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, but 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.

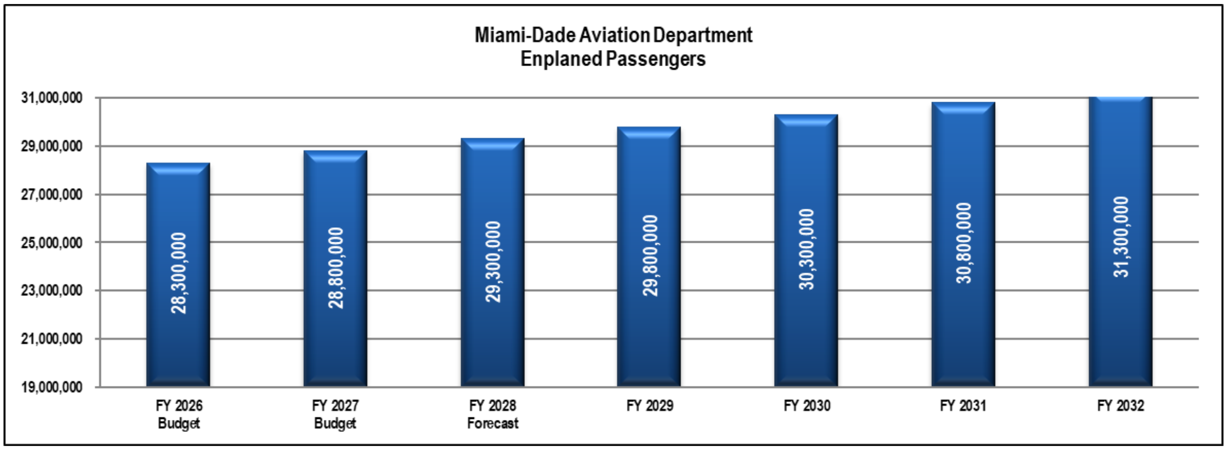
Miami-Dade Aviation Department

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 System, 1,780 of whom are County employees.

Enplaned Passengers

It is forecasted that during FY 2026-27, 28.8 million enplaned passengers will transit through MIA, representing an increase of 1.8 percent over FY 2025-26, when 28.3 million enplaned passengers are estimated to have moved through MIA. Domestic enplanements are projected to be 15.8 million during FY 2026-27, representing an increase of 1.6 percent compared to FY 2025-26, while international enplanements are projected to be 12.9 million, representing an increase of 2.0 percent compared to FY 2025-26. Domestic traffic is projected at 55 percent of MIA total passengers, while international traffic is projected at 45 percent of MIA total passengers.

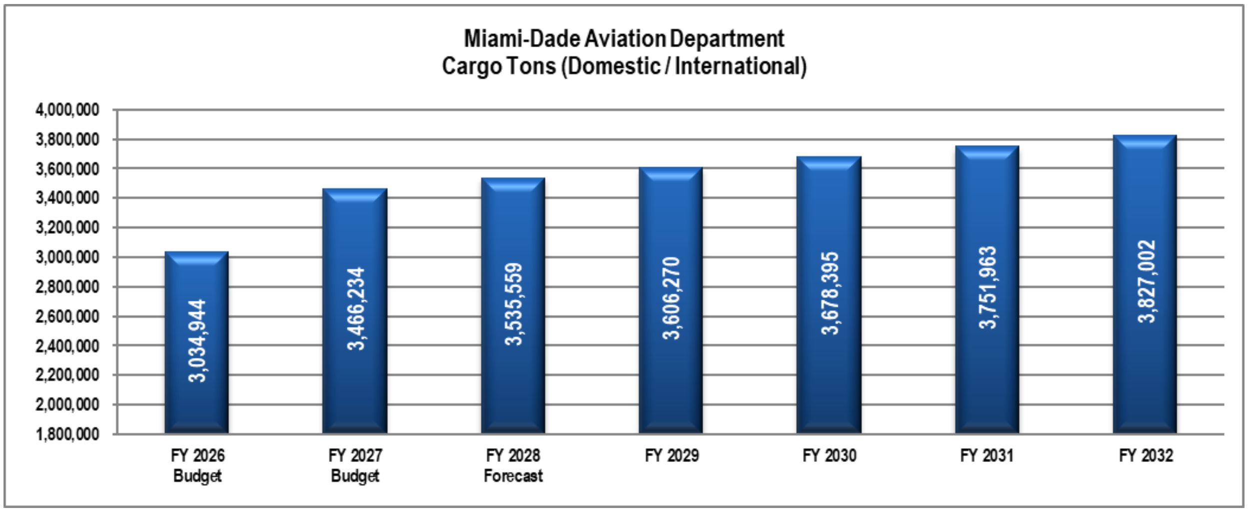
In international air travel, MIA's geographical location, proximity to a cruise port, and cultural ties provide a solid foundation for travel to and from Latin America, handling 36 percent of the South American market, 19 percent of the Central America market and 18 percent of the Caribbean market. With 45 percent of total passenger traffic being international, MIA ranks second in the United States 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 and total freight and number two for total cargo (freight plus mail). During FY 2025-26, it is estimated that 3.03 million tons of cargo (freight plus mail) will move through MIA, representing a 9.0 percent decrease from the prior year's tonnage of 3.33 million; however, through the first six months of FY 2025-26, cargo tonnage exceeded projections by 25.5 percent. Cargo tonnage is projected to increase by 14.5 percent in FY 2026-27 to 3.47 million tons and maintain a two percent growth rate thereafter. International tonnage, representing 84 percent of total tonnage, is projected to be 2.91 million tons in FY 2026-27 and domestic tonnage is projected at 558,000 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 $89.1 billion annually and experienced an increase of 8 percent when compared to the prior year. Additionally, MIA's total air trade accounts for 89 percent of the dollar value of Florida's total air imports and exports, and 44 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 71 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 67 percent of all perishable import products, 91 percent of all cut-flower imports, 50 percent of all fish imports and 67 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 is currently programmed at $12.03 billion in the FY 2025-26 Adopted Capital and Multi-Year Plan. The FY 2026-27 Proposed Capital and Multi-Year Plan was increased to $14.0 billion.

This CIP Program will be built through 2044 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.

