

Memorandum



Date: May 22, 2026

To: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

Agenda Item No. 2(B)(5)
October 6, 2026

From: Daniella Levine Cava
Mayor

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Subject: Report Detailing Possible Funding Mechanisms for the SMART Program Rapid Transit Corridors – Directive No. 260174

Executive Summary

This report, prepared by the Department of Transportation and Public Works (DTPW), responds to Resolution No. R-1223-25, sponsored by Commissioner Oliver G. Gilbert, III, and adopted by the Board of County Commissioners (Board) on December 16, 2025. The resolution directed the Administration to prepare a plan detailing possible funding mechanisms to advance the Strategic Miami Area Rapid Transit (SMART) Program rapid transit corridors and to provide a status update on the implementation of the Advanced Traffic Management System (ATMS), including signal synchronization across the SMART corridors.

While the successful inauguration of the South Corridor's Metro Express on October 27, 2025 represents a significant milestone in the County's transit evolution, the remaining five corridors (i.e., North, Beach, East-West, Kendall, and Northeast) face a combined capital and operations and maintenance (O&M) funding gap currently estimated at \$7.6 billion expressed in net present value (NPV) terms – that is the value in today's dollars of projected future costs – over a 20-year financial forecast horizon extending through Fiscal Year (FY) 2045. This fiscal challenge has been intensified by historic inflationary pressures in construction and labor markets, alongside a significant contraction in state support following the 2025 Florida Legislative Session, which effectively eliminated the state's New Starts Transit Program, a key funding source historically used to demonstrate local financial commitment and project readiness for federal discretionary programs such as the Capital Investment Grants (CIG) Program; without it, the County loses a critical tool for satisfying local match requirements necessary to secure federal funding.

This report provides a comprehensive analysis of a diverse array of funding mechanisms to support the SMART Program to bridge the deficit while maintaining the County's long-term fiscal solvency. Key strategies examined include the expansion of the Charter County Transportation Surtax (Surtax) to a full cent model, the issuance of General Obligation (G.O.) Bonds to leverage lower interest rates, and the implementation of a Transit Dedicated Millage to facilitate a pay-as-you-go model. Furthermore, the report explores value-capture tools such as adjustments to the Transportation Infrastructure Improvement District (TIID) capture rates and Special Assessment Districts (SADs). The table below provides the potential range of estimated revenues that could be generated and the associated monthly costs to taxpayers or households, if applicable, for each funding mechanism analyzed in this report.

Summary of Funding Mechanisms

Funding Mechanism	Range of Est Total Revenues (\$ in millions)	Estimated Monthly Cost¹
Existing Surtax- Exhibit 1		
Commitments Reallocation	\$ 1,530	\$ -
Additional Sales Surtax (0.5%)	\$ 4,200	\$ 9
TIID Tax Increment 30% - 50%	\$2,917 - \$4,862	\$ -
G.O. Bonds	\$2,000 - \$8,000	\$1 - \$6
Dedicated Transit Millage	\$2,029 - \$8,115	\$3 - \$13
Special Assessment Districts (SADs)	\$22 - \$525	\$ -

1- The Additional Sales Surtax amount represents an individual taxpayer cost, whereas G.O. Bonds and the Dedicated Transit Millage represent costs incurred by property owners.

To demonstrate the fiscal feasibility of the SMART Program, three distinct financial Pro Forma scenarios have been developed. These models evaluate how varying funding mechanisms - specifically sales surtaxes, G.O. bonds, and Transit Dedicated Millage – can be leveraged to fund the long-term capital and O&M requirements of the program. The scenarios provide a comparative analysis of debt-heavy financing, a model that prioritizes cash reserves to optimize cost-effectiveness, and a hybrid approach that relies on Ad Valorem taxes.

Feature	Oriented	Scenario 2: Reserve-Focused	Scenario 3: Hybrid Allocation
Primary Funding	0.5% Sales Surtax + G.O. Bonds	0.5% Sales Surtax + Millage	G.O. Bonds + Millage
Capital Strategy	Heavy reliance on debt financing	Reduced debt; increased cash reserves	Balanced leverage; uses millage for reserves and operating
Amortization	Amortized over 30 years	Immediate impact; Dedicated millage 2028–2036	Amortized over 30 years; Dedicated millage 2028-2045

SMART Program Pro Forma
Scenario 1- Additional Sales Surtax (0.05%) and General Obligation Bond
2026 through 2045

Revenues (Dollar in Thousands)	Total (NPV)
SMART Program Revenues	
SMART Program Carryover	\$ 200,670
Transfer from PTP Revenue from swapped TPO SU Funds	407,710
Transfer Plan from Available PTP Revenue Funds	4,223,036
Transfer Plan from TIID	1,299,558
Transfer Plan from General Obligation Debt Millage	2,731,058
General Obligation Bond Proceeds	4,333,675
PTP Surtax Bond Proceeds	1,247,042
Total Revenues	\$ 14,442,749
SMART Program Expenses (Dollar in Thousands)	
Capital	8,369,674
Debt Service/Financing	4,059,356
Operating	1,706,124
SMART Program End of Year Balance	307,596
Total Expenses	\$ 14,442,749

SMART Program Pro Forma
Scenario 2- Additional Sales Surtax (0.05%) and Transit Dedicated Millage
2026 through 2045

Revenues (Dollar in Thousands)	Total (NPV)
SMART Program Revenues	
SMART Program Carryover	\$ 200,670
Transfer from PTP Revenue from swapped TPO SU Funds	407,710
Transfer Plan from Available PTP Revenue Funds	4,223,036
Transfer Plan from TIID	1,299,558
Transfer Plan from Transit Dedicated Millage	3,970,080
PTP Surtax Bond Proceeds	1,782,308
Total Revenues	\$ 11,883,362
SMART Program Expenses (Dollar in Thousands)	
Capital	8,369,674
Debt Service/Financing	1,644,725
Operating	1,706,124
SMART Program End of Year Balance	162,839
Total Expenses	\$ 11,883,362

SMART Program Pro Forma
Scenario 3- Transit Dedicated Millage and General Obligation Bond
2026 through 2045

Revenues (Dollar in Thousands)	Total (NPV)
SMART Program Revenues	
SMART Program Carryover	\$ 200,670
Transfer from PTP Revenue from swapped TPO SU Funds	407,710
Transfer Plan from Available PTP Revenue Funds	172,381
Transfer Plan from TIID	1,299,558
Transfer Plan from Transit Dedicated Millage	4,333,549
Transfer Plan from General Obligation Debt Millage	2,731,058
General Obligation Bond Proceeds	4,333,675
Total Revenues	\$ 13,478,601
SMART Program Expenses (Dollar in Thousands)	
Capital	8,369,674
Debt Service/Financing	3,076,619
Operating	1,706,124
SMART Program End of Year Balance	326,184
Total Expenses	\$ 13,478,601

Scenario 1 utilizes a combination of a 0.5% sales surtax and General Obligation (G.O.) bond issuance to fund the SMART Program. While this strategy successfully distributes the financial obligation across a 30-year amortization period, it results in a 21% increase in the program's total cost due to the cumulative interest and financing expenses inherent in long-term debt.

