



MIAMI-DADE TRANSPORTATION  
PLANNING ORGANIZATION

# 2024 ANNUAL REPORT

MOBILITY. ACCESSIBILITY. PROSPERITY.



# Governing Board

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# Message from the Executive Director

Welcome to the 2024 Annual Report of the Miami-Dade Transportation Planning Organization (TPO). The TPO Governing Board accomplished numerous major milestones in 2024, including the adoption of the SMART M.A.P. (Mobility. Accessibility. Prosperity.) 2050 Long Range Transportation Plan (LRTP). The LRTP is a core federal requirement that establishes the 25-year mobility vision for Miami-Dade County. The development process for the 2050 LRTP is outlined in the following pages and the final report can be accessed at [miamidadetpolrtp2050.com](http://miamidadetpolrtp2050.com). The below highlights showcase TPO’s funding commitments to improve transportation and mobility in Miami-Dade County.

- ✓ Adopted funding for SMART Program projects totaling over \$1.6 billion in the FYs 2025-2029 Transportation Improvement Program (TIP):

Project	Funding Commitment
SMART Program General Funding (TPO Flex +)	\$ 150,000,000
Northeast Corridor	\$ 927,320,081*
North Corridor (PD&E, Design, R/W)	\$ 551,536,000
Beach Corridor	\$ 34,270,000
East-West Corridor	\$ 10,402,000
Flagler Street Demonstration	\$ 9,140,457
Flagler Corridor Feasibility Analysis	\$ 2,100,000
<b>Subtotal</b>	<b>\$ 1,684,768,538</b>

\*Additional \$96.5 million in state funds added after TIP adoption and federal portions increased to \$389 million

- ✓ Approved 17 SMART Demonstration projects totaling over \$14.5 million in state and local funds:

Project	Funding Commitment
Ball Harbor Village – Freebee Public Transit	\$ 140,000
City of Aventura – On-Demand Public Transit Expansion	\$ 1,754,632
City of Coral Gables – Trolley Southern Loop Extension	\$ 400,000
City of Coral Gables – Flex Route Via Electric Vehicles	\$ 520,785
City of Doral – On-Demand Transit Service	\$ 836,726
City of Florida City – Freebee Expansion	\$ 264,180
City of Miami Beach – South Beach Trolley Service	\$ 5,293,241
City of Miami Beach – Commuter Waterborne Transportation Service	\$ 1,200,000
City of Miami Springs – On-Demand Transit Pilot Project	\$ 233,100
Florida International University – On-Demand Responsive Service	\$ 872,000
Miami Downtown Development Authority – Downtown Miami Circulator	\$ 751,332
Town of Cutler Bay – Metro Connect Project	\$ 500,000
Town of Medley – Freebee On-Demand Public Transit Service	\$ 100,231
Town of Miami Lakes – Freebee Public Transit Service	\$ 407,000
Town of Surfside – Freebee On-Demand Service	\$ 252,658
Village of Key Biscayne – Public Transit Service Expansion	\$ 406,166
Village of Palmetto Bay – Metro Connect	\$ 610,000
<b>Subtotal</b>	<b>\$ 14,542,051</b>

- ✓ Collaborated with transportation partners to identify and fund five projects totaling over \$4.7 million in federal funds:

Project	Funding Commitment
City of Coral Gables – DeSoto Plaza Improvements	\$ 1,000,000
City of Doral – Citywide Sidewalk Improvement Project Phase III	\$ 1,000,000
Miami-Dade DTPW – NW 22 Avenue Corridor Planning Study	\$ 712,000
Miami-Dade PROS – Snapper Creek Segment B Dadeland Connection	\$ 1,000,000
Town of Cutler Bay – Marlin Road Complete Streets Project	\$ 1,000,000
<b>Subtotal</b>	<b>\$ 4,712,000</b>

- ✓ Assisted in prioritizing additional state dollars to further advance bicycle and pedestrian safety and Vision Zero through the TPO process totaling over \$83 million:

Project	Funding Commitment
Lehman Causeway from US-1 to Collins – Complete Streets	\$ 74,051,500
McArthur Causeway from Biscayne Blvd to Alton Road	\$ 8,948,640
<b>Subtotal</b>	<b>\$ 83,000,140</b>

Finally, throughout this Annual Report there are many other accomplishments including: bike/ped safety peer exchanges, student collaborations, and hosting the 2024 Safe Streets Summit. These are just a few milestones from 2024, and I invite you to stay involved by visiting [www.miamidadetpo.org](http://www.miamidadetpo.org).

- Aileen Bouclé, AICP, Executive Director



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# 1990-2050 MIAMI-DADE TRANSPORTATION TIMELINE: PAST, PRESENT & FUTURE

## EMPLOYMENT

## POPULATION



- Major Societal Events
- Bicycle/ Pedestrian/ Micromobility
- E-Mass SMART Transportation
- Land Use/Policy
- Emerging Technology
- Highway/ Freight

**1992**  
Hurricane Andrew hits

**2001**  
9/11

**2019**  
COVID-19

**2002**  
Art Basel Begins

**2012**  
Orange Line Opens

**1997**  
South Miami-Dade Busway Opens

**2002**  
People's Transportation Plan Passes

**2020**  
Opening of the Dolphin Terminal

### Land Use/Policy

**1999**  
Downtown Kendall Urban Center Master Plan Adopted

**2008**  
Great Recession

**2020**  
2020 Widespread Usage of Telecommuting Policy Begins

### Emerging Technology

**1998**  
Creation of the South Florida Vanpool Program (SFVP)

**2006**  
Creation of the Bus on Shoulders Program

**2018**  
SMART Demonstration Launched to Develop First/ Last Mile Network

### Highway/ Freight

**1999**  
Sun Pass Electronic Tolling Collection System

**2010**  
Miami Intermodal Center Opens

**2016**  
Strategic Miami Area Rapid Transit (SMART) Plan Adopted

**2016**  
Uber/Lyft Ordinance Passed

**2005**  
Dadeland Centre Opens at Dadeland South Metrorail Station

**2010-**  
Transition to Green Technology Begins

**2007**  
SR 836 Extension to SW 137 Avenue Opens

**2008**  
I-95 Express Lanes Open

**2014**  
PortMiami Tunnel Opens

**2008 -**  
I-95 Variable Toll Pricing Introduced

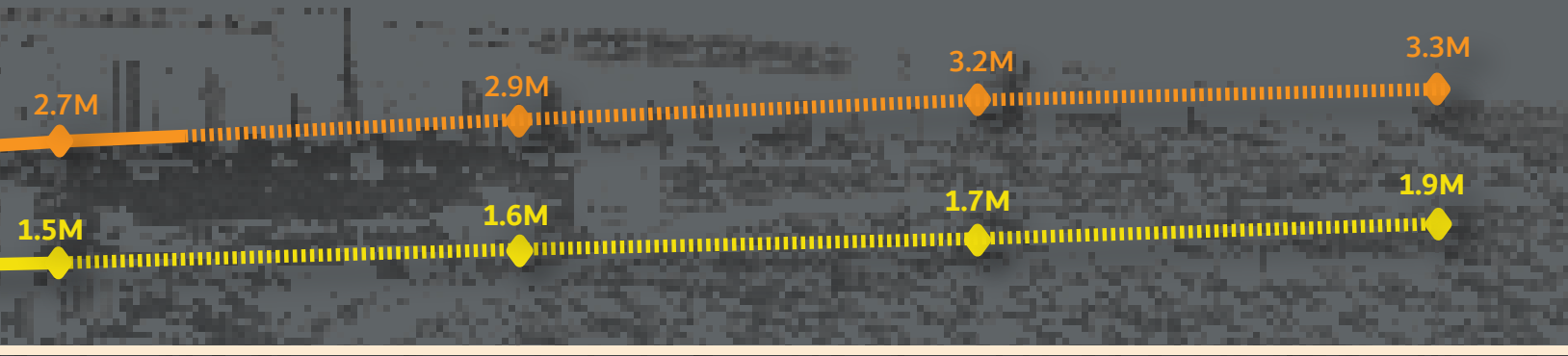
Data Sources: U.S. Census - 1990-2020 Population, TPO Socioeconomic data, 2023

1990

2000

2010

2020



**2021**  
Underline Phase 1 Opens

**2024**  
Underline Phase 2 Completion Anticipated

**2026**  
Underline Phase 3 Completion Anticipated

**2027**  
Ludlam Trail Completion Anticipated



**2022**  
Brightline Station at Aventura Opens



**2022**  
Opening of the Tamiami Terminal



**2022**  
Golden Glades Terminal Park and Ride Opens



**2023**  
Brightline Miami to Orlando Opens



**2024**  
South Dade Transitway Service Anticipated



**2024**  
Tri-Rail Downtown Miami Link Opens



**2022**  
MiLine Miami Transit Oriented Development Opens at Ludlam Trail

**2022**  
Rapid Transit Zones Expanded



**2020**  
GO Connect/On-demand First/Last Mile Services Started

**2023**  
PortMiami Shore Power Service Anticipated

**2025-2030**  
Next Generation SMART Card/Fare Interoperability Collection System



**2027**  
I-395 Signature Bridge Completion Anticipated



**2031**  
Northeast Corridor Service Anticipated



**2036**  
Beach and North Corridor Service Anticipated



**2030-2040**  
Alternative Fuel Vehicle Innovations



**2030-2040**  
Autonomous Vehicle Innovations



**2025-2050**  
AI-powered Technology for Efficiencies in Transportation

**2030-2040**  
Next Generation Transit Technology



**2030-2040**  
Next Generation Freight and Logistics Technologies

**2030-2040**  
Next Generation Micromobility Advancements



**2030-2040**  
Next Generation Bicycle and Pedestrian Networks

**2030-2040**  
Next Generation Curb Management

**2025-2050**  
Robotics Used in Aviation, Maritime and Roadway Projects



**2030**  
Golden Glades Interchange Improvements Completion Anticipated



**2030-2040**  
Advanced Air Mobility Innovations



**2040-2050**  
High Speed Train Innovations

**2040-2050**  
Next Generation Advanced Air Mobility

2020

2030

2040

2050



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

# Introduction to the 2050 LONG RANGE TRANSPORTATION PLAN

Miami-Dade TPO developed the 2050 Long Range Transportation Plan (LRTP), which was adopted by the TPO Governing Board on September 17, 2024. This is the first in the series of fact sheets that were distributed to the public to help introduce the planning efforts and guide them through the LRTP phases.

## WHAT IS THE LRTP?

The Miami-Dade TPO 2050 LRTP represents a 25-year long-range planning horizon to provide for the integrated development, management, and operations of a safe, equitable, and effective multimodal transportation network for Miami-Dade County.

The 2050 LRTP strategically identifies transit, highway, freight, and non-motorized transportation improvements to address mobility, safety, security, resiliency, and emerging technologies, while also considering cost feasibility for the County’s existing and future transportation infrastructure needs.