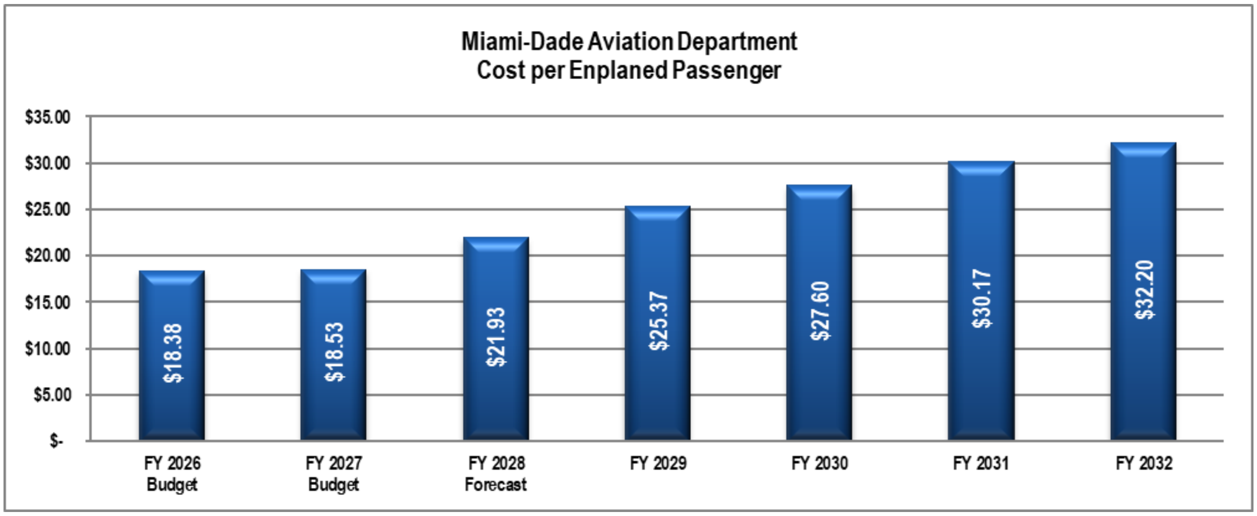
The FY 2026-27 Proposed Budget and Multi-Year Capital Plan includes a multi-year CIP which has 22 subprograms: MIA – General Aviation Airport projects, Airfield/Airside, Cargo and Non-Terminal buildings, Central Terminal, Concourse E, Fuel Facilities, Land Acquisitions, Landside and Roadways, Building 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 $5.677 billion as approved through a Majority-In-Interest (MII) review process (by a majority of the 21 Signatory Airlines that represent the MIA Signatory Airlines as members of the Miami Airport Affairs Committee). Additionally, there are approximately $647 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; central base apron and utilities; and the new Ibis parking garage. Projects in progress include: South Terminal expansion (Concourse K), central terminal E-H ticket counter; airport-wide passenger loading bridge replacements; existing parking garages structural repairs; state-of-the-art Airport Operations Center (AOC); Conveyance Equipment Replacement program; perimeter security hardening; exterior cladding on all parking garages; Central Terminal Redevelopment Phase 1 & 2; Concourse F to H Interconnector; MIA North Terminal Gate Optimization; Runway Incursion Mitigation (RIM) Hot Spot No. 4; security checkpoint improvements; North Terminal D60 Improvements; 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 $32 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 Places program concurrent with the execution of projects under the multi-year CIP.

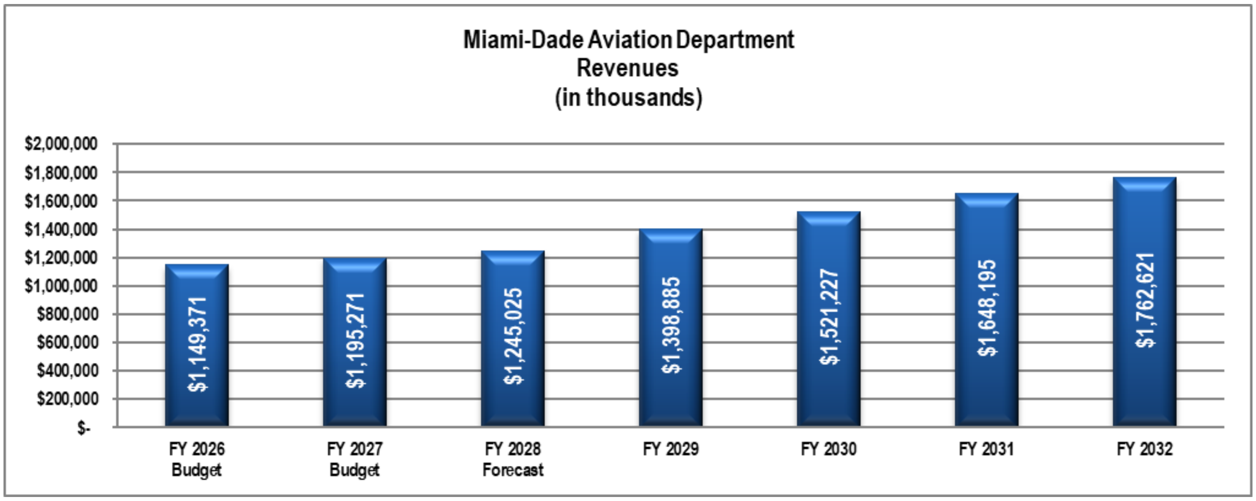
Future funding for the Department's capital program consists of Aviation Revenue Bonds, commercial paper, federal and state grants, and Passenger Facility Charges. The Department maximizes the use of the grants as an equity funding source to lessen the amount of Aviation Revenue Bonds (debt) required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



