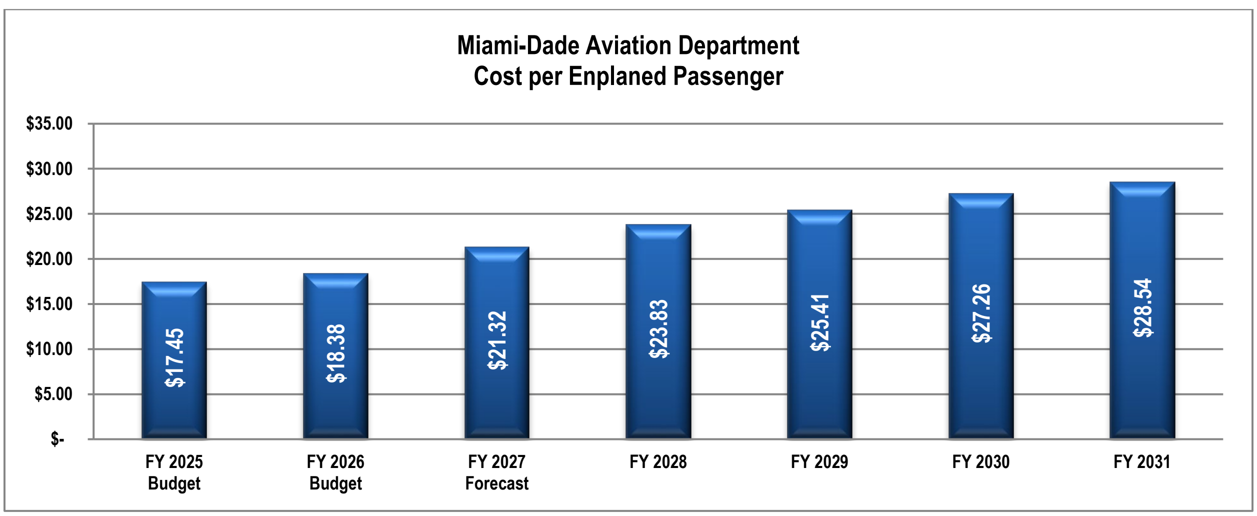
The FY 2025-26 Adopted Budget and Multi-Year Capital Plan includes a multi-year CIP which has 24 subprograms: MIA – General Aviation Airport projects, Airfield/Airside, Cargo and Non-Terminal buildings, Central Base Apron and Utilities, Central Terminal, Concourse E, Fuel Facilities, Land Acquisitions, Landside and Roadways, Bridges, Building Recertifications, Conveyance Equipment, Facilities Lifecycle Replacement, Miscellaneous projects, North Terminal, Passenger Boarding Bridges, Reserve Maintenance projects, South Terminal Expansion, South Terminal, Support projects, Terminal Wide projects, Terminal Wide Re-roofing, Terminal Wide Restrooms, and New Program Contingency.

MIA's current CIP Program includes $3.811 billion as approved through a Majority-In-Interest (MII) review process (by a majority of the 19 Signatory Airlines that represent the MIA Signatory Airlines as members of the Miami Airport Affairs Committee). Additionally, there are approximately $578 million in capital projects included in the capital budget that do not require an MII review. Some of the projects already completed include: South and Central Terminal Automated Baggage Handling System (BHS); Concourse E renovations; revamped Automated People Mover (APM) connecting Lower Concourse E with Satellite E; renovated Federal Inspection Services (FIS) facility in Concourse E; rehabilitation of Taxiways R, S and T; and central base apron and utilities. Projects in progress include: South Terminal expansion (Concourse K), 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); Conveyance Equipment Replacement project; and many other projects that will improve aesthetics, meet current life-safety and security requirements, and address maintenance needs.

To keep these capital costs affordable, the Department's goal is to remain under a $30 airline cost per enplaned passenger target through FY 2030-31. This target was internally adopted by the Department not only to keep MIA's costs affordable to the air carriers serving MIA, but also to keep the Airport competitive with other airports.

The CIP will continue to evolve to meet market conditions and passenger and cargo growth. As such, periodic adjustments are expected to be made to the program. The Aviation Department will maintain flexibility throughout the implementation of the program to adjust to changing conditions and to the financial performance parameters needed to preserve the economic health of MIA. In addition, an art plan for MIA will be developed by the County's Art in Public Place program concurrent with the execution of projects under the multi-year CIP.

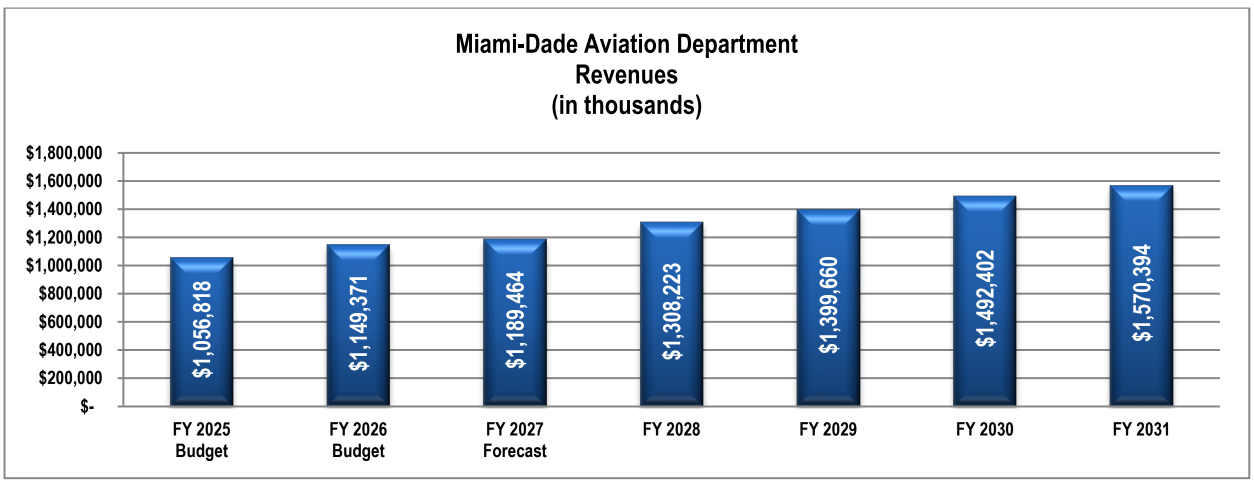
Future funding for the Department's capital program consists of Aviation Revenue Bonds, commercial paper, federal and state grants, and Passenger Facility Charges. The Department maximizes the use of the grants as an equity funding source in order to lessen the amount of Aviation Revenue Bonds (debt)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