In contrast, Scenario 2 pairs the 0.5% sales surtax with a one-mill Transit Dedicated Millage, implemented from 2028 through 2036. This approach prioritizes the development of cash reserves, which diminishes the reliance on debt and reduces interest expenditures, ultimately improving the program's cost-effectiveness. In both scenarios, the additional 0.5% sales surtax plays a pivotal role in funding not only the capital cost, but the significant ongoing O&M and renewal and replacement costs.

Scenario 3 departs from the combined consumption and ad-valorem tax model used in previous scenarios, relying instead entirely on ad-valorem mechanisms. This scenario integrates G.O. bond issuances with a tiered Transit Dedicated Millage structure:

- 2028–2034: A 1.0 mill levy implemented to accelerate reserve accumulation for capital costs.
- 2035–2045: A reduced 0.25 mill levy for capital costs and ongoing O&M.

This scenario offers a balanced framework by utilizing debt to meet major upfront capital milestones while also employing a dedicated millage to mitigate long-term interest costs.

Furthermore, this tiered millage ensures a dedicated funding stream for the projected O&M costs, which exceed the current capacities of the Surtax and TIID. Detailed Pro Formas for all scenarios are provided in the attached Exhibits 1, 2, and 3.

Although these scenarios illustrate potential strategies for funding the SMART Program, it is essential to acknowledge that the underlying Pro Forma models are based on specific assumptions and economic estimates. Consequently, actual financial results may vary from these projections as they are sensitive to fluctuations in economic conditions, adjustments to construction timelines, changes in revenue realization, and federal and state participation rates.

Ultimately, a multi-layered approach is required to resolve not only the multibillion-dollar capital shortfall but also a projected \$120 million structural deficit in the Transit Operating Fund by FY 2027. Ensuring the stability of these revenue streams is a prerequisite for satisfying the financial capacity benchmarks mandated by the Federal Transit Administration (FTA), enabling DTPW to secure the federal discretionary grants necessary to advance the SMART Program, fulfilling its vision for regional mobility and connectivity.

Background

Miami-Dade County experiences some of the most severe traffic congestion in the United States, frequently appearing in the top two to five areas for worst U.S. traffic according to various reports. Regional travel demand continues to grow faster than roadway capacity, while land availability, environmental constraints, and climate vulnerabilities limit traditional highway expansion. Congestion imposes significant economic costs by reducing productivity, increasing household transportation expenses, and restricting access to employment, education, and healthcare. According to recent data, residents face an overwhelming financial and time burden due to severe traffic congestion, with the average household spending over \$14,400 annually- roughly 20% of their income- on transportation necessitated by limited public transit options. This systemic reliance on personal vehicles, paired with annual productivity losses of over 100 hours per commuter, directly drains the regional economy of labor and individual well-being. Ultimately, these inefficiencies manifest in a staggering cumulative financial impact, as the Miami-Dade Transportation Planning Organization (TPO) reports that congestion on the state highway system alone incurred approximately \$4.49 billion in wasted fuel and lost time costs over the most recent five-year reporting period.

Maintaining the status quo and failing to advance high-capacity, fixed-route transit - as prioritized under the SMART Program - risks compounding a mobility crisis that consistently ranks Miami among the most congested regions in the United States. With the county's population growing steadily - increasing by over 64,000 residents between 2023 and 2024 - the resulting surge in travel demand will continue to outpace roadway capacity. Inaction will inevitably accelerate gridlock, further reducing average peak-hour speeds and increasing the frequency of bottlenecks on critical arteries. This systemic congestion directly degrades regional economic competitiveness by inflating logistical costs for businesses and limiting workforce accessibility, creating significant barriers to productivity in an economy where port logistics and regional trade serve as primary economic engines.

SMART Program

The SMART Program is designed to advance the rapid transit network in Miami-Dade County by leveraging existing infrastructure and modern technology to improve mobility and connectivity. Developed in partnership with federal, state and local agencies, the Program expands service, supports transit-oriented development, improves reliability and on-time performance, creates transit-related jobs, enhances real-time passenger information, and prepares the region for future population and employment growth. The SMART Program currently includes six priority corridors outlined below to address congestion, commuter demand, tourism, and access to major destinations.

South Corridor

The South Corridor is the first corridor within the SMART Program to reach implementation with mass transit service via Bus Rapid Transit (BRT) that began in October 2025. The BRT has improved travel times, safety, and accessibility by providing rail-like service features in its articulated all-electric bus fleet, such as dedicated lanes, level boarding, and offboard fare collection at 14 climate-controlled stations between Dadeland South Metrorail Station and the SW 344 Street Park-and-Ride in Florida City to serve rapidly growing communities. The South Corridor's immediate positive impact can be seen as data within its first 30 days of operation show a 96% increase in "express boardings," and a 3.7% increase in overall average weekday boardings, a trend that underscores a successful return on public investment and confirms a decisive shift in commuter preference toward high-capacity transit solutions.

Northeast Corridor

The Northeast Corridor is a 13.5-mile commuter rail project anticipated to be constructed in the existing rail corridor currently shared by Florida East Coast Railroad (FECR), Brightline Florida LLC (Brightline), and the South Florida Regional Transportation Authority/Tri-Rail. The project will utilize the existing MiamiCentral and West Aventura stations, while also adding five new stations in Wynwood, Design District, Little Haiti, North Miami, and FIU North Campus. The Northeast Corridor Project has achieved several critical milestones including: (1) National Environmental Policy Act (NEPA) approval by the FTA as a Categorical Exclusion (Cat. Ex.) in November 2023; (2) 30% Design Completion in 2024; (3) Formal Project Evaluation and Rating by FTA in the Report to U.S Congress for FY 2025 in March 2024, and (4) approval from FTA to enter formally into the Engineering phase of the project in October 2024. The project is estimated at over \$900 million and is advancing through the FTA Capital Investment Grants program, with an anticipated federal contribution of approximately \$390 million. Additionally, agreement processes are underway to establish appropriate contracts for access and property rights, development and construction, operation of the service, and O&M of the corridor infrastructure.