## WHAT WAS THE PROCESS?

The Miami-Dade TPO 2050 LRTP encompassed a five-phase process, as shown in the graphic: People, Performance, Projects, Priorities, and Policy.

All phases worked in tandem to update the Plan based on technical analysis and community involvement. Now adopted, the 2050 LRTP will set the current context of trends in Miami-Dade County, reflect the long range transportation network goals, and prioritize funding for stated needs of the traveling public.

## WHY DID IT MATTER TO YOU?

The goal was to ensure the Miami-Dade TPO 2050 LRTP reflected the values and future transportation needs of the communities within Miami-Dade County.

## WHAT WERE THE WAYS TO GET INVOLVED?

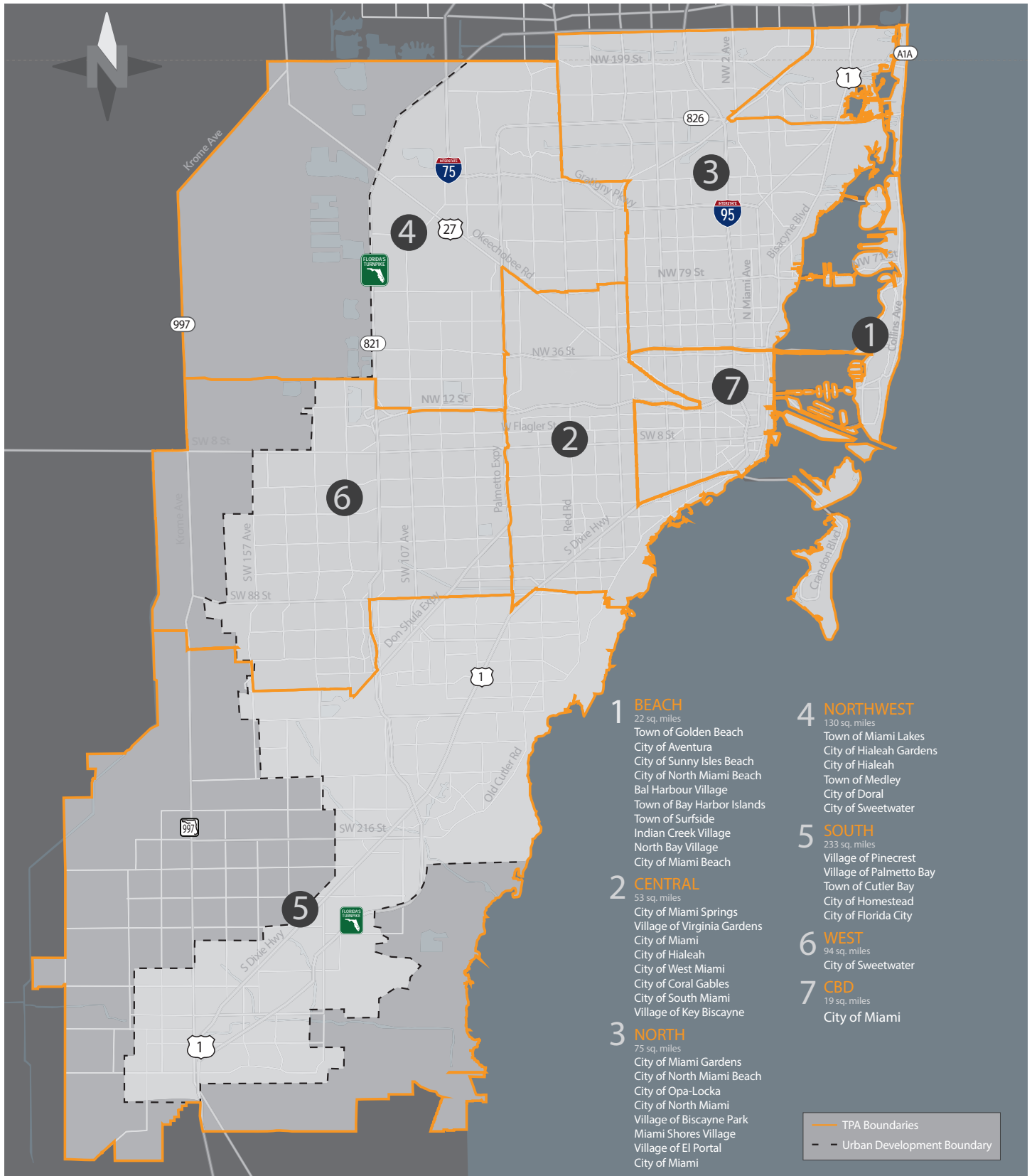
One of the most effective ways to learn about a community’s mobility needs is through engagement. Miami-Dade TPO provided both virtual and in-person opportunities to identify long-term aspirations for Miami-Dade County’s transportation system throughout the various milestones of the Plan’s development process.

A project website was provided to stay informed about upcoming outreach events and Plan updates, and to submit comments.

## 2050 LRTP PHASES & OBJECTIVES



For purposes of administering transportation programs and studies, TPO divided the urban development area of Miami-Dade County into seven (7) distinct geographic units defined as Transportation Planning Areas (TPA).

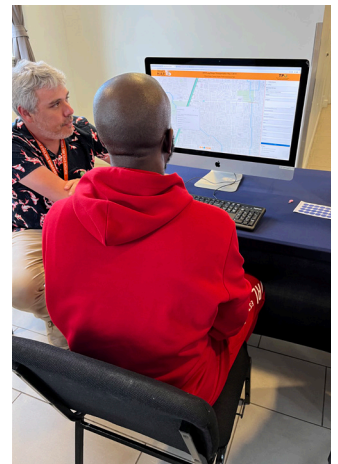
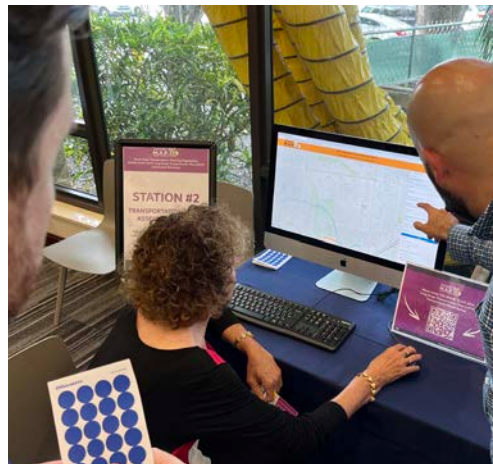
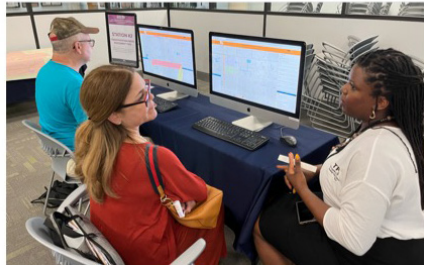


# Reaching Out & Obtaining Feedback

TPO held outreach events in each of the Transportation Planning Areas (TPA) to gather feedback from the public on the future of mobility, accessibility, and prosperity for Miami-Dade County.





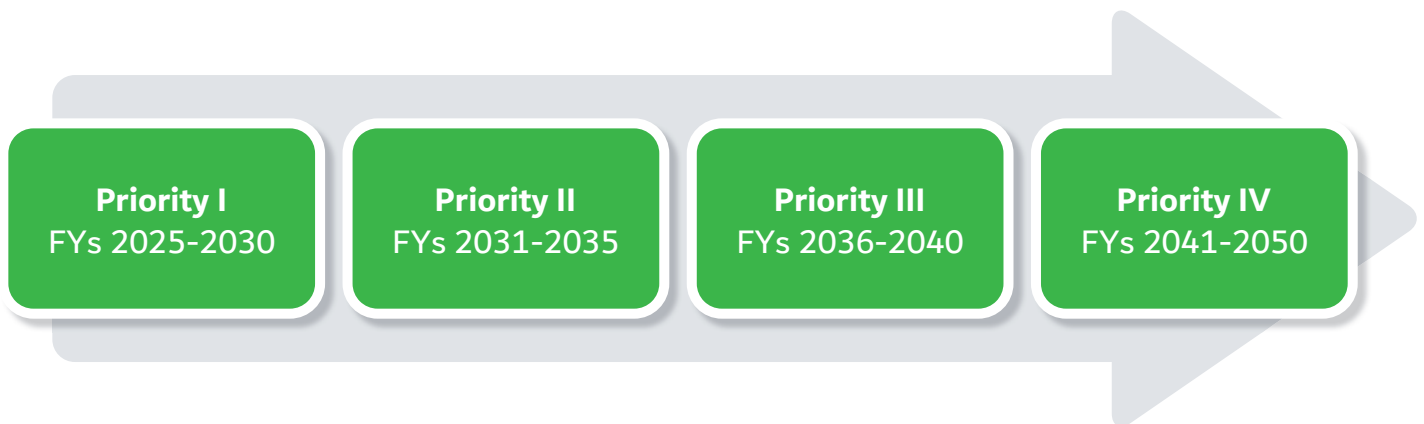




MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION  
**2050 LONG RANGE TRANSPORTATION PLAN**  
**ADOPTED COST FEASIBLE PLAN**

The 2050 LRTP must show fiscal constraint, which means it includes sufficient financial information for demonstrating that projects listed can be implemented using committed, available, or reasonably anticipated revenue sources. The 2050 Adopted Cost Feasible Plan (CFP) was developed through stakeholder coordination, in accordance with federal and state policy guidance, and allocates federal, state, and local revenues to prioritized projects.

Fiscal constraint requires that revenues were estimated over the 25-year horizon of the LRTP, covering Fiscal Years (FYs) 2025–2050. Revenues and transportation infrastructure expenditures are grouped into four funding priority periods as seen below:



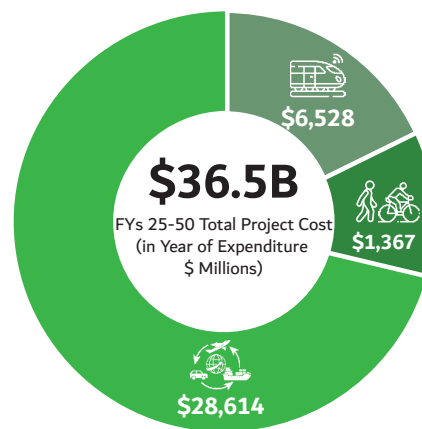
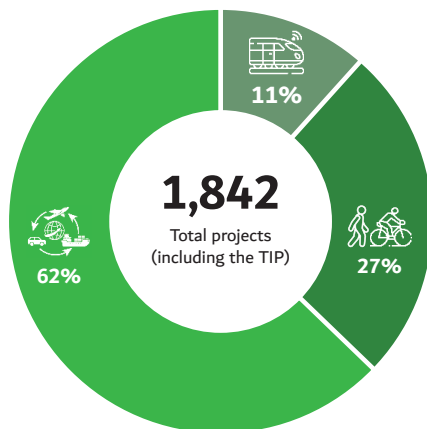
**Relation to the Transportation Improvement Program**

Projects from the Transportation Improvement Program (TIP) are incorporated directly into the Adopted CFP and represent FYs 25–29. The adopted FYs 25–29 TIP includes 1,209 projects, totaling \$12.56 billion.