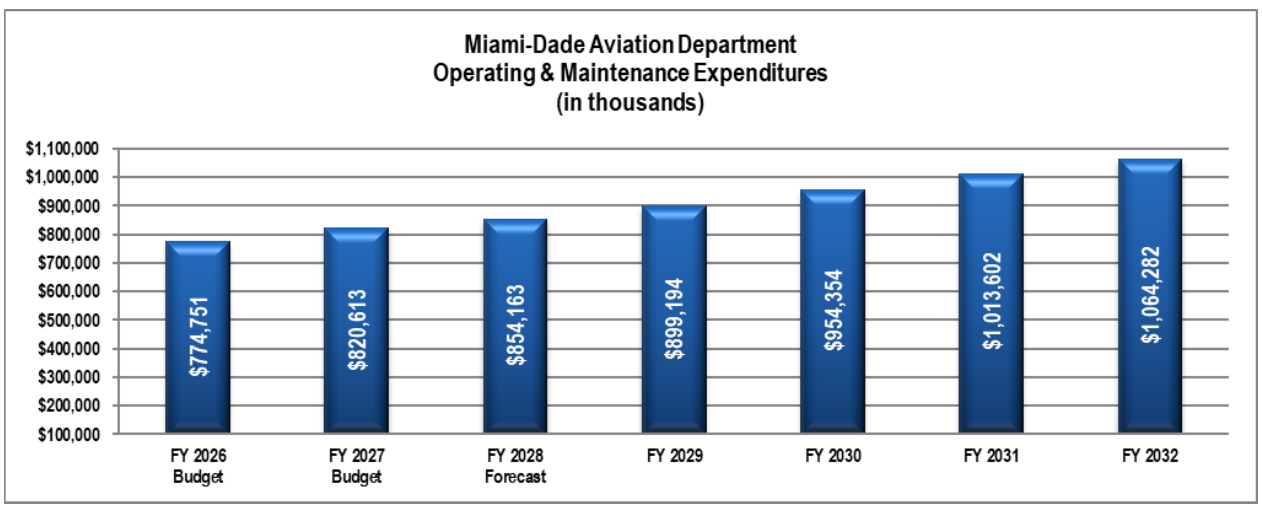
Economic Outlook

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.

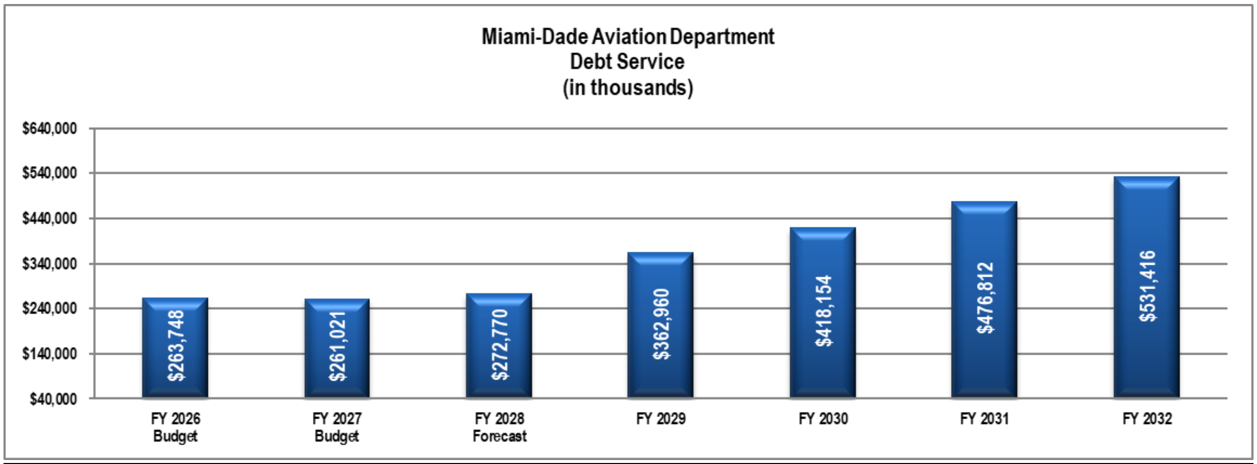
To maintain strong bond ratings, the Airport must demonstrate the ability to generate positive future net revenues. The generation of net revenues is heavily dependent on the volume of commercial flights, the number of passengers and the amount of cargo processed at the Airport, all three of which are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



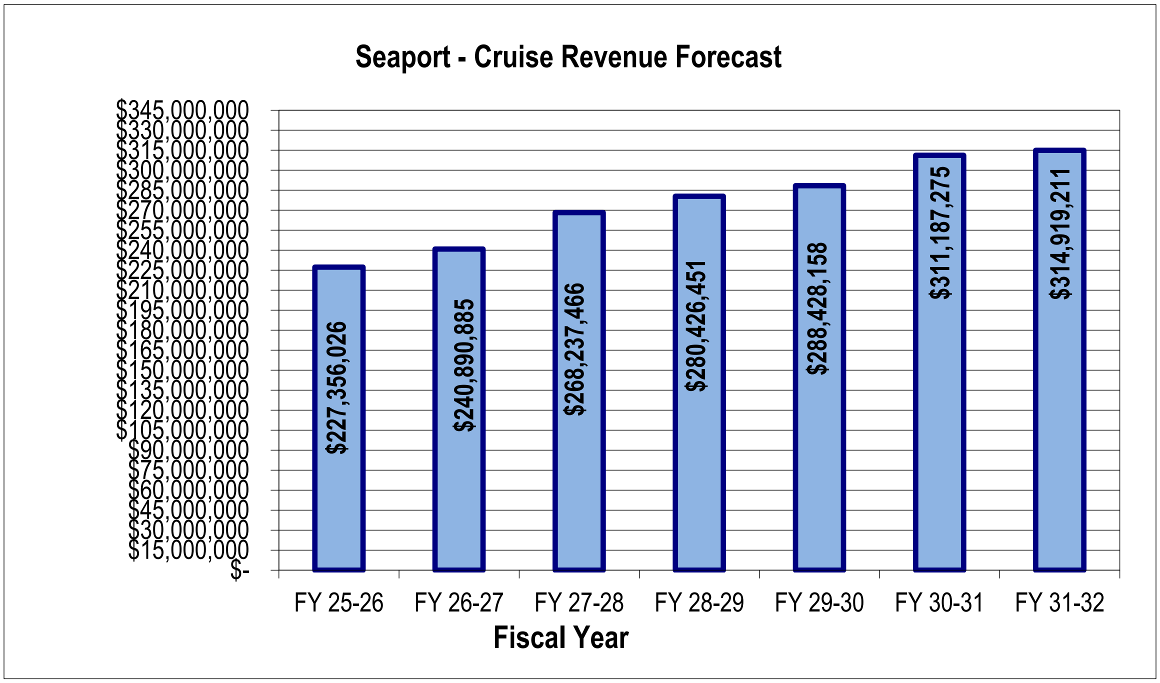
* Debt Service reflects the net amount paid for debt service after eligible transfers are applied; FY 2026-27 gross debt service of $387 million is being offset by a transfer of $126 million from the Passenger Facility Charges Fund resulting in a net debt service of $261 million; the transfers to debt service allow MDAD to stabilize the rates and fees charged to airlines and tenants with moderate increases year-over-year

