

Florida Department of Transportation



Miami Intermodal Center



May 31, 2016

LETTER OF CERTIFICATION

The Florida Department of Transportation (FDOT) has a dynamic and on-going comprehensive Financial Plan for the Miami Intermodal Center (MIC) in accordance with the requirements of Section 106, Title 23 United States Code, and the Financial Plan guidance issued by the Federal Highway Administration (FHWA). The plan provides detailed cost estimates to complete the program and estimates of financial resources needed to fully finance the program. This report reflects a summary of the overall program information. More detailed project and financial information is reported on a monthly basis to the FHWA Florida Division Office and the Project Delivery Team under the Office of Innovative Program Delivery. In addition, FDOT has comprehensive systems and processes in place to manage the MIC group of projects including the overall finances needed to fund these projects. The FHWA Florida Division Office and the Project Delivery Team reviewed these systems and processes during field visits to FDOT's Miami District Office and FDOT's Central Office in Tallahassee.

The cost data in the Financial Plan Annual Update and supporting systems and processes provide an accurate accounting of costs incurred to date and include a realistic estimate of future costs based on actual contractual commitments.

FDOT believes the Financial Plan Annual Update and supporting systems and processes provide an accurate basis upon which to forecast the completion of the MIC group of projects. To the best of FDOT's knowledge and belief, the Financial Plan Annual Update and supporting systems and processes fairly and accurately present the financial position of the MIC program and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan Annual Update are based on FDOT's judgment of the expected project conditions and our expected course of action. FDOT believes that the assumptions underlying the Financial Plan Annual Update and supporting systems and processes are reasonable and appropriate. Further, FDOT has and routinely will make available all significant information that is relevant to the Financial Plan Annual Update.



Rachel Cone
Assistant Secretary for Finance and Administration
Florida Department of Transportation

EXECUTIVE SUMMARY

FDOT is pleased to provide the 2016 Financial Plan Annual Update for the MIC program for the reporting period through February 29, 2016. The Financial Plan Annual Update is designed primarily for use by the United States Department of Transportation (USDOT) to assist the USDOT in fulfilling its oversight responsibilities required by Federal law.

In this thirteenth annual update, FDOT has included the report required by Section 20(e) of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement for the MIC Rental Car Facility (RCF) as an appendix to the report. The Section 20(e) financial report is required following completion of the RCF and annually thereafter until the RCF TIFIA loan is fully repaid.

REPORT HIGHLIGHTS

The last Financial Plan Annual Update was submitted to FHWA in May 2015. Based on the February 29, 2016 FDOT work program snapshot, the following are key trends and conditions compared to last year's annual update.

- The overall cost of the MIC Program has been reduced by \$25.9 million (net basis) driven primarily by the following adjustments to several component project costs.
 - i. Final costs for the Airport Link and MIA Mover System came in under budget by a total of \$15.7 million based on information provided by Miami-Dade County (aviation and transit departments), the lead agency for both projects. Although mentioned in last year's update, the final costs for these projects were not captured in the 2015 FDOT Work Program snapshot.
 - ii. Programmed costs for the AMTRAK-related "by-pass" route (discussed in more detail below) were reduced by \$2.9 million to account for actual right-of-way acquisition costs and construction bid prices. The project is now under construction.
 - iii. The MIC program contingency was reduced by \$8.5 million as very little work remains to be completed.
- Construction of the MIC Central Station facilities is complete. Tri-Rail (regional commuter rail) and Greyhound (intercity bus) began operating from the Central Station in 2015, in April and June, respectively.
- The RCF has been successfully operating since July 13, 2010. The financial position of the RCF continues to outperform forecasts (reference the Section 20(e) RCF TIFIA Loan report contained in the appendix).

2015 FINANCIAL PLAN ANNUAL UPDATE

This report is the thirteenth Financial Plan Annual Update for the MIC program. The original Financial Plan was included in the TIFIA Loan Application, dated August 2, 1999. This report is required under Section 1305(b) of the Transportation Equity Act for the 21st Century (TEA-21) that modified Section 106 of Title 23 United States Code by adding subsection "(h)" which requires, "A recipient of Federal financial assistance for a project ...with an estimated total cost of \$1,000,000,000 or more shall submit to the Secretary an annual financial plan for the project."¹ The act requires that the plan be based on detailed annual estimates of the cost to complete the remaining elements of the project.

The MIC Financial Plan is updated annually. Each update is designed to reflect changes in program totals compared to the previous Financial Plan Annual Update and to identify the remaining project costs and/or available funding.

BRIEF OVERVIEW OF MIC FINANCING

The MIC is a model for infrastructure development and implementation with partners including FDOT, Miami-Dade County (transit and aviation departments), the Miami-Dade Expressway Authority, USDOT (transit, highways, aviation, and coast guard), the South Florida Regional Transportation Authority (SFRTA), and private sector companies including 16 rental car companies. Funding for the program is derived from a variety of federal, state, local and private sources, including:

- Customer Facility Charges (CFC) derived from a daily transaction fee assessed by Miami-Dade County on rental car customers (and accounted for by an independent Fiscal Agent). CFC revenues were used to fund \$113.5 million in construction costs for the RCF. CFC revenues are also being used to fund the ongoing operating and maintenance expenses of the RCF, as well as repay two outstanding TIFIA loans totaling \$270 million. The appendix (Section 20(e) RCF TIFIA Loan report) presents a detailed accounting of the CFC revenues as well as an accounting of the overall financial position of the RCF project.
- State transportation dedicated revenues, such as fuel taxes, motor vehicle registration fees and license tag revenues that are deposited in the State Transportation Trust Fund (STTF). STTF revenues are used to fund transportation projects throughout Florida. The Florida Revenue Estimating Conference provides estimates for STTF revenues that are updated at least twice annually.

¹ Section 1904(a)(2) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued this requirement while lowering the project cost threshold to an estimated total cost of \$500,000,000 or more.

- Federal funding primarily administered by the FHWA, and to a lesser extent, the Federal Transit Administration (FTA).
- FDOT’s transportation projects contained in its Five-Year Work Program as prescribed by state law. The Work Program is balanced to available finances during the year. In the year ending June 30, 2015, the STTF received \$6.5 billion in revenues and disbursed approximately \$7.0 billion in transportation expenditures. On February 28, 2016, the cash balance of the STTF was \$569.5 million.

MIC TIFIA LOAN HISTORY

The MIC Program, which received approval for \$433 million in TIFIA loans in September 1999, consists of the following major program elements: land acquisition and environmental remediation, a consolidated RCF, roadway access improvements to the MIA and the MIC complex, a people mover system connecting MIA with the RCF (the MIA Mover System), and construction of the Central Station (formerly the MIC Core) – a transportation hub that will link regional commuter rail (SFRTA-Tri-Rail), intercity rail (AMTRAK), intercity bus (Greyhound), Miami-Dade Transit’s bus system and its existing and future rail systems. This \$2.0 billion program is providing connectivity between various modes of public and private transportation in Miami-Dade County and has greatly improved access to MIA.

The previously approved TIFIA loan authorization of \$433 million was originally divided into two parts. The initial loan of \$269 million (the FDOT elements or State Comprehensive Enhanced Transportation System (SCETS) TIFIA loan) was the subject of a loan agreement dated June 9, 2000, between FDOT and USDOT. It was originally anticipated that the proceeds of this loan would be used to fund land acquisition, roadway improvements, and the MIC Central Station. This loan (\$15 million in actual loan draws) was repaid in state FY 2007 on July 3, 2006 and replaced with a no-interest internal STTF loan made to FDOT District Six where the MIC is located.

The second TIFIA loan of up to \$170 million (the RCF TIFIA loan), which closed on April 29, 2005, was used for the design and construction of the RCF. The RCF TIFIA loan was subsequently increased in August, 2007 up to \$270 million through an amended and restated loan agreement between FDOT and USDOT. FDOT has fully drawn the \$270 million in RCF TIFIA loan proceeds.

MIC PROGRAM STATUS

1. Right-of-Way Acquisition and Environmental Remediation to facilitate the construction of all MIC Program elements; programmed cost totals \$336 million.

Land acquisition and environmental remediation on the Priority 1 and 2 right-of-way sites is complete. On the Priority 3 site,² only those parcels owned by SFRTA remain to be transferred to FDOT. The SFRTA Board at their meeting on March 25, 2016 approved an item transferring the parcels to FDOT in exchange for a non-exclusive easement over the MIC Rail Corridor.³

2. Consolidated Rental Car Facility which has been successfully operating since July 13, 2010.

The financial position of the RCF continues to outperform forecasts (reference the Section 20(e) RCF TIFIA Loan report contained in the appendix).

3. MIC Central Station (formerly MIC Core), connecting various forms of transportation to the RCF and the MIA terminal via the MIA Mover System; programmed cost totals \$725 million.

When fully operational, the Central Station will provide access for private automobiles, buses, taxis and other commercial vehicles, in addition to the existing SFRTA commuter rail system (Tri-Rail), AMTRAK intercity rail service, Greyhound intercity bus service, the County’s Metrorail and Metrobus services, and access to the MIA Mover System.

The major components of the Central Station, together with their programmed costs, are shown below.⁴

Central Station Component	February 2015 Cost (\$000)	February 2016 Cost (\$000)
Metrorail and Metrobus services, including internal roadway circulation ⁵	\$517,501	\$517,101
MIA Mover Station	\$51,048	\$51,062
Central Station/Intermodal Hub ⁶	\$157,268	\$156,979
Total Central Station	\$725,817	\$725,142

² Priority 1 is substantially the RCF site and related parcels; Priority 2 is the right-of-way required for the LeJeune Road corridor roadway improvements, and Priority 3 is substantially the Central Station site and related parcels.

³ FDOT and SFRTA entered into a Consent to Use Agreement, which provided sufficient access rights to support environmental remediation and construction activities.

⁴ Programmed cost are based on the February 29, 2016 FDOT Work Program snapshot.

⁵ Also referred to as Earlington Heights Extension and “Airport Link.”

⁶ Programmed costs for 2015 and 2016 have been reduced to remove funding that was programmed for property management, which relates to the management and maintenance of the property during the operations phase.

Compared to the May 2015 Financial Plan Annual Update, the total programmed cost for all Central Station components has been reduced slightly by \$0.675 million to better reflect the cost to complete the Central Station facilities.

The Central Station/Intermodal Hub achieved substantial completion in February 2015. Tri-Rail began operating commuter rail service from the Central Station in April 2015 and Greyhound began operations in June 2015. AMTRAK is not expected to begin operations until after the “by-pass” route is completed (see below).