Notwithstanding this progress, the project faces several material risks. At the state level, previously programmed funding of \$200 million was withdrawn as the State effectively defunded its New Starts Transit Program, creating a significant gap in the project's financial plan. Additionally, ongoing dispute resolution proceedings and legal actions between FECR and Brightline introduce uncertainty regarding track access and shared-use arrangements, which are critical to project delivery.

North Corridor

The North Corridor is a 10-mile extension of the County's existing Metrorail system along NW 27th Avenue from the Dr. Martin Luther King, Jr. Metrorail Station to NW 215th Street. Following extensive evaluation and value engineering, key decisions have been made regarding alignment, station locations, structural design, and maintenance facilities. FDOT has initiated the NEPA review process and is currently completing its PD&E Study, including coordination with federal partners on the development of a comprehensive funding strategy. The PD&E study is currently scheduled to be finalized in 2026. Furthermore, on April 23, 2026, the TPO Governing Board adopted a resolution formally requesting a modification to the corridor's LPA to incorporate new and emerging technologies, with the objective of identifying cost-feasible alternatives to accelerate the advancement of the project.

Beach Corridor

The Beach Corridor includes three segments: (1) the trunkline from Downtown Miami to the City of Miami Beach, (2) the Design District extension from Downtown Miami to the Design District, and (3) the Convention Center extension from the south end of South Beach to the Miami-Beach Convention Center. In January 2020, the Transportation Planning Organization (TPO) named elevated rubber tire technology as the Locally Preferred Alternative (LPA) for the trunkline and extension of the Metromover for the Design District extension, and dedicated lanes for bus/trolley along Washington Avenue for the Convention Center extension. The County initiated NEPA review by the United States Coast Guard in 2017 and has continued to progress the associated Project Development and Environmental (PD&E) Study required by the Florida Department of Transportation (FDOT). The project will enter the design phase upon completion of these required studies. The County is also initiating the analysis for the Design District extension to determine if this section of the corridor can be expedited.

East-West Corridor

The East-West Corridor is a 14-mile project along the SR-836/Dolphin Expressway that will connect the Miami Intermodal Center adjacent to Miami International Airport with western Miami-Dade. In October 2020, the Miami-Dade TPO Governing Board selected the LPA as BRT on dedicated transit only lanes and the County completed NEPA review and received a Categorical Exclusion in August 2022. Subsequently, in December 2024, the Board requested a study to review additional modes of transit as potential solutions for the corridor, including the use of existing freight railroad infrastructure. Currently, the TPO is studying these available options to determine if a revised LPA should be issued for the corridor.

Kendall Corridor

The Kendall Corridor focuses on implementing mass transit service along Kendall Drive from the Dadeland area to Krome Avenue with potential connections to existing and proposed transit facilities. FDOT began a PD&E Study in 2022. The PD&E Study was placed on hold while a feasibility study for the Flagler Corridor is advanced. The results of this feasibility study, including alternative models, may inform the approach for the Kendall Corridor.

The delivery of these projects is intended to catalyze economic growth, stabilize property values, and improve regional access to education and employment hubs.

SMART Program Funding

The SMART Program represents a critical initiative for regional mobility, encompassing large-scale transit infrastructure projects that necessitate extensive capital investment and long-term resource allocation. At present, the SMART Program is primarily supported by two local funding mechanisms:

- 1) Surtax: Approved by Miami-Dade County voters in November 2002, this half-penny discretionary sales tax was established to provide a dedicated, sustainable revenue stream. The primary intent of this Surtax was to provide a sustainable funding source for the expansion of the Metrorail system, the modernization and expansion of the bus network, and the implementation of significant roadway improvements.
- 2) TIID: Established in February 2018 via Ordinance No. 18-8, the TIID serves as a sophisticated Tax Increment Financing (TIF) mechanism. It encompasses all real property within a half-mile radius of the six identified rapid transit corridors. The primary intent of the district is to capture a portion of the growth in ad valorem tax revenue generated by rising property values adjacent to these corridors and dedicate those funds exclusively to the planning, development, construction, and operations of rapid transit projects. Permitted uses include capital infrastructure, rolling stock, land acquisition, debt service and certain public-private obligations for rapid transit projects.

Despite these established mechanisms, the SMART Program faces a formidable fiscal challenge. Since 2020, the infrastructure sector has been impacted by historic increases in construction costs, alongside volatile labor and material markets. Consequently, current financial forecasts indicate that projected revenues are insufficient to meet the total lifecycle costs – including both capital investment and long-term O&M – for the North, Northeast, and Beach (Trunkline and Extension) corridors, as well as the O&M requirements for the South Corridor. Current projections identify a significant funding gap as capital and O&M requirements are estimated to exceed available revenues by \$7.6 billion in NPV terms through the 2045 forecast horizon (see table below). In this context, NPV is a way of calculating the total in "today's money," accounting for the fact that a dollar spent years from now is worth less than a dollar held today due to inflation and interest.

**SMART Program Funding
20-Year Outlook through 2045
(\$ in millions)**

Revenues¹	
Local	\$ 2,097
Federal Funds	296
State Funds	6
Total Revenues	<u>2,399</u>
Expenses²	
<u><i>Capital</i></u>	
Northeast Corridor	904
North Corridor	4,200
Beach Corridor (Baylink)	2,000
Design District Extension	1,300
East-West Corridor ³	4
	<u>8,408</u>
<u><i>Operations and Maintenance^{1,4}</i></u>	
South Corridor	748
Northeast Corridor	266
North Corridor	483
Beach Corridor (Baylink)	60
Design District Extension	36
	<u>1,593</u>
Total Expenses	<u>10,001</u>
SMART Program Balance	<u><u>\$ (7,602)</u></u>

1- Based on net present value discounted at a rate of 4%

2- Based on present-day value

3- Cost of feasibility study to determine LPA

4- Assumes the following revenue service year: 1) Northeast: 2032, 2) North: 2036, 3) Beach- Trunkline: 2038, 4) Beach- Design District: 2038

To maintain a conservative and fiscally responsible outlook, these projections exclusively account for federal and state funds that have already been formally committed or appropriated. No assumed contribution rates are included for the following reasons:

1. Federal Share Variability

Actual federal participation is contingent upon corridor-specific cost-effectiveness ratings and intense national competition for discretionary grants. Nevertheless, DTPW remains aggressive in its pursuit of federal partnerships. Securing federal participation at a rate of 30% to 45% could yield between \$2.5 billion and \$3.8 billion in additional capital. Such an infusion would fundamentally alter the implementation timeline and reduce the reliance on local funding.

2. State Legislative Shifts

The state-level funding landscape for public transit has undergone a significant contraction following the 2025 Florida Legislative Session, resulting in a substantial shift of the financial burden for transit expansion onto local jurisdictions. This fiscal realignment was precipitated by legislative actions that eliminated the documentary stamp surtax, which served as the primary revenue source for the state's New Starts Transit Program. Consequently, the program was effectively abolished through the passage of HB 5501 and the FY 2025-2026 General Appropriations Act.