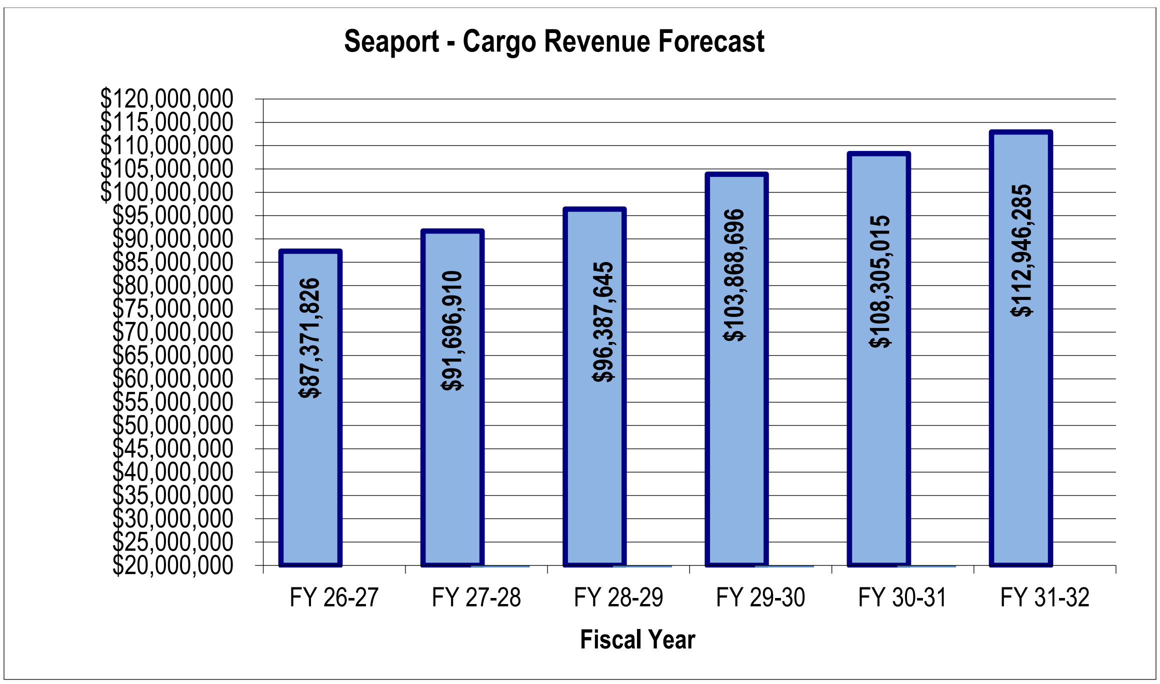
Seaport

The Dante B. Fascell Port of Miami (PortMiami) processed 8,564,225 million passengers in FY 2024-25, reflecting a strong growth trajectory with a 4 percent increase over FY 2023-24, and a complete rebound from the pandemic, with more than a 113 percent increase compared to FY 2021-22. Future growth in 2026-27 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 MSC Cruises' Terminal AA in April 2025, currently, the largest cruise terminal in the world.

The volume of cargo in FY 2024-25 was 1.115 million twenty-foot equivalent units (TEUs) compared to 1.089 million TEUs in FY 2023-24, a 2.35 percent growth and marking 11 consecutive years exceeding one million TEUs. The TEU growth is expected to continue through FY 2026-27.

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


Seaport - Cruise Revenue Forecast
$345,000,000
$330,000,000
$315,000,000
$300,000,000
$285,000,000
$270,000,000
$255,000,000
$240,000,000
$225,000,000
$210,000,000
$195,000,000
$180,000,000
$165,000,000
$150,000,000
$135,000,000
$120,000,000
$105,000,000
$90,000,000
$75,000,000
$60,000,000
$45,000,000
$30,000,000
$15,000,000
$-
$227,356,026
$240,890,885
$268,237,466
$280,426,451
$288,428,158
$311,187,275
$314,919,211
FY 25-26
FY 26-27
FY 27-28
FY 28-29
FY 29-30
FY 30-31
FY 31-32
Fiscal Year

