



Office of Policy and Budgetary Affairs

MEMORANDUM

TO:	Honorable Oliver G. Gilbert, III Vice Chairman	DATE:	August 9, 2022
FROM:	Office of Policy and Budgetary Affairs	SUBJECT	Analysis of Rapid Transit Zone

The following document has been prepared by the Office of Policy and Budgetary Affairs (OPBA). At your request, an analysis was performed to determine the incremental revenue for the Countywide General Fund that would have been derived had the Rapid Transit Zone (RTZ) legislation been approved at an earlier date. The purpose of creating the RTZ is to incentivize development along the rapid transit corridors. An increase in development around rapid transit corridors not only increases the use of the public transit system, but it also generates additional property tax revenue for the County's four taxing jurisdictions and for municipalities whose boundaries include the RTZ.

To perform this analysis, OPBA chose three points in time: when the first phase (Dadeland South to Okeechobee Station) of the Metrorail was fully operational (1985); 30 years ago (1992); and when the People's Transportation Plan referendum was approved (2002). The folios included in the Transportation Infrastructure Improvement District (TIID) were used to represent the properties included in the RTZ. The base year of the TIID (2017) was used to estimate the proportion of the total property tax roll represented by the RTZ. The tax roll of properties within the boundaries of the TIID represented 28 percent of the total property tax roll in 2017. From 2017 to 2022, increases in the value of those folios beyond the growth in the total property tax roll was an average of 2 percent per year and totaled nearly 10 percent. To be conservative, an extraordinary growth adjustment of only 5 percent was applied in five-year intervals. Using the adopted millage rates, the incremental revenue for the Countywide taxing jurisdiction was derived for each of the three scenarios. While there would be incremental revenue generated for the Fire Rescue District, the Library District, the Unincorporated Municipal Service Area (UMSA) and any municipalities within the RTZ, the value of the folios that are within the TIID and those jurisdictions was not readily available.

Even utilizing these conservative assumptions, had the RTZ been implemented in 1985 when the first complete phase of the Metrorail was completed, an additional \$1.378 billion in revenue would have accrued to the Countywide General Fund. Looking back 30 years and beginning the RTZ in 1992, would have generated an additional \$936 million to date. If the RTZ had been implemented in 2002 when the PTP was adopted, an additional \$414 million in revenue would have been generated. It should be noted that if the TIID had been established concurrent to any of the dates, a portion of that funding would have been dedicated to transit service, in accordance with the TIID provisions of the Code. Even without the TIID, the additional revenue may have allowed for more of the Charter County Surtax to be dedicated to corridor development. Any incremental revenue that did not accrue to the TIID or a community redevelopment agency (CRA) could have been used to enhance services throughout Miami-Dade County at the same tax rates. All four County taxing jurisdictions would have benefited from this additional revenue.

Please refer to the attachment to review the analysis. As with other information provided by OPBA, this analysis does not explicitly serve as a recommendation to the Board of County Commissioners, nor does it support or oppose a particular legislative action. Should you have any questions, please contact us at 305-375-5350.

Attachment

c: Basia Pruna, Director, Clerk of the Board
Office of Policy and Budgetary Affairs