The impact of this policy shift is most notably evidenced by the zeroing out of dedicated resources that were previously secured, including approximately \$200 million that had been programmed for the Northeast Corridor. This transition has created a profound level of fiscal uncertainty, precluding the department from assuming any future state contributions in the current financial modeling for the SMART Program.

Evaluation of Primary Funding Mechanisms

To address the SMART Program's funding need, the County must implement a diversified, multi-layered fiscal strategy. The scale and technical complexity of the SMART Program necessitates a robust funding framework not only to satisfy immediate capital outlays but to ensure the long-term solvency of O&M requirements, which carry significant long-term financial commitments.

The following analysis examines the primary fiscal mechanisms available to the County, evaluating the potential revenue realization, policy considerations, and taxpayer impact of each option. Unless otherwise noted, all cumulative figures are presented in NPV terms over a forecast horizon extending through 2045.

Surtax

The Surtax has been a vital instrument in financing the County's most significant transit and transportation milestones. Notable achievements funded through this mechanism include the comprehensive expansion of the bus fleet and fixed route system, the Orange Line extension to the Miami Intermodal Center (MIC), and the development of the South Dade TransitWay Corridor. Furthermore, the Surtax has sustained critical transit infrastructure modernization and essential roadway projects.

However, the capacity to implement additional corridors is currently constrained by existing financial commitments. These obligations include a 23% mandatory distribution to municipalities, Exhibit 1 operational requirements, the South Dade TransitWay O&M, and Bond Program debt service.

Two potential strategic options can be executed with regards to the Surtax and include:

1. Strategic Reallocation of Exhibit 1 Commitments: Municipal distributions and debt service commitments are legally or contractually mandated and, as such, remain non-discretionary. However, one immediate fiscal lever involves the adjustment of Exhibit 1 commitments. These commitments represent funding to DTPW for Transit operational enhancements, including expanded bus services, the Golden Passport Program, and fare-free Metromover, promised to voters as part of Exhibit 1. By reducing or eliminating these specific allocations to DTPW for operational services, the County could reallocate approximately \$100 million in annual revenues starting in FY2028 and approximately \$1.5 billion over the forecast horizon (see table below).

However, such a reallocation presents a significant policy challenge. Should these surtax funds be diverted to the SMART Program, the County would be required to identify alternative revenue streams - potentially through increased General Fund support - to maintain the current service levels upon which residents depend.

2. Proposed Surtax Expansion (The Full-Cent Strategy): To address the identified funding gaps and provide a sustainable path forward for regional infrastructure, one available option is to seek an additional half-cent levy, bringing the Surtax to one cent. The implementation of this additional half-cent is projected to generate an additional \$4.2 billion in revenues within the established forecast horizon (see table below). This funding would be available to support the SMART Program and DTPW's overall capital program.

Surtax Revenue Funding Enhancement Options				
Strategic Option	Range of Est	Total	Bonding Capacity	Monthly Cost per Resident³
	Annual Revenues	Incremental Revenues (NPV)		
	(\$ in millions)¹	(\$ in millions)^{1,2}	(\$ in millions)	
Exhibit 1 Commitments Reallocation	\$100 - \$178	\$ 1,530	\$ 1,100	\$ -
Additional Half-Cent Surtax (0.5%)	\$311 - \$436	\$ 4,200	\$ 3,000	\$ 9

1- Net of estimated municipal distributions (23%)
2- Calculated on a net present value basis at a 4% discount rate, over an 18-year term effective from the start of Fiscal Year 2028
3- Based on gross per capita cost, adjusted for tourism spending

While a formal referendum is required to authorize an increase in the local sales tax, Miami-Dade County is well-positioned to pursue this funding by leveraging the decisive sentiment expressed in the November 2024 General Election. During that cycle, approximately 79% of voters approved a non-binding straw ballot measure, signaling a robust public mandate for the expansion of rapid transit in the County. This overwhelming support indicates that the electorate views the expansion of transit as a regional priority, providing the necessary political foundation for a future binding referendum.

Furthermore, a comparative analysis reveals that Miami-Dade County possesses significant fiscal headroom to adjust its funding mechanisms, as it currently maintains one of the lowest transit-

dedicated tax rates in the nation. At 0.5%, the Surtax is considerably lower than the rates in peer metropolitan areas such as Los Angeles (2.00%), Chicago (1.25%), and neighboring Broward County (1.00%). Given that Miami-Dade's total combined sales tax remains below that of many comparable high-density regions, the County has a viable opportunity to propose a Surtax increase that remains competitive while securing the essential capital required for critical infrastructure development.

TIID

While the Transportation Infrastructure Improvement District (TIID) serves as a foundational long-term financing vehicle for the SMART Program, its immediate efficacy as a primary funding source remains restricted. This limitation stems from the inherent nature of value-capture mechanisms, which yield modest returns during the initial phases of development. Given that the TIID is designed to harness the incremental value generated by rapid transit infrastructure, peak revenue generation is achieved only after the corridors become operational and have successfully stimulated localized economic expansion.

Current forecasts show approximately \$1.3 billion to be generated over the planning horizon, however, the distribution of these funds is heavily weighted toward the latter years. For example, FY 2026-2027 revenues are forecasted to total \$30 million, while 2044-2045 revenues are forecasted to be \$216 million. Consequently, the liquidity available in the immediate term remains modest until the physical corridors are completed and the anticipated accelerated development is fully integrated into the tax base.

Under the existing legislative framework, the ordinance mandates a 35% tax increment capture through Fiscal Year 2033–2034, which subsequently reduces to 25% for the remainder of the term. To address the expanding capital and O&M requirements of the SMART Program, a strategic reassessment of these capture percentages could be implemented. By augmenting the percentage of the tax increment retained by the TIID, the agency can unlock substantial incremental revenue streams. The following table illustrates the projected fiscal impact of adjusting the capture rates:

TIID Increment Capture Adjustment				
(\$ in millions)				
Additional Increment	Range of Est. Annual Revenues¹	Total Incremental Revenues (NPV)²	Bonding Capacity	
30%	\$58 - \$293	\$ 2,917	\$	1,200
40%	\$77 - \$390	\$ 3,890	\$	1,600
50%	\$97 - \$488	\$ 4,862	\$	2,000

1- Based on a projected annual increase of 4.5% in total Countywide taxable values
2- Calculated on a net present value basis at a 4% discount rate, over an 18-year term effective from the start of Fiscal Year 2028

The above proposed TIID capture rates adjustments present a strategic trade-off between transit-oriented growth and broader County financial stability. While increasing these rates would provide the SMART Program with the necessary liquidity to accelerate capital projects and cover mounting operational costs, it simultaneously necessitates a direct diversion of property tax growth away from the County's General Fund. This reduction in revenue may impose significant fiscal constraints, potentially compromising the delivery of essential public services such as public safety, community health, and general infrastructure maintenance. Therefore, any policy shift toward increased capture must be carefully calibrated to ensure that the advancement of the SMART Program does not occur at the expense of other County essential services.

