SMART M.A.P. 2050

Mobility. Accessibility. Prosperity.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

LONG RANGE TRANSPORTATION PLAN

SEPTEMBER 2024

MIAMI-DADE
2050 LONG RANGE TRANSPORTATION PLAN (LRTP)

Metropolitan Planning Organization for the Miami Urbanized Area

Approved by MPO Governing Board on September 17, 2024

This document was prepared by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area in collaboration with Florida Department of Transportation, Miami-Dade Expressway Authority, Florida's Turnpike Enterprise, South Florida Regional Transportation Authority, Miami-Dade League of Cities, Miami-Dade County Regulatory and Economic Resources Department, Miami-Dade County Department of Transportation and Public Works, Miami-Dade Aviation Department, Miami-Dade Seaport Department, Miami-Dade County Office of Strategic Business Management, City of Doral, City of Hialeah, City of Homestead, City of North Miami, City of Miami, City of Miami Beach, City of Miami Gardens, Miami-Dade County Public Schools, Miami-Dade TPO Citizens Transportation Advisory Committee, Bicycle/Pedestrian Advisory Committee, Freight Transportation Advisory Committee, Transportation Aesthetics Review Committee, Broward MPO, Palm Beach TPA, and South Florida Regional Planning Council.

The Miami-Dade TPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Agenda Item 5.A.1
Amended

TPO RESOLUTION #28-2024

RESOLUTION ADOPTING THE MIAMI-DADE 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the Miami-Dade Transportation Planning Organization (TPO), in its role as the MPO, provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and

WHEREAS, statutory regulations governing the TPO program require that the urban areas, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process resulting in plans and program consistent with the comprehensively planned development of the urban area; and

WHEREAS, a primary responsibility and core federal requirement of the Miami-Dade TPO is the development and adoption of a Long Range Transportation Plan (LRTP) for the Miami-Dade urban area every five years; and

WHEREAS, the 2050 LRTP identifies highway/roadway/freight, transit, airport/seaport/passenger rail, bicycle/pedestrian/micromobility, and emerging technology improvements which are further described in detail in technical series documents, and incorporated as part of this plan; and

WHEREAS, the 2050 LRTP updates the Miami-Dade TPO's Congestion Management Process (CMP), as federally required, to monitor, measure and identify transportation congestion within the metropolitan area and plan a more resilient and effective transportation system; and

WHEREAS, socioeconomic, population, and employment data were forecasted for the 2050 horizon and interim years; and

WHEREAS, the TPC has reviewed the 2050 LRTP, made a part hereof, and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA, that the attached Miami-Dade 2050 Long Range Transportation Plan (LRTP) is hereby adopted.

The adoption of the foregoing resolution was sponsored and moved by Board Member Eileen Higgins. The motion was seconded by Board Member Raquel A. Regalado, and upon being put to a vote, the vote was as follows:

Chairman Esteban Bovo, Jr. - Aye
Vice Chairman Oliver G. Gilbert III - Aye

Board Member Roberto J. Alonso	- Absent	Board Member Rodney Harris	- Absent
Board Member Marleine Bastien	- Aye	Board Member Eileen Higgins	- Aye
Board Member Juan Carlos Bermudez	- Aye	Board Member Eudaldo "Eddie" Lopez	- Absent
Board Member Kevin Marino Cabrera	- Aye	Board Member Steven D. Losner	- Aye
Board Member Danielle Cohen Higgins	- Aye	Board Member Kionne L. McGhee	- Aye
Board Member Alix Desulme	- Aye	Board Member Rodolfo Pages	- Absent
Board Member Eric Diaz-Padron	- Aye	Board Member Raquel A. Regalado	- Aye
Board Member Christi Fraga	- Aye	Board Member Anthony Rodriguez	- Aye
Board Member René Garcia	- Absent	Board Member Micky Steinberg	- Absent
Board Member Roberto Gonzalez	- Aye	Board Member David Suarez	- Aye
Board Member Keon Hardemon	- Aye	Board Member Francis Suarez	- Absent

The Chairperson thereupon declared the resolution duly passed and approved this 17th day of September 2024.

TRANSPORTATION PLANNING ORGANIZATION

By _____
Tawana Parker, Clerk
Miami-Dade TPO

TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS MIAMI-DADE MPO FLORIDA TPO

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
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City of Hialeah

Oliver G. Gilbert III
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Aileen Bouclé, AICP
Executive Director
Miami-Dade TPO

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Miami-Dade County
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Greater Miami
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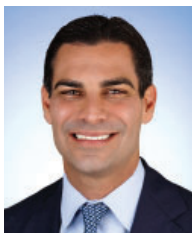

Francis Suarez
City of Miami

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TPO COMMITTEES

The Transportation Planning Organization (TPO) for the Miami Urbanized Area would like to thank the following committees and individuals for their input and assistance in developing the Miami-Dade 2045 Long Range Transportation Plan.

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Maria Teresita Vilches-Landa, P.E.
Christopher Rosenberg, AICP
Franchesca Taylor, AICP

Transportation Planning Council (TPC)

Maria Teresita Vilches-Landa, P.E. - Chairwoman
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Lisa Colmenares
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James Ferguson
Lorraine Kelly-Cargil
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Coordinator - Tawana Parker

LRTP Steering Committee

Franchesca Taylor, AICP - Chairwoman

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Mohammad Ziad

Citizens Involvement and Participation

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Daniel Balmori
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Coordinator - Paul Chance

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Alex David - Chairman
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Webber Charles
Dariel Fernandez
Charles Fischer
Mathew Gultanoff
Hank Sanchez-Resnik
Eric Tullberg
Robert Werthamer
Dr. Mickey Witte
Coordinator - Kevin Walford

Freight Transportation Advisory Committee (FTAC)

John Dohm - Chairman
Bill Arata
Aldon Pagio
Stanley Rigaud
Carlos Rinaldi
Mike Silver
Coordinator - Kevin Walford

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ACRONYMS

AFV	Alternative Fuel Vehicle
APM	Automated People Mover
CAV	Connected Autonomous Vehicle
CBD	Central Business District
CE	Categorical Exclusion
COA	Class of Action
D6	District 6
EA	Environmental Assessment
EIS	Environmental Impact Assessment
EST	Environmental Screening Tool
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making Process
F.S.	Florida Statue
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEC	Florida East Cost Railway
FMLM	First Mile/Last Mile
FRA	Federal Railroad Administration
GIA	Geographic Information System
LRTP	Long Range Transportation System
M.A.P.	Mobility, Accessibility, Prosperity
MIA	Miami International Airport
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Advisory Council
PD&E	Project Development and Environment
RCAP	Regional Climate Area Action Plan
RTP	Regional Transportation Plan
SEFTC	Southeast Florida Transportation Council
SERPM	Southeast Regional Planning Model
SMART	Strategic Miami Area Transit
SWIM	Surface Water Improvement Program
TPA	Transportation Planning Area
TPO	Transportation Planning Organization
UAM	Urban Air Mobility
WMD	Water Management District

INTRODUCTION

Welcome to the 2050 Miami-Dade Long Range Transportation Plan (LRTP), themed as SMART M.A.P. 2050 developed by the Miami-Dade Transportation Planning Organization (TPO). SMART M.A.P. 2050 is a visionary blueprint designed to guide the future of transportation in rapidly evolving Miami-Dade County. As we look toward 2050, we recognize the unique challenges and opportunities that come with growth, technological advancements, and the need for sustainable and equitable development. The LRTP is focused on providing mobility options and is guided by a comprehensive vision to:

"To achieve world-class transportation that promotes mobility, safety, innovation, sustainability, equity, and economic competitiveness for Miami-Dade County's current and future generations."

SMART M.A.P. 2050 was built around three core principles: Mobility, Accessibility, and Prosperity. These pillars highlight our commitment to enhancing the quality of life for all residents, ensuring seamless connectivity across Miami-Dade County, and fostering economic vitality through strategic transportation investments.

The SMART M.A.P. 2050 report is divided into five key sections addressing a critical aspect of our transportation future:—People, Performance, Projects, Priorities, and Policy—each with its own dedicated chapter in the document. In the following pages, condensed fact sheets are provided for each of these five chapters. These summaries provide a quick reference to the most important elements of the plan, offering a clear and concise overview of the key initiatives and strategies that will guide our transportation future.

Chapter 1 - People: Understanding the diverse needs of our community is at the heart of SMART M.A.P. 2050. This section explored the engagement activities with residents, agencies, local organizations, private groups (residential/business), and governmental entities addressing the future mobility needs in Miami-Dade County.

Chapter 2 - Performance: Monitoring and measuring the efficiency of our transportation system is key to successful implementation of SMART M.A.P. 2050. Guided by countywide demographic trends, this section evaluated the current performance of the existing infrastructure, identified areas for enhancement, and established goals and objectives for success as we progress towards 2050.

Chapter 3 - Projects: The foundation of SMART M.A.P. 2050 lies in its projects—innovative and strategic initiatives that will shape the future of transportation in Miami-Dade. This section includes the update to the Congestion Management Process and develops the major infrastructure projects lists.

Chapter 4 - Priorities: With limited resources and growing demands, prioritization is key. This section outlines the criteria used to prioritize transportation investments featured in the Cost Feasible Plan, ensuring that our efforts align with the community's needs, regional goals, and the broader vision for Miami-Dade's future.

Chapter 5 - Policy: Strong policy frameworks are essential for the successful implementation of the LRTP. This section discusses the policies and regulatory measures necessary to support the SMART M.A.P. 2050 vision, including land use planning, environmental sustainability, and technological innovation.

Building upon our past achievement seen in the following timeline, we progress toward 2050. SMART M.A.P. 2050 serves as our guide to building a transportation system that is not only smarter and more efficient, but also more inclusive and sustainable. We invite you to explore the plan, engage with its vision, and join us in shaping a brighter, more connected future for Miami-Dade County.

SMART 2 M.A.P. 5
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MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2050 LONG RANGE TRANSPORTATION PLAN (LRTP)

Introduction to the LRTP

Miami-Dade Transportation Planning Organization (TPO) developed the 2050 Long Range Transportation Plan (LRTP), which is anticipated for adoption by the TPO Governing Board in Summer 2024. This is the first in the series of fact sheets that were distributed to the public to help introduce the planning effort 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 multi-modal transportation network for Miami-Dade County.

It is strategic and comprehensive in identifying 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 IS THE PROCESS?

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

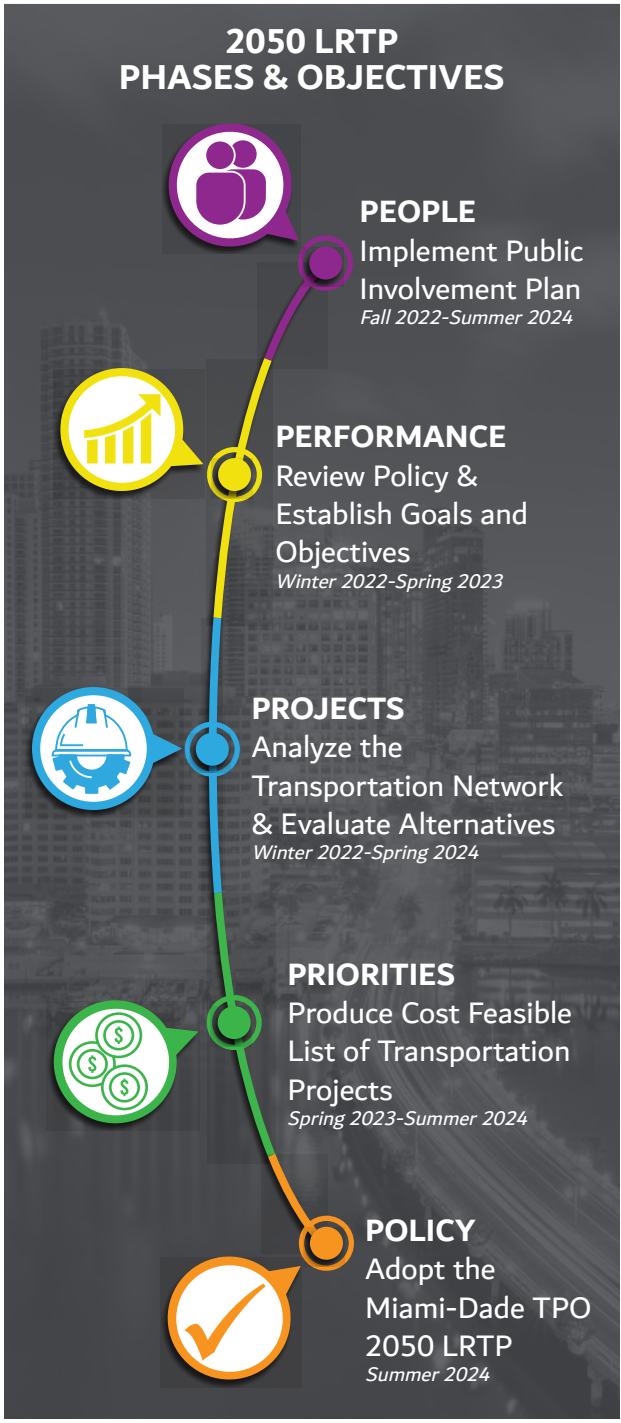
All five phases work in tandem to update the Plan based on technical analysis and community involvement. Once adopted, the 2050 LRTP will set the current context of trends in Miami-Dade County, reflect the long range transportation network goals, and prioritize funding for stated needs of the traveling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

WHY DOES IT MATTER TO YOU?

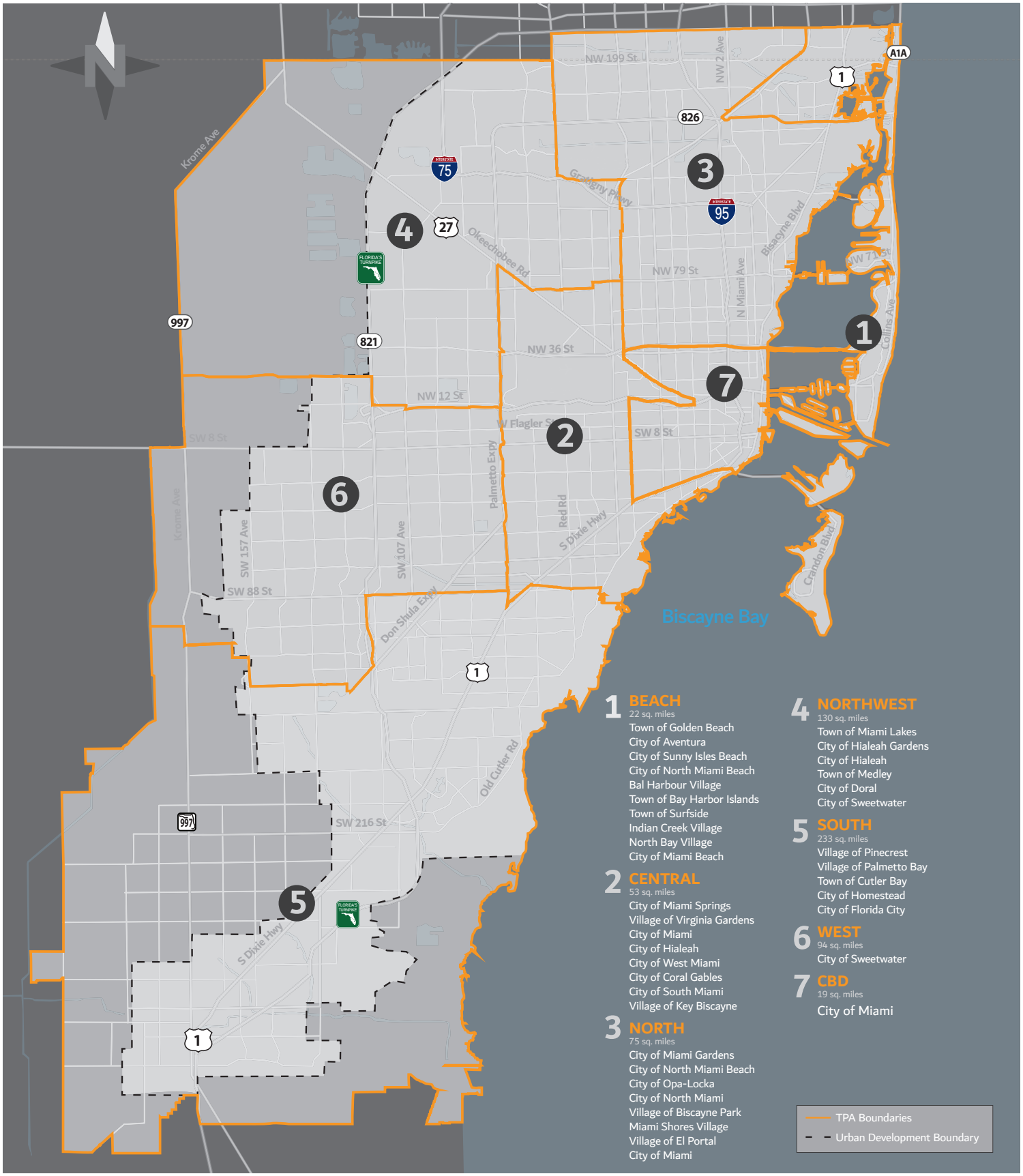
The overall goal is to ensure the Miami-Dade TPO 2050 LRTP reflects the values and future transportation needs of the communities within Miami-Dade County.

WHAT ARE WAYS TO GET INVOLVED?

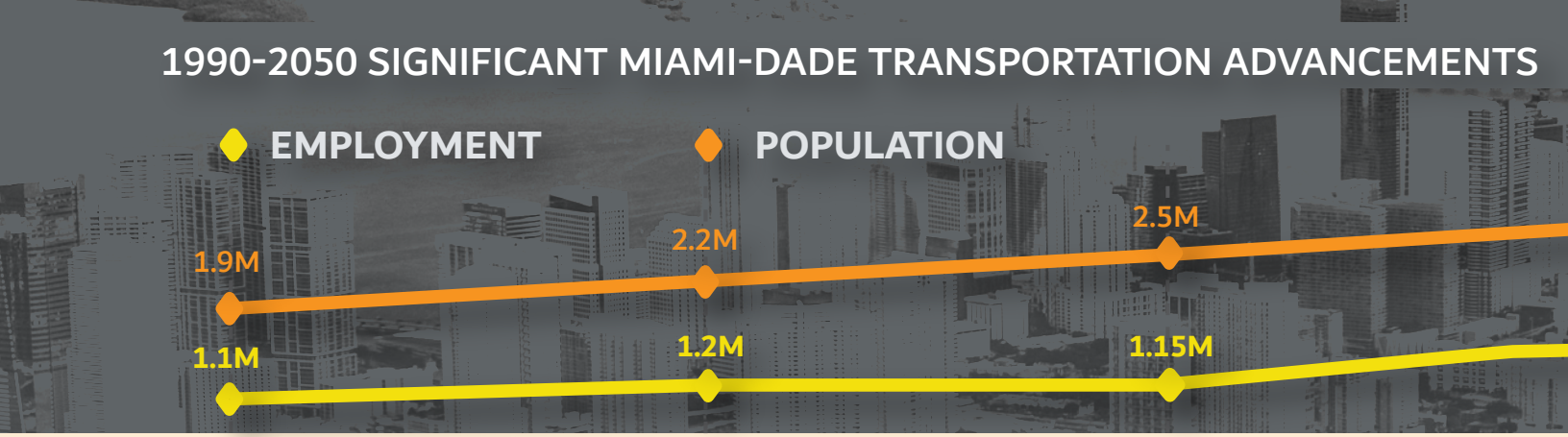
One of the most effective ways to learn about a community's mobility needs is through engagement. Miami-Dade TPO will provide both virtual and in-person opportunities to identify long-term aspirations for Miami-Dade County's transportation system throughout various milestones of the Plan's development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



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



1990-2050 SIGNIFICANT MIAMI-DADE TRANSPORTATION ADVANCEMENTS



Major Societal Events

Bicycle/ Pedestrian/ Micromobility

E-Mass SMART Transportation

Land Use/Policy

Emerging Technology

Highway/ Freight

1992
Hurricane Andrew hits

1997
South Miami-Dade Busway Opens

1999
Downtown Kendall Urban Center Master Plan Adopted

1998
Creation of the South Florida Vanpool Program (SFVP)

1999
Sun Pass Electronic Tolling Collection System

2001
9/11

2002
Art Basel Begins

2002
People's Transportation Plan Passes

2008
Great Recession

2006
Creation of the Bus on Shoulders Program

2010
Miami Intermodal Center Opens

2005
Dadeland Centre opens at Dadeland South Metrorail Station

2007
SR 836 Extension to SW 137 Avenue Opens

2008
I-95 Express Lanes Open

2008
I-95 Variable Toll Pricing Introduced

2019
COVID-19

2012
Orange Line Opens

2020
Opening of the Dolphin Terminal

2020
2020 Widespread usage of telecommuting policy begins

2018
SMART Demonstration launched to develop first/ last mile network

2016
Strategic Miami Area Rapid Transit (SMART) Plan Adopted

2016
Uber/Lyft Ordinance Passed

2010
Transition to green technology begins

2014
PortMiami Tunnel Opens

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

1990 2000 2010

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

During the Fall of 2023, the TPO held outreach events in each of the Transportation Planning Areas (TPAs) to gather feedback from the public on the future of mobility. accessibility and prosperity for Miami - Dade County.

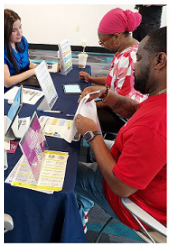


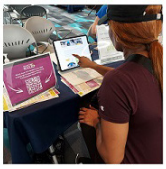
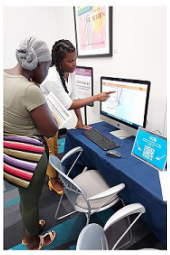
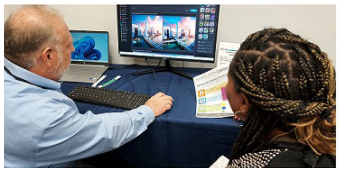
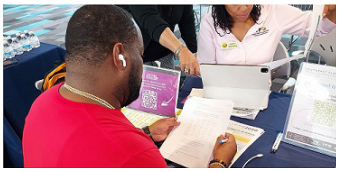




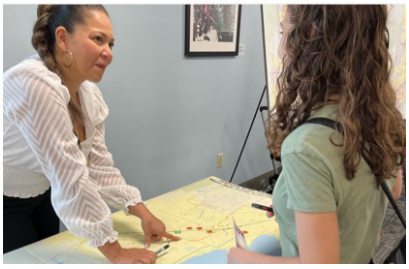




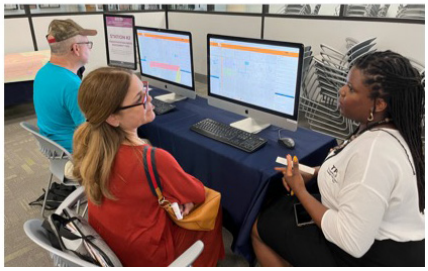




STATION #2

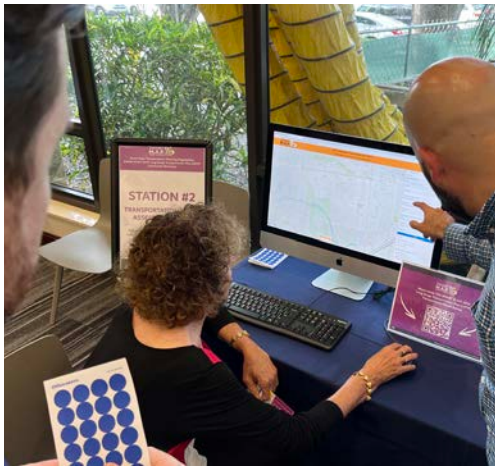

TPO




EXIT
STATION #2
TRANSPORTATION NEEDS ASSESSMENT TOOL


STATION #2


TPO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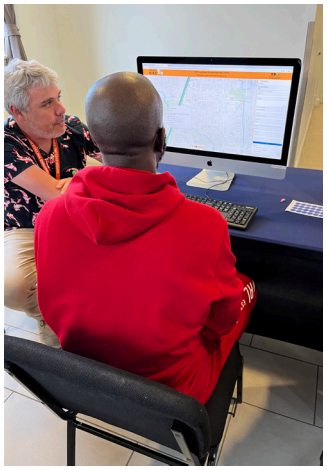
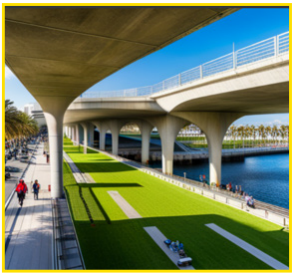


Additionally, during the Fall 2023 outreach events, participants used an Artificial Intelligence (AI) - powered image generator to visually show their aspirations for the future of Miami - Dade County. Examples of these AI visualizations are shown below. These images and other feedback collected aided in the development of the 2050 LRTP Goals and Objectives seen on the following page.

AI Generated Images

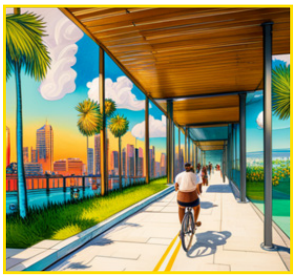
AI prompt: new Miami Underdeck under elevated highway viaducts with lots of grass, paths, people, bikes and palm trees

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 with murals and open space with palm tress and more bicycles




AI prompt: Transit hub with Metro and commuter rail in Miami


AI prompt: Drone delivery

AI prompt: Water taxis from Sunny Isles Beach to Aventura


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 school in Miami


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

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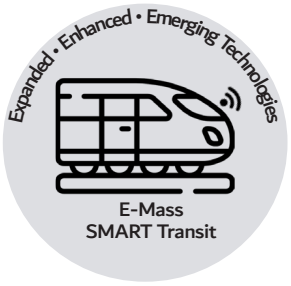
MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

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

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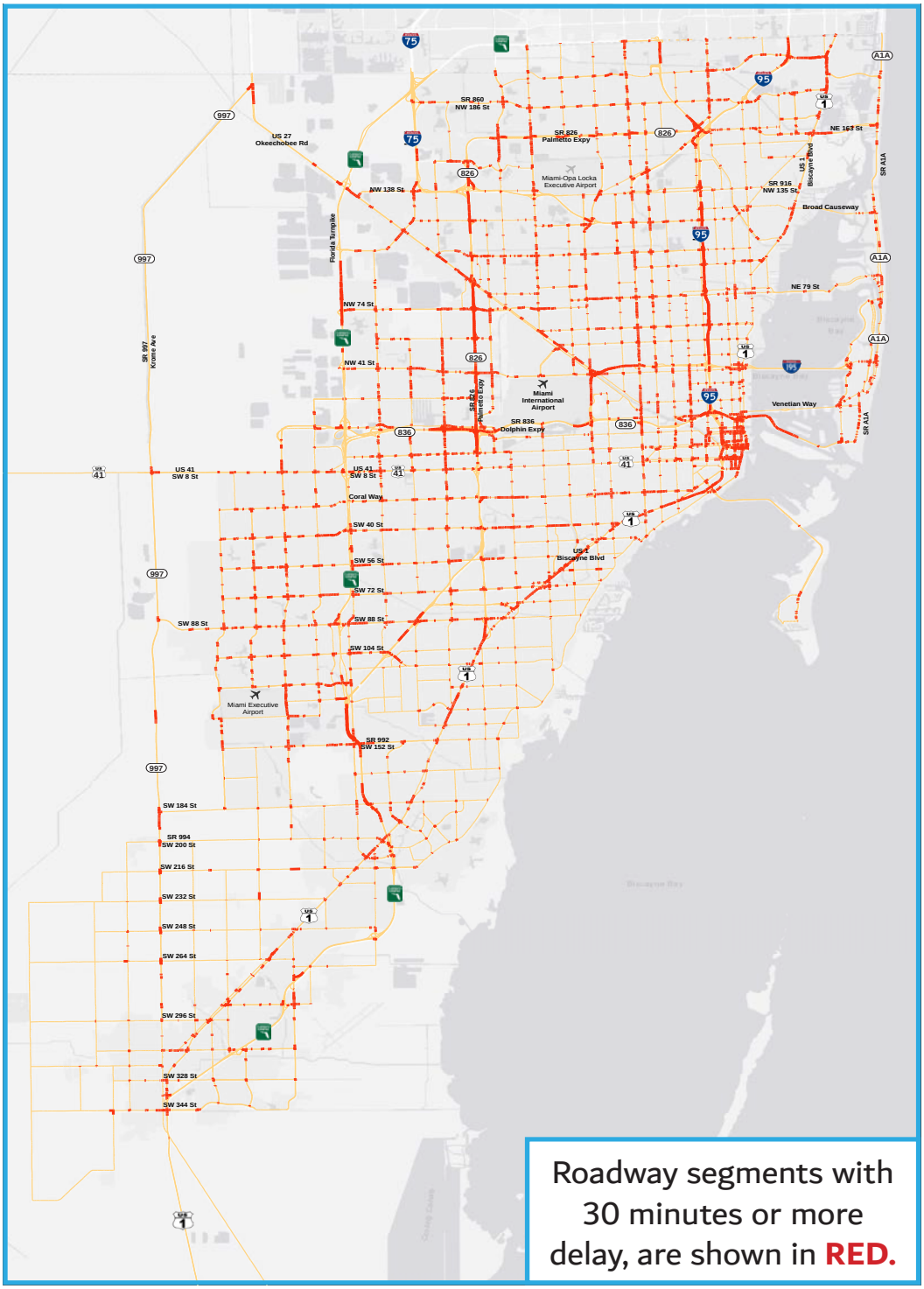
MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2050 LONG RANGE TRANSPORTATION PLAN

CONGESTION MANAGEMENT PROCESS

The Miami-Dade TPO has developed a Congestion Management Process (CMP) to meet the unique needs of the Miami-Dade County. The CMP is intended to be a systematic way to monitor, measure and identify transportation congestion within the metropolitan area. It is used to evaluate and advance 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 **35-minute delay**, on average.
- In Miami-Dade County, you can expect **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**

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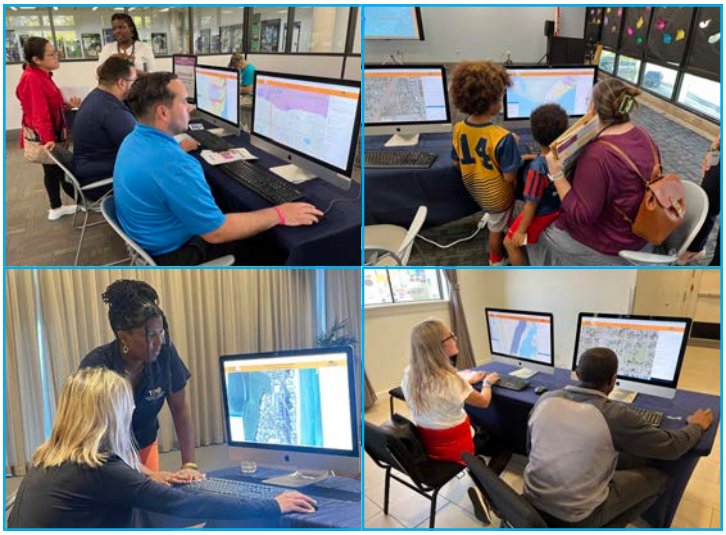
MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

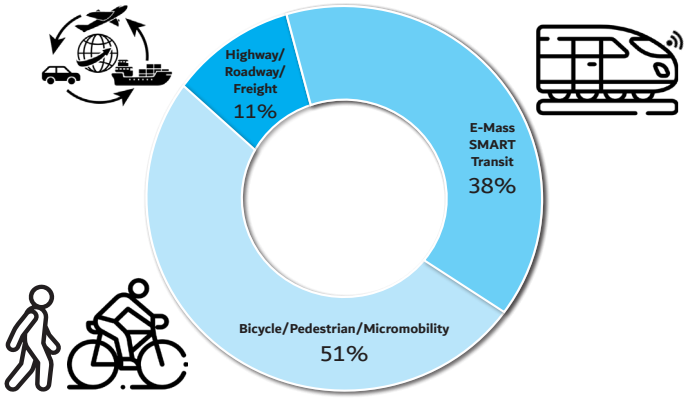
2050 LONG RANGE TRANSPORTATION PLAN

TRANSPORTATION NEEDS AND SCENARIO PLANNING

The 2050 Long Range Transportation Plan (LRTP) includes a Needs Plan which is a list of all multi- modal transportation projects being requested to be built and/or improved upon, regardless of cost (operations, maintenance, capacity expansions, etc.).

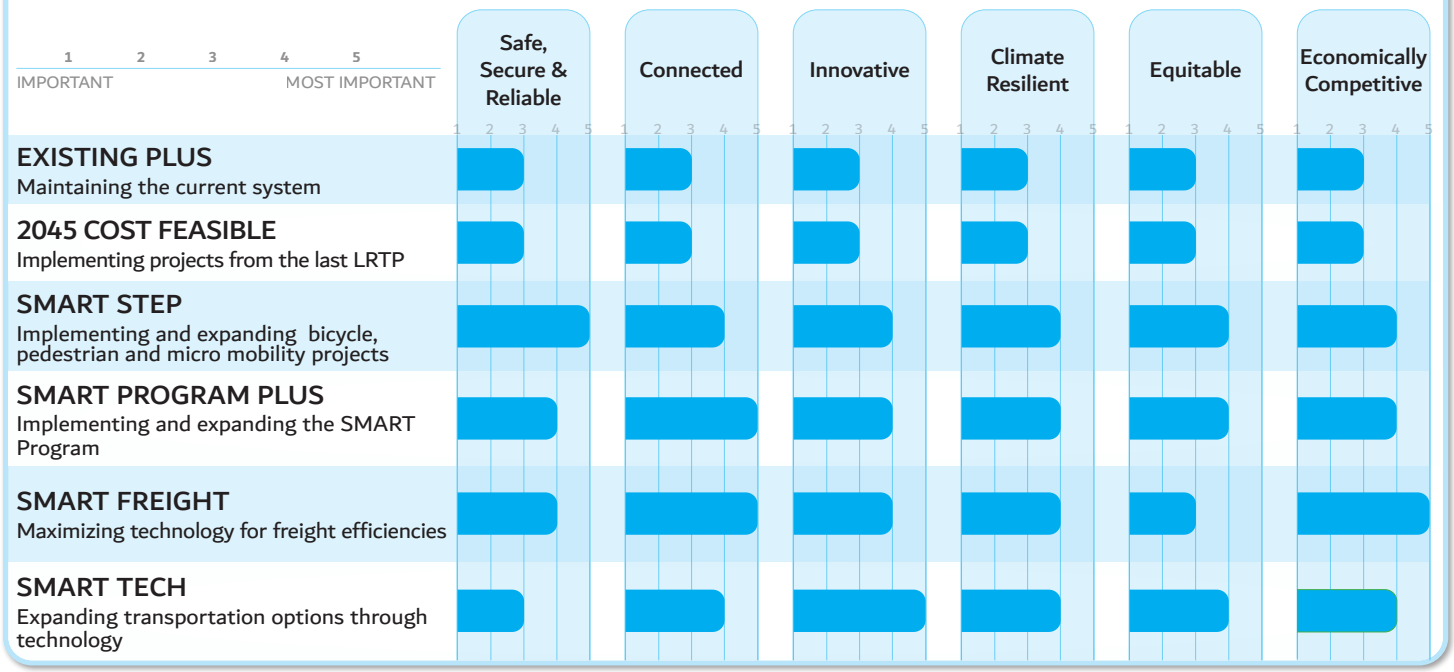


The TPO gathered input from the public on the transportation needs in the County. Residents indicated the need for more multi-modal projects, such as bicycle lanes, sidewalks, trails, etc.



Building from data collected for the Needs Plan, from the public and partner transportation agencies, the 2050 LRTP will envision alternative future scenarios for our countywide multi-modal transportation network. Each scenario represents a different set of funding priorities.

WHAT IS MOST IMPORTANT IN EACH SCENARIO?



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MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2050 LONG RANGE TRANSPORTATION PLAN

ADOPTED COST FEASIBLE PLAN

SMART M.A.P 2050 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:

Priority I (FY 2025-2030)

Priority II (FY 2031-2035)

Priority III (FY 2036-2040)

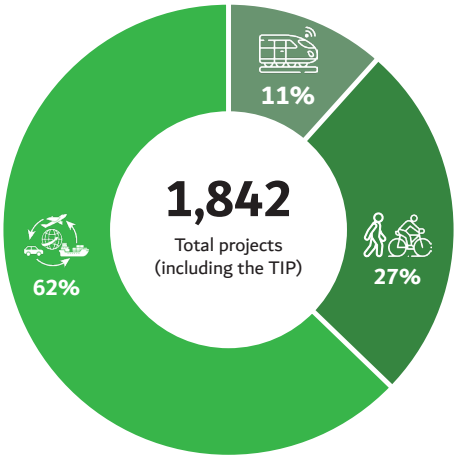
Priority IV (FY 2041-2050)

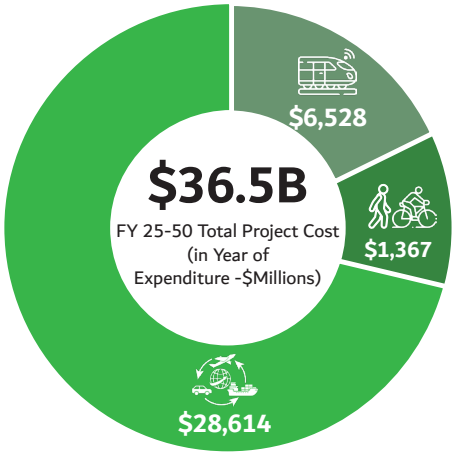
Relation to the Transportation Improvement Program (TIP)

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

Adopted Cost Feasible Plan Quick Facts

The total project costs for the 2050 Adopted Cost Feasible Plan 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

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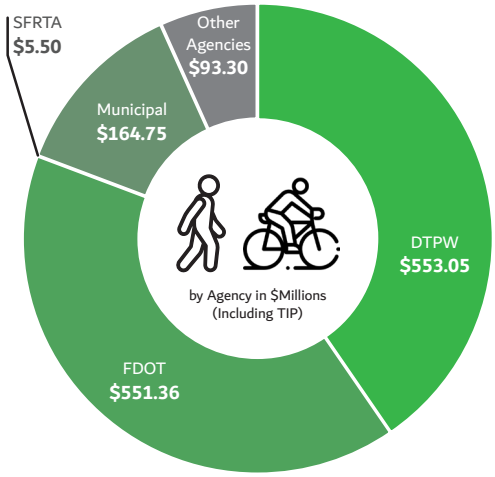
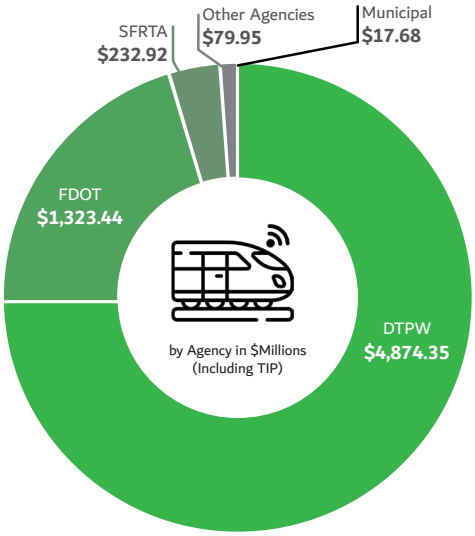
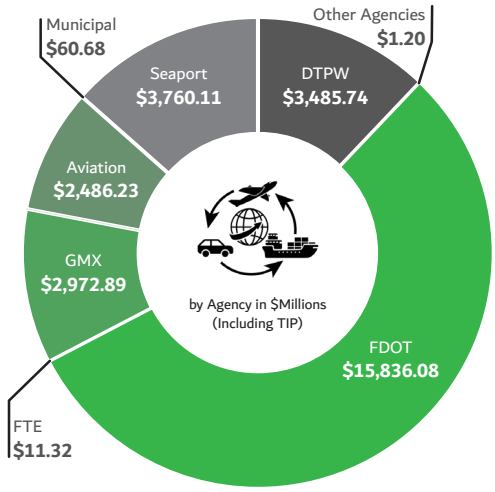
2050 LONG RANGE TRANSPORTATION PLAN

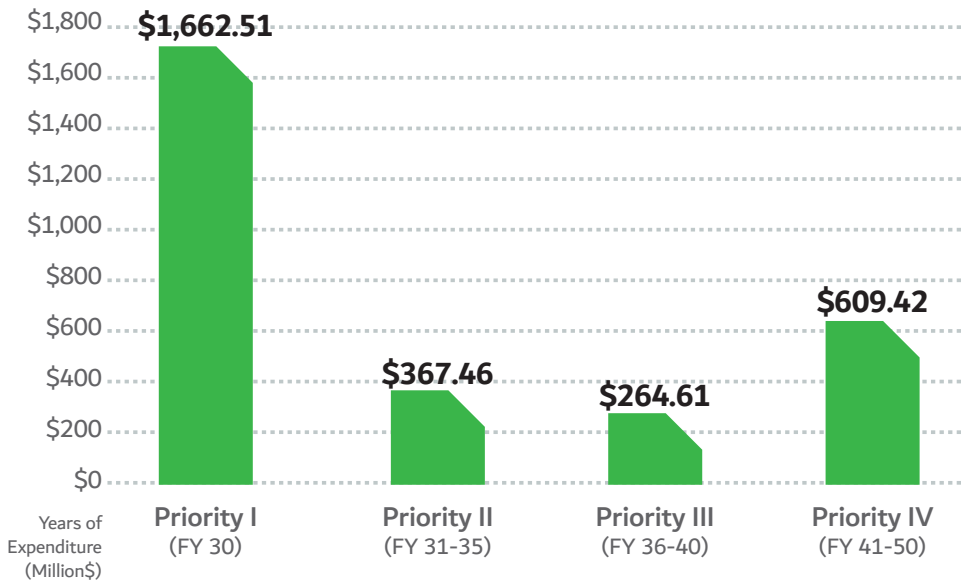
ADOPTED COST FEASIBLE PLAN

Adopted Cost Feasible Plan By Mode / Agency



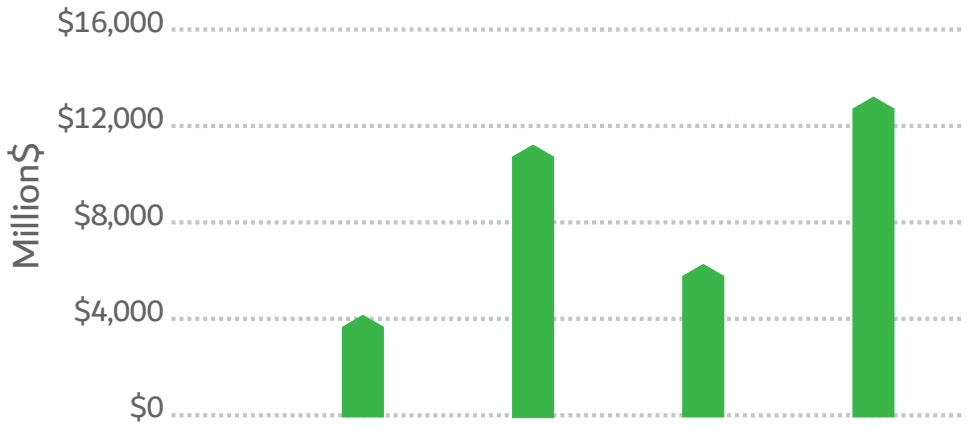






SMART Program Investments in Adopted Cost Feasible Plan

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 continued planning process.



	Priority I (FY 30)	Priority II (FY 31-35)	Priority III (FY 36-40)	Priority IV (FY 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 Cost Feasible Plan, for the years FY 30 - 50 (beyond the TIP) in year of expenditure.

= Bicycle/Pedestrian/Micromobility = Highway/Roadway/Freight = E-Mass SMART Transit

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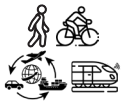
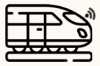
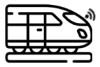
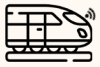
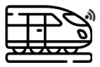
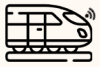
MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2050 LONG RANGE TRANSPORTATION PLAN

LRTP SUPPORTIVE STUDIES

Miami-Dade TPO completed 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.

LTRP Supportive Studies List and Descriptions

Studies	Mode(s)	Study Summary
2050 Bicycle & Pedestrian Master Plan		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.
2023 Miami-Dade County Freight Plan		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).
Analysis of Affordable Housing in Transportation Planning Areas (TPA)		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.
Climate Resiliency Study		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.
Congestion Management Dashboard		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.
Connected and Automated Vehicles (CAVs) Strategic Plan		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.
Emerging Tunneling Technologies Feasibility Study		Provides an evaluation on emerging underground technologies along different corridors countywide that may provide viable options in Miami-Dade County.
Miami-Dade County Future Transit Corridors Evaluation		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.
People Mover Technology as an Option to Further Extend the Reach of the SMART Program		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.
Southeast Florida Regional Transportation Plan (RTP) 2050		The plan summarizes regional transportation needs, gathered support for adopted policies, and refined the blueprint for implementation.
Telecommute Study		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.
Urban Air Mobility (UAM)		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.

 = Bicycle/Pedestrian/Micromobility

 = Highway/Roadway/Freight

 = E-Mass SMART Transit

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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
Priority Period I (FY 25 - 30)					
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 oppportunities 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
Priority Period II (FY 31- 35)					
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
Priority Period III (FY 36 - 40)					
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
Priority Period IV (FY 41 - 50)					
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

NEXT STEPS

As the executive summary of SMART M.A.P. 2050 concludes, the path forward is clearly innovative and well- informed. This plan represents a collective vision for a transportation network that meets the needs of our growing community, fosters economic prosperity, and ensures sustainable and equitable access for all. Developed by the Miami-Dade TPO, this plan reflects the input and collaboration of stakeholders across the region, emphasizing the importance of aligning the transportation strategy with the broader goals of Miami-Dade County. With the publication of SMART M.A.P. 2050, the plan enters the adoption process.

1. **Public Review and Comment:** The report will be made available to the public, allowing residents, businesses, and community organizations to review and provide feedback. This is the opportunity for the community to engage with the plan and contribute to its final form.
2. **Revisions and Refinements:** Based on the feedback received during the public review period, the TPO will make necessary revisions and refinements to the plan, ensuring that it aligns with public sentiment and regional priorities.
3. **Adoption by the Miami-Dade TPO:** Once the public review and revisions are complete, the TPO Governing Board will review the final version of SMART M.A.P. 2050. The board will then vote on whether to adopt the plan as the official Long Range Transportation Plan for Miami-Dade County.
4. **Incorporation into Statewide Plans:** After adoption at the local level, the 2050 LRTP will be integrated into the Florida Department of Transportation's (FDOT) statewide planning efforts. This ensures that Miami-Dade County's transportation strategy is aligned with state-level priorities and funding opportunities.
5. **Implementation and Monitoring:** Following adoption, the focus will shift to implementing the plan's projects, policies, and initiatives. The TPO will monitor progress closely, adjusting strategies as needed to ensure that SMART M.A.P. 2050 remains responsive to evolving conditions and continues to meet its goals.

SMART M.A.P. 2050 is more than just a vision—it is a commitment to shaping a future where mobility, accessibility, and prosperity are within reach for everyone in Miami-Dade County. Moving forward with the adoption and implementation of this plan requires continued engagement, support, and partnership from the community. Together, a transportation system can be built that serves as the foundation for a thriving, connected, and sustainable Miami-Dade County in 2050 and beyond.


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CHAPTER 1 | PEOPLE

Public Involvement Plan

INTRODUCTION

Public involvement was an essential component for the development of the Miami-Dade Transportation Planning Organization (TPO) SMART Mobility, Accessibility, and Prosperity (M.A.P.) 2050 Long Range Transportation Plan (LRTP). This included engagement with residents, agencies, local organizations, private groups (residential/business), and governmental entities addressing the future mobility needs in Miami-Dade County. This technical report outlines the outreach activities and feedback collected from the public throughout the entire plan development process. The following tasks were implemented to achieve a comprehensive public involvement program:

- Developed a comprehensive Public Involvement Plan (PIP)
- Supported steering committee meetings with key stakeholders
- Created a theme and style guide
- Developed a website and online outreach tools
- Conducted in-person and virtual community workshops
- Administered surveys
- Disseminated information via fact sheets, social media, e-newsletters, and direct outreach

Engagement Highlights

As a result of outreach activities for the SMART M.A.P. 2050 LRTP, 22 in-person and four virtual outreach workshops were hosted with an attendance of more than 500 participants who completed almost 1,000 surveys.

Feedback and information gathered from these outreach activities was used to shape the development of the 2050 LRTP. This data assisted TPO Planners in making informed decisions about future transportation projects, policies, and investments, with the goal of improving the mobility, safety, security, resiliency, and sustainability of the Miami-Dade County transportation network.

500
PARTICIPANTS

1,000
SURVEYS COMPLETED

14,000
TOTAL REACH

1,300 VISITS
INTERACTIVE NEEDS PLAN TOOL

PUBLIC INVOLVEMENT PLAN

A Public Involvement Plan (PIP) was developed to guide the outreach activities throughout the development of the 2050 LRTP. The PIP identified stakeholders, provided outreach strategies to inform and engage the community during the plan development process, and provided an overall schedule of events. The PIP served as a roadmap for engaging the community, transportation agencies, and key stakeholders, ultimately collecting valuable feedback essential to the 2050 LRTP's success. The PIP assisted in ensuring the following themes for the 2050 LRTP were applied:

- **Mobility** – The potential and ability to meet daily needs using one or more modes of transportation.
- **Accessibility** – The ease of reaching and interacting with destinations or activities within a community.
- **Prosperity** – A transportation system to support economic growth, social equity, and environmental sustainability.

A digital copy of the PIP is available at https://miamidadetpo2050lrtp.com or by scanning the QR code.

STEERING COMMITTEE SUPPORT

The 2050 LRTP Steering Committee included representatives from federal, state, regional, and local government agencies who facilitated the development of the 2050 LRTP. Throughout the development process, support was provided for more than 20 meetings that allowed the committee to regularly coordinate, compile, and prepare the 2050 LRTP. Outcomes from the Steering Committee can be reviewed by downloading the PERFORMANCE Technical Report available on the 2050 LRTP website under the Documents section. The following agencies were represented:

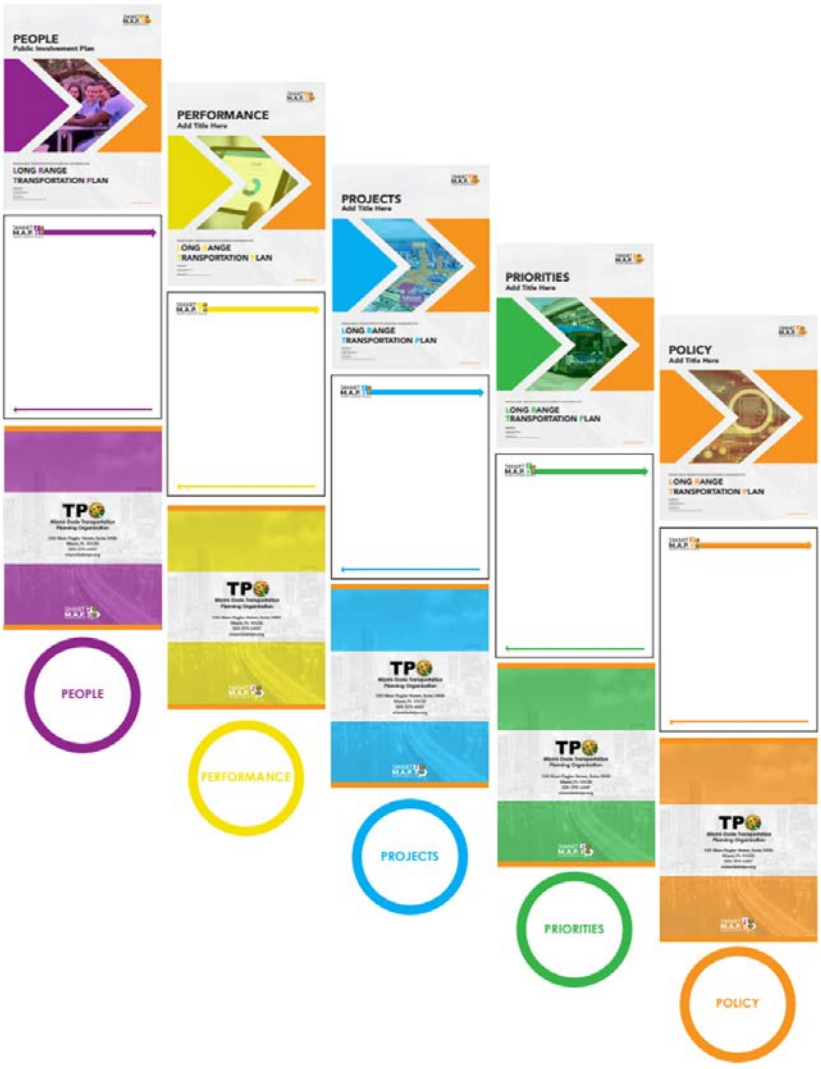
Scan QR code for the Steering Committee

- Citizens' Independent Transportation Trust
- Florida Department of Transportation District Six
- Florida's Turnpike Enterprise
- Greater Miami Convention and Visitors Bureau
- Greater Miami Expressway Agency
- Homestead Air Force Base
- Miami-Dade Aviation Department/MIA
- Miami-Dade County Department of Transportation and Public Works
- Miami-Dade County League of Cities
- Miami-Dade County Parks, Recreation and Open Spaces
- Miami-Dade County Public Housing and Community Development
- Miami-Dade County Public Schools
- Miami-Dade County Regulatory and Economic Resources
- Miami-Dade County Water and Sewer Department
- Miami-Dade Seaport Department/PortMiami
- Miccosukee Tribe of Indians of Florida
- South Florida Regional Planning Council
- South Florida Regional Transportation Authority/Tri-Rail

THEME AND STYLE GUIDE

A visual identity for the 2050 LRTP was established and utilized throughout the public involvement and documentation process, making it easy for the public to follow the development process. Guidelines for the development of the theme for the 2050 LRTP were followed as established in the PIP. The deliverable included a detailed style guide containing instructions regarding the proper usage of the 2050 LRTP logo and tagline as well as development of graphic design for educational materials (fact sheets, handouts, etc.) and templates for all reports.

Scan QR code to view the full Style Guide



COLORS USED

#000000 C: 35% M: 25% Y: 25% K: 100% R: 0 G: 0 B: 0	#57595d C: 65% M: 65% Y: 51% K: 27% R: 87 G: 89 B: 93	#dfe2e5 C: 11% M: 7% Y: 6% K: 0% R: 223 G: 226 B: 229
#f89520 C: 0% M: 50% Y: 99% K: 0% R: 248 G: 149 B: 32	#91268f C: 51% M: 100% Y: 2% K: 0% R: 145 G: 38 B: 143	#f7df01 C: 5% M: 6% Y: 100% K: 0% R: 247 G: 223 B: 1
#00adf0 C: 69% M: 15% Y: 0% K: 0% R: 0 G: 173 B: 240	#38b54a C: 75% M: 0% Y: 100% K: 0% R: 56 G: 181 B: 74	

WEBSITE AND ONLINE OUTREACH TOOLS

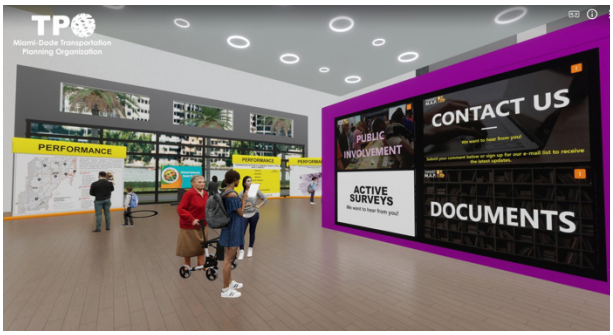
SMART M.A.P. 2050 LRTP Website

A standalone, American with Disabilities Act (ADA) compliant website was produced containing 2050 LRTP publications, outreach results, etc. The goal of the website has been, and continues to be, the main repository keeping the public informed, involved, and to gather their input throughout the entire 2050 LRTP development process. In addition, the website houses the draft and final products and any future 2050 LRTP amendments.

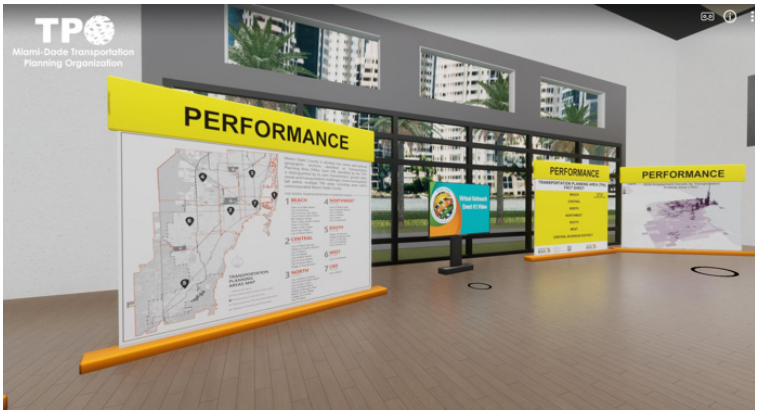
The SMART M.A.P. 2050 LRTP website can be accessed at https://miamidadetpolrtp2050.com

Virtual Reality Outreach Room

The Virtual Reality (VR) outreach room utilizes 360° technology to provide interactive experiences, run virtual tours, and display information. It brings to life milestones, events, and houses documents throughout the 2050 LRTP development process. Users can access the platform via the main 2050 LRTP website from any electronic or mobile device.

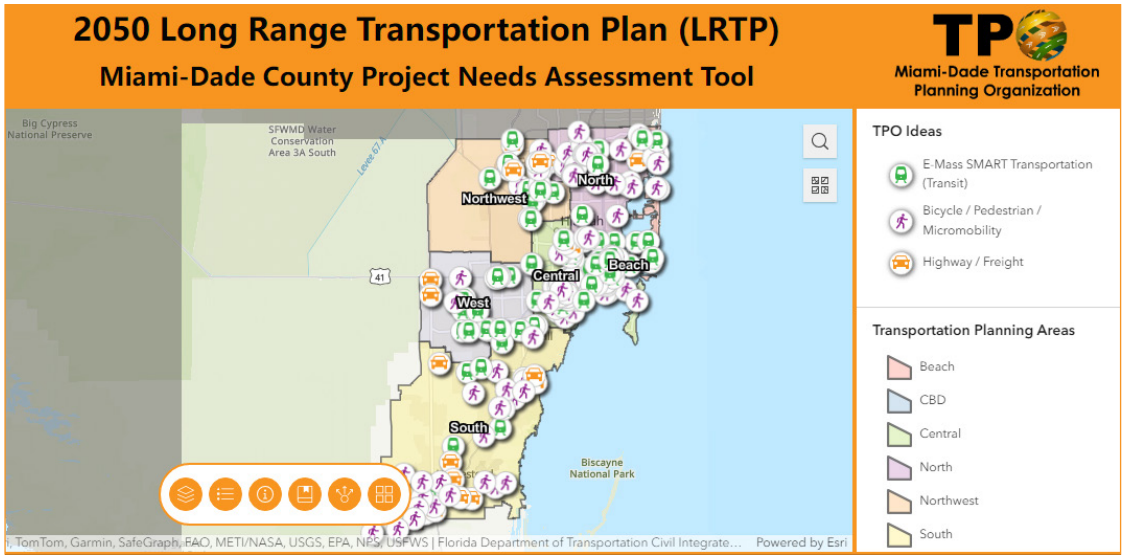


Scan QR code to visit the Virtual Reality Outreach Room



Project Needs Assessment Tool

The Miami-Dade County Project Needs Assessment Tool is an interactive GIS-based application that facilitated the input of over 240 transportation proposals and ideas for improving the county's transportation system, as well as providing comments on potential needs for the 2050 LRTP's projects. This was accomplished by participants dropping a point to mark a location on the map and filling out pertinent information to document the idea.



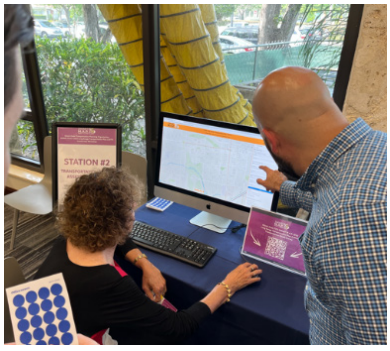
Scan QR code to visit the 2050 LRTP Project Needs Assessment Tool

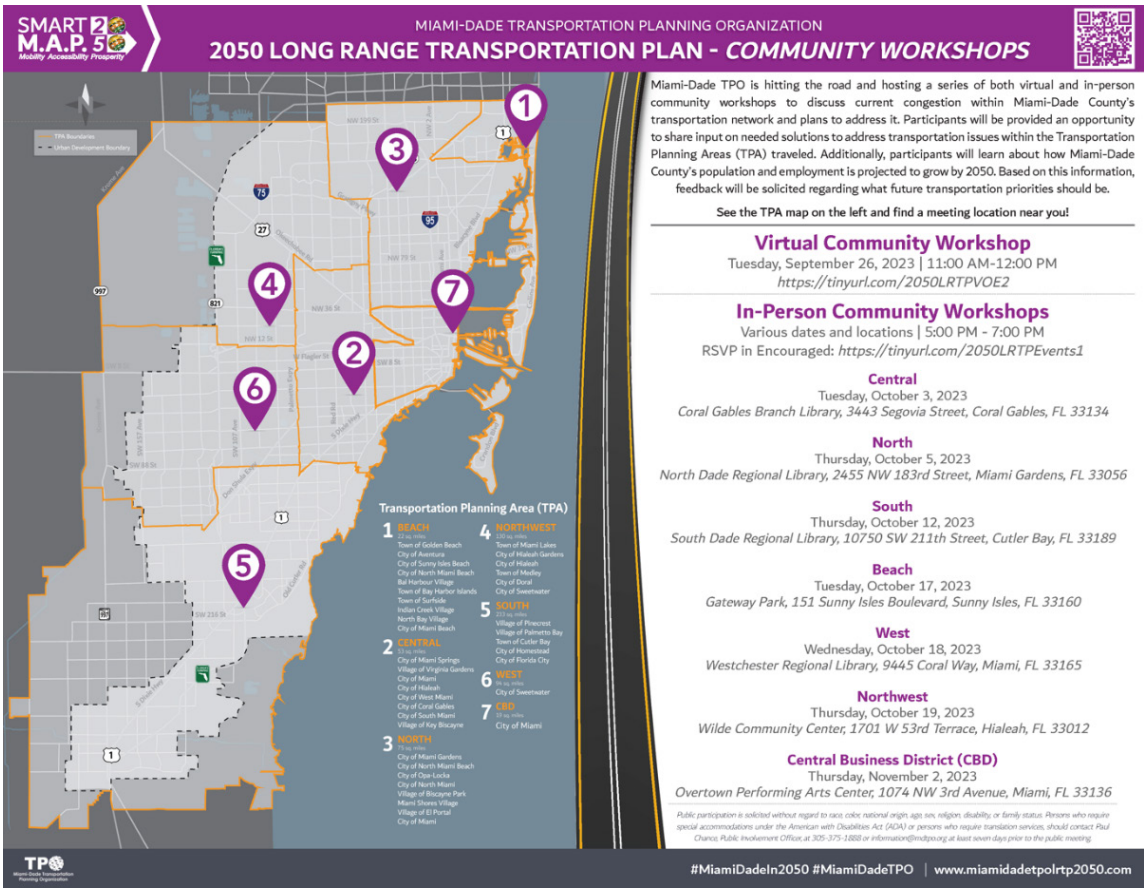
COMMUNITY WORKSHOPS & PUBLIC HEARING

Engagement for in-person and virtual community workshops consisted of a mix of traditional and non-traditional methods to reach out to Miami-Dade County's diverse population. Various factors were considered to increase participation by identifying locations with access to public transit, providing online participation options through digital content and interactive platforms, and translating materials to Spanish and Créole. A total of 22 in-person outreach workshops/pop-ups and four Virtual Outreach Workshops (VOW) were hosted during the 2050 LRTP development process in the seven Transportation Planning Areas (TPA) within Miami-Dade County, resulting in approximately 500 participants. The input received guided the direction of the SMART M.A.P. 2050 LRTP development process. Pictures and survey results are included in this compendium and incorporated throughout the entirety of the 2050 LRTP. The below showcases types of workshops that occurred at key milestones to solicit feedback from the community.

In-Person Community Workshops

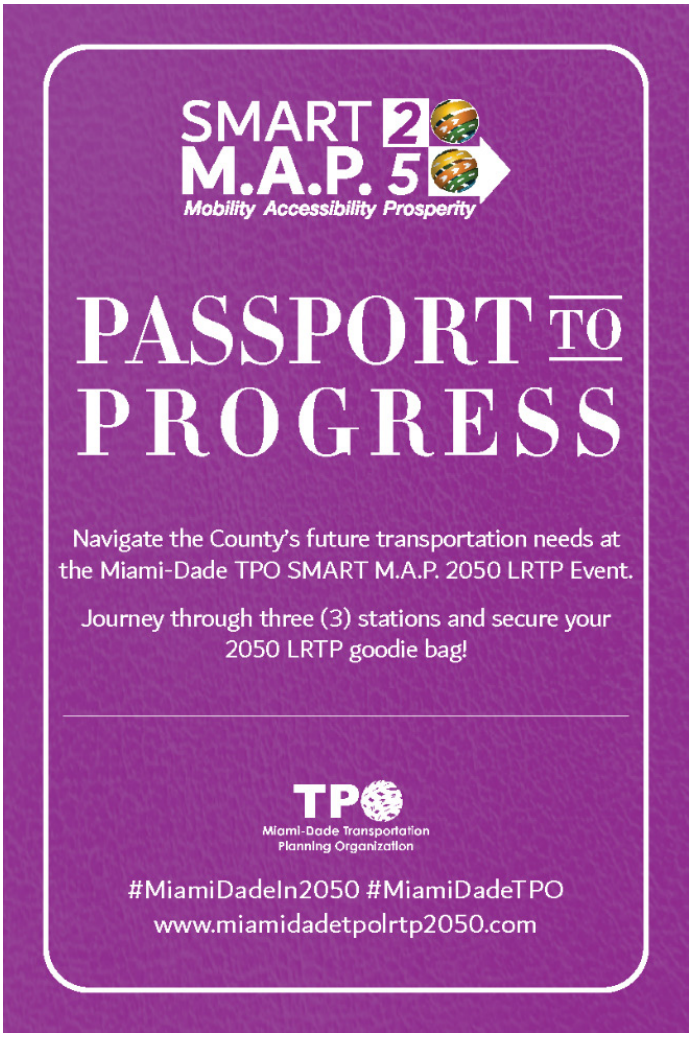
The events were open to the public and hosted in each of the seven TPAs throughout Miami-Dade County to facilitate comprehensive engagement and accessibility.