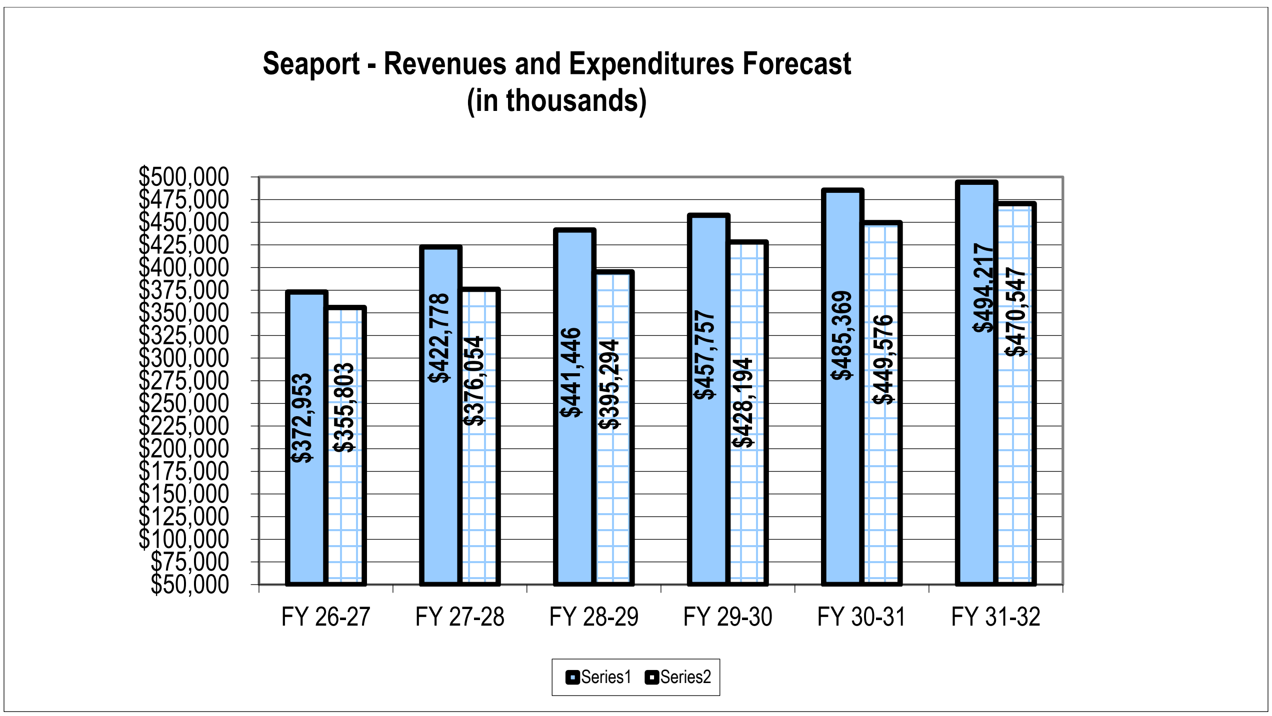

Seaport - Cargo Revenue Forecast
$120,000,000
$115,000,000
$110,000,000
$105,000,000
$100,000,000
$95,000,000
$90,000,000
$85,000,000
$80,000,000
$75,000,000
$70,000,000
$65,000,000
$60,000,000
$55,000,000
$50,000,000
$45,000,000
$40,000,000
$35,000,000
$30,000,000
$25,000,000
$20,000,000
$87,371,826
$91,696,910
$96,387,645
$103,868,696
$108,305,015
$112,946,285
FY 26-27
FY 27-28
FY 28-29
FY 29-30
FY 30-31
FY 31-32
Fiscal Year

Capital Improvement Plan (CIP)

PortMiami's CIP for cruise-related projects will focus on several priority projects including Royal Caribbean Group's (RCG) new Terminal G, various roadway improvements, and the rehabilitation of North Bulkhead Berths 1-6. The new Terminal G campus includes a state-of-the-art cruise terminal for RCG designed to meet LEED certification with the capacity to accommodate up to 7,000 passengers. It will also feature a multi-level parking garage, an intermodal facility and other critical infrastructure to support large cruise ships. Other future cruise-related projects include the build-out of Berth 10, the third berth for MSC Cruises' Terminal AA, representing the last cruise berth expansion opportunity on the north side of the port.

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 port 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 $2.260 billion in long-term debt.



Financial Outlook

Revenues include payments due from the port's cruise, cargo, rentals, parking agreements, and other miscellaneous items including harbor fees and ground transportation, as well as Secondary Gas Tax revenue, which serves as the state's support for the Port Tunnel. Expenditures include operating expenses and debt service payments. 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 confirmed itineraries through FY 2031-32. Contractual obligations ensure that PortMiami's cruise volumes will grow from 8.7 million passengers in FY 2025-26 to over 10.3 million in FY 2031-32. 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 2031-32. 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:

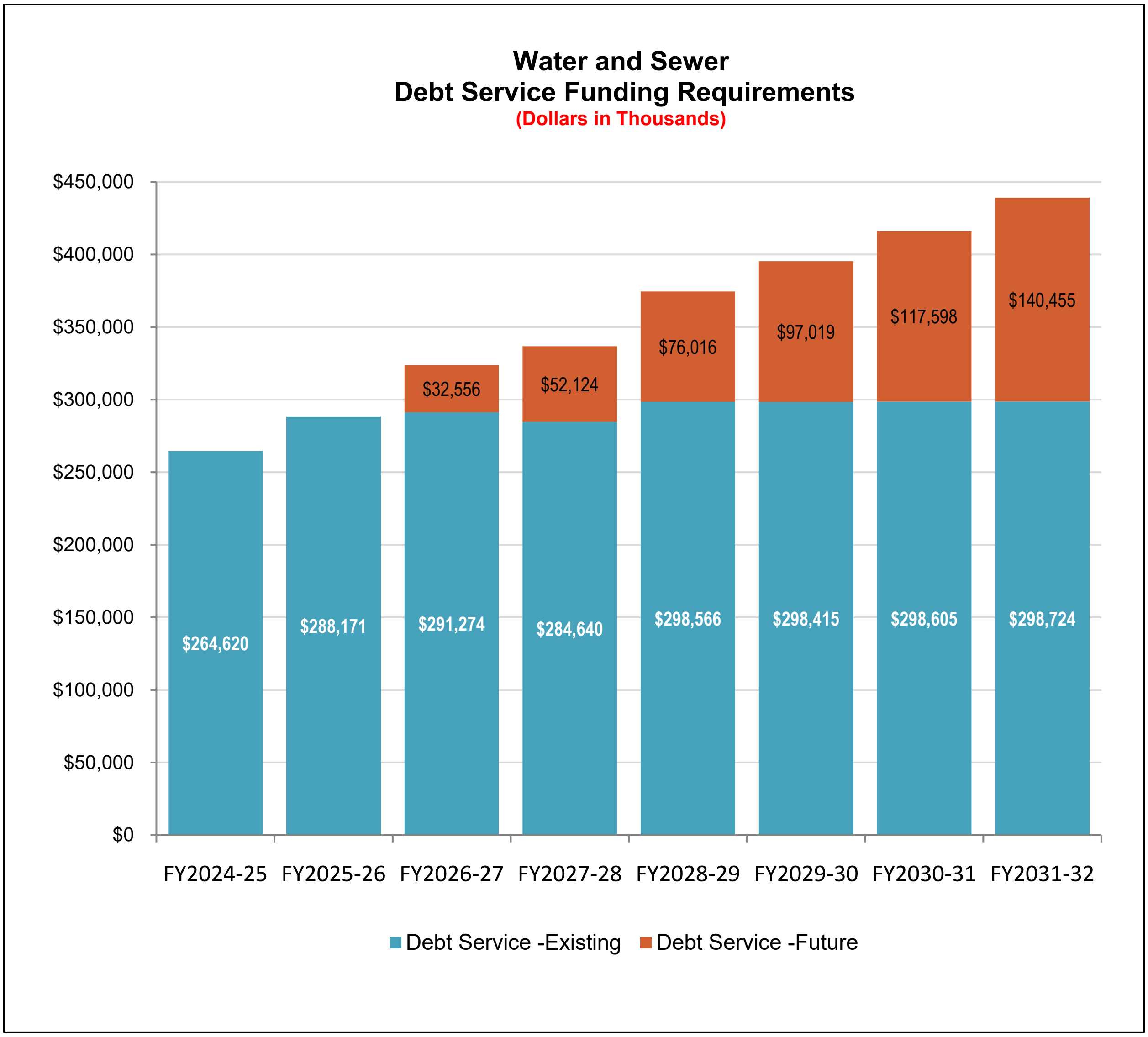
1. Mandated Regulatory Compliance:

- 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 $1.373 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 $1.6 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 $9.02 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 Proposed 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 6%	Retail Revenue Increase 7.5%	Retail Revenue Increase 7.4%	Retail Revenue Increase 7.4%	Retail Revenue Increase 7.4%	Retail Revenue Increase 7.4%
	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 2024-25 Actual**	**FY 2025-26 Projected**	**FY 2026-27 Proposed**	**FY 2027-28 Future**	**FY 2028-29 Future**	**FY 2029-30 Future**	**FY 2030-31 Future**	**FY 2031-32 Future**
Revenues								
Retail Water	$ 437,364	$ 456,394	$ 479,071	$ 515,001	$ 553,111	$ 594,041	$ 638,000	$ 685,212
Wholesale Water	57,334	53,993	51,805	54,880	55,979	57,099	58,240	59,405
Retail Wastewater	430,165	470,546	493,526	530,541	569,801	611,966	657,252	705,888
Wholesale Wastewater	127,324	151,076	149,118	149,040	152,021	155,061	158,162	158,162
Other Operating Revenue	35,020	38,566	38,373	40,667	40,804	40,941	41,080	41,220
Total Operating Revenues	**$ 1,087,207**	**$ 1,170,575**	**$ 1,211,893**	**$ 1,290,129**	**$ 1,371,715**	**$ 1,459,108**	**$ 1,552,734**	**$ 1,649,888**
Expenses								
Water Operating and Maintenance	$ 316,700	$ 332,967	$ 313,190	$ 327,561	$ 342,578	$ 358,295	$ 374,747	$ 391,931
Wastewater Operating and Maintenance	426,422	406,961	454,824	475,631	497,372	520,123	543,929	568,798
Total Operating Expenses	**$ 743,122**	**$ 739,928**	**$ 768,013**	**$ 803,192**	**$ 839,950**	**$ 878,418**	**$ 918,676**	**$ 960,729**
Non-Operating								
Other Non-Operating Transfers	$6,162	$36,522	$8,179	$24,273	$41,218	$53,240	$75,926	$96,772
Interest Income (Cash Flow)	(46,600)	(47,750)	(50,137)	(53,283)	(55,994)	(58,907)	(61,714)	(64,811)
Debt Service - Existing	264,620	282,171	291,274	284,640	298,566	298,415	298,605	298,724
Debt Service - Future	0	6,000	32,556	52,124	76,016	97,019	117,598	140,455
Capital Transfers	119,903	153,704	162,008	179,183	171,959	190,923	203,643	218,019
Total Non-Operating Expenses	**$344,085**	**$ 430,647**	**$ 443,880**	**$ 486,937**	**$ 531,765**	**$ 580,690**	**$ 634,058**	**$ 689,159**

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 2024-25 Actual	FY 2025-26 Projected	FY 2026-27 Proposed	FY 2027-28 Future	FY 2028-29 Future	FY 2029-30 Future	FY 2030-31 Future	FY 2031-32 Future
Proposed Retail Revenue Increases			6%	7.5%	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	**1.63**	**1.87**	**1.77**	**1.84**	**1.85**	**1.89**	**1.94**	**1.97**
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	**6.41**	**7.21**	**8.11**	**4.40**	**4.89**	**5.59**	**6.26**	**6.91**
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	**3.98**	**5.63**	**5.49**	**3.09**	**3.45**	**4.02**	**4.59**	**5.14**
(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	$109,103	$144,195	191,024	260,240	350,003
Total Flexible Cash Reserves	**$121,227**	**$121,227**	**$121,227**	**$139,637**	**$174,729**	**$221,558**	**$290,774**	**$380,537**
Reserves Required By Bond Ordinance	**$108,673**	**$119,823**	**$128,002**	**$133,865**	**$139,992**	**$146,403**	**$153,113**	**$160,122**

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 370,000 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, two 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 45 percent of the total tons disposed of for geographic Miami-Dade County, which is projected to be 2.068 million tons in the current fiscal year. FY 2026-27 tonnage is estimated to be two percent higher than current year's 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 2026-27 Proposed Budget maintains a flat residential curbside collection fee of $702 per household for residential curbside collection forgoing Ordinance 24-77 required an annual CPI adjustment to be applied to the residential solid waste collection fee. The CPI rate that was forgone equated to a 3.91 percent increase in accordance with the CPI for All Urban Consumers, South Region as published by the U.S. Bureau of Labor Statistics.

The level of CPI programmed in FY 2026-27 is zero percent and then includes an average of two percent thereafter that equals a $14 fee increase for FY 2027-28, $14 fee increase for FY 2028-29, $15 fee increase in FY 2029-30, and $15 fee increase for FY 2030-31. As a result of forgoing the 3.91 CPI during FY 2026-27, the Collection Fund is projected to experience a deficit of approximately $3.308 million in FY 2027-28, with deficits continuing to grow in subsequent years. 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 implementation of a CPI increase on the collection fee that aligns with current market conditions.

The FY 2026-27 Proposed Budget for Disposal Activities programs a 2 percent CPI adjustment that equates to $1.53 increasing from $76.12 to $77.65 for the Disposal Contract Tipping Fee per ton and a 2 percent CPI increase of $0.34 from $16.66 to $17 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 because 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 one million tons of garbage on an annual basis. In the short term, the department will 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 not be presented along with disposal revenues and reserves.

The Utility Service Fee Fund is funded through a six percent charge on Miami-Dade WASD bill. This fee is shared with the Department of Environmental Resources Management and generates approximately $75 million with $25 million allocated to the Solid Waste Department for water and soil quality mitigation activities. Although there is a healthy reserve amount of $39.860 million programmed in FY 2026-27, the on-going need of capital activities reduces the reserve in future years.