G.O. Bonds

G.O. Bonds serve as the most stable and cost-effective instrument for large-scale infrastructure investment. Because these bonds are backed by the full faith and credit of the County, they typically command the lowest interest rates available in the municipal bond market. By commanding tighter credit spreads and lower interest rates compared to revenue bonds or other subordinate debt instruments, G.O. bonds maximize the purchasing power of public funds. This efficiency ensures that a higher percentage of total issuance is directed toward tangible capital construction and transit technology, rather than the servicing of long-term debt.

Pursuant to Florida law, the issuance of G.O. bonds for the SMART Program would require a countywide voter referendum. Such a referendum would provide the electorate with a direct opportunity to approve the necessary capital to bridge the multi-billion-dollar funding gap while establishing a dedicated debt service millage to satisfy the obligations over a 30-year amortization period.

The strategic utilization of G.O. bonds facilitates an equitable distribution of infrastructure costs over an extended horizon, effectively aligning the debt repayment schedule with the useful life of the transit assets. This intergenerational financing model ensures that the fiscal responsibility for these improvements is shared by both current and future beneficiaries of the expanded network. Furthermore, it should be underscored that, unlike some of the other funding mechanisms detailed in this report, G.O. bonds are strictly restricted to capital expenditures and may not be used towards the ongoing O&M of these corridors.

To provide stakeholders with a high-level understanding of the financial commitment required, the projected average annual debt service and corresponding monthly impact per household across various General Obligation (G.O.) Bond capacity levels are presented in the table below. The estimates presented herein are predicated on a structured issuance in which bond proceeds are assumed to be issued triennially from 2028 through 2034. Bond proceeds are typically deployed over multiple cycles rather than a single fiscal year to match project spend schedules, and as such, debt service obligations will incrementally scale up over the forecast horizon. Furthermore, since the millage rates required to service this debt are subject to adjustment, as local taxable values evolve through market appreciation and new development, future expansion of the tax base may offset the millage rate necessary to meet these obligations.

G.O. Bonds Cost Analysis				
Bond Capacity		Average Annual		Average
Amount		Debt Serv. Est.		Household
(\$ in millions)		(\$ in millions)¹		Monthly Cost²
\$	2,000	\$	101	\$ 1
\$	4,000	\$	202	\$ 3
\$	6,000	\$	304	\$ 4
\$	8,000	\$	405	\$ 6

1- Average debt service based on (I) a 30-year maturity term with an estimated True Interest Cost (TIC) of 5.00%, reflecting the County's current high-grade credit rating; and (II) a schedule of equal bond issuances occurring triennially from 2028 through 2034.

2- Average cost over the forecast horizon, based on a property with a taxable value of \$150,000 and a projected annual increase of 4.5% in total Countywide taxable values

Please note that these figures are provided for illustrative purposes only. Actual costs are subject to variance based on fluctuations in market conditions, timing of inflows and capital spend-down, and realized taxable value growth.

Transit Dedicated Millage

The Board of County Commissioners may evaluate the implementation of a Transit Dedicated millage as a strategy for ensuring the long-term fiscal solvency of the region's transportation network. Unlike non-recurring capital infusions such as a G.O. Bonds or a Surtax, which may restrict use, a dedicated millage establishes a flexible, statutory revenue stream. This high degree of revenue certainty is essential for addressing the dual challenges of the capital funding gap and the escalating O&M requirements inherent in a maturing countywide rapid transit system.

A primary strategic advantage of a dedicated millage is the capacity to transition toward a pay-as-you-go model. By accumulating strategic cash reserves in advance of major construction milestones, the County can significantly reduce its dependence on traditional municipal debt.

Limiting the issuance of long-term bonds mitigates the compounding effect of interest expenses, which can otherwise increase the total cost of a single transit corridor by 50% to 60% over its lifecycle and negatively impact the cost-effectiveness rating during the FTA evaluation process. This approach not only preserves the County's constitutional debt capacity but also ensures that tax dollars are utilized primarily for physical infrastructure rather than debt service.

The following analysis models the revenue potential based on the Fiscal Year 2025-2026 Tax Roll, where the countywide taxable value is certified at approximately \$512.4 billion. A millage adjustment provides a scalable solution that grows organically with the region's property value appreciation.

Transit Dedicated Millage Analysis				
Dedicated Mills	Range of Est Annual Revenues (\$ in millions)	Total Incremental Revenues (NPV) (\$ in millions)¹	Household Monthly Cost²	
0.25	\$121 - \$257	\$ 2,029	\$	3
0.50	\$243 - \$514	\$ 4,058	\$	6
0.75	\$365 - \$771	\$ 6,086	\$	9
1.00	\$486 - \$1,028	\$ 8,115	\$	13

1- Calculated on a net present value basis at a 4% discount rate, over an 18-year term effective from the start of Fiscal Year 2028 and on a projected annual increase of 4.5% in total Countywide taxable values

2- Taxes calculated for a property with a taxable value of \$150,000

SADs

In addition to Tax Increment Financing (TIF) and Transportation Infrastructure Improvement Districts (TIID), several alternative value capture mechanisms are available to the County to support the development and operation of rapid transit projects. These mechanisms leverage the land value uplift generated by public infrastructure investments to create sustainable funding streams.

SADs (also known as Benefit Assessment Districts) impose a supplemental tax or fee on properties within a defined geographic area that directly benefits from a transit project. Property owners within a designated radius of a transit station or corridor pay an assessment based on the specific benefit received. A key advantage is that, unlike TIF, which redirects existing tax increments, SADs generate new revenue on top of the base property tax. A study commissioned by the Citizens' Independent Transportation Trust (CITT) and performed by Rebel Group analyzed two distinct assessment district (AD) models applied to the Northeast, Beach, and South Dade corridors.

Both models generally exclude residential and government-owned properties to focus on commercial, office, and industrial land uses. Assessment District 1 (AD1) utilizes an annual ad valorem assessment based on property value (modeled at \$0.10 per \$1,000 of assessed value), while Assessment District 2 (AD2) applies a flat annual assessment based on total floor area (modeled at \$0.10 per square foot). The results indicate that AD2 typically yields higher revenue and bonding capacity across all corridors because it is based on total building density rather than fluctuating property values.