Last year’s update identified the need for additional Central Station operational improvements, including: build out of the central control room to accomplish integration of individual tenant mode safety and security systems (e.g., CCTV, fire alarm and public address systems); sub-metering to enable proper accounting of power consumption among tenant modes; and additional pedestrian safety improvements at the NW 25th Street at-grade crossing. The additional pedestrian safety improvements at the NW 25th Street at-grade crossing have been completed. Sufficient funding has been programmed to complete the build out of the central control room and sub-metering projects. FDOT has not undertaken these improvements pending the outcome of the Central Station (and related joint development parcel) conveyance to another public agency, which may choose to serve as the lead agency for these improvements.

4. Central Station/Joint Development Conveyance including approximately 8.5 acres acquired for joint development purposes (“joint development site”).

It has been FDOT’s long-term interest to convey the Central Station property, including the joint development site, to another public agency that would take over the management of the station and serve as the lead agency for the joint development program. Accordingly, FDOT is in the final stages of negotiating the terms of the conveyance with the Miami-Dade Expressway Authority and Miami-Dade County, either of which is thought to be an appropriate party to carry out the terms of the conveyance. In the event that the negotiations are not successful, FDOT would continue in its current capacity as owner/manager of the Central Station properties. Under the current arrangement, the tenant modes are responsible for the operation and maintenance of their assigned station areas and FDOT is responsible for the shared use, or common, areas. The expectation is that any future revenue derived from the joint development site (along with contributions from tenant modes) would be applied to offset the common area costs.

5. Roadway Improvements to facilitate access to the MIC and MIA from the south and to local streets surrounding the RCF and Central Station to support the operations of the facility; programmed cost totals \$191 million.

All major roadway projects, including landscaping, have been completed and are open to traffic.

The by-pass route to accommodate those situations when longer AMTRAK trains are in the Central Station, blocking the at-grade rail/highway crossing at NW 25th Street, is now under construction. This project is on schedule to be completed in summer of 2016. The total cost of these improvements is now programmed at \$5.6 million, a reduction of \$2.9 million compared to last year’s report. The reduction in cost was based on actual right-of-way acquisition costs and construction bid prices. Projected cash flow for the by-pass project is shown below.

Connection to NW 37th Avenue (By-Pass Route) Cash Flow (\$000)			
February 2016 Total Programmed Cost	Expended Thru FY2015	To be Expended in FY2016	To be Expended in FY2017
\$5,637	\$1,691	\$3,664	\$282

6. Contingencies, Financing Costs and Program Management; programmed cost totals \$116 million.

Since last year’s update FDOT has released approximately \$8.5 million from the MIC program contingency, leaving a contingency balance of \$11.0 million. Once all remaining work is completed, additional contingency funds will be released for use on other (non-MIC related) FDOT projects.

Financing costs for the RCF loan have been adjusted to reflect capitalized interest costs based on actual loan draws. Total financing costs also include capitalized interest on State Infrastructure Bank (SIB) loans used for construction of the Central Station. The SIB loan was an internal loan to District 6. The loan has been completely disbursed.

CONSTRUCTION SCHEDULE AND NEXT STEPS

Pursuant to Section 15(j) of the TIFIA loan agreement dated April 1, 2005, an amendment to the construction schedule and a description of other events affecting implementation of the RCF, MIA Mover System and Central Station are provided below. Additionally, the amended and restated RCF TIFIA loan agreement dated August 2007 reset the substantial completion date for the RCF to January 2010, but substantial completion was ultimately achieved on July 13, 2010.

As shown in the following comparative schedule, the original program schedule was developed in July of 1999 as part of the TIFIA loan application package. The original program schedule has encountered significant delays, the primary reasons for which are summarized below.

Cause of Delay: *Re-sequencing of the program's major elements to avoid double moves by rental car companies occupying parts of the MIC Central Station site.*

Impact: In the spirit of cooperation, FDOT made the decision to allow Hertz and Avis to operate from their former locations (through lease back arrangements) until the RCF was complete and available for occupancy. This resulted in a delay to the completion date for the Central Station and the overall program schedule since completion of the Central Station became last in sequence for construction.

Cause of Delay: *The terrorist attacks of September 11, 2001, had a significant impact on the MIA passenger market, including both airline passengers and rental car customers.*

Impact: MIA was slow to recover, ultimately resulting in downward adjustments to both passenger forecasts and rental car customer activity. At the request of the rental car companies, the RCF was temporarily placed on hold until such time as recovery trends became clear and RCF-related revenue forecasts (i.e., CFC revenues) could be made with a reasonable degree of reliability.

Cause of Delay: *Negotiations with Turner Construction Company through the MIC CM@Risk contract in 2005 were not successful for pricing the completion of the RCF and related projects (MIA Mover station and related roadway improvements). Although FDOT opted to re-bid these projects using conventional procurement methods, even the lowest bid was not financially achievable.*

Impact: The decision to re-bid these projects using conventional methods resulted in further delay to completion of the RCF. FDOT subsequently resumed price negotiations under its existing MIC CM@Risk contract and successfully negotiated a price in March 2007.

Cause of Delay: *FDOT had not fully funded the Central Station in its work program until mid-2009. Well over half of the funding, however, was programmed in state FYs 2014 and 2015. Without a mechanism to leverage these outer year funds, the project required phased construction, adding both cost and time to the project.*

Impact: Phased construction was not the preferred approach. Since the amended 2008 Financial Plan Annual Update, submitted in November 2009, the project was awarded two State Infrastructure Bank (SIB) loans totaling \$45 million. Based on the scheduling at the time of the SIB loan awards, securing this financing source allowed the project to be completed in a single phase and accelerated completion by nearly three years. An internal federally-funded SIB loan was executed with District 6 on March 23, 2010 for \$20 million. An additional internal federally-funded SIB loan was executed with District 6 on March 21, 2011 for \$25 million.

Cause of Delay: *As described in detail in last year's annual update, resolution of the Central Station rail operational issues added both time and cost to the completion of the project.*

Impact: Moreover, since FDOT had to take over the design and construction of the signal system for the segment of track connecting the MIC to the mainline track to the north, signal system testing was not completed until January 2015, which delayed the start of Tri-Rail operations at the Central Station until April 2015.

MIC PROGRAM COMPARATIVE SCHEDULE (Calendar Years)

Activity Description	Start	Finish	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Rental Car Facility (CM@Risk) FM# 249937-5 Construction Rental Car Center	15-Jun-03	13-Jul-10																
MIC Terminal Access Rdways (CM@Risk) FM# 249937-4 Construction: MTAR	14-Aug-04	02-Feb-10																
Le Jeune Rd. Southbound CD FM# 250234-4 Construction SBCD	02-Feb-05	03-Dec-07																
Le Jeune Rd. Northbound CD FM# 250234-2 Construction NBCD	02-Feb-05	09-Mar-08																
MIC/MIA Interchange FM# 408834-1 Construction MIC/MIA Interchange	02-Feb-05	31-Mar-08																
MIC Central Station FM# 406800-2 Construction Central Station	15-Jul-11	30-Jun-15																
MIA Mover System (MDAD) Construction: MIA Mover	30-Sep-09	05-Sep-11																
MIA Mover Station FM# 406800-6 Construction: MIA Mover MIC Station	06-Feb-08	07-Jan-11																
Earlington Heights Connector (MDT) MDT - E.H. Connector	30-Apr-09	28-Jul-12																
Connection to NW 37th Avenue FM# 250234-7 Construction	01-Aug-15	31-Jul-16																

- 2016 Proposed Schedule
- Progress
- Pre 9/11/2001 Schedule
- TIFIA Application Schedule

MIC USES OF FUNDS BY PROGRAM ELEMENT (\$1,000s)

PROGRAM ELEMENTS	Jul-99 TIFIA Application	Revised Feb-08 Work Program (Note 4)	Apr-10 Work Program	Apr-11 Work Program	Mar-12 Work Program	Mar-13 Work Program	Mar-14 Work Program	Mar-15 Work Program (Note 6)	Mar-16 Work Program	Net Change from TIFIA Application
Right of Way & Environmental Initial MIC Core	\$379,072	\$338,424	\$338,330	\$339,282	\$339,524	\$339,573	\$339,344	\$337,186	\$336,210	(\$42,862)
Road Improvements	\$80,696	\$467,067	\$760,254	\$739,214	\$721,978	\$723,306	\$725,006	\$725,817	\$725,142	\$644,446
MIC/MIA Connector	\$143,424	\$183,550	\$187,834	\$186,950	\$186,651	\$190,357	\$190,874	\$191,744	\$190,631	\$47,207
Rental Car Facility	\$399,680	\$303,389	\$270,116	\$270,071	\$269,762	\$269,762	\$269,501	\$269,501	\$254,201	(\$145,479)
Capitalized Interest	\$161,554	\$343,192	\$386,910	\$395,084	\$395,049	\$395,062	\$394,785	\$394,783	\$394,783	\$233,229
RCF Reserves & Costs	\$61,390	\$53,964	\$53,964	\$33,017	\$29,864	\$29,864	\$29,863	\$29,863	\$29,863	(\$31,527)
Other	\$5,715	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$5,715)
	\$118,203	\$84,898	\$85,929	\$79,598	\$79,977	\$81,486	\$91,393	\$94,284	\$86,471	(\$31,732)
Total Cost	\$1,349,734	\$1,774,484	\$2,083,337	\$2,043,216	\$2,022,805	\$2,029,410	\$2,040,767	\$2,043,177	\$2,017,300	\$667,566

MIC USES OF FUNDS BY ACTIVITY (\$1,000s)

USES OF FUNDS	Jul-99 TIFIA Application	Revised Feb-08 Work Program (Note 4)	Apr-10 Work Program	Apr-11 Work Program	Mar-12 Work Program	Mar-13 Work Program	Mar-14 Work Program	Mar-15 Work Program (Note 6)	Mar-16 Work Program	Net Change from TIFIA Application
PE, Feasibility Studies & NEPA	\$22,737	\$21,983	\$21,983	\$21,983	\$21,983	\$21,983	\$21,983	\$21,983	\$21,983	(\$754)
Right of Way	\$306,035	\$306,079	\$305,985	\$306,937	\$307,179	\$307,228	\$306,999	\$304,841	\$303,865	(\$2,170)
Environmental Remediation -1	\$73,037	\$32,345	\$32,345	\$32,345	\$32,345	\$32,345	\$32,345	\$32,345	\$32,345	(\$40,692)
Design -2	\$123,426	\$91,671	\$91,671	\$94,605	\$97,225	\$97,901	\$98,998	\$98,998	\$100,346	(\$23,080)
Project Administration	\$33,152	\$46,117	\$47,998	\$48,820	\$51,353	\$51,542	\$52,657	\$52,787	\$53,462	\$20,310
CEI -2	\$48,448	\$40,343	\$40,343	\$58,837	\$60,049	\$61,259	\$62,573	\$62,573	\$63,071	\$14,623
Construction -2	\$613,480	\$1,165,184	\$1,473,100	\$1,437,877	\$1,416,166	\$1,419,327	\$1,418,596	\$1,420,274	\$1,401,339	\$787,859
Program Contingency	\$62,314	\$16,798	\$15,948	\$8,795	\$6,641	\$7,961	\$16,753	\$19,514	\$11,025	(\$51,289)
Subtotal, Before Financing	\$1,282,629	\$1,720,520	\$2,029,373	\$2,010,199	\$1,992,941	\$1,999,546	\$2,010,904	\$2,013,314	\$1,987,437	\$704,808
TIFIA Capitalized Interest - FDOT -3	\$32,327	\$2,107	\$2,107	\$2,107	\$2,107	\$2,107	\$2,107	\$2,107	\$2,107	(\$30,220)
RCF Reserves & Costs -3	\$5,715	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$5,715)
TIFIA Capitalized Interest - RCF -3	\$29,063	\$51,857	\$51,857	\$28,352	\$25,199	\$25,199	\$25,199	\$25,199	\$25,199	(\$3,864)
SIB Capitalized Interest	\$0	\$0	\$0	\$2,558	\$2,558	\$2,558	\$2,558	\$2,558	\$2,558	\$6,558
TOTAL	\$1,349,734	\$1,774,484	\$2,083,337	\$2,043,216	\$2,022,805	\$2,029,410	\$2,040,767	\$2,043,177	\$2,017,300	\$667,566