**Adopted CFP Quick Facts**

The total project costs for the 2050 Adopted CFP equal \$36.5 billion (Year of Expenditure), with an estimated additional unfunded need of \$20.4 billion.



= Bicycle/Pedestrian/Micromobility



= Highway/Roadway/Freight

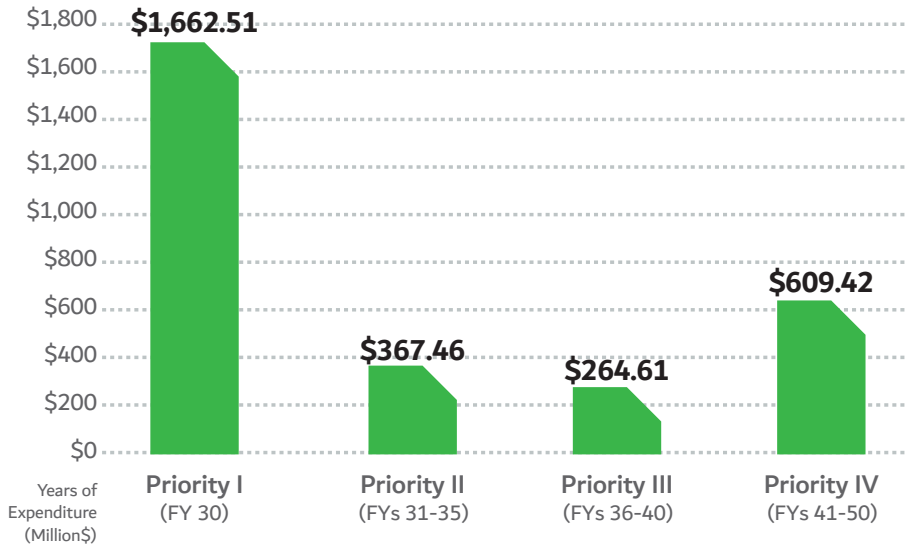
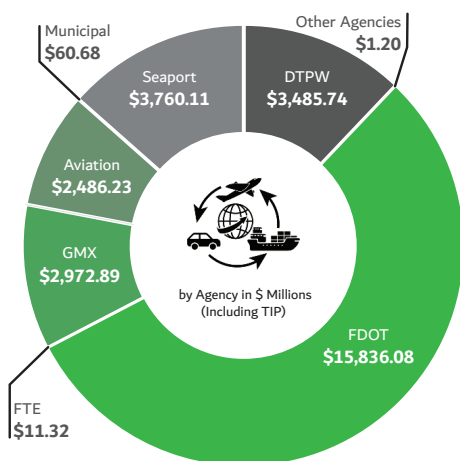
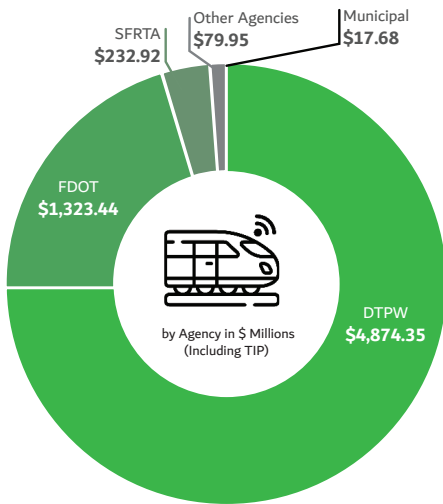
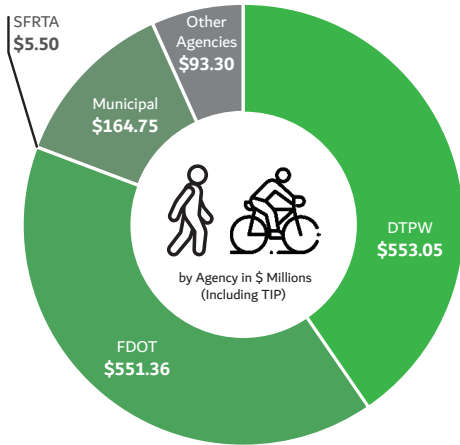


= E-Mass SMART Transit

Data as of September 3, 2024

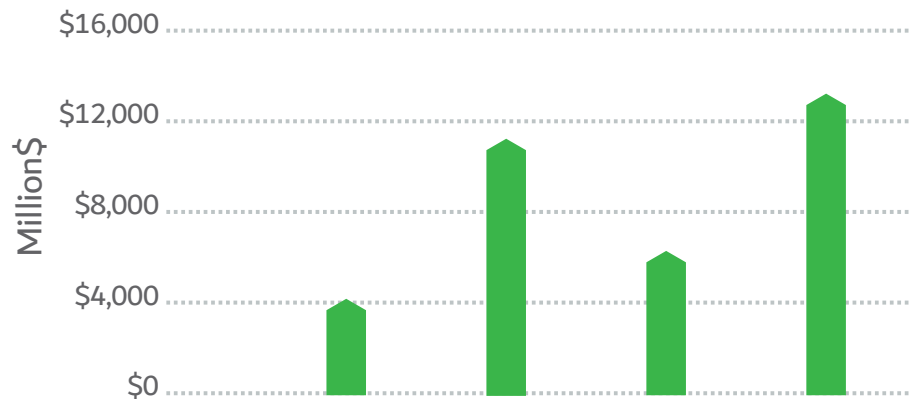
MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION  
**2050 LONG RANGE TRANSPORTATION PLAN**  
**ADOPTED COST FEASIBLE PLAN**

**Adopted Cost Feasible Plan  
By Mode / Agency**



**SMART Program Investments in Adopted Cost Feasible Plan**

The SMART Program consists of projects that are organized into four priority levels. Some projects are fully funded, while others are only partially funded. In Priority Periods III and IV, funding has been set-aside for the SMART Program projects to allow for a continued planning process.



	Priority I (FY 30)	Priority II (FYs 31-35)	Priority III (FYs 36-40)	Priority IV (FYs 41-50)
Revenue in Year of Expenditure	\$2,686.391	\$10,404.487	\$4,911.432	\$12,521.500

**Adopted Cost Feasible Plan – Revenues & Expenditures**

The chart above shows the fiscally constrained Adopted CFP for FYs 30-50 (beyond the TIP) in year of expenditure.



= Bicycle/Pedestrian/Micromobility



= Highway/Roadway/Freight



= E-Mass SMART Transit

During the outreach events, participants used an Artificial Intelligence (AI) powered image generator to visually show their aspirations for the future of Miami-Dade County. Examples of these AI visualizations are shown below. These images and other feedback collected aided in the development of the 2050 LRTP Goals and Objectives seen below.

### AI Generated Images

AI prompt: New Miami underdeck under elevated highway viaducts with lots of grass, paths, people, bikes, and palm trees



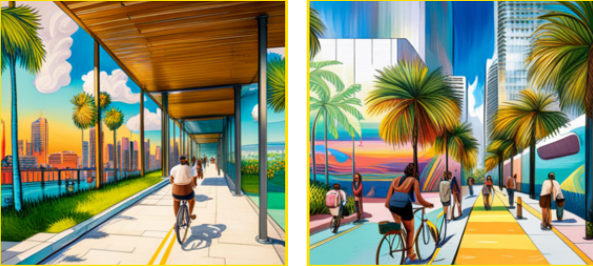
AI prompt: Protected bike lanes in Coconut Grove



AI prompt: South Florida Lego city with buses



AI prompt: Bicycle lanes and underdeck walkways in Overtown including murals, open space, and palm trees



AI prompt: Transit hubs with metro and commuter rail in Miami



AI prompt: Drone deliveries



AI prompt: Water taxi from Sunny Isles Beach to Aventura, Florida



AI prompt: Miami-Dade in 2050 with alternative fuel vehicles using solar and electric



AI prompt: Sustainable buildings in Miami



AI prompt: Grade separations at major intersections in the urban city



AI prompt: Implement wider sidewalks around elementary schools



AI prompt: Natural power sources in Miami



AI prompt: Walkable Hialeah with transit



AI prompt: Open spaces in a city with colourful landscaping and flowers for butterflies and birds



AI prompt: Walkable town centers





# MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION 2050 LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

**By 2050  
Miami-Dade County's  
Transportation  
System will include:**



## MOBILITY - The potential and ability to meet daily needs using one or more modes of transportation

### Safe, Secure & Reliable

All modes and technologies are maintained for safe and reliable operations

- › Increase year over year on-time performance
- › Safe transit facilities

- › Provide protected, safe first/last mile facilities
- › Advance Vision Zero

- › Maintain safe railways, ports highways, bridges, and roads
- › Reduce system-wide delay and enhance safety and security

### Connected

All modes and technologies create an interconnected network

- › Increase miles of fixed guideway
- › Increase direct connections to destinations

- › Increase the miles and variety of first last mile connections

- › Anticipate future trends
- › Expedite freight throughput

## ACCESSIBILITY - The ease of reaching and interacting with destinations or activities within a community

### Innovative

Leverage technology to enhance all modes

- › Prepare for and adopt advanced and intelligent technologies

- › Create a network of connected bicycle/pedestrian facilities

- › Prepare for and integrate modes into the existing network

### Climate Resilient

All modes and technologies are built to accommodate climate events

- › Complete transition to a clean fleet
- › Increase use of renewable resources

- › Increase miles of climate adaptive infrastructure

- › Improve air quality and reduce greenhouse gas/carbon emissions

## PROSPERITY - The ability of a transportation system to support economic growth, social equity, and environmental sustainability

### Equitable

Restore community connectivity with integrated livable communities design into all major transportation projects

- › Increase accessibility and mobility options for historically disadvantaged populations and communities
- › Equitably distribute funding and projects

- › Prioritize connectivity and safety of first/last mile network
- › Equitably distribute funding and projects

- › Prioritize travel times reduction
- › Restore community livability and connectivity

### Economically Competitive

Encourage land use supportive of all modes, technologies, and telecommuting infrastructure