The following table summarizes the estimated annual revenues and bonding capacities for these districts under a medium growth scenario.

SAD Value Capture- Medium Growth (\$ in millions)				
Corridor	Mechanism	Range of Est. Annual Revenue	Total 30-Year Revenue	Est. Bonding Capacity
Northeast Corridor	AD1 (\$0.10/\$1k value)	\$1.9 - \$3.1	\$ 75	\$32 - \$33
	AD2 (\$0.10/sq. ft.)	\$8.6 - \$25.9	\$ 525	\$199 - \$214
Beach Corridor	AD1 (\$0.10/\$1k value)	\$1.2 - \$1.4	\$ 38	\$ 17
	AD2 (\$0.10/sq. ft.)	\$3.8 - \$5.7	\$ 143	\$61 - \$63
South Dade Corridor	AD1 (\$0.10/\$1k value)	\$0.5 - \$0.9	\$ 22	\$ 9
	AD2 (\$0.10/sq. ft.)	\$3.8 - \$12.4	\$ 247	\$92 - \$100

Source: Rebel & Planning & Economics Group. (2024). Value Capture Analysis: Northeast, Beach, and South Dade Corridors. Commissioned by Miami's Citizen's Independent Transportation Trust (OCITT).

SADs provide a targeted value capture mechanism by leveraging the property value uplift generated by transit projects to create a new, additive revenue stream. This approach is exceptionally well-suited for capital financing, as the recurring assessments provide a stable foundation for debt issuance and the front-loading of construction costs. By focusing on commercial and industrial land uses, the County can generate substantial capital without increasing the tax burden on residential homesteads.

However, utilizing SADs for perpetual O&M presents significant policy and legal hurdles. Maintaining the special benefit nexus required by Florida law is more complex for daily operations than for permanent infrastructure. Consequently, these districts are most effectively deployed as a capital tool to fund localized infrastructure, while system-wide operations are better supported by broader, more flexible revenue instruments.

Summary of Funding Mechanisms

To address the multi-billion-dollar shortfall facing the SMART Program, the County must implement a diversified fiscal strategy that leverages the robust public mandate evidenced by the 79% voter approval of the 2024 transit straw ballot. The table below summarizes some of the viable options examined along with community impacts. Ultimately, securing the County's transit future will require a balanced selection of these mechanisms to provide the requisite capital for construction and O&M, while ensuring the General Fund remains protected from the escalating costs of regional mobility.

Summary of Funding Mechanisms				
Funding Mechanism	Range of Estimated Total Revenues (\$ in millions)	Estimated Monthly Cost ¹	Eligible Application	Legal/Legislative Requirements
Existing Surtax- Exhibit 1 Commitments Reallocation	\$ 1,530	\$ -	Capital construction & long-term O&M	Board Action; appropriation through annual budget cycle
Additional Sales Surtax (0.5%)	\$ 4,200	\$ 9	Capital construction & long-term O&M	Countywide Referendum (binding) required for authorization
TIID Tax Increment 30% - 50%	\$2,917 - \$4,862	\$ -	Capital construction & long-term O&M	Board Ordinance (Ordinance 18-8); capture rate adjustments require Board approval
G.O. Bonds	\$2,000 - \$8,000	\$1 - \$6	Capital only- Lowest-cost of borrowing	Countywide Referendum; backed by "full faith and credit."
Dedicated Transit Millage	\$2,029 - \$8,115	\$3 - \$13	Permanent stream for both Capital and long-term O&M costs.	Board Action; subject to state property tax legislation
Special Assessment Districts (SADs) ²	\$22 - \$525	\$ -	Corridor-specific capital and O&M; focuses on commercial benefit	Property Owner Petition/Vote or developer creation (Chapter 18 of County Code).
1- The Additional Sales Surtax amount represents an individual taxpayer cost, whereas G.O. Bonds and the Dedicated Transit Millage represent costs incurred by property owners.				
2- Estimated monthly cost not calculated as amount is subject to variability based on assessment methodology				

State and Federal Loan Assistance Programs

To fund the SMART Program, the County may access specialized federal and state credit instruments designed to bridge the gap between project inception and long-term revenue collection. Key among these is the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides direct loans for up to 49% of eligible costs. This program is particularly advantageous because interest only accrues upon the drawdown of funds and allows for a deferment of principal and interest payments for up to five years after a transit line becomes operational. In contrast, the Florida State Infrastructure Bank (SIB), administered by FDOT, functions as a revolving loan fund, often resulting in rates between 3.75% and 4.25%. While the SIB offers similar deferment benefits, it is generally utilized to fill smaller funding gaps or meet local match requirements due to its more limited capital pool compared to federal resources.

Despite the favorable interest rates and flexible terms provided by these federal and state entities, it must be noted that these instruments represent debt that must be repaid with interest. These programs provide the liquidity necessary to accelerate construction and avoid the rising costs of inflation, but they do not alleviate the requirement for local financial commitment. The County must still identify and secure specific local revenue streams to pledge for these loans and satisfy the debt service. Without a sustained and robust local funding base, the County may not maintain eligibility for these low-interest federal and state programs.

Transit Operating Fund

The long-term viability of the SMART Program is inextricably linked to the fiscal health of DTPW's Transit operating budget, as any instability in the Transit Operating Fund creates a direct and immediate risk to the expansion program itself. Current financial projections indicate a structural operational deficit of approximately \$120 million beginning in FY 2027, a persistent shortfall that presents a critical dual threat to both the maintenance of existing infrastructure and the delivery of future transit corridors. From a federal perspective, the FTA requires that all grant recipients demonstrate robust financial capacity, a metric that encompasses the ability to not only construct new capital projects but also to operate and maintain the current system in a State of Good Repair. A recurring \$120 million deficit serves as a significant red flag during FTA Financial Capacity Assessments, signaling to federal and state partners that the County may lack the fiscal resilience necessary to absorb the long-term O&M costs associated with the new SMART Program corridors.

Furthermore, the failure to resolve this structural gap risks a potential downgrading of the County's project ratings within the federal CIG pipeline. Such a development would effectively stall federal matching funds for any of the rapid transit corridors, as the FTA will not commit capital dollars to a system that cannot prove its operational solvency. To maintain credibility with funding partners and protect the SMART Program's momentum, the County must identify a sustainable, recurring revenue source that closes this \$120 million operational gap.

Consequently, efforts to bridge the funding gap identified for the SMART Program must occur in direct coordination with the resolution of the Transit Operating Fund's deficit. These two fiscal priorities are fundamentally inseparable, as the successful delivery of the SMART Program is predicated upon the County's ability to sustain a solvent and resilient operational framework. Adopting a unified strategy to resolve these shortfalls is essential to establishing the fiscal foundation required for the comprehensive transformation of public transit envisioned by the SMART Program.