MIC SOURCES OF FUNDS BY PROGRAM ELEMENT (\$1,000s)

SOURCES OF FUNDS	Jul-99 TIFIA Application	Revised Feb-08 Work Program (Note 4)	Apr-10 Work Program	Apr-11 Work Program (Note 5)	Mar-12 Work Program	Mar-13 Work Program	Mar-14 Work Program	Mar-15 Work Program (Note 6)	Mar-16 Work Program	Net Change from TIFIA Application
Federal Funds										
TIP/LRTP & Prior	\$106,718	\$23,718	\$23,058	\$59,775	\$59,775	\$59,775	\$59,746	\$60,364	\$59,746	(\$46,972)
Non-Federal Funds										
TIP/LRTP & Prior + Other State	\$157,033	\$755,382	\$1,072,043	\$980,703	\$962,757	\$967,915	\$977,093	\$973,229	\$973,660	\$816,627
Airport Capital Improvement Plan	\$399,680	226,127	\$159,343	\$154,639	\$155,196	\$155,196	\$155,195	\$155,195	\$139,895	(\$259,785)
Dedicated Revenues - RCF	\$25,000	\$66,232	\$110,697	\$113,496	\$113,496	\$113,496	\$113,494	\$113,494	\$113,494	\$88,494
MDX Tolls	\$86,568	\$87,117	\$86,169	\$86,157	\$86,468	\$86,468	\$86,468	\$86,468	\$86,468	(\$100)
MDTA - Non-Federal @ 50%	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$15,000)
Ancillary Revenues	\$37,000	\$9,792	\$4,704	17,861	17,783	19,555	21,918	\$27,568	\$17,177	(\$19,823)
Subtotal, Non-Federal Grants	\$720,281	\$1,144,650	\$1,432,956	\$1,352,856	\$1,335,700	\$1,342,630	\$1,354,169	\$1,355,955	\$1,330,696	\$610,415
Financing										\$0
TIFIA Loan + Capitalized Interest -3	\$497,735	\$334,976	\$338,416	\$315,458	\$312,305	\$312,305	\$312,300	\$312,306	\$312,306	(\$185,429)
STTF Loan		\$246,141	\$246,051	\$245,242	\$245,140	\$244,815	\$244,667	\$244,667	\$244,667	\$244,667
SIB Loan + Capitalized Interest	\$25,000	\$24,999	\$42,856	\$69,885	\$69,885	\$69,885	\$69,886	\$69,886	\$69,886	\$44,886
Subtotal, Financing	\$522,735	\$606,116	\$627,323	\$630,585	\$627,330	\$627,005	\$626,852	\$626,858	\$626,858	\$104,123
TOTAL	\$1,349,734	\$1,774,484	\$2,083,337	\$2,043,216	\$2,022,805	\$2,029,410	\$2,040,767	\$2,043,177	\$2,017,300	\$667,566

MIC program obligations now extend through FY 2020/21.

1. FDOT's estimated total cost to complete dated 5-21-04. Environmental allocations in various projects.
2. Portions of this work are performed under intergovernmental agreements. As a result, allocations between these categories are estimates.
3. The MIC "SCETS" TIFIA loan was repaid in July 2006 - \$15 million of principal drawn and \$2.1 million of accrued interest. The loan balance has been transferred to the FDOT's STTF and is being repaid directly to FDOT at 0% interest. A second TIFIA loan for the RCF closed in April 2005 for an authorized amount of up to \$170 million and was subsequently amended in 2007 for an additional \$100 million. Thus, the \$312.3 million shown in the table above for March 2016 consists of the following components:
 - \$270 million in RCF loan draws,
 - \$15.0 million in SCETS loan draws, and
 - \$27.3 million in accrued interest on the SCETS and RCF loans.

The placeholder amount for the RCF loan costs and reserves was eliminated and reset to \$0 in 2006/07.
4. Revised Feb-08 Work Program adjusted for program changes to fully fund the Central Station and was used in the November 2009 Financial Plan Annual Update.
5. Based on further review of information some amounts were re-allocated between Federal and Non-Federal fund sources.
6. Revised to exclude \$2.3m in funds related to property management for the MIC Central Station.

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2016 ANNUAL FINANCIAL PLAN ANNUAL UPDATE**1. Introduction**

Among the annual reporting requirements set forth in Section 20(e) of the RCF TIFIA Loan Agreement is a verified RCF Financial Projection¹. The following information is based on the verified RCF Financial Projection as of the March 31, 2016 Calculation Date. The Calculation Date is defined as the first business day prior to each Interest Payment Date, the most recent of which was April 1, 2016.

2. RCF Financial Projection

As defined in the Calculations and Forecasting Agreement, the RCF Financial Projection is the current year-by-year forecast of all RCF-related expenses and revenues and contains the information required by Section 2.2 of the Calculations and Forecasting Agreement, which includes:

- a) details of the Forecast Assumptions and the inputs in respect of such Forecast Assumptions on which the RCF Financial Projection is based;
- b) projections of Pledged Revenues, Operating Expense and amounts required to meet the Debt Service Reserve, Operating Expense Reserve, RCF Secondary Reserve, Administrative Expenses Fund, Debt Service Fund and Operating Fund requirements for each year throughout the Maturity Period pursuant to the Loan Agreement and the Security Agreement;
- c) a statement of any balances debited or credited to the Funds and Accounts as of such Calculation Date;
- d) a statement of the current Project Life Coverage Ratio (PLCR), the historical PLCR and the projected PLCR for each remaining year through the Maturity Period; and
- e) a certificate executed by the Chief Financial Officer of the Borrower, to the effect that as of each Calculation Date the RCF Financial Projection and the items required in paragraphs (a) through (d), inclusive, of Section 2.2 are true and correct.

¹ Capitalized terms used herein have the meaning ascribed to such terms in the Loan Agreement, the Security Agreement, and the Calculations and Forecasting Agreement.

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RCF Financial Projection-Annual

REVENUE FUND

Forecast year	Total	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Revenue Fund BEG		52,705,626	2,339,162	3,569,345	3,828,591	4,036,555	4,348,306	4,431,619	4,135,378	4,201,751	4,248,623
Plus: Revenue Fund interest earnings	3,297,919	17,704	122	43	1	1	1	1	3,152	4,241	17,131
Less: Revenue Fund transfers to Administrative Expenses Fund	10,150,939	98,000	335,487	34,436	181,183	233,673	70,021	194,278	219,186	219,464	225,213
Less: Revenue Fund transfers to Interest Account	96,389,030	-	-	4,411,490	9,427,375	12,302,892	11,574,207	10,859,168	10,128,962	9,384,068	8,614,217
Less: Revenue Fund transfers to Debt Service Reserve Account	-	-	-	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to RCF Operating Expense Fund	464,861,263	15,700,535	2,367,577	7,488,491	6,990,044	1,865,225	5,984,976	7,262,742	8,539,493	8,735,215	8,937,443
Less: Capital cost reimbursements to FDOT	55,250,870	55,250,870	-	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to RCF Secondary Reserve Fund	1,519,702,595	4,993,112	33,093,889	30,335,467	27,933,915	31,900,756	29,329,177	31,585,250	31,403,780	32,555,224	33,578,751
Plus: CFC revenue	2,097,078,703	25,658,350	37,024,514	42,529,086	44,740,483	46,614,296	47,041,693	49,605,197	50,354,643	50,936,602	51,373,995
Plus: Contingent Rent	-	-	-	-	-	-	-	-	-	-	-
Plus: Miscellaneous RCF revenues	2,498	-	2,500	-	(2)	-	-	-	-	-	-
Revenue Fund		2,339,162	3,569,345	3,828,591	4,036,555	4,348,306	4,431,619	4,135,378	4,201,751	4,248,623	4,284,125

RCF SECONDARY RESERVE FUND

Forecast year	Total	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
RCF Secondary Reserve Fund - BEG		-	4,993,127	38,089,265	48,945,067	46,824,969	49,220,278	48,381,790	49,710,413	50,337,976	51,617,274
Plus: RCF Secondary Reserve Fund interest earnings	350,154,066	14	2,249	17,701	87,542	103,325	126,014	73,829	32,385	43,734	207,038
Plus: Revenue Fund transfers to RCF Secondary Reserve Fund	1,519,702,595	4,993,112	33,093,889	30,335,467	27,933,915	31,900,756	29,329,177	31,585,250	31,403,780	32,555,224	33,578,751
Plus: Debt Service Reserve Account transfers to RCF Secondary Reserve Fund	13,177,227	-	-	-	372,186	76,236	733,780	716,307	742,504	752,512	772,751
Plus: Consolidated Busing Operating Expense Account transfers to RCF Secondary Reserve Fund	144,235	-	-	-	144,235	-	-	-	-	-	-
Plus: Operating Expense Reserve Account transfers to RCF Secondary Reserve Fund	18,602,904	-	-	-	-	-	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Debt Service Reserve Account	12,733,474	-	-	12,733,474	-	-	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Operating Expense Reserve Account	18,082,622	-	-	6,763,892	277,839	363,731	232,949	644,539	256,236	189,981	193,556
RCF Secondary Reserve Fund before principal payments		4,993,127	38,089,265	48,945,067	77,205,107	78,541,554	79,176,299	80,112,636	81,632,845	83,499,465	85,982,258
RCF Secondary Reserve Fund before principal payments	-	4,993,127	38,089,265	48,945,067	77,205,107	78,541,554	79,176,299	80,112,636	81,632,845	83,499,465	85,982,258
Less: RCF Secondary Reserve Fund transfers to Principal Account	295,198,658	-	-	-	15,448,139	14,660,638	15,696,092	15,343,208	15,783,847	16,030,596	16,446,282
Less: RCF Secondary Reserve Fund transfers to Land Acquisition Fund	95,000,000	-	-	-	14,932,000	14,660,638	15,098,417	15,059,015	15,511,023	15,851,595	3,887,313
Plus: Interest Account transfers to RCF Secondary Reserve Fund	10,542	-	-	-	-	-	-	-	-	-	-
RCF Secondary Reserve Fund		4,993,127	38,089,265	48,945,067	46,824,969	49,220,278	48,381,790	49,710,413	50,337,976	51,617,274	65,648,663