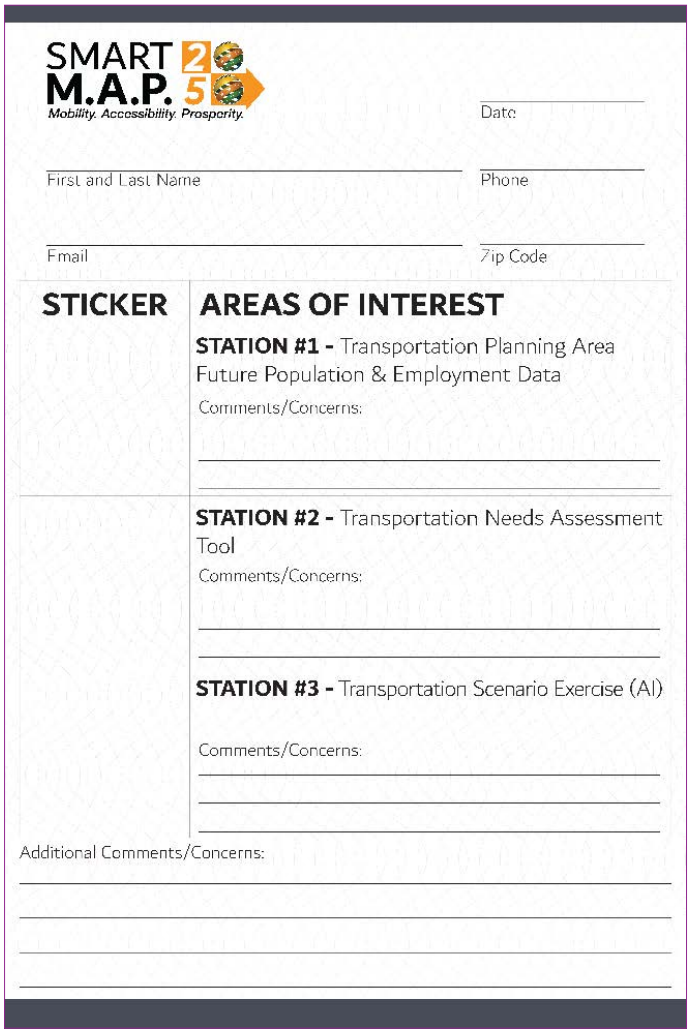




Scan the QR Code to access the Public Involvement Webpage

The community workshops consisted of an open-house style concept, divided into three stations where participants were provided a "Passport to Progress" to encourage participation at all stations.

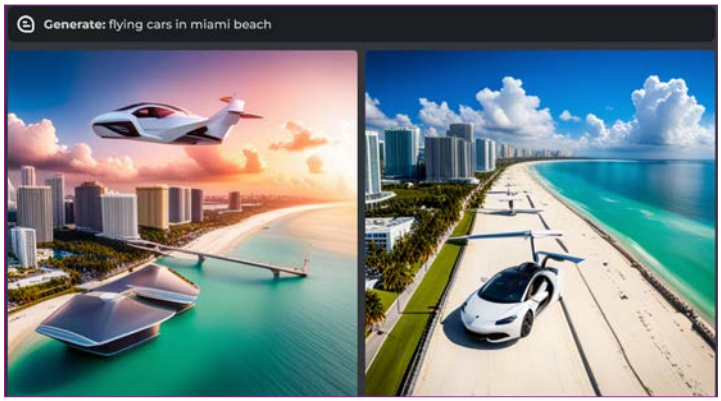


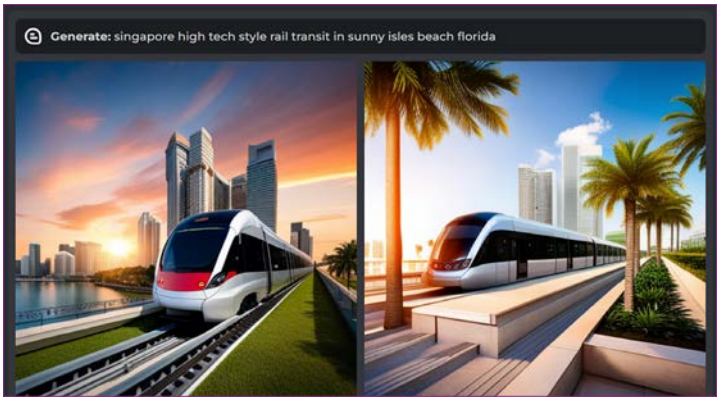


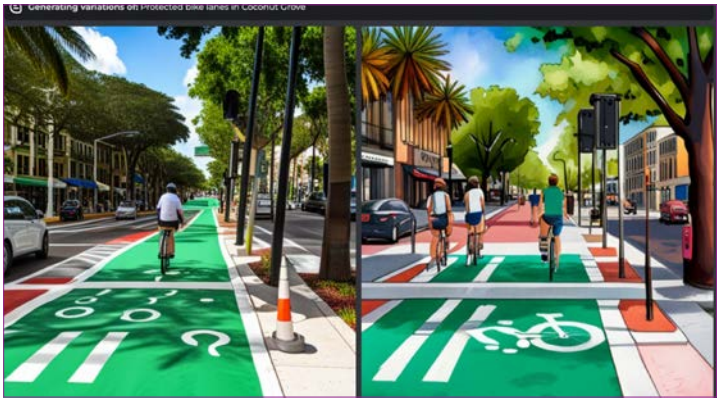
The following provides an overview for each station at the in-person community workshops:

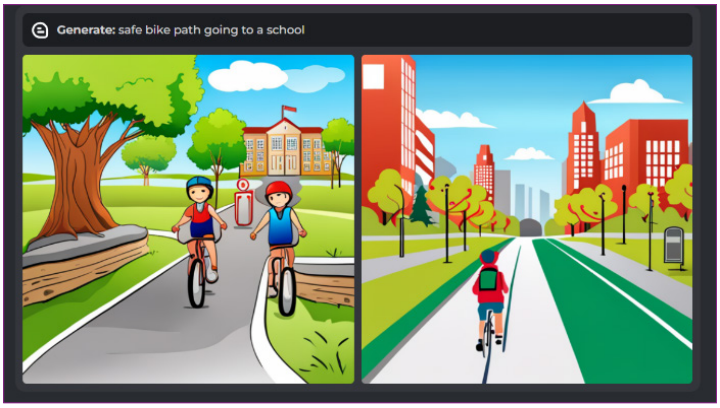
- **Station #1** – Participants reviewed several posted maps showing population and employment within their specific TPA as well as the population and employment for the entire county.
- **Station #2** – Participants provided input using the Transportation Needs Assessment Tool, or on printed maps, for feedback regarding transportation needs within their specific TPA.
- **Station #3** – Participants generated images created with Artificial Intelligence (AI), sharing their view of the future of transportation in Miami-Dade County.

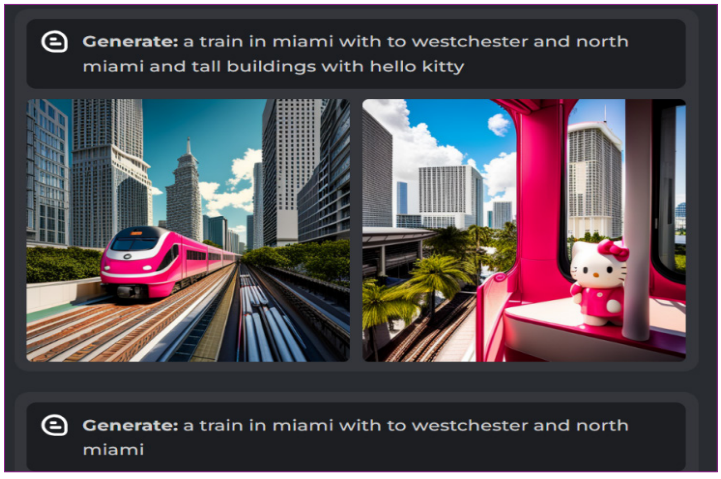
The following are images created by participants utilizing AI software (bottom two pictures were children's creations).

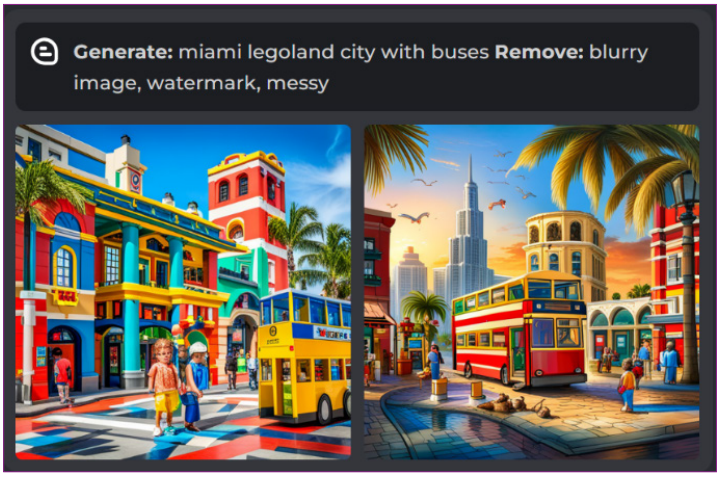












Pop-Up Workshops

The pop-up workshops encouraged current and future commuters on college campuses to participate in the development of SMART M.A.P. 2050 LRTP. They consisted of a smaller scale technique to conduct direct outreach with this community to provide information and gather feedback.

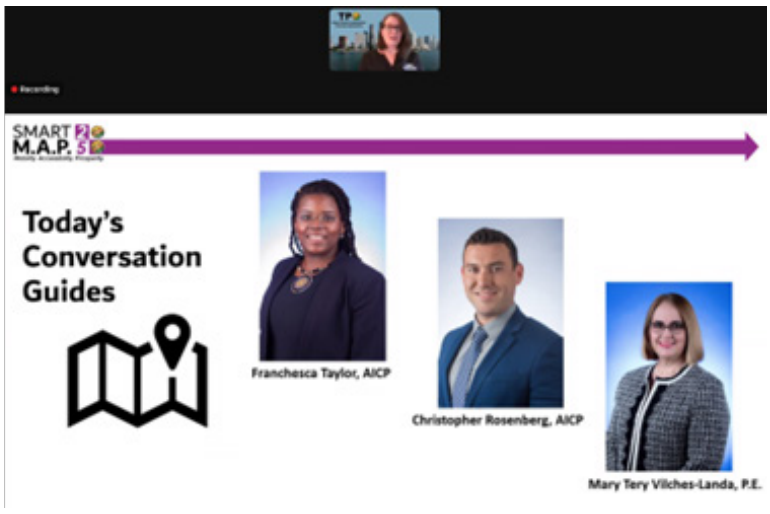
APRIL 5, 2023	STEPHEN P. CLARK GOVERNMENT CENTER	SEPTEMBER 26, 2023	MIAMI DADE COLLEGE MEDICAL CAMPUS	APRIL 16, 2024	MIAMI DADE COLLEGE MEDICAL CAMPUS
APRIL 21, 2023	OVERTOWN TRANSIT VILLAGE	SEPTEMBER 27, 2023	MIAMI DADE COLLEGE NORTH CAMPUS	APRIL 17, 2024	BARRY UNIVERSITY
SEPTEMBER 19, 2023	BARRY UNIVERSITY	NOVEMBER 14, 2023	BARRY UNIVERSITY	APRIL 30, 2024	STEPEHN P. CLARK GOVERNMENT CENTER
SEPTEMBER 21, 2023	TRI-RAIL/METRORAIL TRANSFER STATION	NOVEMBER 15, 2023	MIAMI DADE COLLEGE MEDICAL CAMPUS	MAY 13, 2024	MIAMI DADE COLLEGE WEST CAMPUS
SEPTEMBER 22, 2023	TRI-RAIL/MIAMI AIRPORT STATION	NOVEMBER 16, 2023	MIAMI DADE COLLEGE NORTH CAMPUS	JULY 17, 2024	STEPEHN P. CLARK GOVERNMENT CENTER




Virtual Outreach Workshops

These workshops were open to the public and consisted of presentations by the 2050 LRTP Project Team. Interactive techniques such as live polls and surveys were utilized to encourage participants to provide input during key milestones of the 2050 LRTP development process.

MARCH 14, 2023	114 Registrants
SEPTEMBER 26, 2023	63 Registrants
APRIL 9, 2024	129 Registrants
JULY 23, 2024	133 Registrants



Public Hearing

A Public Hearing for the adoption of the SMART M.A.P. 2050 LRTP will take place at the September 17, 2024 TPO Governing Board meeting. A presentation will be provided prior to the Public Hearing to be followed by potential citizen comments. The Public Hearing announcement will be publicized 14 days prior to the meeting in the Miami Herald. A separate flyer has been developed and translated to Spanish and Créole which will be distributed in TPO's Weekly e-Newsletter, social media accounts, Miami-Dade County library system, and Community Action and Human Services Department (CAHSD) and police precinct citizen advisory committees.

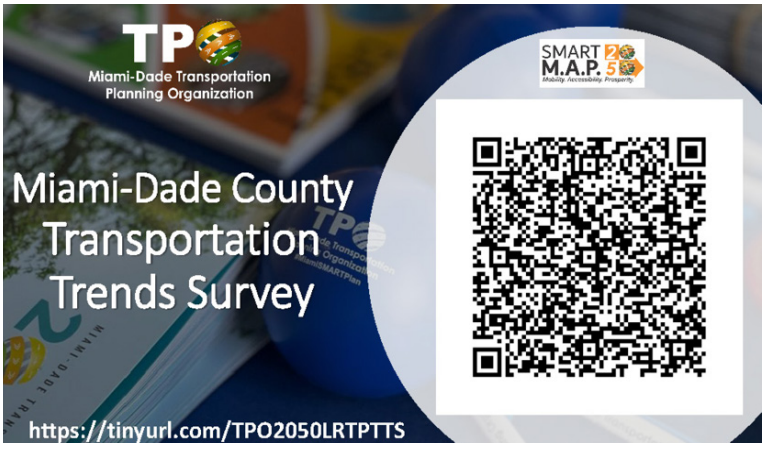
Scan QR code to view in Spanish and Creole

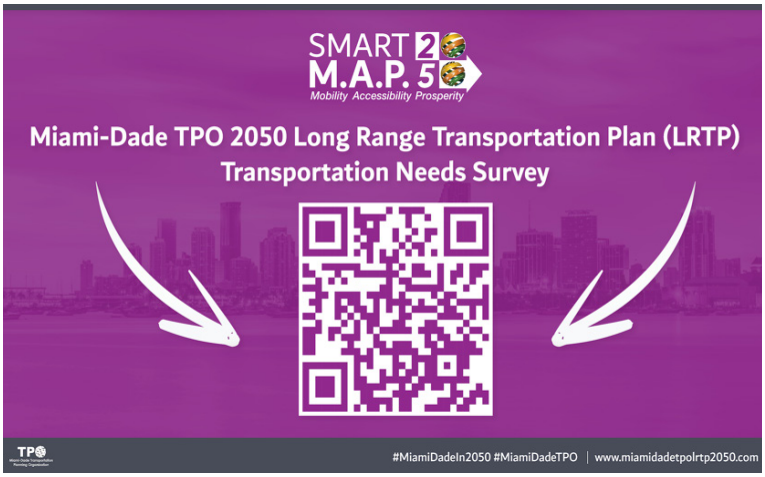
SURVEY ADMINISTRATION

Miami-Dade TPO solicited feedback from the public on current and long-term transportation needs via the following four surveys:

- SMART M.A.P. 2050 LRTP Transportation Trends Survey – 212 submissions
- Miami-Dade County Bicycling Needs Survey – 412 submissions
- SMART M.A.P. 2050 LRTP Transportation Needs Survey – 120 submissions
- SMART M.A.P. 2050 LRTP Project Funding Priorities Survey – 235 submissions

Surveys were distributed at key milestones and were available in English, Spanish, and Créole. Additionally, accessible formats were also provided upon request to ensure ADA compliance. Surveys were administered through the 2050 LRTP website, QR codes at workshops, and printed versions.

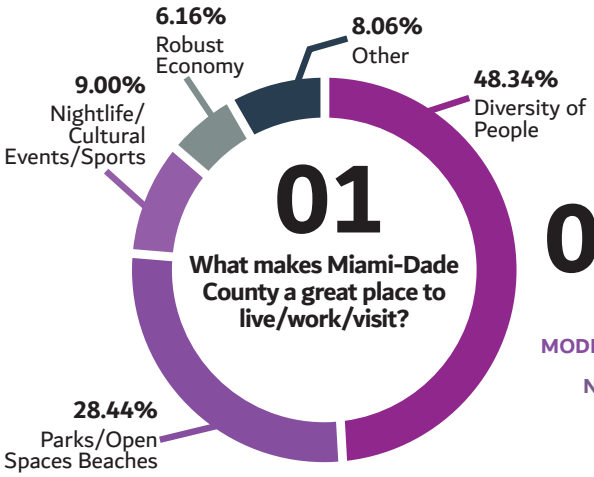




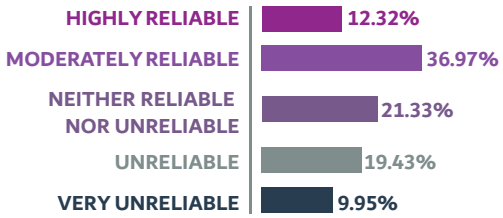
A total of 979 responses were received which helped to guide the development of the 2050 LRTP which were analyzed and included in the PERFORMANCE, PROJECTS, PRIORITIES, and POLICY technical reports.

SMART M.A.P. 2050 LRTP Transportation Trends Survey Summary

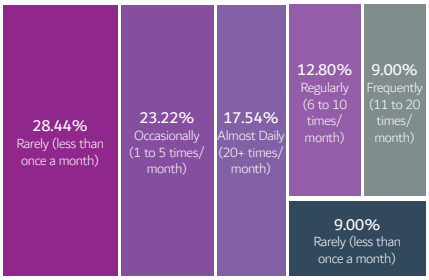
01
What makes Miami-Dade County a great place to live/work/visit?



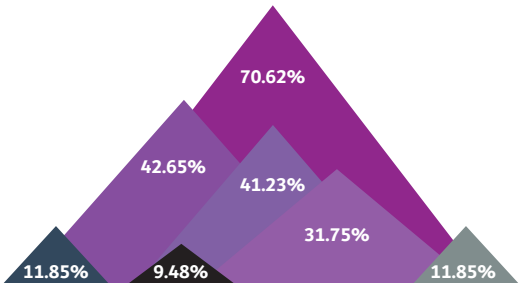
02
Which description fits your perception of Miami-Dade County's transportation network?



03
How often do you travel to neighboring counties in the Tri-County Southeast Florida region (Broward and Palm Beach Counties)?

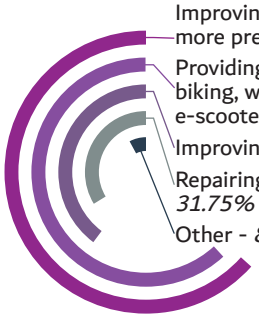


04
Which mode of transportation should receive more investment?



- Transit System and Transit/ Intermodal Terminals
- Regional Rail Network Ex: Amtrak, Tri-Rail, Brightline
- Bicycle/Pedestrian Facilities Ex: The Underline
- Ride Share – Ex: Uber/Lyft, e-scooters, bike sharing
- Autonomous/Connected Vehicles
- Seaports and Airports
- Highways and Local Roadway Network

05
What do you think is the most important transportation need in Miami-Dade County today?

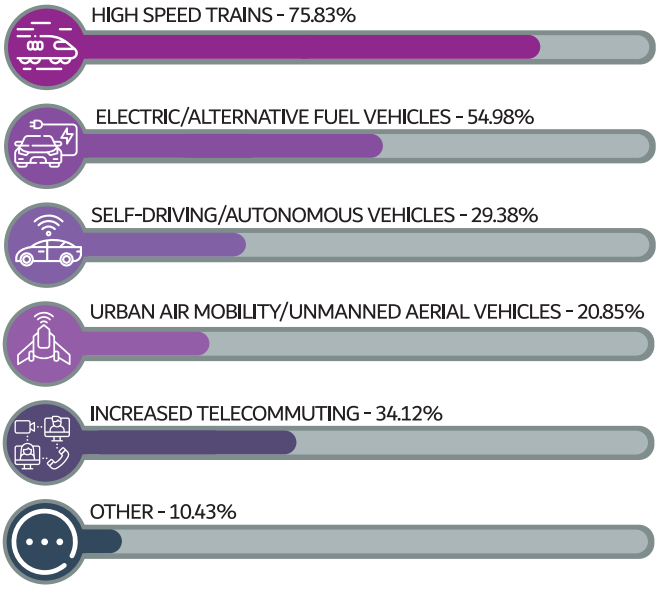


- Improving transit (shorter headways, more premium options) - *61.61%*
- Providing more travel options (transit, biking, walking, micro-mobility i.e., e-scooters) - *60.19%*
- Improving safety - *36.49%*
- Repairing our existing roads & bridges - *31.75%*
- Other - *8.06%*

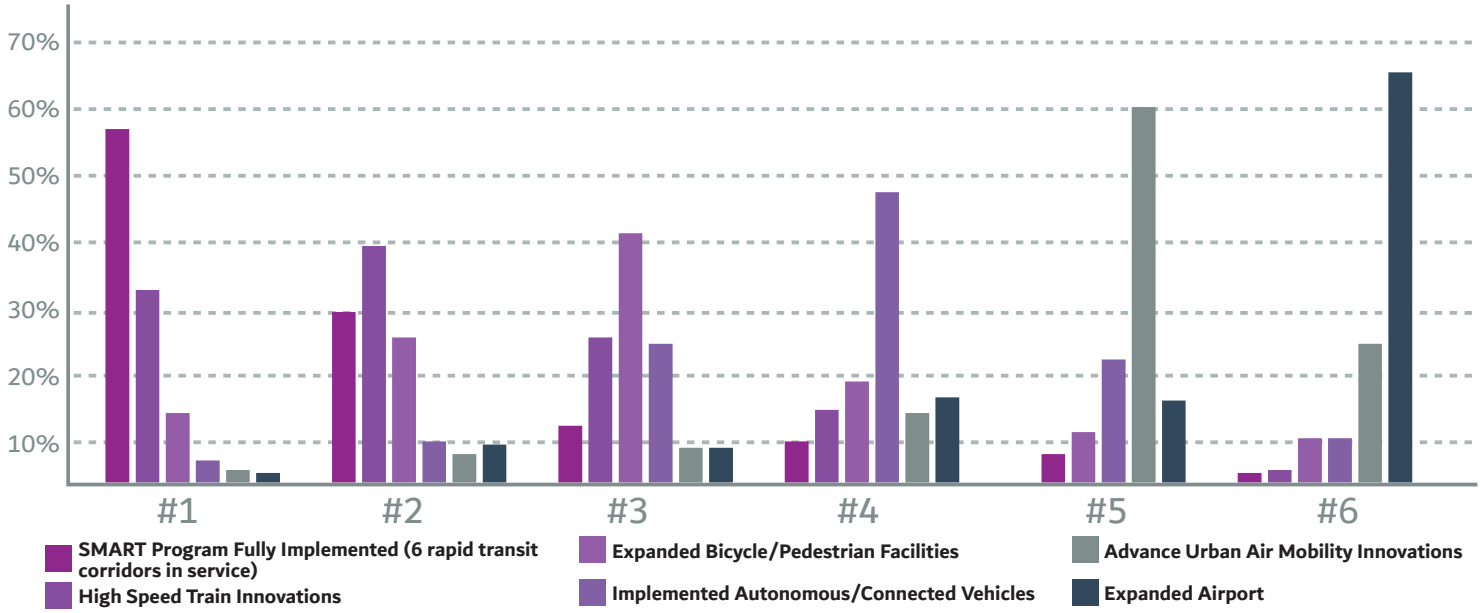
06
When you think about traveling to adjacent counties within the Tri-County Southeast Florida region, what are the most important improvements you recommend we invest in?

64.45%	Reducing congestion on roadways for drivers and/or freight
62.56%	Increasing and enhancing public transportation options and access (i.e., Tri-Rail, Miami Dade Transit (MDT), Broward County Transit (BCT) and Palm Tran)
35.07%	Providing safer and more infrastructure for pedestrians and bicyclists
15.64%	Providing more access to micro-mobility options (i.e., e-scooters, e-bikes, etc.)
17.54%	Providing more infrastructure for emerging technology i.e., electric, autonomous vehicles and/or Urban Air Mobility (UAM)
30.33%	Focus on improving connections between major regional destinations (airports, seaports, sporting venues, major shopping malls, etc.)
26.54%	Focus on implementing an effective safety campaign to reduce traffic-related deaths and serious injuries

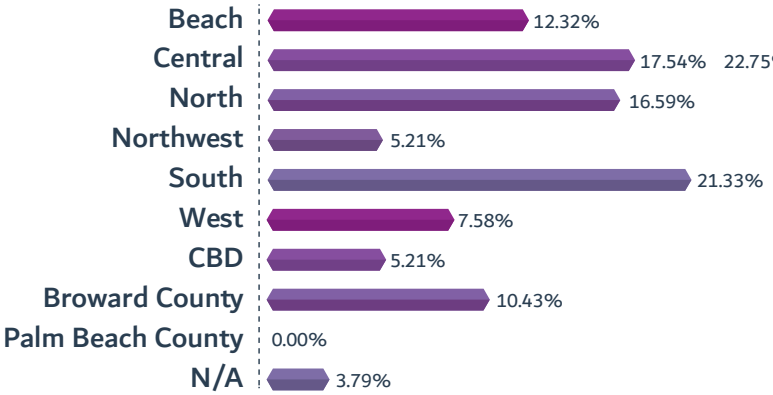
07
What transportation advancements do you anticipate by 2050?



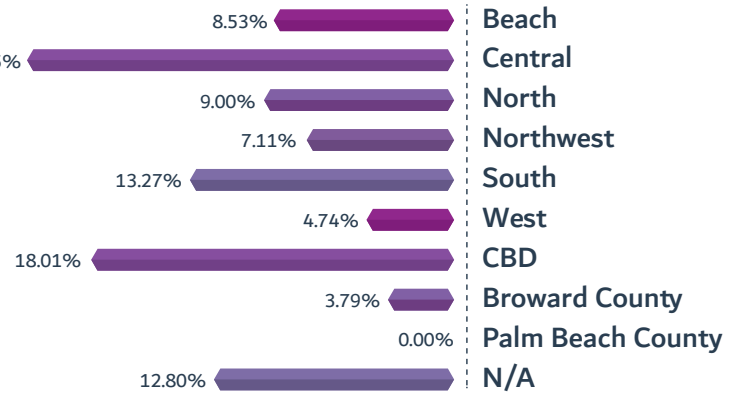
08 What should our transportation system look like by 2050? *(List in order of priority)*



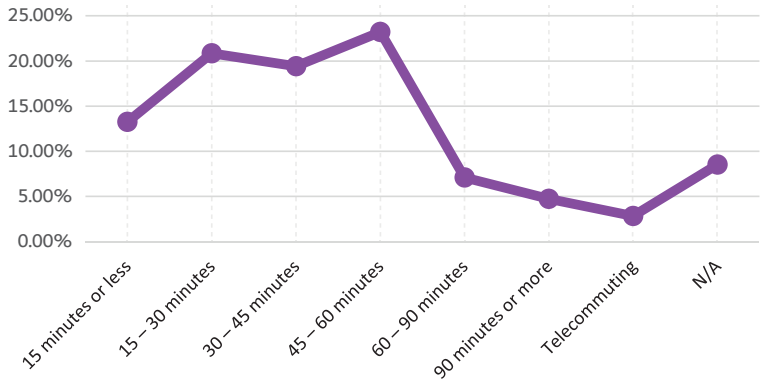
09 Which Transportation Planning Area (TPA) do you currently live in?



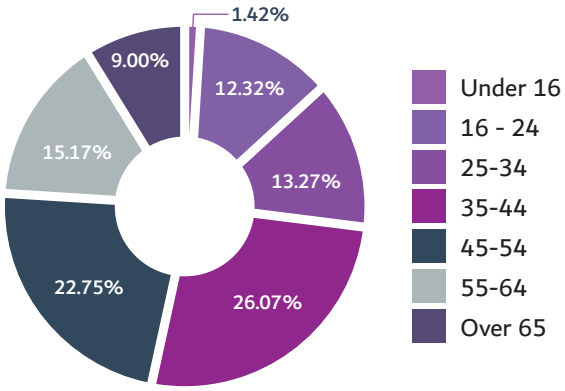
10 Which Transportation Planning Area (TPA) do you work in?



11 On average, how long is your commute from home to and from work/school?



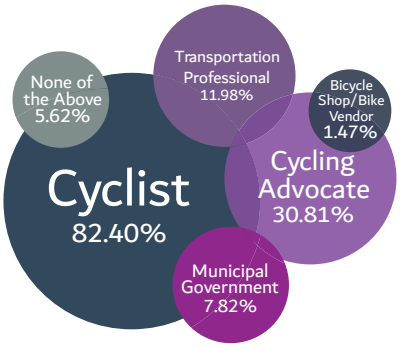
12 What is your age group?



SMART 2 5 M.A.P.
Mobility. Accessibility. Prosperity.

Miami-Dade County Bicycling Needs Survey Summary

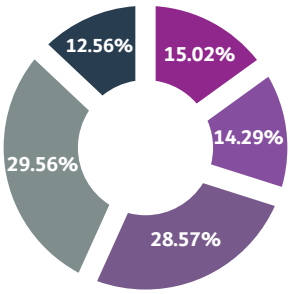
01 What is your role in the bicycling community?



02 What kind of bicyclist do you primarily consider yourself?

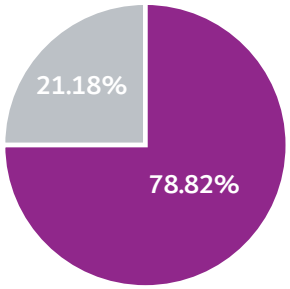
- Recreational - *40.54%*
- Commuter - *21.13%*
- Fitness - *23.10%*
- Group/Club - *15.23%*

03 How often do you ride?



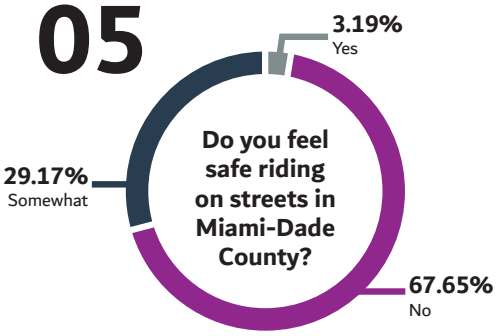
- A few times per year
- One to two times per month
- One to two times per week
- More than three times per week
- Daily

04 Where do you primarily ride?

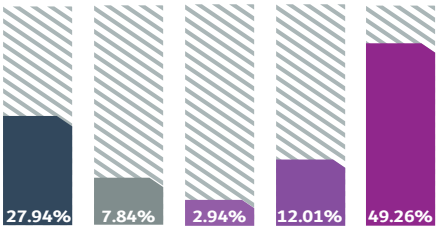


- On the road (Streets with or without bike lanes)
- Off road (Shared-Use Paved Paths or Trails, Mountain Bike Trails, Gravel Trails

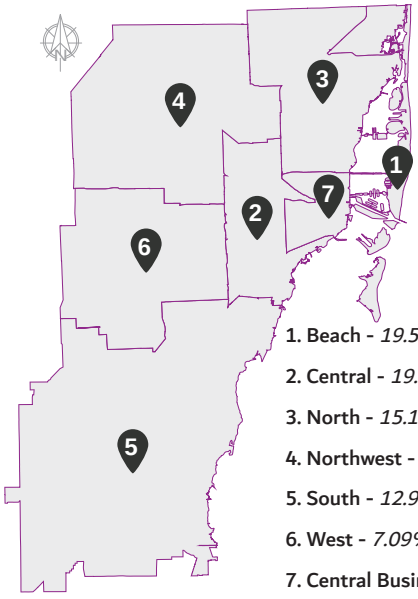
05



06 Do you use any apps to record your rides? If so, which?



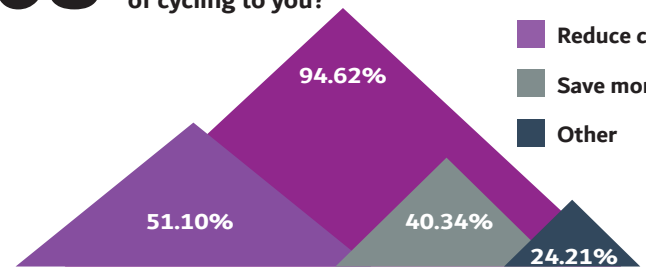
07 Which area of the of the County do you live in?



1. Beach - *19.56%*
2. Central - *19.56%*
3. North - *15.16%*
4. Northwest - *4.16%*
5. South - *12.96%*
6. West - *7.09%*
7. Central Business District - *16.38%*

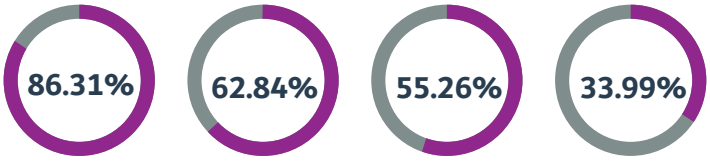
I live outside of Miami-Dade County - *5.13%*

08 What are the benefits of cycling to you?



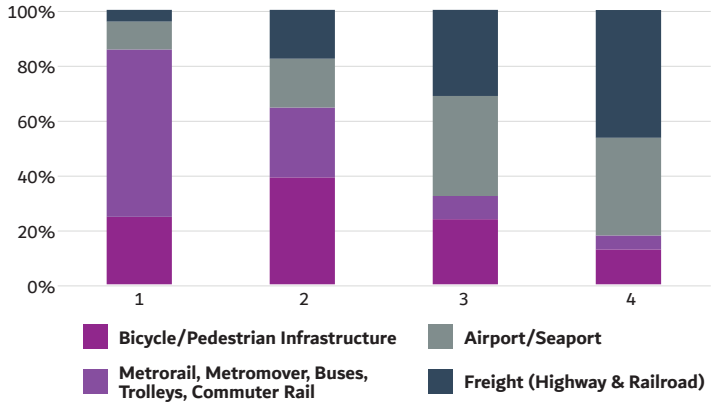
- Exercise
- Reduce carbon emissions
- Save money on transportation costs
- Other

09 What are the impediments and challenges to a safe cycling experience?

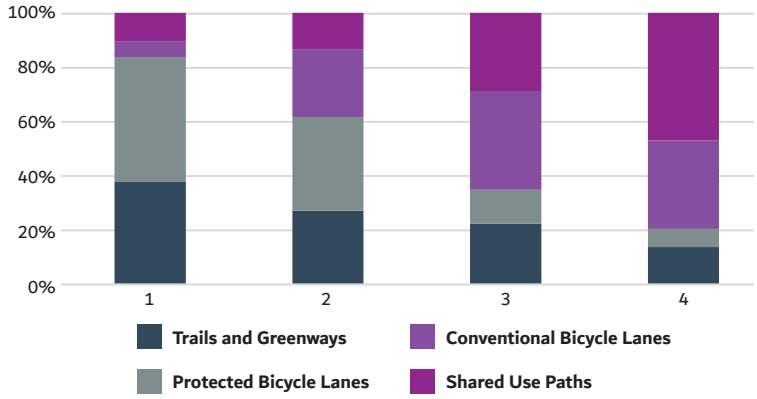


SMART M.A.P. 2050 LRTP Needs Survey Summary

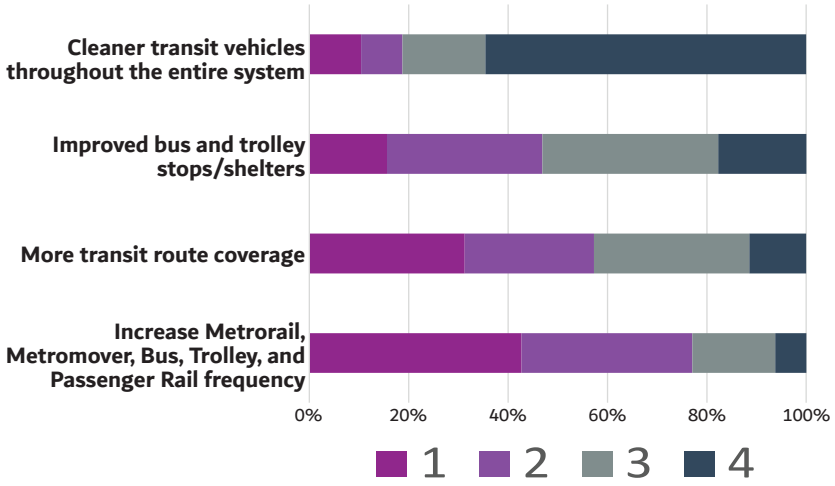
01 Rank which mode of transportation needs the most funding or investment in the future.



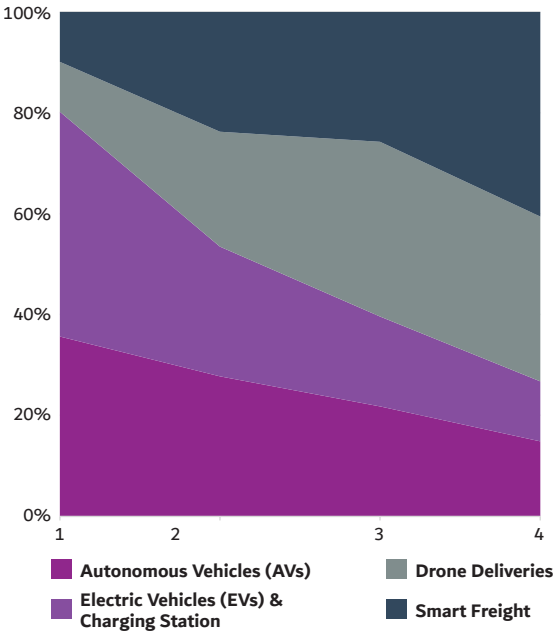
02 Rank which type of bicycle infrastructure would you like to see implemented the most in Miami-Dade County.



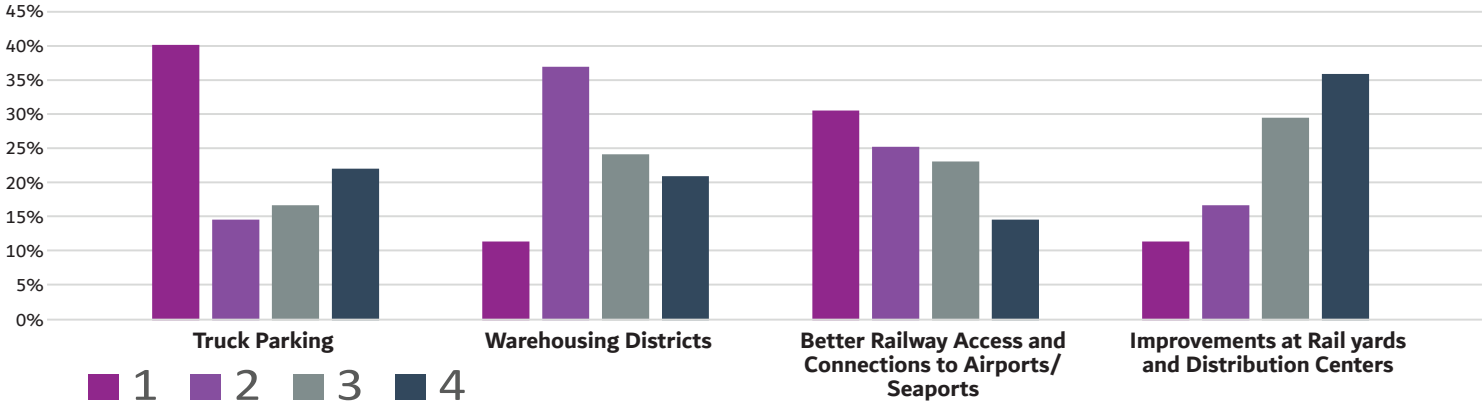
03 Rank the type of improvements needed for transit to be more accessible.



04 Rank which emerging technologies do you think require most attention in the future.

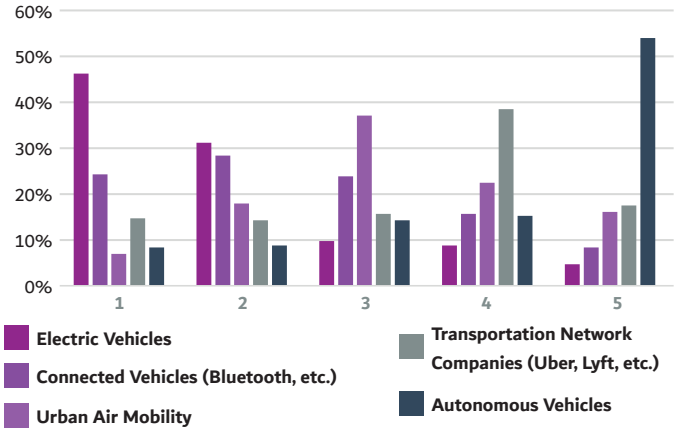


05 Rank the freight improvements that are necessary to make Miami-Dade County more competitive.

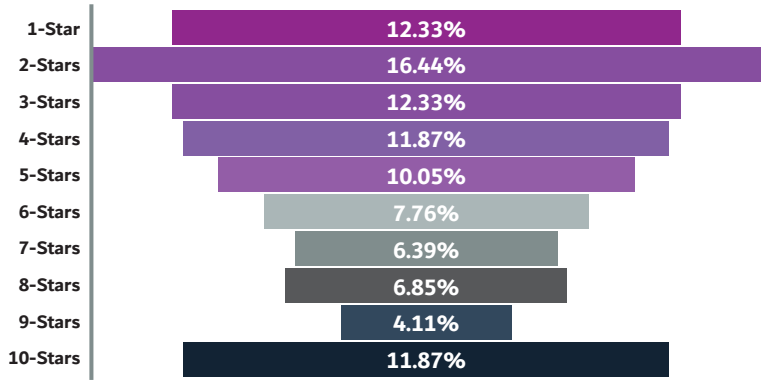


SMART M.A.P. 2050 LRTP Project Funding Priorities Survey Summary (1 star = $10)

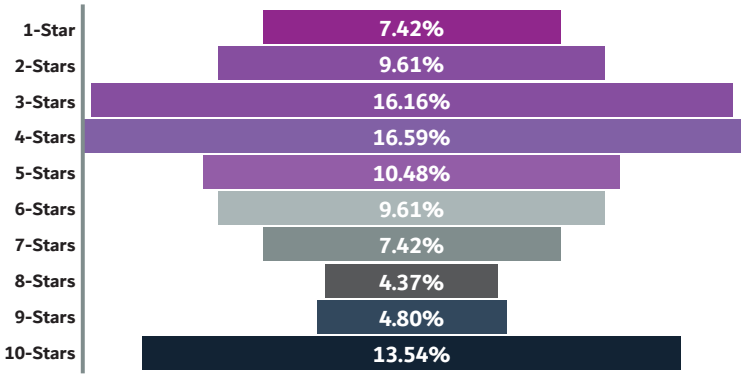
01 What future technology do you think will be the most useful to help make our transportation system more efficient?



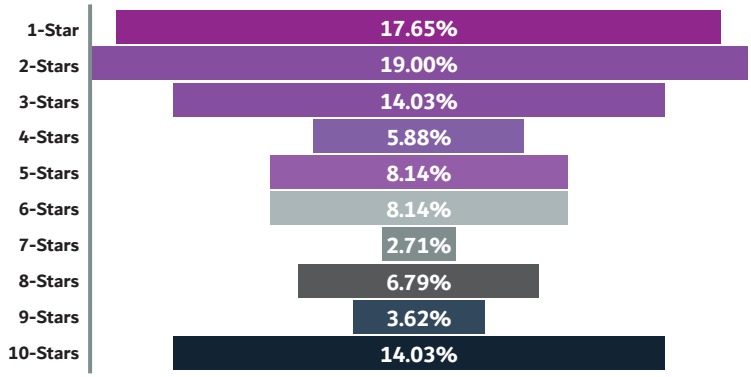
02 Based on your $100 budget, how would you invest in SMART STEP (focusing on first/last mile solutions i.e. pedestrian/ bicycle projects increasing connectivity and enhancing safety)?



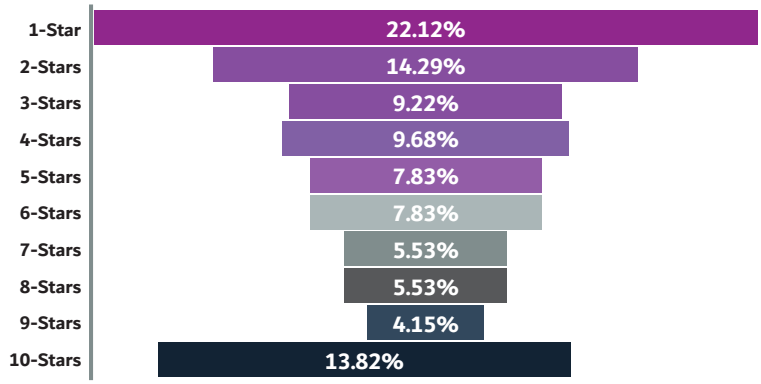
03 Based on your $100 budget, how would you invest in SMART PLUS (focusing on transit)?



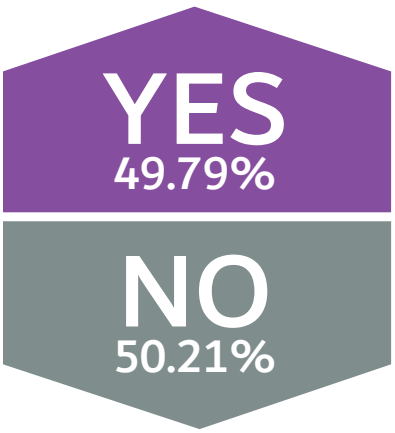
04 Based on your $100 budget, how would you invest in SMART FREIGHT (focusing on safe roads and movement of goods)?



05 Based on your $100 budget, how would you invest in SMART TECH (focusing on innovative transportation technologies)?



06 Did you spend more than $100?



INFORMATION DISSEMINATION

Social Media, Weekly e-Newsletters, and e-Blasts

A comprehensive communications schedule was developed for social media, weekly e-newsletters, and e-blasts that included information regarding upcoming in-person and virtual workshops, publication updates, and survey details for the 2050 LRTP. There were approximately 100 posts published on Miami-Dade TPO's X, Facebook, Instagram, and LinkedIn accounts. A total of 40 e-blasts and e-newsletter articles were produced and disseminated all aligned with the established theme and messaging.

100
POSTS ON SOCIAL MEDIA

40
ANNOUNCEMENTS
E-BLASTS & NEWSLETTERS

14,000
TOTAL REACH

E-Blast Example

Social Media Example

Weekly e-Newsletter Example

Community Workshop Posters

Direct outreach was conducted in-person and by email prior to the 2050 LRTP community workshops to encourage participation. Posters were distributed through key partners including municipalities, transportation agency partners, and the Miami-Dade Public Library System's 50 branches to display information regarding upcoming workshops.

Videos

A total of five videos were produced to keep the public updated regarding milestones throughout the 2050 LRTP development process. The videos were published on Miami-Dade TPO's YouTube channel and posted on social media accounts. In addition, the video explaining the 2050 LRTP development process was showcased during presentations and community outreach workshops.

Scan QR Code to View Logo Unveil Video

Scan QR Code to View Development Process Video

Scan QR Code to View Outreach Recap Video

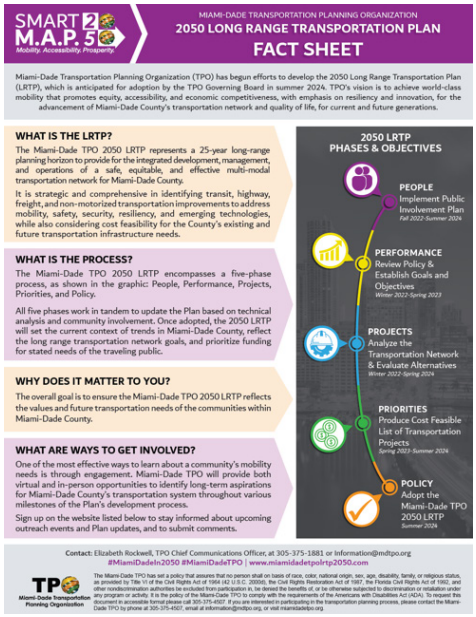
Scan QR Code to View TPO on the Go! Special Video

Scan QR Code to View Workshops Invitation Video

Fact Sheets

Fact sheets were developed at key milestones and translated into Spanish and Créole. They were posted on all social media accounts and disseminated at special events and Community and Pop-Up Workshops.

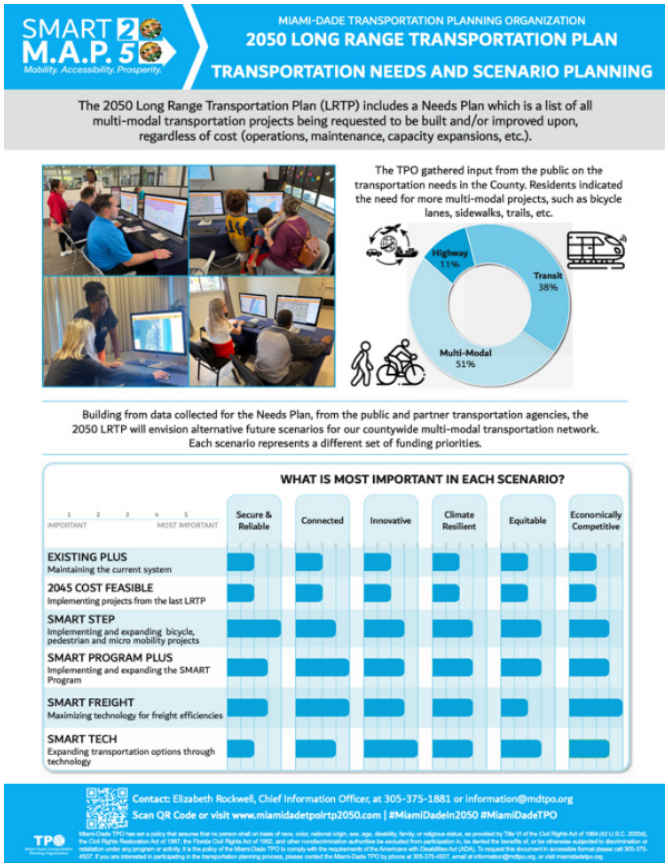
PEOPLE: Introduction to the 2050 LRTP

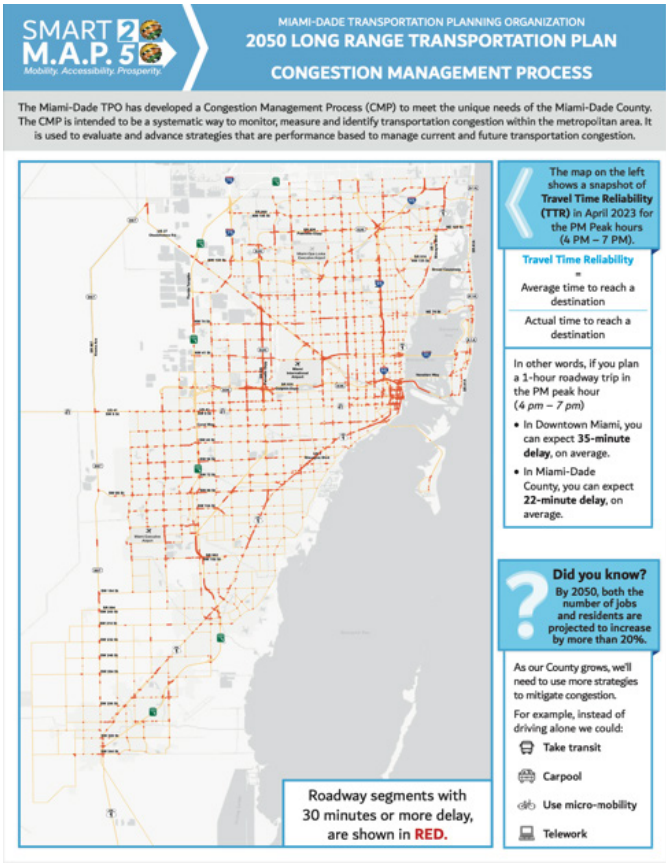


PERFORMANCE: Goals & Objectives Development

Scan the QR Code to view the 2050 LRTP Fact Sheets

PROJECTS: Needs, Scenario Planning & Congestion Management





CHAPTER 2 | PERFORMANCE

Goals, Objectives, Measures and Targets

INTRODUCTION

The Federal government requires Metropolitan Planning Organizations (MPOs) to develop Long Range Transportation Plans (LRTPs) that are consistent with Federal transportation goals and objectives. Additionally, the Florida Department of Transportation (FDOT) goals and objectives for transportation planning set out in the Florida Transportation Plan (FTP), which MPOs must consider when developing their LRTPs.

Developing goals and objectives for the Miami-Dade Transportation Planning Organization's 2050 LRTP ensures that the transportation system meets the needs of the community now and in the future. Goals and objectives provide a clear vision for the transportation system and guide decision-making on investments and policies.

This technical series includes the Performance Phase of the 2050 LRTP, which develops measures and key performance indicators to track progress toward the identified goals and objectives of the SMART M.A.P. 2050.

This section:

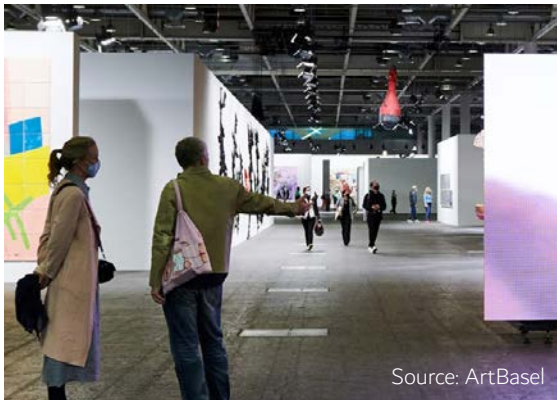
- Identifies past and future key drivers of change affecting Miami-Dade County;
- Provides an overview and fact sheet for the County and each of the seven Transportation Planning Areas (defined on page 10), exploring past, current, and future demographic trends;
- Summarizes and analyzes relevant reports, plans, and studies;
- Reviews regulatory guidance and summarizes Federal performance measure related achievements;
- Identifies 2050 LRTP goals and objectives, based on the data identified above and the LRTP Steering Committee input gathered through a Strengths, Opportunities, Aspirations, and Results (SOAR) Analysis;
- Identifies quantifiable 2050 LRTP Performance Measures and Key and Performance Indicators for tracking transportation system performance as the plan is implemented; and
- Presents 2050 LRTP scenarios for further evaluation, each establishing distinct funding priorities.

MIAMI-DADE COUNTY OVERVIEW

Key drivers of change shaped our community's past and future. Figure 2-1 shows significant Miami-Dade transportation advancements between 1990 and 2050. Though this is not a comprehensive list, the left side shows the transportation advancements shaping our community between 1990 and 2020. The right side looks ahead at what may shape our community between 2020 and 2050.

Looking back: 1990s to 2020s

Between 1990 and 2020 robust population growth in Miami-Dade County created demand for housing and expanded transportation options in the wake of Hurricane Andrew, September 11, the Great Recession, and the COVID-19 pandemic.


Source: ArtBasel

Countywide, employment growth followed population growth. Cultural events such as ArtBasel boosted Miami's economy and global presence. The South Dade Busway opened in 1990 and the Metrorail Orange Line in 2012. The Miami Intermodal Center opened in 2010 and the Dolphin Terminal, Tamiami Terminal, Brightline Central and Aventura Stations, and Golden Glades Intermodal Center all opened between 2020 and 2022.

The 2016 SMART Plan adoption initiated a comprehensive transit expansion plan. Uber and Lyft were legalized in 2016. Rapid Transit Zone expansion was authorized in 2022.

The highway network grew to include South Florida Vanpool services beginning in 1998. The Dolphin Expressway/ SR 836 was extended west to SW 137 Avenue in 2007, I-95 Express lanes opened in 2008, and the PortMiami tunnel provided a direct connection for freight to PortMiami from I-395 in 2014.

Moving ahead: 2020s to 2050s

The collective decisions shaping the priorities and projects in the LRTP will guide the transformation of all modes between 2020 to 2050.

The expected completion of the Underline in 2026 and Ludlam Trail in 2027 will provide miles of new linear parks underneath the Metrorail and along an underutilized former rail corridor.

Transit service expands as The Brightline began service to Orlando in 2023, the South Dade Transitway opens in 2024, and The Tri-Rail begins service to downtown Miami in 2024.

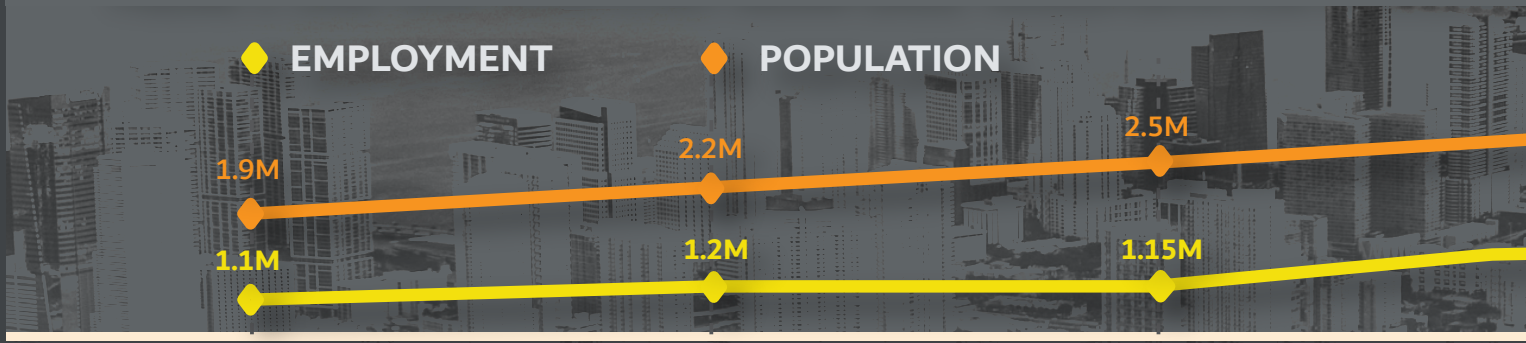

Source: Brightline

The highway and freight network will be upgraded through the construction of PortMiami shore power service in 2024, the I-395 Signature Bridge opening in 2027, and The Golden Glades Interchange enhancements opening 2030.

Transportation technology will continue to evolve our mobility options in the areas of autonomous vehicles, advanced urban air mobility, and high speed rail connections.


TOYOTA
Swagger Wagon.
BROWARD TO DOWNTOWN MIAMI.
EXPRESS BUSES.
95EXPRESS.com

Figure 2-1: 1990-2050 SIGNIFICANT MIAMI-DADE TRANSPORTATION ADVANCEMENTS



Major Societal Events

Bicycle/ Pedestrian/ Micromobility

E-Mass SMART Transportation

Land Use/Policy

Emerging Technology

Highway/ Freight

1992
Hurricane Andrew hits

1997
South Miami-Dade Busway Opens

1999
Downtown Kendall Urban Center Master Plan Adopted

1998
Creation of the South Florida Vanpool Program (SFVP)

2001
9/11

2002
Art Basel Begins

2002
People's Transportation Plan Passes

2008
Great Recession

2006
Creation of the Bus on Shoulders Program

2010
Miami Intermodal Center Opens

2005
Dadeland Centre opens at Dadeland South Metrorail Station

2007
SR 836 Extension to SW 137 Avenue Opens

2008
I-95 Express Lanes Open

2019
COVID-19

2020
Opening of the Dolphin Ter

2012
Orange Line Opens

2016
Strategic Miami Area Rapid (SMART) Plan Adopted

2016
Uber/Lyft Ordinance Passe

2014
PortMiami Tunnel Opens

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

1990 2000 2010

minal

Transit

d

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

2029
Beach Corridor Service Anticipated

2022
MiLine Miami Transit Oriented Development Opens at Ludlam Trail

2022
Rapid Transit Zones Expanded

2023
PortMiami Shore Power Service Anticipated

2027
I-395 Signature Bridge Completion Anticipated

2015-2035
Electric/Alternative Fuel Vehicle and Autonomous Vehicle Innovations

2030
Golden Glades Interchange Improvements Completion Anticipated

2030-2040
Advance Air Mobility Innovations

2040-2050
High Speed Train Innovations

2020 2030 2040 2050

The Miami Dade TPO defines seven geographic sections identified as Transportation Planning Areas (TPAs). Each TPA is distinguished by its own characteristics, growth rates, needs and transportation challenges. Some municipalities fall within multiple TPAs, including areas within unincorporated Miami-Dade County.

The TPA fact sheets in the following pages have a boundary map, statistics, and a fun fact about what makes each TPA unique. To get a snapshot of the TPA, a community overview is provided as well as a summary of its current and planned premium transit services, dominant/major land uses, and major industries.

Understanding population, employment, and socioeconomic trends establishes the foundation for future growth and transportation improvements. All populations deserve an equiTable 2-distribution of projects, as well as multimodal access and connection to the SMART Program and future SMART Plan expansions. The TPO conducted community workshops in each TPA, featured in subsequent pages, in order to hear transportation priorities and obtain input on the needs of each community.

A key feature of each fact sheet is the population and employment chart, which shows their trends over time. Each TPA has its own story. For example, the Central Business District TPA shows a strong history as an employment center which is transitioning over time to a population center. The population numbers shown include both working and non-working populations, and roll up into the Countywide total.

The TPA Fact Sheet also includes key sociodemographic data that will affect the community's transportation needs. Included is data on age, race, ethnicity, income, education, and commute. The age, race, and ethnicity data provides the socioeconomic data of the population as a whole, while the income, education, and commute data provides specific information focused on the economic status, achievements, and quality of life for residents of the TPA.

There are trends that can be read from the data:

- Employment: The Central TPA currently has the greatest share of 2020 employment at 19.8%. However, the Northwest and Central TPAs are projected to have the highest 2050 employment at 18% and 18.1%, respectively.
- Age Distribution: The Beach TPA has the highest 2020 average age of 45. The West TPA has the largest 18-65 population at 64% people.
- 2020 Median Household Income in Miami-Dade County was $60,938. The Beach, Central, South, and West TPAs have Median Household Incomes higher than the Miami-Dade County median. The North, Northwest, and CBD TPAs have numbers lower than the Miami-Dade median.
- The countywide percentage of Zero Car Households is 10%. The Beach, Central, and CBD TPA's have between 6% to 7% Zero Car Households. The Northwest and West TPA's have the most Zero Car Households at 14%. This is important because Zero Car Households tend to depend more on transit.

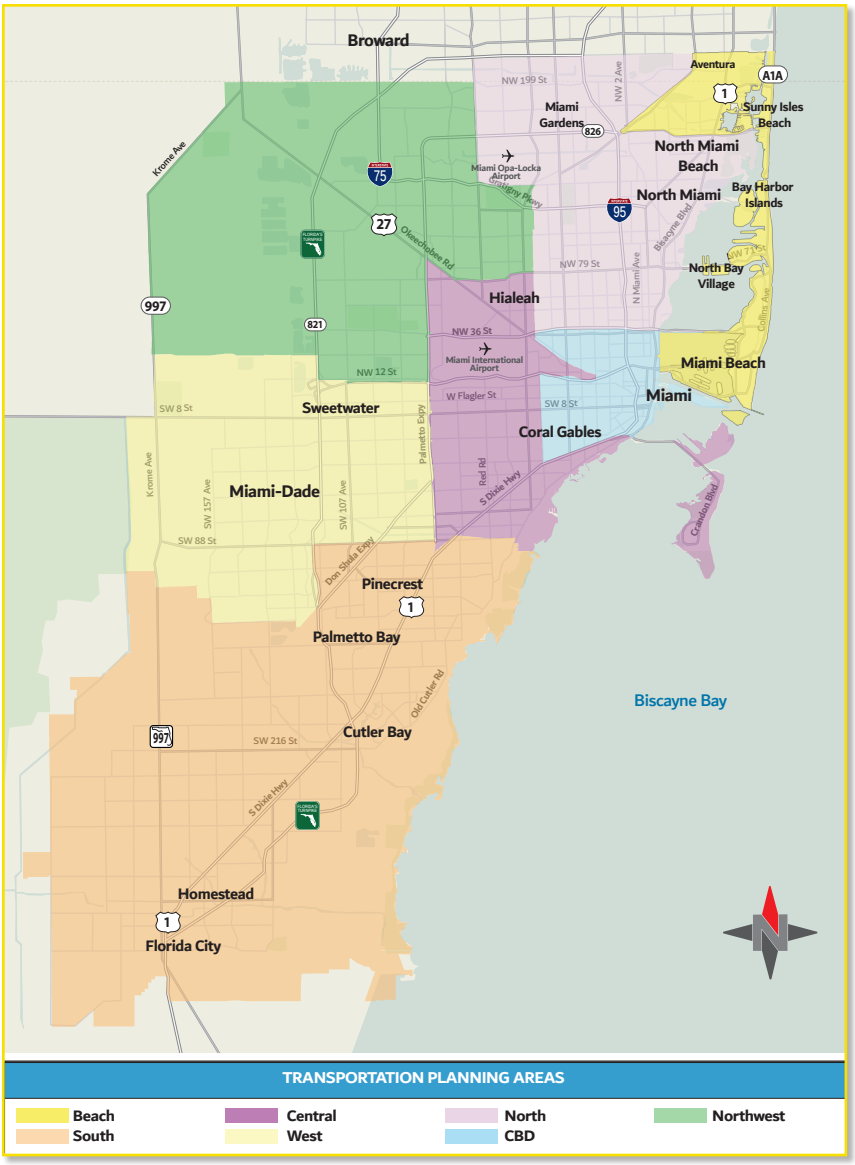
Lane Mile and Roadway Mile data is from the Miami-Dade County Open Data Hub. Lane miles are used to measure the total length and lane count of a given highway or road. Roadway Miles are the miles of a single roadway, regardless of the number of lanes..

The Zero Car Household data shown in the profiles is census data collected on the number of households that do not have a car.

TPO
Miami-Dade Transportation Planning Organization

Countywide Overview

SMART 2 5
M.A.P.
Mobility. Accessibility. Prosperity.



641.46 SQUARE MILES

FUN FACT

Miami has the largest concentration of international banks in the U.S. Miami is home to more than 60 multinational banks and numerous private equity and hedge fund organizations. It is also the largest financial center outside of New York City (Ocean Drive Magazine 2022).