Sequencing Corridor Implementation

In light of the significant fiscal challenges currently facing both the County and its residents, the comprehensive delivery of the SMART Program may require a highly disciplined sequencing strategy in the absence of substantial new revenue streams to bridge the projected \$7.6 billion funding gap. The County would have to adopt a phased approach to ensure that capital expenditures and long-term liabilities remain strictly aligned with the availability of one-time capital infusions and recurring operational revenues. Attempting the simultaneous construction of all remaining corridors within the current planning horizon (through 2045) would be fiscally untenable; such a course of action would not only jeopardize the County's credit standing but would also undermine the financial capacity benchmarks required to maintain eligibility for federal transit grants.

To preserve the County's fiscal integrity, the implementation timeline must be governed by a rigorous multi-criteria evaluation. This framework prioritizes projects based on shovel-readiness, anticipated ridership density, and immediate fiscal capacity. By advancing corridors that possess

high federal cost-effectiveness ratings, the County can maximize its ability to capture immediate federal and state discretionary allocations. While this strategic prioritization is essential for leveraging local dollars, it also dictates that under the existing revenue structure, the full implementation of the SMART Program is not possible within the 20-year planning window. Under the base-case scenario, assuming no new recurring revenues and conservative federal participation, the Northeast Corridor is positioned as the next implementation, primarily because it is further along in the project lifecycle than other segments. However, this progression is contingent upon the mitigation of the critical key risks previously mentioned in this report.

To ensure the sustainable accumulation of necessary capital and O&M funding, all other corridors must be strategically reevaluated or deferred beyond the 2045 horizon. The North Corridor serves as an example of this rigorous evaluation process; as the second most advanced project in the development pipeline, it is currently undergoing evaluations to enhance cost-effectiveness. First, FDOT is assessing project segmentation, a model that prioritizes the construction of core segments while deferring remaining infrastructure to broaden the range of available capital. Second, in alignment with the TPO Governing Board's resolution adopted on April 23, 2026, the LPA is being modified to incorporate new and emerging technologies, with the objective of identifying cost-feasible alternatives to accelerate the project's advancement.

A critical policy consideration in this sequencing model is the impact of inflationary escalation. As project timelines are extended, the ultimate cost of delivery is subject to significant upward pressure. Deferring construction typically results in substantially higher expenditures for raw materials, specialized labor, and land acquisition. Furthermore, the projected costs for O&M are also subject to inflationary trends, meaning that every year of delay increases the total lifetime fiscal obligation of the network. Consequently, the savings realized by deferment may be partially offset by the compounded cost of future implementation.

Legislative and Regulatory Uncertainty

The fiscal sustainability of the SMART Program is currently under profound legislative volatility. While this report identifies several funding mechanisms intended to augment revenue streams and bridge the existing funding gap, the efficacy of these levers is contingent upon a stable regulatory environment. This stability is presently under threat by a series of aggressive property tax reform measures introduced for the 2026 Florida Legislative Session. Among them was House Joint Resolution (HJR) 203, which proposed a constitutional amendment to eliminate non-school ad valorem taxes on homestead property. However, HJR 203 died in the Senate Appropriations Committee, and therefore will not appear on the 2026 general election ballot. Nonetheless, the policy discussion surrounding property tax reform remains active. State leadership has publicly indicated continued interest in pursuing broad-based property tax relief measures, and there is potential for these issues to be revisited in a special legislative session focused on property taxes or in future regular sessions.

Should similar proposals advance in the future, particularly those that reduce or eliminate non-school ad valorem revenues, the County's primary local funding instruments – specifically the

TIID, any Transit Dedicated Millage, and G.O. Bonds – would be severely compromised due to a dramatic erosion of the taxable base.

Parallel to property tax concerns, the County must also continue to monitor legislative risk to the Charter County Transportation Surtax. Although proposals in prior sessions to impose additional restrictions or sunset provisions on local discretionary surtaxes have not been enacted, the potential for reintroduction remains. Any state-imposed limitations on the duration or use of surtax revenues would directly impact the County's ability to finance long-term capital projects and meet ongoing transit operating needs.

Taken together, these factors underscore a continuing level of legislative uncertainty that complicates long-range financial planning and may affect the County's ability to demonstrate the firm, stable local funding commitment required by federal partners, particularly the FTA, for participation in discretionary grant programs.

ATMS Project

The Advanced Traffic Management System (ATMS) modernization initiative represents a core component of the County's surface transportation infrastructure program. ATMS' functionality directly supports corridor reliability, transit signal priority implementation, incident response coordination and integrated traffic operations. The modernization program was designed to replace legacy traffic control systems with a scalable, web-based platform capable of supporting real-time monitoring, adaptive signal control, regional data integration and centralized management of field devices such as signal controllers, dynamic message signs and detection systems.

In March 2024, the County directed the original ATMS contractor to stop work following significant performance and schedule concerns related to software delivery, integration with existing field infrastructure and failure to meet contractual milestones. In April 2024, the County formally terminated the contract for default following Board authorization. To maintain program continuity and protect prior investments, the County initiated a structured transition and entered negotiations with the second-ranked proposer. This resulted in award of a replacement contract to Horsepower Electric, Inc. in October 2024 under revised technical and performance requirements intended to mitigate prior delivery risks. Under this contract, the modernization scope includes deployment of 2070LX advanced traffic controllers and associated local controller software compliant with County specifications, phased migration from legacy systems, strengthened cybersecurity architecture, and incremental subsystem validation prior to systemwide deployment. Certain elements of the original scope, most notably continued evolution of the ATMS central software and associated data migration, were intentionally separated for potential delivery under a standalone procurement. The central software environment had already been modernized under a prior legacy contract, and the County determined that pursuing additional enhancements and AI-assisted migration tools through a specialized software integrator may provide improved functionality and cost efficiency. Thus, DTPW is currently coordinating with the Strategic Procurement Department to advance a separate award for this portion of the work.

The Notice to Proceed for the replacement ATMS contract was issued in March 2025. The contract requires development and demonstration of required controller functionality through a 90-day field

performance validation prior to full deployment. Initial testing identified deficiencies in several required operational functions, including exclusive pedestrian phasing by time of day, signal reservicing, and reversible lane control. As a result, systemwide deployment of traffic signal controllers has been delayed and is currently estimated to begin no earlier than May 2026.