- › Connect regionally
- › Improve housing and employment linkages

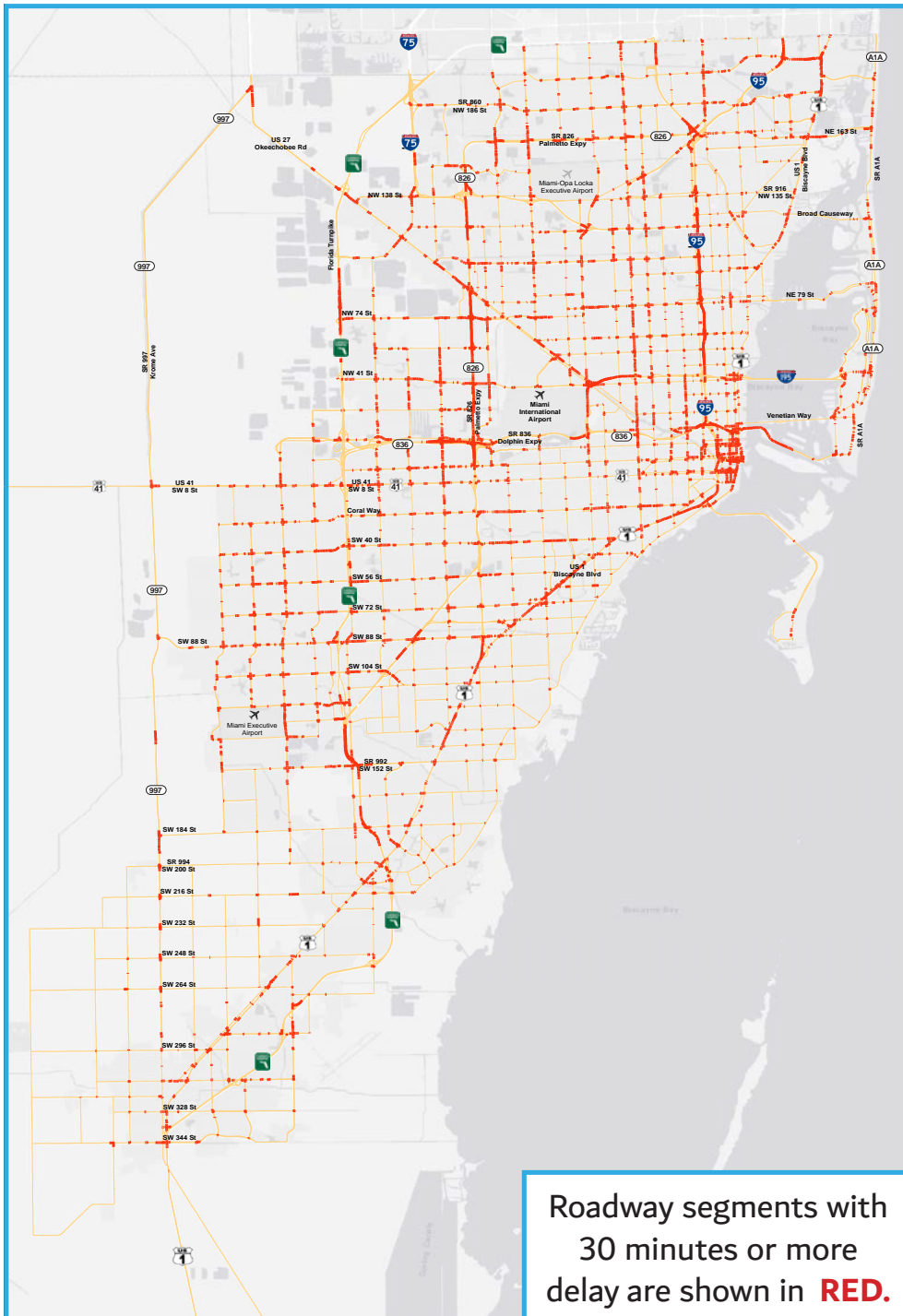
- › Connect seamlessly to jobs at major economic hubs

- › Increase innovation and automation for freight
- › Increase people/goods throughput



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION  
**2050 LONG RANGE TRANSPORTATION PLAN**  
**CONGESTION MANAGEMENT PROCESS**

TPO’s Congestion Management Process (CMP) meets the unique needs of Miami-Dade County as a systematic way to monitor, measure, and identify transportation congestion within the metropolitan area. It evaluates and advances strategies that are performance based to manage current and future transportation congestion.



Roadway segments with 30 minutes or more delay are shown in **RED**.

The map on the left shows a snapshot of **Travel Time Reliability (TTR)** in April 2023 for the PM Peak hours (4 PM – 7 PM).

**Travel Time Reliability**

$$\frac{\text{Average time to reach a destination}}{\text{Actual time to reach a destination}}$$

In other words, if you plan a 1-hour roadway trip in the PM peak hour (4 pm – 7 pm):

- In Downtown Miami, you can expect a **35-minute delay**, on average.
- In Miami-Dade County, you can expect a **22-minute delay**, on average.

**Did you know?** By 2050, both the number of jobs and residents are projected to increase by more than 20%.

As our County grows, we’ll need to use more strategies to mitigate congestion. For example, instead of driving alone we could:

- Take transit
- Carpool
- Use micro-mobility
- Telework

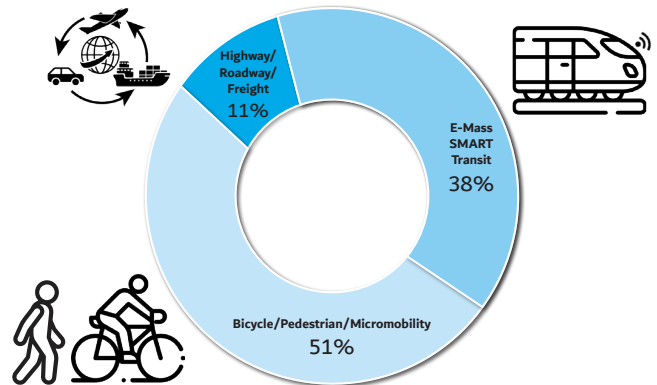


# MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION 2050 LONG RANGE TRANSPORTATION PLAN TRANSPORTATION NEEDS AND SCENARIO PLANNING

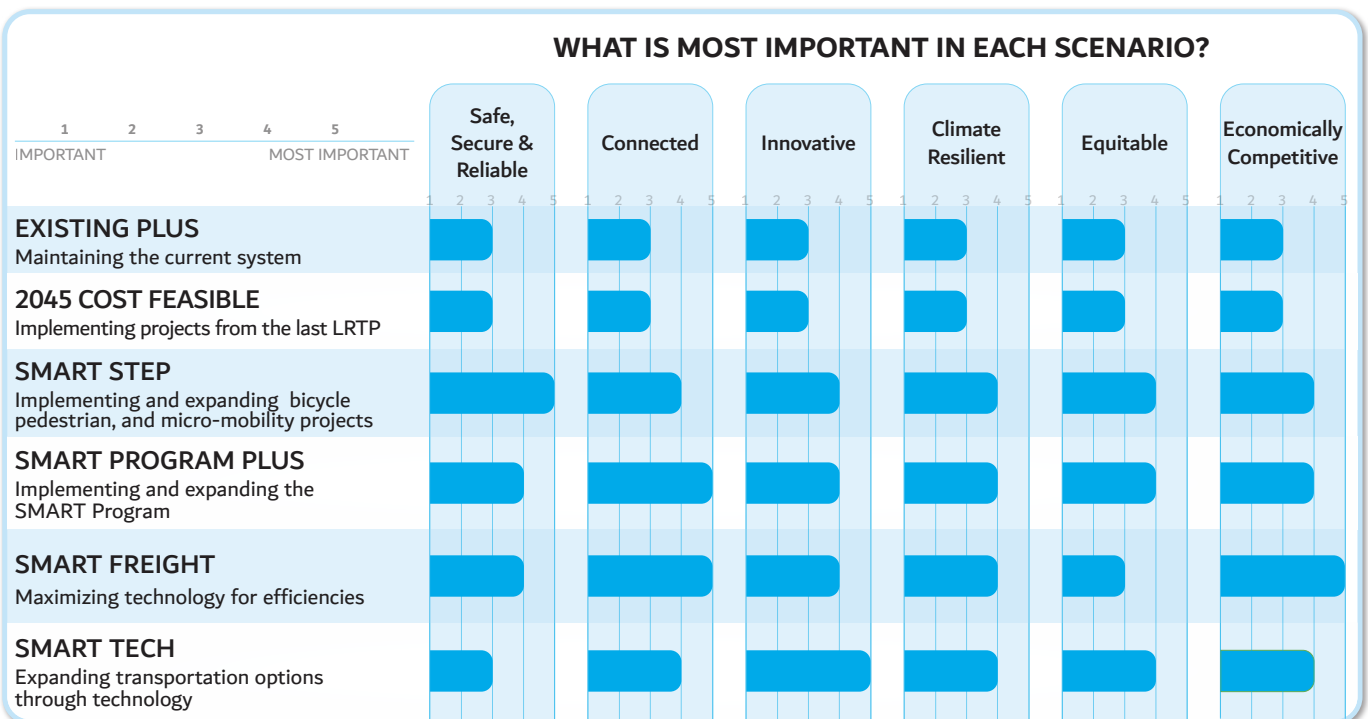
The 2050 LRPT includes a Needs Plan which is a list of all multimodal transportation projects being requested to be built and/or improved upon, regardless of cost (operations, maintenance, capacity expansions, etc.).



TPO gathered input from the public on mobility needs in the county. Residents indicated the need for multimodal projects, such as bicycle lanes, sidewalks, trails, etc.



Building from data collected for the Needs Plan, and from public and partner transportation agencies, the 2050 LRTP envisioned alternative future scenarios for a multimodal transportation network. Each scenario below represents a different set of funding priorities.





# MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION 2050 LONG RANGE TRANSPORTATION PLAN LRTP SUPPORTIVE STUDIES

Miami-Dade TPO completed a series of LRTP supportive studies that exceed state requirements for LRTP development. These studies allow Miami-Dade TPO to help address the planning emphasis areas within the county as well as addressing other federal and state guidance documents.