Premium Transit

SMART Program
- Beach Corridor
- East-West Corridor
- North Corridor
- Northeast
- South Dade Transitway
- Nine Bus Express Rapid Transit Routes

Metrorail – 25 Miles
Metromover – 4.4 miles
Brightline – 180 miles to Orlando
Tri-Rail – 72 miles to West Palm Beach

Land Use Overview

Parks-Conservation-Recreational Spaces
Residential
Undeveloped (Vacant Land)
Right-of-Way
Agriculture
Ports

Major Industries*

Health Care
Social Services
Retail
Professional, Scientific, and Technical Services
Accommodation and Food Services

*Miami-Dade Beacon Council

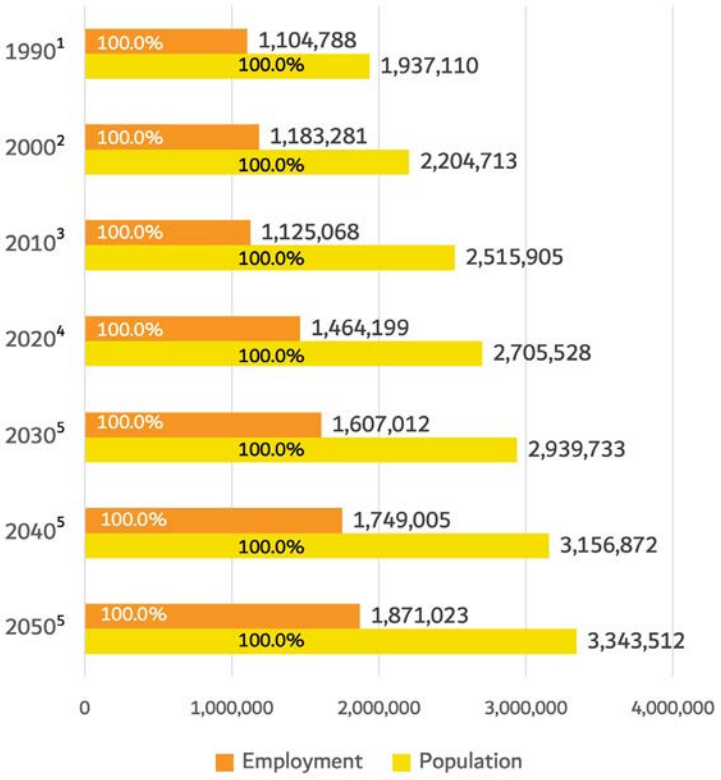
Countywide Overview

Miami-Dade County encompasses over 2,000 square miles of land. Of the 641.46 square miles within TPA's there are over 500 square miles of urban development, bounded between two national treasures, Biscayne National Park and Everglades National Park (Miami-Dade County Land Use Element).

There are 34 incorporated municipalities, towns and villages, as well as unincorporated neighborhoods and communities.

In 2016, the Miami-Dade Transportation Planning Organization (TPO) Governing Board directed the prioritization and advancement of the Miami-Dade Strategic Miami Area Rapid Transit (SMART) Plan as the top priority of the County and Southeast Florida region. The SMART Plan has recently transitioned to the program and implementation phases.

Countywide Population and Employment Data



COUNTYWIDE FACT SHEET

AGE[4]

Average Age	40.67
Under 18	552,057 (20.40%)
18 to 65	1,713,268 (63.33%)
Over 65	440,203 (16.27%)

RACE[4]

White	1,783,928 (65.94%)
Black/African American	457,814 (16.92%)
Native American	5,273 (0.19%)
Asian	43,192 (1.60%)
Other	415,321 (15.35%)

ETHNICITY[4]

Hispanic/Latino	1,843,676 (68.14%)
Non-Hispanic/Latino	861,852 (31.86%)

INCOME[4]

2020 Median Household Income	$60,938

EDUCATION[4]

No High School Diploma	381,899 (17.73%)
High School Diploma	580,492 (26.96%)
Associates/ Some College[5]	576,900 (26.79%)
Bachelor's Degree	393,167 (18.26%)
Masters or PhD or Professional Degree	221,013 (10.26%)

COMMUTE

Average Commute Time[4]	29.6 minutes
Lane Miles[6]	19,362 miles
Roadway Miles[6]	9,375 miles
Zero Car Households[4]	90,752 (10.06%)

[1]MUATS Model
[2]SERPM 6
[3]SERPM 7
[4]2020 US Census
[5]TPO Socioeconomic Data, 2023
[6]Miami-Dade County Street Maintenance GIS Layer

SMART 2 5
M.A.P.
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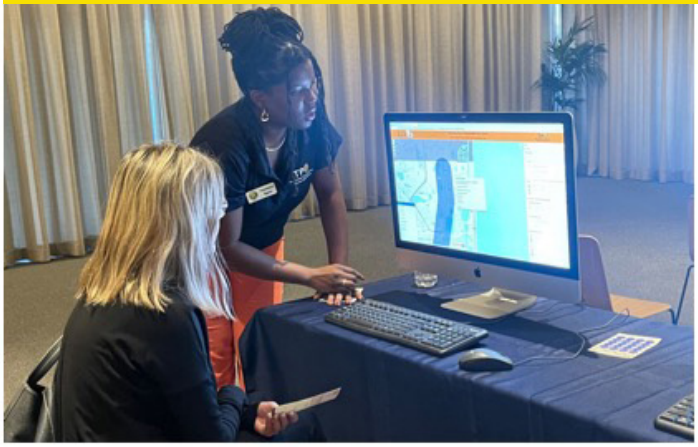
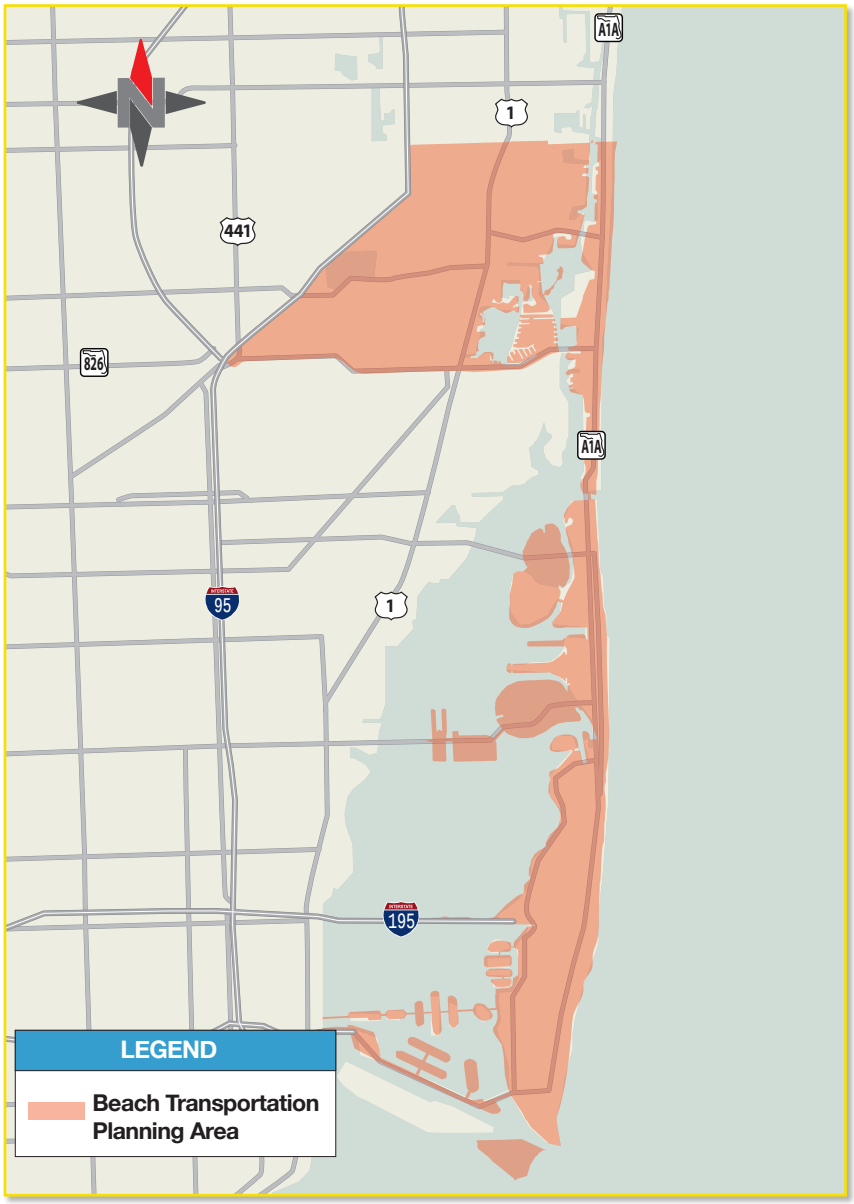
LRTP Needs and Scenario Planning Workshop: Beach TPA





42.76 SQUARE MILES

FUN FACT

Every December since 2002, Miami Beach has hosted Art Basel. In 2022, over 76,000 people came to enjoy the multi-gallery and multi-offshoot event.

Premium Transit
SMART Program
- Beach Corridor
- BERT North
- BERT Central
- BERT South

Major Land Uses
Residential
Parks-Conservation-Recreational Spaces
Commercial
Institutional (Public and Private)
Undeveloped (Vacant Land)

Major Industries
Tourism
Hospitality
Entertainment

Municipalities
Golden Beach
Aventura
Sunny Isles Beach
Surfside
North Miami Beach
Bal Harbour Village
Bay Harbor Islands
North Bay Village
Indian Creek Village
Miami Beach

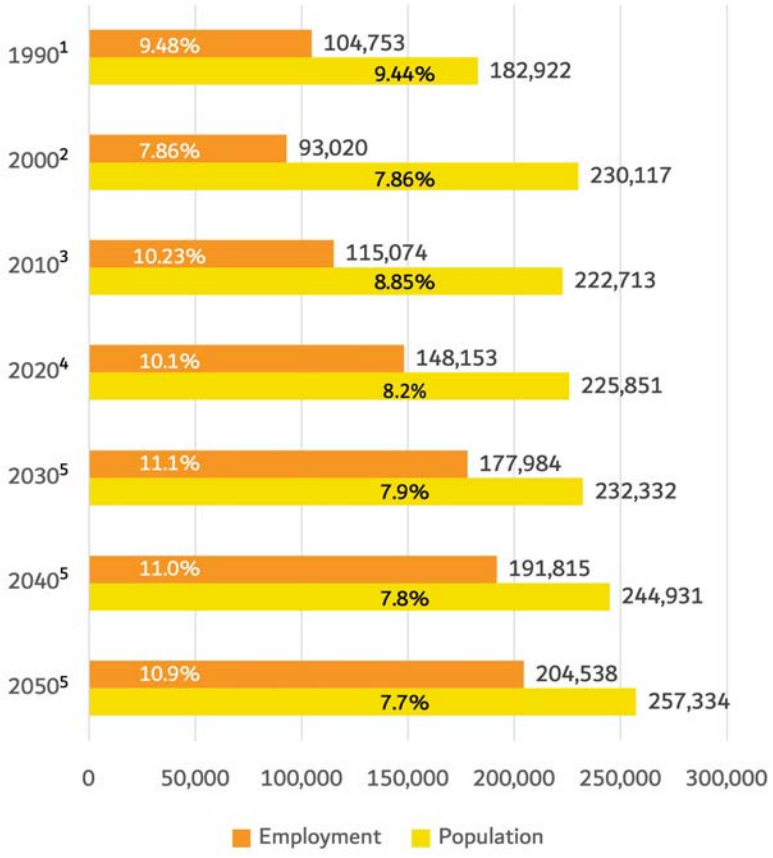
The Beach TPA Overview

With the Atlantic Ocean, historic Art Deco architecture, and a vibrant tourist economy, it is no coincidence that the Beach TPA is one of the top economic engines of Miami-Dade County. Tourists and locals flock to its hotels, restaurants, and entertainment destinations. Mount Sinai Medical Center, a major hospital and clinic help diversify the Beach TPA's economy.

The SMART Program Beach Corridor project along the MacArthur Causeway connecting Miami Beach to Downtown Miami is being planned to support connectivity to the planning area.

High rise ocean front residential and hotel complexes, single family neighborhoods, and small neighborhood commercial areas make up the land uses of Beach TPA.

Population and Employment Data



BEACH TPA FACT SHEET

AGE[4]

Average age	45.19
Under 18	40,553 (17.96%)
18 to 65	141,285 (62.55%)
Over 65	44,013 (19.49%)

RACE[4]

White	162,667 (72.02%)
Black/African American	19,687 (8.72%)
Native American	589 (0.26%)
Asian	4,576 (2.03%)
Other	38,332 (16.97%)

ETHNICITY[4]

Hispanic/Latino	113,666 (50.33%)
Non-Hispanic/Latino	112,185 (49.67%)

INCOME[4]

2020 Median Household Income	$63,993

EDUCATION[4]

No High School Diploma	17,026 (9.19%)
High School Diploma	35,223 (19.01%)
Associates/ Some College[5]	52,873 (28.53%)
Bachelor's Degree	46,402 (25.04%)
Masters or PhD or Professional Degree	33,774 (18.23%)

COMMUTE

Average Commute Time[4]	30.08 miles
Lane Miles[6]	893
Roadway Miles[6]	427
Zero Car Households[4]	6,450 (6.39%)

[1]MUATS Model
[2]SERPM 6
[3]SERPM 7
[4]2020 US Census
[5]TPO Socioeconomic Data, 2023
[6]Miami-Dade County Street Maintenance GIS Layer

TPO
Miami-Dade Transportation Planning Organization

Central Transportation Planning Area

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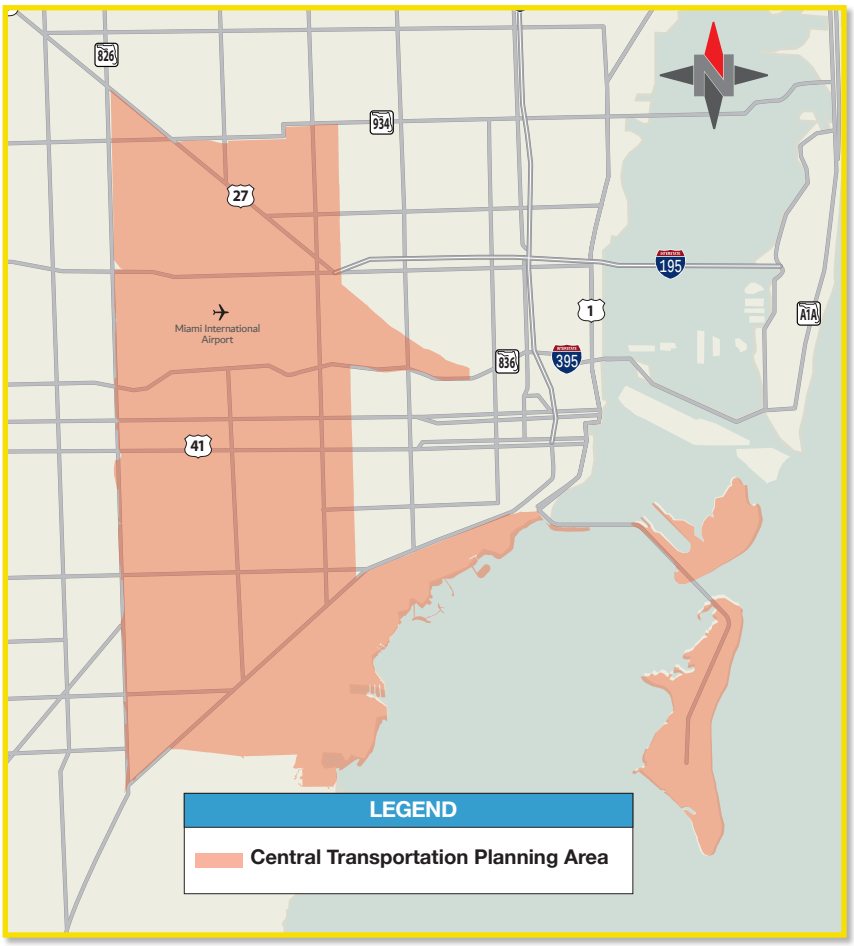
LRTP Needs and Scenario Planning Workshop: Central TPA



47.53 SQUARE MILES

FUN FACT

Established in 1925 during the region's real estate boom, the University of Miami has over 19,000 students. The University is now made up of 12 schools and colleges serving undergraduate and graduate students in nearly 350 majors and programs.

Premium Transit

SMART Program
- East-West Corridor

Miami Intermodal Center

Metrorail

Major Land Uses

Residential

Ports

Parks-Conservation-Recreational Spaces

Commercial

Industrial

Major Industries

Airport Related Industry

Education

Blue Lagoon area businesses

Municipalities

Miami Springs
Virginia Gardens
Miami
Hialeah
West Miami
Coral Gables
South Miami
Key Biscayne
Unincorporated

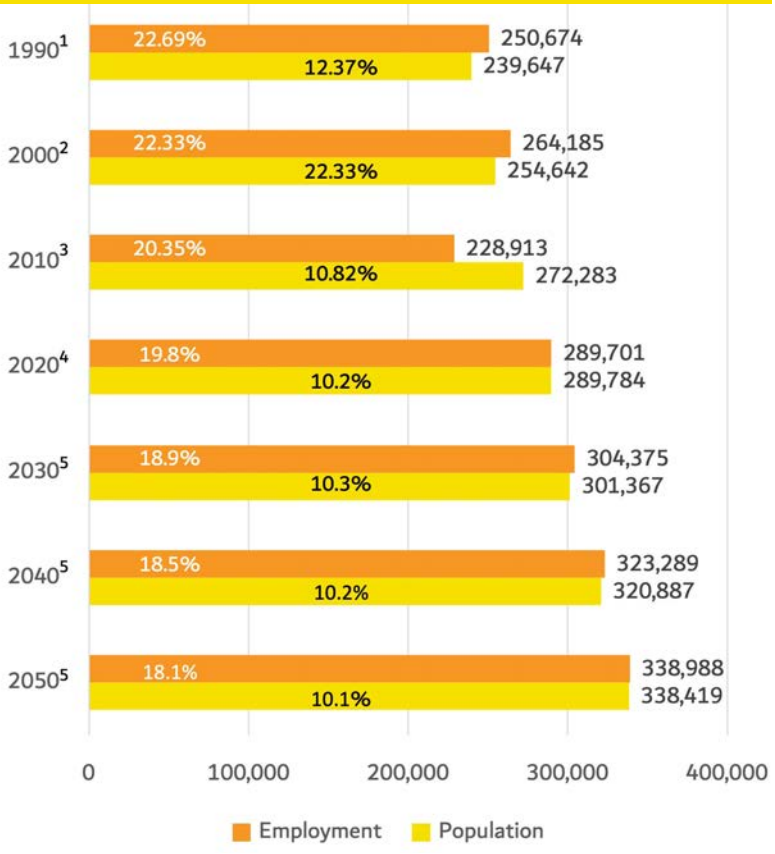
The Central TPA Overview

Located in the heart of Miami-Dade County, The Central TPA connects Miami International Airport (MIA) to the established residential communities of Miami Springs, Coral Gables, and South Miami. MIA is the number one ranked international passenger and freight airport in the country (Airport's Council International). Additionally, the Blue Lagoon office complex, south of MIA, is also the home of many of the region's largest businesses. The University of Miami is located further south in the Central TPA, and rankes at #55 in the nations US News and World Report (2023).

The SMART Program's East-West Corridor along the SR 836/ Dolphin Expressway is located to the south of MIA.

The Central TPA is comprised mainly of single family residences with multi-family high rise complexes being constructed along the Metrorail line. Neighborhood retail and restaurants are located along its transportation corridors and town centers.

Population and Employment Data



CENTRAL TPA FACT SHEET

AGE[4]

Average age	39.98
Under 18	50,616 (17.47%)
18 to 65	180,061 (62.13%)
Over 65	59,107 (20.40%)

RACE[4]

White	226,299 (78.09%)
Black/African American	11,806 (4.07%)
Native American	86 (0.03%)
Asian	4,835 (1.67%)
Other	46,758 (16.14%)

ETHNICITY[4]

Hispanic/Latino	228,347 (78.8%)
Non-Hispanic/Latino	61,437 (21.20%)

INCOME[4]

2020 Median Household Income	$70,261

EDUCATION[4]

No High School Diploma	39,439 (16.49%)
High School Diploma	56,961 (23.82%)
Associates/ Some College[5]	56,986 (23.83%)
Bachelor's Degree	50,879 (21.27%)
Masters or PhD or Professional Degree	34,903 (14.59%)

COMMUTE

Average Commute Time[4]	31.64 minutes
Lane Miles[6]	2,136 miles
Roadway Miles[6]	498 miles
Zero Car Households[4]	7,216 (6.88 %)

[1]MUATS Model
[2]SERPM 6
[3]SERPM 7
[4]2020 US Census
[5]TPO Socioeconomic Data, 2023
[6]Miami-Dade County Street Maintenance GIS Layer

SMART 2 5 M.A.P.
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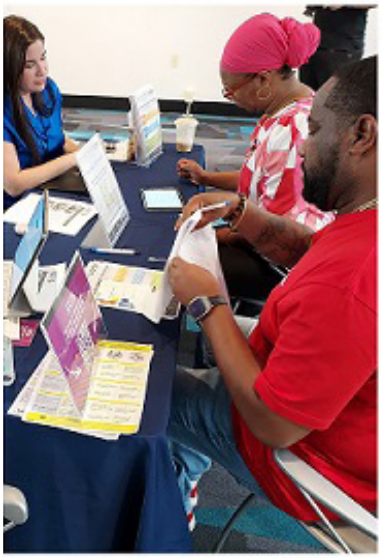
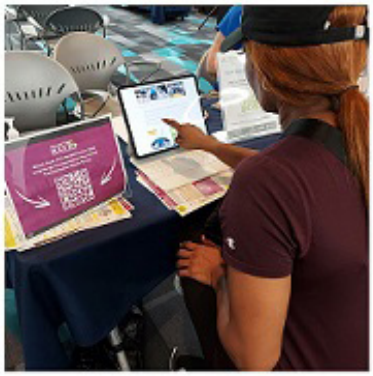
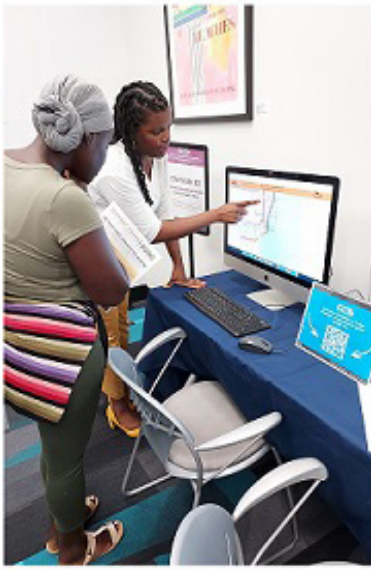
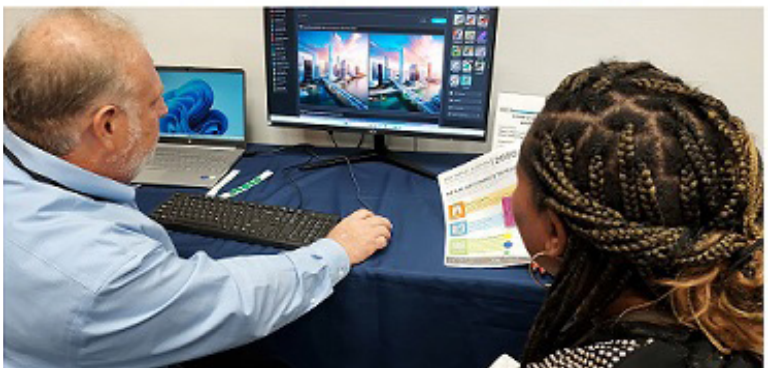
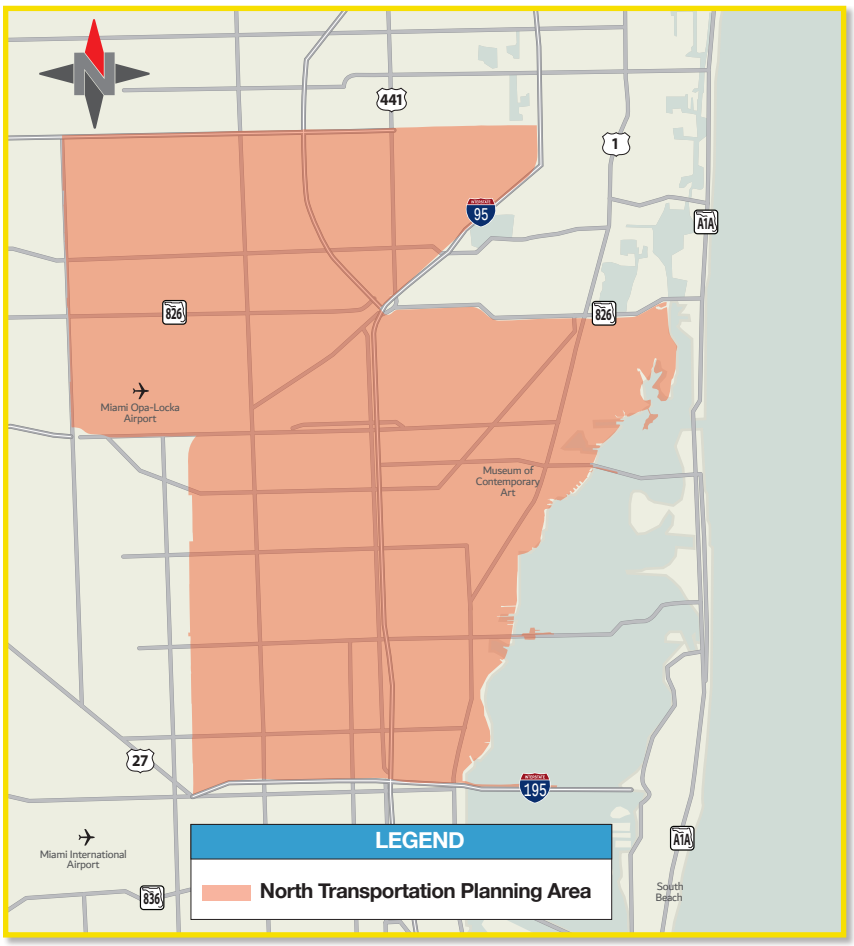
LRTP Needs and Scenario Planning Workshop: North TPA





74.61 SQUARE MILES

FUN FACT

Opa-Locka is one of the most unique cities in America. Founded by internationally known aviator Glenn Curtiss in 1926, it has one of the largest, if not the largest collection of Moorish Revival architecture in America, and includes 20 buildings that are listed on the National Register. (Greater Miami Convention and Visitors Bureau)

Premium Transit

SMART Program
- North Corridor

Miami-Opa locka Executive Airport

Metrorail

Major Land Uses

Residential

Institutional (Public and Private)

Industrial

Ports

Commercial

Parks-Conservation-Recreational Spaces

Major Industries

Golden Glades Multimodal Transit Facility

BERT Express North

Tri-Rail Corridor

Airport Related Industry

Education

Hard Rock Stadium

Municipalities

Miami Gardens

North Miami Beach

Opa-Locka

North Miami

Biscayne Park

Miami Shores Village

El Portal

Miami

Unincorporated

The North TPA Overview

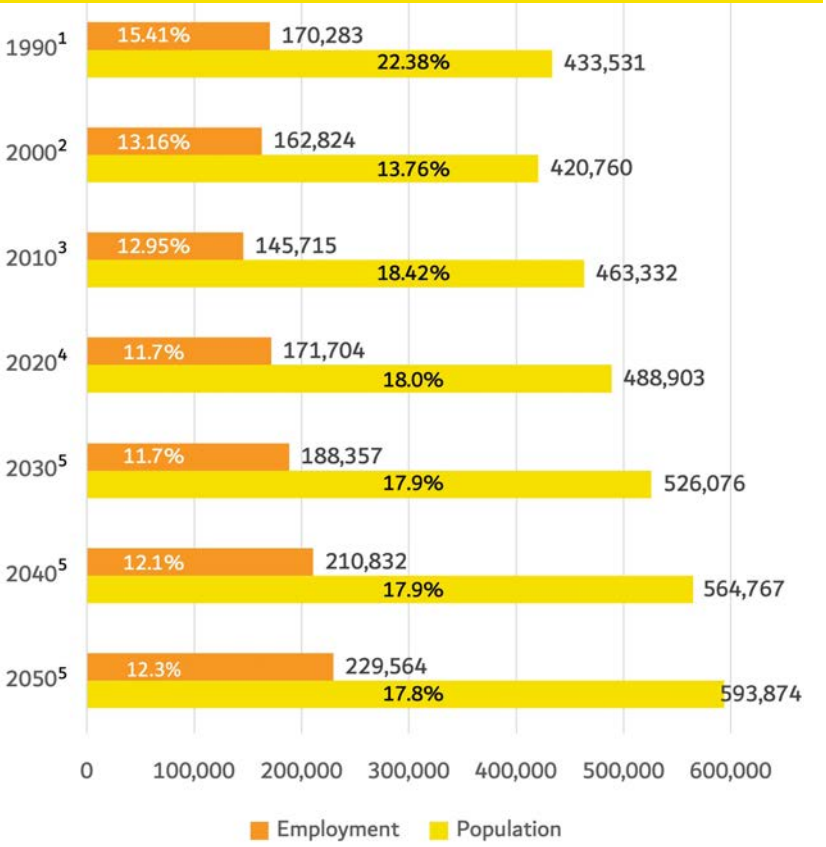
The North TPA runs from I-195 to the County line, and from Biscayne Bay to NW 57 Avenue, and contains the established residential communities adjacent to Biscayne Bay. It is also home to the historic City of Opa-locka, and the City of Miami Gardens, the largest predominantly African-American municipality in the State of Florida.

Miami-Opa Locka Executive Airport and Hard Rock Stadium are the economic engines of the North TPA.

The SMART Program North Corridor runs along NW 27 Avenue within the North TPA, to the west of I-95. Amtrak and Tri-Rail operate in the center of the North TPA, with Brightline offering service along its eastern coast in the vicinity of US1.

The North TPA is comprised mainly of single-family residences, with multi-family high rise complexes along Biscayne Bay. Neighborhood retail and restaurants are located along US-1, NW 7 Avenue, and NW 27 Avenue.

Population and Employment Data



NORTH TPA FACT SHEET

AGE[4]

Average age	39.97
Under 18	115,171 (23.56%)
18 to 65	303,278 (62.03%)
Over 65	70,454 (14.41%)

RACE[4]

White	142,670 (29.18%)
Black/African American	292,768 (59.89%)
Native American	549 (0.11%)
Asian	4,620 (0.94%)
Other	48,296 (9.88%)

ETHNICITY[4]

Hispanic/Latino	161,768 (33.09%)
Non-Hispanic/Latino	327,135 (66.91%)

INCOME[4]

2020 Median Household Income	$44,786

EDUCATION[4]

No High School Diploma	78,752 (21.07%)
High School Diploma	126,398 (33.82%)
Associates/ Some College[5]	103,858 (27.79%)
Bachelor's Degree	43,195 (11.56%)
Masters or PhD or Professional Degree	21,529 (5.76%)

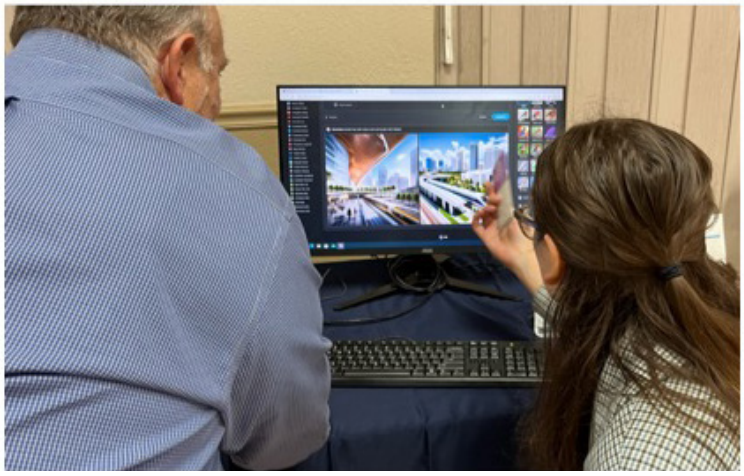
COMMUTE

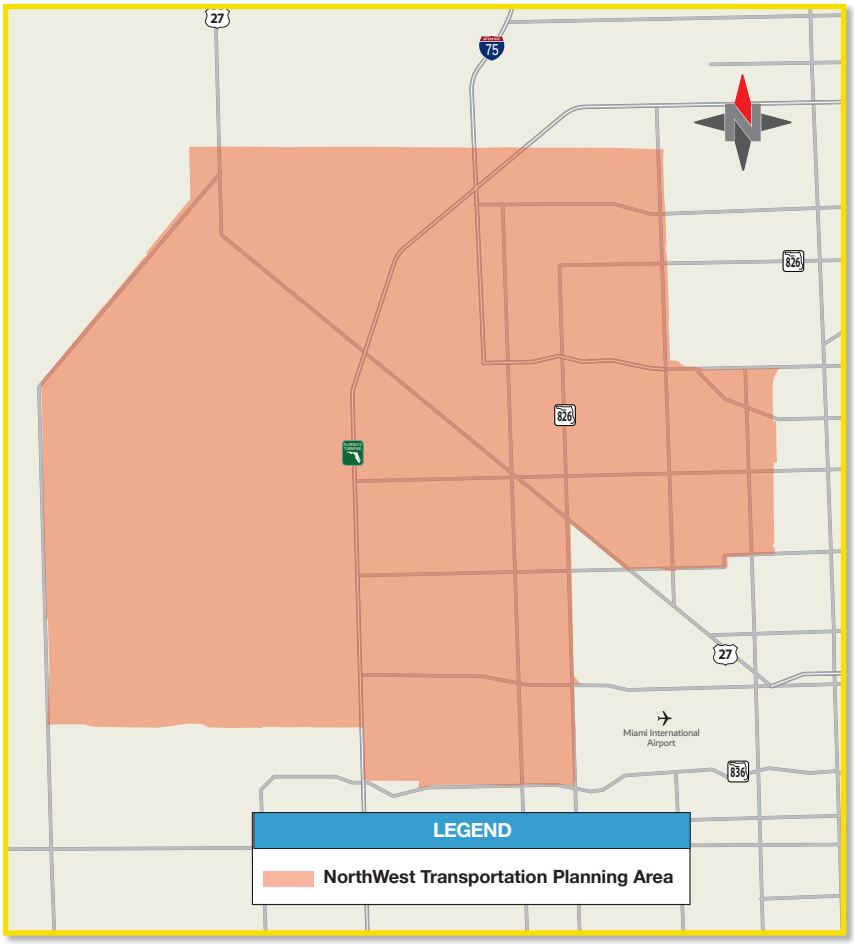
Average Commute Time[4]	26.77 minutes
Lane Miles[6]	3,221 miles
Roadway Miles[6]	1,025 miles
Zero Car Households[4]	14,074 (9.27%)

[1]MUATS Model
[2]SERPM 6
[3]SERPM 7
[4]2020 US Census
[5]TPO Socioeconomic Data, 2023
[6]Miami-Dade County Street Maintenance GIS Layer

SMART 2 5 M.A.P.
Mobility. Accessibility. Prosperity.

LRTP Needs and Scenario Planning Workshop: Northwest TPA





129.86 SQUARE MILES

FUN FACT

Philadelphia horseman Joseph E. Widener hired architect Lester W. Geisler to design the Renaissance Revival Hialeah Racetrack facilities along with landscaped gardens and an infield lake stocked with flamingos. Opened in 1932, the park became so famous for its flamingo flocks that it has been officially designated a sanctuary for the American Flamingo by the Audubon Society. (Hialeah Park Casino).

Premium Transit

SMART Program
- East-West Corridor
- Florida's Turnpike Express
- Northwest Miami-Dade Express

Dolphin Terminal

Metrorail

Major Land Uses

Undeveloped (Vacant Land)

Industrial

Residential

Parks-Conservation-Recreational Spaces

Ports

Major Industries

Industrial Parks

Retail

Tourism

Municipalities

Miami Lakes

Hialeah Gardens

Hialeah

Medley

Doral

Sweetwater

UMSA

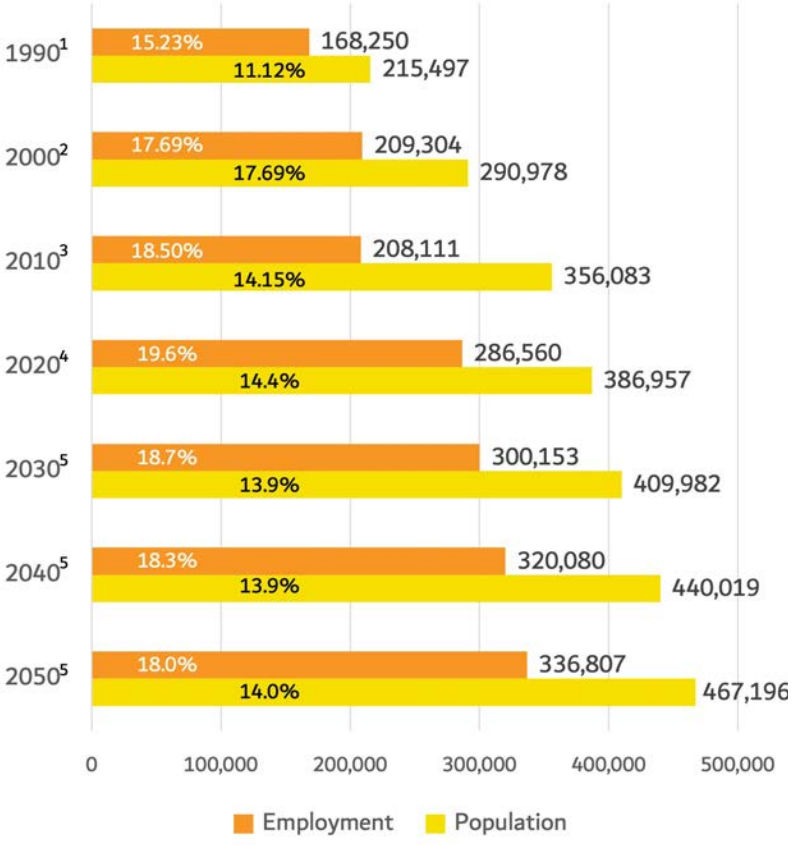
Northwest TPA Overview

The Northwest TPA hugs the NW corner of Miami-Dade County, from SR 836/Dolphin Expressway to Broward County. It contains the bustling new communities of Doral and Miami Lakes.

The TPA's economy is driven by industry, and retail. The fast growing City of Doral is known for its world-class golf courses, luxury resorts, and shopping destinations. The Town of Medley occupies eight square miles and is primarily industrial. The large retail shopping complexes of Dolphin Mall and Miami International Mall are located in the southern section of this TPA, providing jobs and attracting tourists.

The SMART Program East-West Corridor runs along the southern border of the Northwest TPA, and will serve the new Dolphin Terminal along Florida's Turnpike.

Population and Employment Data



NORTHWEST TPA FACT SHEET

AGE[4]

Average age	40.50
Under 18	75,677 (19.56%)
18 to 65	247,950 (64.07%)
Over 65	63,330 (16.37%)

RACE[4]

White	302,996 (78.30%)
Black/African American	10,795 (2.79%)
Native American	198 (0.05%)
Asian	4,367 (1.13%)
Other	68,601 (17.73%)

ETHNICITY[4]

Hispanic/Latino	352,779 (91.17%)
Non-Hispanic/Latino	34,178 (8.83%)

INCOME[4]

2020 Median Household Income	$55,010

EDUCATION[4]

No High School Diploma	63,053 (20.26%)
High School Diploma	89,822 (28.86%)
Associates/ Some College[5]	82,183 (26.40%)
Bachelor's Degree	50,111 (16.10%)
Masters or PhD or Professional Degree	26,111 (8.39%)

COMMUTE

Average Commute Time[4]	31.82 minutes
Lane Miles[6]	2,510 miles
Roadway Miles[6]	1,199 miles
Zero Car Households[4]	17,296 (14.54 %)

[1]MUATS Model
[2]SERPM 6
[3]SERPM 7
[4]2020 US Census
[5]TPO Socioeconomic Data, 2023
[6]Miami-Dade County Street Maintenance GIS Layer

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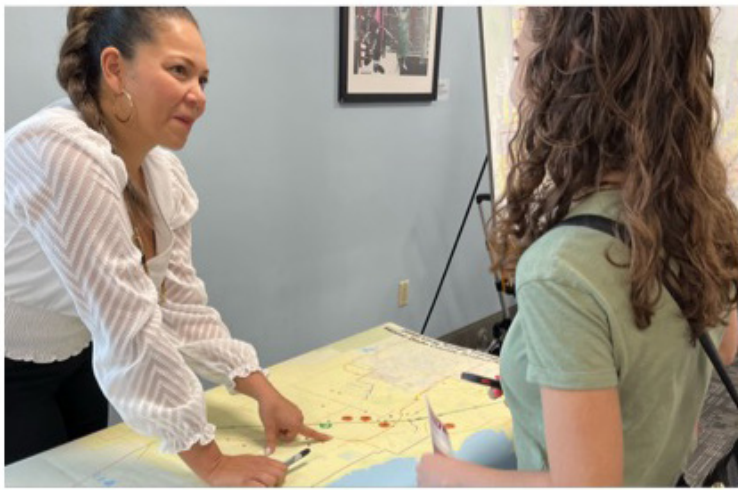
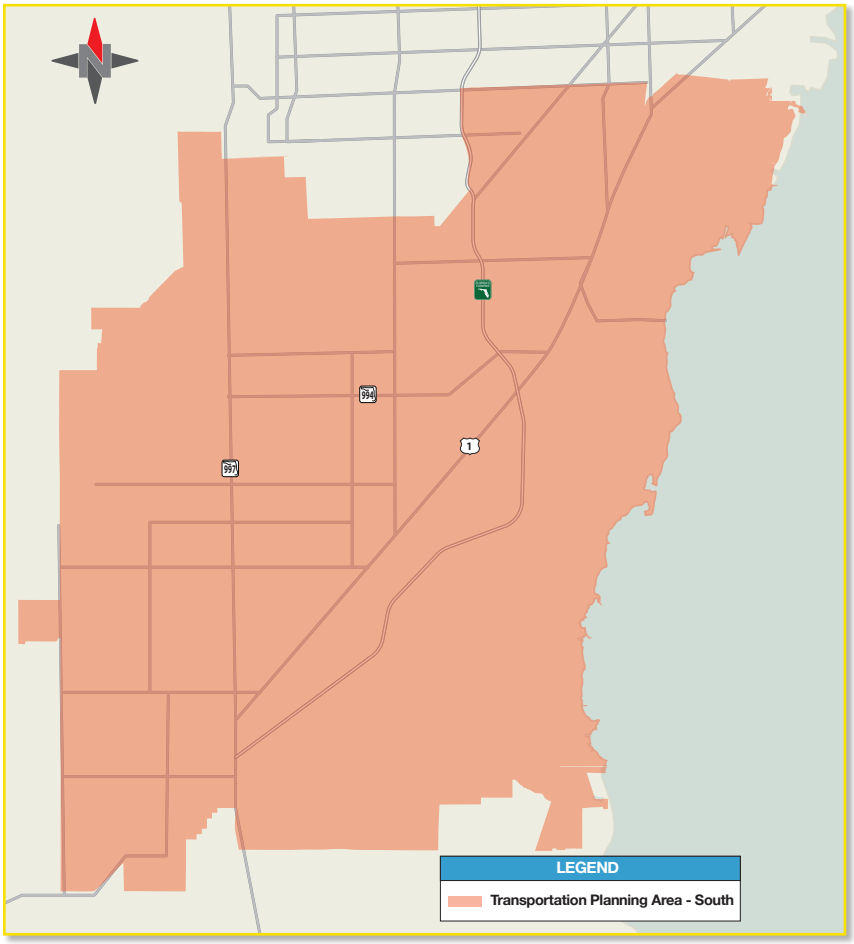
LRTP Needs and Scenario Planning Workshop: South TPA





233.3
SQUARE MILES

FUN FACT

The Homestead-Miami Speedway is a familiar part of the NASCAR racing calendar, having held the season finale for many years. It owes its existence to a natural disaster; building the circuit was a key part of plans to help the city of Homestead rebound after the devastation caused by Hurricane Andrew in 1992. Organized by Miami motorsports promoter Ralph Sánchez, it opened its doors in November 1995.

Premium Transit
SMART Program
- South Dade Transitway
- South Miami-Dade Express
- Southwest Miami-Dade Express

Metrorail

Major Land Uses
Parks-Conservation-Recreational Spaces

Agriculture

Undeveloped (Vacant Land)

Residential

Ports

Major Industries
Agriculture

Tourism

Military

Education

Retail

Municipalities
Pinecrest

Palmetto Bay

Cutler Bay

Homestead

Florida City

Unincorporated

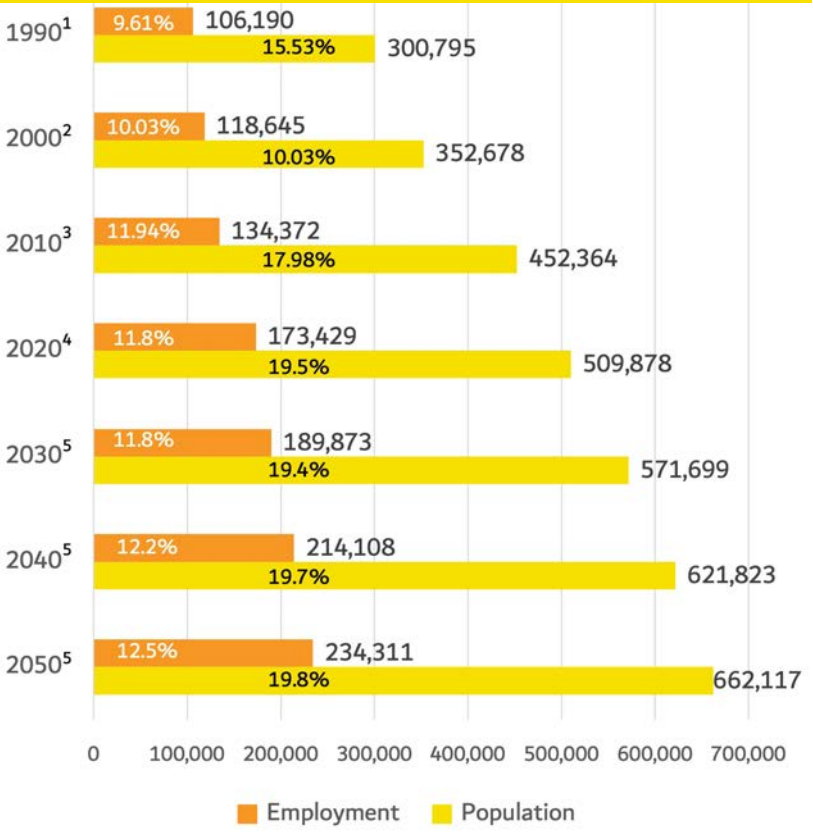
The South TPA Overview

The South TPA covers the southern portion of Miami- Dade County, from south of SW 88 Street/Kendall Drive to the Florida Keys. It contains the historic communities of Homestead and Florida City, as well as the newer communities of Cutler Bay, Palmetto Bay, and Pinecrest.

This TPA's economy has been historically driven by agriculture, and has been known as America's winter vegeTable 2-garden. This TPA supports tourism with its location next to the Florida Keys, Biscayne National Park, as well as Everglades National Park and Homestead Motor Speedway

The SMART Program's South Dade Transitway Corridor is anticipated to commence service in 2024, connecting to Metrorail at the Dadeland South station. Other SMART Program premium transit plans such as the South Miami- Dade Express, and Southwest Miami-Dade Express Bus Express Rapid Transit Routes are planned to connect the community with destination to the north.

Population and Employment Data



SOUTH TPA FACT SHEET

AGE[4]

Average Age	39.35
Under 18	131,873 (25.86%)
18 to 65	312,257 (61.25%)
Over 65	65,748 (12.89%)

RACE[4]

White	337,180 (66.14%)
Black/African American	84,520 (16.58%)
Native American	2,027 (.40%)
Asian	10,334 (2.01%)
Other	75,817 (14.87%)

ETHNICITY[4]

Hispanic/Latino	321,375 (63.03%)
Non-Hispanic/Latino	188,503 (36.97%)

INCOME[4]

2020 Median Household Income	$74,507

EDUCATION[4]

No High School Diploma	62,593 (16.56%)
High School Diploma	101,538 (26.86%)
Associates/ Some College[5]	109,706 (29.02%)
Bachelor's Degree	68,524 (18.13%)
Masters or PhD or Professional Degree	35,644 (9.43%)

COMMUTE

Average Commute Time[4]	30.64 minutes
Lane Miles[6]	5,528 miles
Roadway Miles[6]	1,471 miles
Zero Car Households[4]	15,332 (10.49%)

[1]MUATS Model
[2]SERPM 6
[3]SERPM 7
[4]2020 US Census
[5]TPO Socioeconomic Data, 2023
[6]Miami-Dade County Street Maintenance GIS Layer

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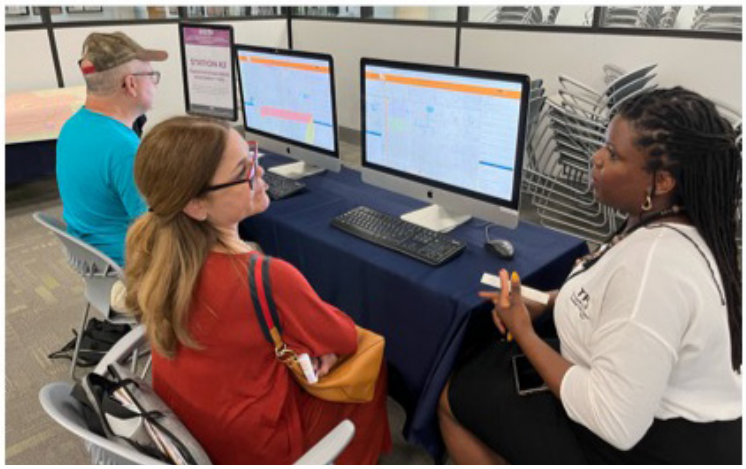
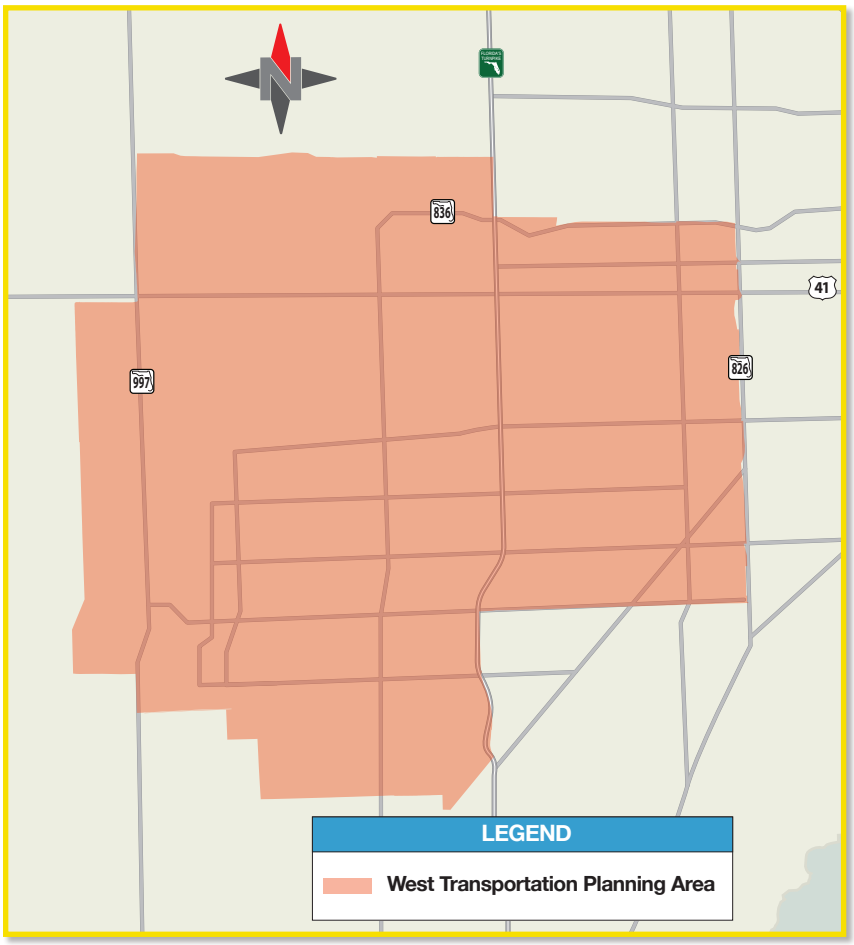
LRTP Needs and Scenario Planning Workshop: West TPA





94.12 SQUARE MILES

FUN FACT

The Stocker AstroScience Center (ASTRO) on Florida International University's campus is a fully equipped observatory and teaching center. They train students in astronomical observations and investigate objects from the nearby solar systems to distant galaxies. It boasts a 24-inch, computerized research grade telescope with dual filter wheels and research grade cameras, thanks to a gift from Dr. Carl Stocker.

Premium Transit

SMART Program
- East-West Corrido
- South Dade Transitway
- South Miami-Dade Express
- Southwest Miami-Dade Express

Tamiami Terminal

Metrorail

Major Land Uses

Residential

Undeveloped (Vacant Land)

Parks-Conservation-Recreational Spaces

Agriculture

Ports

Major Industries

Airport Related Industry

Education (Florida International University)

Major Retail (Kendall Town Center)

Municipalities

Sweetwater

Unincorporated Municipal Service Area

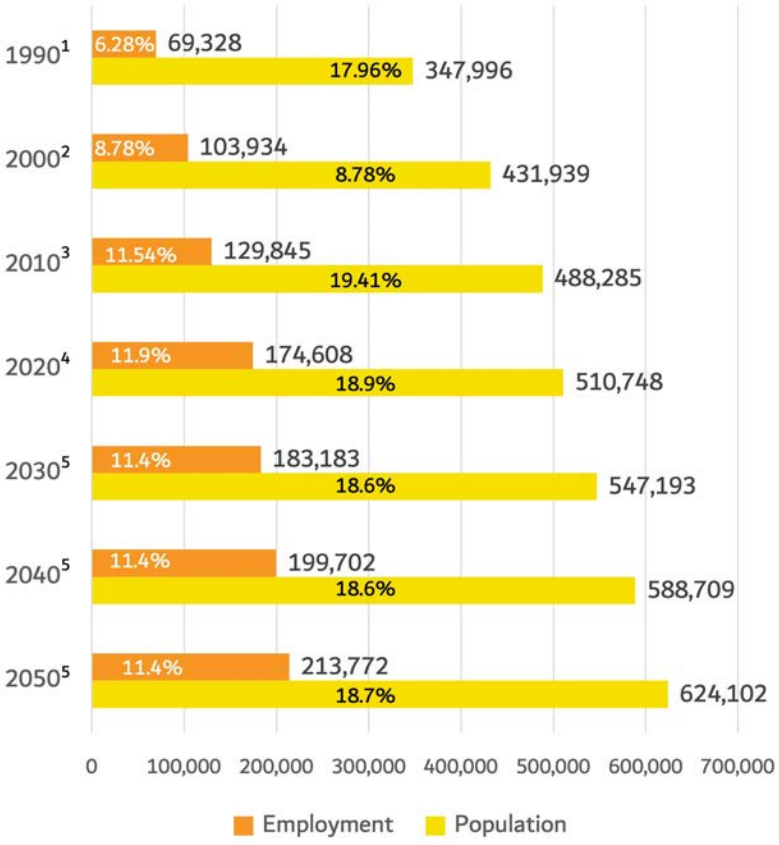
The West TPA Overview

The West TPA covers the western portion of Miami-Dade County, from roughly west of SR 826/Palmetto Expressway, to Krome Avenue/SW 177 Avenue, from SR 836/Dolphin Expressway to the Miami Executive Airport. It contains the municipality of Sweetwater and the Kendall community.

This TPA's economy is driven by airport related industry and education, as it is the home of Florida International University. It is also directly east of the Florida Everglades. The West TPA is comprised mainly of single family residences, with neighborhood retail and restaurants.

There are many SMART Program facilities serving the TPA. The SMART Program's South Miami-Dade Express and Southwest Miami-Dade Express Bus Express Rapid Transit Routes are planned for residents and visitors to West TPA.

Population and Employment Data



WEST TPA FACT SHEET

AGE[4]

Average Age	41.32
Under 18	90,805 (17.89%)
18 to 65	325,112 (64.06%)
Over 65	91,623 (18.05%)

RACE[4]

White	401,563 (79.12%)
Black/African American	13,178 (2.60%)
Native American	655 (0.13%)
Asian	10,511 (2.07%)
Other	81,633 (16.08%)

ETHNICITY[4]

Hispanic/Latino	430,564 (84.83%)
Non-Hispanic/Latino	76,976 (15.17%)

INCOME[4]

2020 Median Household Income	$67,111

EDUCATION[4]

No High School Diploma	67,926 (16.30%)
High School Diploma	103,646 (24.87%)
Associates/ Some College[5]	119,334 (28.64%)
Bachelor's Degree	87,801 (21.07%)
Masters or PhD or Professional Degree	38,028 (9.13%)

COMMUTE

Average Commute Time[4]	27.44 minutes
Lane Miles[6]	3,081 miles
Roadway Miles[6]	1,544 miles
Zero Car Households[4]	21,989 (14.02%)

[1]MUATS Model
[2]SERPM 6
[3]SERPM 7
[4]2020 US Census
[5]TPO Socioeconomic Data, 2023
[6]Miami-Dade County Street Maintenance GIS Layer

TPO
Miami-Dade Transportation Planning Organization

Central Business District Transportation Planning Area

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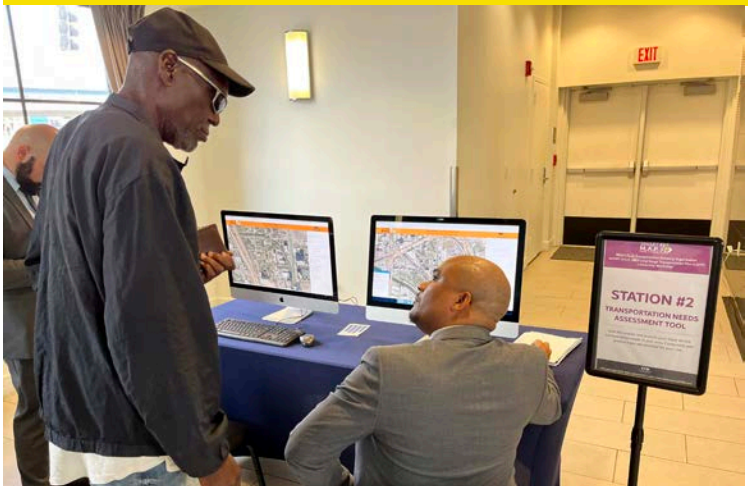
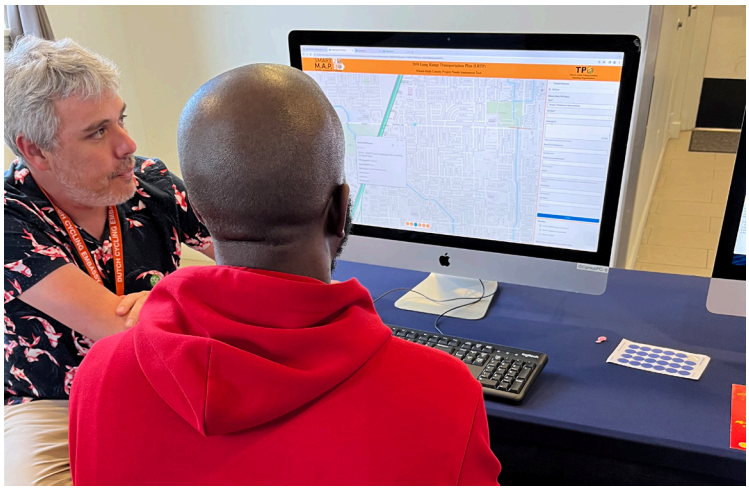
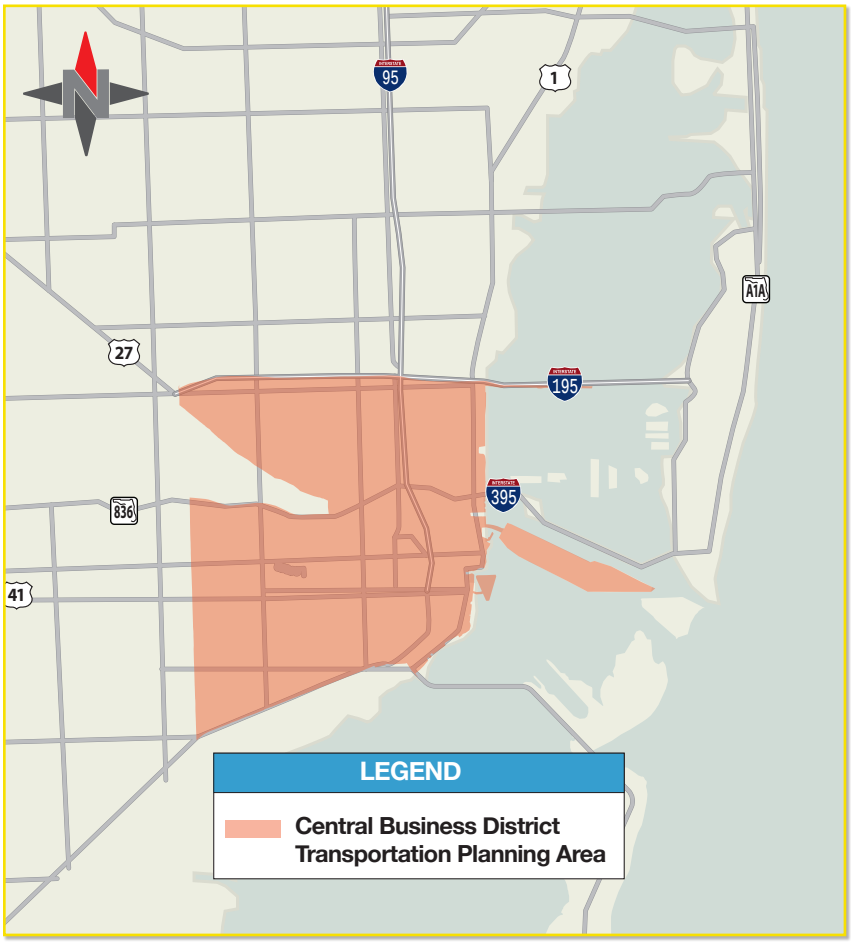
LRTP Needs and Scenario Planning Workshop: CBD TPA







19.28 SQUARE MILES

FUN FACT

Miami took its name from the Miami River. The river was named for a Tequesta Indian word believed to mean “big water.” The Tequesta had Miami to themselves until the Spanish claimed it in the 1500s. Pedro Menéndez de Avilés and his men visited the Tequesta settlement in 1566. (University of South Florida)

Premium Transit

SMART Program
- Northeast Corridor
- Beach Corridor
- Beach Express South

Brightline

Metrorail

Metromover

Major Land Uses

Residential

Commercial

Ports

Institutional (Public and Private)

Undeveloped (Vacant Land)

Major Industries

Port Miami and related businesses

Banking

Education

Retail

Municipalities

Miami

The Central Business District TPA Overview

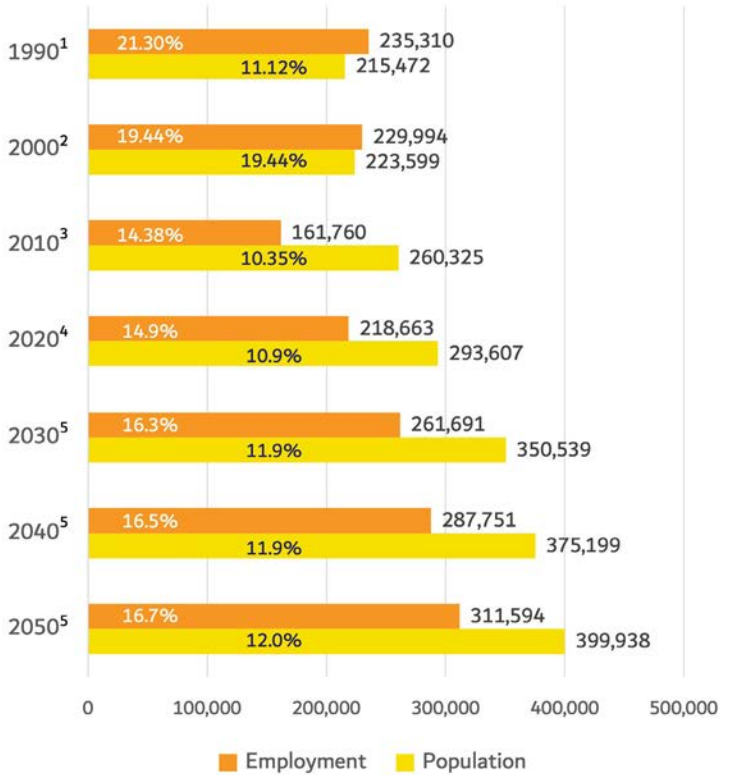
The Central Business District TPA encompasses PortMiami and City of Miami from Biscayne Bay to NW 32 Avenue on the west and I-I95 on the north. It is home to the Brickell Avenue Financial District, Miami's Central Business District, PortMiami, Midtown Miami, and Wynwood.

Combined, these communities and business districts drive the Southeast Florida region's economy. PortMiami is the largest passenger port in the world and one of the largest cargo ports in the United States. Downtown Miami has grown its population faster than any other downtown in the United States over the past 18 years, which is a 202.5% increase.

The Central Business District TPA has some of the newest housing stock and hotels in Miami, a thriving urban core, modern museums, and the championship-winning Miami Heat.

Additionally, Brightline and Metrorail transit hubs serve the Central Business District TPA. Anticipated SMART Program corridors will connect to Miami/Central and Government Center.