To address the identified deficiencies, the contractor has proposed delivery of an upgraded controller software release (EOS v4.0) by September 30, 2026. This release represents a major platform update that includes an industrywide upgrade to the Linux operating system used by 2070LX controllers. Because of the scope of the software change, the upgrade is expected to trigger recertification of the controller on the State's Approved Products List as well as additional County testing and validation. These requirements are anticipated to result in a temporary suspension of controller deployments of at least 60 days while recertification and acceptance testing are completed.

DTPW is actively evaluating alternatives to mitigate deployment impacts; however, available options are likely to introduce additional costs, contractual complexity, or operational risk. In parallel, DTPW is leveraging internal resources to support limited controller data migration activities in the near term. Advancement of the separate central software and migration contract is expected to be necessary by October 2026 to avoid compounding schedule impacts and to maintain overall momentum toward full ATMS deployment.

ATMS modernization has both direct and indirect implications for SMART Program implementation and broader DTPW operations. While not a fixed-guideway capital investment, ATMS functionality influences corridor travel time reliability, bus rapid transit performance, signal priority deployment, and incident management responsiveness. Accordingly, ATMS serves as foundational enabling infrastructure supporting both existing mobility services and future SMART Program corridor operations.

Conclusion

This analysis indicates that the remaining corridors of the SMART Program cannot be implemented under the current financial trajectory. While the South Corridor proves that high-capacity transit generates immediate ridership, the remaining \$7.6 billion deficit cannot be resolved through existing revenue streams alone. Therefore, the County must explore some of the revenue expansion strategies discussed in this report or consider between a phased extension, which effectively defers most corridors beyond the 2045 horizon and exposes the County to significant inflationary escalation. Implementing a multi-layered funding framework (Surtax, G.O. Bonds, Dedicated millage and value capture mechanisms) is essential to accelerate the full SMART Program and satisfy the financial capacity benchmarks required for federal discretionary grants.

Pursuant to Rule 5.06(j) of the Board's Rules of Procedure, this report shall be placed on an agenda of the Board agenda without Committee review. Should you require additional information, please contact Stacy L. Miller, P.E., DTPW Director and CEO at (786) 469-5406.

Attachments

Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners
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c: Geri Bonzon-Keenan, County Attorney
 Jess McCarty, First Assistant County Attorney
 Office of the Mayor Senior Staff
 Stacy L. Miller, P.E., DTPW Director and CEO
 Yinka Majekodunmi, Commission Auditor
 Christina M. Cicilia, Director, Office of Policy and Budgetary Affairs
 Basia Pruna, Director, Clerk of the Board
 Eugene Love, Agenda Coordinator

Exhibit 1

SMART Program Pro Forma

Scenario 1- Additional Sales Surtax (0.05%) and General Obligation Bond

2026 through 2045

Revenues (Dollar in Thousands)	Total (NPV)
SMART Program Revenues	
SMART Program Carryover	\$ 200,670
Transfer from PTP Revenue from swapped TPO SU Funds	407,710
Transfer Plan from Available PTP Revenue Funds	4,223,036
Transfer Plan from TIID	1,299,558
Transfer Plan from General Obligation Debt Millage	2,731,058
General Obligation Bond Proceeds	4,333,675
PTP Surtax Bond Proceeds	1,247,042
Total Revenues	\$ 14,442,749
SMART Program Expenses (Dollar in Thousands)	
Capital Expenses	
Northeast Corridor	\$ 509,220
North Corridor	4,200,000
Beach Corridor (Baylink)	2,000,000
Design District Extension	1,347,000
East-West Corridor- Feasibility Study	4,000
Capital Renewal and Replacement (State of Good Repair)	309,454
	-
Debt Service/Financing Expenses	-
Future PTP and GOB Debt Service	4,059,356
	-
Operating Expenditures	-
South Corridor	747,719
Northeast Corridor	265,676
North Corridor	483,137
Beach Corridor (Baylink)	60,115
Design District Extension	35,628
Reserve	113,850
Planned End of Year Carryover	
SMART Program End of Year Balance	307,596
Total Expenses	\$ 14,442,749

Exhibit 2

SMART Program Pro Forma

**Scenario 2- Additional Sales Surtax (0.05%) and Transit Dedicated Millage
2026 through 2045**

Revenues (Dollar in Thousands)	Total (NPV)
SMART Program Revenues	
SMART Program Carryover	\$ 200,670
Transfer from PTP Revenue from swapped TPO SU Funds	407,710
Transfer Plan from Available PTP Revenue Funds	4,223,036
Transfer Plan from TIID	1,299,558
Transfer Plan from Transit Dedicated Millage	3,970,080
PTP Surtax Bond Proceeds	1,782,308
Total Revenues	\$ 11,883,362
SMART Program Expenses (Dollar in Thousands)	
Capital Expenses	
Northeast Corridor	\$ 509,220
North Corridor	4,200,000
Beach Corridor (Baylink)	2,000,000
Design District Extension	1,347,000
East-West Corridor- Feasibility Study	4,000
Capital Renewal and Replacement (State of Good Repair)	309,454
	-
Debt Service/Financing Expenses	-
Future PTP Debt Service	1,644,725
	-
Operating Expenditures	-
South Corridor	747,719
Northeast Corridor	265,676
North Corridor	483,137
Beach Corridor (Baylink)	60,115
Design District Extension	35,628
Reserve	113,850
Planned End of Year Carryover	
SMART Program End of Year Balance	162,839
Total Expenses	\$ 11,883,362

Exhibit 3
SMART Program Pro Forma
Scenario 3- Transit Dedicated Millage and General Obligation Bond
2026 through 2045

Revenues (Dollar in Thousands)	Total (NPV)
SMART Program Revenues	
SMART Program Carryover	\$ 200,670
Transfer from PTP Revenue from swapped TPO SU Funds	407,710
Transfer Plan from Available PTP Revenue Funds	172,381
Transfer Plan from TIID	1,299,558
Transfer Plan from Transit Dedicated Millage	4,333,549
Transfer Plan from General Obligation Debt Millage	2,731,058
General Obligation Bond Proceeds	4,333,675
Total Revenues	\$ 13,478,601
SMART Program Expenses (Dollar in Thousands)	
Capital Expenses	
Northeast Corridor	\$ 509,220
North Corridor	4,200,000
Beach Corridor (Baylink)	2,000,000
Design District Extension	1,347,000
East-West Corridor- Feasibility Study	4,000
Capital Renewal and Replacement (State of Good Repair)	309,454
	-
Debt Service/Financing Expenses	-
Future PTP and GOB Debt Service	3,076,619
	-
Operating Expenditures	-
South Corridor	747,719
Northeast Corridor	265,676
North Corridor	483,137
Beach Corridor (Baylink)	60,115
Design District Extension	35,628
Reserve	113,850
Planned End of Year Carryover	
SMART Program End of Year Balance	326,184
Total Expenses	\$ 13,478,601