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RCF Financial Projection-Annual

REVENUE FUND

Forecast year	Total	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Revenue Fund BEG		4,284,125	4,534,397	4,559,000	4,594,293	4,636,378	4,678,538	4,951,378	4,994,733
Plus: Revenue Fund interest earnings	3,297,919	37,708	94,444	111,498	112,494	113,518	114,528	121,196	122,245
Less: Revenue Fund transfers to Administrative Expenses Fund	10,150,939	230,673	234,319	240,536	247,971	255,629	263,516	271,641	280,008
Less: Revenue Fund transfers to Interest Account	96,389,030	7,780,093	6,662,571	5,243,987	-	-	-	-	-
Less: Revenue Fund transfers to Debt Service Reserve Account	-	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to RCF Operating Expense Fund	464,861,263	18,130,288	9,346,317	9,563,378	9,789,891	10,023,901	12,976,945	10,507,689	10,873,477
Less: Capital cost reimbursements to FDOT	55,250,870	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to RCF Secondary Reserve Fund	1,519,702,595	25,586,132	38,510,035	40,124,531	45,626,998	45,892,120	43,431,197	49,191,956	49,336,769
Plus: CFC revenue	2,097,078,703	51,939,751	54,683,401	55,096,227	55,594,451	56,100,292	56,829,971	59,893,444	60,411,130
Plus: Contingent Rent	-	-	-	-	-	-	-	-	-
Plus: Miscellaneous RCF revenues	2,498	-	-	-	-	-	-	-	-
Revenue Fund		4,534,397	4,559,000	4,594,293	4,636,378	4,678,538	4,951,378	4,994,733	5,037,854

RCF SECONDARY RESERVE FUND

Forecast year	Total	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
RCF Secondary Reserve Fund - BEG		65,648,663	74,568,848	96,876,004	115,096,288	53,176,353	100,868,241	147,237,504	200,576,472
Plus: RCF Secondary Reserve Fund interest earnings	350,154,066	458,648	1,509,697	2,157,994	879,013	1,799,767	2,938,066	4,147,012	5,458,611
Plus: Revenue Fund transfers to RCF Secondary Reserve Fund	1,519,702,595	25,586,132	38,510,035	40,124,531	45,626,998	45,892,120	43,431,197	49,191,956	49,336,769
Plus: Debt Service Reserve Account transfers to RCF Secondary Reserve Fund	13,177,227	861,520	1,169,420	1,565,734	5,414,277	-	-	-	-
Plus: Consolidated Busing Operating Expense Account transfers to RCF Secondary Reserve Fund	144,235	-	-	-	-	-	-	-	-
Plus: Operating Expense Reserve Account transfers to RCF Secondary Reserve Fund	18,602,904	8,928,208	4,765,889	4,908,807	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Debt Service Reserve Account	12,733,474	-	-	-	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Operating Expense Reserve Account	18,082,622	9,159,898	-	-	-	-	-	-	-
RCF Secondary Reserve Fund before principal payments		92,323,274	120,523,888	145,633,070	167,016,575	100,868,241	147,237,504	200,576,472	255,371,852
RCF Secondary Reserve Fund before principal payments	-	92,323,274	120,523,888	145,633,070	167,016,575	100,868,241	147,237,504	200,576,472	255,371,852
Less: RCF Secondary Reserve Fund transfers to Principal Account	295,198,658	17,754,426	23,647,884	30,536,782	113,850,764	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Land Acquisition Fund	95,000,000	-	-	-	-	-	-	-	-
Plus: Interest Account transfers to RCF Secondary Reserve Fund	10,542	-	-	-	10,542	-	-	-	-
RCF Secondary Reserve Fund		74,568,848	96,876,004	115,096,288	53,176,353	100,868,241	147,237,504	200,576,472	255,371,852

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RCF Financial Projection-Annual

REVENUE FUND

Forecast year	Total	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036
Revenue Fund BEG		5,037,854	5,078,998	5,121,775	5,404,326	5,447,457	5,496,004	5,544,378	5,596,993	5,906,877
Plus: Revenue Fund interest earnings	3,297,919	123,253	124,286	125,295	132,199	133,356	134,533	135,794	137,170	144,765
Less: Revenue Fund transfers to Administrative Expenses Fund	10,150,939	288,627	297,505	306,649	316,067	325,768	335,759	346,051	356,651	367,569
Less: Revenue Fund transfers to Interest Account	96,389,030	-	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to Debt Service Reserve Account	-	-	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to RCF Operating Expense Fund	464,861,263	11,246,909	11,633,900	36,502,790	12,401,163	12,881,396	13,329,715	13,793,665	14,639,874	14,773,314
Less: Capital cost reimbursements to FDOT	55,250,870	-	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to RCF Secondary Reserve Fund	1,519,702,595	49,453,402	49,568,630	25,190,022	52,698,194	52,781,150	52,904,847	53,054,765	52,879,094	56,492,761
Plus: CFC revenue	2,097,078,703	60,906,828	61,418,526	62,156,716	65,326,357	65,903,504	66,484,163	67,111,302	68,048,333	71,549,514
Plus: Contingent Rent	-	-	-	-	-	-	-	-	-	-
Plus: Miscellaneous RCF revenues	2,498	-	-	-	-	-	-	-	-	-
Revenue Fund		5,078,998	5,121,775	5,404,326	5,447,457	5,496,004	5,544,378	5,596,993	5,906,877	5,967,512

RCF SECONDARY RESERVE FUND

Forecast year	Total	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036
RCF Secondary Reserve Fund - BEG		255,371,852	311,630,903	369,388,069	403,861,794	467,047,911	531,869,905	598,408,910	666,733,500	736,557,520
Plus: RCF Secondary Reserve Fund interest earnings	350,154,066	6,805,650	8,188,536	9,283,703	10,487,923	12,040,844	13,634,158	15,269,825	16,944,925	18,700,841
Plus: Revenue Fund transfers to RCF Secondary Reserve Fund	1,519,702,595	49,453,402	49,568,630	25,190,022	52,698,194	52,781,150	52,904,847	53,054,765	52,879,094	56,492,761
Plus: Debt Service Reserve Account transfers to RCF Secondary Reserve Fund	13,177,227	-	-	-	-	-	-	-	-	-
Plus: Consolidated Busing Operating Expense Account transfers to RCF Secondary Reserve Fund	144,235	-	-	-	-	-	-	-	-	-
Plus: Operating Expense Reserve Account transfers to RCF Secondary Reserve Fund	18,602,904	-	-	-	-	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Debt Service Reserve Account	12,733,474	-	-	-	-	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Operating Expense Reserve Account	18,082,622	-	-	-	-	-	-	-	-	-
RCF Secondary Reserve Fund before principal payments		311,630,903	369,388,069	403,861,794	467,047,911	531,869,905	598,408,910	666,733,500	736,557,520	811,751,121
RCF Secondary Reserve Fund before principal payments	-	311,630,903	369,388,069	403,861,794	467,047,911	531,869,905	598,408,910	666,733,500	736,557,520	811,751,121
Less: RCF Secondary Reserve Fund transfers to Principal Account	295,198,658	-	-	-	-	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Land Acquisition Fund	95,000,000	-	-	-	-	-	-	-	-	-
Plus: Interest Account transfers to RCF Secondary Reserve Fund	10,542	-	-	-	-	-	-	-	-	-
RCF Secondary Reserve Fund		311,630,903	369,388,069	403,861,794	467,047,911	531,869,905	598,408,910	666,733,500	736,557,520	811,751,121

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RCF Financial Projection-Annual

REVENUE FUND

Forecast year	Total	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041	FY 2042	FY 2043	FY 2044
Revenue Fund BEG		5,967,512	6,028,689	6,088,960	6,148,317	6,471,989	6,532,511	6,598,578	6,664,318
Plus: Revenue Fund interest earnings	3,297,919	146,249	147,718	149,164	150,587	158,495	160,078	161,677	163,274
Less: Revenue Fund transfers to Administrative Expenses Fund	10,150,939	378,815	390,398	402,329	414,618	427,275	440,312	453,740	467,571
Less: Revenue Fund transfers to Interest Account	96,389,030	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to Debt Service Reserve Account	-	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to RCF Operating Expense Fund	464,861,263	15,291,927	15,829,282	16,386,868	37,007,633	17,525,220	18,188,682	18,836,681	19,508,620
Less: Capital cost reimbursements to FDOT	55,250,870	-	-	-	-	-	-	-	-
Less: Revenue Fund transfers to RCF Secondary Reserve Fund	1,519,702,595	56,697,426	56,875,014	57,021,055	37,092,410	60,475,093	60,581,884	60,711,595	60,816,195
Plus: CFC revenue	2,097,078,703	72,283,095	73,007,246	73,720,445	74,687,745	78,329,615	79,116,866	79,906,080	80,694,840
Plus: Contingent Rent	-	-	-	-	-	-	-	-	-
Plus: Miscellaneous RCF revenues	2,498	-	-	-	-	-	-	-	-
Revenue Fund		6,028,689	6,088,960	6,148,317	6,471,989	6,532,511	6,598,578	6,664,318	6,730,047

RCF SECONDARY RESERVE FUND

Forecast year	Total	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041	FY 2042	FY 2043	FY 2044
RCF Secondary Reserve Fund - BEG		811,751,121	888,998,305	968,322,134	1,049,741,697	1,112,967,775	1,201,431,664	1,292,176,208	1,385,280,416
Plus: RCF Secondary Reserve Fund interest earnings	350,154,066	20,549,757	22,448,816	24,398,508	26,133,668	27,988,796	30,162,660	32,392,613	34,680,205
Plus: Revenue Fund transfers to RCF Secondary Reserve Fund	1,519,702,595	56,697,426	56,875,014	57,021,055	37,092,410	60,475,093	60,581,884	60,711,595	60,816,195
Plus: Debt Service Reserve Account transfers to RCF Secondary Reserve Fund	13,177,227	-	-	-	-	-	-	-	-
Plus: Consolidated Busing Operating Expense Account transfers to RCF Secondary Reserve Fund	144,235	-	-	-	-	-	-	-	-
Plus: Operating Expense Reserve Account transfers to RCF Secondary Reserve Fund	18,602,904	-	-	-	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Debt Service Reserve Account	12,733,474	-	-	-	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Operating Expense Reserve Account	18,082,622	-	-	-	-	-	-	-	-
RCF Secondary Reserve Fund before principal payments		888,998,305	968,322,134	1,049,741,697	1,112,967,775	1,201,431,664	1,292,176,208	1,385,280,416	1,480,776,816
RCF Secondary Reserve Fund before principal payments	-	888,998,305	968,322,134	1,049,741,697	1,112,967,775	1,201,431,664	1,292,176,208	1,385,280,416	1,480,776,816
Less: RCF Secondary Reserve Fund transfers to Principal Account	295,198,658	-	-	-	-	-	-	-	-
Less: RCF Secondary Reserve Fund transfers to Land Acquisition Fund	95,000,000	-	-	-	-	-	-	-	-
Plus: Interest Account transfers to RCF Secondary Reserve Fund	10,542	-	-	-	-	-	-	-	-
RCF Secondary Reserve Fund		888,998,305	968,322,134	1,049,741,697	1,112,967,775	1,201,431,664	1,292,176,208	1,385,280,416	1,480,776,816

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Fund and Account Balances

Table 1 below states the balances in all the Funds and Accounts held and maintained by the Fiscal Agent, Wells Fargo, pursuant to Section 2.05 of the Security Agreement as of the March 31, 2016 Calculation Date.

