











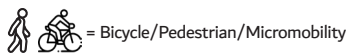


Miami-Dade TPO a series of Long Range Transportation Plan (LRTP) supportive studies that are above and beyond the state requirements for LRTP development. These studies allow Miami-Dade TPO to help address the planning emphasis areas within the county as well as fully address other federal and state guidance documents.

**L RTP 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 (CAVs) 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 (UAM)</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, the TPO conducted this study to assess UAM technology and policy framework requirements for the eventual integration into the Miami-Dade's transportation network.



Contact: Elizabeth Rockwell, Chief Information Officer, at 305-375-1881 or [information@mdtpo.org](mailto:information@mdtpo.org)  
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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 (FY 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 Street		New interchange at SR 874/SW 72nd St.	I	ETDM 14307-1
<b>Priority Period II (FY 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	Miami Central Station	West Aventura Station	Provide commuter rail from Miami Central 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 (FY 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 (FY 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



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