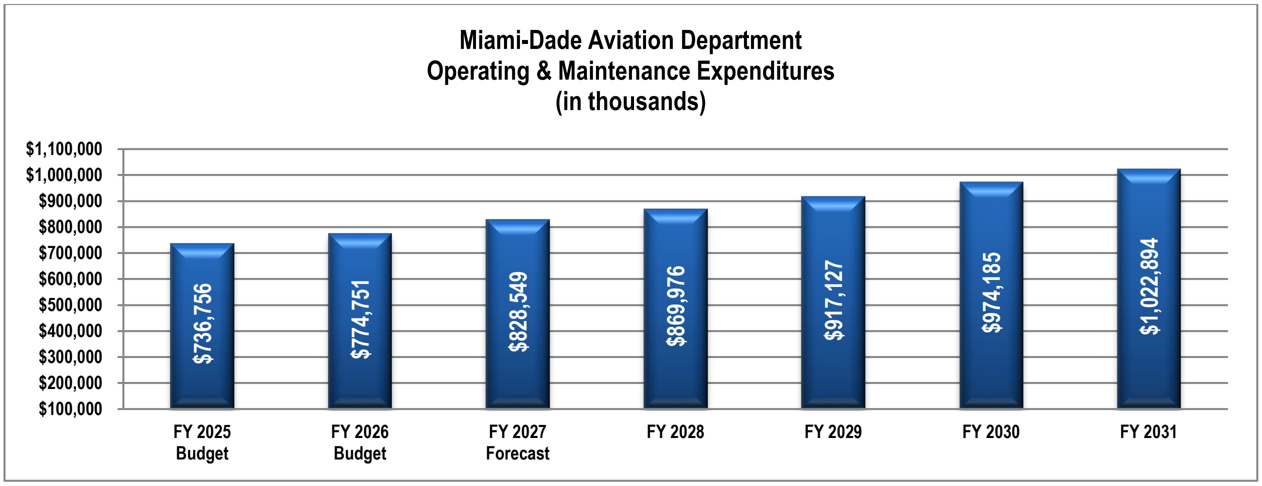
Economic Outlook

MDAD recognizes sound management and financial investment strategies as priority outcomes. Currently, the Department's bonds are rated A+ (stable outlook) by Standard & Poor's, A+ (stable outlook) by Fitch Ratings and AA- (positive outlook) by KBRA (Kroll Bond Rating Agency). In February 2025, KBRA upgraded MDAD's bond rating, citing that the rating reflects MIA's improving financial profile, underpinned by very strong growth in domestic and international passenger traffic and the continued expansion of domestic and international service by a diverse mix of air carriers. Previously, in April 2024, Standard & Poor's upgraded MDAD's bond ratings, citing that the ratings reflect MIA's role as one of the largest airports in the U.S. for international passenger traffic, MIA's robust activity and demand that outpaces pre-pandemic trends as well as its growth compared with that of large hub peers, and MDAD's strong management and governance.

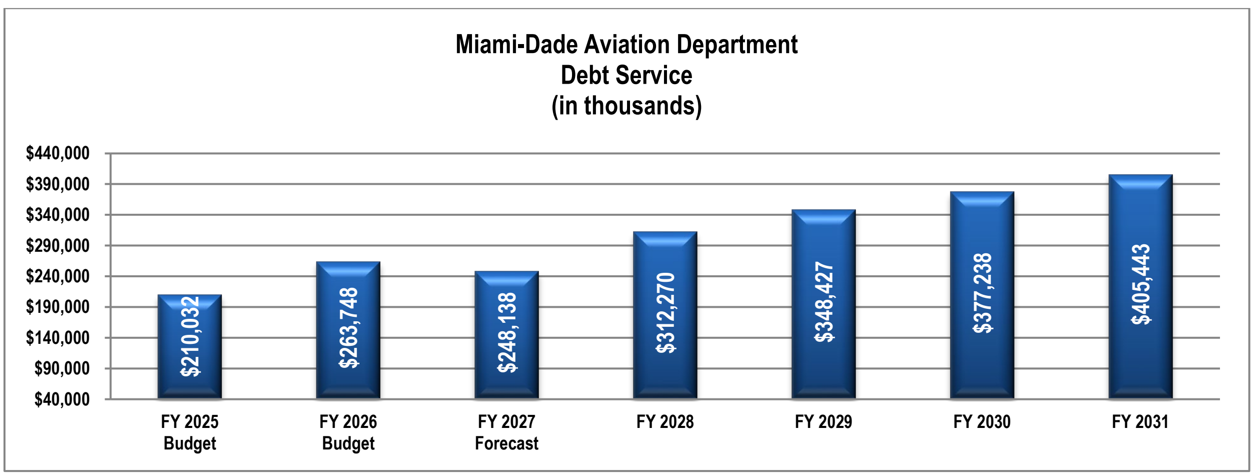
To maintain strong bond ratings, the Airport must demonstrate the ability to generate positive future net revenues. The generation of net revenues is heavily dependent on the volume of commercial flights, the number of passengers and the amount of cargo processed at the Airport, all three of which are 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.



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.