## LRTP Supportive Studies List and Descriptions

Studies	Mode(s)	Study Summary
<b>2050 Bicycle &amp; Pedestrian Master Plan</b>		Building upon the 2045 Bicycle and Pedestrian Master Plan, the 2050 plan provides a long-term vision for improving walking and bicycling within Miami-Dade County. The Master Plan is fully coordinated and integrated into the 2050 LRTP.
<b>2023 Miami-Dade County Freight Plan</b>		The Freight Plan provides a list of projects for funding consideration, highlights the importance of freight mobility in Miami-Dade County, and documents how the county’s freight industry has changed since the previous Freight Plan update (2018).
<b>Analysis of Affordable Housing in Transportation Planning Areas (TPA)</b>		The study examined the current trends separately for the provision of affordable housing and workforce housing within each TPA versus countywide, for both renter- and homeowner households. Research also explored the housing and transportation cost burden for the county.
<b>Climate Resiliency Study</b>		The study reviewed ways to reduce the climate vulnerability for projects in the LRTP and accelerate the usage of alternative fuel vehicles (AFVs) along with their associated charging infrastructure and connected autonomous vehicles through Miami-Dade County.
<b>Congestion Management Dashboard</b>		Updated to display various congestion-related datapoints within Miami-Dade County. The dashboard informs decision-making, identifies problem areas, ensures efficient resource allocation, enhances public engagement, aids in long-term planning, and contributes to environmental and economic goals.
<b>Connected and Automated Vehicles Strategic Plan</b>		Connected and Autonomous Vehicles (CAVs) are emerging and transformative technologies that can reshape the transportation system and urban landscape of Miami-Dade County by influencing vehicle ownership, land development patterns, and travel patterns. This study incorporates CAV technologies into its short-, mid-, and long-term planning processes.
<b>Emerging Tunneling Technologies Feasibility Study</b>		Provides an evaluation on emerging underground technologies along different corridors countywide that may provide viable options in Miami-Dade County.
<b>Miami-Dade County Future Transit Corridors Evaluation</b>		Provides a comprehensive vision for the Miami-Dade County Future Transit Corridors Evaluation which aims to create an interconnected network of future multimodal corridors serving all of Miami-Dade County.
<b>People Mover Technology as an Option to Further Extend the Reach of the SMART Program</b>		Assesses Automated People Mover (APM) technology as an option to extend and augment the reach of transit in areas connecting to existing or future SMART Program corridors and intermodal hubs where feasible. The study resulted in five feasible options for future premium circulators.
<b>Southeast Florida Regional Transportation Plan (RTP) 2050</b>		The plan summarizes regional transportation needs, gathered support for adopted policies, and refined the blueprint for implementation.
<b>Telecommute Study</b>		Investigated the potential of telecommuting as a solution to “flatten the congestion curve” in Miami-Dade County. The study resulted in a series of policy actions to provide outreach and education to maximize telecommuting opportunities.
<b>Urban Air Mobility</b>		Urban Air Mobility (UAM) is anticipated to revolutionize the transportation of people and goods within urban and suburban environments. To stay ahead of this, TPO conducted this study to assess UAM technology and policy framework requirements for the eventual integration into the Miami-Dade’s transportation network.



= Bicycle/Pedestrian/Micromobility



= Highway/Roadway/Freight



= E-Mass SMART Transit



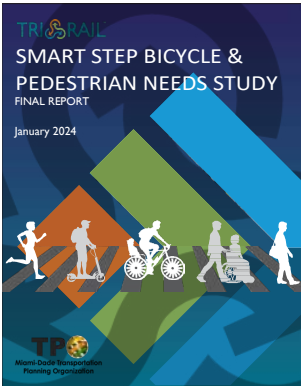


MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION  
**2050 LONG RANGE TRANSPORTATION PLAN**  
**EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) ANALYSIS**  
 MAJOR PROJECTS SUMMARY

ETDM is a process developed and maintained by Florida Department of Transportation (FDOT) that evaluates projects based on environmental impacts. The ETDM process was implemented by the State of Florida as a way to screen transportation projects for possible environmental impacts in the planning phase. It was designed to improve the efficiency of transportation decision-making by incorporating environmental considerations in the short-term, and Project Development and Environment (PD&E) phases. ETDM acts as an interagency review process facilitating on-going communication between stakeholders regarding environmental considerations.

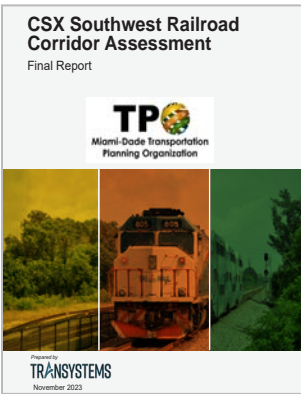
Project	Limits From	Limits To	Description	Priority Period	ETDM Status
<b>Priority Period I (FYs 25 - 30)</b>					
Iron Triangle: • SR 953/NW 42nd Ave • SR 948/NW 36th St • SR 25/Okeechobee Rd	Project encompasses the terminus of SR 112/Airport Expressway with connections to SR 953/NW 42nd Ave/ LeJeune Road, SR 948/NW 36th St and SR 25/US 27/Okeechobee Road		The purpose of the project is to address operational deficiencies and improve capacity, relieve existing congestion, and accommodate projected transportation demand.	I	Submitted to ETDM, pending evaluation
Ludlam Trail Corridor	SW 80th St	NW 7th St	Construction of a new bike path/trail along the limits including pedestrian bridges over major facilities.	I	ETDM 14369-1; ETAT Review Completed
SR 90/US 41/SW 7th St & SW 8th St	NW 27th Ave	US 1	Project will resurface facility between the limits.	I	ETDM 14230-1
SR 924 West Extension to the HEFT	W Okeechobee Road (US 27)	I-75	New Extension of SR 924 Gratigny Parkway West to HEFT, including access ramps to: west to SR 924 and I-75 north. Partial construction per work program.	I	ETDM 11502-1
FEC Railroad Corridor Realignment	NW 16th St	NW 25th St	The project includes realignment of the Florida East Coast (FEC) railroad located west of Miami International Airport (MIA). The realigned railroad tracks would enable opportunities to provide multimodal facilities interfacing with the cargo hub at MIA.	I	Submitted to ETDM, pending evaluation
SR 874/Don Shula Expressway and SR 986/SW 72nd St/Sunset Dr Partial Interchange	SW 874 at SW 72 St		New interchange at SR 874/SW 72nd St.	I	ETDM 14307-1
<b>Priority Period II (FYs 31- 35)</b>					
SR 9/SR 817/NW 27th Ave SMART Program Corridor	Martin Luther King, Jr. (MLK) Metrorail Station	NW 215th St	Elevated fixed guideway rapid transit connecting MLK Station to Unity Station.	II	ETDM 14247-1; ETAT Review Completed
SR 836 Southwest Extension	SW 136th St	NW 12th St & NW 132nd Ave	Project includes a new multimodal corridor, recreational trail, and park and ride stations.	II-IV	ETDM 11482-3
Broad Causeway Bridge	Bayshore Dr	W Broadview Dr	Broad Causeway Bridge Replacement.	II	ETDM 14520-1; ETAT Review Completed
Northeast SMART Program Corridor	MiamiCentral Station	West Aventura Station	Provide commuter rail from MiamiCentral Station to West Aventura Station.	II	Submitted to ETDM, pending evaluation
NW 25th St Viaduct Extension to Turnpike	NW 82nd Ave	Ronald Reagan Turnpike	The project includes the widening of NW 25th St and the construction of a viaduct structure from NW 82nd Ave to the Ronald Reagan Turnpike.	II	Submitted to ETDM, pending evaluation
Commodore Trail	Along Coco Plum Road to Darwin St	Rickenbacker Causeway	Project will develop a multi-use path along Coco Plum Road to Darwin Street.	II-III	Submitted to ETDM, pending evaluation
<b>Priority Period III (FYs 36 - 40)</b>					
Sunshine Station GGMTF Kiss-and-Ride and Pedestrian Bridge	I-95 and Palmetto Expressway	NW Sunshine State Parkway and NW 167th St	A new kiss-and-ride and pedestrian connection bridge west of Golden Glades Multimodal Transportation Facility (GGMTF).	III	ETDM 11300-1
<b>Priority Period IV (FYs 41 - 50)</b>					
Infrastructure Improvements Portwide/Net Zero	PortMiami		Portwide infrastructure improvements include drainage, dredging, road improvements, electric connectivity and charging stations, BMS upgrades, wayfinding, landscape, lighting, sidewalks, etc. Provide Shore Power to all cruise terminals which will allow ship to turn off their primary engines while docked, resulting in reduced air emissions.	IV	Submitted to ETDM, pending evaluation

# Documents and Recommendations



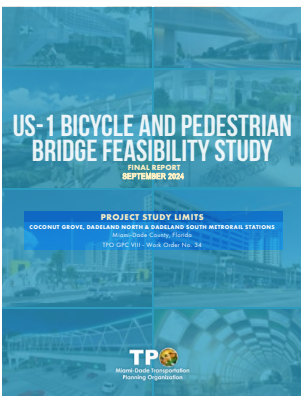
## 'SMART STEP' Tri-Rail Bicycle and Pedestrian Needs

This study focuses on enhancing safety and increasing accessibility and connectivity to non-motorized transportation mode for all Tri-Rail commuter train station areas within Miami-Dade County. The study involved stakeholders such as the cities of Miami, Hialeah, Opa-Locka, and Miami Gardens, as well as Florida Department of Transportation (FDOT) District Six, Miami-Dade County Aviation Department (MDAD)/Miami International Airport (MIA), and South Florida Regional Transportation Authority (SFRTA).



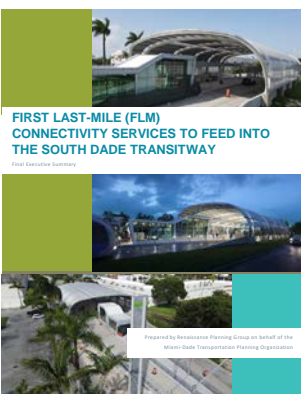
## CSX Southwest Railroad Corridor Assessment

This study was initiated to explore the possibility of establishing passenger rail service in the region. The primary study corridor runs southwestward from Miami Intermodal Center (MIC) to City of Homestead. Based on insights gained from previous studies, TPO developed three alternatives to evaluate for joint passenger and freight rail service that could aid with resiliency, congestion relief, and goods movement as well as offer additional mobility options for residents and visitors. The study recommends the CSX Southwest Railroad Corridor be amended into Miami-Dade 2045 LRTP as a Priority IV unfunded project for potential future use as a shared freight/passenger rail corridor.



## US-1 Bicycle and Pedestrian Bridge Feasibility Study

This study explored alternatives to enhance safe mobility for pedestrians and bicyclists across US-1 at the Coconut Grove, Dadeland North, and Dadeland South Metrorail stations. Proposed improvements include bicycle-pedestrian bridges, upgraded infrastructure, enhanced signalization, and improved crosswalks. The study aimed to (1) prioritize safety, mobility, and accessibility for pedestrians and bicyclists crossing US-1 and (2) promote transit use by offering safer and more accessible connections for pedestrians and bicyclists to the Metrorail system.



## FLM Connectivity Services

This study evaluates the feasibility of implementing new First/Last Mile (FLM) connectivity services to improve accessibility to the South Dade TransitWay Bus Rapid Transit (BRT) stations and BRT system, which stretches from the Dadeland South Metrorail Station to SW 344 Street in Florida City. FLM connections are a part of complete BRT trips that use high speeds and frequencies to transport riders with short connections necessary at the beginning and end to complete the trip. Offering quality transit service comparable to other mode choices will help attract strong ridership and make sure investments are fully realized.



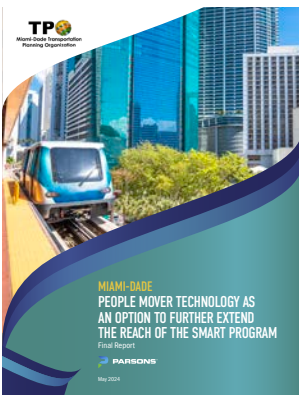
## Miami-Dade 2050 Bicycle-Pedestrian Master Plan

This Master Plan outlines a long-term vision for improving walking and bicycling in the region, helping to create a safer, more equitable, and sustainable environment for Miami-Dade County residents and visitors. This Master Plan builds upon the Miami-Dade 2045 Bicycle-Pedestrian Master Plan and provides a blueprint to address current and future needs, focusing primarily on daily commuters and those projects which support safety for the greatest number of people each day. The Master Plan is fully coordinated and integrated with the recommendations made in the 2050 LRTP regarding non-motorized strategies.