Population and Employment Data



CENTRAL BUSINESS DISTRICT TPA FACT SHEET

AGE[4]

Average Age	41.06
Under 18	46,155 (15.90%)
18 to 65	198,952 (68.56%)
Over 65	45,099 (15.54%)

RACE[4]

White	205,912 (70.96%)
Black/African American	24,702 (8.51%)
Native American	1,169 (0.40%)
Asian	3,814 (1.31%)
Other	54,609 (18.82%)

ETHNICITY[4]

Hispanic/Latino	230,556 (79.45%)
Non-Hispanic/Latino	59,650 (20.55%)

INCOME[4]

2020 Median Household Income	$51,517

EDUCATION[4]

No High School Diploma	52,066 (21.33%)
High School Diploma	64,739 (26.53%)
Associates/ Some College[5]	51,024 (20.91%)
Bachelor's Degree	45,684 (18.72%)
Masters or PhD or Professional Degree	30,538 (12.51%)

COMMUTE

Average Commute Time[4]	28.87 miles
Lane Miles[6]	1,034
Roadway Miles[6]	2,732
Zero Car Households[4]	7,074 (6.06%)

[1]MUATS Model
[2]SERPM 6
[3]SERPM 7
[4]2020 US Census
[5]TPO Socioeconomic Data, 2023
[6]Miami-Dade County Street Maintenance GIS Layer

TRANSPORTATION POLICY AND PLAN REVIEW

The development of the 2050 LRTP requires consistency with Federal, State, regional, and local plans. Coordination with transportation partner plans and programs provide for the development of integrated management and operation of transportation systems and facilities, which informs the 2050 LRTP Goals and Objectives. Below is a list of plans and policies developed since the 2045 LRTP was adopted in 2019, including new transportation bill legislation. While this list is comprehensive, new plans and policies under development, but not currently finalized, may also need to be considered.

Federal Plans and Policies

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs. **Year:** 2021 **Responsible Agency:** Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)	FHWA divisions and FTA regional offices work with local partners to achieve the national greenhouse gas (GHG) reduction goals below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.	The LRTP will ensure that the direction of the Federal policy and its resilience and GHG reduction goals are incorporated into the LRTP. Project ranking methods will be evaluated to incorporate resilience and GHG related criteria into the evaluation. Strategies for meeting the recommended Federal targets will need to be built into the LRTP.
Infrastructure and Investment Jobs Act (IIJA) **Year:** 2021 **Sponsoring Agency:** US Department of Transportation	Nationally, cities, counties, regions, and States will compete for $106.9 billion in Federal funding through competitive discretionary grant programs, including: • Airports, Ports and Waterways • Local and Regional Project Assistance • National Infrastructure Project Assistance • Carbon Reduction Program • Capital Investment Grants • Bus and Bus Facilities Grants • Airport Terminal Program	The LRTP's financial strategy will be updated to incorporate the new funding opportunities provided by the IIJA. Additional funding will be available for traditional programs, with an emphasis on environmental protection and regional coordination and competitiveness. This influx of funding may help expedite the cost feasible plan and provide capital for traditionally unfunded projects that match the new priorities.

State

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
Florida Transportation Plan (FTP) **Year:** 2020 **Sponsoring Agency:** FDOT	The FTP is the single overarching plan guiding Florida's transportation future. Updated every five years, the FTP is a collaborative effort of State, regional, and local transportation partners in the public and private sectors.	The LRTP historically supports FTP goals for Vision Zero, enhanced corridors and hubs, expanded SIS network and implementation of autonomous and connected vehicles. Florida's Strategic Intermodal System (SIS) network includes potential LRTP priorities such as inter-regional connectivity, and new mobility options. Including these projects in the LRTP cost feasible plan as a high priority project will support implementation of both LRTP and FTP priorities. Potential State funding for FTP priorities may be available.
Florida Strategic Highway Safety Plan (FSHSP) **Year:** 2021 **Sponsoring Agency:** FDOT	This Strategic Highway Safety Plan (SHSP) provides a framework for how Florida's traffic safety partners will move toward the vision of a fatality-free transportation system during the next five years. It is a call to action for public, private, and civic partners, identifying areas for collaboration, investment, and innovation.	The SHSP is an opportunity to fund engineering solutions and best practices and outreach that support the Vision Zero goals identified in the plan. The FSHSP supports the Miami-Dade County Vision Zero Plan goal of zero fatalities by 2040. The new data collected through the FSHSP could also help county staff identify priority locations for engineering solutions that contribute to Vision Zero.
Strategic Intermodal System (SIS) Policy Plan **Year:** 2022 **Sponsoring Agency:** FDOT	The SIS Policy Plan establishes the policy framework for planning and managing the SIS network, the high priority network of transportation facilities important to the State's economic competitiveness. The plan describes objectives, cross-cutting policy areas, focus areas, and strategies to guide FDOT and transportation partners statewide in accomplishing the vision and goals of the SIS. The SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the current FTP Policy Element.	SIS funding finances LRTP projects that promote the SIS goals of: • Interregional Connectivity • Intermodal Connectivity • Economic Competitiveness Updates to FDOT SIS program priorities to better align them with South Florida priorities and projects could be pursued legislatively.

Regional

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
2045 Regional Transportation Plan (RTP) **Year:** 2020 **Sponsoring Agency:** Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations (MPOs)	The overall purpose of regional planning is to move toward a unified vision through strong coordination and collaboration. The Regional Transportation Plan (RTP) is updated every five years to adapt to changes in population, policy, funding, and other influential activities occurring at the local, regional, State, and Federal levels.	Coordinating LRTP and RTP goals and priorities could improve the chances of regional project implementation. Identifying which cost feasible programs and projects in the LRTP are consistent with RTP goals and priorities is an important step in regional coordination.

Miami-Dade County

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
Greater Miami and the Beaches Strategic Plan 2020-2025 **Year:** 2019 **Sponsoring Agency:** Greater Miami Convention and Visitors Bureau	The Strategic Plan for Greater Miami and the Beaches is a 5-year roadmap to outline how the local tourism and hospitality industry can navigate a future full of new opportunities.	Prioritizing LRTP projects that connect to tourism destinations supports the tourism industry and Miami-Dade's economic competitiveness. Tourism is a major Miami-Dade County industry. Improving transportation and transit connections to major tourist destinations would improve mobility for both visitors and tourism industry employees.
Moving Forward Together: 2023-2032 Transit Development Plan (TDP) **Year:** 2022 **Sponsoring Agency:** Miami-Dade County Department of Transportation and Public Works	**There are three parts to this plan.** **1. Recommended Service Plan:** The ten-year implementation plan guides decisions about existing and future services. The plan is based on service standards, citizen input and stakeholder coordination. **2. Capital Investment Plan:** This plan prioritizes investments in buses, stations, infrastructure, and equipment needed to preserve and expand the transit system and to implement the Recommended Service Plan. **3. Financial Plan:** The financial plan identifies all available financial resources and identifies financial needs based on the Recommended Service Plan and Capital Improvement Plan.	DTPW is a major implementing agency of programs and projects identified in the LRTP. The LRTP and TDP priorities, plans, and funding strategies should be coordinated. For example, the current TDP prioritizes implementation of: - the Strategic Miami Area Rapid Transit (SMART) Program - Golden Glades Bike/Pedestrian Connector Capital - The Underline - Vision Zero and Safety Improvement Projects - The DTPW TDP is updated annually, with a major update every 5 years.

Miami-Dade County

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
Miami-Dade County Department of Transportation and Public Works' (DTPW) Countywide Transportation Master Plan **Year:** 2023 **Sponsoring Agency:** Miami-Dade County Department of Transportation and Public Works	The Miami-Dade County Department of Transportation and Public Works (DTPW) is developing the first ever Countywide Transportation Master Plan. This Transportation Master Plan will identify all Miami-Dade County transit and transportation projects planned to be completed in the next 20 years, and will establish a clear vision and prioritization of projects for all transportation modes and networks within Miami-Dade County.	The LRTP and Countywide Transportation Master Plan visions, projects and prioritization are mutually supportive. DTPW projects for all modes and networks in the next 20 years are planned and prioritized through this study. This plan is a priority of the Miami-Dade County Board of County Commissioners, while the LRTP is a requirement for projects seeking Federal funding.
Miami-Dade County Comprehensive Development Master Plan (CDMP) **Year:** Last Update October 2022 **Sponsoring Agency:** Miami-Dade County Department of Regulatory and Economic Resources	The Comprehensive Development Master Plan (CDMP) expresses Miami-Dade County's general objectives and policies addressing where and how it intends development or conservation of land and natural resources during the next 10-20 years, and the delivery of County services to accomplish the Plan's objectives.	The LRTP and CDMP goals, objectives, and policies are mutually supportive. The CDMP guides land use decisions in Miami-Dade County. Transit supportive land use is evaluated in Federal funding applications. The CDMP transportation element supports an integrated multimodal transportation system providing for the circulation of motorized and non-motorized traffic in Miami-Dade County. Rapid Transit Zones designated in the CDMP were expanded in 2022. Supporting Rapid Transit Zones around SMART Program Corridors will promote transit supportive communities in the along SMART Program Corridors.

Miami-Dade County

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
Miami-Dade Climate Action Strategy **Year:** 2021 **Sponsoring Agency:** Miami-Dade County Mayors Office and Chief Resilience Officer	The Climate Action Strategy focuses on ambitious goals that will result in buildings that are more energy- and water-efficient, mobility choices that better meet our needs while ensuring cleaner air, new good paying jobs, and protected and healthy natural areas. This Climate Action Strategy is a community wide strategy based on guidance and feedback collected through surveys and meetings with residents, businesses, and local stakeholders.	This document identifies and prioritizes resilience and GHG reduction programs and projects in Miami-Dade County. The LRTP provides an opportunity to move these programs and projects forward. This may be possible because the LRTP prioritizes the new and additional funding provided by the IIJA. The IIJA prioritizes resilience and GHG reduction in its existing and new funding programs and projects. The LRTP could support the goals of this plan by supporting policies that: • Reduce transportation related fuel consumption • Expand and protect green and blue spaces
Miami-Dade County SMART Program **Year:** 2022 **Sponsoring Agency:** Miami-Dade Transportation Planning Organization	The SMART Program is advancing five rapid transit corridors of the People's Transportation Plan (PTP), implementing a mass transit infrastructure in Miami-Dade County to support the future population and employment growth anticipated in our region. The SMART Program is funded through a 40-year pro-forma, which is pivotal for allowing the bold program of projects to move forward in parallel. Once completed, the SMART Program will: • Reduce transportation-related emissions • Provide mobility options for the community • Improve travel time and reliability	Implementing the SMART Program is the highest priority of the TPO Governing Board. SMART Program initiatives and projects should be the highest priority goal of the LRTP, and this should be reflected in the LRTP financial plan, and the evaluation criteria used to allocate project funding. The new IIJA funding opportunities may be especially helpful in moving the SMART Program forward in the LRTP. The LRTP's cost feasible plan should reflect the high priority of the SMART program, meaning that SMART program projects should be prioritized for funding
SMART Program: Beach Corridor **Year:** Locally Preferred Alternative Adopted 2020 **Sponsoring Agency:** Miami-Dade DTPW	The Beach Corridor project will connect Miami Beach to Downtown Miami in three segments. The trunkline segment runs from the Museum Park MetroMover station along the MacArthur Causeway to 5th Street and Washington Avenue in Miami Beach. A second segment will run from 5th Street and Collins Avenue to the Miami Beach Convention Center at 17 Street and Washington Avenue. A third segment will from the NE 14 Street MetroMover station along North Miami Avenue to NE 41 Street in the Design District. It provides multimodal solutions for severe traffic congestion between the economic center of downtown Miami and major tourist destinations in Miami Beach.	Implementing the SMART Program is the highest priority of the TPO Governing Board. The Beach Corridor is a high priority SMART Program corridor. Including this project in the LRTP cost feasible plan as a high priority project will support implementation of the SMART Program. It will also provide a necessary connection between Downtown Miami and Miami Beach, the economic and tourism hubs of the region.

Miami-Dade County

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
SMART Program: East-West Corridor **Year:** Locally Preferred Alternative Adopted 2020 **Sponsoring Agency:** Miami-Dade DTPW	The East-West Corridor project will run approximately 14 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA), west along the SR-836/Dolphin Expressway, to the Tamiami Terminal Station at SW 8 Street and SW 147 Avenue. It provides multimodal solutions for severe traffic congestion along SR-836/Dolphin Expressway, the only east-west expressway in central Miami-Dade County.	Implementing the SMART Program is the highest priority of the TPO Governing Board and will be fully integrated into the LRTP process. The East-West Corridor is a high priority SMART Program corridor. Including this project in the LRTP cost feasible plan as a high priority project will support implementation of the SMART Plan East-West Corridor.
SMART Program: North Corridor **Year:** Locally Preferred Alternative 2019 **Sponsoring Agency:** FDOT District 6	A study is being conducted to evaluate the implementation of premium transit service along NW 27 Avenue SR 9/NW 27 Ave from Miami Intermodal Center to NW 215 Street. The study will focus on providing transit stations/stops located along the various transit running ways within the study limits. Rapid transit modes such as Bus Rapid Transit (BRT) and rail will be evaluated within the NW 27 Avenue Corridor that is to be part of an overall interconnected premium transit network.	Implementing the SMART Program is the highest priority of the TPO Governing Board and will be fully integrated into the LRTP process. The North Corridor is a high priority SMART Program corridor. Including this project in the LRTP cost feasible plan and financial plan as a high priority project will support implementation of the SMART Plan North Corridor.

Miami-Dade County

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
SMART Program: Northeast Corridor **Year:** Locally Preferred Alternative 2021 **Sponsoring Agency:** Miami -Dade DTPW	The Northeast Corridor project is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/ Broward County line, and it is one of the busiest transit corridors in the region. It extends approximately 14 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad, and it links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami.	Implementing the SMART Program is the highest priority of the TPO Governing Board, and will be fully integrated into the LRTP process. The Northeast Corridor is a high priority SMART Program corridor. Including this project in the LRTP cost feasible plan and financial plan as a high priority project will support implementation of the SMART Plan Northeast Corridor. The Northeast Corridor is privately owned. Consequently, LRTP policies supporting continued coordination and negotiations with the private corridor owner should be encouraged.
SMART Program: South Dade Transitway **Year:** Opening 2024 **Sponsoring Agency:** Miami-Dade DTPW	The South Dade Transitway Corridor will run approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (formerly known as Busway) to the SW 344 Street Park-and-Ride/Transit Terminal Facility. It will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County.	The SMART Program is the highest priority of the TPO Governing Board. The South Dade Transitway is a high priority SMART Program corridor anticipated to open in 2024, providing high capacity transit service connecting South Dade to Dadeland South Metrorail station. Supporting projects such as park and rides are important to consider for inclusion in the LRTP.
SMART Program: Bus Express Rapid Transit (BERT) Network **Year:** Adopted into the SMART Plan in 2016 **Sponsoring Agency:** FDOT-District 6 & Miami-Dade DTPW	Through the BERT Network, DTPW and FDOT will provide reliable and convenient express bus service connecting commuters to and from the five SMART Plan Rapid Transit Corridors and major employment centers.	Implementing the SMART Program is the highest priority of the TPO Governing Board and will be fully integrated into the LRTP process. The BERT Network is a critical feeder network for the SMART Program corridors. Including this project in the LRTP cost feasible plan and financial plan as a high priority project will support implementation of the SMART Plan corridors.

Miami-Dade County

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
SMART Trails Master Plan **Year:** 2019 **Sponsoring Agency:** Miami-Dade County Transportation Planning Organization (TPO)	The SMART Trails Master Plan was developed as a multifaceted SMART Plan implementation effort and identifies potential first-last-mile (FLM) connections between the SMART Plan corridors and the regional non-motorized trail system.	Including this project in the LRTP cost feasible plan and financial plan will support implementation of the SMART Plan corridors. The feeder network of SMART trails developed through this master plan will provide access to the SMART Program corridors.
SMART Demonstration Program **Year:** 2019 **Sponsoring Agency:** Miami-Dade County Transportation Planning Organization (TPO)	Miami-Dade Transportation Planning Organization (TPO) developed the SMART Program Demonstration Projects to complement the SMART Program through partnerships with local transportation agencies and municipalities throughout the county. These demonstration projects focus on improving first/last mile connectivity to existing and future SMART Program transit stations, on-demand services, and enhanced integration of transit services at county and municipal levels.	The SMART Demonstration Program supports components of SMART Program corridors such as first-last mile connections to existing and future stations. Including SMART Demonstration Program projects in the LRTP cost feasible plan and financial plan as a high priority project will support implementation of the SMART Program corridors.
79 Street PD&E **Year:** 2016 **Sponsoring Agency:** FDOT	FDOT studied capacity improvements along NW 79 Street/NW 81 Street/NW 82 Street from NW 13 Court to Biscayne Bay and from NW 37 Avenue to NW 7 Avenue. Both vehicle throughput and transit capacity improvements were considered.	This is an important emerging transportation corridor, and potentially a future SMART Program corridor. This corridor is served by an existing Tri-Rail station, the Northside Metorail station, an existing L bus route, and existing I-95 exit. It also connects these transportation facilities to North Beach in Miami Beach. . Supporting projects which enhance this synergy in the LRTP cost feasible plan and financial plan as a high priority project could help make this emerging SMART Program corridor a reality.

Miami-Dade County

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
Miami River Tunnel Feasibility Study **Year:** 2017 **Sponsoring Organization:** Miami-Dade Transportation Planning Organization	This report documents the investigation of technically feasibility alignments for construction a tunnel facility connecting Brickell Avenue and Biscayne Boulevard under the Miami River in Downtown Miami. Travel demand modeling suggested that the tunnel will attract sufficient traffic to justify a four-lane facility and that traffic crossing the existing bridge will be significantly diminished.	Exploring future improvements to the downtown Miami River crossing is important to downtown Miami mobility and supports the economic development of downtown Miami. Including studies and projects advancing concepts for improved crossing of the Miami River in downtown Miami in the LRTP cost feasible plan and financial plan as a high priority is important to downtown Miami mobility and supports the economic development of downtown Miami.
Emerging Tunneling Technologies Feasibility Study **Year:** 2022 **Sponsoring Organization:** Miami-Dade Transportation Planning Organization	This study evaluated emerging tunnel technology to assess the implementation of transit tunnel corridors in Miami-Dade County. The tunnels are intended to accommodate public transportation via electric multi-passenger transit vehicles for the advancement of mobility options in Miami-Dade County.	Including studies and projects advancing emerging tunneling technologies in the LRTP cost feasible plan and financial plan as a high priority will support development of the next phase of the SMART Program.

Miami-Dade County

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
Aventura Ojus Mobility Access Study **Year:** 2021 **Sponsoring Organization:** Miami-Dade Transportation Planning Organization	With the construction of the new Brightline/NE Corridor station in Aventura there was a need to upgrade the surrounding multimodal network. The Aventura/Ojus Mobility Access Study recommended multimodal improvements, as well as an evaluation of bridge and transit connections to the station.	In 2022, the Aventura Brightline Station opened, a centerpiece station on the Northeast Corridor which is now being served by Brightline. Implementing the network of projects identified in this study will improve access to this station and support transit ridership on the Northeast Corridor. Including this project in the LRTP cost feasible plan and financial plan as a high priority project will support implementation of the SMART Plan Northeast Corridor.
2020 Miami -Dade County Vision Zero Implementation Plan **Year:** 2020 **Sponsoring Organization:** Miami-Dade County DTPW	This plan recommended ways to reduce serious injuries and fatalities in Miami-Dade County, in order to move toward the goal of joining the Vision Zero Network. It also recommended ways to collaborate with partner organizations to help achieve the goal of zero fatalities or serious injuries.	Including Vision Zero engineering advancements in the budgets prepared for projects identified in the LRTP cost feasible plan and financial plan as high priority projects will support Vision Zero advancement and implementation.
Downtown Miami SMART Corridor Hub (2019) **Year:** 2019 **Sponsoring Agency:** Miami-Dade County Transportation Planning Organization (TPO)	A network of Mobility Hubs were identified to support multimodal travel within the context of the SMART Program. Mobility hubs are envisioned as focal points that seamlessly integrate multiple systems of the transportation network in one physical location. Recommendations for first and last mile improvements are provided for each hub in the network, according to the recognized needs and character of their surrounding communities. In addition, two focus sites selected by the Study Advisory Committee are analyzed in detail: The Underline Hub and the MiamiCentral Hub.	Underline Hub and the MiamiCentral Hub will serve as central connection point for transit serving Downtown Miami.The network of mobility hubs identified in the plan will serve as important feeder locations for the SMART Program corridors. Implementing the network of projects identified in this study will improve access to SMART Program stations and support SMART Program corridor transit ridership. Including projects identified in this plan in the LRTP cost feasible plan and financial plan as high priority projects will support implementation of the SMART Program.

Miami-Dade County

NAME OF POLICY/PLAN/PROGRAM	BRIEF OVERVIEW	KEY CONSIDERATIONS/ IMPLICATIONS
Miami-Dade County Modal Split Analysis (2019) **Year:** 2019 **Sponsoring Agency:** Miami-Dade County Transportation Planning Organization (TPO)	This study analyzes workforce commute patterns used by County residents in the County's 42 Traffic Analysis Districts (TADs), and along the County's Strategic Miami Area Rapid Transit (SMART) Plan corridors in 2017, the most recent data available.	Achieving a higher transit mode split, or increasing transit ridership, walking, and bicycling, will support the SMART Program. Evaluating the mode split at regular intervals will help identify the mode split trends in Miami-Dade County, overall and for SMART Program Corridors. Perhaps as part of the LRTP goal setting process, aspirational mode share goals could be adopted for automobile, transit, walking, and bicycling trips. This could help guide LRTP program and project evaluation criteria, cost feasible plan development and financial plan development as different modes may be eligible for different funding sources
Strategic Airport Master Plan with Supplemental Analysis (SMP) **Year:** 2020 **Sponsoring Agency:** Miami International Airport	The SMP addresses the 20 year capacity and operational needs of Miami International Airport (MIA), with strategic planning to 2050. Expansion goals include 144 aircraft gates, landside facility growth, 12,000 additional parking spaces, and cargo and support facility buildout.	Supporting airport capacity and operational needs in the LRTP supports the local economy. Tourists arriving at MIA and staying locally are major contributors to the local economy, as well as freight handling services for the large freight operations coming through MIA. Including airport related priority projects in the LRTP cost feasible plan and financial plan as high priority projects will support local economic growth.
Turnpike Capital Plan Programs **Year:** 2022 **Sponsoring Agency:** Florida's Turnpike	Priority projects in Miami-Dade County include: - Golden Glades Toll Plaza - Hainlin Mill Road/SW 216 Street - South Dade Widening from Campbell Drive to Tallahassee Road - Widening from NW 106 Street to SW 40 Street/Bird Road - Wrong Way Detection Technology Implementation	Supporting Turnpike capacity improvements is important to the quality of life of commuters in western and south Miami-Dade County. Balancing highway and interstate capacity improvements with the high priority SMART Program goals is an important part of the LRTP process. Including Turnpike related priority projects in the LRTP cost feasible plan and financial plan as high priority projects will support quality of life for commuters in west and south Miami-Dade County.

Federal and State STATUES AND GUIDANCE

The development of the 2050 LRTP requires compliance with Federal and State transportation planning goals. It is important to identify and understand any new requirements that will inform the 2050 LRTP Goals and Objectives. Below is a list of the most recent Federal and State planning guidance developed since the 2045 LRTP was adopted in 2019, including new transportation bill legislation.

Federal Planning Factors

Source: 23 CFR §450.306: Scope of the Metropolitan Transportation Planning Process

Description: Federal planning factors should be reflected, as appropriate, in the metropolitan transportation planning process. How they are reflected depends on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.

The Bipartisan Infrastructure Law passed in 2021 continues to fund planning programs with a focus on implementation of projects, strategies, as well as services that address Federal Planning Factors.

§450.306(c) specifies that the long-range transportation plan should continue to be developed through a performance-driven, outcome-based approach to planning as initiated in MAP-21.

23 CFR §450.306 (b)

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth as well as economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Federal Planning Emphasis Areas

Source: Joint FHWA and FTA letter, December 30, 2021

Description: On December 30, 2021, the FHWA and FTA jointly issued a letter introducing the updated (and most current) 2021 Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, public transportation agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. The intent is to incorporate these PEAs as programs are updated.

The letter clarifies existing requirements, and all relevant statutes and regulations still apply.

2021 Planning Emphasis Areas

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future.
2. Equity and Justice40 in Transportation Planning: advance racial equity and support for underserved and disadvantaged communities.
3. Complete Streets: provide safe transportation infrastructure for bicycles and pedestrians.
4. Public Involvement: increase meaningful public involvement in transportation planning.
5. Encourage Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.
6. Encourage Federal Land Management Agency Coordination.
7. Planning and Environment (PEL) Linkages: implement PEL as part of the transportation planning and environmental review processes.
8. Incorporate data sharing and consideration into the transportation planning process.

National Goals

Source: Joint FHWA and FTA letter, December 30, 2021

Description: 23 CFR §150(b) describes the seven (7) national goals that were established to address safety, infrastructure, traffic congestion, efficiency, environment, transportation delays, and project delivery delays. These goals are used for the Federal-aid Highway Program, and the development of performance measures and targets.

National Federal-aid Highway Program performance goals as established by Congress:

1. Safety— Significantly reduce traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition—Maintain highway system in a state of good repair.
3. Congestion Reduction—Significantly reduce congestion on the National Highway System.
4. System Reliability—Improve the efficiency of the surface transportation system.
5. Freight Movement and Economic Vitality—Improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental Sustainability—Enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays—Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Bipartisan Infrastructure Law

Source: Bipartisan Infrastructure Law of 2021

Description: The Bipartisan Infrastructure Law (BIL) is intended to rebuild and improve roads, bridges, rails, ports, airports and other infrastructure. The BIL authorized up to $108 billion to support Federal public transportation programs, including $91 billion in guaranteed funding. This is the largest Federal investment in public transportation in the nation's history.

New initiatives include:

1. $1.5 Billion in grants to modernize bus fleets and facilities.
2. Over $20 billion for transit in 2022, its first year.
3. A pilot program to permit transit agencies to use hiring preferences on FTA-funded construction projects to promote equiTable 2-creation of employment opportunities and workforce development activities, particularly for economically or socially disadvantaged workers.

The BIL will advance public transportation in America's communities through four (4) key priorities:

1. **Safety**: Strengthening rail inspection practices, protecting transit workers and riders from injuries, and ensuring safe access to transit.
2. **Modernization** : Reducing the state of good repair investment backlog by repairing and upgrading aging transit infrastructure and modernizing bus and rail fleets.
3. **Climate** : Replacing thousands of transit vehicles with cleaner, greener vehicles.
4. **Equity**: Improving transit service for communities that have historically had more limited access to transit and provide for substantial upgrades to station accessibility. All of FTA's discretionary grant programs will focus on promoting equity throughout our transportation systems and supporting the transit industry's important role in combating climate change.

Florida Transportation Plan

Source: http://floridatransportationplan.com/

Description: The Florida Transportation Plan (FTP) is the single overarching plan guiding Florida's transportation future. Updated every five years, the FTP is a collaborative effort of State, regional, and local transportation partners in the public and private sectors. The Policy Element, the core of the FTP, defines goals, objectives, and strategies to guide the Florida Department of Transportation and partners in developing and implementing policies, plans, and programs. It provides the blueprint for transportation partners Statewide in accomplishing the vision and goals.

FTP vision and goals:

1. Safety and security for residents, visitors, and businesses.
2. Agile, resilient, and quality transportation infrastructure.
3. Connected, efficient, and reliable mobility for people and freight.
4. Transportation choices that improve accessibility and equity.
5. Transportation solutions that strengthen Florida's economy.
6. Transportation systems that enhance Florida's communities.
7. Transportation solutions that enhance Florida's environment.

2050 LRTP GOALS AND OBJECTIVES

Guided by the LRTP Steering Committee and public input, the 2050 LRTP planning process established the vision, themes, goals, objectives, performance measures, and key performance indicators which will guide the allocation of transportation funding for the next twenty-five years. This section describes the LRTP planning process in chronological order. The process was guided by the TPO's vision and LRTP theme, followed then by development of goals and objectives. Key performance indicators were developed for each goal to measure future transportation investment scenarios against the goals and objectives.

Theme

The Long Range Transportation Plan has been branded as the 2050 SMART M.A.P. (Mobility, Accessibility, and Prosperity). The theme of Mobility, Accessibility, and Prosperity represents a shared vision for the traveling public in Miami-Dade County, further shown in Figure 2-2. This theme will communicate the ideas guiding the LRTP to public and private stakeholders.

Mobility is the potential and ability to meet daily needs using one or more modes of transportation. It is important for people to get to work, school, healthcare, and other essential services. Accessibility is the ease of reaching and interacting with destinations or activities within a community. This empowers people to use the transportation system, regardless of their age, income, ability, or location. Prosperity is the ability of a transportation system to support economic growth, equity and environmental sustainability. It is important for transportation to support economic growth and opportunity.

These three concepts are interrelated. Mobility allows people to access jobs, education, and other opportunities, which can lead to increased prosperity. Accessibility ensures that everyone can benefit from mobility, regardless of their circumstances. And prosperity provides the resources needed to invest in and maintain a transportation system that meets the needs of the community. By planning for transportation in a way that promotes mobility, accessibility, and prosperity, we can create a more equiTable 2-and sustainable future for Miami-Dade County residents and visitors.

Figure 2-2: 2050 LRTP Themes

MOBILITY

The potential and ability to meet daily needs using one or more modes of transportation.

ACCESSIBILITY

The ease of reaching and interacting with destinations or activities within a community.

PROSPERITY

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

Goals

Overview

Developing the 2050 LRTP goals was a collaborative effort between the TPO, local and regional transportation partners, and the public. The LRTP Steering Committee was an integral part of this process, and provided thoughts and input on goals, performance measures, and key performance indicators.

The process was guided by the following four steps.

- **Step 1:** Developed Goals based on Public and LRTP Steering Committee input. This step included surveys and a Strengths, Opportunities, Aspirations, and Results (SOAR) analysis. A SOAR analysis is an intensive tool for gathering strategic planning input.
- **Step 2:** Organized Goals by 2050 LRTP Themes
- **Step 3:** Developed supporting Objectives by mode
- Federal Plans and PoliciesVetted Goals and Objectives against 2045 Goals and Objectives as well as Federal requirements

Once vetted by the LRTP Steering Committee, the goals and objectives were presented to the TPO citizen committees.

Highlights of the surveying and SOAR process are presented below. Findings and themes developed through this process were used to develop the 2050 LRTP goals and objectives.

LRTP Steering Committee Survey

LRTP Steering Committee members provided input through a survey inquiring where transportation investment should be focused and what should be the 2050 LRTP priorities. Responses indicated a need for more investment in transit and intermodal terminals, regional passenger rail, and highways. The Committee's top three 2050 priorities are implementing the SMART Program, expanding bicycle and pedestrian facilities, and high-speed train innovations. Reliability and safety were also consistent committee concerns.

General Public Survey

Public survey input indicated interest in additional investment in transit and intermodal terminals, increased multimodal connections and innovations. Improving connectivity and efficiency was a consistent concern for the public. The top three 2050 priorities were SMART Program implementation, expanding bicycle and pedestrian facilities, and high-speed train innovations.

SOAR Analysis

The SOAR analysis focused on major questions facing the Miami-Dade transportation system. Below are the SOAR questions, with LRTP Steering Committee input summarized by topic.

1. **Strengths –** What makes Miami-Dade great?
2. **Opportunities –** What can be leveraged to make Miami-Dade even greater?
3. **Aspirations –** What could the transportation system and community look like?
4. **Results –** What will it take to reach our goals, how will we measure progress?

LRTP Steering Committee SOAR Analysis Event

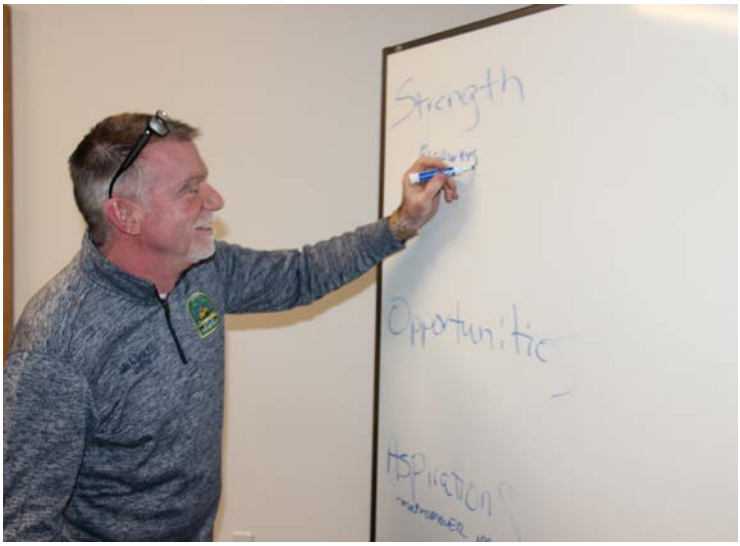


Table 2-1: SOAR Strengths

Strengths – What makes Miami-Dade great?

PORTMIAMI	**PortMiami:** PortMiami is the largest cruise port in the world. PortMiami is the #1 Port in Florida and #2 in North America for efficient container performance.
	**Rail Service:** Built on the footprint of the historic rail network, Metrorail, Metromover, Tri-Rail, and Brightline provide services that spans the county.
	**Municipal Circulators:** As of 2020, municipal circulators served 8.17 million passengers, peaking pre-pandemic at 14.08 million passengers in FY 2019.
	**Bicycle Facilities:** With no hills or snow, the plans to expand and improve bicycle trails that connect to transit will be transformative.
	**SMART Program Implementation:** Extending 20-miles in length from the Dadeland South Metrorail Station to the SW 344 Street Park-and-Ride/Transit Terminal, the South Dade Transitway is the first SMART Program corridor implemented.
	**Highway Network:** Well-developed highway networks make Miami-Dade accessible. Florida's Turnpike, the Expressway Authority, and FDOT help residents and visitors travel across the county.

Table 2-2: SOAR Opportunities

Opportunities – What can be leveraged to make Miami-Dade even greater?

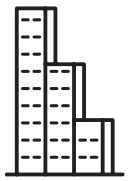
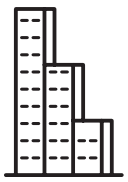
	**Underutilized Rail Corridors:** Modernizing underutilized rail corridors presents an opportunity for conversion to passenger rail operations.
	**New Federal Funding:** The Infrastructure Investment and Jobs Act is providing $1.2 trillion over 5 years, or $550 billion a year, for sustainability, systems, transportation, and buildings.
	**Available Local Match:** As the People's Transportation Plan half-penny sales tax revenue potentially increases there may be funding available to be used for transportation grant matches
	**Connected Bicycle Facilities:** The "Miami Loop" bicycle plan build out is an opportunity The Underline, Plan Z on Key Biscayne, and the Ludlam Trail. This will provide miles of new trail facilities.
	**Alternative Fuels:** Alternative fuel fleets for Metrobus, Metrorail, and Tri-Rail will help move toward a resilient Miami-Dade County.
	**Land Use:** Building along transit corridors, in locations like Miami-Dade County's Rapid Transit Zones, will support farebox recovery as people residing in Transit oriented development/communities (TOD/TOC) will be more likely to use transit and also have shorter commute times.

Table 2-3: SOAR Aspirations

Aspirations – What could the transportation system and community look like?

	**SMART Program Implementation:** Building out the SMART Program expands on the PTP's rapid transit corridors. The SMART Program corridors will provide mobility options to meet future needs.
	**Northeast Corridor Implementation:** Building commuter rail on the Northeast Corridor is a community aspiration. The Northeast Corridor stretches from downtown Miami to Aventura adjacent to US1.
	**Achieving Vision Zero:** Vision Zero is a system-wide approach to eliminate deaths and incapacitating injuries on our roadways.
	**Airport Expansions:** By 2050, new air passenger and/or air cargo facilities beyond the three existing airports may be needed to accommodate anticipated growth.
	**Shorter Commute Time:** Minimizing system transfers and maximizing connectivity mobility and quality of life.
	**Multimodal Greenway Development:** Co-locating transit corridors with multimodal greenways is a community amenity that can improve first/last mile connections.
	**Land Use:** Transit supportive zoning and land use countywide is a community aspiration. As Rapid Transit Zones are built out and expanded, shorter commutes, or commuting with transit, will lower the cost burden of transportation and housing. This additional housing supply will help ease the housing shortage, and help make housing more affordable.

Aspirations – What could the transportation system and community look like?

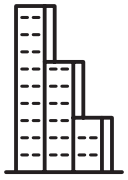
Reliable Transit: The Better Bus Network and its successors will ensure reliable transit service that is frequent and on time, and without system related delays. Ridership will potentially increase because riders will know that it can get them to their destination.

Equity: As a Federal Highway Administration priority, an equiTable 2-system will bridge disparities and connect people with jobs, resources, and other services.

LRTP Steering Committee SOAR Analysis Event

Table 2-4: SOAR Results

Results – What will it take to reach our goals, how will we measure progress?

	**Increase miles of protected bicycle facilities:** The 2050 vision for the bicycle network in Miami-Dade County includes implementation of the projects listed in Miami-Dade TPO's 2045 Bicycle Pedestrian Master Plan, and the Miami Loop. Additionally, new and existing SMART Program transit corridors will integrate multimodal greenways, resulting in a network of protected bicycle facilities connecting neighborhoods to transit.
	**Increase transit ridership and transit/bicycle mode share:** The SMART Program and additional transit corridors have been built out, leveraging the increase in transit funding and the availability of local funding matches. Underutilized miles of railroad tracks have been repurposed to provide additional transit connectivity. Residents and visitors enjoy world class transit reliability, which is the mode of choice for residents and travelers. A network of protected bicycle lanes connects transit corridors and stations to communities.
	**Increase households within 1 mile of fixed guideway transit:** Transit supportive zoning and land use has been implemented countywide. Housing affordability has improved, and more residents are able to live without a car, as nearby transit takes them to higher paying jobs and destinations. Equity has increased, as there are better connections to jobs, resources, and other services.
	**Reduce VMT and GHG Emissions:** The air is cleaner. There are a series of charging stations for alternative fuel vehicles along major roadways. Tri-Rail and Miami-Dade County DTPW are running alternative fuel fleets. Roadways and paths have been designed to withstand flooding. Transit facilities are built to withstand wind and rain.

	**Reduce commute time:** System transfers have been minimized, and with less time spent commuting, quality of life has improved. All airports have expanded to accommodate additional freight and passengers, increasing well-paying jobs and economic competitiveness. More corporations are locating in Miami-Dade County, as they are drawn to regions with short commutes and robust transit systems.
	**Reduce crashes:** Vision zero concepts have been included as part of standard roadway design development, and existing crash hot spots have been retrofitted to improve safety. Protected bicycle lanes are the norm, protecting both bicyclists and cars. Pedestrian amenities have been prioritized and integrated into the greenways along premium transit corridors. Walkability has made downtown's premium real estate and new tourism hot spots. Driver education is enhanced.

Goal Development

Several key ideas rose to the top during the SOAR process. These ideas were organized by themes and into goals. Key objectives identified during the SOAR analysis were paired with goals. The draft goals and objectives shown below were presented to the LRTP Steering Committee for review and endorsement.

As discussed previously, the 2050 LRTP goals were focused by the Mobility, Accessibility, and Prosperity (M.A.P.) theme.

The goals under the Mobility theme are "Safe, Secure and Reliable" and "Connected".

- The "Safe, Secure and Reliable" goal seeks to build a transportation system that gets people to their destinations in a timely manner.
- The focus of the "Connected" goal is to provide a variety of modes and technologies that reach important destinations.

The Accessibility theme goals are "Innovative" and "Climate Resilient".

- As an "Innovative" region, we strive to integrate the latest transportation technology into our current and future transportation system.
- Adapting existing and future infrastructure to sea level rise and flooding will lead use to a "Climate Resilient" transportation system.

"Equitable" and "Economically Competitive" are the goals under the Prosperity theme.

- EquiTable 2-distribution of transportation resources within each region is a Federal priority and the focus of transportation systems across the country.
- As Miami-Dade County works to keep and grow its place in the national and international economy, a robust transportation system is critical to our "Economic Competitiveness".

After development, the draft goals were vetted to make sure that they comply with Federal and State planning guidelines, as shown in the cross-reference Table 2-in Table 2-5. Note that in this table, the number in the column refers to the goal number set by the originating organization.

Figure 2-3: 2050 LRTP Themes and Goals

Mobility

Safe, Secure & Reliable: All modes and technologies are maintained for safe and reliable operations

Connected: All modes and technologies create an interconnected network

Accessibility

Innovative: Leverage technologies to enhance all modes and technologies

Climate Resilient: All modes and technologies are built to accommodate climate events

Prosperity

Equitable: Balanced distribution of resources and restore community connectivity. Encourage livability

Economically Competitive: Encourage countywide economic development and transit supportive land uses

Table 2-5: Goal Cross Reference Table

2050 LRTP GOALS	2045 LRTP GOALS[1]	23 CFR 150(B) NATIONAL GOALS AND PERFORMANCE MANAGEMENT MEASURES[2]	PLANNING EMPHASIS AREAS[3]	FLORIDA TRANSPORTATION PLAN[4]
1. Safe Secure and Reliable	**2.** Increase the Safety of the Transportation System for All Users. **3.** Increase the Security of the Transportation System for All Users.	**1.** Safety.— To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. **2.** Infrastructure condition. — To maintain the highway infrastructure asset system in a of good repair. **4.** System reliability. — To improve the efficiency of the surface transportation system.	**3.** Complete Streets - include provisions for safety in future transportation infrastructure, particularly those outside automobiles. **5.** Encourage Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.	**3.** Complete Streets - include provisions for safety in future transportation infrastructure, particularly those outside automobiles. **5.** Encourage Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.
2. Connected	**6.** Enhance the Integration and Connectivity of the System, Across and Between Modes, for People and Freight **7.** Optimize Sound Investment Strategies for System Improvement	**3.** Congestion reduction. — To achieve a significant reduction in congestion on the National Highway System.	**N/A**	**3.** Connected, efficient, and reliable mobility for people and freight.
3. Innovative	**1.** Maximize Mobility Choices Systemwide. **8.** Improve and Preserve the Existing Transportation System.	**7.** Reduced project delivery delays. — To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	**8.** Incorporate data sharing and consideration into the transportation planning process.	**N/A**
4. Climate Resilient	**5.** Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation.	**6.** Environmental sustainability. — To enhance the performance of the transportation system while protecting and enhancing the natural environment.	**1.** Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future. **7.** Planning and Environment (PEL) Linkages - implement PEL as part of the transportation planning and environmental review processes.	**2.** Agile, resilient, and quality transportation infrastructure **7.** Transportation solutions that enhance Florida's environment.
5. Equitable	**N/A**	**N/A**	**2.** Equity and Justice40 in Transportation Planning - advance racial equity and support for underserved and disadvantaged communities. **4.** Public Involvement - increase meaningful public involvement in transportation planning. **6.** Encourage Federal Land Management Agency (FLMA) Coordination.	**4.** Transportation choices that improve accessibility and equity.
6. Economically Competitive	**4.** Support Economic Vitality.	**5.** Freight movement and economic vitality.— to improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	**N/A**	**5.** Transportation solutions that strengthen Florida's economy. **6**. Transportation systems that enhance Florida's communities.

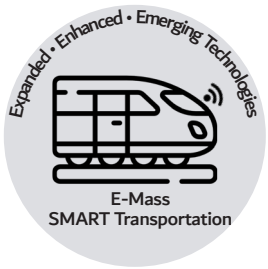
[1]2045 Long Range Transportation Plan Technical Report 01: Goals, Objectives and Performance Measures, https://www.miamidadetpo.org/library/plans/2045-long-range-transportation-plan-technical-report-01-goals-objectives-and-performance-measures.pdf
[2]Code of Federal Regulations, https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450
[3]Federal Planning Emphasis Areas, https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf
[4]Florida Transportation Plan Policy Element, http://floridatransportationplan.com/policyelement2020.pdf

Objectives

Objectives were proposed for each of the goals then were organized by transportation mode. One to two objectives were developed per mode.

The modes are defined as E-Mass SMART Transportation, Bicycle/Pedestrian/Micromobility, and Highway/Freight. Working descriptions for each mode are provided below.

E-Mass Transportation



E-Mass transportation is an interconnected network of public and private transportation providers that use technological advancements to operate and collect fare and ridership data. This enables riders to plan and pay for their ride with a centralized mobile app, or at designated kiosks. E-Mass public transportation makes operations more demand responsive and efficient.

The 'e' in e-mass stands for expanded, enhanced, and emerging technologies.

Bicycle/Pedestrian/ Micromobility

Bicycle/Pedestrian/Micromobility initiatives are an innovative way to bridge the first/last mile gap and expand transportation alternatives. Growing the types and miles of bicycle facilities helps the environment and improves community health and quality of life. New pedestrian facilities connect communities through an expanded and advanced network of sidewalks, crosswalks, and pedestrian paths. Supporting the new, light-weight, and low speed micromobility devices provides new mobility options to the community. They can be used for short trips and connecting to public transportation. Micromobility devices include bicycles, electric bikes, electric scooters, electric skateboards, and shared bicycle fleets.

Highway/Freight

Highway/Freight improvements encourage a well-functioning highway and freight network. Highways improve and maintain the high speed flow of people and goods for passenger cars, trucks, buses, and motorcycles. The network includes highways, railroads, water, and air. Trucks move over 70% of all freight.

Rail is a fuel-efficient and cost-effective way to move large volumes of freight over long distances. Water also moves large volumes of freight over long distances, albeit at a slow speed. Air freight is fast and more expensive, used primarily for high-value, perishable, or time sensitive goods: Intermodal freight transportation is the use of two or more of these freight modes to transport goods.

Performance Measures

Following the LRTP Steering Committee review of the goals and objectives, draft performance measures were developed as a way to measure future success.

The LRTP Steering Committee brainstormed in breakout groups, with the intent of identifying performance measures

for three goals. Each group was assigned the Equity goal as one of the three goals, to emphasize its importance in the transportation planning process. The groups reported their thoughts back to the Committee.

From this input the TPO developed performance measures for each objective. The resulting performance measures are summarized in Figure 2-4 and shown for each goal and objective on pages 69 through 75.

Key Performance Indicators

Next, key performance indicators were developed and reviewed by the LRTP Steering Committee. One key performance indicator was chosen for each goal, and will be used to measure the scenarios. The key performance indicators are the performance measures that are most likely to move the needle toward the goal. They need to be measurable for both the base year and 2050.

The selected key performance indicators developed for each goal are described below and shown in Figure 2-4. By achieving the KPIs listed for each goal will move the County toward achieving these goals.

- Safe, Secure, and Reliable: An increase in the number of transit and bike/walk trips.
- Connected: A decrease in commute time.
- Innovative: An increase in transit revenue hours and transit revenue miles.
- Climate Resilient: A decrease in VMT and GHG emissions.
- Equitable: An increase in travel options within underserved and historically disadvantaged areas.
- Economically Competitive: An increase in travel options connecting to major economic centers.

Figure 2-4: Key Performance Indicators

Mobility

Safe, Secure, and Reliable: All modes and technologies are maintained for safe and reliable operations

KPI: Increase in transit, bike/walk

Connected: All modes and technologies create an interconnected network

KPI: Decrease in Commute Time

Accessibility

Innovative: Leverage technologies to enhance all modes and technologies

KPI: Increase in Transit Revenue Hours and Transit Revenue Miles

Climate Resilient: All modes and technologies are built to accommodate climate events

KPI: Decrease in VMT and GHG Emissions

Prosperity

Equitable: Balanced distributing of resources and restore community connectivity. encourage livability

KPI: Decrease in Commute Time for Persons below 150% Federal Poverty Level

Economically Competitive: Encourage countrywide economic development and transit supportive land uses

KPI: Increase miles of New Premium Transit

The following pages show a summary of the goal and objectives followed by six pages summarizing the goals and objectives for each theme, with greater detail provided for the performance measures.

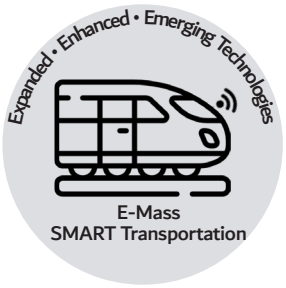
SMART 2050 M.A.P.
Mobility. Accessibility. Prosperity.

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, and 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 systemwide 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

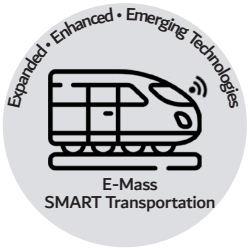
Economically Competitive
Encourage land use supportive of all modes, technologies and telecommuting infrastructure

- 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

THEME: MOBILITY

Mobility is maintained when the transportation system is safe, secure, and reliable. When a transit system performs well it increases year over year on time performance and cuts down on travel delays. Minimizing reporTable 2-events on or near transit increases compliance with Federal performance goals. New protected bicycle lanes and new sidewalks connecting to transit and implementation of Vision Zero projects reduce injuries and fatalities. Well maintained transportation facilities reduce accidents, travel delays, and increases mobility and accessibility for the public.

Increasing transit and bike/walk trips have been selected as KPIs for this goal, as they show movement toward its achievement.



GOAL: SAFE, SECURE & RELIABLE – All modes and technologies are maintained for safe and reliable operations

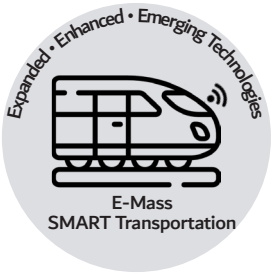
OBJECTIVES	**1) Increase in year over year on-time performance**	**1) Provide protected, safe first/last mile facilities**	**1) Maintain safe railways, ports highways, bridges, and roads**
PERFORMANCE MEASURES	› Increase annual Metrorail, MetroMover, Metrobus and Tri-Rail on-time performance	› Increase protected bicycle facilities within 3 miles of a transit terminal or station › Increase sidewalks within ¼ mile of transit terminal or station	› Decrease occurrence of poor facility conditions per the Federal Safety Performance Management Target (PM1)
OBJECTIVES	**2) Safe transit facilities**	**2) Advance Vision Zero**	**2) Reduce systemwide delay and enhance safety and security**
PERFORMANCE MEASURES	› Decrease annual reporTable 2-safety events and reported Part 1 and 2 incidents on buses/trains, as well as at transit terminals and stations	› Decrease bicycling and pedestrian severe fatalities and injuries	› Increase the occurance of good conditions per the Federal Safety Pavement and Bridge Condition Target (PM2) › Increase the occurance of good conditions per Federal System Performance Target (PM3)

Key Performance Indicators:
Increase in Transit, and Bicycle/Pedestrian trips

THEME: MOBILITY

Mobility and transportation network performance increase when the transportation system connects all modes. Direct connections to more destinations will reduce travel time. Increased miles of infrastructure to support first/last mile connections will improve the utilization of multimodal transportation facilities. Implementing alternative fueling stations along our major travel corridors will support clean vehicles and reduce Greenhouse Gas emissions. Connecting to new freight facilities growing throughout the county will increase freight volumes.

A decrease in commute time has been selected as a KPI for this goal, as it shows movement toward its achievement.



GOAL: CONNECTED – All modes and technologies create an interconnected network

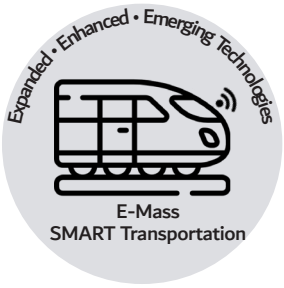
OBJECTIVES	**1) Reduce daily commute time including the use of Transportation Systems Management and Operations (TSM&O)**	**1) Increase the miles of first last mile connections**	**1) Anticipate future trends**
PERFORMANCE MEASURES	› Reduce work trip travel time in the system	› Increase miles of new first/last mile connections	› Increase alternative fueling stations along Alternative Fuel Corridors within Miami-Dade County (I-95, I-75, Florida's Turnpike, and US1)
OBJECTIVES	**2) Increase direct connections to destinations**	**2) Increase types of first/last mile connections**	**2) Expedite freight throughout the network**
PERFORMANCE MEASURES	› Decrease the number of transfers	› Increase types of first/last mile connections	› Increase freight throughput volumes

Key Performance Indicators:
Decrease in Commute Time

THEME: ACCESSIBILITY

Accessibility and performance are increased when transportation systems adopt innovative and new technologies. Building out the Miami-Dade County 2050 Bicycle/Pedestrian Master Plan will increase the number of miles of bicycle/pedestrian facilities. Alternative fuel charging facilities will support roll out of autonomous and electric vehicles. Sustainable truck parking facilities will support improving freight throughput.

An increase in transit revenue hours and transit revenue miles has been selected as a KPI for this goal, as it shows movement toward its achievement.



GOAL: INNOVATION – Leverage innovation to enhance all modes and technologies

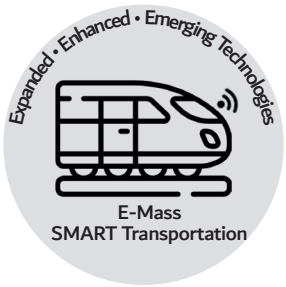
OBJECTIVES	**1) Prepare for and adopt advanced and intelligent technologies**	**1) Create a network of connected bicycle/pedestrian facilities**	**1) Prepare for and integrate modes into the existing network**
PERFORMANCE MEASURES	› Increase Miami-Dade County and relevant regional policies adopted supporting implementation of new technologies	› Increase Implementation of projects from the Miami-Dade County 2050 Bicycle/ Pedestrian Master Plan › Prioritize identified gap projects	› Increase in alternative fuels charging and sustainable truck parking facilities

Key Performance Indicators:
Increase Transit Revenue Hours and Transit Revenue Miles

THEME: ACCESSIBILITY

Greenhouse gases are reduced by new alternative fuel transit vehicles and transit facilities powered by renewable energy. Carbon dioxide and heat islands are reduced by the tree canopies installed along first/last mile facilities. Greenhouse gas and carbon emissions have decreased as the number of alternative fuel fleets and passenger cars continue to grow.

Decreasing in VMT and GHG emissions have been selected as KPIs for this goal, as they show movement toward its achievement.



GOAL: CLIMATE RESILIENT – All modes and technologies are built to accommodate climate events (Resilient design standards, mitigating heat/storm/SLR stressors)

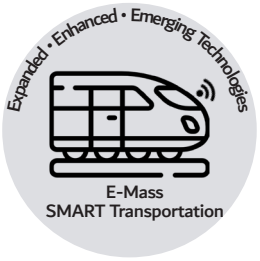
OBJECTIVES	**1) Complete transition to a clean fleet**	**1) Increase miles of climate adaptive infrastructure**	**1) Improve air quality by reducing carbon emissions**
PERFORMANCE MEASURES	› Increase percent of transit fleet that is electric or compressed natural gas	› Increase tree canopy along bicycle and pedestrian facilities	› Decrease VMT
OBJECTIVES	**2) Increase use of renewable resources**	**2) Increase miles of climate adaptive infrastructure**	**2) Reduce greenhouse gas**
PERFORMANCE MEASURES	› Increase alternative energy resources on Miami-Dade County, Tri-Rail, and FDOT facilities	› Increase tree canopy along pedestrian facilities	› Decrease GHG emissions

Key Performance Indicators:
Decrease in VMT and GHG Emissions

THEME: PROSPERITY

Prosperity increases when transportation services are equitably distributed throughout the community. Miles of new transit routes distributed equitably throughout the county will connect residents to new employment opportunities. Injury and fatality rates will decrease due to new Vision Zero projects distributed equitably between Transportation Planning Areas. Travel times in historically underserved communities will decrease due to increased travel options. New community revitalization projects will be constructed in historically disadvantaged communities as new land use policies have been adopted to support mobility and accessibility.

Increasing travel options within underserved and historically disadvantaged areas (miles of sidewalk, bike, transit) have been selected as KPIs for this goal, as they show movement toward its achievement.



GOAL: EQUITABLE 2-– Restore community connectivity with integrated livable communities design into all major transportation projects

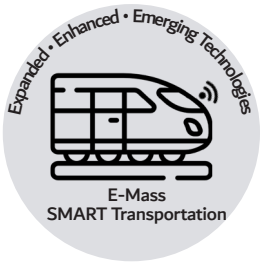
OBJECTIVES	**1) Increase accessibility and mobility options for disadvantaged populations and historically disadvantaged communities**	**1) Prioritize connectivity and safety of first last mile network**	**1) Prioritize travel times reduction.**
PERFORMANCE MEASURES	› Increase miles of transit routes and facilities available in communities within 150% of poverty level	› Prioritize projects in high crash and fatality locations	› Increase maintenance of facilities in underserved communities
OBJECTIVES	**2) Equitably distribute funding and projects**	**2) Equitably distribute funding and projects**	**2) Restore community connectivity and livability**
PERFORMANCE MEASURES	› Increase distribution of bike/ped projects by TPA in underserved communities	› Increase distribution of bike/ped projects by TPA in underserved communities	› Miami-Dade County land use policies that support mobility and accessibility in historically disadvantaged communities

Key Performance Indicators:
Increase Travel Options within Underserved and Historically Disadvantaged Areas (Miles of Sidewalk, Bike, Transit)

THEME: PROSPERITY

Prosperity increases when the transportation system supports the regional economy. Regional/local transit routes and first/last mile facilities connect neighborhoods to the regional economy and employment centers. In order to increase freight throughput, innovations in freight automation are piloted and encouraged. Due to the support of freight throughput, creating truck parking spaces has become a priority for prosperity. Increasing person throughput is especially important for highway and freight facilities, policies and projects supporting person throughput have been implemented. Telecommuting infrastructure is supported and expanded.

Increasing travel options that connect to major economic centers (miles of sidewalk, bike, transit) have been selected as KPIs for this goal, as they show movement toward its achievement.



GOAL: ECONOMICALLY COMPETITIVE – Encourage land use supportive of all modes, technologies and telecommuting infrastructure

OBJECTIVES	**1) Connect regionally**	**1) Connect seamlessly to jobs at major economic hubs**	**1) Increase innovation and automation for freight**
PERFORMANCE MEASURES	› Increase regional facilities and transit routes	› Increase bicycle lanes within 3 miles of major employment hubs	› Increase projects focusing on freight innovation and automation
OBJECTIVES	**2) Increase housing and employment linkages**	**2) Connect seamlessly to jobs at major economic hubs**	**2) Increase travel options connecting to major economic centers**
PERFORMANCE MEASURES	› Increase number of transit miles connecting to major employment centers	› Increase sidewalks within 1/4 miles of major employment hubs	› Prioritize projects that focus on person throughput › Increase number of truck parking and spaces

Key Performance Indicators:
Increase Travel Options Connecting to Major Economic Centers (Miles of Sidewalk, Bike, Transit)

SCENARIOS

This secion introduces each scenario, possible accomplishments by 2050, and a description of what life may be like with these improvements. The goal is to answer a big question – what will life be like in 2050 in this scenario?

Scenario planning tests future alternatives which helps the TPO select which projects best meet the goals and objectives of the 2050 LRTP.

Each scenario has a specific focus. Projects that support the focus are grouped together and modeled. Key performance indicators are used to measure how well each scenario group performs in meeting plan goals and objectives.

The scenario that performs best moves forward in the planning and project prioritization process. Projects are prioritized in a way that meets the intent of the scenario.

The six scenarios below have been developed for the 2050 LRTP:

Scenario 1 : Existing Plus Committed Network (E+C): Includes the existing transportation network plus capacity projects that have construction funds consistent with the Transportation Improvement Plan.

Scenario 2: 2045 Cost Feasible: The E + C network and the SMART Program projects listed in the 2045 Cost Feasible Plan are included in this alternative.

Scenario 3: SMART STEP: The projects included in this scenario include the E + C network, the SMART Program projects listed in the 2045 Cost Feasible Plan, and the next generation of SMART Step projects focusing on the first/last mile.

Scenario 4: SMART Plus: The E + C network, the SMART Program projects listed in the 2045 Cost Feasible Plan, and the expansion SMART Plus projects focusing on transit.

Scenario 5: SMART Freight: This scenario includes the E + C network, the SMART Program projects listed in the 2045 Cost Feasible Plan, and the SMART Freight projects focusing on safe roads and expedited freight delivery.

Scenario 6: SMART Tech: The E + C network, the SMART Program projects listed in the 2045 Cost Feasible Plan, and SMART Tech projects focusing on implementation of innovative transportation technology.

Table 2-6: 2050 LRTP Scenarios

	Scenario 1 : Existing Plus Committed Network (E+C)	Scenario 2: 2045 Cost Feasible	Scenario 3: SMART STEP	Scenario 4: SMART Plus	Scenario 5: SMART Freight	Scenario 6: SMART Tech
Existing + Committed	✓	✓	✓	✓	✓	✓
Cost Feasible		✓	✓	✓	✓	✓
First/Last Mile Related Projects			✓			
SMART Plus Transit Projects				✓		
SMART Freight Projects					✓	
SMART Tech Projects						✓

For the 2050 LRTP, the combination of scenarios modeled in a travel demand model used by Miami-Dade County to predict the impacts of transportation projects. The combinations of scenarios modeled are shown in Table 2-6. As shown above, Scenario 1 will be included in all of the model runs. Scenario 2 will be included in model runs for Scenarios 2-5. 3-5 will include Scenarios 1 and 2, as well as each individual scenario. Because Scenario 6 focuses on emerging technology, definitive projects are not known at this time, and this scenario will not be included in any model runs.

A funding assumption has been noted for each scenario described in this section. $ means a low level of funding. $$ means a medium level of funding. $$$ means a high level of funding.

Life in 2050: Existing Plus Committed Network (E+C)

ASSUMED FUNDING LEVEL: $

What is the E+C Network?

The E+C Network represents the existing transportation network plus capacity projects that have construction funds committed through 2029.

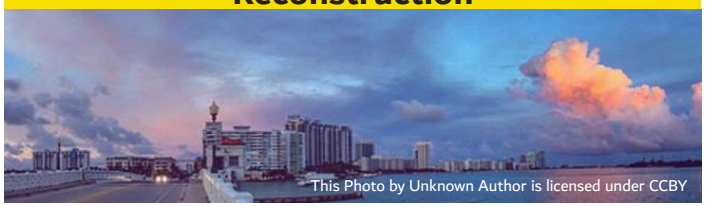
What have we been able to accomplish by 2050?

The E+C Scenario assumes that by 2050 we will have because we have severely restricted financial resources and we have been able to maintain existing facilities plus the projects that have construction funds committed through 2029 (last year of currently adopted TIP).

- SMART Program corridors have been advanced but may not all be completed. The Beach Express North Bus Express Rapid Transit (BERT) routes have been constructed.
- SMART Demonstration projects continue to thrive, with enhanced Municipal Trolley and On Demand Service.
- Complete Streets, Vision Zero, and sidewalk repair projects continue to be funded and completed at a reasonable pace.
- The Miami-Dade County DTPW bus fleet has been converted to alternative fuels.
- The Venetian Causeway, 17th Avenue, and Bear Cut bridges have been replaced.

Figure 2-5: South Dade Transitway Station

Figure 2-6: Venetian Causeway Bridge Reconstruction



What does this mean for life in 2050?

SMART program corridors are in service. Residents and visitors can travel from county line to county line on premium transit routes, both north to south and east to west. SMART demonstration projects have made it easier to get to transit stops and stations without a car.

Figure 2-7: Miami-Dade Transit Alternative Fuel Vehicle

The transportation system is safer for bicyclists and pedestrians, as projects funded by the Safe Routes to School, Complete Streets, Vision Zero, and sidewalk repair programs are completed.

In summary, below is a sample of the projects that have moved forward in Scenario 1: E+C Network.

- The South Dade TransitWay has been constructed as shown in Figure 2-5.
- The Venetian Bridges have been rebuilt as shown in Figure 2-6.
- DTPW's bus fleet has been converted to alternative fuels as shown in Figure 2-7.

Life in 2050: 2045 Cost Feasible Scenario.

ASSUMED FUNDING LEVEL: $$

What is the 2045 Cost Feasible Scenario?

In 2050, our economic resources are still somewhat restricted, and we have been able to advance the projects committed through the E + C scenario and the SMART Program projects listed in the 2045 Cost Feasible Plan.

What have we been able to accomplish by 2050?

This alternative projects that by 2050 funding has been less constricted, the E+C commitments have been funded and the SMART Program commitments in the 2045 Cost Feasible Plan have been built out.

- SMART Program corridors and terminals have been partially funded through design, as well as the accompanying BERT Network.
- SMART Demonstration projects have been expanded, with enhanced Municipal Trolley and On Demand Service maintained.
- Safe Routes to School, Complete Streets, Vision Zero, trails, and sidewalk repair projects have been implemented.

What does this mean for life in 2050?

People who live in Miami-Dade County in 2050 have more transportation options than ever. There is more access to opportunity because the SMART Program created more connections to economic centers. Bicycling for recreation and transportation is on the rise, because a convenient and accessible network of protected bicycle lanes is growing throughout the county. More children are walking and bicycling to school. Crash hot spots are declining as Vision

Figure 2-8: Enhanced Municipal Trolley System

Figure 2-9: Additional Protected Bicycle Lanes

Figure 2-10: More Children Walking to School

Zero design standards are implemented and high crash locations are retrofitted.

In summary, below is a sample of the projects that have moved forward in Scenario 2: 2045 Cost Feasible Network.

- Funding has been enhanced for Municipal Trolley systems as shown in Figure 2-8.
- Bicycle lanes have been enhanced and expanded as shown in Figure 2-9.
- There are more safe routes to school as shown in Figure 2-10.

Life in 2050: SMART STEP Scenario

ASSUMED FUNDING LEVEL: $$$

What is the SMART STEP Scenario?

As part of the SMART STEP Scenario, in 2050 we project that our economic resources are consistent with forecasted levels, and we have been able to advance the projects committed through the E + C scenario, the SMART Program projects listed in the 2045 Cost Feasible Plan, and next generation of SMART Step projects focusing on the first/last mile.

Implementation options may include limiting car traffic in downtowns, expanding the protected bike network and implementing bike safety and awareness campaigns.

Who are our International Peers? Where are noTable 2-examples?

Oslo: Inner City Walkability Focus

Starting in 2017, even in a cold climate, Oslo has made bold moves toward a walkable inner city. Cars were banned from part of the urban core. The city invested in significant traffic calming citywide. Because there were less cars, parking spaces were converted to improved bicycling and walking facilities. Even in snowy and hilly Oslo, they have seen success.

Vienna – Communication Strategies

Vienna stands out because of its innovative and constructive communication strategies. Its 2018 campaign, #warumfährstDUnicht? (#whydontYOUcycle?) featured relaTable 2-people and clean graphic design to flip common excuses on their head. Many of Vienna's communications strategies could be applied in Miami-Dade County.

Strasbourg: Bike Expansion Strategy

Strasbourg has long been recognized as France's premier bicycle city. Its new focus is growing bicycling beyond a centralized urban bicycling network. The city's current bicycle strategy focuses on encouraging new riders, modernizing the existing network, expanding cycle highways into the surrounding suburbs, and tapping into the potential of cargo bikes.

Figure 2-11: Underline Rendering

What have we been able to accomplish by 2050?