TABLE 1

FUNDS & ACCOUNTS BALANCES	
	31-Mar-16
Revenue Fund	\$4,962,568
Administrative Expenses Fund	\$280,000
Operating Expense Fund	
- RCF Operating Expense Account	\$2,438,825
- Consolidated Busing Operating Expense Account	-
- MIA Mover Operating Expense Account	\$354,290
- Operating Expense Reserve Account	\$8,283,266
Debt Service Fund	
- Interest Account	\$5,434,055
- Principal Account	-
- Debt Service Reserve Account	\$10,863,544
Land Acquisition Fund	-
RCF Secondary Reserve Fund	\$46,935,734
Total	\$79,552,283

The following should be noted:

- The balance in the Principal Account on the Calculation Date will always equal zero since the Fiscal Agent transfers the Principal Repayment Amount to the Principal Account each October 1 and then wires the principal payment to USDOT.
- The balance in the Land Acquisition Fund on the Calculation Date will always equal zero since the Fiscal Agent transfers the Annual Land Acquisition Payment to the Land Acquisition Fund each April 1 and then wires the Annual Land Acquisition Payment to FDOT.

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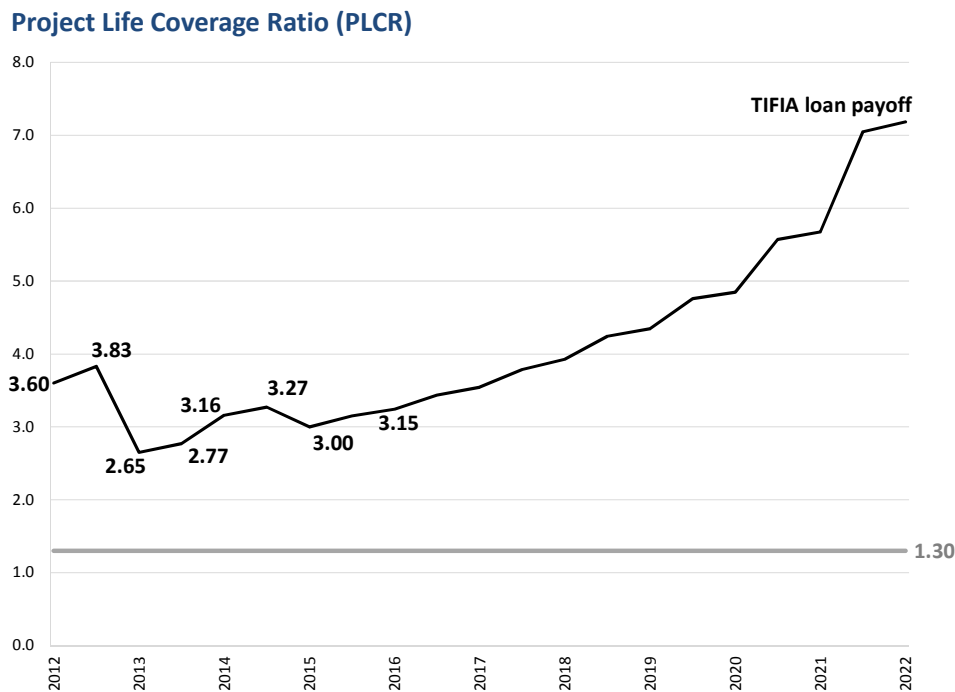
Project Life Coverage Ratio (PLCR)

In accordance with Section 2.01 of the Calculations and Forecasting Agreement, the PLCR shall be calculated as of each Calculation Date. The historical PLCRs to date are summarized in Table 2 below. Chart 1 below tracks the PLCR from the first Calculation Date through the forecasted retirement of the RCF Loan on October 1, 2022 and compares it to the required minimum PLCR of 1.30. The dip in the PLCR in federal FY 2013 (September 30, 2013 Calculation Date) reflects the final RCF Loan draw of \$100 million in June 2013 and, therefore, an increase in the outstanding RCF Loan Balance.

TABLE 2

PLCR Summary	
Calculation Date	PLCR
September 28, 2012	3.60
March 29, 2013	3.83
September 30, 2013	2.65
March 31, 2014	2.77
September 30, 2014	3.16
March 31, 2015	3.27
September 30, 2015	3.00
March 31, 2016	3.15

CHART 1



3. Annual Transaction Days Forecast

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Unison Consulting, Inc., prepared the current year-by-year forecast, dated August 31, 2015, of Transaction Days through the Final Maturity Date of October 1, 2044. The current forecast reflects a compounded annual growth rate of 0.9% over the 2014-2044 forecast period. Chart 2 and Table 3 below compare the current forecast with both prior forecasts and actual Transaction Days through federal FY 2015.