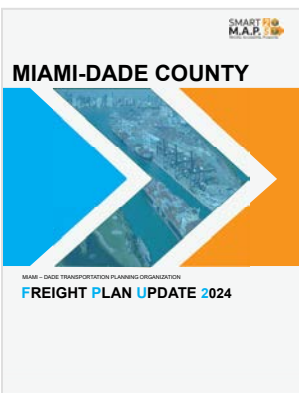
## Enhancing SRTS Program along South Dade Trail

This study examined the need for improved bicycle and pedestrian access to public schools in South Miami-Dade along the South Dade Trail and assessed the current Safe Routes to School (SRTS) program’s capacity to meet these needs. The SRTS program is a funded program aimed at making walking and biking to and from school safe, practical, and enjoyable. The South Dade Trail, spanning from Dadeland to Florida City, connects numerous municipalities which represent some of the fastest growing communities in Miami-Dade County. The study identified key opportunities for improvement and proposed enhancements along the trail in three phases: Short-Term (3-5 years), Mid-Term (5-7 years), and Long-Term (10+ years).



## Automated People Mover Technology

This study assessed the application of Automated People Mover (APM), or similar technology, to extend and augment the reach of the SMART Program in areas connecting to existing or future SMART Program corridors, and intermodal hubs where feasible. Additionally, it provided the necessary information to evaluate and develop viable concepts consistent with the Miami-Dade TPO’s LRTP. The results of this study defined five route alternatives that are intended to complement and build on Miami-Dade County’s transportation network and to ensure greater integration with the SMART Program.



## 2024 Freight Plan Update

Miami-Dade TPO updates the Miami-Dade County Freight Plan on a regular basis in alignment with the LRTP update. In addition to developing a list of projects for funding consideration within the LRTP, this report highlights the importance of freight mobility in Miami-Dade County and documents how the county’s freight industry has evolved over time. The report also includes future recommendations and strategies that can be taken to ensure the Miami-Dade freight program remains competitive and positioned for growth.

# Peer Exchanges

## Netherlands Bike Immersion Program



Miami-Dade TPO initiated a Bike Immersion Program in the Netherlands. For a duration of three (3) days, planners, elected officials, city and county staff, and engineers from Miami-Dade, Broward, and Palm Beach counties engaged in an in-depth evaluation of the Dutch bicycle infrastructure. This hands-on experience provided opportunities to study and learn best practices in cycling infrastructure. The aim was to understand and adopt best practices that can be implemented to create a more bicycle-friendly environment in Southeast Florida. This initiative underscores the commitment to safety and improving local transportation systems.

Participants traveled to Rotterdam’s City Hall to engage in a discussion regarding bicycle network planning and multimodal connectivity led by Dutch Cycling Embassy. The group then embarked on an 8.5-mile ride through the city, examining features such as protected intersection treatments, bicycle parking, separated bicycle facilities, and bicycle signal phasing. The site visit included a stop at Rotterdam Centraal, the city’s main transit hub.

The group also studied best practices in the cities of Houten and Utrecht. Houten Mayor, Gilbert Isabella, welcomed the group and facilitated discussions on sustainable and vibrant cities, mobility planning, and urban-rural cycling connectivity led by program experts.

Participants then embarked on a bike immersion from Houten’s City Center through multiple tiers of cycling routes to Utrecht Centraal, the main train station serving approximately 189,000 passengers daily. This “rush hour” experience along Vredenburgbaan included the busiest bicycle lanes in the country, with estimates as high as 47,000 cyclists per day.

The bike immersion concluded with a next steps plan for implementing best practice bicycle design in Southeast Florida. Each participating agency is committed to improving safety and connectivity for all users of the transportation network.

## Urban Intelligence and Smart Mobility Forum



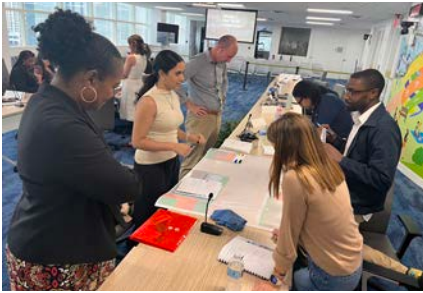
Miami-Dade TPO Executive Director, Aileen Bouclé, AICP, was invited by the Regional Government of Andalusia, Spain as part of an international delegation to present at the 2024 Urban Intelligence and Smart Mobility Forum hosted by Greencities & S-Moving. During the “New Mobility Models: Their Impact on Small Municipalities – Mobility Arena” session, Executive Director Bouclé focused her discussion on SMART Program initiatives currently underway in Miami-Dade County. The event highlighted urban intelligence/sustainability, smart cities, and autonomous/connected vehicles as well as provided an opportunity to learn latest trends regarding the present and future of smart cities and sustainable mobility.

## Complete Streets Planning & Design Workshop



Miami-Dade TPO, in partnership with Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT), hosted a 2-day “Complete Streets Planning and Design Workshop.”

The training was attended by various transportation partner agencies throughout the Southeast Florida region and was designed to equip participants with the skills and knowledge to create Complete Streets, streets that accommodate all users, including pedestrians, cyclists, motorists, and transit riders of all ages and abilities.



On the first day, participants discussed topics including understanding the rationale for Complete Streets, selecting and developing projects, and applying design principles to enhance safety, connectivity, and accessibility. On day two, participants engaged in hands-on activities to learn about project selection and development as well as safety enhancements, connectivity, and accessibility.



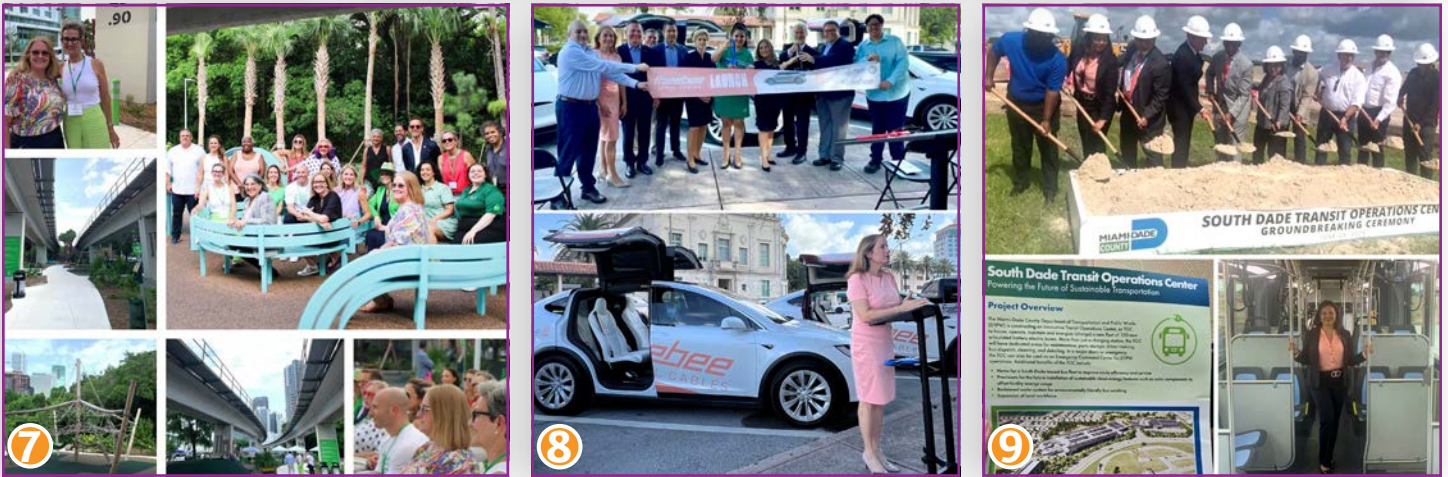
## METREX Conferences

The Network of European Metropolitan Regions and Areas (METREX) invited Miami-Dade TPO Vice Chairman, Honorable Oliver G. Gilbert III, and TPO Executive Director, Aileen Bouclé, AICP, to participate in the Spring Conference in Brussels, Belgium, representing Florida’s largest and most complex multi-jurisdictional governance structure. Building on the success of this initial peer exchange, METREX extended another invitation to Executive Director Bouclé to participate in the Autumn Conference in Bucharest, Romania. She represented not only Miami-Dade TPO, but also the National Association of Regional Councils (NARC) as Second Vice Chair of Executive Directors Council. This is part of an ongoing peer exchange between NARC and METREX where technical expertise, organizational structures, and project overviews are shared collaboratively for the advancement of metropolitan public infrastructure projects.

During both conferences information was provided regarding an overview of roles and responsibilities of a U.S. Metropolitan/Transportation Planning Organization, as well as Miami-Dade TPO’s development of the SMART M.A.P. 2050 LRTP, Miami-Dade’s SMART Program, and the advancement of Transit-Oriented Communities (TOCs) around current and planned transit stations.



# Openings and Groundbreakings



- 1 SFRTA Tri-Rail MiamiCentral Station Grand Opening
- 2 Dadeland South Intermodal Station Infrastructure Improvement Project Groundbreaking
- 3 Grove Central TOD Ribbon Cutting Ceremony
- 4 The Underline Phase 2 Ribbon Cutting Ceremony
- 5 Phase V of Brownsville Transit Village Groundbreaking
- 6 Franjo Road Complete Streets Project Groundbreaking
- 7 The Underline Hammock Trail State Appreciation
- 8 Freebee & City of Coral Gables 100% Electric Service Expansion Ribbon Cutting Ceremony
- 9 South Dade Transit Operation Center Groundbreaking

# TPO on the Go!



March 2024 – Bike305 11th Annual Bike to Work Day



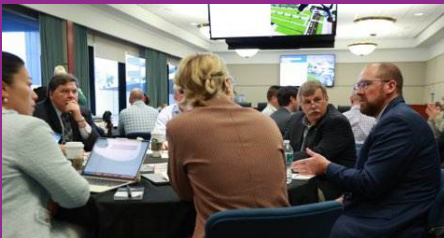
September 2024 – Miami-Dade College North Campus Public Safety Day Event



September 2024 – Miami-Dade College Medical Campus Safety Day



September 2024 - Barry University Mind, Body & Soul Well Being Fair



## Advanced Air Mobility Initiatives

Throughout 2024, Miami-Dade TPO actively participated in the critical discussions regarding the deployment of Advanced Air Mobility (AAM) and Urban Air Mobility (UAM) throughout the State of Florida and within Miami-Dade County, respectively.

Miami-Dade TPO Executive Director, Aileen Bouclé, AICP, presented on “The Importance of Regional Collaboration to Implement AAM Operations” panel during the City of Miami Advanced AAM Policy Working Group meeting and moderated panels during two City of Miami events: AAM Industry Workshop and the Future of Mobility Summit.