In this scenario, the impact of the next generation of SMART projects focusing on the first/last mile has been transformative by year 2050. Limiting cars in downtowns has made space for world class bicycle and pedestrian facilities. Fatalities have declined due to targeted Vision Zero improvements. The Miami-Dade 2050 Bicycle Pedestrian Master Plan has been implemented, and new design standards have encouraged shade and traffic separation in the new facilities. There has been explosive growth in the network of protected bicycle lanes throughout the county, which are connected to the premium transit.

Figure 2-12: Ludlam Trail Construction

What does this mean for life in 2050?

The culture here has shifted in favor of active transportation, and people's activity levels have increased. They have a network of convenient and accessible protected bicycle lanes nearby that can reach throughout the county. The Underline and Ludlam Trail have been completed. Woonerfs, or "livable streets" have come to Wynwood, as envisioned in the 2020 Wynwood Streetscape Master Plan. Downtowns are connected to transit, walkable, and filled with activity. Recognizing the positive correlation between installation of bicycling and pedestrian facilities and profitability, developers and downtowns are seeking to retrofit a network of these facilities connecting to destinations throughout the county. Seeing the economic benefit of a bicycle and pedestrian friendly environment, cities have voluntarily limited car access to portions of their downtowns and activity centers. Miami-Dade's active transportation network is competitive with international leaders in the field.

In summary, below is a sample of the projects that have moved forward in Scenario 3: SMART STEP Scenario.

- All 10 miles of the Underline have been constructed, as shown in Figure 2-11.
- The Ludlam Trial has been built, as shown in Figure 2-12.
- Woonerfs, which are curbless pedestrian friendly streets, have been installed in Wynwood, as shown in Figure 2-13.

Figure 2-13: Wynwood Woonerfs

Life in 2050: SMART Plus

ASSUMED FUNDING LEVEL: $$$

What is the SMART Plus Scenario?

The SMART Plus Scenario assumes that by 2050, our economic resources are consistent with forecasted levels, and we have been able to advance the projects committed through the E + C scenario, the SMART Program projects listed in the 2045 Cost Feasible Plan, and the next generation of SMART Plus projects focusing on transit.

Implementation may include expanding the transit network, improving reliability, limited freight truck movements in downtown areas, and expanding on-demand services.

Who are our International Peers? Where are noTable 2-examples?

Paris – Grand Paris Express

The Grand Paris Express is a wide-reaching expansion of Paris' premium transit system and the largest active infrastructure project in Europe. It began in 2010 and buildout is anticipated in 2030. At buildout the project will add 124 miles of new track and 68 new stations, serving a projected 2 million passengers a day. The project is managed by the Societe du Grand Paris (SGP), a public agency created to oversee the consortium of contractors implementing the project.

Claimed to be the largest revisioning of the Paris region since Baron Hausmann's project in 1817, the project anticipates development of 250,000 new housing units near its corridors. Complimentary "Inventing the Greater Paris Metropolis" studies have been launched in partnership with communities along the project corridors.

London – Governance Structure

Since 2000, the London Underground system has been governed by Transport for London (TFL). TFL is the statutory corporation responsible for the transport network in London and is part of the Greater London Authority. Its members are appointed by the Mayor of London. The Mayor of London also sets the structure and level of fares for the system. The day-to-day running of the corporation is left to the Commissioner of Transport for London.

The transfer to TFL was done in stages beginning in 2000 and completed in 2003 when the London Underground Limited became a wholly owned subsidy of TFL.

As of 2015, 92% of London Underground operational expenditures are covered by passenger fares.

Hong Kong – Transit Oriented Development

Hong Kong's transit network is impressive. About 75% of its population lives within 1/5 mile of a metro station. The system operates in a surplus, with frequent service.

Hong Kong's development practices surrounding transit may be part of this success. The transit agency's operating entity enters into partnerships with repuTable 2-developers. The developers will bear all development costs and risks, including land and construction costs. The transit agency supervises construction of the projects. Profit sharing is either in the form of percentage of profits or assets in-kind.

What have we been able to accomplish by 2050?

In 2050, SMART Plus scenario the new governance and operational structures kick-started projects that transformed the county. Mobility has been improved for all residents. Housing affordability has improved, as new residential communities are created along transit corridors. These new communities have built new transit ridership, improving farebox recovery. Because of the profit sharing structure put into place, a local match has been available to leverage the generational Federal funding opportunities.

Expanded bicycle and pedestrian facilities have been integrated into the construction of the new transit corridors and communities. On-Demand services have increased to provide alternative ways to connect to transportation corridors and economic centers.

What could this mean for life in 2050?

People who live in Miami-Dade County in 2050 are more active and mobile. The SMART Plan has been built out. The Beach Corridor connects downtown Miami to Miami Beach. The Northeast Corridor provides local service from downtown Miami to Aventura, co-located with the Brightline operations on the eastern Florida East Coast Railway corridor adjacent to Biscayne Boulevard. The North Corridor has been built, connecting residents of north-central Miami-Dade County to services and opportunities countywide. Residents of western Miami-Dade County can take premium transit on the East-West Corridor to downtown Miami and Miami International Airport. The South Dade TransitWay connects Florida City to the Dadeland South station. Tri-Rail now serves downtown Miami.

A generation of transit services beyond the SMART Plan has been approved and is coming online.

Quality of life is better because people have shorter commutes and housing costs are manageable, due to the creation of new housing along transit corridors. Growth has been managed within the Urban Development Boundary and concentrated along transit corridors.

In summary, below is a sample of the projects that have moved forward in Scenario 4: SMART Plus Scenario.

- The SMART Plan has been built out as shown in Figure 2-14.
- Transit supportive land use is in place as shown in Figure 2-15.

Figure 2-14: SMART Plan Build Out

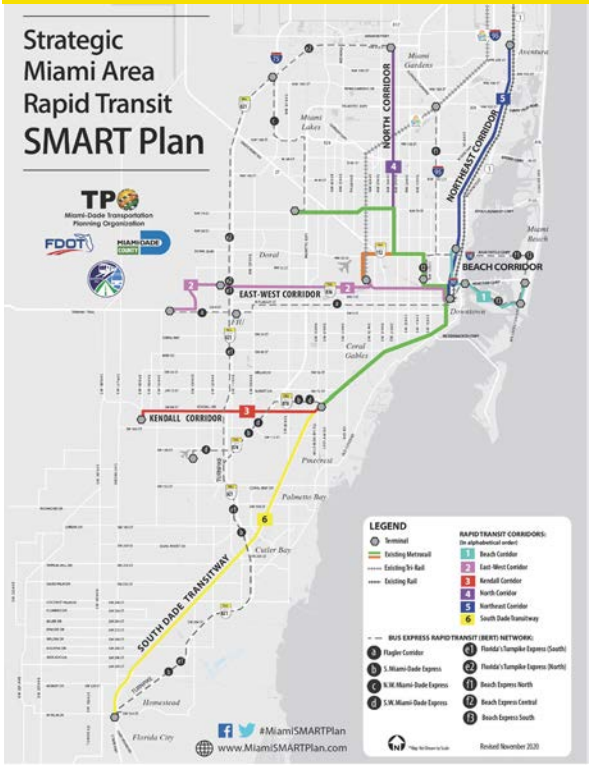


Figure 2-15: TRANSIT SUPPORTIVE LAND USE ENVISIONED

Life in 2050: SMART Freight

ASSUMED FUNDING LEVEL: $$$

What is the SMART Freight Scenario?

In the SMART Freight Scenario by 2050, our economic resources are consistent with or exceed forecasted levels, and we have been able to advance the projects committed through the E + C scenario, the SMART Program projects listed in the 2045 Cost Feasible Plan, and SMART Freight projects focusing on safe roads and expedited freight delivery.

Implementation may require interconnectedness of communication across modes to ensure efficient movements.

Who are our International Peers? Where are noTable 2-examples?

Rotterdam, Netherlands – Port Fuel Innovation[1]

The Port of Rotterdam is the tenth biggest port in the world and the largest port in Europe. It is also a leader in energy transition, investing EUR 3 billion in energy transition-related projects in 2022. A biorefinery and Europe's largest green-hydrogen plant are two examples of this investment. Subsidiaries of Shell have decided to build Holland Hydrogen I, which will be Europe's largest renewable hydrogen plant once operational in 2025. It is also a leader in the production and distribution of green hydrogen, heading the multinational Platform Zero Global Partnership for Hydrogen Innovation aimed at supporting hydrogen innovation.

Uber Freight – Connecting Carriers and Shippers[2]

Uber Freight helps both shippers and carriers get their products at their destination as fast and seamless as possible. Carriers and their dispatchers can find, book, assign, and reassign the best loads for their team; once logged in, carriers and their dispatchers can see a full list of their drivers and each driver's details, schedule, and availability. This is done by connecting carriers and shippers together in a single App. One of the major benefits of Uber Freight is the ability to streamline the paperwork required by both the shipper and carrier within the Uber Freight App.

European Union – Rail Digitization[3]

Through the Future Project 2: Rail 2 Digital Automation and Train Operation (FP2 R2DATO) project, the European Union (EU) is investing in digitalization, enhanced connectivity, and automation of the European Union's rail. The project is worth $173.8 million and combines the talents of 76 partners.

Digital solutions in rail will help the EU achieve sustainable and smart mobility by:

- Shifting a substantial part of the 75% of inland freight carried by road towards rail and inland waterways;
- Transitioning by 2030 to carbon neutral travel under 311 miles by 2030;
- Doubling traffic on high-speed rail by 2030 and tripling it by 2050;
- Increasing rail freight traffic by 50% by 2030 and doubling it by 2050;
- Implementing a fully operational, multimodal Trans-European Transport Network (TEN-T) for sustainable and smart transport with high-speed connectivity by 2050; and

[1] https://www.worldshipping.org/top-50-ports, https://blog.shipsgo.com/european-ports-information/, and https://www.offshore-energy.biz/port-of-rotterdam-gets-new-leadership/

[2] https://www.uberfreight.com/, https://www.supplychain247.com/article/uber_freights_new_fleet_mode_targets_small_trucking_fleets

https://rail-research.europa.eu/news/europes-rail-fp2-r2dato-brings-you-the-next-generation-digital-and-automated-railways/

- Improving European rail competitiveness and technological leadership.

The ultimate goal is to develop Next Generation Autonomous Train Control by delivering scalable automation in train operations by 2030 and enhancing infrastructure capacity on existing rail networks. First tangible results of FP2 R2DATO are expected to be delivered by 2025, for key enabling technologies.

What have we been able to accomplish by 2050?

In 2050, the SMART Tech scenario assumes that funding is consistent with forecasted levels, E+C commitments have been funded, the SMART Program commitments in the 2045 Cost Feasible Plan have been built out and there are new SMART Tech projects focusing on implementation of innovative transportation technology. Changes in how goods move has increased the importance of a reliable, efficient freight network. SMART Freight projects have ensured that Miami-Dade County has met this challenge. Freight optimization has re-activated the underutilized at grade rail network in Miami-Dade County, switching cargo off of the highway network and onto rail. Roadway congestion has decreased as a result without impacting freight delivery times. Innovations in freight automation and digitization have been integrated into the local freight delivery system. Freight delivery vehicle options have been expanded and sized to the scale of the local neighborhood.

Figure 2-16: Shore Power Station

Figure 2-17: Vertically Integrated Cargo Community

What could this mean for life in 2050?

Goods delivery for Miami-Dade County residents is seamless. Due to the new vehicle options, there are less traffic blockages on local roads. Travel time and roadway conditions on highways has improved.

Miami-Dade County has grown as a freight hub. The world's largest shore power system, installed at PortMiami in 2023, has been key to eliminating ship emissions in port. Each shore power system consists of eight standard 20-foot shipping containers that house all the needed electrical components. Ranked #1 in the US in 2022 for international freight cargo, Miami International Airport (MIA) has incorporated a five-

Figure 2-18: New South Dade Amazon Distribution Center

4 https://www.marinelog.com/passenger/cruiseships/portmiami-to-deploy-worlds-largest-shore-power-system/; https://globalmiamimagazine.com/going-vertical/; Miami-Dade FTAC Committee Meeting of June 14, 2023, and https://therealdeal.com/miami/2020/07/10/amazon-wins-approval-to-build-massive-facility-in-south-miami-dade/

story Vertically Integrated Cargo Community (VICC) into its facility which accommodates 5.5 million tons of cargo. It is the first multi-story cargo facility in the United States. South Miami-Dade is the largest freight hub in region, with a 22-acre Amazon facility, a Fed Ex facility, and a steel mill clustered near the Homestead Air Reserve Base.[4]

In summary, below is a sample of the projects that have moved forward in Scenario 5: SMART Freight Scenario.

- Shore power units have been installed, similar to the one comprised of eight standard shipping containers shown in Figure 2-16.
- Vertically integrated cargo communities have been installed as shown in the conceptual rendering in Figure 2-17.
- New warehousing facilities have been built, similar to the new Amazon distribution center at SW 272 Street shown in Figure 2-18.

Life in 2050: SMART Tech

ASSUMED FUNDING LEVEL: $$$

What is the SMART Tech Scenario?

In 2050, our economic resources are consistent with forecasted levels, and we have been able to advance the projects committed through the E + C scenario, the SMART Program projects listed in the 2045 Cost Feasible Plan, and SMART Tech projects focusing on implementation of innovative transportation technology.

Implementation may require policy, permitting, communications, or infrastructure innovations. As technologies develop between now and 2050, stakeholders will need to work collaboratively for their advancement.

Who are our International Peers? Where are noTable 2-examples?

Stockholm, Sweden – Autonomous Vehicles[5]

Stockholm, Sweden has a concentration of innovative tech companies and strong city support for testing the autonomous technology. As an example, the city tested out driverless buses in early 2018. The vehicles were only able to travel at restricted speeds but were equipped with sensors to communicate with enabled traffic lights and bus stops. This type of step-by-step approach to project testing is typical of the European approach to autonomous vehicles. Large-scale automated transportation testing is a collaborative venture in Europe with 21 countries participating.

Paris, France – Urban Air Mobility Testing Center[6]

The most advanced testing facility for urban air mobility in Europe was commissioned in November 2022 at Pontoise-Cormeilles airfield outside of Paris. Called Re.Invent Air Mobility, it is the result of a 30 partner consortium. The consortium focuses on vehicle development, vertiport infrastructure, airspace integration, and public acceptance.

The facility is available to many autonomous aircraft makers and gives them a chance to test and develop their technologies. The facility encourages collaboration between technology pioneers, regulators, and local partners such as the French Civil Aviation Authority (DGAC), suppliers, and airlines. It will enable the testing of flight logistics, flight scheduling, and the passenger experience.

[5] Sweden (KTH Royal Institute of Technology) – Autonomous vehicles en route to the city, https://sdgsuniversities.org/autonomous-vehicles-en-route-to-the-city/, March 2023.
[6] https://www.volocopter.com/newsroom/vertiport-testbed-for-eu-uam-paris/, November 22, 2022
[7] WSP Singapore and Subterranean Singapore: A Deep Dive into Manmade Tunnels and Caverns Underground in the City State (nlb.gov.sg)

Singapore: Tunneling[7]

Singapore has an ambitious tunneling program in place to maximize infrastructure in limited geography. By 2040, Singapore's goal is that 8 in 10 households will be within a 10-minute distance of a train station, maximizing underground opportunities. Singapore takes a layered approach toward its tunneling programs, layering:

- Road Infrastructure at 20m below ground
- Rail tunnels between 15 and 45m deep
- Sewer tunnels at 60m deep
- Utility tunnels from 50-80m deep
- Storage Caverns – 130m deep

What have we been able to accomplish by 2050?

The SMART Tech Scenario assumes that funding is consistent with or exceeds forecasted levels, we have been able to honor E+C commitments, complete the SMART Program projects listed in the 2045 Cost Feasible Plan, and initiate new SMART Tech projects.

Steering committees for new technology studies have been combined and transitioned into a permanent committee focused on advancing new technologies. They review new technologies on a case-by-case basis and provide guidance through the implementation phases. As a result, we have become known as the best place in the US to test and implement new technology.

What could this mean for life in 2050?

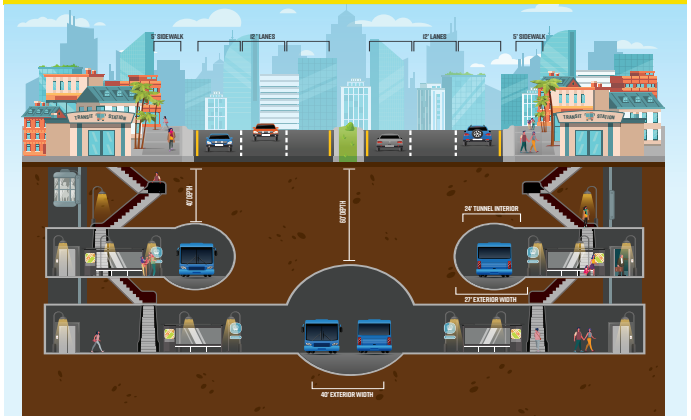
Due to local support of innovative technology, transit speed and connectivity have increased. Seeing connected and autonomous vehicles is an everyday experience. Advanced air mobility has been tested and is in operation within major destinations. Getting to Miami International Airport is easier than ever, as tunnels whisk cars from the surrounding expressways to the airport and premium transitways have been constructed within the right-of-way above.

In summary, below is a sample of the projects that have moved forward in Scenario 6: SMART Tech Scenario.

Figure 2-19: New Connected and Autonomous Vehicles

Figure 2-20: New Urban Air Mobility

Figure 2-21: New Tunneling Technologies



- Connected and autonomous vehicle have improved safety and efficiency of local travel as shown in Figure 2-19.
- Urban air mobility speeds travel between popular Miami-Dade County destinations as shown in Figure 2-20.
- Targeted tunneling applications have been explored throughout the county as shown in Figure 2-21.

Through the 2050 LRTP, Miami-Dade County can define its future. By aligning our resources with our priorities we can develop a transportation system on par with our international peers, determine what we want to accomplish by 2050, and choose what we want life to be like in 2050.

Table 2-7: 2050 LRTP Scenarios

	2050 LRTP Scenarios Summary					
	1: E+C	**2: 2045 Cost Feasible**	**3: SMART STEP**	**4: SMART Plus**	**5: SMART Freight**	**6: SMART Tech**
Assumed Funding Level	$	$$	$$$	$$$	$$$	$$$
Who are our International Peers?			Oslo: Inner City Walkability Focus Vienna – Communication Strategies Strasbourg – bike expansion strategy.	Paris: Grand Paris Express London – Governance Structure Hong Kong – Transit Oriented Development.	Rotterdam, Netherlands – Port Fuel Innovation, Uber Freight – Connecting Carriers and Shippers European Union – Rail Digitization.	Stockholm, Sweden – Autonomous Vehicles Paris, France: Urban Air Mobility Testing Center Singapore: Tunneling.
What have we been able to accomplish by 2050?	Maintain existing facilities, construct last year of adopted TIP.	SMART Program/ BERT Network partially funded through design, SMART Demonstration projects expanded, robust trail and sidewalk network.	SMART Program commitments in the 2045 Cost Feasible Plan built out, bike and pedestrian network in down towns expanded and bike and pedestrian fatalities reduced.	SMART Program is built out, new SMART Plus transit projects initiated, new governance structures supported transit oriented development and matched Federal funding.	SMART Program is built out, new SMART Freight projects initiated, rail optimization reduced congestion, freight throughput increased, neighborhood scale freight delivery implemented.	SMART Program is built out, new SMART Tech projects initiated, advanced new technologies are encouraged, Miami-Dade is a leader in new technology testing.
What does this mean for life in 2050?	SMART corridors in service, improved bicycle and pedestrian safety.	SMART Program connects to economic centers, growing network of bicycle facilities, more children walking to school, high crash spots identified and addressed.	The Underline and Ludlam Trail have been completed, curbless streets have been implemented, downtowns are active and filled with pedestrians.	Beach, East-West North, and Northeast SMART Program Corridors in service, housing costs lower and commute times decreased, new transit corridors are in the pipeline, development is focused along transit corridors.	Less local congestion and improved travel times, Miami-Dade County is a freight hub due to shore power and vertically integrated cargo communities.	Transit speed and connectivity increased, advanced air mobility is in operation, tunneling has been strategically implemented from expressways to high volume destinations.

CONCLUSION

The 2050 LRTP Performance report envisions a transportation system which meets community needs and priorities. These community needs and priorities were vetted through surveying and a Strengths, Opportunities, Aspirations, and Results (SOAR) Analysis, then were integrated into 2050 Goals, Objectives, Targets.

The 2050 LRTP Performance Report was also shaped by a thoughtful evaluation of the County's transportation system. Past and future transportation advancements were reviewed. Community demographic trends were identified for Miami-Dade County and each of the seven Transportation Planning Areas. Plans and policies shaping the future of the transportation system were identified. Transportation system performance was reviewed against Federal benchmarks for guidance on how to keep the transportation system functioning at a high level. The needs, projects, and trends identified in this transportation system evaluation were also integrated into the 2050 Goals, Objectives, Targets.

The 2050 LRTP Performance report culminates with discussion of draft 2050 LRTP Scenarios. Each scenario proposed meets community needs and priorities in slightly different ways, with unique bundles of projects and funding levels. The scenarios can be tested to see which performs best. This testing will be a next step in the 2050 LRTP development process.

The scenario that performs best will be used to guide programming of projects in the 2050 LRTP. The result will be an innovative and exciting transportation system which takes our community to the next level and realizes the 2050 LRTP themes of mobility, accessibility, and prosperity in unexpected and compelling ways.

CHAPTER 3 | PROJECTS

2024 Congestion Management Plan Update, Needs Assessment, & Scenario Planning Phase

INTRODUCTION

The Miami-Dade Transportation Planning Organization (TPO)'s Long Range Transportation Plan (LRTP) update, themed "SMART M.A.P (Mobility, Accessibility, Prosperity) 2050" encompasses a five-phase analytical process, described as follows: People, Performance, Projects, Priorities, and Policy phases. These phases work in tandem to update the Plan based on technical analysis and community involvement.

This technical approach includes the Projects Phase of the SMART M.A.P 2050, which includes the Congestion Management Plan (CMP), Needs Plan and Scenario Planning processes. This chapter discusses the Congestion Management Plan.

Project Background

The Miami-Dade TPO has developed a Congestion Management Plan to meet the unique needs of the Miami-Dade metropolitan area. The federal regulations, as provided in 23 C.F.R. 450.322, require metropolitan planning organizations with a population over 200,000 to develop and implement a congestion management process as a part of the overall transportation planning process. The CMP is intended to be a systematic way to monitor, measure and identify transportation congestion within the metropolitan area. It is used to evaluate and advance performance-based strategies to manage current and future transportation congestion. Federal requirements also provide for monitoring the effectiveness of strategies that are implemented to manage congestion.

The CMP is a medium-range planning action that advances the goals and objectives of Miami-Dade's LRTP and strengthens the connection between the Plan and the Transportation Improvement Program (TIP). This plan serves as an update to the TPO's previously adopted Congestion Management Plan and provides for continuity between the two planning documents. The CMP was developed with input from local, state and regional transportation partners and stakeholders.

Purpose and Need

The purpose of the CMP is to provide for effective management and operation of the existing transportation system and identify areas where improvements are most needed to reduce congestion. The plan development was based on the analysis of the existing congestion against the population and employment trends to help manage future congestion. It is intended to provide an enhanced linkage to the planning process and the environmental review process that is based on cooperatively developed travel demand reduction, operational management strategies and capacity increases.

"The TPO has developed a SMART Congestion Management Dashboard (CMD) to track and report historical and real-time mobility travel data in Miami-Dade County to accelerate and support the decision-making process for the Strategic Miami Area Rapid Transit (SMART) Plan. This is part of the ongoing CMP required by the Federal Highway Administration as part of the continuing metropolitan planning process. The dashboard reports quantity of travel, safety and real-time performance for Miami-Dade County on the State Highway System. Vehicle, person, and truck miles traveled are available as reported by the Florida Department of Transportation (FDOT)'s Forecasting and Trends Office"

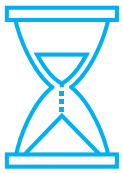
Understanding Congestion Impact Measures

The following measures sourced from the FDOT provide a comprehensive understanding of the impact of congestion on Miami-Dade County's state highway system. These metrics are crucial for identifying the economic and operational costs associated with traffic delays and for informing effective congestion management strategies.

- **Total Cost of Time Loss:** This measure quantifies the economic impact of time wasted due to traffic congestion. It is calculated by multiplying the total delay time experienced by travelers with the average monetary value assigned to time loss. This metric emphasizes the productivity losses for both individuals and businesses, showcasing how congestion translates into billions of dollars in economic cost over a five-year period.
- **Total Cost of Fuel Consumption:** This metric reflects the financial burden of additional fuel used by vehicles stuck in congestion. The cost is derived by estimating the fuel wasted during delays and converting it into dollar values based on average gasoline prices. It highlights how inefficient traffic conditions increase fuel consumption, leading to higher expenses for drivers and contributing to environmental pollution through increased emissions.
- **Annual Cost Trends:** These metrics show how the costs of time loss, fuel consumption, and overall congestion have varied from year to year. They include:
  - **Annual Cost of Time Loss:** The year-over-year changes in time loss costs reveal periods of more severe congestion and help identify trends that may inform congestion management strategies.
  - **Annual Cost of Fuel Consumption:** By tracking how fuel consumption costs have evolved, this measure underscores the persistent impact of traffic delays and the need for continuous monitoring.
  - **Annual Cost of Congestion:** This measure captures the overall economic burden of congestion each year, combining the impacts of time loss and fuel consumption. It serves as an overarching indicator of the efficiency (or inefficiency) of the transportation system.

These measures provide a clear picture of the ongoing challenges posed by traffic congestion, indicating the urgency of implementing effective congestion management and mobility solutions to improve economic outcomes and reduce environmental impacts.

The CMP addresses the ongoing challenges faced by Miami-Dade County's transportation system, demonstrating the impact of congestion on time and fuel consumption. Over the past five years, congestion on the state highway system has resulted in considerable economic and environmental costs, emphasizing the need for effective congestion management strategies. Data from the FDOT reveal the extent and impact of congestion:



Total Cost of Time Loss: The congestion on Miami-Dade County highways has resulted in a total cost of time loss of $4.15 billion over the last five years. This metric reflects the significant economic strain on commuters and businesses, contributing to lost productivity and longer travel times. Annual fluctuations highlight the variability in traffic conditions and the need for strategic interventions.

Total Cost of Fuel Consumption: Similarly, fuel wasted due to congestion has accumulated to $4.49 billion over five years. The annual cost of fuel consumption, affected by traffic delays and fuel price variations, has placed a consistent financial burden on drivers. These figures underscore the inefficiency of the current system, which not only impacts drivers' wallets but also exacerbates environmental concerns.

Figure 3-1: Annual Cost of Time Loss by Year

Annual cost of fuel consumption on the Miami-Dade County state highway system by year.

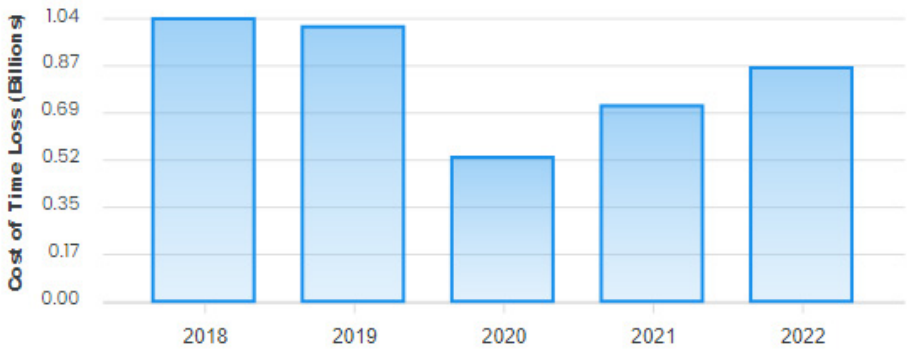
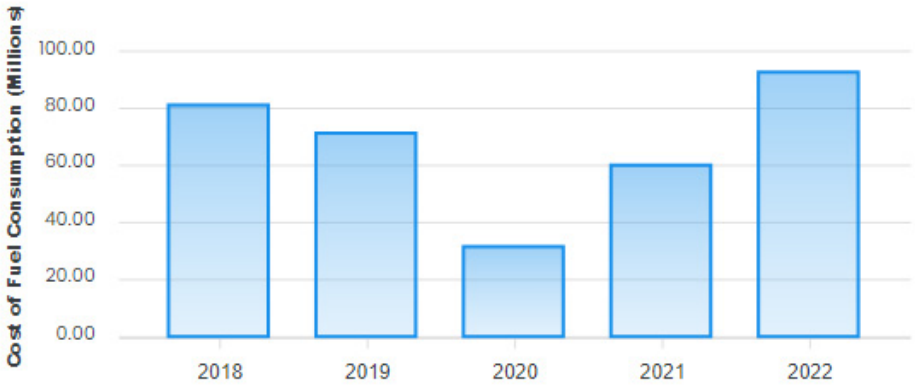


Figure 3-2: Annual Cost of Fuel Consumption by Year

Annual cost of fuel consumption on the Miami-Dade County state highway system by year.



Annual Trends in Congestion Costs

- **Time Loss Costs:** Annual data show that the cost of time loss has reached peaks above $1 billion in some years, indicating periods of severe congestion that necessitate urgent action.
- **Fuel Consumption Costs:** The annual cost of wasted fuel demonstrates the persistent nature of congestion, with recent years showing a rising trend that reflects ongoing traffic challenges.
- **Overall Congestion Costs:** The annual economic impact of congestion remains substantial, reinforcing the need for comprehensive and innovative congestion management strategies to mitigate these costs and improve overall mobility.

These statistics highlight the urgent need for a robust CMP. By addressing these economic and environmental costs, the CMP aims to implement performance-based strategies that will enhance traffic flow and reduce delays.

OBJECTIVES FOR CONGESTION MANAGEMENT

The CMP objectives for congestion management began with a review of Goals and Objectives contained in both the SMART M.A.P 2050 (Figure 1) and the previously adopted Miami-Dade TPO CMP. A literature review of State and MPO congestion management plans was also conducted consisting of various research reports, documents, and best practices related to congestion management.

The 2050 LRTP objectives that pertain to congestion management were reviewed and refined, as necessary, to ensure that the objectives are consistent, realistic, and reasonable for the CMP level of analysis and in compliance with federal guidelines and policies.

As provided in the Federal Highway Administration (FHWA) document titled Congestion Management Process: A Guidebook; an ideal objective should have "SMART" characteristics that are specific, measurable, agreed, realistic, and time bound. The requirement to define congestion management objectives is also a federal requirement as provided by 23 CFR 450.322 (d)2.

Key Performance Indicators

To enhance the CMP's effectiveness, we have integrated Key Performance Indicators (KPIs) that align with the Performance Chapter of the LRTP. These KPIs provide measurable benchmarks to track progress and evaluate the impact of congestion management strategies. Examples of these KPIs include:

KPIs

Average Travel Time: Monitors the duration required to travel on key corridors, offering a direct indicator of congestion levels and improvements.	**Crash Rates:** Assesses the frequency of traffic incidents, which can inform strategies to improve safety and reduce congestion-related delays.	**On-Time Performance for Transit:** Measures the reliability of public transportation, ensuring that transit remains a dependable and efficient option for commuters.	**Average Weekly Transit Ridership:** Tracks the number of passengers using public transit, reflecting the effectiveness of efforts to promote transit as an alternative to car travel.	**Truck Volume and Travel Time:** Evaluates the efficiency of freight movement on the network, crucial for economic vitality and minimizing congestion on major corridors.

Figure 3-3. Goals and Objectives

SMART 2 5 M.A.P.
Mobility. Accessibility. Prosperity.

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

Contact: Elizabeth Rockwell, Chief Information Officer, at 305-375-1881 or information@mdtpo.org
Scan QR Code or visit www.miamidadetpolrtp2050.com | #MiamiDadeIn2050 #MiamiDadeTPO

TPO Miami-Dade Transportation Planning Organization

These KPIs provide a performance-based approach to managing congestion, allowing the CMP to assess the success of implemented strategies continuously. By monitoring these indicators, the CMP can adapt and prioritize projects that deliver the most significant benefits to the community.

MULTI-MODAL PERFORMANCE MEASURES

Mobility Performance Measures became an important element of the State and MPO planning processes through the 2012 federal act Moving Ahead for Progress in the 21st Century (MAP-21) and has continued in subsequent federal transportation legislation. CMP performance management measures are used to characterize current conditions on the transportation system in the region. They present an on-going process that requires performance management measures, continuous data collection, performance monitoring and strategies assessment, and measures of effectiveness.

There are various measures that can be used in developing a CMP. Performance measures generally indicate four dimensions of congestion as defined by FHWA in the CMP Guidebook: intensity, duration, extent, and variability that can be used for (1) on-going monitoring and evaluation and (2) identifying future congestion.

Causes of Congestion

Congestion management begins by understanding the problem. Previous work has shown that congestion is the result of seven root causes, often interacting with one another.

Physical Bottlenecks ("Capacity") – Capacity is the maximum amount of traffic capable of being handled by a given highway section. Capacity is determined by a few factors: the number and width of lanes and shoulders; merge areas at interchanges; and roadway alignment (grades and curves).

Traffic Incidents – Are events that disrupt the normal flow of traffic, usually by physical impedance in the travel lanes. Events such as vehicular crashes, breakdowns, and debris in travel lanes are the most common form of incidents.

Work Zones – Are construction activities on the roadway that result in physical changes to the highway environment. These changes may include a reduction in the number or width of travel lanes, lane "shifts," lane diversions, reduction, or elimination of shoulders, and even temporary roadway closures.

Weather – Environmental conditions can lead to changes in driver behavior that affect traffic flow.

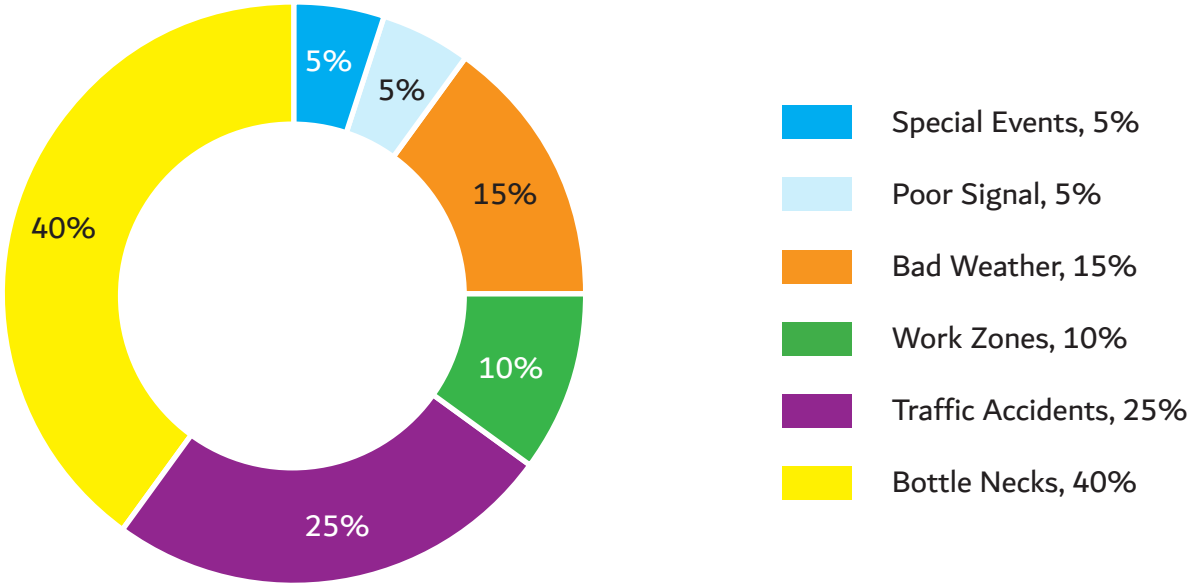
Traffic Control Devices – Intermittent disruption of traffic flow by control devices such as railroad grade crossings and poorly timed signals also contribute to congestion and travel time variability.

Special Events – Are a special case of demand fluctuations whereby traffic flow in the vicinity of the event will be radically different from "typical" patterns. Special events occasionally cause "surges" in traffic demand that overwhelm the system.

Fluctuations in Normal Traffic – Day-to-day variability in demand leads to some days with higher traffic volumes than others. Varying demand volumes superimposed on a system with fixed capacity also results in variable (i.e., unreliable) travel times.

National estimates of congestion by source are useful to guide FHWA's program and to identify which areas should be emphasized (Figure ES.2). However, local conditions vary widely–developing methods for estimating congestion sources on individual highways would be highly useful to transportation engineers "in the trenches" trying to decide how to craft mitigation strategies. FHWA is currently researching this issue and is developing a methodology to allow transportation engineers to estimate the sources' contribution to total congestion using local data.

Figure 3-4: The Sources of Congestion



INTENSITY

The relative severity of congestion that affects travel. Intensity has traditionally been measured through indicators such as volume/capacity ratios or level-of-service measures that consistently relate the different levels of congestion experienced on roadways.

DURATION

The amount of time the congested corridors persist before returning to an uncongested state.

EXTENT

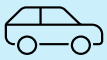
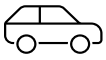
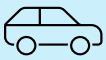
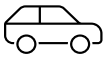
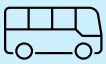
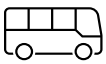
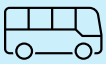
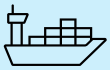
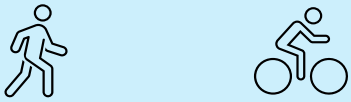
The number of system users or components affected by congestion.

VARIABILITY

The changes in congestion that occur on different days or different times of day. When congestion is highly variable due to non-recurring conditions, this has an impact on the reliability of the system.

The following multi-modal performance measures were used in the CMP analysis.

Table 3-1: CMP Analysis Multi-Modal Performance Measures

Measure Name	Modes Measured	Definition
Average Travel Speed		Average speed of vehicles traveling on a segment.
Corridor/Segment Delay and TTR		Ability to reach a regular destination within the same amount of time every trip.
Average Commute Time		Average time it takes to reach a regular destination.
Crash Rates		Number of crashes per 100 million Vehicle Miles Traveled (VMT).
On-Time Performance		Reliability of public transportation systems in adhering to scheduled arrival and departure times.
Average Weekly Transit Ridership		Number of passengers utilizing public transportation service within a given week.
Transit Passengers per Revenue Mile		Average number of passengers carried per mile traveled by revenue-generating vehicles.
Truck Volume		Number of trucks traveling on the network.
Average Truck Travel Time		Average time for a truck to travel between places
Bike Network Coverage		Percentage of bike lanes coverage within a network.
Bike Volume		Number of trips using bike as a transportation mode.

Throughput productivity measures the efficient use of the existing highway capacity. It can be reported for vehicles or for persons making it a very adaptive metric. Person throughput focuses on the number of people that pass a specific point within a defined timeframe (people per hour per lane). This metric is based on observational studies that track the average number of occupants in each vehicle and has been used to compare high-occupancy vehicle lane performance to adjacent single-occupant vehicle lane performance.

Multimodal performance measures are also being developed through on-going research and studies. Research is being conducted by the FHWA to identify multimodal performance measures that assess the actual performance of all modes, including light rail, and non-motorized travel (i.e., pedestrian and bicycle) from a user perspective. The fundamental initial findings concludes that multimodal performance is difficult if not impossible to determine without "complete person-trip information"; i.e., data that tracks trips across the multimodal network from beginning to end. Such information is now becoming available through private vendors and big data which could lead to complete person-trip multimodal performance measures applied in future Congestion Management Plans. The CMP objectives for congestion management began with a review of the SMART M.A.P 2050 Goals and Objectives and the Goals and Objectives contained in the previously adopted Miami-Dade TPO CMP. A literature review of State and MPO congestion management plans was also conducted consisting of various research reports, documents, and best practices related to congestion management.

CONGESTED NETWORK ANALYSIS

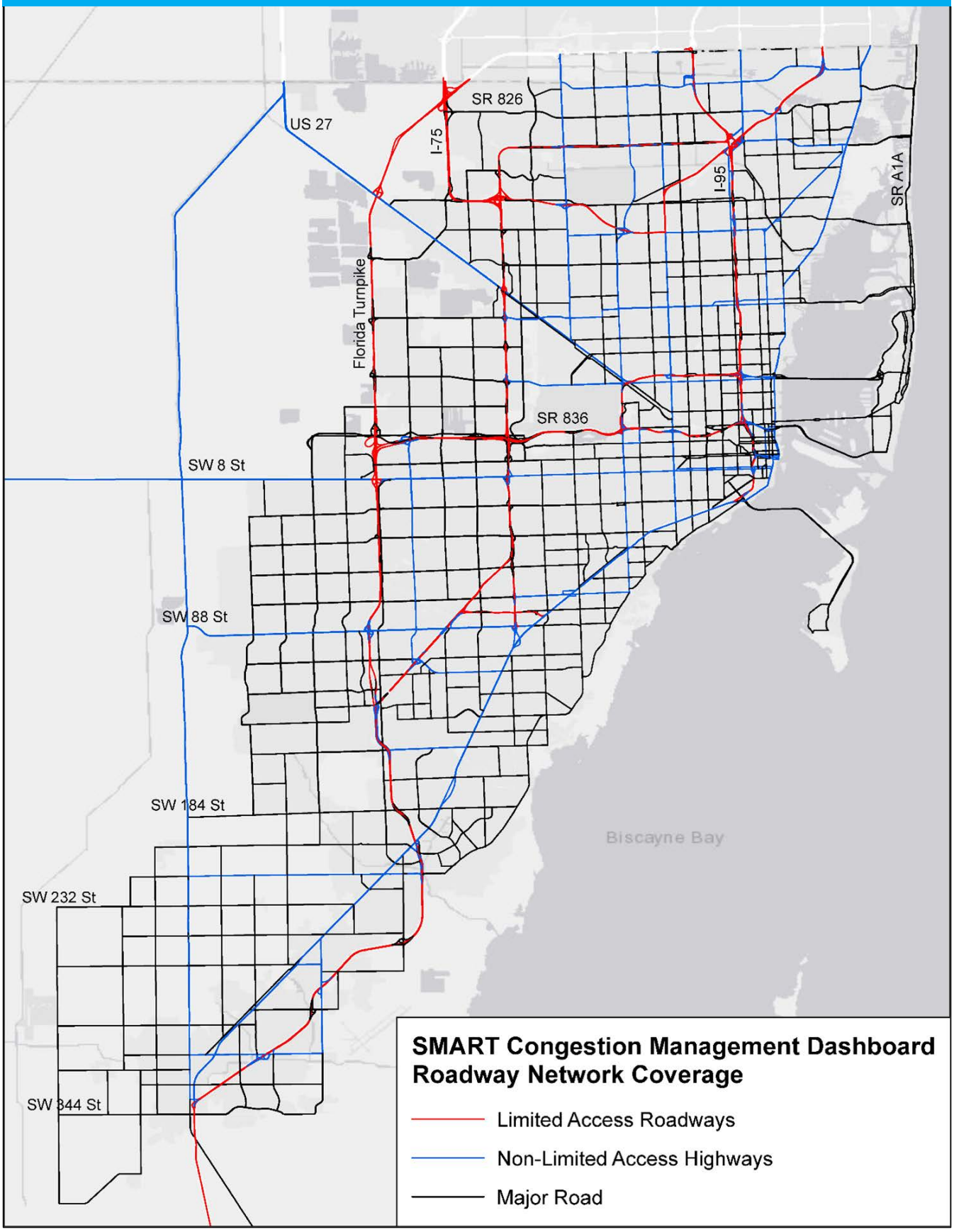
The CMP area of application is defined as the Miami-Dade County area. The previously adopted CMP defined the CMP network as the Miami-Dade County portion of the National Performance Management Research Data Set (NPMRDS). However, while the NPMRDS network covers most of the interstate highways and state roads, it does not include data for the other major arterials. A network completed for the Miami-Dade TPO SMART CMD provides the broader coverage of the roadway networks in Miami-Dade County, including interstate highways and expressways, non-limited access highways, and major roads. Therefore, the SMART CMD network was used for congested network analysis.

Overview of the SMART Congestion Management Dashboard Data Set

Figure 2 shows the roadway coverage of the SMART CMD Data Set. The SMART CMD Data Set covers 2,083 centerline miles of roadways, which is more than double compared to the NPMRDS coverage in the previously adopted CMP. The broader roadway coverage allows identification of additional congested corridors that could not be analyzed in the past.

FDOT in coordination with FHWA, local transportation agencies, municipalities and metropolitan organizations are responsible for updating the functional classification designation of the roadway system every 10 years. The functional classification system assigns roadways into systems according to the character of service they provide in relation to the total roadway network. The functional classification of roadways is critical for Federal-Aid eligibility. The roadway network from the SMART CMD Data Set was aggregated to the FDOT D6 2020 functional classification for the purpose of this analysis. This is also delineated in Table 2.

Figure 3-15. SMART CMD Roadway Coverage



Source: SMART Congestion Management Dashboard

Table 3-2. SMART CMD Roadway Network Coverage	
Roadway Type	**SMART CMD Network Centerline Miles**
Limited Access Roadways (Expressway and Interstate, principal arterials, such as the I-95, SR 836, SR 826, Turnpike, etc.)	401
Non-Limited Access Highways (Principal arterials, minor arterials, such as Krome Ave, Flagler St, Miami Gardens Dr, etc.)	531
Major Roads (Major and minor collectors, such as Coral Way / SW 24 St., NW 103 St.)	1,151
Total	**2,083**

Data from SMART Congestion Management Dashboard

The data for the roadway links on this network was extracted in April 2023 and includes average for Monday through Sunday and 7 periods per day. Also, the data includes Average speed, 85th percentile speed, and posted speed limit.

For analyzing the congestion, the average speed and 85th percentile speed was averaged for typical weekdays (Tuesday, Wednesday, and Thursday) by period, including AM peak (7 am to 10 am), mid-day (10 am to 4 pm), PM peak (4 pm to 7 pm), and evening (7 pm to 12 am). Following the 2019 CMP method, Travel Time Reliability (TTR) and average speed ratio were calculated for each roadway segment.

- TTR is the ratio between average travel time versus the 85th percentile travel time, which is used to represent the actual travel time compared to typical travel time, including typical delays as well as unexpected delays.
- Average speed ratio is a ratio of average speed versus posted speed limit, which is used to represent the congestion level.

Table 3 shows the percentage of roadway links for each of the average speed ratio groups.

Table 3-3. Percentage of Roadway Links for Average Speed Ratio Groups		
Measure	**Criteria**	**Percentage of Roadway Links**
Average Speed Ratio for the AM Peak Period	Average speed ratio > 0.67	53%
	Average speed ratio between 0.33 and 0.67	45%
	Average speed ratio < 0.33	2%
Average Speed Ratio for the PM Peak Period	Average speed ratio > 0.67	51%
	Average speed ratio between 0.33 and 0.67	47%
	Average speed ratio < 0.33	2%

IDENTIFICATION OF CONGESTED CORRIDORS

Methodology to Identify Congested Corridors

The Miami-Dade County 2024 CMP update improved upon the previous updates by utilizing travel speed data from the SMART CMD network. The identification of the congested corridors was determined using the TTR and the average speed ratio. The corridors were scored with points assigned based on travel time reliability and average speed ratios. Table 3 describes the points scoring system.

Using the point scoring system based on the SMART CMD data, the 16 identified congested corridors from the previously adopted CMP were reviewed and re-evaluated. In addition, because the SMART CMD network covers a broader roadway network, additional congested corridors were identified based on the point scoring system.

Table 3-4. Point Scoring System for the Identification of the Congested Corridors

Measure	Criteria	Points
Travel Time Reliability (TTR) for the AM Peak, Mid-Day, PM Peak, and Evening Periods	No period with TTR above 1.5	0
	1 period with TTR above 1.5	1
	2 periods with TTR above 1.5	2
	3 periods with TTR above 1.5	3
	4 periods with TTR above 1.5	4
Average Speed Ratio for the AM Peak Period	Average speed ratio > 0.67	0
	Average speed ratio between 0.33 and 0.67	1
	Average speed ratio < 0.33	2
Average Speed Ratio for the PM Peak Period	Average speed ratio > 0.67	0
	Average speed ratio between 0.33 and 0.67	1
	Average speed ratio < 0.33	2

Review of the Identified Congested Corridors from the Previously Adopted CMP

There are 16 congested corridors identified in the previous CMP. For these 16 congested corridors, their performance was reviewed and re-evaluated using the SMART CMD network and data. Table 4 shows the points for these 16 congested corridors based on SMART CMD April 2023 data, in the order of being presented in the previous CMP. Most segments of the corridors were still scoring relatively moderate to high points of 5 or more. The intersections, of NW 47 Avenue at SR 826 / Palmetto Expressway, NW 67 Avenue at SR 826 / Palmetto Expressway, NW 7 Avenue Extension at US 441, and some intersections from the SR 9 / NW 27 Avenue corridor, the SR 826 / NE 167 Street corridor, and the SR 823 / Red Road corridor, were still scoring 7 to 8 points, which is considered very unreliable.

Table 5shows the average travel time reliability (TTR) values for each of the four periods for the 16 congested corridors identified in the previously adopted CMP. For corridor #15 and #14, the two intersections along SR 826 / Palmetto Expressway, the average TTR values were above 1.5, deemed unreliable. For corridor #3, #4, #9, and #11, the average TTR values were between 1.4 and 1.5. Although they were not deemed unreliable based on the 1.5 cut-off criteria, there is still a moderate degree of unreliability for these corridors. For the other corridors, the TTR values were 1.29 or above, still indicating some degree of unreliability.

Table 3-5. Travel Time Reliability for the 16 Congested Corridors Identified in the previous CMP

Map ID #	Corridor	AM TTR	Mid-Day TTR	PM TTR	Evening TTR	Daily Average
15	NW 67 Ave at SR 826	1.59	1.58	1.62	1.59	1.60
14	SR 847 at SR 826	1.51	1.54	1.54	1.49	1.52
3	SW 56 St / Miller Dr at SR 826	1.54	1.47	1.47	1.43	1.48
4	SR 9 / NW 27 Ave from US 41 to NW 14 St	1.45	1.44	1.47	1.38	1.44
9	E 33 St at SR 953	1.45	1.41	1.36	1.36	1.40
11	NW 7 Ave Extension at US 441	1.41	1.40	1.36	1.42	1.40
1	US 1 from SW 72 St to SE 13 St	1.40	1.37	1.47	1.32	1.39
12	SR 826 / NE 167 St from I-95 to US 1	1.41	1.41	1.39	1.32	1.38
2	SR 976 / SW 40 St from SW 67 Ave to US 1	1.41	1.36	1.45	1.26	1.38
7	US 27 from Hialeah Gardens Blvd to SE 4 Ave	1.40	1.35	1.40	1.29	1.36
16	SR 823 / Red Rd from US 27 to SR 924	1.39	1.37	1.37	1.31	1.36
13	SR 932 / 49 St from W 12 Ave to US 441	1.38	1.35	1.37	1.33	1.36
6	SR 948 / NW 36 St from NW 107 Ave to East Dr	1.35	1.34	1.39	1.29	1.35
8	SR A1A from W 63 St to NE 192 St	1.33	1.35	1.36	1.29	1.33
5	US 41 / SW 8 St from SW 97 Ave to SW 87 Ave	1.35	1.31	1.34	1.28	1.32
10	SR 823 / Red Rd from NW 183 St to NW 199 St	1.29	1.28	1.31	1.26	1.29

**Red cells reflect TTR range 1.50 or higher. Orange cells reflect TTR range 1.40-1.49. Blue cells reflect TTR range 1.30-1.39. Clear cells reflect TTR range 1.29 or lower.*

Table 6 and Table 7 show the average speed ratios for the 16 congested corridors from the previously adopted CMP for the AM peak period and the PM peak period, respectively. For each period, there are 12 out of the 16 corridors showing moderate congestion with the average speed ratio between 0.33 and 0.67. The other 4 corridors show light to no congestion with the average speed ratio greater than 0.67. Orange cells reflect average speed ratio between 0.33 and 0.67. Blue cells reflect average speed ratio of 0.67 or greater.

Table 3-6. AM Peak Average Speed Ratio for the 16 Congested Corridors from the 2019 CMP

Map ID #	Corridor	AM Period Average Speed Measure
15	NW 67 Ave at SR 826	0.40
9	E 33 St at SR 953	0.48
11	NW 7 Ave Extension at US 441	0.49
14	SR 847 at SR 826	0.51
3	SW 56 St at SR 826	0.53
4	SR 9 / NW 27 Ave from US 41 to NW 14 St	0.54
2	SR 976 / SW 40 St from SW 67 Ave to US 1	0.60
12	SR 826 / NE 167 St from I-95 to US 1	0.61
16	SR 823 / Red Rd from US 27 to SR 924	0.62
13	SR 932 / 49 St from W 12 Ave to US 441	0.62
8	SR A1A from W 63 St to NE 192 St	0.63
1	US 1 from SW 72 St to SE 13 St	0.64
5	US 41 / SW 8 St from SW 97 Ave to SW 87 Ave	0.69
6	SR 948 / NW 36 St from NW 107 Ave to East Dr	0.71
10	SR 823 / Red Rd from NW 183 St to NW 199 St	0.76
7	US 27 from Hialeah Gardens Blvd to SE 4 Ave	0.76

** Orange cells reflect Average Speed Ratio range 0.33-0.67. Blue cells reflect Average Speed Ratio range 0.67 or greater.*

Table 3-7. PM Peak Average Speed Ratio for the 16 Congested Corridors from the 2019 CMP

Map ID #	Corridor	PM Period Average Speed Measure
15	NW 67 Ave at SR 826	0.38
14	SR 847 at SR 826	0.46
4	SR 9 / NW 27 Ave from US 41 to NW 14 St	0.50
11	NW 7 Ave Extension at US 441	0.54
2	SR 976 / SW 40 St from SW 67 Ave to US 1	0.57
8	SR A1A from W 63 St to NE 192 St	0.59
1	US 1 from SW 72 St to SE 13 St	0.59
12	SR 826 / NE 167 St from I-95 to US 1	0.60
16	SR 823 / Red Rd from US 27 to SR 924	0.61
3	SW 56 St at SR 826	0.61
13	SR 932 / 49 St from W 12 Ave to US 441	0.65
6	SR 948 / NW 36 St from NW 107 Ave to East Dr	0.66
9	E 33 St at SR 953	0.70
5	US 41 / SW 8 St from SW 97 Ave to SW 87 Ave	0.71
10	SR 823 / Red Rd from NW 183 St to NW 199 St	0.74
7	US 27 from Hialeah Gardens Blvd to SE 4 Ave	0.77

** Orange cells reflect Average Speed Ratio range 0.33-0.67. Blue cells reflect Average Speed Ratio range 0.67 or greater.*

Identification of 2024 Congested Corridors

Using the point scoring system, additional congested corridors can be identified based on the SMART CMD network. Aiming to provide mobility options by improving access to the SMART Program corridors, congested corridors observed in 2023, near the SMART Program corridors were prioritized. Because the roadway links in the SMART CMD network were broken down into very short segments (i.e. less than 0.1 mile), the maps shown below may have many short segments with high congestion scores. The 2024 congested corridors were identified for corridors that have most of the corridor segments scoring 5 or more points, and these high scoring segments reach a significant length (i.e. 0.3 mile or longer). These corridors were reviewed and discussed with Miami-Dade TPO for reasonableness. In addition to the identified corridors, there are the main limited-access facilities such as I-95, SR 836, SR 826, SR 874, I-75 and others which continues to have recurring congestion. The agencies maintaining these facilities are working on alleviating the traffic congestions through many strategic approaches. The focus on future corridors to address congestion provides direction for funding prioritization apart from the Strategic Intermodal System (SIS) and allows for justification of priorities in the Cost Feasible Plan (CFP).

Figure 6 shows the SMART CMD network points map near the Beach Corridor. Most of the congestion is in the east-west directions. Corridors with high scoring points include:

- NE 39 St from N Miami Ave to US 1.
- NE 14 St from N Miami Ave to US 1.
- NE 15 St from NE 2 Ave to N Bayshore Dr.

Figure 3-6. CMP Map - 2024 Congested Corridors within Beach Corridor

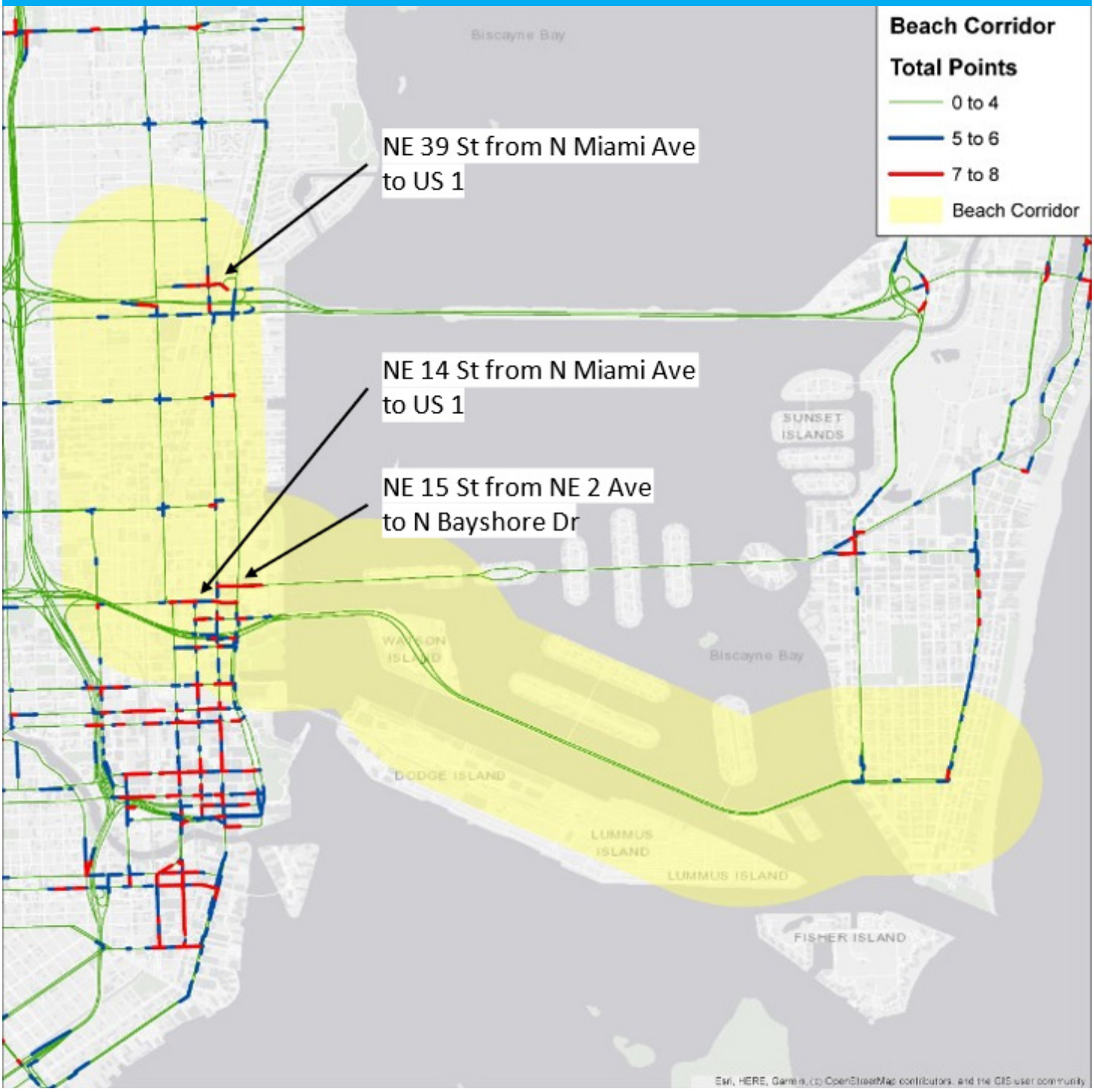


Figure 7 shows the SMART CMD network points map near the East-West Corridor. The majority of the congestion is around the intersections. Corridors with high scoring points include:

- NW 107 Ave at NW 12 St.
- NW 87 Ave at NW 12 St.

Figure 3-7. CMP Map 2024 Congested Corridors Within East West Corridor

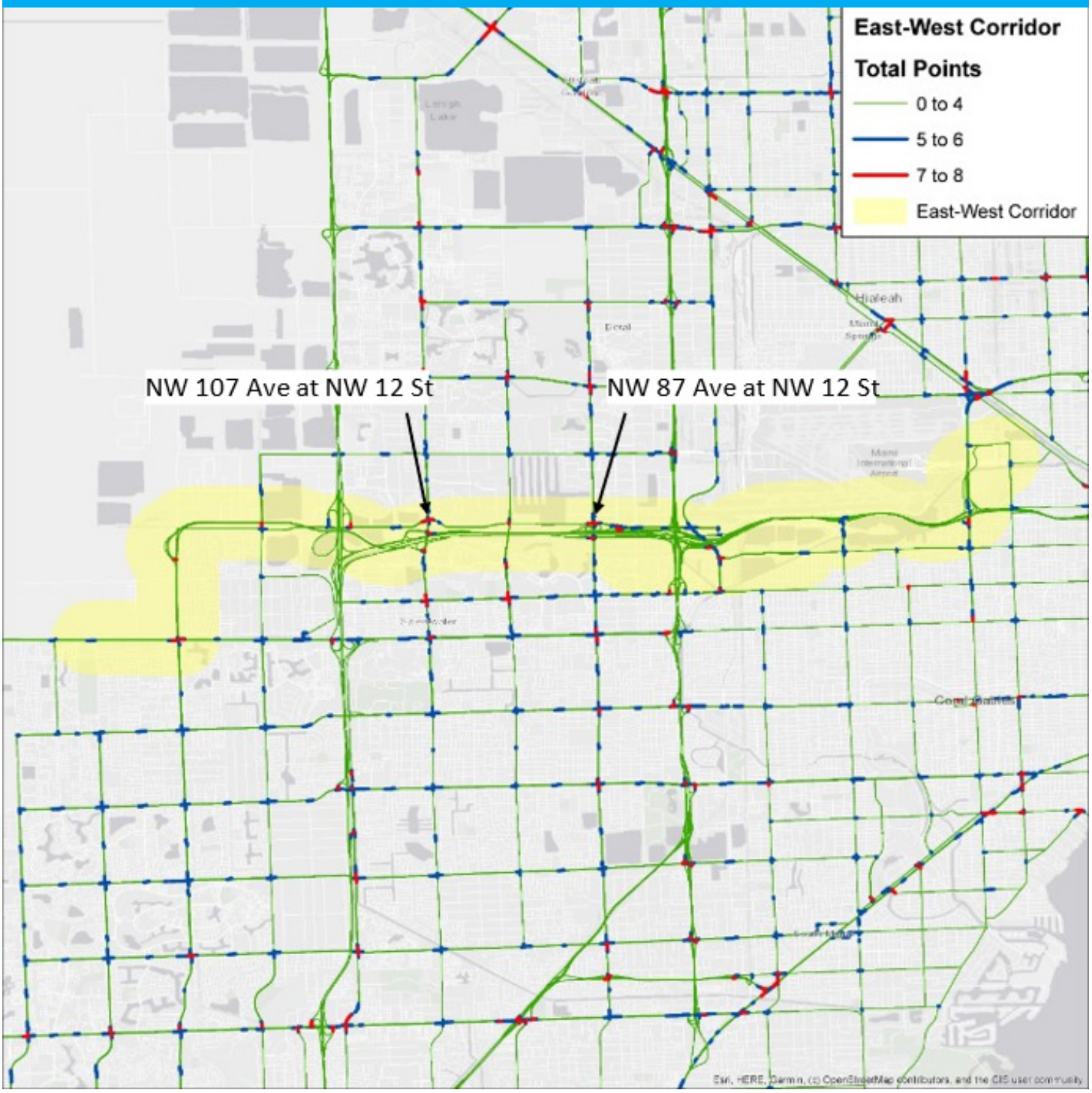


Figure 8 shows the SMART CMD network points map near the Kendall Corridor. The majority of the congestion is in the east-west direction. Corridors with high scoring points include:

- SW 88 St at SW 117 Ave.
- SW 88 St at SR 874 / Don Shula Expressway.

Figure 3-8. CMP Map - 2024 Congested Corridors within Kendall Corridor

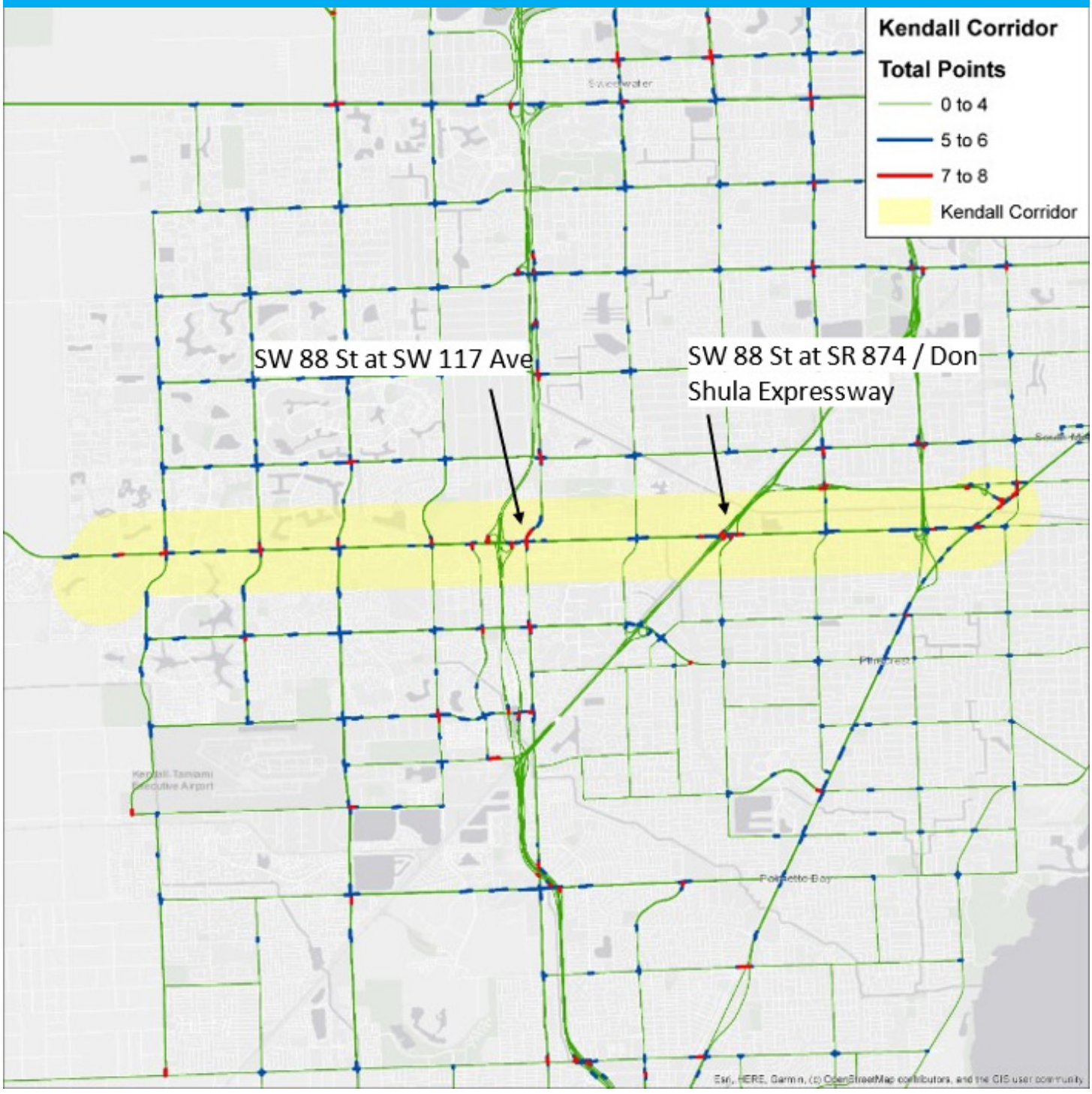


Figure 9 shows the SMART CMD network points map near the North Corridor. The majority of the congestion is around the intersections. Corridors with high scoring points in and near the North Corridor include:

- NW 27 Ave from NW 36 St to NW 54 St.
- SR 112 from NW 31 St to NW 36 Ave.