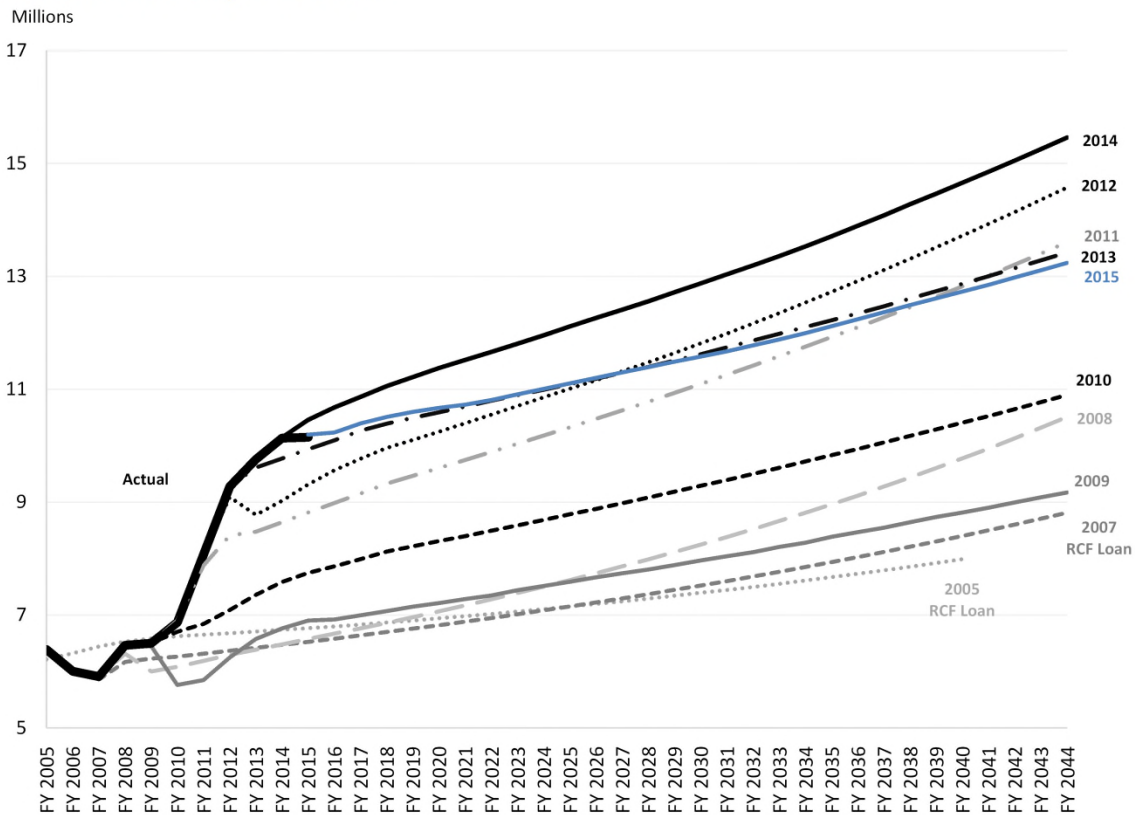
TABLE 3

Federal FY	TRANSACTION DAY FORECASTS (THOUSANDS)																					
	2005 RCF Loan	% Change	2007 RCF Loan	% Change	2008 Update	% Change	2009 Update	% Change	2010 Update	% Change	2011 Update	% Change	2012 Update	% Change	2013 Update	% Change	2014 Update	% Change	2015 Update	% Change	Actual	% Change
2005	6,215		6,389		6,389		6,389		6,389		6,389		6,389		6,400		6,400		6,400		6,389	
2006	6,321	1.7%	6,002	-6.1%	6,002	-6.1%	6,002	-6.1%	6,002	-6.1%	6,002	-6.1%	6,002	-6.1%	6,002	-6.2%	6,002	-6.2%	6,002	-6.2%	6,002	-6.1%
2007	6,443	1.9%	5,859	-2.4%	5,910	-1.5%	5,910	-1.5%	5,910	-1.5%	5,910	-1.5%	5,910	-1.5%	5,910	-1.5%	5,910	-1.5%	5,910	-1.5%	5,910	-1.5%
2008	6,530	1.4%	6,168	5.3%	6,315	6.9%	6,464	9.4%	6,464	9.4%	6,464	9.4%	6,464	9.4%	6,464	9.4%	6,464	9.4%	6,464	9.4%	6,464	9.4%
2009	6,583	0.8%	6,228	1.0%	6,000	-5.0%	6,446	-0.3%	6,502	0.6%	6,502	0.6%	6,502	0.6%	6,502	0.6%	6,502	0.6%	6,502	0.6%	6,502	0.6%
2010	6,624	0.6%	6,263	0.6%	6,085	1.4%	5,763	-10.6%	6,705	3.1%	6,902	6.2%	6,902	6.2%	6,871	5.7%	6,871	5.7%	6,871	5.7%	6,871	5.7%
2011	6,650	0.4%	6,314	0.8%	6,190	1.7%	5,847	1.5%	6,844	2.1%	7,880	14.2%	8,075	17.5%	8,074	17.5%	8,074	17.5%	8,074	17.5%	8,074	17.5%
2012	6,677	0.4%	6,366	0.8%	6,296	1.7%	6,248	6.9%	7,089	3.6%	8,408	6.7%	9,090	12.6%	9,282	15.0%	9,279	14.9%	9,279	14.9%	9,279	14.9%
2013	6,708	0.5%	6,420	0.8%	6,386	1.4%	6,576	5.2%	7,360	3.8%	8,475	0.8%	8,774	-3.5%	9,612	3.6%	9,756	5.1%	9,756	5.1%	9,756	5.1%
2014	6,740	0.5%	6,474	0.8%	6,480	1.5%	6,764	2.9%	7,586	3.1%	8,645	2.0%	9,025	2.9%	9,775	1.7%	10,146	4.0%	10,134	3.9%	10,134	3.9%
2015	6,766	0.4%	6,525	0.8%	6,578	1.5%	6,903	2.1%	7,746	2.1%	8,816	2.0%	9,316	3.2%	9,940	1.7%	10,458	3.1%	10,195	0.6%	10,149	0.1%
2016	6,797	0.5%	6,582	0.9%	6,669	1.4%	6,922	0.3%	7,863	1.5%	8,984	1.9%	9,565	2.7%	10,096	1.6%	10,678	2.1%	10,232	0.4%		
2017	6,830	0.5%	6,640	0.9%	6,765	1.4%	6,997	1.1%	7,991	1.6%	9,152	1.9%	9,772	2.2%	10,265	1.7%	10,867	1.8%	10,396	1.6%		
2018	6,867	0.5%	6,700	0.9%	6,863	1.4%	7,072	1.1%	8,125	1.7%	9,329	1.9%	9,960	1.9%	10,390	1.2%	11,056	1.7%	10,512	1.1%		
2019	6,904	0.5%	6,762	0.9%	6,964	1.5%	7,149	1.1%	8,217	1.1%	9,466	1.5%	10,103	1.4%	10,494	1.0%	11,218	1.5%	10,600	0.8%		
2020	6,943	0.5%	6,820	0.9%	7,068	1.5%	7,212	0.9%	8,311	1.1%	9,605	1.5%	10,250	1.5%	10,593	0.9%	11,376	1.4%	10,669	0.7%		
2021	6,981	0.5%	6,884	0.9%	7,171	1.5%	7,285	1.0%	8,399	1.1%	9,746	1.5%	10,398	1.4%	10,692	0.9%	11,520	1.3%	10,727	0.5%		
2022	7,019	0.5%	6,949	0.9%	7,279	1.5%	7,348	0.9%	8,494	1.1%	9,889	1.5%	10,550	1.5%	10,799	1.0%	11,663	1.2%	10,810	0.8%		
2023	7,062	0.6%	7,016	1.0%	7,391	1.5%	7,441	1.3%	8,590	1.1%	10,034	1.5%	10,704	1.5%	10,895	0.9%	11,809	1.2%	10,909	0.9%		
2024	7,106	0.6%	7,085	1.0%	7,505	1.5%	7,515	1.0%	8,687	1.1%	10,180	1.5%	10,857	1.4%	10,993	0.9%	11,957	1.3%	11,008	0.9%		
2025	7,152	0.6%	7,151	0.9%	7,622	1.6%	7,590	1.0%	8,785	1.1%	10,327	1.4%	11,010	1.4%	11,093	0.9%	12,114	1.3%	11,106	0.9%		
2026	7,196	0.6%	7,222	1.0%	7,739	1.5%	7,671	1.1%	8,879	1.1%	10,475	1.4%	11,162	1.4%	11,186	0.8%	12,263	1.2%	11,203	0.9%		
2027	7,241	0.6%	7,296	1.0%	7,862	1.6%	7,739	0.9%	9,080	1.1%	10,626	1.4%	11,319	1.4%	11,296	1.0%	12,408	1.2%	11,300	0.9%		
2028	7,291	0.7%	7,370	1.0%	7,988	1.6%	7,808	0.9%	9,083	1.1%	10,780	1.4%	11,479	1.4%	11,396	0.9%	12,560	1.2%	11,392	0.8%		
2029	7,342	0.7%	7,447	1.0%	8,117	1.6%	7,886	1.0%	9,187	1.1%	10,935	1.4%	11,644	1.4%	11,508	1.0%	12,721	1.3%	11,488	0.8%		
2030	7,394	0.7%	7,522	1.0%	8,250	1.6%	7,966	1.0%	9,292	1.1%	11,095	1.5%	11,815	1.5%	11,622	1.0%	12,877	1.2%	11,581	0.8%		
2031	7,445	0.7%	7,602	1.1%	8,384	1.6%	8,041	0.9%	9,393	1.1%	11,256	1.5%	11,988	1.5%	11,745	1.1%	13,037	1.2%	11,673	0.8%		
2032	7,498	0.7%	7,683	1.1%	8,523	1.7%	8,113	0.9%	9,501	1.1%	11,421	1.5%	12,168	1.5%	11,863	1.0%	13,196	1.2%	11,777	0.9%		
2033	7,554	0.7%	7,767	1.1%	8,666	1.7%	8,205	1.1%	9,611	1.2%	11,586	1.5%	12,351	1.5%	11,982	1.0%	13,360	1.2%	11,881	0.9%		
2034	7,612	0.8%	7,852	1.1%	8,813	1.7%	8,280	0.9%	9,721	1.1%	11,755	1.5%	12,538	1.5%	12,103	1.0%	13,533	1.3%	11,994	0.9%		
2035	7,672	0.8%	7,937	1.1%	8,964	1.7%	8,387	1.3%	9,834	1.2%	11,926	1.5%	12,727	1.5%	12,224	1.0%	13,710	1.3%	12,117	1.0%		
2036	7,731	0.8%	8,026	1.1%	9,116	1.7%	8,468	1.0%	9,942	1.1%	12,099	1.4%	12,917	1.5%	12,345	1.0%	13,897	1.4%	12,241	1.0%		
2037	7,792	0.8%	8,117	1.1%	9,275	1.7%	8,546	0.9%	10,057	1.2%	12,276	1.5%	13,112	1.5%	12,471	1.0%	14,081	1.3%	12,367	1.0%		
2038	7,856	0.8%	8,211	1.2%	9,438	1.8%	8,646	1.2%	10,173	1.2%	12,455	1.5%	13,311	1.5%	12,609	1.1%	14,278	1.4%	12,490	1.0%		
2039	7,922	0.8%	8,306	1.2%	9,605	1.8%	8,737	1.1%	10,291	1.2%	12,638	1.5%	13,516	1.5%	12,740	1.0%	14,467	1.3%	12,612	1.0%		
2040	7,990	0.9%	8,401	1.1%	9,777	1.8%	8,818	0.9%	10,410	1.2%	12,826	1.5%	13,724	1.5%	12,870	1.0%	14,660	1.3%	12,732	1.0%		
2041			8,501	1.2%	9,951	1.8%	8,902	1.0%	10,526	1.1%	13,016	1.5%	13,931	1.5%	13,004	1.0%	14,854	1.3%	12,851	0.9%		
2042			8,603	1.2%	10,132	1.8%	8,995	1.0%	10,648	1.2%	13,209	1.5%	14,142	1.5%	13,147	1.1%	15,053	1.3%	12,981	1.0%		
2043			8,707	1.2%	10,318	1.8%	9,087	1.0%	10,772	1.2%	13,406	1.5%	14,357	1.5%	13,283	1.0%	15,256	1.3%	13,110	1.0%		
2044			8,814	1.2%	10,509	1.9%	9,171	0.9%	10,898	1.2%	13,605	1.5%	14,576	1.5%	13,422	1.0%	15,462	1.4%	13,239	1.0%		
Compounded Annual Growth Rates:																						
2014-2040	0.7%		1.0%	1.6%	1.6%	1.0%	1.0%	1.2%	1.5%	1.5%	1.6%	1.6%	1.6%	1.1%	1.4%	0.9%	1.1%	1.4%	0.9%	0.9%		
2014-2044	-		1.0%	1.6%	1.6%	1.0%	1.0%	1.2%	1.5%	1.5%	1.6%	1.6%	1.1%	1.1%	1.4%	0.9%	1.1%	1.4%	0.9%	0.9%		

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CHART 2

Transaction Day Forecasts



4. Cash Flow Projections

Annual cash inflows and outflows to and from the Revenue Fund and the RCF Secondary Reserve Fund are provided in the RCF Financial Projection section and include projections for the following:

- Pledged Revenues. Pledged Revenues means the CFC proceeds, Contingent Rent (if any), and all the Funds and Accounts established under the Security Agreement and the earnings thereon.
 - *CFC proceeds*. These equal the Base CFC Schedule multiplied by the Transaction Day Forecast. The RCF Financial Projection forecasts no need for CFC increases beyond those contemplated in the Base CFC Schedule.
 - *Contingent Rent*. The RCF Financial Projection forecasts no need for Contingent Rent.
 - *Interest earnings*. Interest is earned on the balances in the Funds and Accounts at the rates summarized below under “Economic Assumptions.”

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- Operating Expense. Operating Expenses are described in detail below under “Operating Expense Fund.”
- Amounts Required to Meet Reserve Requirements. The RCF Financial Projection forecasts that all amounts required to meet the requirements for the various Funds and Accounts pursuant to the Loan Agreement and the Security Agreement will be transferred directly from the Revenue Fund or the RCF Secondary Reserve Fund. These transfer amounts are described below.
 - *Administrative Expenses Fund*. Pursuant to Section 2.06(a) of the Security Agreement, transfers from the Revenue Fund to the Administrative Expenses Fund to pay for Administrative Expenses. Additional annual transfers of \$50,000 were made through October 2010 when the balance in the Administrative Expenses Fund reached the minimum \$300,000 required by Section 2.06(a) of the Security Agreement.
 - *Debt Service Fund*. Pursuant to Section 2.06(b) of the Security Agreement, transfers from the Revenue Fund to the Interest Account of the Debt Service Fund commenced April 1, 2012 (i.e., six months prior to the first Interest Payment Date). They have continued each month thereafter and are set equal to one-sixth of the amount necessary, together with the interest earnings on deposit in the Interest Account, to pay the interest on the RCF Loan due on the next Interest Payment Date.

Pursuant to Section 2.09(a) of the Security Agreement, the first transfer to the Debt Service Reserve Account of the Debt Service Fund commenced April 1, 2012 (i.e., six months prior to the first Interest Payment Date). The first transfer was made from the RCF Secondary Reserve Fund so that the balance including interest earnings in the Debt Service Reserve Account equaled the maximum amount of interest remaining on the RCF Loan in any future year. Pursuant to Section 2.08(d) of the Security Agreement, on each October 1, commencing on the first Interest Payment Date, amounts in the Debt Service Reserve Account in excess of the Debt Service Reserve Requirement are transferred back to the RCF Secondary Reserve Fund.