Collection and Disposal Operations	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
	Projections	Future	Future	Future	Future	Future
Revenues						
Collection Fees and Charges	281,944	279,964	273,309	264,508	253,473	243,391
Disposal Fees and Charges	467,118	442,697	428,788	409,744	397,493	388,518
Utility Service Fee	125,027	145,477	159,388	165,341	154,413	149,047
RRF Insurance Proceed	53,000	53,000	53,000	53,000	53,000	53,000
Total Operating Revenues	**$927,089**	**$921,138**	**$914,485**	**$892,593**	**$858,379**	**$833,955**
Expenses						
Collection Operating and Maintenance	235,257	242,353	249,408	256,649	260,586	268,197
Disposal Operating and Maintenance	195,939	207,075	206,485	212,298	218,276	224,423
Disposal USF	2,380	201	2,624	2,755	2,893	3,038
Disposal Insurance Proceed	0	0	0	0	0	0
Total Operating Expenses	**$433,576**	**$449,629**	**$458,517**	**$471,703**	**$481,755**	**$495,658**
Collection Debt Service and Capital	21,790	26,382	27,209	28,692	30,456	31,522
Disposal Debt Service and Capital	30,094	42,427	38,476	32,277	31,284	42,816
Disposal Debt Service and Capital-USF	5,299	5,416	16,423	33,173	27,473	46,423
Disposal Debt Service and Capital-Insurance Proceed	0	0	0	0	0	0
Total Non-Operating Expenses	**$57,183**	**$74,225**	**$82,108**	**$94,142**	**$89,213**	**$120,761**
CollectionYear End Cash Flow	24,897	11,229	(3,308)	(20,833)	(37,568)	(56,328)
Disposal Year End Cash Flow	241,085	193,195	183,828	165,169	147,933	121,279
Disposal Year End Cash Flow-USF	117,348	139,860	140,341	129,413	124,047	99,586
Disposal Year End Cash Flow-Insurance Proceed	53,000	53,000	53,000	53,000	53,000	53,000
Total Non-Operating Expenses	**$436,330**	**$397,284**	**$373,861**	**$326,748**	**$287,411**	**$217,537**

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 the past ten years, each iteration of the five-year plan for regional transportation included an extraordinary general fund contribution to sustain our regional transportation system. The estimated figure for general fund support in each five-year plan over the past decade supports the requirement for a general fund contribution of $335.979 million in FY 2026-27; with some iterations of the five-year plan reflecting a higher or a lower amount that usually included an offsetting revenue in the form of a fare increase and/or increase in fuel taxes. If compared to the traditional 3.5 percent growth factor that our regional transportation received prior to FY 2025-26, the amount for FY 2026-27 would have been closely aligned with the prior year adopted amount of $270.655 million. It was widely presented during each budget proposal that our regional transportation system would require an infusion of funding and/or a reduction service that equates to an increase of $96 million for FY 2026-27 over the prior year adopted budget.

A revenue increase of $96 million at this time is not realistic given fiscal realities. While a substantial increase of $66 million in General Fund was programmed towards our regional transportation system, a reduction of $30 million in service-related reductions was also programmed.

The reductions included in the FY 2026-27 Proposed Budget deviate slightly from prior attempts as it focuses on expenditure reductions in lieu of revenue increases. Although there is no scenario that is favorable, the current proposal includes the elimination of 12 bus routes and the structural change of early morning and late evening operation on another 44 routes, with impacts that are geographically equitable but will have a temporal impact on riders. The Proposed Budget is a beginning of the funding discussion, and it should be noted that scenarios proffered in previous years are still viable and include options such as a fare increase ($10 million reoccurring), an increase in the fuel taxes ($10 million reoccurring), restructuring of Special Transportation Services ($5 million reoccurring) and possible elimination and/or restructuring of Metro Connect ($5 million reoccurring).

Additionally, what is not reflected in the financials for DTPW nor the five-year plan for regional transportation is the Transportation Infrastructure Improvement District (TIID), which also plays a critical role. In order to program a general fund amount of $335.979 million for DTPW, approximately $89.6 million of TIID was used to support transit operations in our General Fund; additionally, since DTPW receives Countywide General Fund as a transfer; future TIID amounts are programmed in the general fund backing the transfer of general fund to DTPW and will not be reflected in DTPW nor the five-year plan.

As with any long-term plan, estimates and assumptions are made, which evolve over time and in some cases do not materialize. This is what was experienced last fiscal year when Florida House Bill (HB) 7031 eliminated the state sales tax and local discretionary surtaxes on commercial property leases, effective October 1, 2025. This legislation resulted in a $25 million reduction to PTP annual surtax revenues. Similarly, HJR 1-F Serves as a proposed constitutional amendment (Amendment 3) to increase the homestead exemption on non-school levies. If passed by voters, it would increase the exemption from $50,000 to $150,000 in 2027, from $150,000 to $250,000 in 2028, and caps the annual assessed value increase of non-homestead properties at five percent. If passed, this will further reduce revenues available for our regional transportation system. Additional impacts in the form of inflation, interest rate on borrowings, and collective bargaining agreements also will impact the five-year plan. While we try to anticipate future impacts, unexpected changes could have a impact that requires attention.

The Proposed FY 2026-27 Five-Year Plan for Regional Transportation in Miami-Dade County reflects a stable path forward that incorporates a one-time reoccurring service reductions of $30 million, while providing an increase of $66 million in funding. This approach would right-size the system and provide some level of fiscal stability for a span of five years.

For FY 2026-27, the PTP Surtax revenue used to support transit operations is programmed at $150.598 million and accounts for $106.400 million in PTP eligible transit operations and support services and $44.198 million for the South Dade BRT operations and maintenance.

In FY 2026-27, PTP Surtax funding is projected at $748.048 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 ($150.598 million), Citizens' Independent Transportation Trust (CITT) board support and oversight of PTP funds ($4.778 million), municipalities to operate transportation services ($88.109 million), a transfer to the PTP Capital Expansion Reserve fund ($49.097 million), and payments for debt service and bus financing requirements ($184.691 million). After commitments are paid and/or recorded as transfers to other funds, it is estimated that a ending cash balance of $270.305 million will be available to program as a reserve.

PTP Revenue and Expenses

As we enter the mid-point of calendar year 2026, sales tax growth has declined on average of 7.5 percent over the previous year actual of $423.239 million and is projected at $391.496 million for FY 2025-26. The primary driver of the sales tax decline is the passage of House Bill 7031 which had the impact of eliminating $25 million on the amount of PTP Surtax received by County. For the purposes of this five-year financial outlook, starting in FY 2026-27, PTP Surtax revenue is expected to grow by a rate of two percent (amount budgeted at 95 percent is $383.095 million); over the next five years, the growth rate is projected to be an average of two percent in FY 2026-27 and three percent thereafter. 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 ($49.097 million) will support 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 and financing expenses funded by the PTP Surtax for the replacement of the aging Metrobus fleet ($3.389 billion in total). Future debt service expenses were programmed in the five-year plan as interest only for five years, then amortized for the remaining term.

Finally, after meeting the commitments and obligations above, the PTP Surtax have a reserve balance of $270.305 million.