Figure 3-9. CMP Map - 2024 Congested Corridors within North Corridor

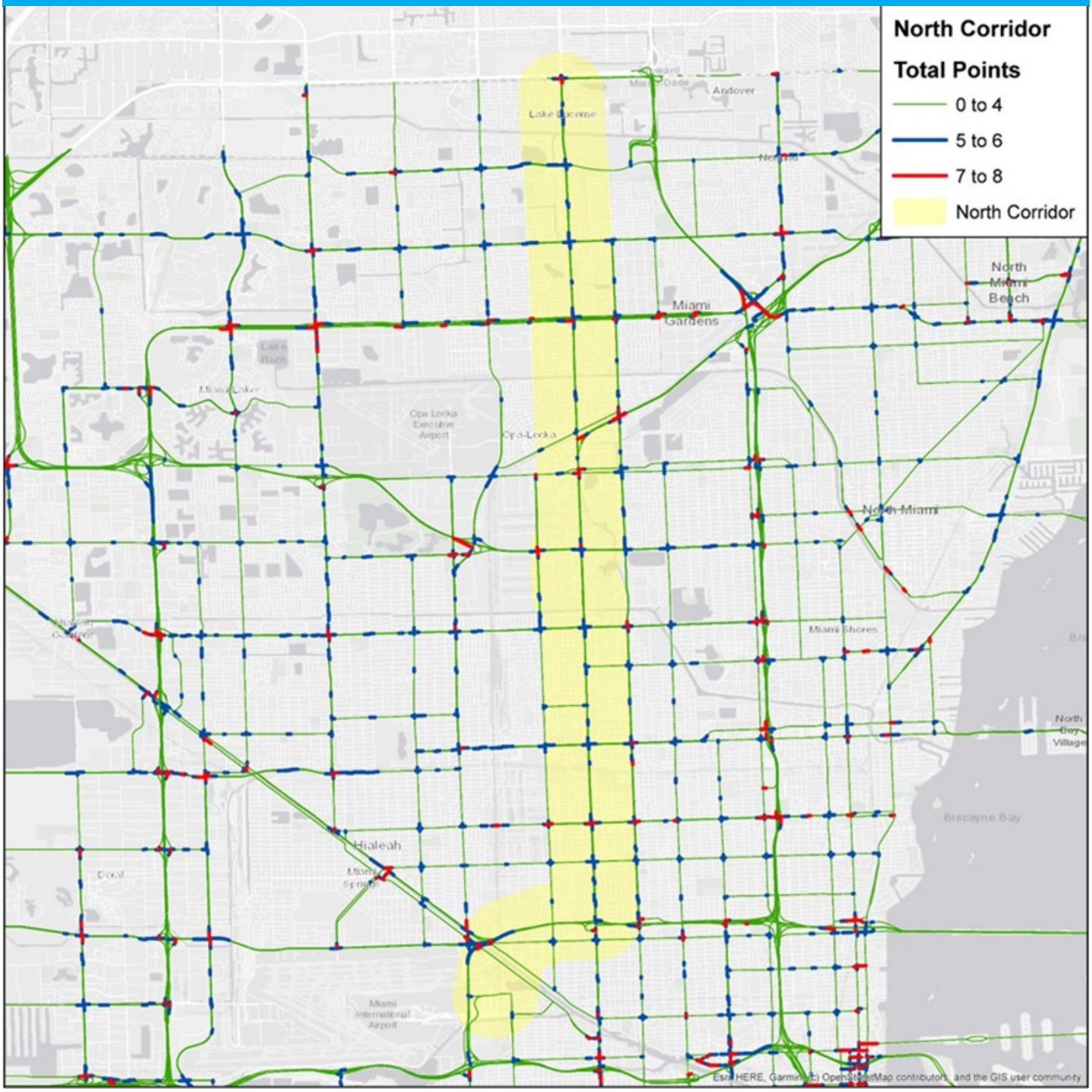


Figure 10 shows the SMART CMD network points map near the Northeast Corridor. The majority of the congestion is along the north portion of the corridor and in the Miami Downtown area. Corridors with high scoring points include:

- US 1 from NE 163 St to NE 203 St.

Figure 3-10. CMP Map - 2024 Congested Corridors within Northeast Corridor

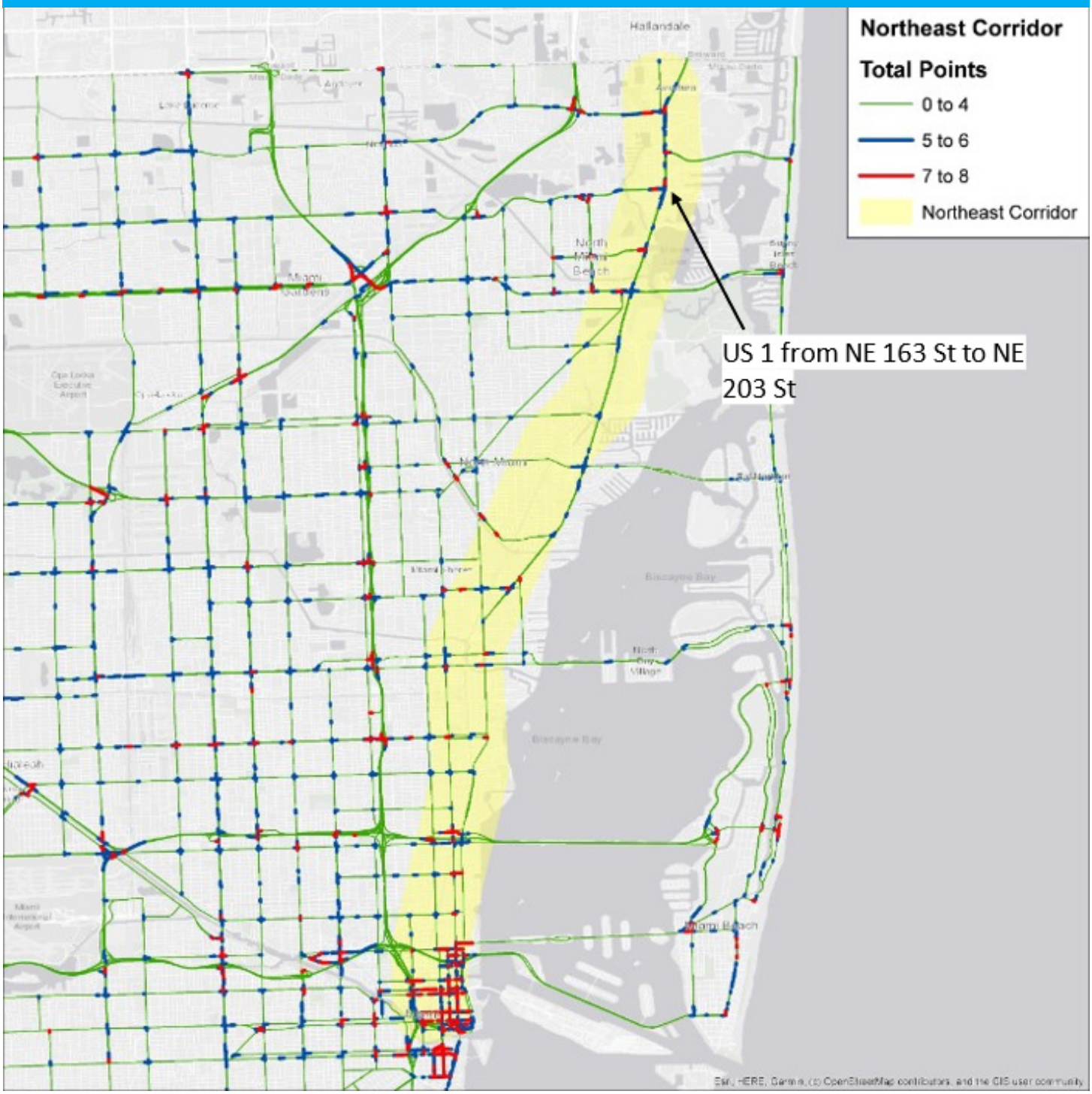
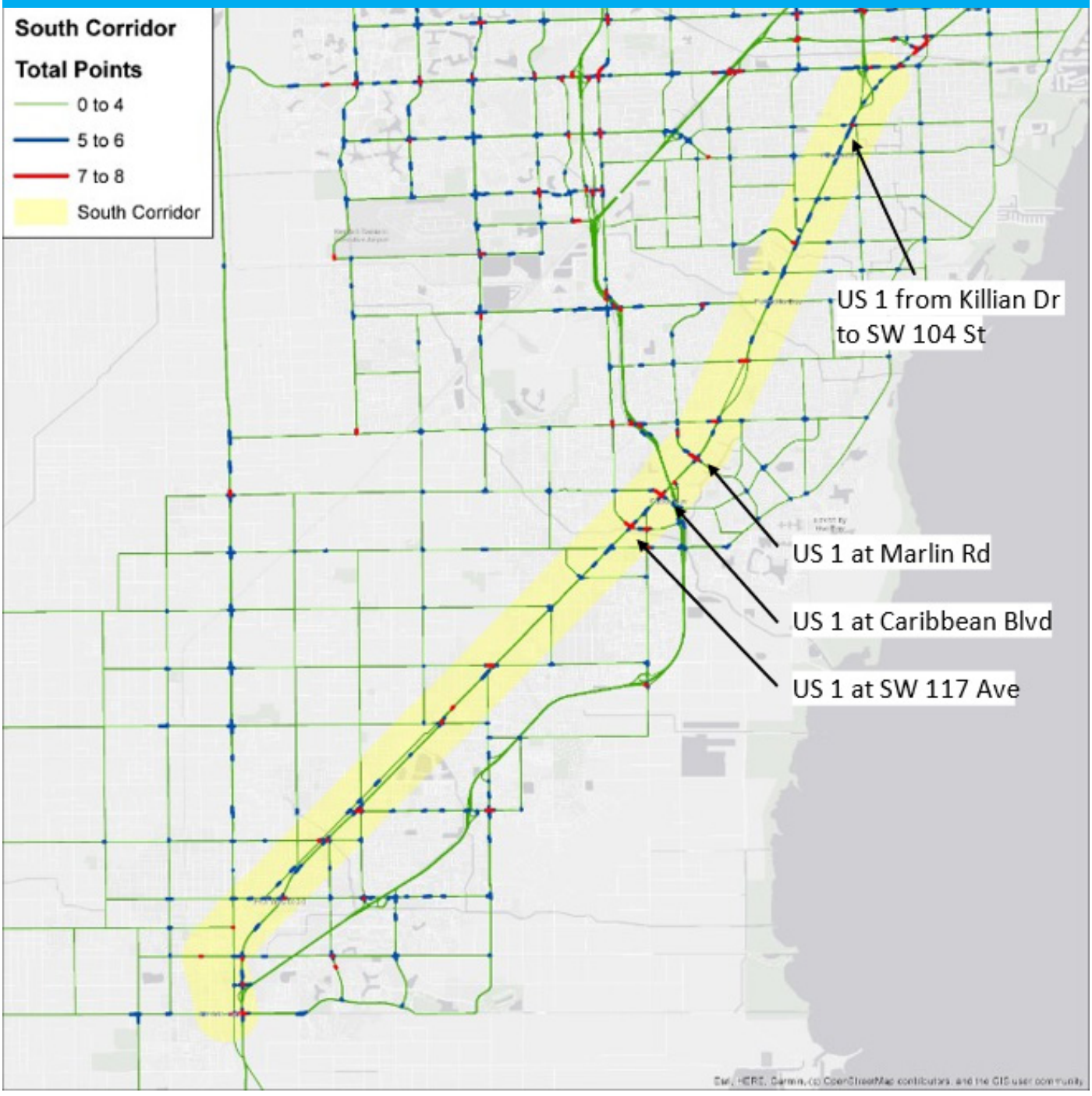


Figure 11 shows the SMART CMD network points map near the South Corridor. Most of the congestion is in the north and center portion of the corridor. Corridors with high scoring points include:

- US 1 from Killian Dr to SW 104 St.
- US 1 at Marlin Rd.
- US 1 at Caribbean Blvd.
- US 1 at SW 117 Ave.

Figure 3-11. CMP Map - 2024 Congested Corridors within South Corridor



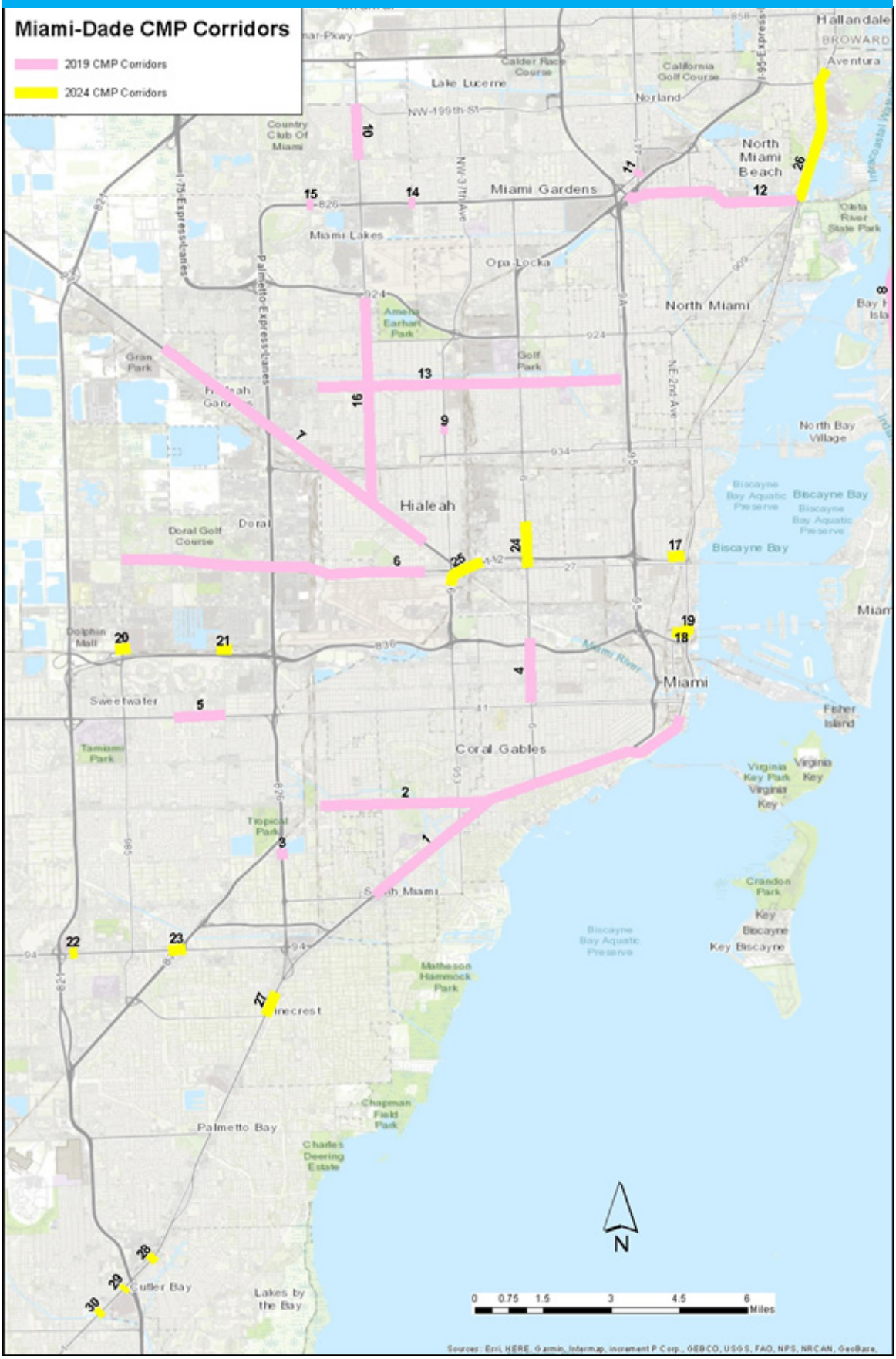
List of Congested Corridors

The final congested corridors, from the 2019 and 2024 analysis are identified through the process described previously and are listed in Table 8 and shown in Figure 12.

Table 3-8. List of Congested Corridors

#	Roadway	From	To
1	US 1	SW 72 St	SE 13 St
2	SR 976 / SW 40 St	SW 67 Ave	US 1
3	SW 56 St	At SR 826 / Palmetto Expressway	
4	SR 9 / NW 27 Ave	US 41 / SW 8 St	NW 14 St
5	US 41 / SW 8 St	SW 97 Ave	SW 87 Ave
6	SR 948 / NW 36 St / NW 41 St	NW 107 Ave	East Dr
7	US 27 / Okeechobee Rd	Hialeah Gardens Blvd	SE 4 Ave
8	SR A1A	SR 907 / W 63 St	SR 856 / NE 192 St
9	E 33 St	At SR 953 / E 8 Ave	
10	SR 823 / Red Rd	SR 860 / NW 183 St	NW 199 St
11	NW 7 Ave Extension	At US 441	
12	SR 826 / NE 167 St	I-95	US 1
13	SR 932 / 49 St	W 12 Ave	US 441
14	SR 847 / NW 47 Ave	At SR 826 / Palmetto Expressway	
15	NW 67 Ave	At SR 826 / Palmetto Expressway	
16	SR 823 / Red Rd	US 27/ Okeechobee Rd	SR 924 / Gratigny Expressway
17	NE 39 St	N Miami Ave	US 1
18	NE 14 St	N Miami Ave	US 1
19	NE 15 St	NE 2 Ave	N Bayshore Dr
20	NW 107 Ave	At NW 12 St	
21	NW 87 Ave	At NW 12 St	
22	SR 94 / SW 88 St	At SW 117 Ave	
23	SR 94 / SW 88 St	At SR 874 / Don Shula Expressway	
24	SR 9 / NW 27 Ave	NW 36 St	
25	SR 112 / Airport Expressway	NW 31 St	NW 36 Ave
26	US 1	SR 826 / NE 163 St	NE 203 St
27	US 1	SR 990 / Killian Dr	SW 104 St
28	US 1	At Marlin Rd	
29	US 1	At Caribbean Blvd	
30	US 1	At SW 117 Ave	

Figure 3-12. Location of the Congested Corridors



STRATEGY IDENTIFICATION AND EVALUATION

Transportation facilities and services located within the Congested Corridors Network, can be managed through various congestion management measures that are appropriate for the Miami-Dade metropolitan area. A "Toolbox" of congestion management strategies has been assembled (See Miami-Dade Previously Adopted County Congestion Management Process Appendix:) to identify the multiple congestion management strategies that are available. These applications consist of the following:

- Strategies that provide travelers with alternatives to encourage them to shift their mode from single occupant motor vehicles.
- Strategies aimed at reducing the number and/or length of each trip through transportation demand management options.
- Pedestrian and bicycle investments to encourage people to change their mode of travel by enhancing first and last mile connectivity.
- Deployment of Intelligent Transportation Systems (ITS) and Transportation System Management and Operation (TSM&O) strategies designed improve system efficiencies.
- Strategies to add new roadway capacity.

Congestion Management Strategies that address both recurring and nonrecurring congestion can be derived from the Toolbox. In addition, the Toolbox contains information on the congestion and mobility benefits of a particular strategy, the relative cost of the strategy, and the implementation timeline. In general, Congestion Management Plan Strategies typically fall within three categories.

However, for transportation congestion management strategies to be successful they must be advanced through a holistic and complementary approach that includes access management, land use policy, equity, as well as affordable/workforce housing strategies that support Transit Oriented Communities. Those additional strategies, which are supported by the goals and objectives in the LRTP, play an important role in managing transportation congestion. They promote land use and future growth considerations when assigning strategies to a congested transportation facility or system.

Strategies will also include land use policy recommendations such as minimum requirements for affordable/workforce housing in Transit Oriented Communities (TOC). Strategies will be prioritized based on the ability to meet the established goals and objectives of the CMP.

Strategies to Address Congestion

- Transportation System Development Strategies (Projects)
  - Advanced traffic signal systems, priority access for transit services and first responders, and priority to commuters during times of emergency evacuations.
  - Communications infrastructure to provide fast and reliable access to transportation services.
  - Curb management to accommodate different users throughout the day.
  - Public charging facilities.
  - Active lane management systems.
  - Transit services and active transportation infrastructure, micromobility parking options.
  - Electronic payment services, open road tolling, and smart parking systems.
  - Roadway capacity increases.
- Transportation System Management & Operation Strategies (TSM&O Strategies)
  - Traveller Information programs to increase awareness and information available on travel choice.
  - Smart arterial management to reduce delays.
  - Freeway management for deploying systems that improve operational efficiency of freeway control infrastructure, ramp meters, electronic message signs.
  - Active Traffic and Demand Management to dynamically monitor, control, and influence travel demand.
- Transportation Demand Management Strategies (Programs)
  - Regional TDM programs to coordinate services that increase the number of commuters who carpool, vanpool, and telework.
  - Mobility hubs that serve high concentrations of people, destinations, and travel choices and by offering on-demand travel options.
  - Flexible Fleets provide on-demand transportation choices including such services as ride-share, bike-share and scooter-share.

Congestion Associated with Incidents, Special Events, and Off-Peak Hour Travel

On a typical weekday in Miami-Dade County, many residents who commute to their jobs by car find themselves in congested roadway conditions along the same route each day at approximately the same time. This type of travel is referred to as recurring travel, as it occurs regularly at the same time and location day after day during the peak travel times. Roadway congestion caused by recurring travel is monitored by FDOT District 6 various transportation agencies and local governments through the Miami-Dade County Congestion Management Process (CMP).

Until recently, the CMP did not focus on incidents when congested roadway conditions developed during times other than the traditional commuting hours or because of travel associated with special events or holidays. Now with the availability of improved data reporting sources and information technologies it is possible to monitor and analyze traffic conditions that develop during off-peak travel times, weekends, holidays, and times leading up to special events and activities.

In the future, CMP Case studies should be established that examine incidents when congestion occurred in the Miami-Dade County region during times other than typical commuting hours or during special events.

Future case studies should examine roadway congestion levels, identify the times when the congestion occurred with specific roadway locations, and prioritized strategies that could be implemented to relieve the congestion from similar events or occurrences in the future. Bus on-time performance should be evaluated when events affected roadways with transit facilities as compared to the on-time performance during a typical weekday for the individual bus routes and the entire metro transit system. The case studies should identify the data sources and performance measures that were used to measure and evaluate the congestion.

Strategies and recommendations should be identified to help relieve congestion during the event or occurrence. Cost effective strategies should focus on relieving nonrecurring congestion through measures that do not focus on roadway expansion but instead on reducing single-occupancy vehicle (SOV) demand. Other strategies should focus on minor infrastructure improvements to help improve the safety and efficiency of the roadway network. Strategies that help improve communication between vehicle operators and other roadway users should also be employed to help both parties make better decisions.

EVALUATING EFFECTIVENESS OF STRATEGY

The Congestion Management Process will be continually monitored to assess the efficacy of the CMP as well as the effectiveness of the implementing strategies. This monitoring will occur as part of the TPO's LRTP update process and through continued advancements in data collection, modal studies, and collaboration between system operators and other transportation partners. Examples of actions that can be used to monitor CMP performance include:

- Reliance on locally observed data as well as larger professional studies
- Review of observed data prior to and after the implementation of congestion-reduction strategies
- Advancements of the instrumental highway network through Transportation System Management and Operations (TSM&O) applications including Intelligent Transportation Systems (ITS) networks and devices
- Continued collaboration with transit and system operators and other agency partners
- Integration of the CMP evaluation criteria into the Congestion Management Dashboard

The effectiveness of Congestion Management System strategies should also be evaluated through on-going Corridor studies, Project Development and Environmental (PD&E) studies, and other professional public and private sector studies. These studies should be designed to include an evaluation of the effectiveness of congestion management measures being implemented along a particular roadway or transit corridor and within a specific geographic area.

Field-tested methods and tools will be used to measure the effectiveness of the various CMP strategies that includes user-friendly surveys, indices, and scoring tools tailored for the Miami-Dade TPO. The tools provide a way to target areas for improvement and to track such improvement over time. In addition, the use of a survey serves to improve relationships with affected communities because they are a means for providing feedback not only about the transportation facility or service, but also for other elements of a transportation project including the public involvement actions used to inform the public and solicit their input.

A SMART M.A.P. 2050 LRTP Transportation Trends Survey was conducted with participants covering all age groups and their homes and working locations covering all planning areas. About 50% of the participants rated the County's transportation network reliable. The top 3 rated important transportation current needs in Miami-Dade County are "improving transit", "provide more travel options", and "repairing existing roads and bridges", and "SMART Program fully implemented", "high speed train innovations", and "expanded bicycle/pedestrian facilities" for a near future horizon. In addition, the participants rated "transit system and transit/intermodal terminals" top to receive more investment. "Electric/alternative fuel vehicles" and "self-driving/autonomous vehicles" also received attentions for future technology advancements from the participants.

Table 9 identifies criteria to be used in evaluating and reviewing the effectiveness of congestion management strategies for roadways and transit projects.

Table 3-9. Congestion Management Process - Project Evaluation Criteria by Project Type

Goals and Objectives	Project Evaluation Criteria	
Mobility	Safe, Secure, & Reliable	• Injury and fatality crash rate. • Includes safety countermeasures. • Bike/ped crash risk measure.
	Connected	• Connections to other facilities. • Supports regional policy networks. • Connections to fixed guideway service.
Accessibility	Innovative	• Change in congestion intensity. • Change in congestion extent.
	Climate Resilient	• Emissions. • Near road exposure. • Greenhouse gas emissions.
Prosperity	Equitable	• Address social equity. • Job access for environmental justice communities.
	Economically Competitive	• Regional freight significance. • Load limited bridge improvements. • Supports regionally significant locations. • Employment accessibility.

CONGESTION MANAGEMENT PROJECT LIST AND FUNDING

List of CMP Projects and Strategies project list

As shown in Table 8, the final congested corridors are listed. The first 16 corridors (#1 to #16) are carried over from 2019 and the strategies identified still apply. The other 13 additional corridors (#17 to #30) that were identified based on the SMART CMD network were overlayed with the received Needs projects. The spatial relationship between the additional corridors and the Needs projects were reviewed. The Needs projects that could potentially address the congestion problems were listed as the strategies to these 13 additional corridors. Table 10lists the projects and strategies.

Table 3-10. List of Congestion Management Projects and Strategies

#	Roadway	From	To	Strategies	Timeframe
1	US 1	SW 72 St	SE 13 St	• Install Fiberoptic Communications for Traffic Surveillance and Control Systems	• Mid-Term (5-10 Years)
2	SR 976 / SW 40 St	SW 67 Ave	US 1	• • Enhanced Bus Service	• Long-Term (>10 Years)
3	SW 56 St	At SR 826 / Palmetto Expressway		• Travel Demand Management • Traffic Signal Coordination and Modernization • Highway Widening by Adding Lanes	• Short- to Mid-Term • Short-Term (1-5 Years • Long-Term (>10 Years)
4	SR 9 / NW 27 Ave	US 41 / SW 8 St	NW 14 St	• Traffic Signal Coordination and Modernization	• Short-Term (1-5 Years)
5	US 41 / SW 8 St	SW 97 Ave	SW 87 Ave	• Travel Demand Management	• Short- to Mid-Term
6	SR 948 / NW 36 St / NW 41 St	NW 107 Ave	East Dr	• Increasing Bus Route Coverage or Frequencies • Local Circulator Expansion • Travel Demand Management	• Short-Term (1-5 Years) • Short-Term (1-5 Years • Short- to Mid-Term
7	US 27 / Okeechobee Rd	Hialeah Gardens Blvd	SE 4 Ave	• Travel Demand Management • Traffic Signal Coordination and Modernization • Highway Widening by Adding Lanes	• Short- to Mid-Term • Short-Term (1-5 Years) • Long-Term (>10 Years)
8	SR A1A	SR 907 / W 63 St	SR 856 / NE 192 St	• Adopt and implement a Complete Streets Policy • Improved Safety of Existing Bicycle and Pedestrian Facilities • Promote Bicycle and Pedestrian Use	• Near-Term (1-2 Years) • Short-Term (1-5 Years) • Short-Term (1-5 Years)
9	E 33 St	At SR 953 / E 8 Ave		• Adopt and implement a Complete Streets Policy • New Sidewalks and Designated Bicycle Lanes on Local Streets • Improved Bicycle Facilities at Transit Stations and Other Trip Destinations • Improved Safety of Existing Bicycle and Pedestrian Facilities	• Near-Term (1-2 Years) • Short-Term (1-5 Years) • Short-Term (1-5 Years) • Short-Term (1-5 Years)

Table 3-10. List of Congestion Management Projects and Strategies, continued

#	Roadway	From	To	Strategies	Timeframe
10	SR 823 / Red Rd	SR 860 / NW 183 St	NW 199 St	• Travel Demand Management • Traffic Signal Coordination and Modernization	• Short- to Mid-Term • Short-Term (1-5 Years)
11	NW 7 Ave Extension	At US 441		• Improvements are underway at the Golden Glades Interchange. These improvements are not at this exact location but the improvements could affect the traffic flow at this location.	• Short- to Mid-Term
12	SR 826 / NE 167 St	I-95	US 1	• Enhanced Bus Service • Local Circulator Expansion • Travel Demand Management • New Sidewalks and Designated Bicycle Lanes on Local Streets • Improved Bicycle Facilities at Transit Stations and Other Trip Destinations • Improved Safety of Existing Bicycle and Pedestrian Facilities • Promote Bicycle and Pedestrian Use	• Long-Term (>10 Years) • Short-Term (1-5 Years) • Short- to Mid-Term • Short-Term (1-5 Years) • Short-Term (1-5 Years) • Short-Term (1-5 Years) • Short-Term (1-5 Years)
13	SR 932 / 49 St	W 12 Ave	US 441	• Increasing Bus Route Coverage or Frequencies • Travel Demand Management • Traffic Signal Coordination and Modernization	• Short-Term (1-5 Years) • Short- to Mid-Term • Short-Term (1-5 Years)
14	SR 847 / NW 47 Ave	At SR 826 / Palmetto Expressway		• Highway Widening by Adding Lanes	• Long-Term (>10 Years)
15	NW 67 Ave	At SR 826 / Palmetto Expressway		• Highway Widening by Adding Lanes	• Long-Term (>10 Years)
16	SR 823 / Red Rd	US 27/ Okeechobee Rd	SR 924 / Gratigny Expressway	• Increasing Bus Route Coverage or Frequencies • Travel Demand Management • Traffic Signal Coordination and Modernization	• Short-Term (1-5 Years) • Short- to Mid-Term • Short-Term (1-5 Years)
17	NE 39 St	N Miami Ave	US 1	• Express Bus and Enhanced Bus Services • Traffic Operational Analysis to Address Operational Deficiencies	• Short-Term (1-5 Years) • Short-Term (1-5 Years)
18	NE 14 St	N Miami Ave	US 1	• Enhanced Bus Services	• Short-Term (1-5 Years)
19	NE 15 St	NE 2 Ave	N Bayshore Dr	• Express Bus and Enhanced Bus Services	• Short-Term (1-5 Years)
20	NW 107 Ave	At NW 12 St		• Bike/Ped Improvements	• Short-Term (1-5 Years)
21	NW 87 Ave	At NW 12 St		• Bike/Ped Improvements • Bus Rapid Transit Services	• Short-Term (1-5 Years) • Long-Term (>10 Years)
22	SR 94 / SW 88 St	At SW 117 Ave		• Bike/Ped Improvements • Bus Rapid Transit Services	• Short-Term (1-5 Years) • Long-Term (>10 Years)

Table 13-10. List of Congestion Management Projects and Strategies, continued

#	Roadway	From	To	Strategies	Timeframe
23	SR 94 / SW 88 St	At SR 874 / Don Shula Expressway		• Bike/Ped Improvements • Bus Rapid Transit Services • Intersection Upgrade	• Short-Term (1-5 Years) • Long-Term (>10 Years) • Short-Term (1-5 Years)
24	SR 9 / NW 27 Ave	NW 36 St	SR 944 / NW 54 St	• Enhanced Bus Services • Commuter Rail Services • Interchange Operational Analysis	• Short-Term (1-5 Years) • Long-Term (>10 Years) • Short-Term (1-5 Years)

Summary of Available Funding for CMP Strategies and Projects

Financial revenues were set-aside to provide assurance that bicycle/pedestrian, congestion management, and freight projects are afforded a minimum level of investment in the LRTP. Based on the revenue analysis and the 2045 Congestion Management Set-Aside percentages, the Congestion Management Set-Aside funds were estimated for 2050 LRTP at $14.01 million for Priority I (2025-2030), $1,268.35 million for Priority II (2031-2035), $249.63 million for Priority III (2036-2040) and $2,559.30 million for Priority IV.

The projects outlined in Table 11 were identified as part of the Congestion Management Plan (CMP) as part of a targeted approach to address immediate congestion needs in key corridors. While highlighted for their alignment with CMP strategies, these projects also hold potential for integration within the CFP as future funding becomes available and priorities are refined. This adaptable framework ensures that CMP-identified projects can be further evaluated for inclusion in the CFP, enabling an evolving approach to meet the region's long-term transportation goals.

The project costs were estimated based on the strategy type and project lengths and were allocated into different Priorities based on the strategies timeframe. Table 11 summarizes the cost for the identified congested corridors.

Table 3-11. Summary of Cost for Identified Congested Corridors (in Millions)

#	Roadway	From	To	Lengths (mi)	Priority I	Priority II	Priority III	Total
1	US 1	SW 72 St	SE 13 St	7.50		$7,999,000		$7,999,000
2	SR 976 / SW 40 St	SW 67 Ave	US 1	3.50			$9,114,000	$9,114,000
3	SW 56 St	At SR 826 / Palmetto Expressway		0.23	$325,000		$2,000,000	$2,325,000
4	SR 9 / NW 27 Ave	US 41 / SW 8 St	NW 14 St	1.34		$1,548,000		$1,548,000
5	US 41 / SW 8 St	SW 97 Ave	SW 87 Ave	1.07		$309,000		$309,000
6	SR 948 / NW 36 St / NW 41 St	NW 107 Ave	East Dr	6.27	$262,000	$2,000,000		$2,262,000
7	US 27 / Okeechobee Rd	Hialeah Gardens Blvd	SE 4 Ave	6.70	$144,000	$1,000,000	$8,000,000	$9,144,000

Table 3-11. Summary of Cost for Identified Congested Corridors (in Millions), continued

#	Roadway	From	To	Lengths (mi)	Priority I	Priority II	Priority III	Total
8	SR A1A	SR 907 / W 63 St	SR 856 / NE 192 St	7.22	$913,000	$3,000,000		$3,913,000
9	E 33 St	At SR 953 / E 8 Ave		0.14		$917,000		$917,000
10	SR 823 / Red Rd	SR 860 / NW 183 St	NW 199 St	1.16		$1,767,000		$1,767,000
11	NW 7 Ave Extension	At US 441		0.14	$139,000	$2,000,000		$2,139,000
12	SR 826 / NE 167 St	I-95	US 1	3.64	$138,000	$1,000,000	$5,000,000	$6,138,000
13	SR 932 / 49 St	W 12 Ave	US 441	6.24	$138,000	$1,000,000	$5,000,000	$6,138,000
14	SR 847 / NW 47 Ave	At SR 826 / Palmetto Expressway		0.14			$2,325,000	$2,325,000
15	NW 67 Ave	At SR 826 / Palmetto Expressway		0.14			$2,325,000	$2,325,000
16	SR 823 / Red Rd	US 27/ Okeechobee Rd	SR 924 / Gratigny Expressway	4.20	$138,000	$1,000,000	$5,000,000	$6,138,000
17	NE 39 St	N Miami Ave	US 1	0.34	$323,000			$323,000
18	NE 14 St	N Miami Ave	US 1	0.39	$195,000			$195,000
19	NE 15 St	NE 2 Ave	N Bayshore Dr	0.23	$172,500			$172,500
20	NW 107 Ave	At NW 12 St		0.31	$62,000			$62,000
21	NW 87 Ave	At NW 12 St		0.32	$64,000		$800,000	$864,000
22	SR 94 / SW 88 St	At SW 117 Ave		0.16	$32,000		$400,000	$432,000
23	SR 94 / SW 88 St	At SR 874 / Don Shula Expressway		0.37	$259,000		$925,000	$1,184,000
24	SR 9 / NW 27 Ave	NW 36 St	SR 944 / NW 54 St	0.95	$712,500		$1,140,000	$1,852,500
25	SR 112 / Airport Expressway	NW 31 St	NW 36 Ave	0.89	$623,000	$1,201,500	$1,780,000	$3,604,500
26	US 1	SR 826 / NE 163 St	NE 203 St	2.81	$1,967,000	$3,793,500	$4,215,000	$9,975,500
27	US 1	SR 990 / Killian Dr	SW 104 St	0.54	$216,000			$216,000
28	US 1	At Marlin Rd		0.16	$64,000			$64,000
29	US 1	At Caribbean Blvd		0.13	$52,000			$52,000
30	US 1	At SW 117 Ave		0.15	$60,000			$60,000
Total					**$6,999,000**	**$28,535,000**	**$48,024,000**	**$83,558,000**

Conclusion and Next Steps

The Congestion Management Plan evaluated current traffic patterns, identified bottlenecks, and proposed strategies to alleviate congestion across Miami-Dade. This analysis is important for understanding the existing transportation challenges and devising immediate, short-term solutions to improve traffic flow and reduce delays. Transitioning from the CMP to the Needs Plan, the focus changes to a broader, long-term perspective. The Needs Plan incorporates community input, demographic trends, and future growth projections to identify transportation projects designed to meet the needs of the area. By integrating the immediate congestion relief strategies from the CMP with the infrastructure investments outlined in the Needs Plan, the next section aims to build a more resilient and effective transportation system.

NEEDS PLAN

INTRODUCTION

The 2050 Needs Plan is a comprehensive strategy designed to meet the future transportation demands of Miami-Dade County. As the county continues to grow, the transportation infrastructure must evolve to accommodate increasing mobility needs, ensuring that people and goods can move safely and efficiently. This plan identifies and outlines the essential projects and programs required to address future demands. It leverages extensive studies and collaborative efforts among various transportation planning agencies and stakeholders, integrating a wide array of transportation modes while considering local policy and environmental constraints.

The Needs Plan is organized into sections that categorize projects by responsible agencies and by project types, providing a clear and structured overview of the planned improvements. This categorization allows for better management, coordination, and implementation of projects, ensuring that all transportation needs are effectively addressed. Through this comprehensive and collaborative approach, the 2050 Needs Plan aims to create a sustainable, efficient, and resilient transportation network that supports the region's growth and enhances the quality of life for all residents.

The development of the Needs Plan began with a review and confirmation of previous and ongoing studies throughout the region. The following sources were used to define the needs:

- FDOT's and County's plans and projects.
- SMART Program and corresponding studies.
- TPO's latest bicycle pedestrian master plan.
- 2018 Miami-Dade Freight Plan.
- SMART Trails Master Plan.
- Planning needs established by partner agencies.
- 2019 Congestion Management Plan

NEEDS PHASE PROJECT SUMMARY

The Needs Phase projects are organized and presented based on two main criteria: the transportation planning agency responsible for the projects and the type of projects categorized by mode. This approach ensures a comprehensive and clear understanding of the diverse range of transportation improvements needed to address future demands.

Needs Phase Project by Agency

The Needs Plan outlines a strategy to address the transportation demands of Miami-Dade County and surrounding areas by organizing projects based on the responsible transportation planning agencies. This categorization highlights the collaborative effort among various entities to manage and improve the region's mobility infrastructure. By dividing responsibilities among different agencies, the plan ensures that specific local, regional, and state-level needs are addressed effectively. The following list highlights projects by agency beyond the funded projects in the 2025/2025 – 2028/2029 adopted TIP.

Department of Transportation and Public Works (DTPW): This agency is responsible for the largest share of projects, with 539 projects aimed at enhancing the overall transportation infrastructure within the county. These projects range from different transportation modes and infrastructure improvements, reflecting DTPW's central role in managing the county's transportation network.

FDOT: FDOT is involved in 87 projects, primarily focused on state-level transportation improvements. These projects typically address larger infrastructure needs that span multiple jurisdictions and support statewide mobility and economic development.

Municipal: Various municipalities are responsible for the 58 projects, targeting localized transportation improvements within their jurisdictions. These projects often address community-specific issues such as traffic calming, pedestrian safety, and local road maintenance.

Greater Miami Expressway Agency (GMX): Contributing 4 projects, GMX addresses specific local transportation needs, often focusing on smaller-scale improvements that enhance local connectivity and safety.

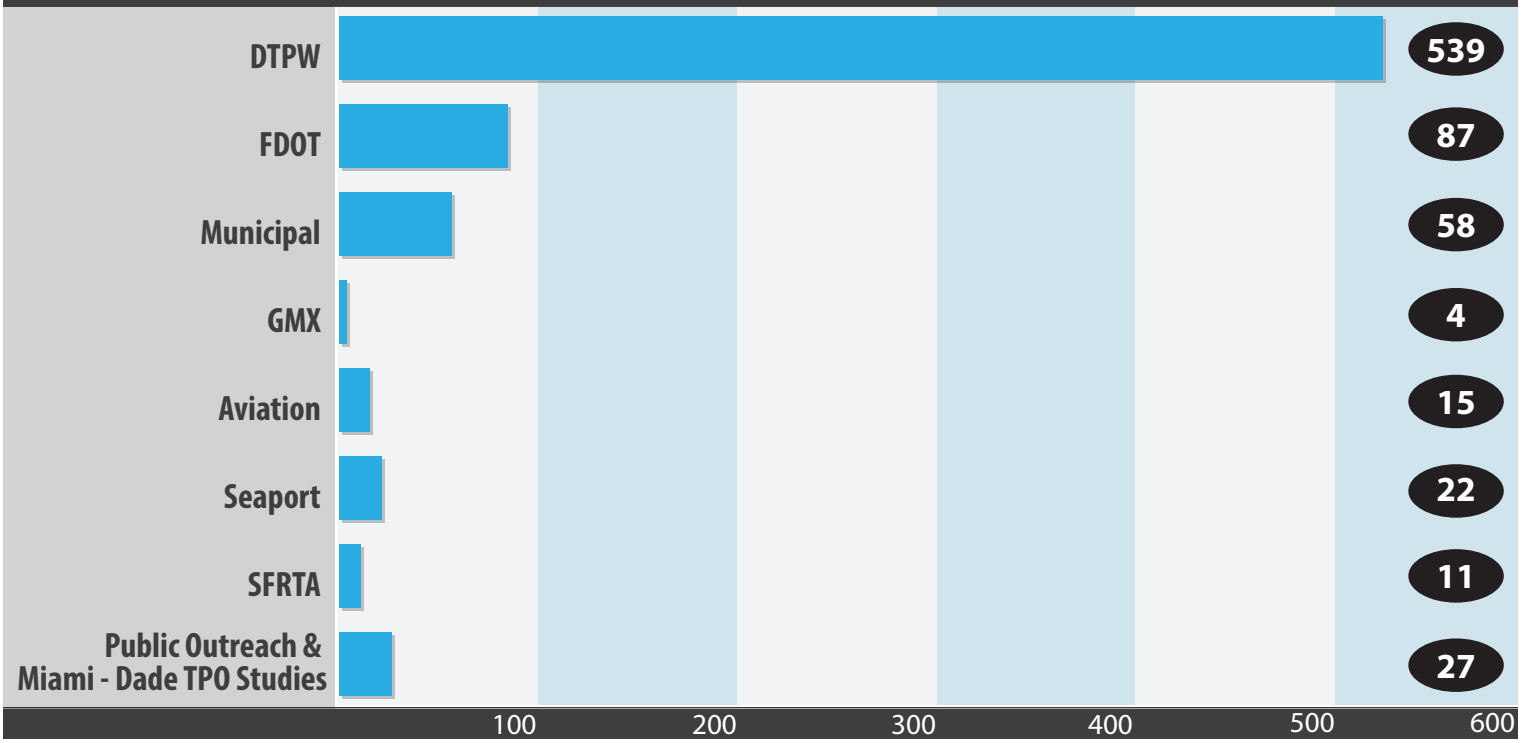
Aviation: The Aviation is involved with 16 projects to expand the services at the various airports in Miami-Dade County.

Seaport (PortMiami): This agency oversees 22 projects aimed at improving port operations and freight mobility. These projects are critical for supporting the region's economic activities, particularly in facilitating the movement of goods and international trade.

South Florida Regional Transportation Authority (SFRTA): SFRTA is involved in 11 projects, primarily focused on regional transit services. These projects aim to improve the connectivity and efficiency of commuter rail services, enhancing regional mobility.

Projects received during Public Outreach and Miami-Dade TPO Studies: There are 27 projects with responsibilities yet to be assigned, indicating ongoing planning and coordination efforts. These projects represent areas where further assessment and collaboration are needed to determine the most appropriate managing entity.

Figure 3-13. Needs Phase Projects by Agency

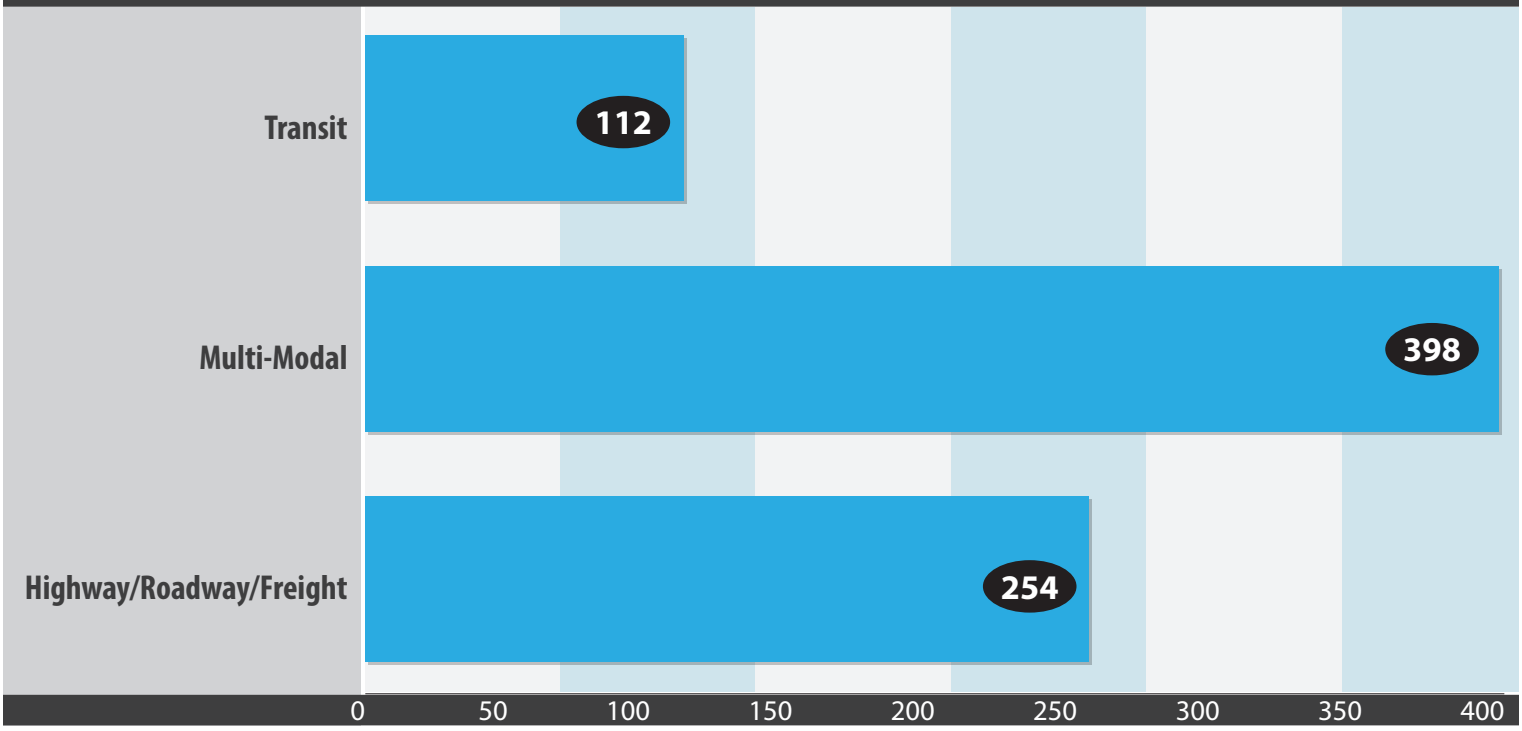


The distribution of projects by agency reveals a significant concentration of efforts within the DTPW, which indicates a strong focus on county-level transportation improvements. Additionally, the substantial number of projects managed by municipal agencies underscores the importance of addressing local transportation needs. The involvement of FDOT highlights the necessary coordination for state-level infrastructure improvements. Meanwhile, the presence of specialized agencies like the Seaport (PortMiami) and SFRTA indicates targeted efforts to enhance freight and regional transit services, respectively. This diverse allocation of projects among various agencies reflects a comprehensive approach to meeting the transportation needs of Miami-Dade County and its surrounding areas.

Needs Phase Project by Type

The Needs Plan categorizes projects based on the type of transportation improvements, ensuring a comprehensive approach to address the region's diverse mobility needs. By classifying projects into specific types, the plan can target different aspects of the transportation system, promoting a balanced development to accommodate various modes of travel. This approach ensures that the infrastructure improvements cater to the needs of all users, from pedestrians and cyclists to motorists and freight operators.

Figure 3-14. Needs Phase Projects by Type



Highway/Roadway/Freight Projects: A total of 254 projects are dedicated to highway/roadway and freight improvements. These projects focus on the construction, maintenance, and enhancement of roadways and bridges, as well as the efficiency of freight movement. Enhancements in this area support economic activities by facilitating the smooth transport of goods through critical transportation corridors, reducing congestion, and improving the reliability of supply chains. These projects are essential for ensuring safe and reliable connectivity within the transportation network.

Transit Projects: With 112 projects, this category focuses on improving public transit services. These projects aim to enhance the efficiency, capacity, and connectivity of public transportation systems, including buses, commuter rail, and other mass transit options. By improving transit services, these projects seek to provide residents with reliable and accessible transportation options, reducing reliance on personal vehicles and alleviating congestion.

Multi-Modal Projects: The largest category, comprising 398 projects, focuses on integrating different modes of transportation, such as transit, cycling, and walking. These projects aim to create a cohesive and efficient transportation system that reduces reliance on single-occupancy vehicles, promotes active transportation, and enhances overall mobility. Multi-modal projects are designed to create a seamless transition between different modes of travel, improving efficiency and user experience.

The categorization of projects by type reveals a strong emphasis on multi-modal solutions, with the largest number of projects dedicated to integrating different transportation modes. This suggests a focus on creating a versatile and

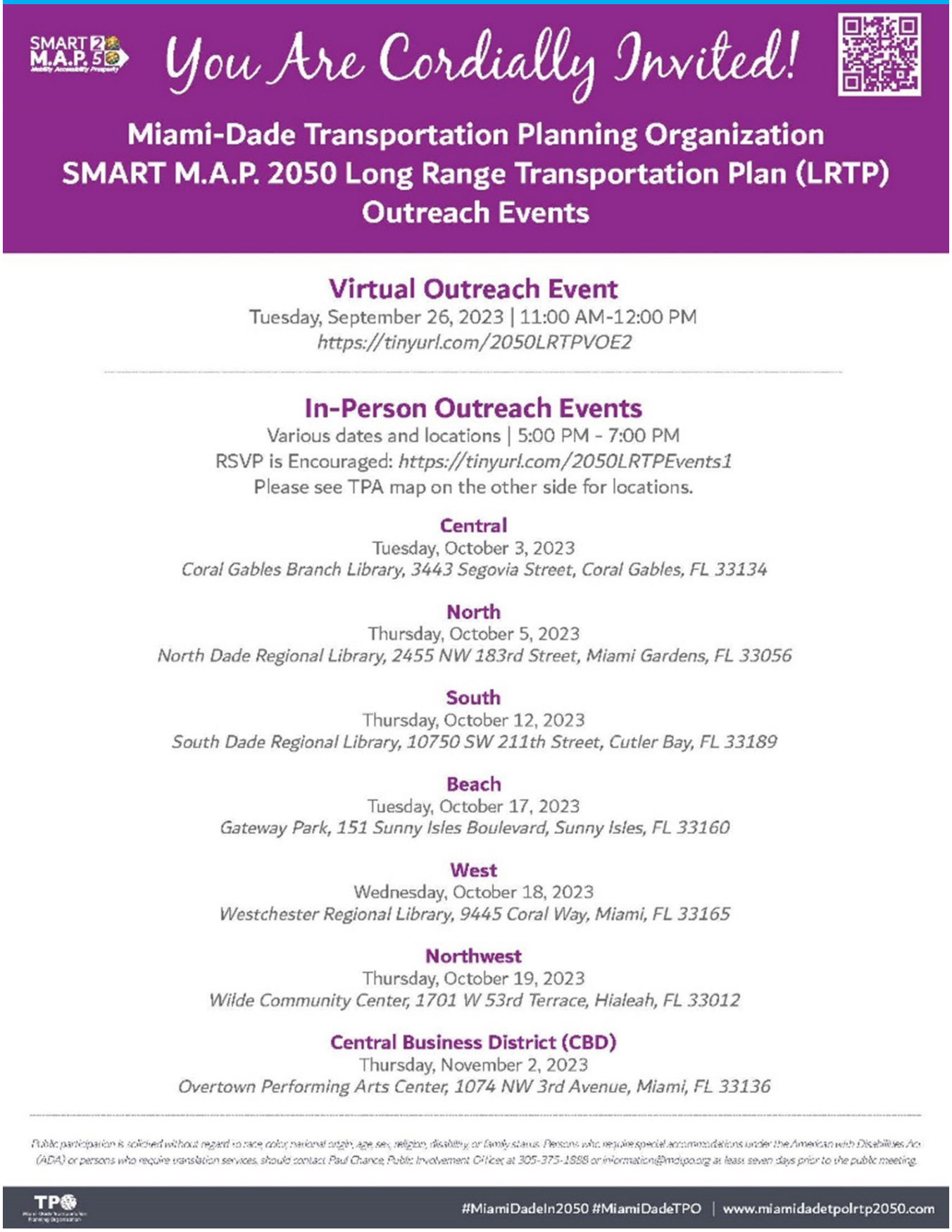
efficient transportation system that can accommodate various travel needs and preferences. The significant number of highway and freight projects indicates ongoing efforts to improve road infrastructure, which is essential for supporting vehicular traffic and freight movement. The presence of numerous transit projects underscores the commitment to enhancing public transportation services and infrastructure, which are crucial for reducing congestion and promoting sustainable travel options.

Citizen's Project by Type

The Needs Plan also considered input from the public to ensure that the transportation projects align with the community's needs and preferences. Projects were categorized into highway/freight, transit, and multi-modal to reflect the diverse demands of the citizens. By organizing projects in this manner, the plan emphasizes the importance of creating a transportation system that is responsive to public needs and fosters an inclusive approach to infrastructure development. This section underscores the collaborative effort between planning agencies and the community, ensuring that the transportation network serves all users effectively.

To gather this input, public workshops were held in the Fall of 2023 in each Transportation Planning Area. These workshops provided participants with an opportunity to discuss Miami's future transportation mobility needs. Attendees used both the online Needs Assessment Tool and printed maps to indicate the type, location, and need for their proposed improvements. Approximately 200 projects were identified by workshop participants, showing a strong community engagement in shaping the future of the region's transportation infrastructure.

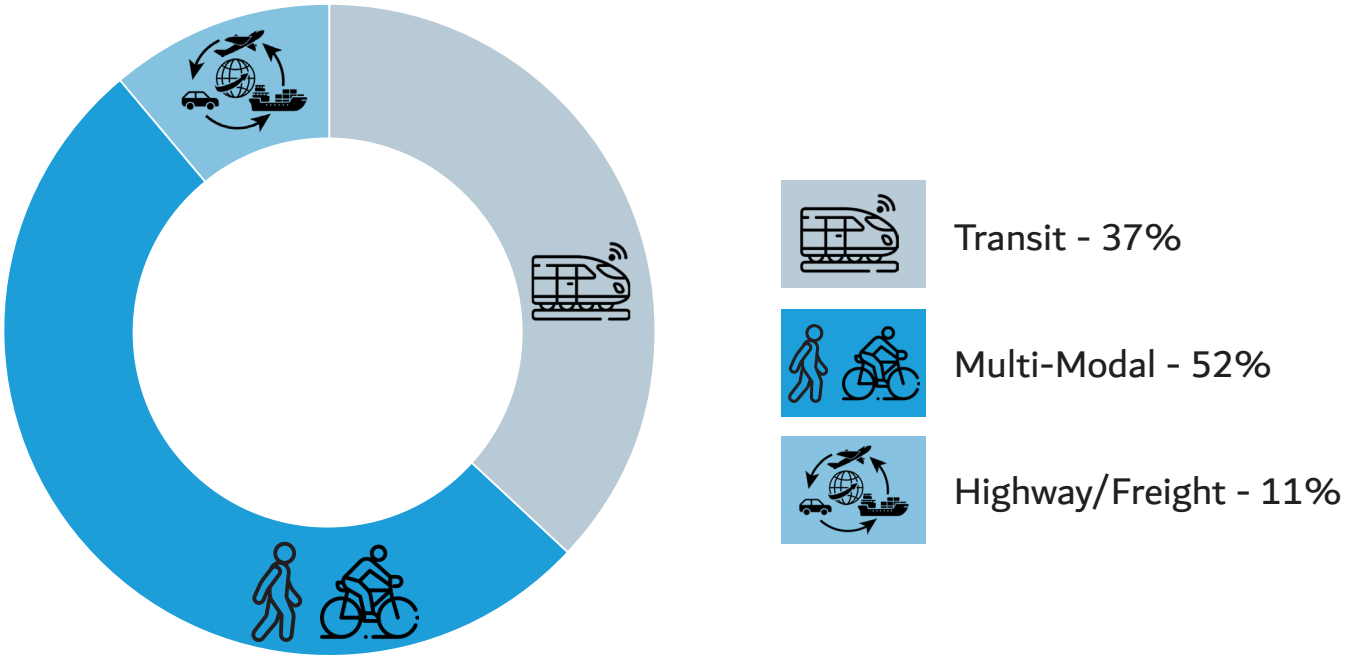
Figure 3-15. SMART M.A.P. 2050 LRTP Outreach Flyers



The figure below categorizes transportation projects based on their type, highlighting the distribution of efforts to address different aspects of the transportation system according to public input. Like the previous section, the Citizen's project by type categories includes Highway/Freight, Transit, and Multi-Modal projects.

The distribution of projects slightly varies from the reflects a strong emphasis on multi-modal solutions, suggesting a focus on creating a versatile and efficient transportation system that accommodates various travel needs and preferences. The significant number of transit projects underscores the commitment to enhancing public transportation services, which are crucial for reducing congestion and promoting sustainable travel options. Meanwhile, the highway and freight projects, though fewer in number, highlight targeted efforts to improve road infrastructure and support economic activities through efficient freight movement.

Figure 3-16. Citizens Projects by Type



CONCLUSION & NEXT STEPS

The Needs plan outlines the essential projects and programs required to address current and future mobility demands. Through extensive analysis, public engagement and collaboration with stakeholders, the plan identifies transportation improvement opportunities across multiple modes including roadways, transit, bicycle and pedestrian facilities, and freight systems. This groundwork sets the stage for the next phase of our planning efforts: Scenario Planning.

Scenario Planning

The Scenario Planning phase builds upon the foundation established by the Needs Plan. This provides basis to the identified projects and programs under various future scenarios to determine the most effective and sustainable solutions. Scenario Planning allows us to test different strategies against a range of potential futures, considering factors such as economic trends, technological advancements, population growth and environmental challenges.

Next Steps

The transition from the Needs Plan to Scenario Planning involves several keys steps, each designed to ensure that the transportation projects and programs identified are evaluated and optimized for a set of distinct future conditions. A Scenario is a detailed view of how the future might unfold, considering different variables such as economic trends, population growth, technological advancements, and environmental challenges. These scenarios were determined through a combination of data analysis, stakeholder input, and expert insights to represent a range of potential futures in Miami-Dade County.

- **Scenario Plan Development**: This phase will begin with the development of different scenarios that represent a range of potential futures. These scenarios will incorporate variables such as economic trends, population growth, technological advancements, and environmental challenges. The scenarios will be created to text the robustness and adaptability of the set of projects identified in the Needs Plan.
- **Evaluation of Needs Plan Projects:** Projects and programs outlined in the Needs plan will be evaluated within each scenario. This evaluation will assess how different strategies perform under various conditions, identifying those that offer the most resilient and adaptable solutions. The goal is to ensure the selected projects can effectively address future transportation demands.
- **Stakeholder and public engagement:** Consistent with the approach taken during the development of needs Plan, stakeholder and public engagement will continue to be a critical component of the Scenario Planning process. Feedback from these groups will be integral in refining the scenarios and ensuring alignment with community needs and priorities.
- **Integration of Technological Innovation:** The next phase will also include an assessment of emerging transportation technologies and innovations. This analysis will explore how advancements such as automated vehicles, smart infrastructure.
- **Equity and Accessibility Focus:** A comprehensive equity analysis will be conducted to examine how different strategies impact various demographic groups. This focus will ensure that transportation improvements promote fairness and inclusivity, particularly for underserved communities. By addressing disparities in access to transportation resources, the plan aims to build a more equitable transportation network.

- **Climate Resilience and Sustainability:** The resilience of proposed projects to climate change impacts will be a key consideration. The next phase will involve evaluating the sustainability of transportation infrastructure, making sure that it can withstand and adapt to environmental challenges such as sea-level rise, extreme weather events and changing climate patterns.

The Needs Plan is a crucial foundation for Scenario Planning, as it provides a comprehensive list of necessary projects and programs. This foundational work ensures that the scenarios are grounded in realistic and well-identified needs, allowing for a more consistent and robust evaluation of potential future conditions.

As the process transitions to the Scenario Planning phase, the commitment to a connected, innovative, and resilient transportation network remains priority. The following phase will detail methodologies and outcomes of evaluating the needs plan projects against various future scenarios. The consistency between these phases ensures that the projects identified in the Needs Plan are rigorously tested and refined, leading to more resilient and adaptable solutions. This alignment fosters a strategy where short-term actions are integrated with long-term visions promoting a balanced and forward-thinking transportation system.

SCENARIO PLANNING

INTRODUCTION

Scenario planning is a strategic tool that helps transportation planners anticipate and prepare for uncertainties in the future. By exploring different potential futures, planners can develop more resilient and adaptable transportation plans. Scenario planning is a vital component of the 2050 SMART M.A.P., enabling us to analyze the impact of the Cost Feasible Plan, explore potential futures and develop strategic responses to emerging transportation challenges. This method allows us to assess the impacts of strategies under different conditions, ensuring that our transportation network remains robust, flexible, and capable of meeting the evolving needs of Miami-Dade County and its surrounding areas.

The scenario planning process begins with the establishment of a base year and the development of the Existing Plus Committed (E+C) network, followed by the identification of needs through the Needs Plan. Building on these foundations, we evaluate multiple scenarios to determine the most effective and sustainable approaches to transportation planning. Each scenario is carefully crafted to reflect different priorities and focus areas, providing a comprehensive view of how various strategies could shape the future transportation landscape. This process directly informs the Cost Feasible Plan by identifying which projects and strategies are most viable and beneficial under various potential future conditions.

The scenarios are designed to be consistent with key planning documents and initiatives, including FDOT's plans and projects, the SMART Program with its corresponding studies, the TPO's 2050 Bicycle/Pedestrian master plan, the 2050 Freight Plan, and the SMART Trails master plan. By aligning the scenarios with these established frameworks, we ensure that the planning efforts are continuing, comprehensive, and cooperative while also supporting broader regional goals.

SCENARIOS

The scenario planning process is built upon a solid foundation of projects starting with the year 2020 Base Year and Existing Plus Committed (E+C) network, followed by the Needs Plan projects which includes the projects identified in the year 2045 Cost Feasible network. These networks contain the following projects:

1. 2045 Cost Feasible (Base year) Network: Includes specifically the SMART Plan projects from the previous adopted 2045 LRTP.

2. E+C Network; Represents the existing transportation network plus capacity projects that have construction funds committed through fiscal year 2029.

Each scenario is designed to be consistent with key planning documents and initiatives. This alignment ensures that the scenarios support broader regional goals and frameworks Four scenarios have been developed to address various priorities and focus areas:

3. *SMART STEP Scenario:* Focuses on the first/last mile, enhancing bike and sidewalk access networks, mitigating conflicts with motorized vehicles in downtowns/town centers, and advancing first/last mile projects.

4. *SMART Program Plus Scenario:* Emphasizes transit, aiming to expand the transit network, improve service reliability, limit freight truck movements in the urban core, and enhance on-demand services.

5. *SMART Freight Scenario:* Concentrates on safe roads and expedited freight delivery, analyzing truck traffic patterns and ensuring efficient freight movements through interconnected communication across modes.

6. *SMART Tech Scenario:* Centers the implementation of innovative transportation technologies, exploring mode shifts based on household characteristics, and integrating new modes of transportation to improve system efficiency.