Pursuant to Section 2.09(e) of the Security Agreement, annual transfers commenced on October 1, 2012 from the RCF Secondary Reserve Fund to the Principal Account of the Debt Service Fund in the amount of the Principal Repayment Amount. Because no Contingent Rent is forecasted, the Principal Repayment Amount is set equal to 30% of the balance in the RCF Secondary Reserve Fund, but only up to the amount that would reduce the balance in the RCF Secondary Reserve Fund to \$10 million.
 - *Operating Expense Fund*. Pursuant to Section 2.06(d) of the Security Agreement, 10% of the Operating Expenses in the County’s Annual Budget are transferred

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monthly from the Revenue Fund to the Operating Expense Fund until the balance in the Operating Expense Fund equals 100% of the Operating Expenses in the Annual Budget. These transfers began prior to the opening of the RCF.

- *Transfers to Operating Expense Reserve.* Pursuant to Section 2.09(c) of the Security Agreement, transfers from the RCF Secondary Reserve Fund to the Operating Expense Reserve Account commenced April 1, 2012. They will continue each month until the balance in the Operating Expense Reserve Account equals the following fiscal year's Operating Expenses prior to October 1, 2021 and one-half of the following fiscal year's Operating Expenses on or after October 1, 2021.

Pursuant to Section 2.12(f) of the Security Agreement, on September 30, 2012 and each September 30 thereafter, amounts in the Operating Expense Reserve Account in excess of the Operating Expense Reserve Account Requirement are transferred back to the RCF Secondary Reserve Fund.

- *RCF Secondary Reserve.* Pursuant to Section 2.06(e)(ii) of the Security Agreement, amounts remaining in the Revenue Fund on the first day of each month, after the transfers described above have been made, are transferred to the RCF Secondary Reserve Fund. These transfers commenced upon Substantial Completion of the RCF.

A small transfer to the RCF Secondary Reserve Fund was made in February 2013 attributable to a final release from the Consolidated Busing Operating Expense Account of the Operating Expense Fund after consolidated busing operations ended. A small transfer to the RCF Secondary Reserve Fund is forecasted in federal FY 2023 from the Interest Account upon retirement of the RCF Loan attributable to interest earnings.

- *Land Acquisition Fund.* Pursuant to Section 2.09(f) of the Security Agreement, annual transfers commenced on April 1, 2013 from the RCF Secondary Reserve Fund to the Land Acquisition Fund in the amount of the Annual Land Acquisition Payment. Because no Contingent Rent is forecasted, the Annual Land Acquisition Payment is set equal to 30% of the balance in the RCF Secondary Reserve Fund, but only up to the lower of (a) the amount that would reduce the balance in the RCF Secondary Reserve Fund to below \$10 million and (b) the Principal Repayment Amount made that Fiscal Year.

Annual cash inflows and outflows for all Funds and Accounts through the Final Maturity Date are summarized in the following schedule:

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CashFlow-Annual										
Forecast year	Total	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Funds and Accounts balance BEG		52,905,629	21,184,288	45,196,081	81,642,706	81,478,205	81,379,617	79,144,613	78,711,575	78,587,376
Plus: Pledged Revenues	2,452,588,664	25,676,830	37,028,272	42,553,597	44,843,994	46,722,018	47,173,629	49,695,537	50,407,397	51,006,535
Plus: Miscellaneous RCF revenues	2,498	-	2,500	-	(2)	-	-	-	-	-
Less: Capital cost reimbursement to FDOT	55,250,870	55,250,870	-	-	-	-	-	-	-	-
Less: Administrative Expenses	10,251,983	48,000	285,575	34,500	206,213	233,676	55,000	207,635	213,864	220,280
Less: Operating Expenses	465,475,784	2,099,301	12,733,404	6,072,472	5,959,420	5,752,019	6,618,151	8,283,236	8,539,503	8,735,892
Less: RCF Loan interest payments	96,511,536	-	-	-	8,462,722	11,513,635	11,940,973	11,235,481	10,483,359	9,759,917
Less: Principal Repayment Amount	295,198,658	-	-	-	15,448,139	14,660,638	15,696,092	15,343,208	15,783,847	16,030,596
Less: Annual Land Acquisition Payment	95,000,000	-	-	-	14,932,000	14,660,638	15,098,417	15,059,015	15,511,023	15,851,595
Funds and Accounts balance		21,184,288	45,196,081	81,642,706	81,478,205	81,379,617	79,144,613	78,711,575	78,587,376	78,995,631

Forecast year	Total	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Funds and Accounts balance BEG		78,995,631	92,174,501	100,527,447	116,727,575	128,047,807	58,111,873	105,845,770	152,493,251	205,869,996
Plus: Pledged Revenues	2,452,588,664	51,683,755	52,698,216	56,691,270	57,682,153	56,629,471	58,041,246	59,916,254	64,190,424	66,021,375
Plus: Miscellaneous RCF revenues	2,498	-	-	-	-	-	-	-	-	-
Less: Capital cost reimbursement to FDOT	55,250,870	-	-	-	-	-	-	-	-	-
Less: Administrative Expenses	10,251,983	226,888	233,695	240,706	247,927	255,365	263,026	270,917	279,044	287,415
Less: Operating Expenses	465,475,784	8,938,172	18,133,870	9,361,119	9,582,156	9,809,825	10,044,323	12,997,856	10,534,635	10,895,521
Less: RCF Loan interest payments	96,511,536	9,006,230	8,223,279	7,241,433	5,995,055	2,649,452	-	-	-	-
Less: Principal Repayment Amount	295,198,658	16,446,282	17,754,426	23,647,884	30,536,782	113,850,764	-	-	-	-
Less: Annual Land Acquisition Payment	95,000,000	3,887,313	-	-	-	-	-	-	-	-
Funds and Accounts balance		92,174,501	100,527,447	116,727,575	128,047,807	58,111,873	105,845,770	152,493,251	205,869,996	260,708,435

Forecast year	Total	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036
Funds and Accounts balance BEG		260,708,435	317,008,687	374,808,698	409,614,965	472,795,403	537,665,031	604,252,489	672,629,804	742,764,572
Plus: Pledged Revenues	2,452,588,664	67,865,879	69,762,286	71,647,387	75,980,107	78,111,209	80,287,250	82,552,265	85,167,499	90,432,480
Plus: Miscellaneous RCF revenues	2,498	-	-	-	-	-	-	-	-	-
Less: Capital cost reimbursement to FDOT	55,250,870	-	-	-	-	-	-	-	-	-
Less: Administrative Expenses	10,251,983	296,038	304,919	314,067	323,489	333,193	343,189	353,485	364,089	375,012
Less: Operating Expenses	465,475,784	11,269,589	11,657,357	36,527,053	12,476,180	12,908,388	13,356,603	13,821,465	14,668,642	14,803,830
Less: RCF Loan interest payments	96,511,536	-	-	-	-	-	-	-	-	-
Less: Principal Repayment Amount	295,198,658	-	-	-	-	-	-	-	-	-
Less: Annual Land Acquisition Payment	95,000,000	-	-	-	-	-	-	-	-	-
Funds and Accounts balance		317,008,687	374,808,698	409,614,965	472,795,403	537,665,031	604,252,489	672,629,804	742,764,572	818,018,210

Forecast year	Total	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041	FY 2042	FY 2043	FY 2044
Funds and Accounts balance BEG		818,018,210	895,326,698	974,710,953	1,056,190,041	1,119,780,862	1,208,265,421	1,299,075,423	1,392,245,585
Plus: Pledged Revenues	2,452,588,664	93,017,504	95,643,279	98,308,755	101,054,708	106,520,792	109,483,942	112,506,013	115,585,335
Plus: Miscellaneous RCF revenues	2,498	-	-	-	-	-	-	-	-
Less: Capital cost reimbursement to FDOT	55,250,870	-	-	-	-	-	-	-	-
Less: Administrative Expenses	10,251,983	386,262	397,850	409,786	422,079	434,742	447,784	461,217	475,054
Less: Operating Expenses	465,475,784	15,322,754	15,861,174	16,419,881	37,041,808	17,601,491	18,226,156	18,874,634	19,547,904
Less: RCF Loan interest payments	96,511,536	-	-	-	-	-	-	-	-
Less: Principal Repayment Amount	295,198,658	-	-	-	-	-	-	-	-
Less: Annual Land Acquisition Payment	95,000,000	-	-	-	-	-	-	-	-
Funds and Accounts balance		895,326,698	974,710,953	1,056,190,041	1,119,780,862	1,208,265,421	1,299,075,423	1,392,245,585	1,487,807,961

5. Identification of Potential Revenue or Funding Shortfalls

CFC collections and interest earnings thereon funded \$113.5 million of the RCF construction costs on a pay-as-you-go basis. These pay-go revenues, combined with the \$270 million in RCF Loan proceeds, proved insufficient to fund the higher cost to complete the RCF. Consequently, FDOT made available \$11.6 million in state transportation funds to pay for the higher \$394.8 million programmed cost of the RCF.

With the RCF now operating, to follow are the principal risk factors that may result in net revenue that falls short of the forecasts assumed in the RCF Financial Projection:

- *Fewer Transaction Days.* CFC revenue is the primary driver of the project economics, and Transaction Days drive the CFC collections. A decrease in actual Transaction Days (i.e., a lowering of the CFC revenue curve) and/or a decrease in the forecasted growth of

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Transaction Days (i.e., a flattening of the CFC revenue curve) would result in revenue below forecast.

- *Higher Operating Expenses.* Higher Operating Expenses could result from a variety of factors, including: a higher percentage of users of the MIA Mover attributable to the customers of those companies operating in the RCF (Participating Rental Car Companies, or PRCC) in the sixth year of MIA Mover operations or beyond (the RCF Financial Projection assumes 50% throughout the Maturity Period), and higher cost inflation.
- *Lower interest earnings.* Interest earned on balances in the Funds and Accounts could underperform expectations.

Some contingency measures have already been taken. For example, the RCF Financial Projection assumes what appears to be a conservative Transaction Day Forecast. The forecast reflects a compounded annual growth rate of 0.9% over the 2014-2044 period. This compares to an actual compounded average annual growth rate of 4.7% for the 2005-2015 period which includes the financial crisis of 2007-2008.

Operating Expense forecasts include a 10% contingency, and the 3.0% annual inflation rate assumption which exceeds the CBO's forecast of CPI. Moreover, MIA Mover Operating Expenses are assumed to increase annually by 5.25% following expiration of the DBOM contract after 15 years of operations. Finally, the long-term interest earnings rate forecast is below the average annual total return for the money market fund since its inception in 1990 in which the balances in the Funds and Accounts are invested.