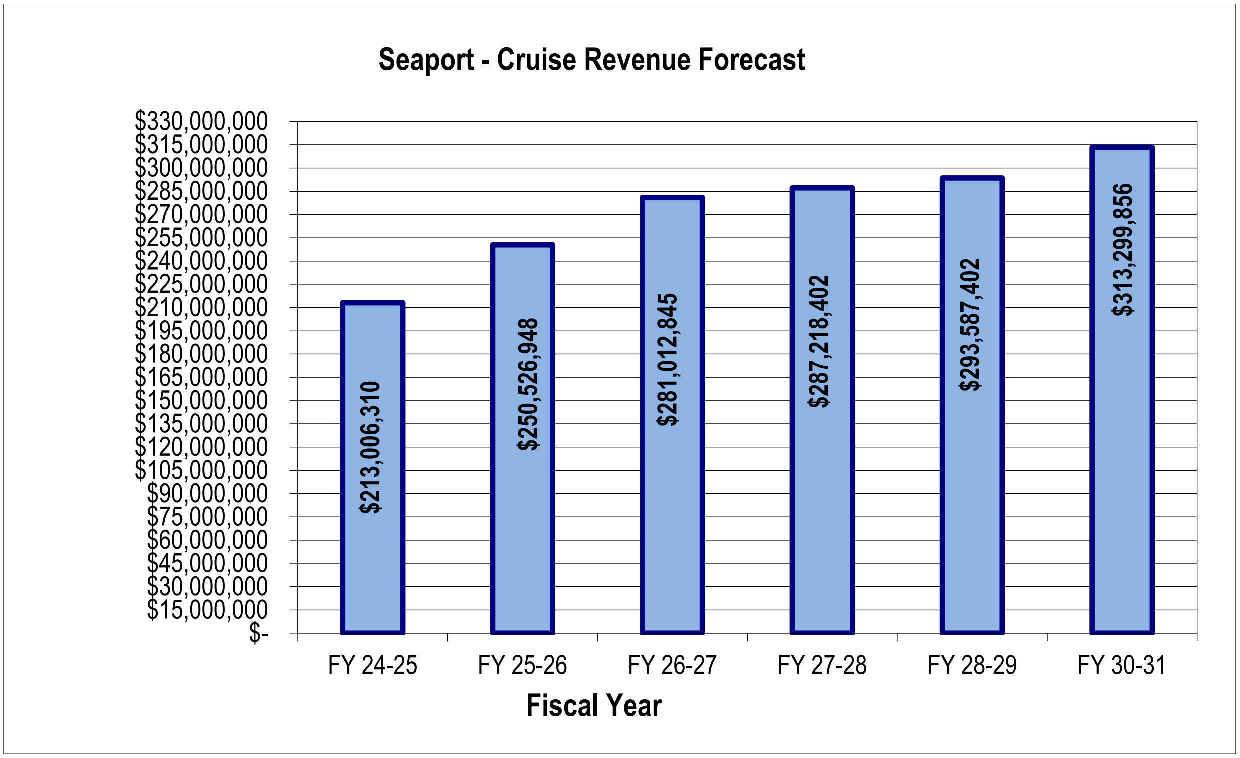
* Debt Service reflects the net amount paid for debt service after eligible transfers are applied; FY 2025-26 gross debt service of $384 million is being offset by a transfer of $120 million from the Passenger Facility Charges Fund resulting in a net debt service of $264 million; the transfers to debt service allow MDAD to stabilize the rates and fees charged to airlines and tenants with moderate increases year-over-year

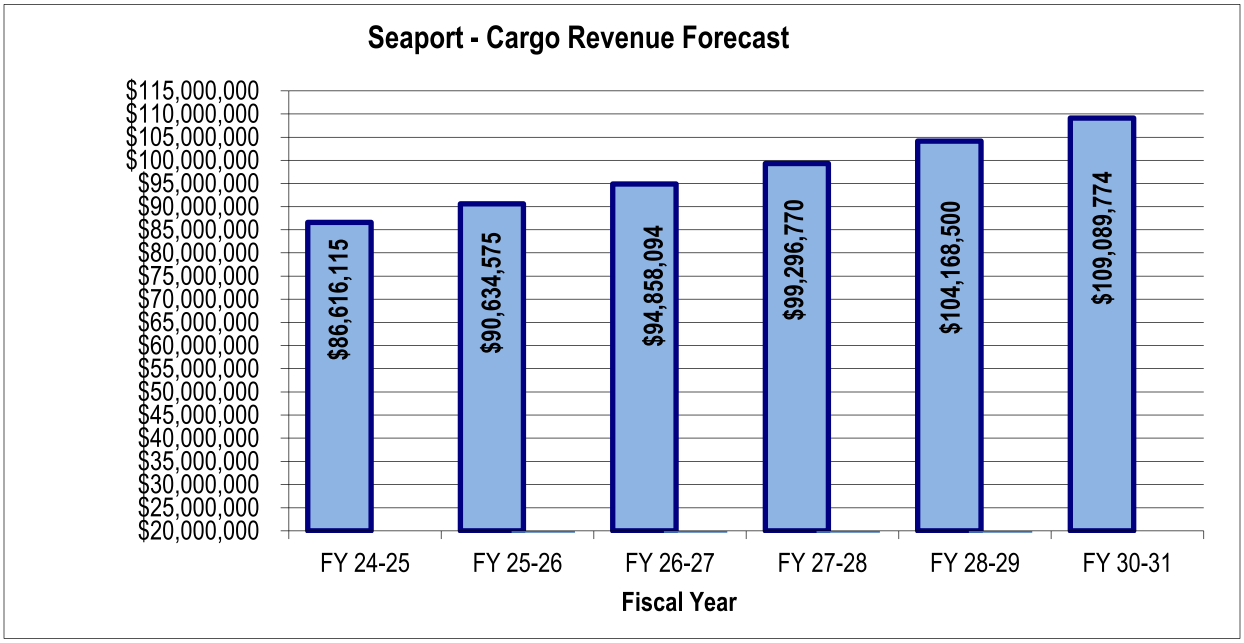
Seaport

The Dante B. Fascell Port of Miami (PortMiami) processed 8,233,056 million passengers in FY 2023-24, reflecting a strong growth trajectory with a 13% increase over FY 2022-23, and a complete rebound from the pandemic, with more than a 105% increase compared to FY 2021-22. Passenger movements for FY 2024-25 reached 8.6 million passengers. Future growth in 2025-26 will be driven by higher vessel occupancy and deployment, as well as the addition of a new berth and terminal infrastructure with the completion of the MSC terminal in April 2025, currently, the largest cruise terminal in the world.