Each scenario considers equity and telework, ensuring inclusivity and adaptability to change work patterns. Additionally, the Scenario Planning Process evaluates infrastructure vulnerability and climate resiliency, preparing the transportation network to withstand future environmental challenges. Through these scenarios, the plan aims to create a resilient, efficient, and forward-thinking transportation system that meets the needs of all residents while supporting sustainable growth and development in the region.

SMART STEP Scenario

The SMART STEP Scenario is designed to emphasize first/last mile connectivity, ensuring that the transportation system effectively bridges the gap between major transit hubs and final destinations. This scenario envisions a future where economic resources align with forecasted levels, allowing for the advancement of projects committed through the E+C network, the SMART Program projects listed in the 2045 Cost Feasible Plan, and the next generation of SMART Step projects.

Existing + Committed Network (TIP) + **2045 Cost Feasible - *SMART Plan Projects*** + **2050 SMART STEP Projects** = **SMART STEP Scenario**

In the SMART STEP Scenario, significant focus is placed on enhancing bike and sidewalk access networks, making it easier and safer for residents to walk or bike to transit stations and other key locations. This includes expanding the protected bike network, creating more pedestrian-friendly pathways, and implementing bike safety and awareness campaigns. These efforts are aimed at promoting active transportation and reducing reliance on personal vehicles. This scenario also explores the possibility of restricting car access in certain areas, particularly in downtown regions, to further encourage the use of alternative transportation modes. Limiting car traffic in high-density areas can help alleviate congestion, improve air quality, and create a more pleasant urban environment for pedestrians and cyclists.

The SMART STEP Scenario also integrates projects that address the first/last mile challenges by developing infrastructure that supports seamless transitions between different mod es of transportation. This includes creating well-designed transfer points and ensuring that transit services are coordinated with biking and walking routes. By advancing these initiatives, the SMART Step Plan Scenario aims to create a transportation system that is reliable and considers principles of equity and accessibility. This approach fosters a connected community where people can easily and safely move between their homes, workplaces, and other destinations without relying heavily on personal vehicles.

SMART Program Plus Scenario

The SMART Program Plus Scenario is centered on enhancing transit services to create a more efficient, reliable, and accessible public transportation system for Miami-Dade County. This scenario envisions a future where economic resources align with forecasted levels, enabling the advancement of projects committed through the E+C network, fully funding the SMART Program projects listed in the 2045 Cost Feasible Plan, and the next generation of SMART Program Plus projects focused on transit.

Existing + Committed Network (TIP) + **2045 Cost Feasible - *SMART Plan Projects*** + **2050 SMART Program Plus Projects** = **SMART Program Plus Scenario**

In the SMART Program Plus Scenario, the emphasis is placed on expanding the transit network to cover more areas and improve connectivity across the region. This includes adding new routes, increasing service frequency, and extending operating hours to better serve the community's needs. By making public transit more convenient and reliable, this scenario aims to reduce the dependence of personal vehicles and alleviate traffic congestion.

One of the key components of this scenario is the improvement of service reliability. This involves investing in infrastructure upgrades, adopting advanced transit technologies, and enhancing maintenance practices to ensure transit services are punctual and dependable. Improving the user experience by providing real-time information and ensuring that transit facilities are safe and comfortable is also a priority.

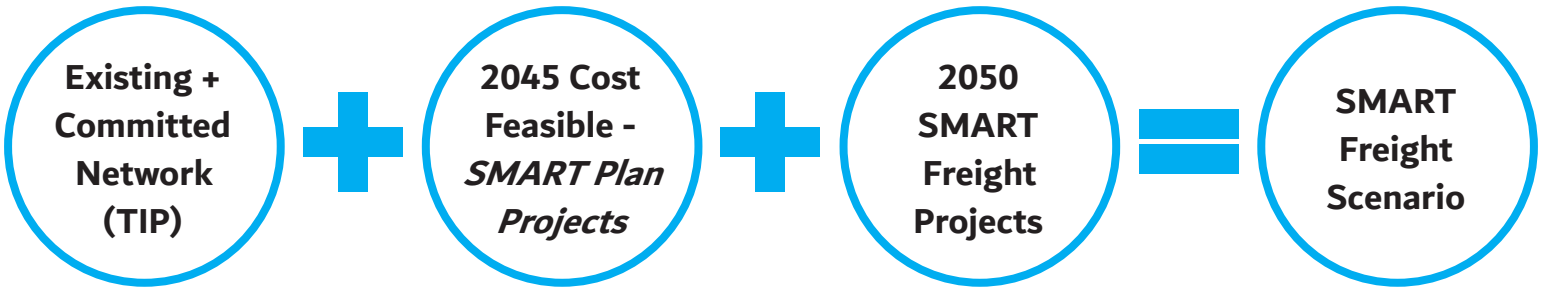
The SMART Program Plus Scenario also considers restricting car access in certain high-density areas, such as downtown regions, to prioritize transit and reduce traffic congestion. By limiting car traffic, the scenario to create a more transit-friendly environment, making it easier for buses and other public transit vehicles to navigate urban areas efficiently. This scenario also considers principles of equity and accessibility to ensure impacts are duly distributed

This scenario includes initiatives to also limit freight truck movements in downtown areas in exchange for micro freight solutions, reducing conflicts between freight and passenger vehicles and improving safety and traffic flow. Expanding on-demand and micromobility services, such as flexible and responsive transit options, is also a critical component. These services cater to areas with lower transit demand and provide a more personalized transit experience for users.

The SMART Program Plus Scenario underscores the importance of a thriving public transit system as a backbone for sustainable urban mobility. By investing in and prioritizing transit improvements, this scenario seeks to provide residents with a viable and attractive alternative to personal vehicle use. The goal is to enhance the overall quality of life by promoting a transportation system that is efficient, equitable, and environmentally sustainable.

SMART FREIGHT Scenario

The SMART Freight Scenario is designed to prioritize safe roads and expedited freight delivery, ensuring that the transportation network efficiently supports economic activities and the movement of goods. This scenario envisions a future where economic resources align with forecasted levels, enabling the advancement of projects committed through the E+C network, fully funding the SMART Program projects listed in the 2045 Cost Feasible Plan, and new SMART Freight projects.



In the SMART Freight Scenario, significant focus is placed on analyzing truck traffic patterns to better understand the origins and destinations (OD) pairs of freight movements. By examining these patterns, the scenario aims to identify key freight corridors and implement improvements that facilitate smooth and efficient truck operations. This includes upgrading infrastructure such as roadways and bridges to handle heavy freight loads, truck parking facilities and hubs, reducing congestion, and minimizing delays.

The SMART Freight scenario emphasizes the importance of interconnected communication across different transportation modes to ensure seamless freight movements. This involves integrating advanced technologies and communication systems that allow for real-time tracking and coordination of freight deliveries. By improving communication and coordination, the scenario seeks to optimize the logistics chain, reducing congestion on freight corridors, and enhancing overall efficiency.

To ensure safe and reliable freight transportation, the SMART Freight Scenario includes projects aimed at enhancing road safety for both freight and passenger vehicles. This involves implementing measures such as dedicated truck lanes, improved signage, and increasing enforcement of traffic regulations. These measures are designed to reduce the risk of accidents and ensure that freight can move safely through the transportation network.

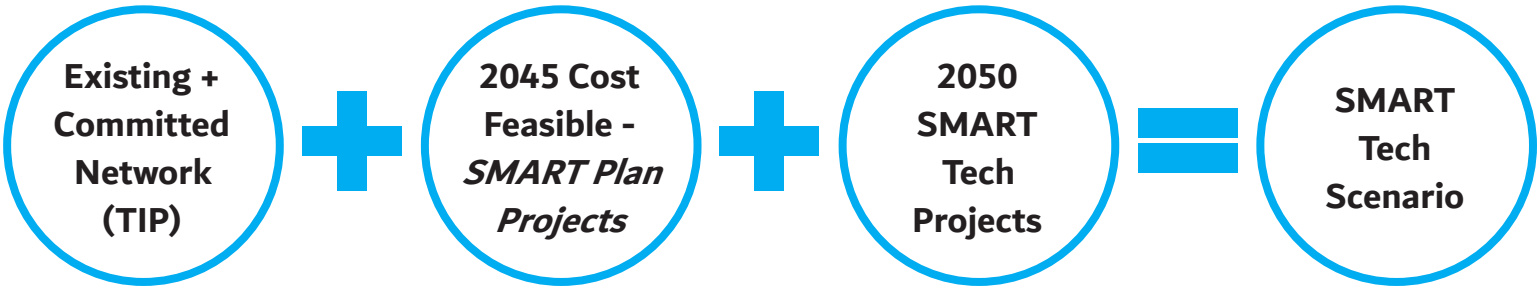
The scenario also considers the need for efficient intermodal connections, such as from trucks to rail or ships. By facilitating these connections, the scenario supports a more resilient and flexible freight transportation system that can adapt to varying demands and conditions.

Like some of the previous scenarios, The SMART Freight Scenario also includes initiatives to limit freight truck movements in high-density urban areas, in exchange for micro-freight options particularly during peak traffic times. This helps to reduce congestion and conflicts between freight and passenger vehicles, improving overall traffic flow and safety in urban centers.

By advancing these initiatives, the SMART Freight Scenario aims to create a transportation system that effectively supports the region's economic activities while maintaining safety and efficiency. This approach ensures that Miami-Dade County's transportation network can handle the growing demands of freight movement, contributing to economic growth and sustainability. The emphasis on safe roads and expedited freight delivery is crucial for maintaining an efficient transportation infrastructure that meets the needs of users.

SMART TECH Scenario

The SMART Tech Scenario is centered on the implementation of innovative transportation technologies, aiming to create a modern, efficient, and adaptable transportation system for Miami-Dade County.



In the SMART Tech Scenario, significant emphasis is placed on the integration of advanced transportation technologies to enhance system efficiency and user experience. This includes the deployment of Automated, Connected, Electric, and Shared (ACES) vehicles, which promise to revolutionize mobility by providing safer, more reliable, and more environmentally friendly transportation options.

An important part of this scenario is the analysis of OD pairs from trip tables to determine where new mode shifts could occur based on household characteristics. By understanding these travel patterns, the scenario identifies opportunities for implementing new technologies and modes of transportation that can improve services.

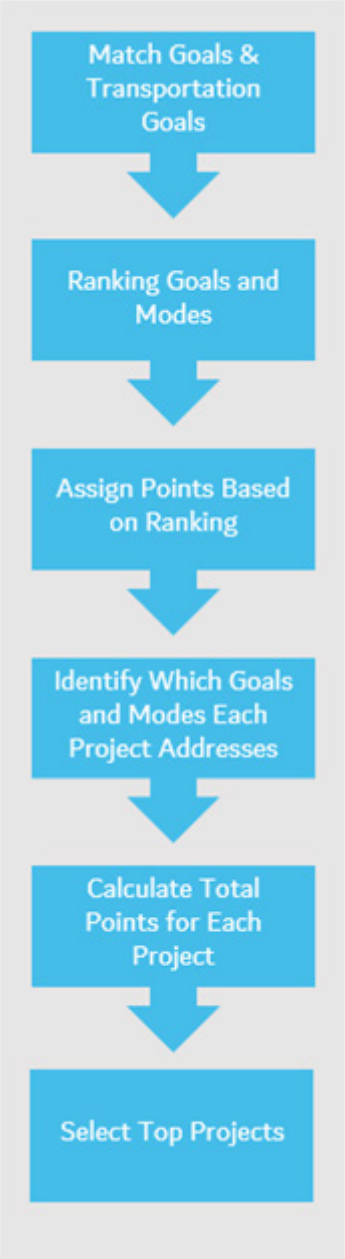
The SMART Tech Scenario also focuses on creating a transportation network that is highly resilient and adaptable to future changes by engaging with innovative technology. This involves incorporating infrastructure that can support emerging technologies, such as smart traffic management systems, real-time data analytics, and integrated communication networks. These technologies enable better traffic flow management, reduces congestion, and enhances safety by providing timely information to both transportation operators and users.

To create a more equitable transportation system, the scenario considers principles of equity and accessibility. This ensures that technological advancements benefit all segments of the population, including underserved communities. The scenario also explores the potential for telework and other flexible work arrangements, which has been shown to reduce overall travel demand and contributes to a more balanced transportation system.

Climate resiliency is another critical aspect of the SMART Tech Scenario. By evaluating infrastructure vulnerability and incorporating climate-resilient designs, the scenario strives to ensure that the transportation network can withstand environmental challenges such as extreme weather events and rising sea levels. This proactive approach helps to safeguard the infrastructure and maintain reliable transportation services under changing climatic conditions.

PROJECT REPRESENTATION FOR EACH SCENARIO

Project representation for each scenario is crucial to understand how different strategies and priorities will shape the future transportation network of Miami-Dade County. Each scenario incorporates a distinct set of projects, emphasizing different aspects of mobility, infrastructure, and technological advancements. The process used to select specific projects for each scenario in the Cost Feasible Plan is designed to create a balanced approach to addressing Miami-Dade County's transportation needs. The process involves aligning transportation goals with different modes of travel, ranking their importance, then assigning points to projects based on their ability to meet these goals and modes. By evaluating each project against a set of criteria established by the LRTP Steering Committee, the methodology ensures that the selected projects effectively contribute to a safer, more connected, innovative, climate-resilient, and economically competitive transportation network. A review of the process used to determine project representation for each scenario is contained in the following section.



Scenario Assignment Methodology

The methodology used to determine and select specific projects for each scenario in the Cost Feasible Plan is designed to ensure a strategic and balanced approach to addressing Miami-Dade County's transportation needs. This process involves aligning transportation goals with different modes of travel, ranking their importance, and assigning points to projects based on their ability to meet these targets. The following steps outline the methodology in detail:

Step 1: Aligning Goals and Modes Combination

Goals:

1. Safe, Secure, and Reliable
2. Connected
3. Innovative
4. Climate Resilient
5. Equitable
6. Economically Competitive

Modes:

1. Transit
2. Bicycle/Pedestrian/Micromobility
3. Highway/Roadway/Freight

Step 2: Ranking Importance of Goals and Modes

- Steering Committee Ranking: Committee members were asked to rank the importance of each goal and mode for every scenario.

  1. Goals: Ranked from #1 (most important) to #6 (least important)

  2. Modes: Ranked from #1 (most important) to #3 (least important)

The table below shows all the goals ranked by scenario (darker shades indicate higher rank):

Table 3-12: Goals Ranked by Scenario

	SMART STEP	SMART Program Plus	SMART Freight	SMART Tech
Goals	**Rank**	**Rank**	**Rank**	**Rank**
Safe Secure & Reliable	1	2	2	3
Connected	2	1	1	2
Innovative	4	4	4	1
Climate Resilient	5	6	6	6
Equitable	3	3	5	4
Economically Competitive	6	5	3	5
Modes	**Rank**	**Rank**	**Rank**	**Rank**
Transit	1	1	2	1
Bicycle / Pedestrian / Micromobility	2	2	3	3
Highway / Freight	3	3	1	2

Step 3: Assigning Point Scale and Multipliers

- Point Scale for Goals: Higher-ranked goals get more points (see table below).
- Multipliers for Modes: Higher-ranked modes get higher multipliers.
- Example: For the SMART Step Scenario, safety is most important, so safety-related transit projects get highest points.

Table 3-13: Point Scales and Multipliers

POINT SCALE FOR GOALS AND MULTIPLIER FOR MODES						
Rank	1	2	3	4	5	6
Base Point for Goals	40	25	15	10	5	5
Multiplier for Modes	0.5	0.3	0.2	n/a	n/a	n/a

Step 4: Point Scale for Goals and Modes Combination

- Baseline points for goals and modes combination for SMART STEP Scenario:

Table 3-14: SMART STEP Baseline Points

Goals \ Modes	Transit	Bicycle / Pedestrian / Micromobility	Highway/Roadway / Freight
Safe Secure & Reliable	20	12	8
Connected	12.5	7.5	5
Innovative	5	3	2
Climate Resilient	2.5	1.5	1
Equitable	7.5	4.5	3
Economically Competitive	2.5	1.5	1

- Baseline points for goals and modes combination for SMART PROGRAM PLUS Scenario:

Table 3-15: SMART PROGRAM PLUS Baseline Points

Goals \ Modes	Transit	Bicycle / Pedestrian / Micromobility	Highway/Roadway / Freight
Safe Secure & Reliable	12.5	7.5	5
Connected	20	12	8
Innovative	5	3	2
Climate Resilient	2.5	1.5	1
Equitable	7.5	4.5	3
Economically Competitive	2.5	1.5	1

- Baseline points for goals and modes combination for SMART FREIGHT Scenario:

Table 3-16: SMART FREIGHT SCENARIO Baseline Points

Goals \ Modes	Transit	Bicycle / Pedestrian / Micromobility	Highway/Roadway / Freight
Safe Secure & Reliable	7.5	5	12.5
Connected	12	8	20
Innovative	3	2	5
Climate Resilient	1.5	1	2.5
Equitable	1.5	1	2.5
Economically Competitive	4.5	3	7.5

- Baseline points for goals and modes combination for SMART TECH Scenario:

Table 17: SMART TECH Baseline Points

Table 3-17: SMART TECH Baseline Points

Goals \ Modes	Transit	Bicycle / Pedestrian / Micromobility	Highway/Roadway / Freight
Safe Secure & Reliable	7.5	3	4.5
Connected	12.5	5	7.5
Innovative	20	8	12
Climate Resilient	2.5	1	1.5
Equitable	5	2	3
Economically Competitive	2.5	1	1.5

Step 5: Identify Goals and Modes Combination

- Based on the project description, identify whether the project addresses the first three goals:
    1. Safe, Secure, & Reliable
    2. Connected
    3. Innovative
- Evaluate the project's location relative to flood zones to determine its alignment with the Climate Resilience goal.
    1. Full points if completely outside flood zone
    2. Half points if partially inside the flood zone
    3. No points if completely inside flood zone
- Assess the project's location relative to high-income/low-income areas to determine its alignment with the Equitable goal.
    1. For Highway/Freight projects:
    - » Full points if completely inside low-income areas
    - » Half points if partially inside low-income areas
    - » No points if completely outside low-income areas
    2. For Bicycle/Pedestrian/Micromobility and Transit projects:
    - » Full points if completely inside low-income areas
    - » Half points if partially inside low-income areas
    - » No points if completely outside low-income areas

- Determine the project's alignment with the Economically Competitive goal based on its location, relative to socio-economic growth areas

    3. Full points if completely inside high-growth areas

    4. Half points if partially inside high-growth areas

    5. No points if completely outside high-growth areas

- Identify the most appropriate mode for each project based on its description

Step 6: Assign Points for Each Project

- Calculate the total points for each project by combining the point baseline for goals, multipliers for modes, and the identified goals and modes addressed by the project.

Step 7: Rank and Select Projects

- Rank projects by their total points within each scenario
- Select the top 10% of projects (approximately 100 projects) to represent each scenario

This methodology, approved by the LRTP Steering Committee, provides a balanced approach to project selection and aligns with the strategic goals while addressing the diverse transportation needs of Miami-Dade County .

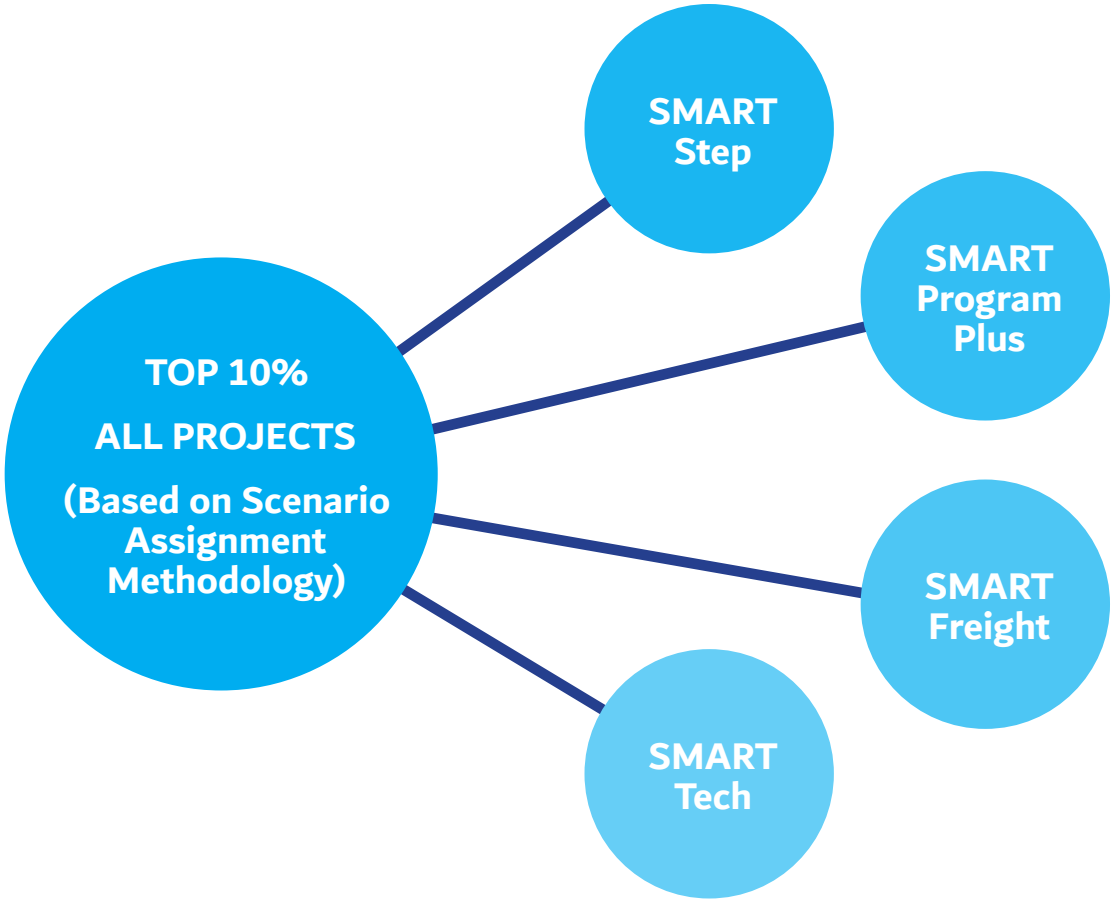
Project Selection Summary

The selection process began by identifying six key transportation goals: safety, connectivity, innovation, climate resilience, equity, and economic competitiveness. Projects were then categorized into three primary modes: transit, bicycle/pedestrian/micromobility, and highway/freight. The Steering Committee ranked the importance of these goals and modes for each scenario, providing a foundation for assigning points.

Base points were assigned to each goal relative to its ranking, with higher-ranked goals receiving more points. Similarly, multipliers were assigned to each mode, reflecting their ranked importance. This scoring framework ensured that projects aligned with the most critical goals and modes received higher priority

Each project's description was analyzed to identify the goals it addresses, such as safety, connectivity, and innovation. The project's location was evaluated to determine its impact on climate resilience, equity, and economic competitiveness. Projects located in areas outside flood zones, within low-income neighborhoods, or in high-growth areas received additional points, further emphasizing the importance of these factors.

Figure 3-17. Project Representation Process



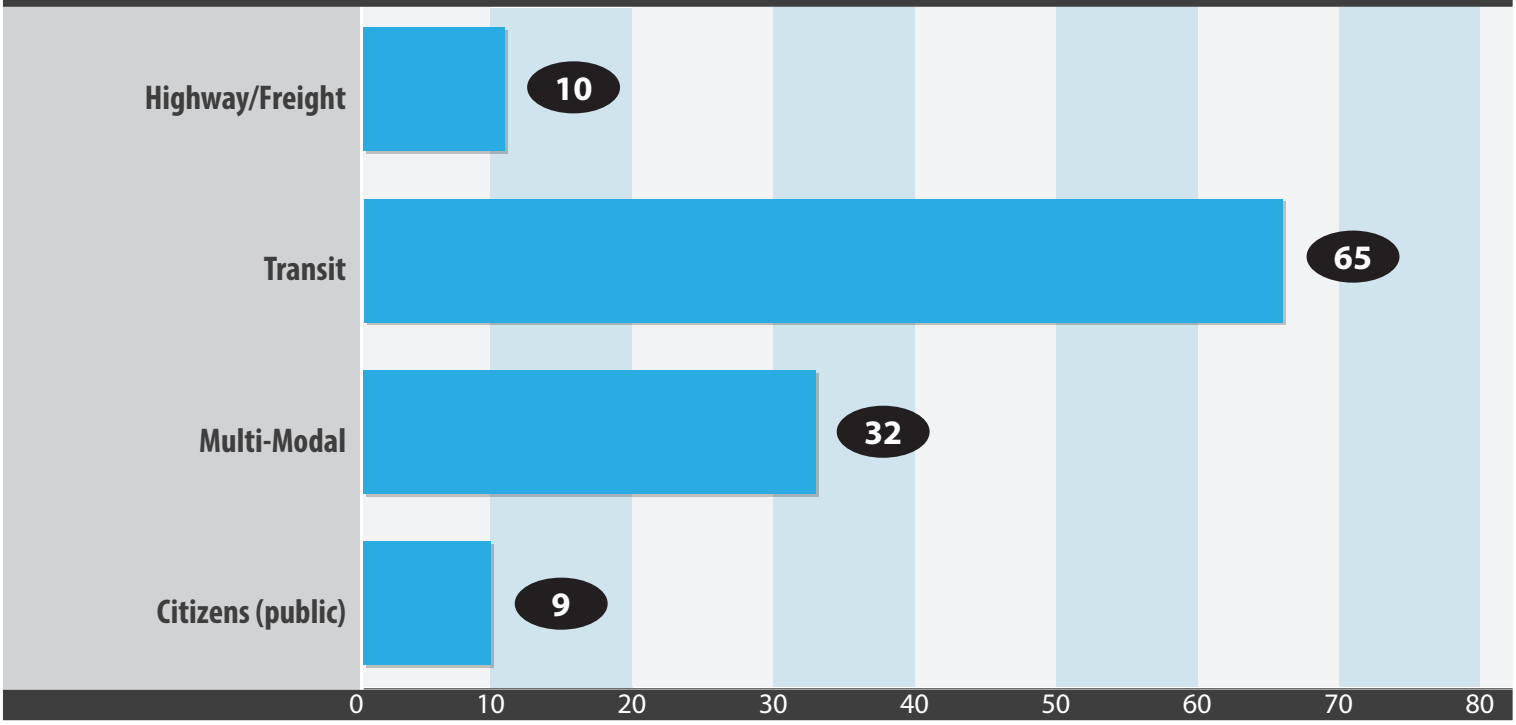
Using the assigned base points and multipliers, projects were scored based on their alignment with the prioritized goals and modes. The total points for each project determined its rank within each scenario. The top 10% of projects, approximately 100 projects per scenario, were selected to represent the best fit for each scenario's focus. The outcome of this selection process is a well-balanced and comprehensive set of projects for each scenario.

Selected Projects Summary for SMART STEP Scenario

The SMART Step Scenario focuses on enhancing first/last mile connectivity, ensuring that residents can easily access transit hubs and key destinations through improved bike and sidewalk networks. Types of projects in this scenario include:

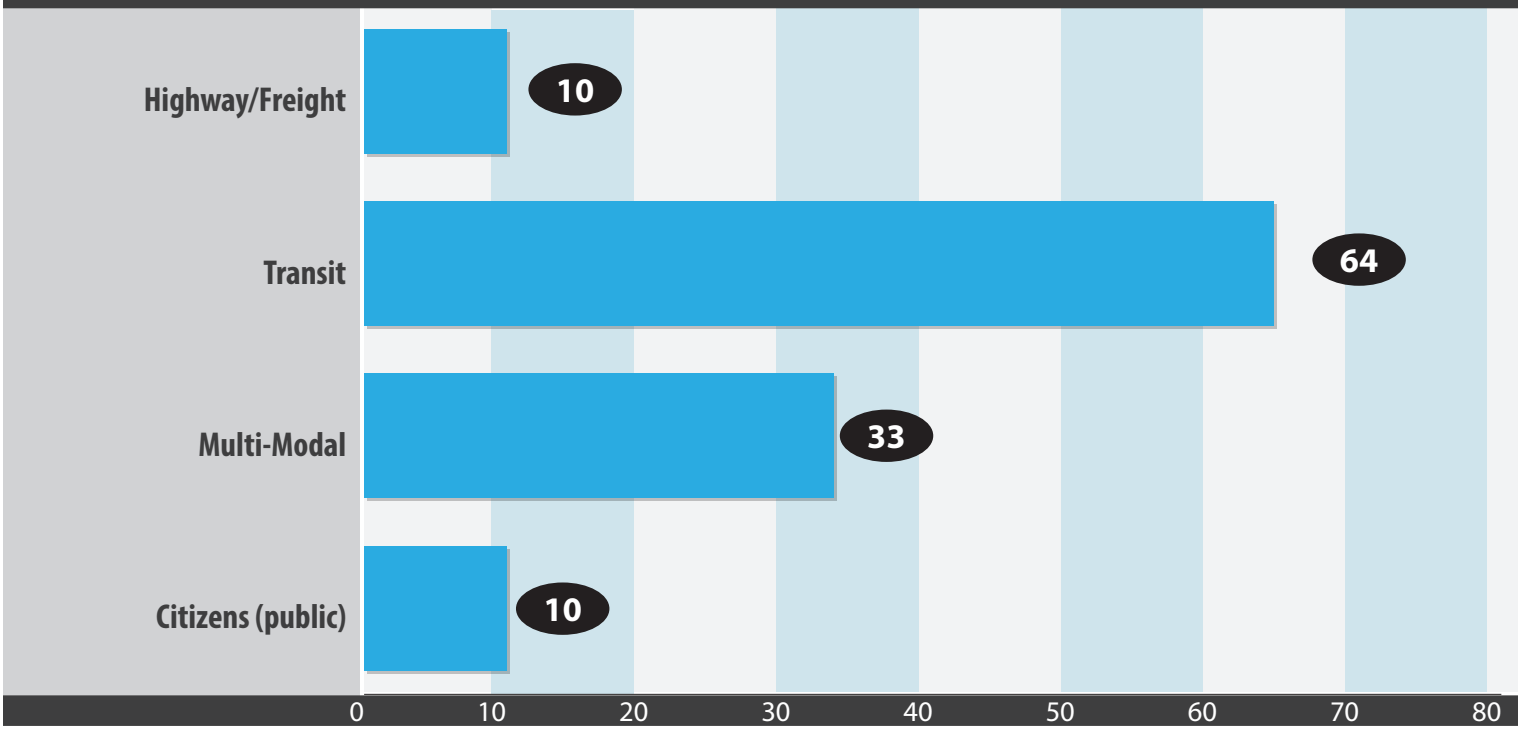
- Expansion of protected bike lanes and pedestrian pathways to promote active transportation.
- Implementation of bike safety and awareness campaigns to encourage cycling.
- Development of infrastructure that supports seamless transitions between different modes of transportation, such as well-designed transfer points.
- Restricting car access in high-density areas to alleviate congestion and create more pedestrian-friendly environments.

Figure 3-18. SMART STEP Selected Projects



This scenario prioritizes transit projects, with 65 selected to improve accessibility and active transportation. Multi-modal projects, totalling 32, focus on integrating transportation modes such as biking and walking, with transit. The inclusion of 10 highway/freight projects ensures that critical road infrastructure needs are addressed. Additionally, nine citizen-driven projects highlight the community's role in shaping the transportation network.

Figure 3-19. SMART PROGRAM PLUS Selected Projects



Selected Projects Summary for SMART PROGRAM PLUS Scenario

The SMART Program Plus Scenario centers on enhancing transit services to create a more efficient and reliable public transportation system. With 64 transit projects, this scenario focuses on expanding the network and improving service reliability. The 33 multi-modal projects ensure a balanced integration of biking, walking, and transit options. Like the SMART STEP Scenario, ten highway/roadway/freight projects are included to maintain essential road infrastructure. The scenario also incorporates ten citizen-driven projects, reflecting public input and priorities.

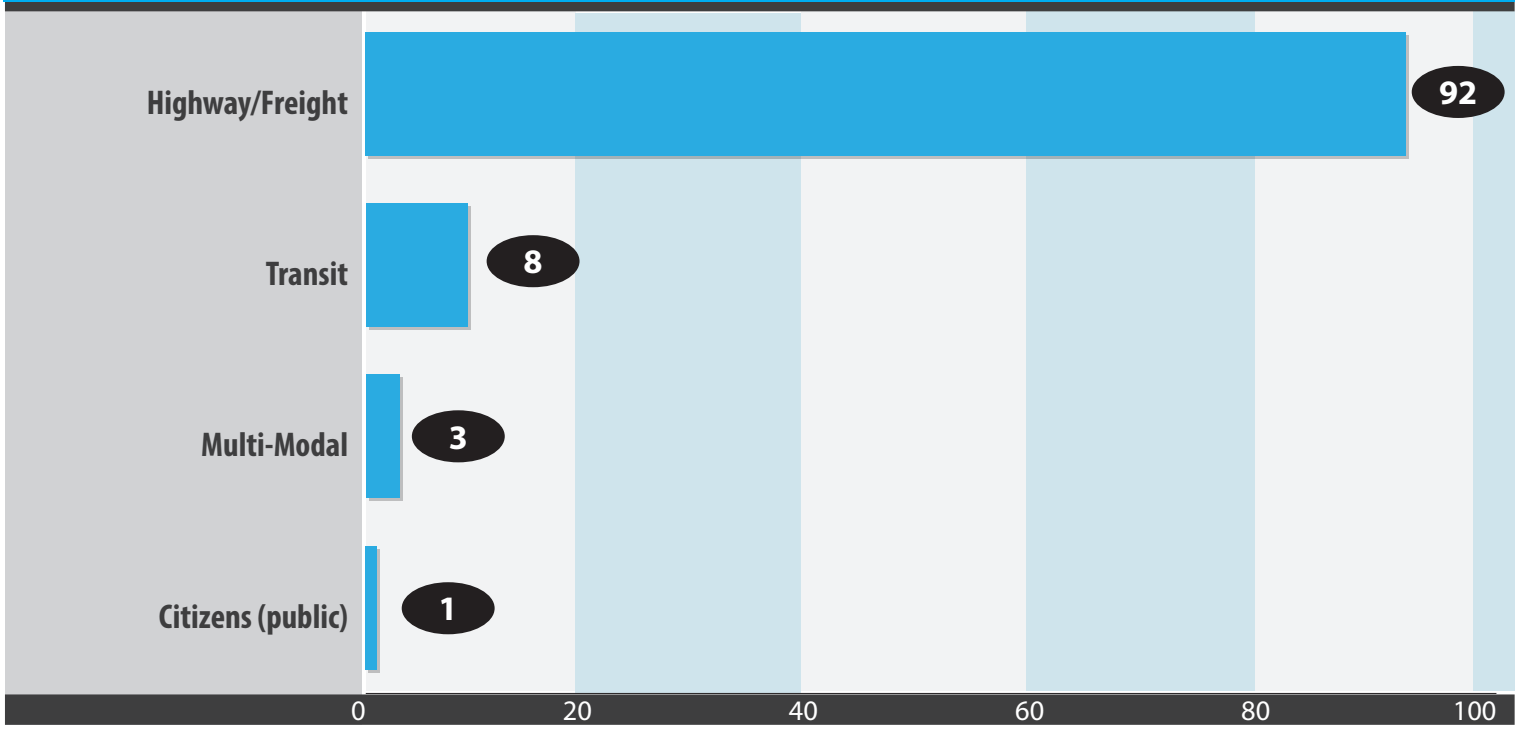
Both the SMART Step and SMART Program Plus scenarios show a strong emphasis on transit projects, with 65 and 64 projects respectively. This was a deliberate decision by the LRTP Steering Committee, and it underscores a significant focus on improving public transportation.

Selected Projects Summary for SMART FREIGHT Scenario

The SMART Freight scenario prioritizes highway and freight projects, with 92 projects dedicated to this area. This shows the critical importance of road safety and efficient freight movement for economic competitiveness. In contrast, the other scenarios have relatively fewer highway/freight projects, reflecting their broader transportation goals.

This scenario includes only eight transit projects and three multi-modal projects, reflecting its focus on freight and road infrastructure. One citizen-driven project is included, reflecting lower community interest in freight related improvements.

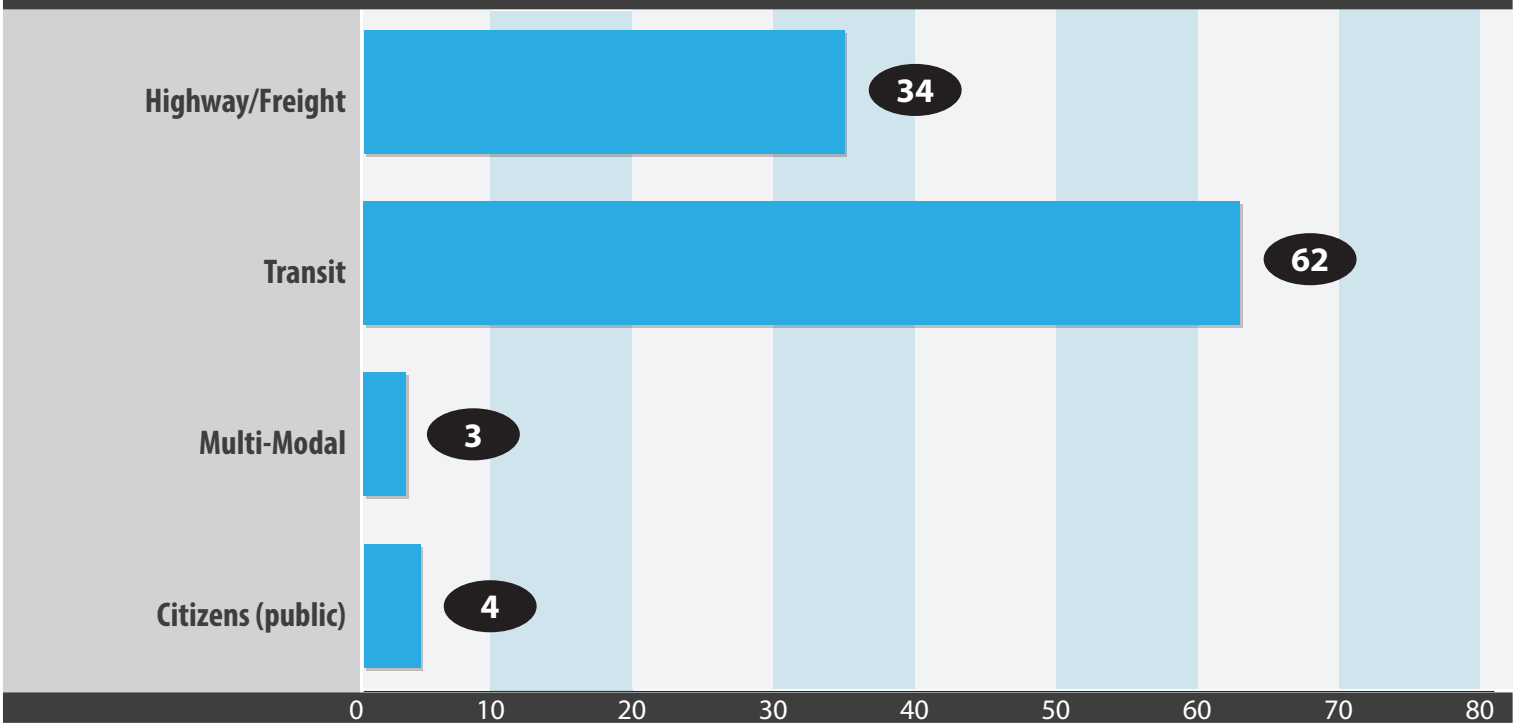
Figure 3-20. SMART FREIGHT Selected Projects



Selected Projects Summary for SMART TECH Scenario

The SMART Tech Scenario emphasizes the implementation of innovative transportation technologies. With 62 transit projects, this scenario focuses on integrating advanced transit solutions to enhance system efficiency. The scenario includes 34 highway/roadway/freight projects to ensure that critical road and freight infrastructure can support new technologies. Although there are only three multi-modal projects, these are crucial for integrating various transportation modes with tech innovations.

Figure 3-21. SMART TECH Scenario Selected Projects



The analysis of all the scenarios reveals distinct priorities reflected in the selected projects.

In the subsequent steps the scenarios will be compared against each other to determine the extent to which benefits from each scenario are equitably distributed throughout the county.

SCENARIO MODEL RUNS

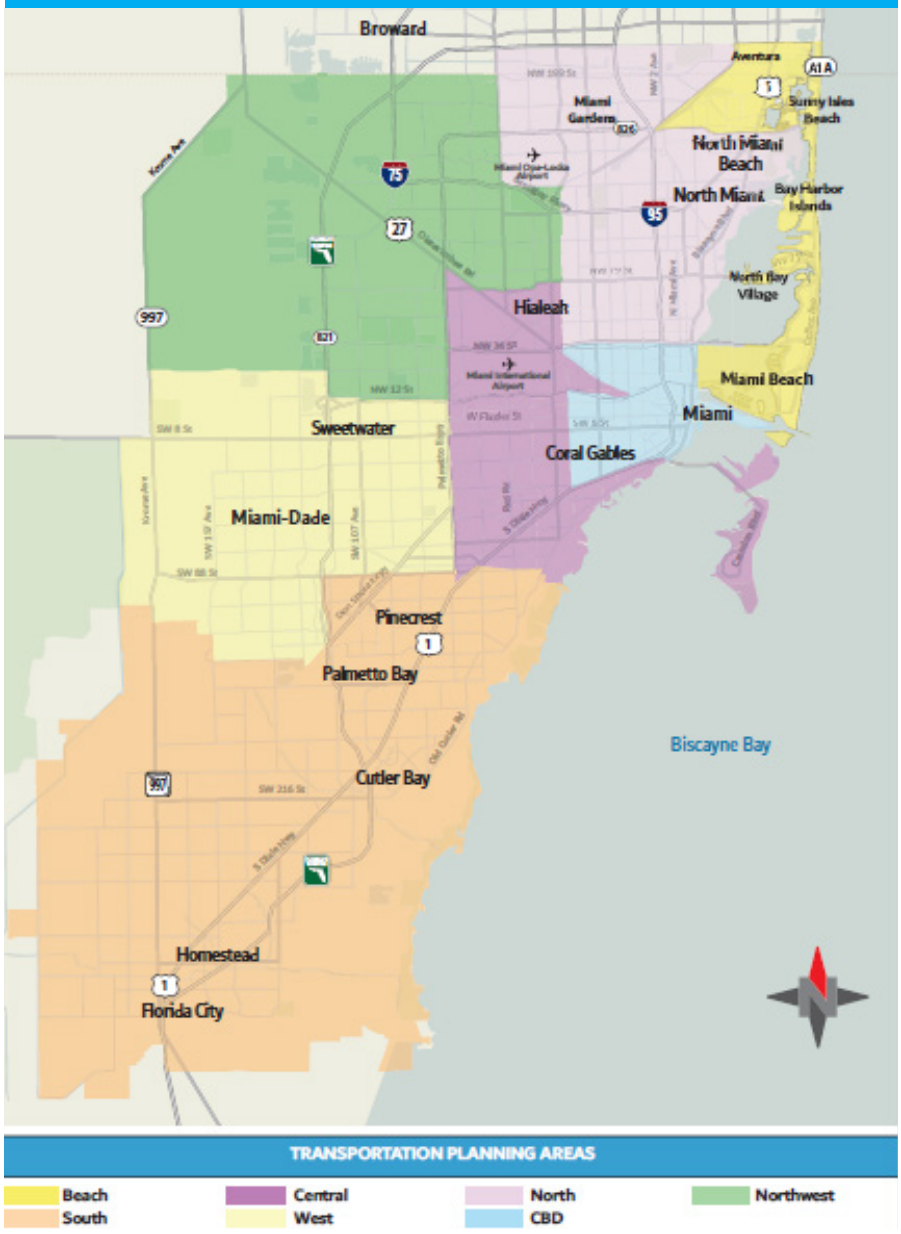
For the scenario model runs the Southeast Regional Planning Model (SERPM) Version 9.0 was used in Cube platform. The top transit and highway projects in each of the scenarios were coded to the networks and the results from these model runs were used in an Equity Analysis tool which was developed by the Miami-Dade TPO.

SCENARIO EQUITY ANALYSIS

The Scenario Equity Analysis is a crucial part of the scenario planning phase, aimed at understanding the impact of various transportation scenarios on different demographic and socioeconomic groups. This analysis ensures that transportation improvements are distributed equitably across each Transportation Planning Area (TPA), with a particular focus on underserved or disadvantaged communities. By examining metrics such as Person Miles Traveled (PMT), Person Hours Traveled (PHT), and Transit Trip Share, the analysis provides insights into travel behavior and accessibility for diverse population segments.

In this process, PMT and PHT offer a detailed view of how far and how long individuals are traveling within each TPA, revealing patterns related to daily commutes, economic activities, and overall mobility. Breaking these metrics down by age, car ownership, and income allows us to identify specific needs and challenges faced by different groups.

Figure 3-22. Transportation Planning Areas Map



For example, age-based analysis shows the travel behavior of working-age individuals, seniors, and youth, highlighting the need for age-appropriate transportation solutions. Car ownership data reveals the dependency on private vehicles versus public transportation, indicating areas where public transit needs strengthening. Income-based analysis uncovers disparities in travel opportunities, emphasizing the importance of making transportation accessible and affordable for low-income households.

Through this analysis, the Scenario Equity Analysis not only identifies gaps and inequities in the current transportation system but also informs the development of strategies to create a more inclusive and equitable transportation network. This ensures that all residents, regardless of their demographic or socioeconomic status, benefit from improved transportation infrastructure and services.

EQUITY ANALYSIS KEY FINDINGS

The equity analysis of the four scenarios—Freight, STEP, Program Plus, and Tech— reveals both shared patterns and unique characteristics that inform the strategic planning for Miami-Dade County's transportation network. This section synthesizes the key findings from the PMT, PHT, and Transit Trip Share statistics, identifying trends and areas where targeted interventions can enhance equity and accessibility. A detailed analysis of each scenario can be found in Appendix A.

Consistent Trends Across All Scenarios

Age Distribution

Across all scenarios, the majority of PMT and PHT consistently come from individuals aged 16-65, reflecting typical commuting patterns and economic activity. Approximately 75% of PMT and PHT is contributed by this age group, with smaller contributions from those under 16 (around 10% or less) and those over 65 (around 15%). This indicates that working-age individuals are the primary travellers, highlighting the need for transportation solutions that cater to this demographic.

Car Ownership Patterns

High dependency on private vehicles is evident across most planning areas in all scenarios. For instance, in the North area, 68% of both PMT and PHT come from households with two or more cars, emphasizing the reliance on personal vehicles. However, the Central Business District (CBD) shows a more balanced distribution, with more PMT contributed by households with zero or one car. In contrast, the South area has more PMT from households with two or more cars. This underscores the importance of developing robust public transportation options to reduce reliance on private vehicles and promote sustainable mobility.

Income Disparities

Income levels significantly influence travel patterns, with higher-income individuals consistently contributing the majority of PMT and PHT in all scenarios. About 75% of PMT and PHT are from high-income individuals, with 25% from low-income individuals. This suggests disparities in access to transportation resources based on income levels. Lower-income individuals are more reliant on public transit, indicating a need for affordable and efficient public transit services to ensure equitable access.

TRANSIT TRIP SHARE

Transit Trip Share by Age: On average, the CBD has the highest transit trip share at 5.7%, while Northwest, West, and South areas have lower transit trip shares below 2.0%. In the CBD, younger individuals (under 16 years old) have a higher transit trip share than other age groups, which is an outlier compared to other planning areas where the mid-age group (16-65 years old) dominates transit usage.

Transit Trip Share by Car Ownership: For all planning areas, households with no cars have the highest transit trip share, with figures reaching up to 21%. This highlights the significant reliance on public transit among car-free households and underscores the importance of enhancing public transit options in these areas.

Transit Trip Share by Income: Lower-income individuals have significantly higher transit trip shares across all areas compared to high-income individuals. This further emphasizes the need for accessible and affordable public transportation options to support those who are more dependent on transit due to limited access to private vehicles.

Opportunities for Improvement

Enhancing Public Transportation Infrastructure: Investing in the expansion and improvement of public transportation is crucial, particularly in areas with high car dependency and low transit trip shares. Increasing the frequency, reliability, and coverage of bus and rail services can help reduce reliance on private vehicles and promote sustainable mobility.

Equity-Focused Transit Planning: Prioritizing transit improvements in low-income neighborhoods and areas with high reliance on public transit is essential. Ensuring that public transit services are affordable, safe, and accessible to all residents can address disparities and promote equitable access to transportation resources.

Integration of Freight and Passenger Travel: In the Freight Scenario, ensuring that freight-related infrastructure improvements do not negatively impact public transit routes and services is crucial. Integrated transportation planning that considers both freight and passenger travel needs can help create a balanced and inclusive network.

Leveraging Technology for Accessibility: The Tech Scenario highlights the potential of innovative technologies to enhance the transportation system. Technological advancements must consider accessibility and ensure that improvements benefit all demographic groups, particularly those reliant on public transit.

Data-Driven Decision Making: Utilizing data analytics to continuously monitor and evaluate transportation patterns and the effectiveness of implemented strategies can help make informed adjustments and improvements. Establishing a centralized data platform that integrates data from various sources can drive continuous improvement in transportation planning.

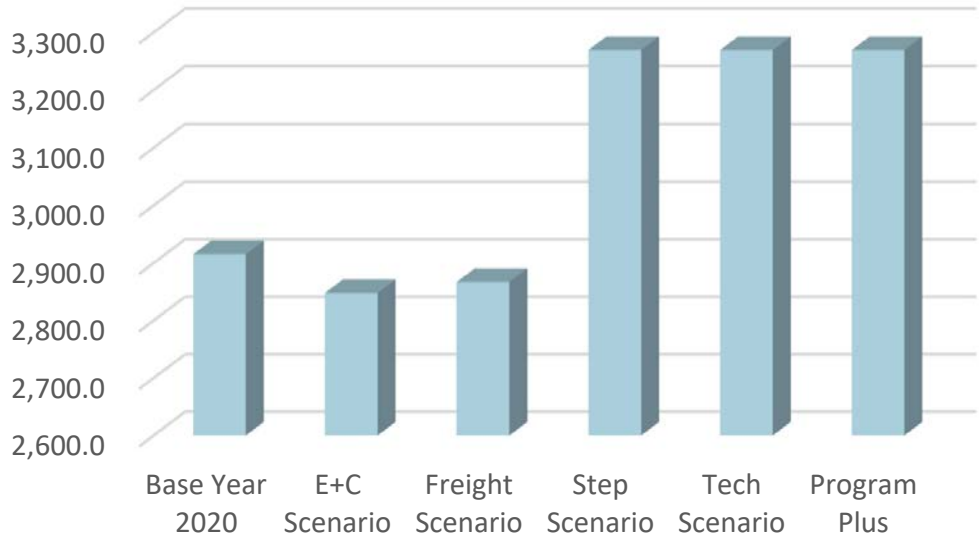
These key findings underscore the importance of addressing equity in transportation planning. By focusing on enhancing public transportation infrastructure, prioritizing low-income and car-free households, integrating freight and passenger travel, leveraging technology, and utilizing data-driven decision making, we can create a more balanced and sustainable transportation system that serves all residents equitably. For detailed PMT, PHT and Transit Share statistics, please refer to Appendix A.

EQUITY ANALYSIS FINDINGS BY SCENARIO

The equity analysis of the four scenarios—, STEP , Program Plus, Freight and Tech—reveals both shared patterns and unique characteristics that inform the strategic planning for Miami-Dade County's transportation network. This section synthesizes the key findings from the PMT, PHT, and Transit Trip Share statistics identifying trends and areas where targeted interventions can enhance equity and accessibility. For a detailed analysis, see Appendix A. Below we show some comparisons between the scenarios on a county wide basis. The STEP, Tech and Program Plus scenarios have a similar number of transit route miles and provide the greatest amount of transit service increase.

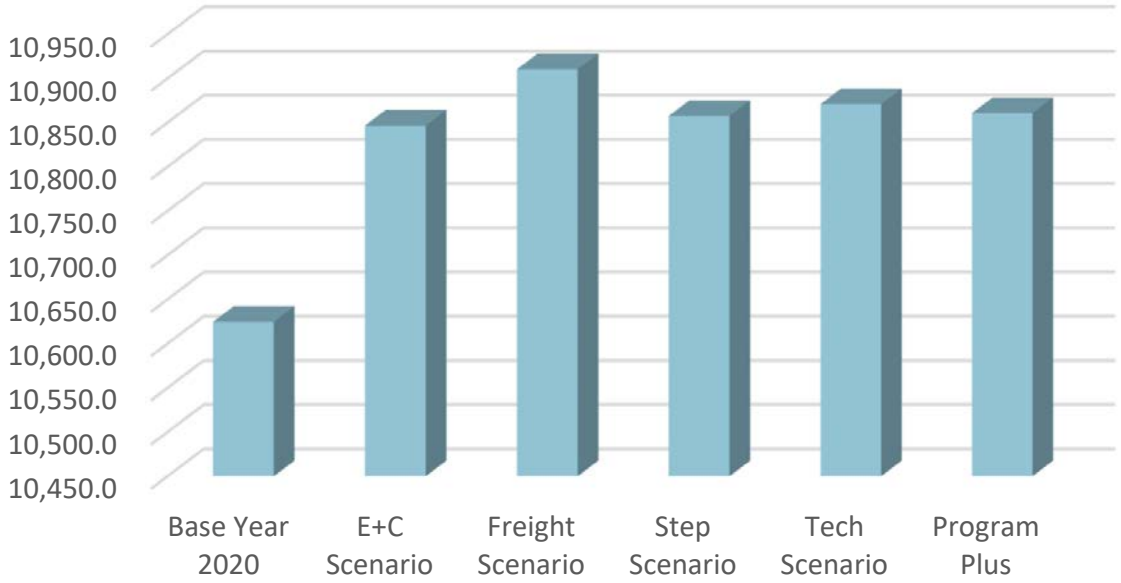
The Transit Route Miles figure shows the number of transit route miles changes in different scenarios compared to the base year 2020. In the STEP, Tech, and Program Plus scenarios, there is a significant increase in transit route miles, with each scenario exceeding 3,200 miles. This means these scenarios focus heavily on improving public transportation, which is important for making transit more accessible, especially for people without cars and those from low-income households. The E+C Scenario adds a small amount of transit route miles, while the Freight Scenario remains almost unchanged, suggesting less focus on expanding transit routes in those scenarios. The similarity in transit route miles among the STEP, Tech, and Program Plus scenarios highlights a shared goal of providing more transit options to better serve the community.

Figure 3-23. Transit Route Miles by Scenario



The Lane Miles figure (Figure 24) compares the number of lane miles across different scenarios. The Freight scenario shows the most lane miles, followed by the E+C Scenario, indicating that these scenarios prioritize supporting road traffic, which is important for economic activity. The STEP and Tech scenarios show moderate increases in lane miles, balancing the need for both road improvements and transit expansion. The Program Plus shows a similar pattern. These differences in lane mile suggest that while expanding transit is crucial, maintaining and improving roads also plays an important role in creating a fair and efficient transportation system.

Figure 3-24. Scenario Lane Miles by Scenario



SMART STEP Scenario

The SMART STEP Scenario is designed to emphasize first/last mile solutions and enhance overall accessibility within the transportation network. This scenario envisions a future where economic resources are aligned with forecasted levels, allowing for the advancement of projects committed through the E+C scenario and the SMART Program projects listed in the 2045 Cost Feasible Plan. Additionally, the STEP Scenario focuses on the next generation of SMART STEP projects, particularly those aimed at improving first/last mile connectivity. The equity analysis for the STEP Scenario examines how PMT, PHT, and Transit Share statistics are distributed across different planning areas, with a specific focus on accessibility and inclusivity.

PMT and PHT Analysis

- **Age Distribution:** Like other Scenarios, the majority of PMT and PHT come from individuals aged 16-65.
- **Car Ownership Patterns:** High dependency on private vehicles is evident, especially in areas with limited public transit options.
- **Income Levels:** Higher-income individuals dominate PMT and PHT contributions.

Transit Trip Share Analysis

- **Age Distribution:** The mid-age group (16-65) continues to be the primary users of public transit.
- **Car Ownership Patterns:** Households with no cars maintain the highest transit trip share.
- **Income Levels:** Lower-income individuals show a higher reliance on public transit.

SMART PROGRAM PLUS Scenario

The SMART Program Plus Scenario emphasizes the enhancement and expansion of transit services, aiming to create a robust public transportation network that can meet future demands. This scenario leverages economic resources consistent with forecasted levels, advancing projects committed through the E+C scenario and the SMART Program projects listed in the 2045 Cost Feasible Plan. Additionally, the SMART Program Plus Scenario focuses on the next generation of SMART Plus projects, with a particular emphasis on transit improvements. The equity analysis for the SMART Program Plus Scenario examines how PMT and transit trip share statistics are distributed across different planning areas, with a focus on accessibility and inclusivity.

- **PMT and PHT AnalysisAge Distribution:** Working-age individuals (16-65) dominate PMT and PHT statistics.
- **Car Ownership Patterns:** Dependency on private vehicles remains high, with the CBD showing a more balanced distribution.
- **Income Levels:** Higher-income individuals continue to contribute the majority of PMT and PHT.

Transit Trip Share Analysis

- **Age Distribution:** The mid-age group remains the primary users of public transit.
- **Car Ownership Patterns:** Households with no cars show the highest transit trip share.
- **Income Levels:** Lower-income individuals have higher transit trip shares.

SMART FREIGHT Scenario

The Freight Scenario is designed to prioritize safe and efficient movement of goods while maintaining road safety and minimizing impacts on passenger travel. This scenario is critical for supporting the region's economic activities by ensuring smooth and expedited freight delivery. The equity analysis for the Freight Scenario examines how PMT, PHT, and Transit Trip share statistics are distributed across different planning areas.

- **PMT and PHT AnalysisAge Distribution:** The distribution of PMT and PHT by age is consistent across planning areas, with about 10% or less for age < 16, around 75% for age 16-65, and around 15% for age >65. This indicates a regional trend where the working-age population accounts for most travel.
- **Car Ownership Patterns:** The PMT and PHT distribution by car ownership shows a high dependency on private vehicles, particularly in the South area, where more PMT is contributed by households with two or more cars. The CBD area, however, shows a more balanced distribution, with significant contributions from households with 0 or 1 car.
- **Income Levels:** Higher-income individuals contribute the majority of PMT and PHT across all areas, with about 25% from low-income individuals and 75% from high-income individuals.

Transit Trip Share Analysis

- **Age Distribution:** In the CBD, the low-age group has a higher transit trip share than other age groups, which contrasts with other planning areas where the mid-age group dominates transit usage.
- **Car Ownership Patterns:** Households with no cars have the highest transit trip share, up to 21%.
- **Income Levels:** Lower-income individuals consistently show higher transit trip shares across all planning areas.

SMART TECH Scenario

The SMART Tech Scenario focuses on the implementation of innovative transportation technologies to enhance overall system efficiency, connectivity, and user experience. By integrating advanced technologies, this scenario aims to address future transportation demands while promoting sustainable and equitable mobility solutions. The equity analysis for the Tech Scenario examines how PMT, PHT, and transit trip share statistics are distributed across different planning areas, with a focus on accessibility and inclusivity.

PMT and PHT Analysis

- Age Distribution: The majority of PMT and PHT come from the working-age group.
- Car Ownership Patterns: Private vehicle dependency is high, with more balanced car ownership in the CBD.
- Income Levels: Higher-income individuals dominate PMT and PHT contributions.

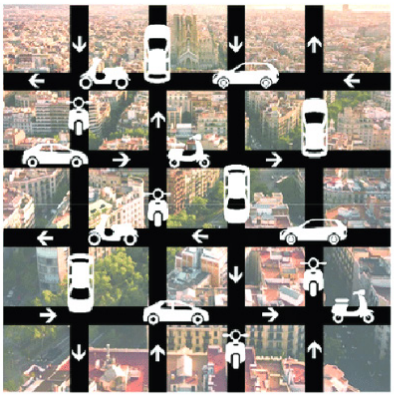
Transit Trip Share Analysis

- Age Distribution: Working-age individuals remain the primary users of public transit.
- Car Ownership Patterns: Households with no cars show the highest transit trip share.
- Income Levels: Lower-income individuals have higher transit trip shares.

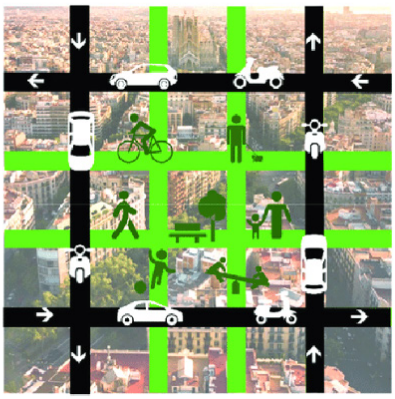
CONCLUSION

The equity analysis of the four scenarios—Freight, STEP, Program Plus, and Tech—provides essential insights and highlights opportunities for enhancing the transportation network in Miami-Dade County. Across all scenarios, there are notable trends and disparities in PMT, PHT, and transit trip share statistics. These trends reveal a heavy reliance on personal vehicles, significant disparities based on income levels, and a substantial need for robust public transportation options.

The four scenarios each address unique aspects of transportation improvements. The SMART STEP Scenario focuses on first/last mile connectivity, enhancing bike and sidewalk access networks. The SMART Program Plus Scenario prioritizes the expansion and improvement of transit services, aiming for a more reliable and accessible public transportation system. The SMART Freight Scenario targets the efficient movement of goods while maintaining safe and reliable passenger travel. Finally, the SMART Tech Scenario integrates innovative transportation technologies to improve system efficiency and user experience.



Baseline situation



Superblocks model

Incorporating real-life examples can provide valuable insights and reinforce the importance of these strategies. For instance, the image illustrates Traffic flows before (left) and after (right) the Superblock implementation in Barcelona. Barcelona's Superblocks initiative restricts car traffic in certain neighborhoods to create more pedestrian-friendly spaces, improving air quality and urban life. Similarly, New York City's Vision Zero program aims to eliminate traffic fatalities through various measures, including the redesign of streets to prioritize pedestrians and cyclists. Another example is Singapore's integrated public transport system. It demonstrates the benefits of transitions between different modes of transportation, enhancing overall connectivity and efficiency.

The findings underscore the need for targeted multi-modal interventions to address identified disparities and promote equity. Investing in public transportation infrastructure, prioritizing equity-focused transit and bicycle/pedestrian planning, integrating freight and passenger travel, leveraging technology for accessibility, and employing data-driven decision-making are essential steps toward creating a resilient, efficient, and connected transportation network.

CHAPTER 4 | PRIORITIES

Revenues, Financial Resources and Cost Feasible Plan Development

INTRODUCTION

The Priorities report outlines the process of estimating the revenues over a 25-year period. This period was extended to align with the adopted the Transportation Improvement Plan (TIP). The plan identifies the financially feasible capital projects during the 25-year period based on the current 25-year revenue estimate by priority period. The revenue estimates are organized by the major federal, state, and local funding programs during the four priority periods in the LRTP. The four priority periods are fiscal years (FY) 2025-2030, 2031-2035, 2036-2040, and 2041-2050.

Based on the funding sources and their future estimates, the list of identified projects is aligned with their eligible funding source. This alignment occurs by priority period and by phase of the project. The project phases identified in the LRTP are preliminary engineering (PE) which includes Project Development and Environmental (PD&E) and design, right of way (ROW), construction (CST) and operation and maintenance (O&M). The O&M is only listed for the transit projects. The Florida Department of Transportation (FDOT) and the Miami-Dade County use specific funding sources for their O&M costs which are listed in the revenue section but are not used in the financing of capital projects. These funding sources are the Resurfacing, Bridge, and Operations & Maintenance under the Non-Capacity revenues for FDOT projects, and the state and local fuel taxes for Miami-Dade Department of Transportation and Public Work's (DPTW) projects.

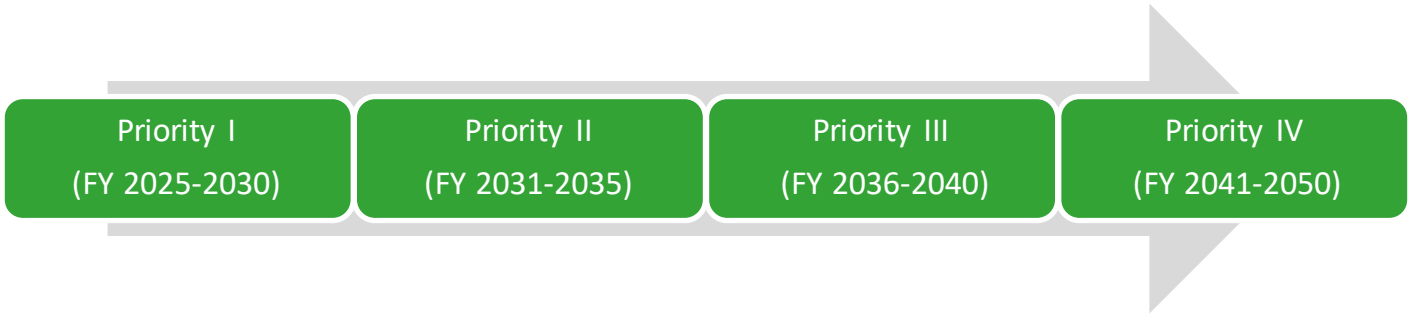
In the tables, the cost feasible projects are identified by agency, facility, project limits (from/to), description, project cost, and cost by phase and priority. The cost feasible project discussion is organized first by mode and then by agency. The identified modes are transit, bicycle/pedestrian/micromobility, and highway/roadway/freight. As the Strategic Miami Area Rapid Transit (SMART) Program has its own funding source and forms an integral part of Miami-Dade and the regions' transportation system, it has its own section in the transit mode section. Cost Feasible Transit Projects section.

FINANCIAL RESOURCES

Financial Resources Overview

For the development of this LRTP, the Miami-Dade Transportation Planning Organization (TPO) is adopting a 25-year horizon plan which includes FY2026 and extends to the year 2050. The update involves careful planning for capital investment in transportation infrastructure, as well as the associated operation and maintenance expenses during the 25-year period of the LRTP. This section provides an overview of the estimated financial resources anticipated to be available for transportation improvements within Miami-Dade County covering the 25-year span.

The plan prioritizes projects across four phases, each covering specific fiscal years to address transportation needs:



The methodologies employed to estimate potential federal and state revenues for Miami-Dade County during the 25-year period and the inflation factors used in the developing the current Long Range Transportation Plan (LRTP) Update were guided by FDOT's 2050 Revenue Forecast Handbook (June 2023) and the 2050 Revenue Forecast for the Miami-Dade TPO (See Appendix G: MPO Revenue Forecast Report, 2050 Revenue Forecast Miami-Dade TPO.) In the cost feasible project list tables, the dollars are adjusted with a different inflation factor for each period, as defined in FDOT's 2050 Forecast Handbook.