More importantly, however, the ultimate recovery structure of the RCF Loan provides a flexible repayment schedule to mitigate the risk of net revenue shortfalls. With this structure, principal payments decrease when net revenues are low, and principal payments increase when net revenues are high. In addition, if the PLCR falls below 1.30x, the County may assess Contingent Rent upon the PRCC and increase the CFC above the rates set forth in the Base CFC Schedule. In this scenario, the Principal Repayment Amount would increase from 30% to 50% of the balance in the RCF Secondary Reserve Fund while the corresponding percentage for the subordinate Annual Land Acquisition Payment to FDOT would decrease from 30% to 25%.

6. Variances in Costs or Revenues since the Preceding Report

As shown in Table 4 below, there are no variances between the verified RCF Financial Projection (as of March 31, 2016) and that used in the preceding MIC Annual Financial Plan Annual Update dated May 31, 2015 with regard to the payoff dates for the Total Land Acquisition Payment and the RCF Loan.

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TABLE 4

VARIANCES			
	TIFIA Close Aug 2007	Annual Update 2015	Annual Update 2016
RCF Opening	01 Jan 10	13 Jul 10	13 Jul 10
MIA Mover Opening Date	01 Apr 11	09 Sep 11	09 Sep 11
Gap (in months)	15 mo.	13m, 27d	13m, 27d
TIFIA First Payment Date	01 Oct 12	01 Oct 12	01 Oct 12
TIFIA Payoff	01 Oct 37	01 Oct 22	01 Oct 22
TIFIA Maturity	01 Oct 44	01 Oct 44	01 Oct 44
FDOT Payoff	01 Apr 28	01 Apr 19	01 Apr 19
Total Contingent Rent (millions)	\$6.6	\$0.0	\$0.0
CFC at RCF Opening	\$4.60	\$4.60	\$4.60
CFC at TIFIA Maturity	\$6.10	\$6.10	\$6.10

7. Material Matters That May Affect the Borrower's Obligations under the Loan Agreement

FDOT has performed an analysis to test the sensitivity of the date when the RCF Loan is repaid in full using a stress scenario which assumes all of the following stress factors: an increase in the percentage of MIA Mover Operating Expenses payable from CFCs from 50% to 70% beginning in the sixth year of MIA Mover operations; a doubling of routine RCF Operating Expenses beginning in federal FY 2017 and continuing throughout the Maturity Period; and a reduction by 50% in the annual growth rates assumed in the current Transaction Day Forecast beginning with federal FY 2017. The results reveal that the RCF Loan would be repaid in full by October 1, 2024. This reflects a 2-year delay from the October 1, 2022 date forecasted in the current RCF Financial Projection, but the 2024 loan payoff date is still 20 years earlier than the Final Maturity Date.

8. Chief Financial Officer Certification

Attachment 2 includes the certificate required by Section 2.2 of the Calculations and Forecasting Agreement executed by the chief financial officer of FDOT to the effect that as of each Calculation Date the RCF Financial Projection and the items required in paragraphs (a) through (d), inclusive, of Section 2.2 are true and correct.

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ATTACHMENT 1

Forecast Assumptions

Forecast Assumptions are defined in the Calculations and Forecasting Agreement as the Economic Assumptions, the Transaction Day Forecast, and the RCF Assumptions that are used to calculate a given RCF Financial Projection.

- Economic Assumptions. The Economic Assumptions are those set forth under Section I in Schedule 1 attached to the Calculations and Forecasting Agreement. They include the following:
 - *Annual inflation rate*. In accordance with Schedule 1, Section I, the annual inflation rate is 3.0%, unless the inflation forecast from the Congressional Budget Office (CBO) indicates a higher rate, in which case the higher rate will be applied. A 3.0% annual inflation rate is assumed because the CBO forecast of Consumer Price Index (CPI) inflation is below 3.0% in each and every forecast year through federal fiscal year 2026 (the final year of the CBO forecast), as shown in Table 5 below:

TABLE 5

CONGRESSIONAL BUDGET OFFICE PROJECTIONS OF CPI (PERCENTAGE CHANGE)											
Fiscal Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024	2026
CPI ¹	1.0%	2.2%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%

¹ All Urban Consumers, per CBO, The Budget and Economic Outlook: 2016 to 2026, January 2016, Summary Table E-2, p. 215

- *Annual TIFIA interest rate*. The 2005 RCF Loan bears a fixed interest rate of 4.52%, and the 2007 RCF Loan bears a fixed interest rate of 4.86%.
- *Annual interest earnings rate*. The Fiscal Agent, Wells Fargo, holds and maintains all accounts and funds pursuant to Section 2.05 of the Security Agreement. Balances are generally invested in the Wells Fargo Advantage 100% Treasury Money Market Fund. From the December 1990 inception date of the fund through February 29, 2016, the annual return for this fund has averaged 2.56%. The RCF Financial Projection assumes 2.43% over the forecast period starting 2021. For years leading up to 2021, however, average annual returns of close to 0% for 2016, 0.10% for 2017 and 2018, 0.50% for 2019, and 1.00% for 2020 are assumed.

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A portion of available balances may also be invested in Treasury, Agency, CD obligations, or other permitted investments with returns that vary depending on the maturity period.

- **RCF Assumptions.** The RCF Assumptions are those set forth under Section II in Schedule 1 attached to the Calculations and Forecasting Agreement. They include the following:
 - *Base CFC Schedule.* Pursuant to Section 1.01 of the Security Agreement, the CFC per transaction day increased from \$4.00 to \$4.60 upon the initiation of RCF revenue operations in July 2010, and it increased by \$0.25 in July 2015 as it will every fifth year after start-up of revenue operations.
 - *Administrative Expenses.* The Loan Agreement defines Administrative Expenses as the costs of the Forecasting Agent, the Experts (if any), the Independent Agent (if any) and the Verification Agent, the Fiscal Agent, the Servicer, Rating Agency surveillance fees, and fees and expenses incurred by the Miami-Dade Aviation Department (MDAD) for the ongoing monitoring of transaction days including feasibility analysis updates and audits. Administrative Expenses paid from CFC proceeds to date include the costs of the Fiscal Agent (Wells Fargo), the Servicer, Rating Agency (Fitch Ratings), the Forecasting Agent (Unison Consulting), and MDAD. From April 2005 (when the 2005 RCF Loan closed) to March 2016, Administrative Expenses averaged \$113,000 per year. The RCF Financial Projection assumes Administrative Expenses of \$208,000 in federal FY 2016 and escalates these annually by the inflation factor.
 - *Operating Expenses.* These include:
 - **RCF Operating Expenses.** The RCF Operating Expenses means the County's costs of operating, repairing, and maintaining the RCF but excluding any expenses to be borne by the PRCC. The RCF Financial Projection assumes RCF Operating Expenses of \$5.2 million in federal FY 2016. All future years are based on the federal FY 2016 estimate plus a 10% contingency factor and inflation. The federal FY 2016 estimate equals the County's Annual Budget and is based on the budget prepared by CB Richard Ellis, the RCF Property Manager, for CFC reimbursable costs plus some allowances for additional eligible costs incurred by MDAD. RCF Operating Expenses also reflect the RCF Property Manager's projection of long-term capital renewal and replacement costs.⁸

⁸ CB Richard Ellis assumes a 3.0% annual escalation rate, except for elevator- and escalator-related costs for which it assumes a 5.0% annual escalation rate.

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- Consolidated Busing Operating Expenses. Consolidated Busing Operating Expenses means the cost of operating and maintaining the Consolidated Busing Operation, but excluding any reserves for extraordinary maintenance or repair and any allowance for depreciation, until the MIA Mover is operating and transporting rental car customers to the RCF. The MIA Mover is operating and transporting rental car customers to the RCF, and all Consolidated Busing Operating Expenses have been paid. Consequently, forecasts of these expenses are zeroed out.
- MIA Mover Operating Expenses. MIA Mover Operating Expenses means the County's costs of operating, repairing, and maintaining the MIA Mover. Estimates of MIA Mover Operating Expenses in the RCF Financial Projection for the first 15 years of operations are based on the total maximum lump sum fixed price values per the Design-Build-Operate-Maintain (DBOM) contract for the MIA Mover. MIA Mover Operating Expenses in year 16 and beyond are set equal to those in year 15 plus a 5.25% escalation factor. The escalation factor is set higher than the assumed inflation factor to reflect the risk that the renewed or rebid contract will reset the operating expenses at a higher level. Janitorial and electrical expenses are escalated at the assumed inflation rate.
- According to the Security Agreement, County expenses related to the MIA Mover payable from CFC proceeds (a) shall not exceed 50% of such total expenses during the first five years following commencement of operation of the MIA Mover and (b) for year six and each year thereafter such County expenses payable from CFC proceeds shall not exceed the total expenses multiplied by a fraction comprised of a numerator representing the usage of the MIA Mover between the RCF and MIA by PRCC customers and a denominator representing the total usage of the MIA Mover. The RCF Financial Projection assumes that such County expenses payable from CFC proceeds remain at the 50% level in year six and beyond.

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ATTACHMENT 2

CERTIFICATE FROM CHIEF FINANCIAL OFFICER

In accordance with Section 2.2(e) of the Amended and Restated Calculations and Forecasting Agreement dated as of April 1, 2005 and Amended and Restated as of August 1, 2007 between the Florida Department of Transportation (FDOT) and the United States Department of Transportation (USDOT), as of the March 31, 2016 Calculation Date, the RCF Financial Projection and the following items are true and correct to the best of our knowledge and belief:

- a) the Forecast Assumptions and the inputs in respect of such Forecast Assumptions on which the RCF Financial Projection is based;
- b) projections of Pledged Revenues, Operating Expense and amounts required to meet the Debt Service Reserve, Operating Expense Reserve, RCF Secondary Reserve, Administrative Expenses Fund, Debt Service Fund and Operating Fund requirements for each year throughout the Maturity Period pursuant to the Loan Agreement and the Security Agreement;
- c) the statement of balances debited or credited to the Funds and Accounts as of the March 31, 2016 Calculation Date; and
- d) the statement of the current Project Life Coverage Ratio (PLCR), the historical PLCR and the projected PLCR for each remaining year through the Maturity Period.

All capitalized terms used above have the respective meanings given to such terms in the Calculations and Forecasting Agreement and the Amended and Restated Security Agreement with FDOT and Miami-Dade County dated as of April 1, 2005 and as Amended and Restated as of August 1, 2007 relating to the USDOT Amended and Restated Loan Agreement for up to \$270,000,000 with FDOT for the Miami Intermodal Center Rental Car Facility dated as of April 1, 2005 and Amended and Restated as of August 1, 2007.



Rachel Cone
Assistant Secretary for Finance & Administration