The volume of cargo in FY 2023-24 was 1.047 million in Twenty-foot Equivalent Units (TEUs) compared to 1.115 million in FY 2024-25. FY 2025-26 TEUS is projected to be at 1.177 million. The FY 2024-25 cargo revenues reflect a TEU growth compared to the prior year actual and is expected to continue through a portion or all of FY 2025-26.

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



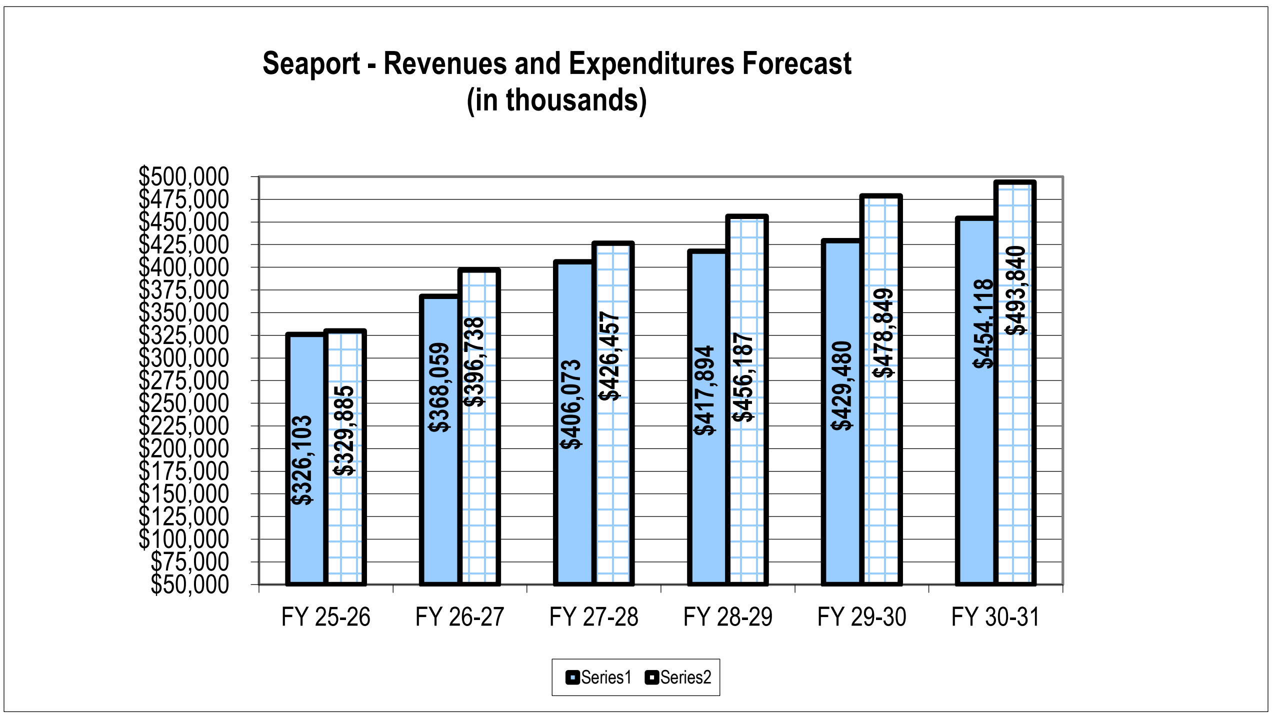


Capital Improvement Plan (CIP)

PortMiami's CIP for cruise-related projects will focus on new Terminal G; the completion of Shore Power, various roadway improvements, and the rehabilitation of North Bulkhead berths 1-6. The department continues work on the construction of Royal Caribbean Group's Terminal G new campus improvements. Future cruise-related projects will include Berth 10, representing the last cruise berth expansion opportunity on the North side.

Significant improvements to the cargo yards include further densification at South Florida Container Terminal (SFCT), additional Gantry Cranes, expansion of cargo rail capacity, cargo bulkhead rehabilitation, optimization of remaining truck gates, the construction of a phytosanitary and cold storage facility, 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 bipartisan infrastructure bill (IIJA) and anticipates significant portions of the CIP will be grant-funded.

Debt service payments are per current outstanding facilities. The port's current debt level is $2.191 billion long-term and $45.8 million is available in commercial paper.



Financial Outlook

Revenues include cruise, cargo, rentals, parking, and other miscellaneous items including harbor fees and ground transportation, as well as Secondary Gas Tax revenue, the state's support for the Port Tunnel. Expenditures include operating expenses 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 2030-31. Contractual obligations are that PortMiami will grow from 8.5 million passengers in FY 2024-25 to over 9.9 million in FY 2030-31. Cargo revenue (including dockage/wharfage, crane, and applicable rentals) is expected to increase five to six percent annually, three percent of which is related to Tariff annual rate increases, with the remainder related to expected volume growth.

Expenditures assume a growth rate of five percent per year for salary and fringe through FY 2030-31. Other operating expense increases are assumed at five percent year over year, in addition to various increases in debt service payments as PortMiami continues to fund its CIP. Current inflation rates could adversely impact operating expenses.

Water and Sewer

The Multi-Year Capital Improvement Plan (MYCIP) is primarily driven by the critical need to address mandated regulatory compliance and aging infrastructure. The following key factors necessitate the significant investments outlined in this plan:

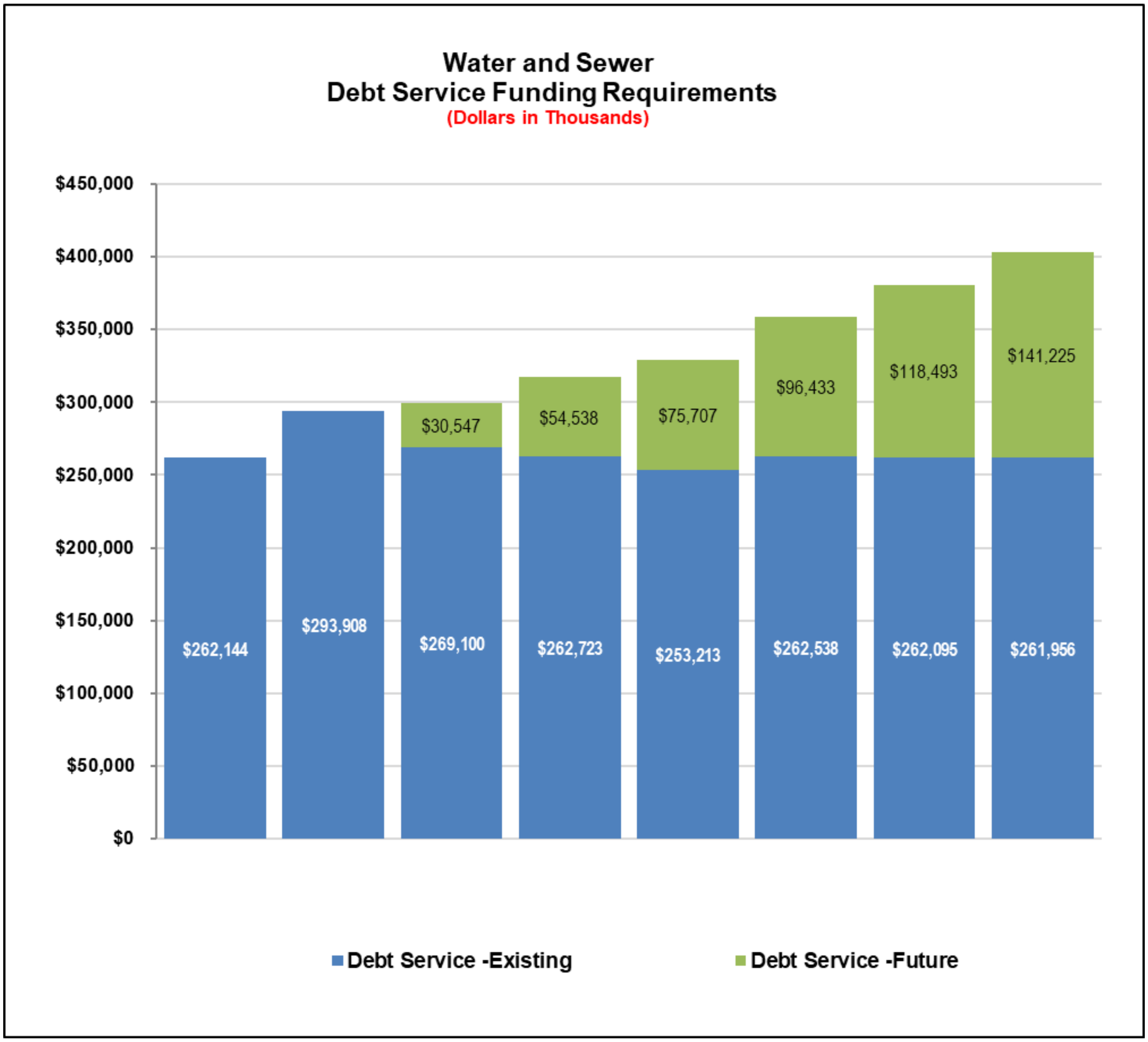
1. Mandated Regulatory Compliance:

- **State of Florida Ocean Outfall Statute, FS 403.086(9):** This statute mandates specific projects to mitigate environmental impacts associated with ocean outfalls. The estimated cost to comply with this regulation is **$1.4 billion**.
- **Environmental Protection Agency (EPA) Consent Decree:** A consent decree with the EPA has been established to address regulatory violations stemming from failing infrastructure. The projects required to rectify these violations are estimated to cost **$1.37 billion**.

2. Emerging Regulatory Concerns and Infrastructure Needs:

- **Per- and Polyfluoroalkyl Substances (PFAS) Treatment/Removal:** Ongoing studies are evaluating the extent of PFAS contamination and the necessary treatment/removal strategies. Preliminary cost estimates for these projects range significantly from **$1 billion to $4 billion**. The current budget includes a placeholder estimate of **$75 million**, acknowledging the ongoing nature of these assessments.
- **Lead and Copper Rule:** Preliminary estimates are being developed based on ongoing studies related to the Lead and Copper Rule. The budget currently includes a placeholder estimate of **$25 million** to address potential infrastructure upgrades required for compliance.

The entire Multi-Year Capital Plan for the Water and Sewer Department totals $8.9 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, connect to protect, water reset, 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 underscores the critical need for proactive capital improvements to ensure environmental protection, regulatory compliance, and the reliability of essential infrastructure.

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	Retail Revenue Increase 10%	Retail Revenue Increase 7%	Retail Revenue Increase 7%	Retail Revenue Increase 7%	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 2023-24 Actual**	**FY 2024-25 Projected**	**FY 2025-26 Adopted**	**FY 2026-27 Future**	**FY 2027-28 Future**	**FY 2028-29 Future**	**FY 2029-30 Future**	**FY 2030-31 Future**
Revenues								
Retail Water	$ 392,164	$ 420,550	$ 428,324	$ 471,262	$ 506,135	$ 543,589	$ 583,814	$ 627,017
Wholesale Water	50,487	59,839	53,421	55,551	56,661	57,795	58,952	60,130
Retail Wastewater	404,324	433,313	441,442	485,691	521,633	560,233	601,691	646,216
Wholesale Wastewater	145,871	133,536	151,060	151,479	154,508	157,599	160,751	163,966
Other Operating Revenue	35,086	37,417	40,675	40,069	40,202	40,337	40,473	40,610
Total Operating Revenues	**$ 1,027,932**	**$ 1,084,655**	**$ 1,114,922**	**$ 1,204,052**	**$ 1,279,139**	**$ 1,359,553**	**$ 1,445,681**	**$ 1,537,939**
Expenses								
Water Operating and Maintenance	$ 255,654	$ 305,269	$ 315,790	$ 341,165	$ 356,766	$ 373,092	$ 391,544	$ 409,512
Wastewater Operating and Maintenance	358,740	373,106	400,862	428,428	448,011	468,504	491,618	514,167
Total Operating Expenses	**$ 614,394**	**$ 678,375**	**$ 716,652**	**$ 769,593**	**$ 804,777**	**$ 841,596**	**$ 883,162**	**$ 923,679**
Non-Operating								
Other Non-Operating Transfers	$22,433	$13,008	$13,438	$17,171	$40,963	$53,397	$73,524	$94,726
Interest Income (Cash Flow)	(51,751)	(58,236)	(56,734)	(50,727)	(53,310)	(56,089)	(58,755)	(61,704)
Debt Service - Existing	262,144	293,908	269,100	262,723	253,213	262,538	262,095	261,956
Debt Service - Future	0	0	30,547	54,538	75,707	96,433	118,493	141,225
Capital Transfers	180,712	157,600	141,919	150,754	157,789	161,678	167,162	178,057
Total Non-Operating Expenses	**$413,538**	**$ 406,280**	**$ 398,270**	**$ 434,459**	**$ 474,362**	**$ 517,957**	**$ 562,519**	**$ 614,260**