TPO also continues to be a member of the Florida Department of Transportation (FDOT) statewide AAM Advisory Committee which held AAM Tabletop Exercises throughout Florida, with one being hosted at the TPO offices. These meetings focused on identifying needs, discussing challenges, streamlining processes, and developing necessary infrastructure for AAM service into Florida’s transportation network.

# Transportation Partners



## Department of Public Works and Transportation (DTPW)



### South Dade Transit Operations Center (SDTOC)

In 2024, Miami-Dade County DTPW began construction of the South Dade Transit Operations Center (SDTOC), an innovative bus operations facility located in Homestead. Once completed in 2026, this \$308.6 million transit investment will be the home of the department’s new fleet of 100 zero-emissions 60-foot articulated battery-electric buses.

Part of the new zero-emissions fleet will provide Bus Rapid Transit (BRT) service on the nationally recognized South Dade TransitWay, set to open in 2025. The complex is the first major operations and garage facility built by DTPW in 40 years. This innovative Metrobus operations center is estimated to create almost 300 permanent jobs.

### Northeast Corridor and South Dade TransitWay

DTPW is accelerating two crucial corridors of the SMART Program to expand mobility options that reduce traffic impacts: South Dade TransitWay and Northeast Corridor. The South Dade TransitWay is set to open in 2025 and will improve travel time for thousands of daily commuters. The Northeast Corridor will provide a new and affordable commuter rail connection from Downtown Miami to Aventura. Commuter rail service along the Northeast Corridor will provide increased access to jobs, education, and opportunities for many residents, especially those in underserved areas.

In October 2024, Federal Transit Administration (FTA) approved DTPW’s request for funding for the Northeast Corridor Rapid Transit Project, which will provide a new and affordable commuter rail connection from Downtown Miami to Aventura. Up to \$389.5 million in federal grants could be received. In addition, the project is at 30% design completion.

### Transit-Oriented Communities (TOCs)

The average household in Miami-Dade County spends roughly \$12,000 per year on transportation costs. DTPW has worked with private and public partners on the development of TOCs for the past few years to reduce these costs. TOCs along major transit corridors throughout the county make living car-free possible due to the numerous options and connections to employment centers, schools, healthcare, recreation, and culture.

DTPW, along with public and private partners, celebrated the grand openings of ‘Link at Douglas’ next to Douglas Road Metrorail Station and ‘Grove Central’ connected to Coconut Grove Metrorail Station as well as groundbreakings of Phase 5 of ‘Brownsville Transit Village’ located next to Brownsville Metrorail Station, and Phase 2 of ‘Quail Roost Station’ next to South Dade TransitWay, where the longest BRT service in the country will begin running in 2025.

### Vision Zero

The County’s Vision Zero Program has gained momentum in 2024. Vision Zero is Miami-Dade County’s commitment to reducing all traffic fatalities and severe injuries to zero (0) while increasing safe, equitable, and healthy mobility for all. The countywide program is a systematic approach to implementing safety measures to achieve Vision Zero by 2040. In 2024, DTPW secured nearly \$17 million in federal earmarks for roadway improvements and Vision Zero safety projects, is currently prioritizing the Top 100 locations countywide in need of safety measures, has completed 17 out of 22 of safety improvement projects countywide, and has completed the construction of 20 Quick Build projects.





# FDOT Florida Department of Transportation (FDOT) District 6

## NE 203 Street Intersection Enhancement Project

Located along NE 203 Street/Ives Dairy Road between State Route (SR) 5/US 1/Biscayne Boulevard and West Dixie Highway and increases safety and eases traffic flow by adding a westbound bridge over the Florida East Coast (FEC) Railway, a pedestrian bridge over the railroad tracks, turn lanes to the eastbound bridge, a dedicated bicycle lane along a section of West Dixie Highway, and two additional eastbound lanes along NE 203 Street.

**Cost:** \$ 41.3 M **Anticipated:** 2025



Ramp from northbound Biscayne Blvd to westbound NE 203 Street eliminates the need for motorists to cross the railroad.



## Florida's Turnpike Enterprise (FTE)

**Cost:** \$ 245 M **Two Awards** **Turnpike Mainline/SR 821 Widening from Dolphin Expressway/SR 836 to NW 106 Street Wins Two FTBA Best in Construction Awards**

The project, completed 10 months ahead of schedule, widened the Turnpike to ten lanes, added flyover ramps at the Dolphin Expressway interchange, and provided upgraded Intelligent Transportation Systems (ITS) infrastructure. In 2024, the project received two Florida Transportation Builders' Association (FTBA) Best in Construction Awards in the Interchange and Major Bridge categories, underscoring its critical role in reducing congestion, enhancing safety, and supporting economic growth in Miami-Dade County.

**Cost:** \$ 369.1 M **Anticipated:** 2025 **Turnpike Mainline/SR 821 Widening from NW 106 Street to I-75**

The project expands the Turnpike to ten lanes and includes connections at Okeechobee Road, bridge widenings, and improvements to lighting, signage, and stormwater drainage. A new interchange is being constructed at NW 170 Street, which will improve evacuation, response, and recovery times for surrounding communities. The project includes a buttonhook ramp from northbound Turnpike to southbound NW 107 Avenue, a ramp from northbound NW 107 Avenue to northbound Turnpike, and a bridge for the northbound ramp over NW 170 Street.

**Cost:** \$ 406 M **Anticipated:** 2030 **Widening and Infrastructure Enhancements along Turnpike Mainline**

Upcoming projects in the five-year work program include widening the Turnpike Mainline from SW 288 Street to SW 216 Street and from north of SW 312 Street to north of SW 137 Avenue. The project includes adding new lanes, installing noise barriers along qualifying residential areas, and advancing ITS features.

## Golden Glades Interchange (GGI) Project

**Cost:** \$ 908 M **Anticipated:** 2031

FDOT and FTE began construction of the GGI Project in northwest Miami-Dade County. As part of the 'Moving Florida Forward' infrastructure initiative, the project will enhance regional mobility by revitalizing this major interchange, which includes connections to five essential systems in the Southeast Florida area: SR 9A/I-95, SR 826/Palmetto Expressway, SR 91/Florida's Turnpike, SR 9, and SR 7/US 441/NW 7 Avenue.

The project will include construction of 32 new bridges, additional wrong-way vehicle detection systems, installation of more than 50,000 linear feet of stormwater drainage pipe, and updated lighting.



# GMX Greater Miami Expressway Agency (GMX)

## SR 836 New Homestead Extension of Florida’s Turnpike (Heft) Ramp Connections

In October 2024, new ramps were opened between SR 836 and the Homestead Extension of the Florida’s Turnpike (HEFT), and local connections to NW 121 Avenue (Telemundo Way) and the Dolphin Station Transit Park-and-Ride. The ramps in the eastbound direction provide direct access to the Dolphin Station Park-and-Ride, and a separate exit provides access to the HEFT northbound general-purpose lanes. On the southbound direction, there is a new direct access from the HEFT southbound lanes to westbound SR 836. These improvements will significantly enhance travel options between two of the major expressways in the region and alleviate congestion on local roads. GMX’s total investment in this project was approximately \$56.3 million.



## SR 112 Toll Zone Pavement Improvements

GMX completed the milling and resurfacing of asphalt along SR 112 with the installation of new pavement markings and sensors at four (4) toll zones. This addressed issues with toll collection and frequent short-term maintenance repairs. Completed at night over four (4) weekends, the approximately \$1.5 million project minimally disrupted traffic, was 11% under budget, and 25% ahead of schedule.

## Asset Management System

GMX is modernizing its Asset Management System by transitioning to an ‘Esri ArcGIS Online’ geospatial portal, providing a centralized point of data management and real-time access and collaboration tools. The goal is to optimize the lifecycle performance of GMX’s assets through data driven decision-making, ensuring safety, enhancing service quality, and maximizing resource efficiency while minimizing costs.

## Solar Power Solutions

GMX is actively exploring new solar power technology to enhance the efficiency of its roadway operations. By assessing all aspects of its business, including Intelligent Transportation Systems (ITS) devices, signage, toll operations, lighting, and maintenance, GMX aims to leverage the benefits of solar energy to reduce reliance on traditional energy sources, lower operational costs, and contribute to environmental sustainability.



# Citizens’ Independent Transportation Trust (CITT)

## Development of the Northeast Corridor

CITT remains committed to bringing commuter rail to the Northeast Corridor. This corridor is an approximately 13.5-mile regional connection that links Downtown Miami with communities to the north via the FEC railway, generally along the Biscayne Blvd/U.S. 1 Corridor.

The Northeast Corridor is part of the County’s SMART Program, which will implement the rapid transit corridors found in the People’s Transportation Plan (PTP). Currently, the project cost is estimated to be \$927.32 million of which \$337.8 million in PTP Surtax funds are committed towards the completion of this project.

## South Dade Transit Operations Center (SDTOC)

SDTOC will serve as the operating base for the beginning and end points of service for the bus fleet that will serve the South Dade TransitWay Corridor. In addition, it will be the operating base for other southern routes to improve operations efficiency and reduce operating costs. The site includes parking for one hundred (100) 60-foot articulated battery-electric buses (BEBs) with charging capability -all being funded with PTP surtax dollars.

The CITT will fully fund the \$308.6 million project, which will play a vital role in the operations of the South Dade TransitWay Corridor.



## Miami-Dade County Aviation Department (MDAD)

Through September 2024, Miami International Airport’s (MIA) passenger growth was up 8.6%, putting it on pace to reach 57 million annual passengers for its third consecutive record-breaking calendar year. Cargo shipments grew by 9% last year, giving MIA its fifth consecutive record-breaking year in that category and three million tons of cargo in 2024.

In July 2024, MIA earned Airports Council International’s (ACI) Airport Carbon Accreditation (ACA), recognizing dedication to reducing greenhouse gas (GHG) emissions by 50% by 2030 and its commitment to expanding its climate goals and targets. MIA is one of only two (2) airports in Florida and four (4) in the Southeast U.S. accredited by ACI’s global ACA program. In September, World Fuel Services and DHL Express entered into an agreement for the delivery of blended sustainable aviation fuel (SAF) to MIA, creating the first regular delivery of blended SAF in Florida, which produces 80% lower lifecycle GHG emissions than conventional jet fuel.

MIA’s new 2,240-space, seven-level Flamingo parking garage extension broke ground in February 2024 and is scheduled for completion in winter 2025. The \$136 million parking facility is part of MIA’s \$9 billion Future Ready Capital Improvement Program, which is modernizing the airport’s 206 restrooms, 126 passenger boarding bridges, and 616 elevators, escalators, and moving walkways, constructing a four-star hotel, and expanding its South, Central, and North terminal facilities over the next 10 years.