Year	Final Tax Roll	Tax Roll Growth	Est Base Value of RTZ	% of Total Roll	Adopted Tax Rate	Base Rev of RTZ	Begins with Opening of Metrorail				Begins 30 years ago				Begins with Implementation of People's Transportation Plan				
							Extraordinary Growth in RTZ (Metrorail)	Revised Value of RTZ (Metrorail)	Revised Revenue (Metrorail)	Incremental Revenue (Metrorail)	Extraordinary Growth in RTZ (30 yrs)	Revised Value of RTZ (30 yrs)	Revised Revenue (30 yrs)	Incremental Revenue (30 yrs)	Extraordinary Growth in RTZ (PTP)	Revised Value of RTZ (PTP)	Revised Revenue (PTP)	Incremental Revenue (PTP)	
COUNTYWIDE		a																	
1985	46,243,027	5.0%	13,069,474	28%	7.4740	92,797,188		13,069,474	92,797,188	-									
1986	48,544,766	3.2%	13,722,948	28%	7.2950	95,103,460		13,722,948	95,103,460	-									
1987	50,104,591	3.7%	14,163,889	28%	7.2890	98,078,560		14,163,889	98,078,560	-									
1988	51,939,701	6.2%	14,682,650	28%	7.3130	102,005,509		14,682,650	102,005,509	-									
1989	55,172,430	6.1%	15,596,499	28%	7.0950	105,124,301		15,596,499	105,124,301	-									
1990	58,548,923	7.5%	16,550,988	28%	7.3680	115,850,293	5%	16,550,988	115,850,293	-									
1991	62,933,828	4.8%	17,790,541	28%	7.3680	124,526,670		18,618,090	130,319,184	5,792,515									
1992	65,959,629	-0.1%	18,645,894	28%	7.3050	129,397,842		19,513,231	135,416,945	6,019,103		18,645,894	129,397,842	0					
1993	65,900,006	-2.8%	18,629,039	28%	7.3050	129,280,875		19,495,592	135,294,537	6,013,662		18,629,039	129,280,875	0					
1994	64,072,886	11.0%	18,112,537	28%	7.2530	124,801,719		18,955,064	130,607,028	5,805,309		18,112,537	124,801,719	0					
1995	71,139,788	4.8%	20,110,255	28%	6.8280	130,447,178		21,045,708	136,515,092	6,067,915		20,110,255	130,447,178	0					
1996	74,538,352	4.0%	21,070,983	28%	6.4690	129,492,777	5%	22,051,126	135,516,297	6,023,519		21,070,983	129,492,777	0					
1997	77,520,163	5.1%	21,913,900	28%	6.0230	125,388,050		24,035,809	137,529,294	12,141,245		21,913,900	125,388,050	0					
1998	81,474,177	5.4%	23,031,646	28%	6.0230	131,783,626		25,261,786	144,544,150	12,760,524	5%	24,127,341	138,053,029	6,269,402					
1999	85,839,080	5.9%	24,265,545	28%	5.8090	133,910,625		26,615,163	146,877,106	12,966,480		25,419,941	140,281,217	6,370,591					
2000	90,889,697	5.1%	25,693,286	28%	5.7510	140,373,986		28,181,151	153,966,309	13,592,323		26,915,605	147,052,061	6,678,076					
2001	95,558,402	8.9%	27,013,066	28%	5.7130	146,609,364		29,628,724	160,805,455	14,196,091		28,298,171	153,584,078	6,974,714					
2002	104,085,188	9.5%	29,423,473	28%	5.8890	164,611,091	5%	32,272,529	180,550,277	15,939,186		30,823,249	172,442,209	7,831,118		29,423,473	164,611,091	0	
2003	114,012,438	11.6%	32,229,772	28%	5.9690	182,760,534		36,964,187	209,607,269	26,846,735		33,763,054	191,455,085	8,694,550		32,229,772	182,760,534	0	
2004	127,196,133	14.0%	35,956,624	28%	5.9350	202,732,436		41,238,497	232,512,957	29,780,521	5%	39,355,358	221,895,346	19,162,909		35,956,624	202,732,436	0	
2005	144,990,968	18.9%	40,986,983	28%	5.8350	227,201,094		47,007,794	260,575,955	33,374,862		44,861,202	248,676,858	21,475,764		40,986,983	227,201,094	0	