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

	FY 2023-24 Actual	**FY 2024-25 Projected**	**FY 2025-26 Adopted**	**FY 2026-27 Future**	**FY 2027-28 Future**	**FY 2028-29 Future**	**FY 2029-30 Future**	**FY 2030-31 Future**
Proposed Retail Revenue Increases			**3.5%**	**10%**	**7%**	**7%**	**7%**	**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	**2.05**	**1.92**	**1.78**	**1.65**	**1.86**	**1.89**	**1.90**	**1.94**
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	**1.86**	**1.75**	**1.61**	**1.51**	**1.56**	**1.60**	**1.63**	**1.68**
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	**7.82**	**7.07**	**5.10**	**4.26**	**3.13**	**3.54**	**3.99**	**4.50**
(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	90,693	90,693	90,693	101,708	136,807	184,067	250,663	338,636
Total Flexible Cash Reserves	**$121,227**	**$121,227**	**$121,227**	**$132,242**	**$167,341**	**$214,601**	**$281,197**	**$369,170**
Reserves Required By Bond Ordinance	**$95,665**	**$108,673**	**$122,110**	**$128,266**	**$134,130**	**$140,266**	**$147,194**	**$153,947**

Solid Waste - Collection and Disposal Operations

The Department of Solid Waste Management (DSWM) collects garbage and trash from approximately 350,000 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 pick up (up to 25 cubic yards each), and access to 13 Trash and Recycling Centers are provided in the WCSA. The residential recycling collection program serves approximately 355,000 households in the WCSA including nine municipalities through inter-local agreements. DSWM is responsible for the disposal of garbage and trash countywide and operates three regional transfer stations, three active landfills, 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 than prior years. Collections from the WCSA represent 43 percent of the total tons disposed for geographic Miami-Dade County, which is projected to be 2.005 million tons in the current fiscal year. FY 2025-26 tonnage is estimated to be two 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 FY 2025-26 Adopted Budget programs a .07 percent residential curbside collection fee increase of $5 to $702 per household for residential curbside collection. For the exception of the Adopted FY 2025-26 Budget, which programs a .07 percent fee increase that is less than ½ of the current Consumer Price Index (CPI) level, the future outlook programs fee increases at a level of CPI in accordance with Ordinance 24-77. The level of CPI programed after FY 2025-26 is an average of two percent that equates to a $14 fee increase for FY 2026-27, $14 fee increase for FY 2027-28, $15 fee increase in FY 2028-29, and a $15 fee increase for FY 2029-30.

Although the fee increases projected for Collections track with CPI, there is a deficit in the collection fund of $2.226 million in FY 2028-29 and $9.657 million in FY 2029-30. This deficit is primarily due to a below CPI rate adjustment being proposed for FY 2025-26 that when carried throughout the five-year plan shows deficits in the outer years. In order to balance the budget in any of the given years that reflect a deficit, either a reduction in service would have to be evaluated or an increase above CPI to the fee holders would be contemplated.

The FY 2025-26 Adopted Budget for Disposal Activities program a 2.3 percent CPI adjustment of $1.71 to $76.11 for the Disposal Contract Tipping Fee per ton and a 2.3 percent CPI increase by $0.37 to $16.65 on the Transfer Fee per ton. Future increases are included in the five-year plan for disposal activities that track with an average two percent increase each year. Although there are not any projected deficits in the Disposal Fund, the end of year reserve is decreasing as a result of cash funded capital projects that do not have a mechanism for cost recapture.

As a result of the fire that occurred at the Resources Recovery Facility (RRF) on February 12, 2023, the department is reviewing future long-term options to replace the lost ability to dispose of approximately a million tons of garbage on an annual basis. In the short-term, the department is going to exercise utilize existing landfills as well as contracts with private haulers for the disposal of garbage. In the table below, the RRF Insurance proceeds are broken out as these are restricted funds and should be not presented along with disposal revenues and reserves.

New for the Adopted FY 2025-26 Five Year Plan is the breakout of the Utility Service Fee Fund, which is funded through a six percent charge on Miami-Dade County Customers Water and Sewer Bill. This fee is shared with the Department of Environmental Resources Management and generates approximately $44 million with $22 million allocated to the Solid Waste Department for water and soil quality mitigation activities. Although there is a healthy reserve amount of $128.160 million programmed in FY 2025-26, the on-going need of capital activities reduces the reserve in future years.