PORTMIAMI

## Miami-Dade County Seaport Department

PortMiami welcomed 8.2 million passengers in Fiscal Year (FY) 2023-2024, setting a new record year in cruise activity. The Port experienced a 6.97% increase in cruise passenger totals compared to FY 2019-2020. The Port recorded 1,089,443 twenty-foot equivalent units (TEU), surpassing one (1) million for its ninth consecutive FY.

PortMiami’s 2024 economic impact has increased to \$61.4 billion from \$41.4 billion in 2016, according to a study by Martin Associates. In addition, the number of jobs supported by the seaport’s activity has grown to 340,078 jobs from 334,500.

In June 2024, PortMiami launched its Shore Power Program, allowing cruise ships to use landside power while docked, reducing emissions and noise in partnership with Miami-Dade County, Carnival Corporation & plc, MSC Cruises, Norwegian Cruise Line Holdings, Royal Caribbean Group, Virgin Voyages, and FPL. PortMiami is the first major cruise port on the U.S. eastern seaboard to offer shore power. Future projects include the completion of MSC Cruises’ new Terminal AA, which will be the largest cruise terminal in the world as well as construction on Royal Caribbean’s new Terminal G.

PortMiami is advancing its NetZero: Cargo Mobility Optimization and Resiliency Project with the \$16 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. Funds will be used for the intermodal rail expansion, installation of LED lights, reconstruction of the stormwater drainage system to address sea level rise (SLR), improved access and staging for trucks, and new gate technology upgrades. Additionally, PortMiami received a \$19.5 million grant from the Resilient Florida Program, which will support the construction of a newly designed, elevated bulkhead system at Berth 10 to enhance the port’s resilience against the effects of SLR.





## Department of Regulatory and Economic Resources (RER)

In August 2024, Miami-Dade County was awarded approximately \$4.7 million in federal funding through the Charging and Fuelling Infrastructure Grant Program for the installation of 390 public Level 2 charging ports across 73 community facilities including libraries, parks, transit hubs, cultural arts facilities, community resource centers, public safety facilities, and college campuses.

Miami-Dade County continues to aim to achieve, at minimum, a 30 percent tree canopy through the Miami-Dade Urban Forestry Plan. This Plan builds upon the GREEN Miami-Dade County Grant program, which engages municipalities, agencies, non-profits, foundations, and community groups to planting native trees on public land including along roadway corridors and at bus stops.



## South Florida Regional Transportation Authority (SFRTA/Tri-Rail)

SFRTA expanded Tri-Rail’s service into the MiamiCentral Station in January 2024. The new service provides a train-to-train transfer at the Metrorail Transfer Station in Hialeah, with 26 weekday shuttle trains connecting the FEC Railway and the South Florida Rail Corridor, offering commuter rail service between the two for the first time ever.

Tri-Rail ridership recovered to 100% in February 2024, seeing its regular 15,000 average daily ridership return for the first time in four (4) years. The system broke its highest Saturday ridership record during the same month, and the highest Sunday ridership during the weekend of the Calle Ocho Festival.

In July 2024, SFRTA introduced an updated Tri-Rail schedule with a first-ever express train service between West Palm Beach and Downtown Miami. The schedule included a weekday midnight train departing the Miami Airport Station to accommodate increased airport traffic demands and airport employees working late shifts.

SFRTA is exploring new opportunities to increase revenue, including the procurement of a firm that can maximize wrapping of train cars with advertisement. Tri-Rail stations that connect with Miami and Fort Lauderdale airports are being considered for revenue generating pilot programs that can be reconfigured as transit-oriented developments are being explored.



## *brightline* Brightline

Brightline celebrated its one-year anniversary of operating service between Central and Southeast Florida. Future stations are anticipated to be located in the Treasure Coast and City of Cocoa in Brevard County.

Brightline, in partnership with Federal Railroad Administration (FRA) and Florida Department of Transportation (FDOT), will begin construction on a \$45 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. This will include safety enhancements in seven (7) counties, including Miami-Dade County, such as fencing and landscaping improvements, delineators and roadway striping, rail dynamic envelopes (RDE), crisis support, and “Do Not Stop on Tracks” signs.

# Student Project Collaborations

## New World School of the Arts Mascot Project

Miami-Dade TPO Governing Board unanimously adopted a motion to promote educational opportunities and exchanges with Miami-Dade County Public School Board. Aileen Bouclé, AICP, TPO Executive Director, and management team including Zainab Salim, MPA, TPO Deputy Director-Administration, partnered with Dr. Contessa Bryant, New World School of the Arts (NWSA) Principal, to invite students to create a TPO transportation mascot. This collaboration promoted student pedestrian and bicycle safety, while also encouraging them to consider career opportunities in transportation.

Three groups of students from Mr. Ray Parris' ninth grade Digital Imaging/3D Studies/Entrepreneurial class competed to develop a mascot for the TPO. The students engaged in real world experience as they designed their figures with input from Deputy Director Salim, Paul Chance, TPO Project Manager, and Elizabeth Rockwell, TPO Chief Information Officer, and then pitched their final products. TPO Ambassadors assisted students during this last step in the process: Oscar Camejo, TPO Chief Contracts Compliance Officer, Franchesca Taylor, AICP, TPO Program Development Manager, and Aleah Smith, TPO Contract & Program Administrator.



Mobility Guardian (top) is the winning mascot, with Mobility Maven (bottom left) and Mobility Maverick (bottom right) chosen as Mobility Guardian's friends.

## Bicycle Safety PSA Competition

From 2004 to 2011, Miami-Dade TPO successfully administered an annual Public Service Announcement (PSA) Contest among applicable high schools in Miami-Dade County. After a hiatus, and upon the Miami-Dade TPO Governing Board's unanimous Resolution #33-2024, TPO staff reinstated the PSA Contest to educate students about the role of the Miami-Dade TPO and utilize their creativity to develop transportation planning related videos.

TPO coordinated with Miami-Dade County Public School's Career Technical Education (CTE) to conduct the PSA contest focused on bicycle safety, providing critical information for a solid foundation for safe urban cycling. Zainab Salim, MPA, TPO Deputy Director-Administration (pictured second from left), participated in judging the PSAs under the "TV/Film Production" category during CTE's Innovate Competition day. TPO staff then began the process of collaborating with the students and teachers to finalize their respective PSAs, which will be formally recognized and released in early 2025.



# 2024 Safe Streets Summit

On February 29 and March 1, 2024, Miami-Dade TPO hosted the Safe Streets Summit, in collaboration with Broward MPO and Palm Beach TPA, in Downtown Miami. Elected officials, transportation professionals, and key community partners from across Southeast Florida gathered to engage in critical conversations around the summit’s theme “Embracing Bicycle and Pedestrian Mobility.”

Discussions focused on transforming the region into vibrant, connected communities where safe, sustainable, and accessible streets empower everyone to embrace the joy of bicycle and pedestrian mobility. The summit was a catalyst for change, emphasizing collaboration and innovation amongst regional stakeholders to create a safe bicycle/pedestrian network.

The day began with a “Fireside Chat with Executive Directors.” Miami-Dade TPO Executive Director, Aileen Bouclé, AICP, spoke with guests, Honorable Raquel A. Regalado, Miami-Dade TPO Board Member, and Stacy Miller, P.E., FDOT District Six Secretary.

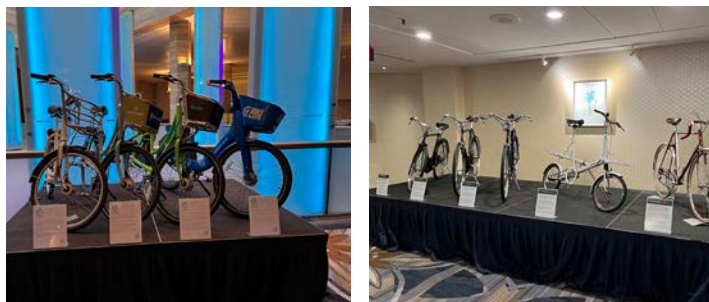


Broward MPO Executive Director, Greg Stuart, spoke with guest Steve Braun, P.E., FDOT District Four Secretary.

Conference day was emceed by Jawan Strader, NBC 6 News Anchor, and officially opened by Honorable Daniella Levine Cava, Miami-Dade County Mayor, Honorable Esteban Bovo, Jr., Miami-Dade TPO Governing Board Chairman, and TPO Executive Director Bouclé. Keynote Speaker, Gil Penalosa, Founder, 880 Cities & Cities for Everyone, then provided a thought-provoking opening keynote address about the importance of providing safe bicycle and pedestrian facilities for children and the elderly to ensure mobility freedom.



Sessions followed focused on: Safe Streets for Bicyclists and Pedestrians: How Do We Make It Safer, Case Studies on Southeast Florida Regional Efforts, and Building a Resilient Bicycle Network in Southeast Florida’s Diverse Landscape.



Honorable Joe Corradino, The Corradino Group, introduced Guest Speaker Sara Studdard, City Thread Storyteller Partner, who discussed how to overcome challenges and accelerate completion of placed-based bike/ped infrastructure.

To provide educational opportunities for the region’s

youth, as well as promote student pedestrian and bike safety, students from Hialeah High School and Hollywood Hills High School (pictured top and bottom, respectively) were invited to participate.

The second day showcased mobile tours and an in-person workshop. A series of interactive excursions unveiled cutting-edge bicycle and pedestrian infrastructure designed for safer and more versatile streets. Participants embarked on journeys highlighting walkability, bikeability, micromobility, economic development, and beyond. Tours included:

- Exploring the Underline & Hidden Gems Tour, Biking and Walking through Brickell and Vizcaya Neighborhoods
- From Rails to Wheels Tour, South Dade TransitWay & Area Transit-Oriented Developments (TODs)
- SOBE Bike Tour, Cruisin' Miami Beach for a Deep Dive into Bike/Ped Features
- Gil Penalosa In-person Workshop, Embracing Bike and Ped Mobility



## Annual Safe Streets Awards

The ceremony recognized local Complete Streets Individual and Community Champions from each county as follows:

Miami-Dade County	Broward County	Palm Beach County
<p><b>Outstanding Transportation Partner Award</b> Honorable Raquel A. Regalado TPO Governing Board Member</p>	<p><b>Complete Streets Champion Award</b> Josette Severyn, Multimodal Mobility Projects Administrator, Broward County</p>	<p><b>Complete Streets Champion Award</b> Honorable Yvette Drucker Council Member, City of Boca Raton</p>
<p><b>Complete Streets Champion Award</b> Gillian A. Hotz, SLP, Ph.D. Director, KiDZ Neuroscience Center UM Miller School of Medicine</p>	<p><b>Complete Streets Community Award</b> City of Sunrise</p>	<p><b>Complete Streets Community Award</b> City of Boca Raton</p>
<p><b>People's Choice Award for Best Complete Streets Project</b> NE 15 Avenue Tactical Urbanism Project, Broward County</p>		



## Miami-Dade Transportation Planning Organization

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#MiamiSMARTProgram #MiamiDadeTPO

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