2006	172,342,450	20.5%	48,718,876	28%	5.6150	259,878,667		55,875,469	298,053,723	38,175,056		53,323,938	284,443,218	24,564,551		48,718,876	259,878,667	0	
2007	207,632,978	15.1%	58,695,031	28%	4.5796	255,359,775		67,317,078	292,871,025	37,511,251		64,243,070	279,497,186	24,137,412	5%	61,130,975	265,957,641	10,597,866	
2008	239,086,903	-0.52%	67,586,629	28%	4.8379	310,628,487	5%	77,514,814	356,258,473	45,629,986		73,975,131	339,990,071	29,361,585		70,391,590	323,520,098	12,891,612	
2009	237,836,045	-11.09%	67,233,029	28%	4.8379	309,003,337		80,985,012	372,207,519	63,204,182		73,588,107	338,211,307	29,207,970		70,023,314	321,827,502	12,824,165	
2010	211,448,219	-13.03%	59,773,548	28%	5.4275	308,199,884		71,999,753	371,239,726	63,039,842	5%	69,102,937	356,303,383	48,103,499		62,254,252	320,990,704	12,790,820	
2011	183,906,494	-2.1%	51,987,875	28%	4.8050	237,311,654		62,621,583	285,851,871	48,540,217		60,102,086	274,350,996	37,039,342		54,145,461	247,160,492	9,848,838	
2012	180,042,813	2.2%	50,895,665	28%	4.7035	227,418,372		61,305,970	273,934,997	46,516,625		58,839,404	262,913,582	35,495,210		53,007,922	236,856,622	9,438,250	
2013	183,931,076	4.1%	51,994,824	28%	4.7035	232,329,772		62,629,953	279,850,985	47,521,213		60,110,119	268,591,548	36,261,776	5%	56,803,094	253,814,685	21,484,913	
2014	191,396,956	7.6%	54,105,327	28%	4.6669	239,878,944	5%	65,172,143	288,944,280	49,065,336		62,550,027	277,318,986	37,440,042		59,108,768	262,061,974	22,183,029	
2015	205,866,541	9.6%	58,195,683	28%	4.6669	258,013,762		73,357,756	325,235,645	67,221,883		67,278,801	298,284,266	40,270,504		63,577,383	281,873,825	23,860,064	
2016	225,595,144	9.5%	63,772,692	28%	4.6669	282,739,737		80,387,776	356,403,627	73,663,891	5%	77,090,204	341,783,658	59,043,921		69,670,131	308,886,358	26,146,621	
2017	247,031,774	8.74%	69,832,537	28%	4.6669	309,606,393		88,026,429	390,270,016	80,663,623		84,415,513	374,260,819	64,654,426		76,290,366	338,237,533	28,631,140	
2018	268,624,804	6.24%	74,866,688	28%	4.6669	331,925,580		95,720,813	424,383,491	92,457,910		91,794,267	406,974,931	75,049,351		82,958,902	367,802,853	35,877,272	
2019	285,384,915	6.36%	80,628,674	28%	4.6669	357,471,662		101,693,052	450,861,739	93,390,077		97,521,519	432,367,020	74,895,358	5%	92,282,841	409,141,050	51,669,387	
2020	303,546,169	4.88%	85,542,773	28%	4.6669	379,258,591	5%	108,164,569	479,553,567	100,294,976		103,727,570	459,881,885	80,623,294		98,155,513	435,177,866	55,919,275	
2021	318,355,584	4.74%	87,783,982	28%	4.6669	389,195,113		118,849,932	526,927,711	137,732,598		108,788,232	482,318,608	93,123,496		102,944,326	456,409,329	67,214,216	
2022	333,454,057	11.5%	104,863,739	31%	4.6202	460,266,875		124,486,562	546,395,172	86,128,296	5%	119,387,082	524,012,587	63,745,712		107,826,609	473,271,473	13,004,598	
Total Additional Revenue if RTZ was created when the Metrorail Opened							\$ 1,378,076,952	Total Additional Revenue if RTZ was created 30 years ago				\$ 936,474,573	Total Additional Revenue if RTZ was created when the PTP was adopted				\$ 414,382,067		