DTPW Operations and Capital

The General Fund contributions in the Pro Forma have been adjusted for the 2027 Proposed Pro Forma. As it pertains to revenues for DTPW operations, the plan assumes a FY 2026-27 General Fund contribution increase of 24 percent and then 3.5 percent thereafter. Although there are no extraordinary adjustments above the General Fund contribution as reflected in prior years, exogenous impacts to the proforma could necessitate extraordinary adjustment in a future iteration. Currently, DTPW is programmed to receive two subsidies in FY 2026-27, one being the General Fund amount of $355.979 million and the other is the Capital Improvement Local Option Gas Tax (CILOGT), which is currently levied at three cents. The Proposed Budget maintains this levy at the same level and is programmed at $19.336 million; 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 2026-27 Proposed Budget, no fare increase was programmed, keeping fares flat generating $87.257 million that contributes to the ongoing operations of the transportation system. DTPW does not have any carryover to fund operations in FY 2026-27. State Transportation Disadvantaged Trust Fund revenue remains at $6 million.

The expenditures for Metrobus reflect a 10 percent reduction in service levels to create a sustainable outlook for funding. There are built in increases for health insurance, 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. The PTP Capital Plan includes: replacement of rail vehicles, design and planning of the Beach and East West Corridors, expansion of the rail corridors to include the Northeast and North Corridor, as well as other improvements and rehabilitation to the existing transit system ($3.389 billion in total). It also includes Public Works projects such as: 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 because of the flexing of SU grant funds allocated by the TPO. The Five-Year plan also 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.

Revenues (Dollar in Thousands)	2027	2028	2029	2030	2031	2032
Operating Revenues						
Transit Operating Carryover	$ -	$ 4,363	$ 4,124	$ 6,780	$ 4,963	$ 1,306
Transit Fares and Fees	87,257	87,693	88,131	88,572	89,015	89,460
Other Transit Revenues	14,046	14,767	14,950	14,950	16,070	16,070
PTP Revenue Fund Carryover	350,000	290,467	196,649	160,565	175,500	123,931
PTP Interest Earnings	15,300	15,606	15,918	16,236	16,561	16,892
Grant Funding and Subsidies						
State Disadvantaged Trust Fund Program	6,766	6,766	6,100	6,100	6,100	6,100
Local Revenues						
Countywide General Fund Support	335,979	347,738	359,909	372,506	385,544	399,038
Extraordinary Adjustment in General Fund Support (DTPW)	-	-	-	-	-	-
Extraordinary Adjustment in General Fund Support (PTP Fund)	-	-	-	-	-	-
PTP Sales Tax Revenue	403,240	415,337	427,797	440,631	453,850	467,466
Capital Revenues						
PTP Capital Expansion Reserve Fund Carryover	-	-	-	-	-	-
DTPW PTP Capital Project Fund Carryover	-	-	-	-	-	-
Planned Future Bond Proceeds	319,473	631,471	449,071	212,094	88,588	1,659,872
Planned Financing for Bus Replacement Program	-	-	-	12,684	4,377	80,511
Fund Transfers						
PTP Capital Expansion from PTP Revenue	12,835	2,935	150	14,222	14,727	7,453
Transit Operating from PTP Revenue	145,300	178,206	181,770	185,405	189,113	192,896
Smart Plan Revenues						
SMART Plan Carryover	-	-	-	-	-	-
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	36,262	47,812	127,631	107,615	-	-
Transfer Plan from Capital Expansion	12,835	2,935	150	14,222	14,727	7,453
Transfer Plan from Dedicated Transit Joint Development Revenue	1,900	721	904	904	2,024	2,024
Total Revenues	**$ 1,771,193**	**$ 2,106,817**	**$ 1,933,854**	**$ 1,714,699**	**$ 1,522,996**	**$ 3,132,946**

Expenses (Dollar in Thousands)	2027	2028	2029	2030	2031	2032
DTPW Operating Expenses						
Transit Operating Expense, net of reimbursements	$ 579,929	$ 629,669	$ 642,281	$ 663,427	$ 682,456	$ 701,402
Capital Expenses						
PTP Capital Expansion Reserve Expenses	-	-	-	-	-	-
DTPW Transit PTP Capital Projects Fund Expenses	319,473	631,471	449,071	212,094	88,588	1,659,872
DTPW Public Works PTP Capital Projects Fund Expenses	-	-	-	-	-	-
Planned Bus Replacement Purchases	-	-	-	12,684	4,377	80,511
Debt Service/Financing Expenses						
Current PTP Debt Service for Transit	138,388	136,141	137,395	137,389	137,383	131,988
Current PTP Debt Service for Public Works	28,240	25,887	25,368	25,365	25,364	25,364
Future DTPW PTP Debt Service	15,915	25,000	25,000	30,000	35,000	117,118
Future Financing for Future Bus Replacement Program	-	2,071	2,610	3,812	3,948	10,452
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	88,609	96,027	98,893	101,845	104,886	108,017
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	4,778	4,972	5,158	5,339	5,499	5,664
Transfer to South Dade Busway Roadway Operations	5,298	5,404	5,512	5,622	5,735	5,849
Transfer from PTP Revenue to Transit Operating	145,300	178,206	181,770	185,405	189,113	192,896
Transfer from PTP Revenue to Surtax Reserve	-	-	-	-	-	-
Intrafund Transfers						
Transfer from PTP Revenue to PTP Capital Expansion	12,835	2,935	150	14,222	14,727	7,453
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	12,835	2,935	150	14,222	14,727	7,453
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	36,262	47,812	127,631	107,615	-	-
Transit Operating Fund Dedicated Joint Development Revenue	-	721	904	904	2,024	2,024
Planned End of Year Carryover						
SMART Plan End of Year Balance	-	-	-	-	-	-
PTP Revenue Fund End of Year Balance	292,615	196,649	30,565	500	123,931	3,157
PTP Capital Expansion Reserve Fund End of Year Balance	-	-	-	-	-	-
DTPW Transit Operating Fund End of Year Balance	13,363	4,124	6,780	4,963	1,306	(4,115)
DTPW PTP Capital Projects Fund End of Year Balance	70,397	111,053	188,693	183,367	76,888	70,257
Total Expenses	**$ 1,771,193**	**$ 2,106,817**	**$ 1,933,854**	**$ 1,714,698**	**$ 1,522,996**	**$ 3,132,946**