Collection and Disposal Operations	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
	Projection	Future	Future	Future	Future	Future
Revenues						
Collection Fees and Charges	263,290	277,228	281,152	280,759	279,268	280,293
Disposal Fees and Charges	405,915	388,455	364,674	340,377	329,018	320,874
Utility Service Fee	117,382	133,879	149,178	151,022	136,030	126,647
RRF Insurance Proceed	26,834	26,834	26,834	26,834	0	0
Total Operating Revenues	**$813,421**	**$826,396**	**$821,838**	**$798,992**	**$744,316**	**$727,814**
Expenses						
Collection Operating and Maintenance	221,393	233,071	240,898	247,923	251,838	259,228
Disposal Operating and Maintenance	183,265	197,531	200,044	205,689	211,493	217,461
Disposal USF	1,435	1,650	1,733	1,819	1,910	2,006
Disposal Insurance Proceed	0	0	0	0	0	0
Total Operating Expenses	**$406,093**	**$432,252**	**$442,675**	**$455,431**	**$465,241**	**$478,694**
Collection Debt Service and Capital	20,691	26,520	28,871	29,434	29,656	30,722
Disposal Debt Service and Capital	42,829	40,414	43,876	31,477	30,484	42,016
Disposal Debt Service and Capital-USF	4,068	4,069	16,423	33,173	27,473	46,423
Disposal Debt Service and Capital-Insurance Proceed	0	0	0	26,834	0	0
Total Non-Operating Expenses	**$67,588**	**$71,003**	**$89,170**	**$120,918**	**$87,613**	**$119,161**
CollectionYear End Cash Flow	21,206	17,637	11,383	3,401	(2,226)	(9,657)
Disposal Year End Cash Flow	179,821	150,510	120,754	103,212	87,041	61,397
Disposal Year End Cash Flow-USF	111,879	128,160	131,022	116,030	106,647	78,219
Disposal Year End Cash Flow-Insurance Proceed	26,834	26,834	26,834	0	0	0
Total Non-Operating Expenses	**$339,739**	**$323,141**	**$289,993**	**$222,643**	**$191,462**	**$129,959**

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.

For FY 2025-26, the PTP Surtax revenue being used to support transit operations is programmed at $128.642 million and accounts for $106.400 million in PTP eligible transit operations and support services and $22.242 million for the South Dade BRT operations and maintenance. The table on page 130 summarizes the revenue and expenditure projections for the next five years.

In FY 2025-26, PTP Surtax funding is projected at $628 million (includes PTP Surtax at 95 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 ($128.642 million), Citizens' Independent Transportation Trust (CITT) board support and oversight of PTP funds ($4.680 million), municipalities to operate transportation services ($88.780 million), transfer to PTP Capital Expansion Reserve fund ($50.359 million) debt service and bus lease financing requirements ($161.588 million). Additionally, PTP debt proceeds will be used for planned PTP capital activities including $364.858 million in transit projects and $877,000 in roadway projects. There is a programmed ending cash balance of $193.451 million.

PTP Revenue and Expenses

As we enter the mid-point of calendar year 2025, sales tax growth has grown on average of 3.8 percent over the previous year actual of $408 million and is projected at $424 million for FY 2024-25. With the passage of House Bill 7031 with an effective date of October 1st 2025, the levy of sales tax on business leases will be eliminated, which will have an impact eliminating $26 million on the amount of PTP Surtax that the county receives. For the purposes of this five-year financial outlook, starting in FY 2025-26, PTP Surtax revenue is expected to grow by a rate of two percent and will be reduced by the $26 million impact associated with HB 7031 to $406.480 million (amount budgeted at 95 percent is $386 million); over the next five years, the growth rate is projected to be an average of two percent. The variations in growth rates are unclear as historical sales tax fluctuations and its impact on future performance 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 grew at four percent over the previous year. The PTP Capital Expansion Reserve fund ($51.359 million) 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, the Aventura Station and the Northeast Corridor.

Included as part of the five-year plan expenditures, the PTP will continue to meet its current debt service obligations for transit projects ($767 million in total) and public works projects ($154 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 ($1.444 billion in total). In addition, the five-year plan anticipates financing expenses funded by the PTP Surtax for the replacement of the aging Metrobus fleet ($147 million in total).

Finally, after meeting the commitments and obligations above, the PTP Surtax have a reserve balance of $193.451 million.

DTPW Operations and Capital

The General Fund contributions in the Pro Forma have been adjusted for the 2026 Adopted Pro Forma. As it pertains to revenues for DTPW operations, the plan assumes a FY 2025-26 General Fund contribution increase of 9.7 percent and then 3.5 percent thereafter. Additionally, there are a series of extraordinary adjustments above the General Fund contribution beginning in FY 2026-27 that are programmed to close the gap in the DTPW operating fund and a separate adjustment to close the gap in the PTP fund. The extraordinary adjustment in the DTPW operating fund is projected to be $75 million in FY 2026-27 and to last over the life of the proforma. The extraordinary adjustment required for the PTP funds is projected to be $25 million in FY 2026-27 and will fluctuate year over year depending on the amount required to maintain solvency in the PTP fund with a projected $350 million requirement over the five-year period. Currently DTPW is programmed to receive two subsidies in FY 2024-25, one being the General Fund amount of $249.777 million and the other is the Capital Improvement Local Option Gas Tax (CILOGT), which currently is levied at three cents which the Adopted Budget maintains at the same level; it should also be noted that the Six-Cent Local Option Gas Tax (average collection is $65 million split between municipalities and the County) is collected by the County and distributed as part of the General Fund MOE that is programmed within DTPW.

As part of the 2025-26 Adopted Budget a $0.50 cent increase in transit fares was fully waived keeping fares flat into FY 2025-26 that will generate $83.932 million in revenues programmed at 100 percent as reflected in the pro-forma. DTPW is relying on $38.3 million in carryover to fund operations in FY 2025-26 as well as the $128.642 million transfer from PTP Surtax for eligible operations to remain solvent plus $4.5 million from the Transportation Infrastructure Improvement District to fund Metroconnect. State Transportation Disadvantaged Trust Fund revenue remains at $6 million.

The expenditures for Metrobus maintain the same service level with a 5.7 percent overall increase in expenses that include a four percent COLA in April 2026, increases in health insurance, increases in retirement and workers' compensation as well as other operating increases. The estimated CPI within the next five years averages three percent. The forecast assumes that DTPW will continue with its multi-year PTP Capital Plan for Transit projects, which includes the replacement of rail vehicles, expansion of the rail corridors to include the Beach, East-West, Northeast, and North Corridors, as well as other improvements, and rehabilitation to the existing transit system ($3.4 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 ($52.510 million), all funded through bond proceeds. Due to legislation (State House Bill 385), that became effective October 1, 2022, 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.

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 2025-26, it is planned that funding from the SMART Planned Program Revenue fund totaling $51.359 million will be available for the SMART Plan as well. Finally, the Five-Year plan includes an additional $2 million from dedicated DTPW joint development revenue as required by Resolutions R-429-17 and R-774-17 and additional transfers 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 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.

The FY 2025-26 PTP Surtax Proforma has projections for 40 years includes the Beach, East-West, Northeast, and North Corridors totaling $1.5 billion in capital expenditures and $113 million in operating requirements. By funding these corridors within the next five-years, there is an operational gap of funding for transportation operations within DTPW of $100 million beginning in FY 2026-27 growing to $200 million by FY 2029-30. Due to this gap, decisions may be made concerning the sequencing and scheduling of implementing these corridors that will impact the future outlook of the Pro Forma.

Revenues (Dollar in Thousands)	2026	2027	2028	2029	2030	2031
Operating Revenues						
Transit Operating Carryover	$ 38,300	$ 4,598	$ 5,656	$ 9,813	$ 9,685	$ 7,851
Transit Fares and Fees	83,932	84,351	84,773	85,197	85,623	86,051
Other Transit Revenues	14,902	13,623	13,806	13,806	24,320	14,926
PTP Revenue Fund Carryover	122,000	104,725	95,444	64,753	42,179	29,903
PTP Interest Earnings	15,000	15,000	15,000	15,000	15,000	15,000
Grant Funding and Subsidies						
State Disadvantaged Trust Fund Program	6,381	6,381	5,715	5,715	5,715	5,715
Local Revenues						
Countywide General Fund Support	$ 270,655	$ 280,128	$ 289,932	$ 300,080	$ 310,583	$ 321,453
Extraordinary Adjustment in General Fund Support (DTPW)	-	75,000	77,625	80,342	83,154	86,064
Extraordinary Adjustment in General Fund Support (PTP Fund)	-	25,000	25,000	50,000	125,000	125,000
TIID Trust Fund Support	4,500	-	-	-	-	-
PTP Sales Tax Revenue	406,316	414,442	422,731	431,186	439,810	448,606
Capital Revenues						
PTP Capital Expansion Reserve Fund Carryover	-	-	-	-	-	-
DTPW PTP Capital Project Fund Carryover	508,045	260,705	193,416	117,130	886,302	58,873
Planned Future Bond Proceeds	260,705	193,416	117,130	886,302	58,873	60,264
Planned Financing for Bus Replacement Program	133,794	71	49,847	12,683	4,376	80,510
Fund Transfers						
PTP Capital Expansion from PTP Revenue	13,564	-	-	-	-	-
Transit Operating from PTP Revenue	124,400	126,888	129,426	132,015	134,655	137,348
Smart Plan Revenues						
SMART Plan Carryover	-	82,359	138,738	200,412	269,511	357,077
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	36,795	2,935	150	-	-	-
Transfer Plan from Capital Expansion	13,564	-	-	-	-	-
Transfer Plan from Dedicated Transit Joint Development Revenue	2,000	721	904	904	11,418	2,024
Transfer Plan from Transportation Infrastructure Improvement District	-	22,723	30,620	38,195	46,148	53,664
Total Revenues	**$ 2,089,352**	**$ 1,743,066**	**$ 1,725,913**	**$ 2,473,533**	**$ 2,582,352**	**$ 1,920,330**

Expenses (Dollar in Thousands)	2026	2027	2028	2029	2030	2031
DTPW Operating Expenses						
Transit Operating Expense, net of reimbursements	$ 533,416	$ 579,573	$ 591,197	$ 611,360	$ 629,447	$ 647,426
Capital Expenses						
PTP Capital Expansion Reserve Expenses	-	-	-	-	-	-
DTPW Transit PTP Capital Projects Fund Expenses	508,045	260,705	193,416	117,130	886,302	12,500
DTPW Public Works PTP Capital Projects Fund Expenses	-	-	-	-	-	-
Planned Bus Replacement Purchases	133,794	71	49,847	12,683	4,376	80,510
Debt Service/Financing Expenses						
Current PTP Debt Service for Transit	135,697	136,141	137,395	137,389	137,383	131,988
Current PTP Debt Service for Public Works	25,891	25,887	25,368	25,365	25,364	25,364
Future DTPW PTP Debt Service	4,042	63,919	79,887	89,557	162,726	167,586
Future Financing for Future Bus Replacement Program	-	-	13,852	19,010	20,323	20,776
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	89,280	95,821	97,728	99,673	101,656	103,679
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	4,680	4,870	5,053	5,230	5,387	5,549
Transfer to Public Works Pay as You Go Projects	4,242	4,327	4,413	4,502	4,592	4,684
Transfer from PTP Revenue to Transit Operating	124,400	126,888	129,426	132,015	134,655	137,348
Transfer from PTP Revenue to Surtax Reserve	104,700	-	-	-	-	-
Intrafund Transfers						
Transfer from PTP Revenue to PTP Capital Expansion	13,564	2,935	150	6,019	-	-
Transfer to Transit Debt Service for Non-PTP Debt	821	784	784	784	784	1,324
Contributions to the SMART Plan						
PTP Capital Expansion Reserve Fund	13,564	-	-	-	-	-
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	36,795	2,935	150	-	-	-
Transit Operating Fund Dedicated Joint Development Revenue	2,000	721	904	904	11,418	2,024
Planned End of Year Carryover						
SMART Plan End of Year Balance	82,359	138,738	200,412	269,511	357,077	442,765
PTP Revenue Fund End of Year Balance	25	95,444	64,753	42,179	29,903	21,536
PTP Capital Expansion Reserve Fund End of Year Balance	-	-	-	-	-	-
DTPW Transit Operating Fund End of Year Balance	7,098	5,656	9,813	9,685	7,851	4,399
DTPW PTP Capital Projects Fund End of Year Balance	260,705	193,416	117,130	886,302	58,873	106,637
Total Expenses	**$ 2,089,352**	**$ 1,743,066**	**$ 1,725,913**	**$ 2,473,533**	**$ 2,582,352**	**$ 1,920,330**