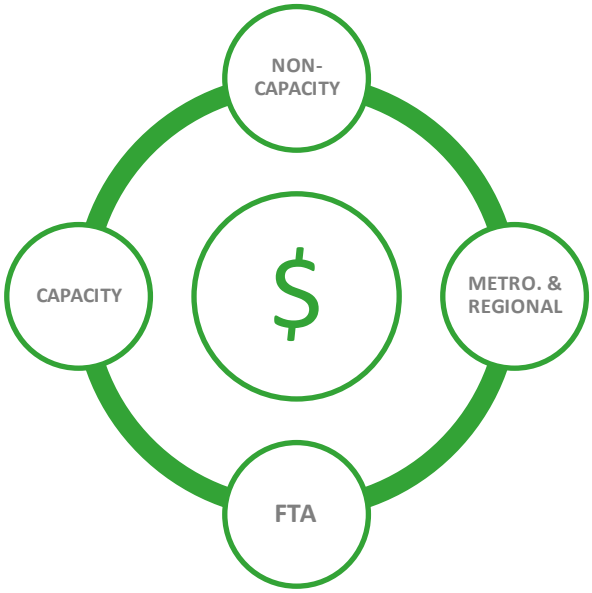
An important relationship exists between the projects in Priority I period of the LRTP and the Transportation Improvement Program (TIP). Priority I period of the 2050 LRTP includes revenues and projects associated with the currently adopted FY 2024/2025 – 2028/2029 TIP. The projects which are part of the adopted TIP represent the timeframe 2025 - 2029 in the Priority I period of the 2050 LRTP. Therefore, only the revenue estimates for the last year (2030) of Priority I period are available for newly identified cost feasible projects. Consistency between the projects listed in TIP and the LRTP, as well as with the State TIP (STIP), by facility, limits, description, timeframe and cost, constitutes not only a good planning practice but is also a federal and state requirement.

In addition, some of the identified revenues have already been programmed and allocated to specific projects in the long-range plans of various local agencies. For instance, revenues collected by the Greater Miami Expressway Agency (GMX) and Florida's Turnpike Enterprise (FTE) are currently programmed by those agencies, and as such, do not represent available revenues to be applied to newly identified transportation needs in Miami-Dade County. Similarly, many of the available sources for the Miami-Dade Department of Transportation and Public Works (DTPW) and the FDOT, District Six are anticipated within those agencies' long-range transportation plans. In addition, several of the revenue sources can only be used for the maintenance of the existing roadway system. These funding sources were excluded from the available revenue. These are the resurfacing bridge, operations and maintenance funding categories and the state and local fuel taxes.

estimations further rely on data, and availability thereof, from the specific local agencies from which revenue and expense data is attributable. The information relies on the availability, review, and confirmation of data. The Financial Resources Review Technical Memorandum was distributed and presented to the 2050 LRTP Steering Committee in March 2024 for their review and concurrence. The 2050 LRTP Steering Committee comprises of members of all the local transportation agencies and municipalities.

Summary of Funding Programs

The accompanying infographic provides an overview of the different types of transportation funding programs available to Miami-Dade County throughout the FY 2025 to FY 2050 planning period. The type of funding determines project eligibility.



Federal Funds: Federal aid and grant funding programs whose revenues flow to Miami-Dade County, either directly or through FDOT. Federal revenues include both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds, both formula-based and discretionary programs.

Capacity Programs: Focus on enhancing infrastructure capacity, these programs allocate significant funds to projects on the Strategic Intermodal System (SIS), State Highway System (Non-SIS), and other local roads.

Non-Capacity Programs: Ensure the safety, operation, and maintenance of existing transportation facilities, with substantial investments in safety improvements and infrastructure upkeep.

Metropolitan and Regional Programs: Support regional cooperation, these programs fund initiatives like the Surface Transportation Block Grant (STBG) and the Carbon Reduction Program, promoting sustainability and connectivity.

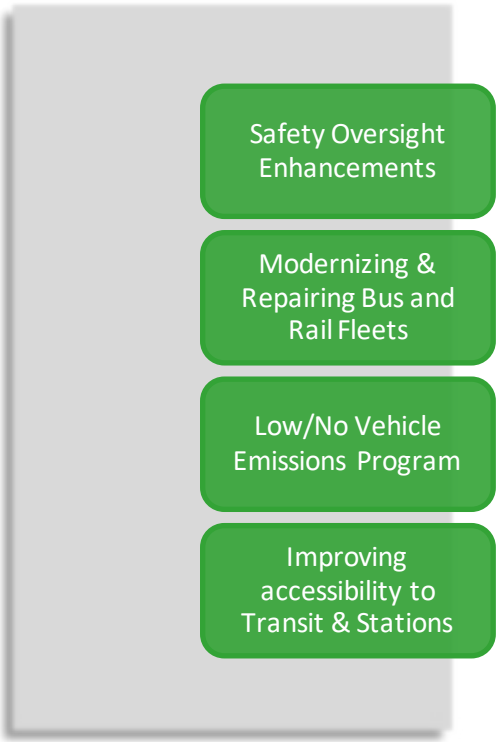
Federal Transit Administration (FTA) Programs: Fund projects related to bus and rail systems, transit infrastructure, and modernization efforts and are essential for public transit development

The funding programs and their sources will be discussed in more detail in the following sections.

Federal Funding

Federal revenues include both FHWA and FTA funds, both formula-based and discretionary programs.

The Highway Trust Fund (HTF) finances most federal government spending for highways and mass transit. As such, the HTF has two accounts: one for highways and one for mass transit. Revenues for the trust fund come from transportation-related excise taxes, primarily federal taxes on gasoline and diesel fuel, taxes on the use of certain types of vehicles, and interest earned within the account. The HTF funds programs through federal grants to state and local governments. Sources from the HTF flow through both the FTA and FHWA funds, each with formula-based and discretionary programs. Congress establishes the funding for these programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On November 5, 2021, Congress sent President Biden the Infrastructure Investment and Jobs Act (IIJA) for signature. The IIJA was signed by the President on November 15, 2021, now known as the IIJA/Bipartisan Infrastructure Law (BIL). This legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The IIJA/BIL authorizes up to $108 billion to support federal public transportation programs, including $91 billion in guaranteed funding. The graphic below is provided by the FTA, indicating the increased funding for public transportation as compared to its predecessor bill, the Fixing America's Surface Transportation Act (FAST Act).



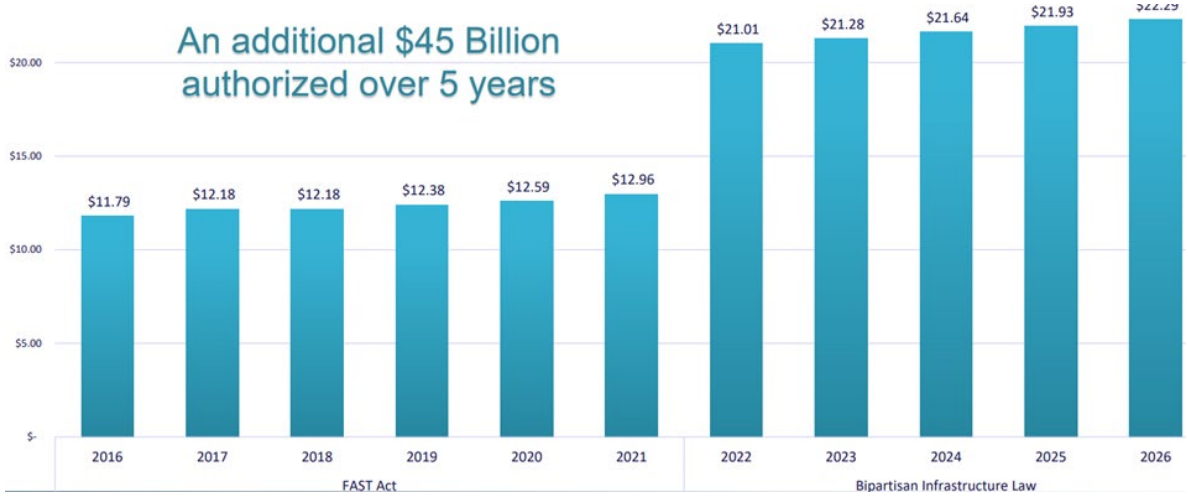
The primary areas targeted for investment in the BIL include:

- Enhancement of State Safety Oversight Programs
- Investment towards Modernizing, Repairing, Upgrading Bus and Rail Fleets
- Low/No Vehicle Emissions Programs
- Improving Accessibility to Transit Services and Stations

The Congressional Budget Office forecasts also suggest that the HTF would be insolvent as early as FY 2027-2028, absent additional funding[1].

[1] Congressional Budget Office, Baseline Projections - Highway Trust Fund Accountshttps://www.cbo.gov/system/files?file=2022-05/57950-Appendix-B.pdf https://www.cbo.gov/system/files/2023-05/51300-2023-05-highwaytrustfund.pdf

Figure 4-1: Comparing FAST Act and Bipartisan Infrastructure Law



A significant part of the BIL includes transfers into the HTF to keep the Fund solvent, as an approximately $118 billion transfer is included to keep the fund solvent through FY 2027-28. However, as noted in various publications, reform of the way highway programs is funded has been and remains a challenge for the future.

Federal and state highway funding available to Miami-Dade County is comprised of spending on capacity and non-capacity programs. Capacity programs include funding for the Preliminary Engineering (PE), ROW, and CST phases of projects on Strategic Intermodal System (SIS) highways, State Highway System (SHS) and non-SIS State Highway System facilities, as well as Other Roads (non-SIS and non-SHS). Non-capacity programs include the Highway Safety Improvement Program (HSIP) and the Resurfacing, Bridge, and Operations and Maintenance Program.

Federal Transit Administration Programs

The BIL signifies an expansion over the predecessor law (FAST Act). The BIL also introduces new programs, such as the All-Stations Accessibility Program, and modifies others such as the State of Good Repair Grants (5337), by adding a competitive component to fund capital projects for the replacement of rail rolling stock. Other programs remain from the preceding legislation, most notably the Urbanized Area Formula Grants (5337), Fixed Guideway Capital Investment Grants (5309), and Bus and Bus Facilities Grants (5339(a)):

- **Section 5307 Urbanized Area Formula Grants Program:**

Provides federal funding to urbanized areas for transit capital, operating assistance, and transportation

planning. Funds are allocated based on population and other factors, with $148.8 million apportioned to the Miami area in FY 2023.

- **Section 5309 Fixed Guideway Capital Investment Grants (CIG):**

Provides funding to projects like new and expanded rail systems, bus rapid transit, and ferries. Projects must go through a multi-step evaluation process, with federal funding covering up to 80% of project costs.

- **Section 5337 State of Good Repair Grants:**

Supports the maintenance, replacement, and rehabilitation of transit capital assets. The BIL adds a competitive component for funding rail rolling stock replacement, ensuring safe and efficient public transportation.

- **Section 5339 Bus and Bus Facilities Program:**

Provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. The program also includes competitive grants for low and zero-emission vehicles, with a focus on innovation and workforce development.

Capacity Programs[2]

- **Strategic Intermodal System (SIS) Highways**[3]. This program is used to fund the various transportation project development phases (including PD&E, PE, CST, as well as associated ROW acquisitions) on SIS highways (i.e., interstate facilities, FTE's facilities, other toll roads, and other facilities designed to serve interstate and regional commerce, including SIS connectors). FDOT takes the lead in identifying projects funded by this program. The list of facility, limits, scope, cost and priority period are discussed in the Cost Feasible FDOT SIS Projects section of this document. As can been seen in Table 1, during the 2030-2050 period of the LRTP it is estimated that $11,895.5 million will be available for the SIS projects.
- **State Highway System (Non-SIS)**. These are state funds used for improvements to the SHS. By law, state funds can only be used for SHS facility improvements except to match federal aid for SIS connectors owned by local governments or other approved programs. In addition, the FDOT 2050 Revenue Forecast states that MPOs can also assume an additional 22 percent of estimated SHS (non-SIS) funds is available from the statewide "*Product Support*" program to support PD&E and PE activities. Referring to Table 1, the amount of available dollars in this funding category during the 2030-2050

[2] Sources: FDOT 2050 Revenue Forecast Handbook. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/2050-fdot-revenue-forecast-handbook-(06-05-23).pdf?sfvrsn=f3f43f8b_6

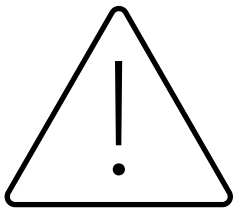
[3] Sources: FDOT SIS Policy and Funding Plans. https://www.fdot.gov/planning/systems/sis/plans.shtm

period is estimated to be $799.6 million.

- **Other Roads (Non-SIS, Non-SHS)**. These are federal and state funds that may be used for off-system facilities, which are roads that are not on the SIS or the SHS (i.e., roads owned by counties and municipalities), and could include programs such as the Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). Over the FY2030-2050 planning period, the program funding available to the Miami-Dade TPO is forecasted to be approximately $188.1 million based on estimates from the FDOT 2050 Revenue Forecast.

Non-Capacity Programs[4]

- **Highway Safety Improvement Program (HSIP).** The FDOT Safety Office manages the FHWA engineering safety program which is funded via the HSIP. The HSIP addresses low cost (typically $1 million or less) short-term safety projects that correct specific traffic incidents involving fatal and serious injury crashes. This program is applicable to all public roads (excluding FTE's facilities). In prior years, the HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023-24, these safety allocations will be managed at the FDOT District level and distributed based on a statutory formula. New projects will be submitted to the State Safety Engineer and reviewed in accordance with the funding approved eligibility requirements. Based on the FDOT 2050 Revenue Forecast Handbook, HSIP funding available to Miami-Dade County is approximately $252.2 million in HSIP funding over the 2030-2050 forecast period.



- **Resurfacing, Bridge, and Operation & Maintenance.** Consistent with Metropolitan Planning Organization Advisory Council (MPOAC) Guidelines, FDOT and FHWA agreed that each 2050 LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain SHS facilities at the FDOT District level. For the districtwide estimates, FDOT identified the federal and state funds allocated to the Resurfacing, Bridge, and Operation and Maintenance programs. Between FY 2030 and FY 2050, funding available for the Resurfacing, Bridge, and Operation and Maintenance programs for Miami-Dade County should approximate $6.4 billion over the forecast period. This funding is not available for capacity projects.

- **Transportation Alternatives Set Aside – TALT.** FDOT provides TALT funding estimates at the FDOT District level. Estimated available funding to the Miami-Dade TPO is based on the proportion of the

[4] All figures are based on the 2020 Census Bureau population estimates. Miami-Dade County is approximately 97% of District 6.

Miami-Dade County population to the total FDOT District 6 population. The resulting funding amounts to approximately $82.3 million between FY 2030 and FY 2050.

Metropolitan and Regional Programs

Funding from metropolitan and regional programs forecasted to be available to Miami-Dade County is estimated to exceed $1 billion over the planning period (2030-2050). In addition to funding from existing programs such as Surface Transportation Block Grant (STBG), Transportation Alternatives (TA) Set-Aside, and Transportation Regional Incentive Program (TRIP), the BIL introduced a new Carbon Reduction Program that will be available to enhance funding.

- **Carbon Reduction Program.** This program provides federal funds to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. Program funding available to Miami-Dade TPO totals $108 million between FY 2030 and FY 2050.
- **Surface Transportation Block Grant (STBG).** These are federal funds that are allocated to Transportation Management Area (TMA) MPOs, based on population, to promote flexibility in state and local transportation decisions, and to provide flexible funding to best address state and local transportation needs. Program funding available to the Miami-Dade TPO totals $716.2 million for the 2030-2050 planning period.
- **Transportation Alternatives (TA) Set-Aside.** These are federal funds that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, community improvements (such as historic preservation and vegetation management), and environmental mitigation related to stormwater and habitat connectivity. The TA Set-Aside program includes TALU (population more than 200,000) and TALT (population more than 5,000 and less than 200,000). FDOT provides TALU funding estimates at the MPO level.
  - TALU – Program funding amounts to $130.7 million for the 2030-2050 planning period based on the FDOT 2050 Revenue Forecast Handbook.
- **Transportation Regional Incentive Program.** TRIP encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities in regional transportation areas identified and prioritized by regional population and fuel tax collections. TRIP's funding source is a percentage of Documentary Stamp funds and a portion of the Motor Vehicle License fee revenues.

  Only districtwide estimates are provided by FDOT. Since TRIP is a highly competitive program., estimated funds that may be available to Miami-Dade County are based on the proportion of the Miami-

Dade County population to the total FDOT District 6 population. Potential program funding, based on population estimates, amounts to $131.9 million over the 2030-2050 planning period, with TRIP funding up to 50 percent of eligible project costs. Projects anticipating funding from TRIP will be noted as "*illustrative*" or unfunded in the LRTP as only a small number of eligible projects receive funding.

Table 4-1, following, provides the available revenue sources for the period beyond the TIP. Appendix A provides an overview of the revenue source over the 25-year period of the plan, which includes the TIP period.

Table 4-1. Year 2030 -2050 Revenue Estimates

Program Type / Funding Source	2030	2031-2035	2036-2040	2041-2050	Total
YoE $ in millions					
CAPACITY					
Strategic Intermodal System (SIS) Highways	$612.23	$5,310.17	$1,059.17	$4,913.96	$11,895.54
State Highway System (Non-SIS)	$113.72	$665.84	$0.00	$0.00	$779.56
Other Roads (Non-SIS, Non-SHS)	$134.06	$54.04	$0.00	$0.00	$188.10
Total, Capacity	$860.02	$6,030.05	$1,059.17	$4,913.96	**$12,863.20**
NON-CAPACITY					
Highway Safety Improvement Program (HSIP)	$12.43	$59.93	$59.93	$119.87	$252.17
Resurfacing, Bridge, and Operations & Maintenance	$86.66	$1,517.94	$1,568.11	$3,182.40	$6,355.11
Transportation Alternatives Set -Aside- TALT	$3.89	$19.61	$19.61	$39.21	$82.32
Total, Non-Capacity	**$102.98**	**$1,597.48**	**$1,647.66**	**$3,341.48**	**$6,689.60**
METRO & REGIONAL					
Carbon Reduction Program (CRP)	$5.17	$25.84	$25.84	$51.68	$108.53
Surface Transportation Block Grant (STBG)	$34.84	$170.34	$170.34	$340.69	$716.21
Transportation Alternatives Set -Aside- TALU	$6.21	$31.12	$31.12	$62.24	$130.69
Transportation Regional Incentive Program (TRIP)	$5.55	$30.23	$31.60	$64.47	$131.85
Total, Metro & Regional	**$51.77**	**$257.53**	**$258.90**	**$519.08**	**$1,087.28**
TRANSIT					
Federal					
FTA 5307	$275.14	$1,290.07	$1,168.99	$2,356.04	$5,090.24
FTA 5309	$0.00	$0.00	$0.00	$0.00	$0.00
FTA 5337	$38.90	$195.27	$179.55	$362.90	$776.63
FTA 5339	$4.54	$24.62	$22.34	$45.11	$96.61
State					
FDOT Funding Programs	$27.60	$149.25	$156.02	$318.28	$651.15
Other Federal / State	$0.00	$0.00	$0.00	$0.00	$0.00
Total, Fed & State Transit Capital Funding	**$346.19**	**$1,659.21**	**$1,526.89**	**$3,082.33**	**$6,614.62**
STATE FUEL TAXES TO LOCAL GOVERNMENT					
Constitutional	$8.62	$117.30	$123.29	$265.76	$514.97
County	$3.81	$51.87	$54.52	$117.52	$227.73
Municipal	$46.85	$637.34	$669.85	$1,443.94	$2,797.97
Total, State Fuel Taxes	**$59.28**	**$806.51**	**$847.65**	**$1,827.23**	**$3,540.67**
LOCAL FUEL TAXES AND OTHER CONTRIBUTIONS					
Ninth-Cent (1) Fuel Tax	$4.80	$65.35	$68.69	$148.07	$286.91
One-to-Six (6) Cent Fuel Tax	$18.87	$256.71	$269.81	$581.60	$1,126.99
One-to-Five (3) Cent Fuel Tax	$8.62	$117.30	$123.29	$265.76	$514.98
Mobility Fees	$124.00	$620.00	$620.00	$1,240.00	$2,604.00
PTP Surtax Contributions to SMART Plan	$41.14	$201.53	$221.70	$538.26	$1,002.62
TIID	$22.67	$114.48	$114.06	$228.18	$479.39
Total, Local Fuel Taxes and Other	**$220.10**	**$1,375.37**	**$1,417.54**	**$3,001.88**	**$6,014.89**
Total	**$1,640.34**	**$11,726.15**	**$6,757.81**	**$16,685.96**	**$36,810.26**

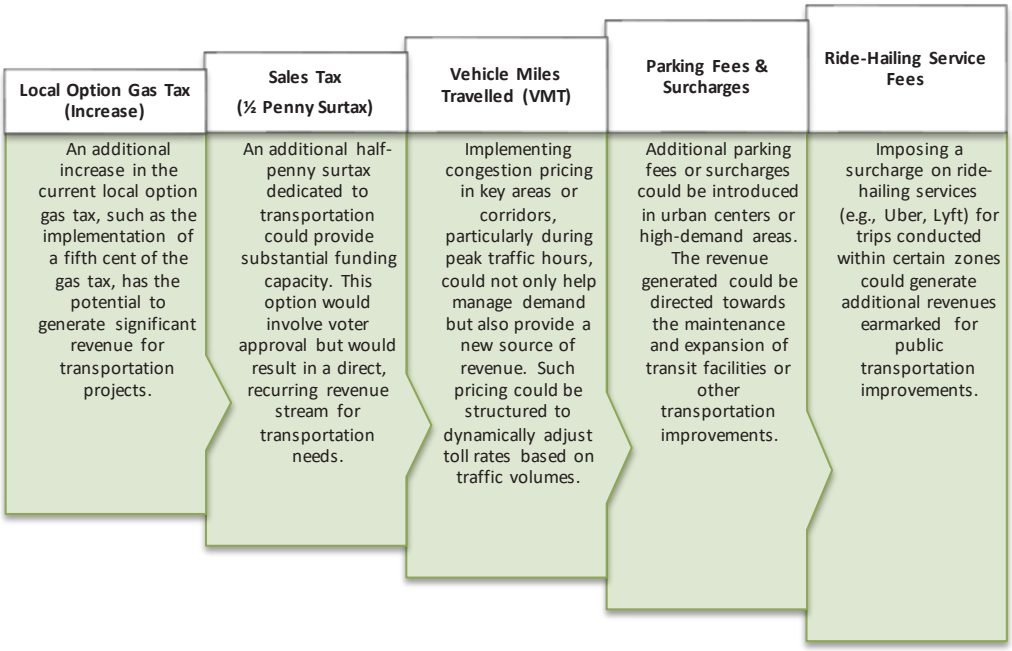
Potential New/Increased Funding Sources and Financing Mechanisms

This section presents alternative/additional funding sources and financing mechanisms as identified in the 2050 LRTP Financial Resources Technical Memo which can be found in Appendix D of this document. These sources may be used for illustration purposes to address transportation needs within the scope of the LRTP. The following sources and mechanisms are presented for consideration and should not be viewed as recommendations by the Miami-Dade TPO. It is important to note that some funding sources can be implemented at the local level, without the need for state or federal legislative approval. However, certain options may require additional authorizations or modifications to existing legislation at higher governmental levels.

Info Tip: Funding sources refer to the revenue streams, while financing mechanism are methods for funding a project.

Potential New and Increased Funding Sources

Several potential funding sources for transportation projects in Miami-Dade County are listed below. These sources are either currently in place, have been implemented in other regions, or have local precedents. In some cases, revenue estimates have been provided based on similar experiences, while others require further legislative backing or are subject to variable methodologies.



Financing Mechanisms:

Beyond direct funding sources, financing mechanisms offer alternative approaches to project funding and delivery. These mechanisms often involve collaboration with private partners or leveraging long-term funding strategies. Some of the financing mechanisms that could be explored for future transportation projects include:

Public-Private Partnerships (P3s): As an increasingly common project delivery model, P3s allow for private sector participation in the financing, construction, and operation of transportation projects. These partnerships can reduce upfront public costs, though they rely on long-term revenue streams, such as user fees or tolls, to ensure return on investment.

Bond Issuance: Issuing bonds, either general obligation bonds or revenue bonds, allows the County to raise immediate capital for large-scale transportation infrastructure projects, with the understanding that future revenues (e.g., tolls, taxes) will be used to repay bondholders.

State Infrastructure Bank Loans: The State Infrastructure Bank (SIB) offers low-interest loans to support transportation projects. This financing option can help fill funding gaps for critical infrastructure projects that do not have immediate access to other funding sources.

Transportation Infrastructure Finance and Innovation Act (TIFIA): TIFIA loans provide long-term, low-interest federal financing for large infrastructure projects. These loans are particularly useful for projects with delayed or phased funding needs.

Tax Increment Financing (TIF): Miami-Dade already incorporates this strategy along SMART Corridors with the Transportation Infrastructure Improvement District (TIID). However, this can be expanded to increase revenue.

By exploring these potential funding sources and financing mechanisms, Miami-Dade County can expand its financial capacity to meet the transportation demands outlined in the LRTP. Further analysis and legislative efforts may be required to fully implement some of these options, while others may be enacted at the local level.

COST FEASIBLE PLAN

Cost Feasible Phase Overview

The Cost Feasible phase aligns the projects that have been identified and prioritized in the Projects phase, based on the goals and objectives of the LRTP, with the available funding sources. The Cost Feasible Plan process of the LRTP is grounded in extensive stakeholder coordination. The development of the Cost Feasible Plan is a critical step in the LRTP process, as it allocates federal, state, and local revenues to prioritized transportation improvements, demonstrating how projects can be effectively funded. One of the most important aspects of the cost feasible plan is the allocation of eligible funding based on the specific characteristics of the project, the funding source, and the agency responsible for implementation. This alignment ensures that financial resources are directed toward projects that not only support the strategic transportation goals but are also within the operational scope and capacity of the respective agencies. By matching projects with the appropriate agencies, the cost feasible plan maximizes the effectiveness of each investment, leading to meaningful improvements in the region's transportation infrastructure.

Cost Feasible Project Year of Expenditure by Mode, Agency and Priorities

This section discusses how the cost feasible projects align with the available funding sources in the priority period of the LRTP. Projects are listed by agency; facility; project limits (to/from), description, and cost, the cost by phase, in tables by mode, agency and priority. The project tables in this document are designed to provide a clear and organized view of the planned transportation improvements across Miami-Dade County through 2050. To assist on navigating these tables a step-by-step guide is provided.

First, it is important to note the consistency between the TIP and the LRTP in the first 5-years of the Priority I period. Specifically, projects included in the TIP reflect costs only for the years within the Long-Range Transportation Plan (LRTP) horizon (beginning in 2025); any costs incurred before 2025 are not displayed. For projects that are partially funded, the remaining costs are shown in the "Unfunded Cost" column, indicating the financial shortfall that still needs to be addressed within the planning horizon.

Next, projects are listed by the three modal categories: transit, bicycle/pedestrian/micromobility, and highway/roadway/freight. The miscellaneous projects associated with TSM&O, such as signal optimization or the installation of fiber, have been consolidated with the highway/roadway/freight projects. Within each mode, the projects are further categorized by the responsible agency, such as FDOT, DTPW, and other relevant agencies. This structure helps align each project with the appropriate funding source.

Mode Classification	Projects are first categorized by mode, which includes Transit, Multi-Modal, Highway/Freight, and Miscellaneous. This allows the reader to focus on specific types of transportation improvements, depending on the interest or area of concern.
Agency Grouping	Within each mode, projects are further organized by the agency responsible for their implementation. These agencies include the Florida Department of Transportation (FDOT), the Miami-Dade Department of Transportation and Public Works (DTPW), and other local agencies. This grouping helps to align each project with its respective funding source and management authority.
Interpreting the "Unfunded" Column	For projects that are only partially funded, any outstanding costs that remain unfunded are shown in the "Unfunded" column. This column identifies the financial gap that needs to be addressed to fully implement these projects.
Focus on the TIP	It's important to note that the costs displayed for projects within the TIP reflect only the years covered by the LRTP, starting from 2025 onward. Any expenses incurred before 2025 are not included in these tables, emphasizing the future-oriented nature of this planning document.
Summarized Totals	Each mode and priority phase has a summarized total at the bottom, providing a quick reference to the number of projects and their financial commitments.

As part of the transit discussion, we will provide additional information about the SMART Program. The SMART Program is the backbone of the transit system in Miami-Dade and the region which plays a very important role in not only increasing transit accessibility, but also by providing additional mobility options to the residents and visitors in Miami-Dade and the region.

The bicycle/pedestrian/micromobility projects play a critical role not only as a mode in and of itself but also to increase accessibility to the transit system. The bicycle/pedestrian/micromobility projects often focus on creating a safer environment for bicyclists and pedestrians to travel across the network as well as to access the transit system.

The highway, roadways, and freight projects are eligible for many different funding sources. As discussed in the Financial Resource section, the allowable uses of the funding sources are tied to the purpose and goal of the

projects. This section identifies projects from the local agencies that have their own revenue sources, such as the Greater Miami Expressway (GMX) authority and the South Florida Regional Transportation Authority (SFRTA).

Lastly, the Program Set-Asides section identifies the funding which is set aside for projects that support the Congestion Management system, the bicycle and pedestrian system, freight movement, and the SMART program.

Cost Feasible Project Summary

The 2050 LRTP aims to address the long-term transportation needs of the region by focusing on sustainable and efficient transit solutions. The current phase involves prioritizing projects and aligning them with forecasted revenues to ensure cost feasibility.

The Priority I (2025-2030) period of the 2050 LRTP includes revenues and projects associated with the currently adopted 2024/2025 – 2028/2029 TIP. The projects which are part of the adopted TIP represent the timeframe 2025 - 2029 in the Priority I period of the 2050 LRTP. Therefore, only the revenue estimates for the last year (2030) of the Priority I period are available for newly identified transportation projects. The TIP includes many types of projects that are not necessarily capacity projects. This is different from the LRTP process which focuses on capacity improvements since these typically require significant capital investments. The cost of the FY 2024/2025 – 2028/2029 adopted TIP is $12.563 billion. Table 4-2 below shows the funding summary of the adopted TIP.

Table 4-2. FY 2024/2025 - 2028/2029 TIP Funding Summary

Funding Summary - Fiscal Years 2025 - 2029: ($s in millions rounded)									
Highways - State Roads:									
Primary (FDOT)	$	5,054	--	40.2%					
Turnpike	$	471	--	3.7%					
Miami-Dade Expressway Authority	$	313	--	2.5%					
	$	5,837		46.5%					
County Roads:									
Secondary			$	70	--	0.6%			
Mobility Impact Fee			$	557	--	4.4%			
People's Transportation Plan			$	22	--	0.2%			
Private Sector				TBD	--	N/A			
			$	649		5.2%			
Local Option Gas Tax							$	-	-- 0.0%
Transit							$	2,495	-- 19.9%
Aviation							$	957	-- 7.6%
Seaport							$	2,516	-- 20.0%
SFRTA							$	-	-- 0.0%
Other							$	109	-- 0.9%
							$	6,078	48.4%
						TOTAL	**$**	**12,563**	**100.0%**

The following tables show the numbers and costs of the projects in the 2050 LRTP cost feasible plan organized by mode and agency. The TIP number of projects and the costs are shown in Priority I. They represent the year 2025 to 2029 during this period. The Priority I beyond the TIP is the year 2030. The TIP projects listed in these tables are all the TIP projects that have a cost associated with them in the TIP. The funding grouping of the TIP is different than in the LRTP, so there are some slight differences in project grouping in comparison with Table 4-3 total, but overall, all TIP projects and costs are accounted for in the Priority I period of the 2050 LRTP ensuring planning consistency.

Table 4-3. Year 2050 LRTP Project Summary by Mode and Agency - Including TIP Projects

Mode	Agency	Number of Projects						
		Priority I		Priority II	Priority III	Priority IV	Unfunded	Total
		(Adopted TIP FY2025-2029)	(FY 2030)	2031-2035	2036-2040	2041-2050	2051-2065	
E-Mass SMART Transit	DTPW	29	7	16	6	15	2	75
	FDOT	77	2	0	0	0	5	84
	Municipal	0	0	3	4	0	0	7
	SFRTA	0	1	2	2	1	5	11
	Other Agencies*	1	0	2	11	1	10	25
Transit Total		**107**	**10**	**23**	**23**	**17**	**22**	**202**
Bicycle / Pedestrian / Micromobility	DTPW	38	28	62	53	42	168	391
	FDOT	65	0	0	0	0	0	65
	Municipal	0	5	1	5	18	1	30
	SFRTA	0	1	0	0	0	0	1
	Other Agencies*	5	0	0	0	0	1	6
Bicycle/Pedestrian/Micromobility Total		**108**	**34**	**63**	**58**	**60**	**170**	**493**
Highway / Roadway / Freight	DTPW	171	9	19	14	8	69	290
	FDOT	707	5	2	1	2	0	717
	FTE	2	0	0	0	0	0	2
	GMX	7	0	0	0	0	2	9
	Aviation	32	0	1	0	1	0	34
	Seaport	27	7	0	0	0	0	34
	Municipal	1	2	0	18	0	38	59
	Other Agencies*	2	0	0	0	0	0	2
Highway/Roadway/Freight Total		**949**	**23**	**22**	**33**	**11**	**109**	**1,147**
Grand Total		**1,164**	**67**	**108**	**114**	**88**	**301**	**1,842**

* Other Agencies include Private Sector, Tribal, PROS, and TBD.

Table 4-4. Year 2050 LRTP Project Funding Summary by Mode and Agency – Including TIP Projects

Mode	Agency	Funding Summary (YoE in millions)						
		Priority I		Priority II	Priority III	Priority IV	Unfunded	Total
		(Adopted TIP FY2025-2029)	(FY 2030)	2031-2035	2036-2040	2041-2050	(FY2051-2065)	
E-Mass SMART Transit	DTPW	$1,521.598	$423.975	$482.917	$1,062.860	$1,382.995	$6,850.575	$11,724.920
	FDOT	$1,298.543	$24.894	$0.000	$0.000	$0.000	$1,110.047	$2,433.483
	Municipal	$0.000	$0.000	$16.412	$1.270	$0.000	$0.000	$17.682
	SFRTA	$0.000	$13.200	$95.460	$95.160	$29.100	$4.725	$237.645
	Other Agencies*	$0.000	$0.000	$3.225	$70.512	$6.208	$9,833.500	$9,913.445
Transit Total		**$2,820.141**	**$462.068**	**$598.014**	**$1,229.802**	**$1,418.303**	**$17,798.847**	**$24,327.176**
Bicycle / Pedestrian / Micromobility	DTPW	$88.476	$28.200	$89.058	$97.886	$249.432	$117.988	$671.040
	FDOT	$179.001	$1.250	$358.321	$12.792	$0.000	$0.000	$551.363
	Municipal	$0.000	$26.427	$32.250	$47.243	$58.833	$9.705	$174.458
	SFRTA	$0.000	$5.500	$0.000	$0.000	$0.000	$0.000	$5.500
	Other Agencies*	$93.300	$0.000	$0.000	$0.000	$0.000	$0.000	$93.300
Bicycle/Pedestrian/Micromobility Total		**$360.777**	**$61.377**	**$479.629**	**$157.921**	**$308.265**	**$127.694**	**$1,495.662**
Highway / Roadway / Freight	DTPW	$2,129.477	$65.350	$584.108	$420.235	$286.573	$599.584	$4,085.327
	FDOT	$3,297.656	$893.563	$5,671.727	$1,059.172	$4,913.964	$0.000	$15,836.083
	FTE	$11.320	$0.000	$0.000	$0.000	$0.000	$0.000	$11.320
	GMX	$311.740	$0.000	$839.332	$936.000	$885.816	$1,864.042	$4,836.930
	Aviation	$1,053.185	$0.000	$507.357	$0.000	$925.690	$0.000	$2,486.232
	Seaport	$2,562.222	$1,197.891	$0.000	$0.000	$0.000	$0.000	$3,760.113
	Municipal	$15.000	$5.060	$0.000	$40.619	$0.000	$93.510	$154.188
	Other Agencies*	$1.199	$0.000	$0.000	$0.000	$0.000	$0.000	$1.199
Highway/Roadway/Freight Total		**$9,381.799**	**$2,161.864**	**$7,602.524**	**$2,456.026**	**$7,012.043**	**$2,557.135**	**$31,171.391**
Grand Total		**$12,562.717**	**$2,685.309**	**$8,680.166**	**$3,843.749**	**$8,738.611**	**$20,483.676**	**$56,994.230**
		Priority I-IV Total: $36,510.554						

* Other Agencies include Tribal, PROS, and TBD. TIP cost for one project from Private Sector is not included.

The remainder of the tables and maps include only the TIP capacity projects with a cost which is greater than $500,000. These larger capacity projects are important to list to provide insight into the transportation system as a whole. There are close to 2,000 projects in the adopted TIP and many of those are non-capacity projects, where the focus of the LRTP process is for additional Capacity projects. Therefore, all TIP capacity projects with a cost less than $500,000 as well as all other projects, such as those related to TSM&O or maintenance, are all listed in the Appendix B of this document. As such, there are 251 TIP capacity projects with a cost greater than $500K and their total cost adds up to $5,922.49 million in 2024 dollars.

Program Set-Asides

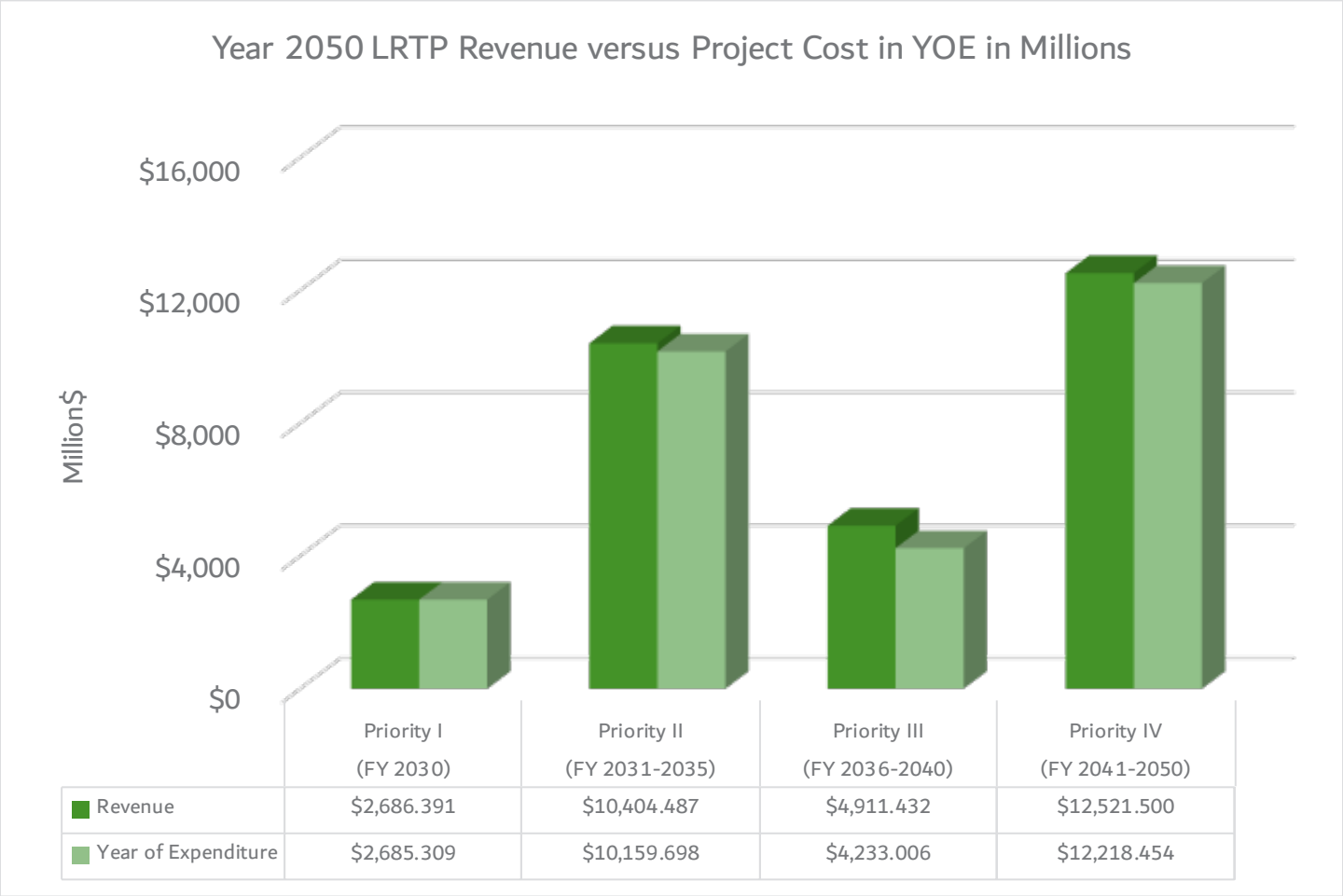
Financial revenues have been set-aside in previous plans, as well as in this one, to provide assurance that bicycle, pedestrian, micromobility, congestion management, and freight projects (including potential opportunities for freight / passenger rail service and tunneling technology) are afforded a level of investment that ensures the maximum level of investment in the plan. The set-asides for those programs were applied to the periods Priority I, II, III, and IV. Based on the importance of the SMART Program, the transit funds have been added to the set-aside funds to ensure continued funding for this important program.

Table 4-5. Year 2050 LRTP Set-Aside Fund (in Millions of YoE Dollars)

Funding Source	Project Type	Priority I (FY 2030)	Priority II (FY 2031-2035)	Priority III (FY 2036-2040)	Priority IV (FY 2041-2050)	Total
TMA / SU Funds	Bicycle / Pedestrian / Freight	-	$117.17	$156.57	$269.23	$542.96
TALU Funds		-	$26.89	$7.19	$56.17	$90.24
TRIP / TALT Funds		-	$17.59	$32.37	$83.55	$133.51
Subtotal		**-**	**$161.65**	**$196.12**	**$408.95**	**$766.71**
Transit (Federal / State)	SMART Program	-	$1,071.94	$49.65	$2,204.24	$3,325.83
Transit (Local)		-	$245.95	$143.49	$866.65	$1,256.09
Subtotal		**-**	**$1,317.89**	**$193.14**	**$3,070.89**	**$4,581.92**
Total		**-**	**$1,479.53**	**$389.26**	**$3,479.84**	**$5,348.63**

The following figure depicts the available revenue for capacity projects per priority period in millions and YOE. The expenditures reflect the costs-feasible, and the funding set-asides.

Figure 4-2: Year 2050 LRTP Available Capital Revenue versus Project Cost in YoE



	Priority I (FY 2030)	Priority II (FY 2031-2035)	Priority III (FY 2036-2040)	Priority IV (FY 2041-2050)
Revenue	$2,686.391	$10,404.487	$4,911.432	$12,521.500
Year of Expenditure	$2,685.309	$10,159.698	$4,233.006	$12,218.454

The following Table 4-6 presents the projected project costs and expected revenue across all transportation modes for the Priority period years (2030-2050) in millions of Year of Expenditure (YoE) dollars. Overall, the total Cost Feasible plan, minus the current TIP (2025-2029), expects approximately $23.95 billion in expenditures with projected revenues of over $30.52 billion.

Table 4-6. Expected Revenue and Cost of Plan by Priority Years 2030-2050 (in Millions of YoE Dollars)

Transportation Mode		Cost and Revenue Summary (in Millions of YoE $s)									
		Priority I (FY 2030)		Priority II 2031-2035		Priority III 2036-2040		Priority IV 2041-2050		Total YOE	
		COST ($Ms)	Revenue	COST	Revenue	COST	Revenue	COST	Revenue	COST	Revenue
E-Mass SMART Transit	Capital	$ 450.70	$ 450.71	$ 379.43	$ 1,709.53	$ 789.77	$ 1,582.02	$ 372.58	$ 2,832.14	$ 1,992.48	$ 6,574.40
	O&M	$ 11.36	$ 11.36	$ 218.59	$ 218.59	$ 440.03	$ 440.03	$ 1,045.73	$ 1,045.73	$ 1,715.71	$ 1,715.71
	Sub-Total	**$ 462.07**	**$ 462.07**	**$ 598.01**	**$ 1,928.12**	**$ 1,229.80**	**$ 2,022.05**	**$ 1,418.30**	**$ 3,877.87**	**$ 3,708.19**	**$ 8,290.11**
Bicycle / Pedestrian / Micromobility	**Capital**	**$ 61.38**	**$ 61.38**	**$ 479.63**	**$ 553.87**	**$ 157.92**	**$ 364.19**	**$ 308.27**	**$ 794.46**	**$ 1,007.19**	**$ 1,773.90**
Highway / Roadway / Freight	Capital	$ 2,053.87	$ 2,054.91	$ 7,336.42	$ 7,582.15	$ 2,098.06	$ 2,077.06	$ 6,586.79	$ 7,236.09	$ 17,887.31	$ 18,950.21
	O&M	$ 108.00	$ 108.00	$ 266.11	$ 266.11	$ 357.97	$ 357.97	$ 425.26	$ 425.26	$ 1,157.33	$ 1,157.33
	Sub-Total	**$ 2,161.86**	**$ 2,162.91**	**$ 7,602.52**	**$ 7,922.49**	**$ 2,456.03**	**$ 2,525.10**	**$ 7,012.04**	**$ 7,849.17**	**$ 19,232.46**	**$ 20,459.67**
Total		**$ 2,685.31**	**$ 2,686.36**	**$ 8,680.17**	**$ 10,404.49**	**$ 3,843.75**	**$ 4,911.34**	**$ 8,738.61**	**$ 12,521.50**	**$ 23,947.84**	**$ 30,523.68**

Table 4-7 shows the breakdown Costs and Revenues for the Priority years (2030-2050) broken down by transportation mode and general Revenue Sources, along with the proposed set asides for future projects when needed. This table shows that the Cost Feasible plan expenses will costs approximately $23.95 billion, with the largest amount of expenditures directed towards Highway / Roadway / Freight capital projects based on the revenues available.

Table 4-7. Expected Cost of Plan Years 2030-2050 (in Millions of YoE Dollars)

Mode	Agency / Subcategories	Project Tables Included	Cost Summary (in Millions of YoE $s)				
			Cost	Source Revenue	Set Asides	Funding Program	
E-Mass SMART Transit	Capital / O&M	Table 9 Table 10 Table 11 Table 12	$2,637.65	$5,963.48	$3,325.83	FTA	Federal
			$651.15	$651.15	-	FDOT Funding	Federal/State
			$193.47	$193.47	-	Mobility Fee / STBG	Local/Federal
			$225.92	$1,482.01	$1,256.09	PTP Surtax / TIID	Local
Transit Total			**$3,708.19**	**$8,290.11**	**$4,581.92**		
Bicycle / Pedestrian / Micromobility	Set Asides Other Projects	Table 13 Table 14 Table 15	$108.53	$108.53	-	Carbon Reduction (CRP)	Federal
			$252.17	$252.17	-	Highway Safety (HSIP)	State
			$173.25	$716.21	$542.96	STBG	Federal
			$80.66	$214.17	$133.51	TALT / TRIP	Federal/State
			$40.45	$130.69	$90.24	TALU	State
			$414.58	$352.13	-	Mobility Fee and Other	Local
Other Projects			**$1,007.19**	**$1,773.90**	**$766.71**		
Highway / Roadway / Freight	DTPW – Roads / Freight	Table 16 Table 17	$1,356.27	$2,446.90	$1,090.63	Mobility Fee and Other	Federal/Local/State
	FDOT – SIS	Table 18	$11,895.54	$11,895.54	-	SIS	Federal/State/Local
	FDOT – SHS	Table 19	$642.89	$779.56	$136.67	SHS (Non-SIS)	State
	FTE	Table 20	$0.00	$0.00	-	FTE	Local
	GMX	Table 21	$2,661.15	$2,661.15	-	GMX	Local
	Aviation	Table 22	$1,433.05	$1,433.05	-	Aviation	Federal/State/Local
	Seaport		$1,197.89	$1,197.89	-	Seaport	Federal/State/Local
	Municipal		$45.68	$45.68	-	Other Roads	Federal/State/Local
Highway / Roadway / Freight Total			**$19,232.46**	**$20,459.76**	**$1,227.30**		
Grand Total			**$23,947.84**	**$30,523.78**	**$6,575.93**		

SMART PROGRAM

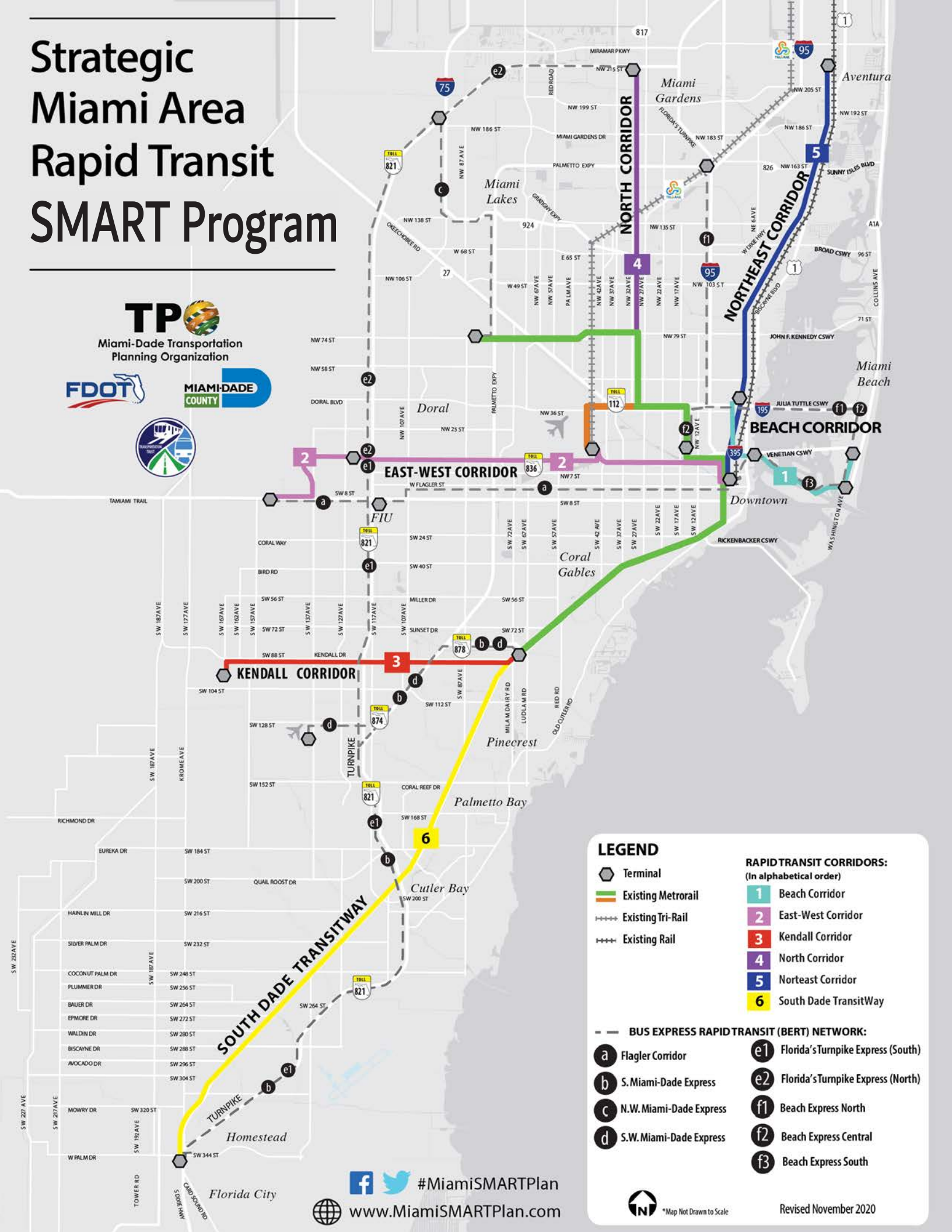
Aventura Station

Strategic Miami Area Rapid Transit SMART Program

TPO Miami-Dade Transportation Planning Organization

FDOT

MIAMI-DADE COUNTY



LEGEND

- Terminal
- Existing Metrorail
- Existing Tri-Rail
- Existing Rail

RAPID TRANSIT CORRIDORS:
(In alphabetical order)

1. Beach Corridor
2. East-West Corridor
3. Kendall Corridor
4. North Corridor
5. Norteast Corridor
6. South Dade TransitWay

BUS EXPRESS RAPID TRANSIT (BERT) NETWORK:

- a Flagler Corridor
- b S. Miami-Dade Express
- c N.W. Miami-Dade Express
- d S.W. Miami-Dade Express
- e1 Florida's Turnpike Express (South)
- e2 Florida's Turnpike Express (North)
- f1 Beach Express North
- f2 Beach Express Central
- f3 Beach Express South

*Map Not Drawn to Scale

Revised November 2020


South Dade TransitWay rendering

SMART Program

In June 2022, the SMART Plan officially moved into the SMART Program and Implementation Phase, with six corridors advancing accordingly. The SMART Program aims to expand transit options that connect to local, regional, national, and global economic markets. This expansion will benefit an estimated 1.7 million residents living within a 2-mile radius of these corridors, covering approximately 63% of the population in Florida's most populous county. The six corridors will provide over 70 miles of premium rapid transit services for all residents and visitors in Miami-Dade County.

SMART Plan

On February 16, 2016, the TPO Governing Board unanimously approved a policy to set as "highest priority" the advancement of rapid transit corridors and transit supportive projects for the county. Then, on April 21, 2016, the Miami-Dade TPO Governing Board officially adopted and endorsed the proposed Strategic Miami Area Rapid Transit (SMART) Plan.

Through comprehensive outreach and public involvement efforts, the Miami-Dade TPO secured resolutions of support for the SMART Plan from all 34 municipalities, the Miami-Dade County Board of County Commissioners, six Chambers of Commerce, five associations, and four transportation agencies. This cohesive support highlights the collaborative effort to bring a state-of-the-art transit system to Miami-Dade County, enhancing the quality of life for its residents and promoting sustainable economic development.

The SMART Program's primary objective is to enhance mobility within Miami-Dade County through six priority rapid transit corridors: Beach, East-West, Kendall, North, Northeast, and South Dade TransitWay. These corridors are crucial for connecting local, regional, national, and global economic markets.

SMART Program goals include:

- Improving mobility by providing alternative transportation options with competitive travel times.
- Enhancing connectivity to the regional transit system.
- Increasing access to major destinations.
- Minimizing adverse impacts on the community and businesses.
- Promoting transit-oriented communities and economic opportunities for corridor residents.
- Encouraging first/last mile connectivity to reduce automobile trips.

Locally Preferred Alternatives (LPA) have been selected for five corridors: Beach, East-West, North, Northeast, and the South Dade TransitWay. Construction on the South Dade TransitWay Corridor is anticipated for completion in early 2025. Once completed, this Bus Rapid Transit (BRT) corridor will offer rail-like travel times, iconic stations, level boarding through all doors, and pre-paid fares for efficient access. This BRT will also connect the Miami Central Business District with numerous municipalities in South Miami-Dade. The remaining corridors are in various phases of development and implementation. The SMART Program will introduce a modernized transit system to Miami-Dade County, enhancing its appeal as a desirable place to live, play, and work.

Summary of SMART Program

This section provides an overview of the SMART Program, and SMART projects included in the 2050 LRTP. The program consists of 24 projects that are organized into four priority levels. Some projects are fully funded, while others are only partially funded. In Priority Period III and Priority Period IV funding has been set-aside for the SMART Program projects to allow for continued planning process.

SMART Program Projects

The SMART Program projects table provides an overview of key transportation infrastructure projects planned for Miami-Dade County from 2025 onwards. The projects are cataloged by responsible funding agency, facility, and the specific segments they cover, spanning from 2025 to 2050.

Table 4-8: Expected Costs of SMART Program By Priority Years (in YoE Dollars)

	Years of Expenditure Millions	Note (Source: FDOT)
Priority I (TIP)	$1,287.331	
Priority I (Beyond TIP)	$375.178	Year of Expenditure Factor of 1.10 Applied.
Priority II	$267.457	Year of Expenditure Factor of 1.29 Applied.
Priority III	$264.608	Year of Expenditure Factor of 1.56 Applied.
Priority IV	$609.422	Year of Expenditure Factor of 1.94 Applied.
Total Priority 1 - Priority IV	$2,903.996	
Unfunded	$6,221.622	

SMART Program Highlights

South Dade TransitWay Corridor

The South Dade TransitWay Corridor, currently under construction, extends 20 miles from the Dadeland South Metrorail Station to the SW 344th Street Park-and-Ride/Transit Terminal. The corridor enhances mobility connections for rapidly growing areas of Miami-Dade County, including the Village of Pinecrest, the Village of Palmetto Bay, Town of Cutler Bay, City of Homestead, and Florida City.

In August 2018, the Miami-Dade TPO Governing Board selected Bus Rapid Transit (BRT) as the Locally Preferred Alternative (LPA) for the South Dade TransitWay Corridor.

The South Dade TransitWay Corridor is the first BRT corridor to be introduced in Miami-Dade County. When completed in 2025, the BRT system will provide improved travel times, 14 stations, level boarding through all doors, and pre-paid fare collection. The system will include enhanced safety features and upgrades along dedicated lanes, with multi-layered service lines on the TransitWay.

South Dade TransitWay rendering

North Corridor

The North Corridor aims to provide a seamless transit experience by extending the County's existing Metrorail system along Northwest 27th Avenue from the Martin Luther King Station at Northwest 62nd Street to Northwest 215th Street at the Broward County Line. Once completed, the North Corridor project will connect riders to several of the County's key anchor institutions including Miami-Dade College and the Hard Rock Stadium.

In December 2018, the Miami-Dade TPO Governing Board selected an elevated fixed guideway transit system as the LPA for the North Corridor. In October 2019, the TPO Governing Board refined the LPA, selecting Elevated Heavy Rail as the preferred transit technology. Miami-Dade County is working in partnership with the Florida Department of Transportation (FDOT) to complete the National Environmental Policy Act (NEPA) process for the corridor.

Beach Corridor

The Beach Corridor aims to connect the Miami Design District/Midtown to Downtown Miami and Miami Beach. The Trunkline segment focuses on providing rapid transit service from Downtown Miami to South Beach. The corridor also includes two segments: one linking Downtown Miami to the Miami Design District/Midtown and another connecting South Beach to the Miami Beach Convention Center. In January 2020, the Miami-Dade TPO Governing Board selected the LPA for the corridor. This includes elevated rubber tire technology for the Beach Corridor Trunkline; extension of the Metromover along Miami Avenue to NW 41st Street for the Beach Corridor Design District extension; and dedicated lanes for bus/trolley along Washington Ave for the Beach Corridor Convention Center extension. The Beach Corridor Trunkline, connecting downtown to Miami Beach, is currently in the NEPA process.

Northeast Corridor

The Northeast Corridor represents the Miami-Dade segment of the 85-mile Coastal Link, which follows the existing Florida East Coast (FEC) railway tracks. Spanning approximately 13.5 miles from Downtown Miami to the City of Aventura, the project leverages the existing rail corridor shared with Brightline and freight services. Passenger/commuter rail was selected as the LPA by the Miami-Dade TPO Governing Board in March 2021. In 2024, the Federal Transit Administration granted approval to enter the engineering phase of the New Starts program. In the interim, the Aventura station opened and Brightline service began in 2022, with Tri-Rail services were extended to the MiamiCentral station in 2024. Five additional intermediate stations are envisioned along the corridor.

MiamiCentral Station

Figure 4-3. SMART Program Projects

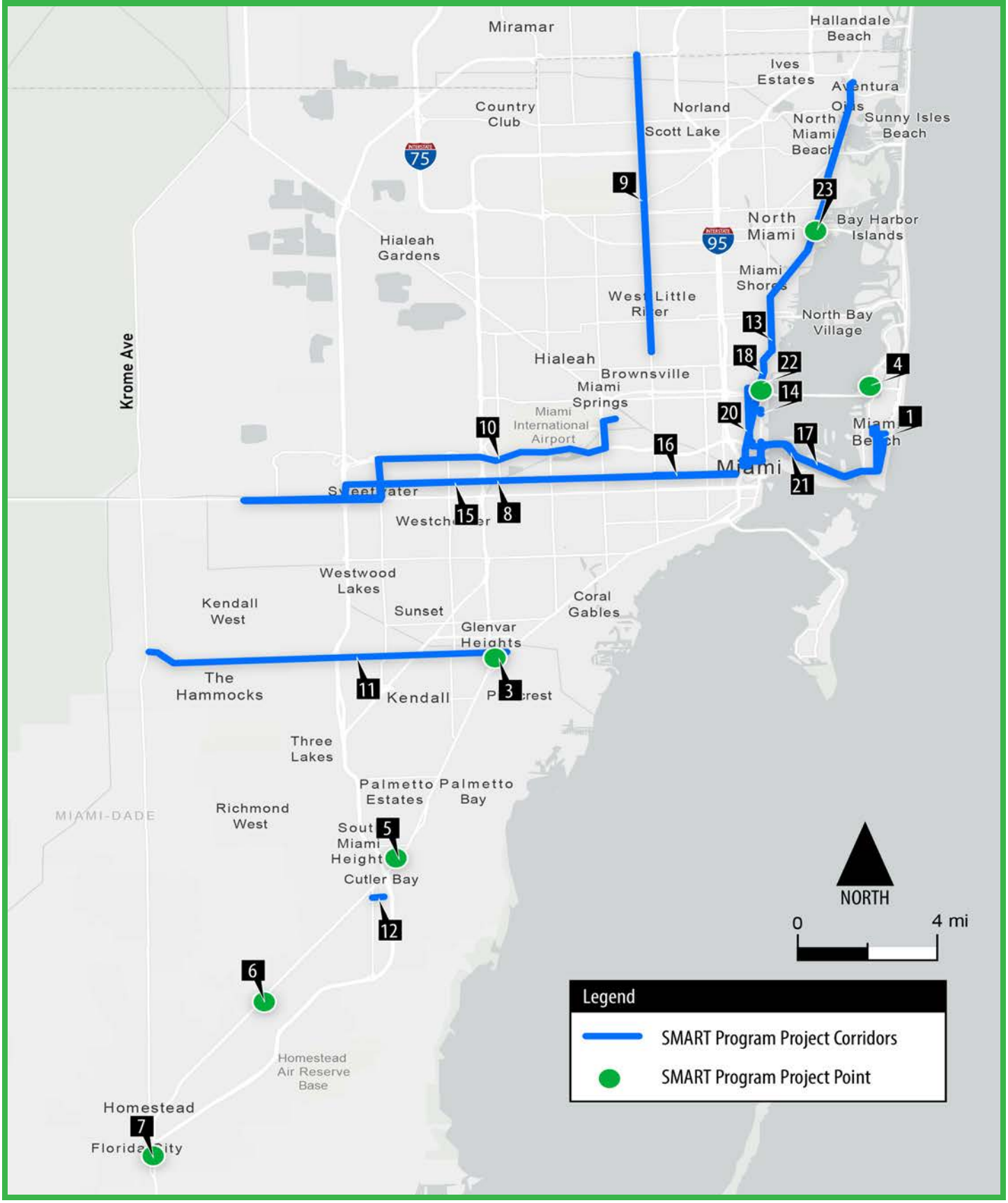


Table 4-9. SMART Program Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
1	DTPW	Beach Corridor Convention Center Extension (SMART Corridor)	5 Street	Miami Beach Convention Center	Construct Dedicated Transit Facility on Washington Avenue from 5 Street to the Miami Beach Convention Center	$26.450	$26.450
2	DTPW/ FDOT	Beach Express South (SMART BERT) (CIP164)				$7.785	$7.785
3	DTPW/ FDOT	Dadeland South Intermodal Station	Dadeland South Intermodal Station		Infrastructure Renovations to Upgrade the Facility and Provide Seamless Connections to the TransitWay BRT	$26.530	$26.530
4	DTPW/ FDOT	Mount Sinai Multimodal SMART Terminal	Alton Road at 43 Street, Miami Beach		Multimodal Terminal	$0.805	$0.805
5	DTPW/ FDOT	Marlin Road Park-and-Ride	South Dade TransitWay at Marlin Road		Plan, Design, and Construction of a New Park-N-Ride Facility along the South Dade TransitWay at the Marlin Road Station	$4.060	$4.060
6	DTPW/ FDOT	SW 264 Street Park-and-Ride	South Dade TransitWay at SW 264 Street		SMART Program - South Corridor: Plan, Design, and Construction of Park-N-Ride Facility at SW 264 Street / Bauer Drive	$1.786	$1.786
7	DTPW/ FDOT	SW 344 Street Park-and-Ride	South Dade TransitWay at 344 Street	SW 344 Street	Construct a Park-N-ride Facility along the South Dade TransitWay at SW 344 Street	$3.622	$3.622
8	FDOT	Flagler Corridor	Tamiami Station and Dolphin Station	Downtown Miami	Bus Rapid Transit	$623.621	$20.090
9	FDOT	North Corridor	MLK Jr Metrorail Station	Unity Station (NW 215 Street)	Elevated Heavy Rail Transit Extension - Elevated Fixed Guideway Rapid Transit Connecting MLK Station to Unity Station	$2,252.445	$551.537
	DTPW	North Corridor	MLK Jr Metrorail Station	Unity Station (NW 215 Street)	Elevated Heavy Rail Transit Extension - Elevated Fixed Guideway Rapid Transit Connecting MLK Station to Unity Station	$374.650	
10	DTPW	East-West Corridor	Tamiami Station	MIC at MIA	Rapid Transit Corridor along SR 836/Dolphin Expressway	$320.044	$10.402
11	FDOT	Kendall Corridor	SR 997/Krome Avenue	SR 5/ South Dixie Highway	Kendall Corridor SMART Bus Rapid Transit - Implementation of a Premium Transit Service along SR 94 / Kendall Drive / SW 88 Street	$336.174	$0.913
12	DTPW	Southland SMART Pedestrian Bridge & Transit Terminal	South Dade TransitWay	South Dade Government Center Terminal	Construction of a Metrobus Terminal with Operator Facilities and Pedestrian Bridge Connecting Terminal to South Dade TransitWay at SW 112 Avenue Station	$10.750	
13	DTPW	Little Haiti Park-N-Ride	Biscayne Boulevard	Northeast Corridor near NE 61 Street	SMART - Northeast Corridor: O&M for Park-N-Ride Facility	$0.815	
14	DTPW	Wynwood Park-N-Ride	Biscayne Boulevard	Northeast Corridor near NE 27 Street	SMART - Northeast Corridor: O&M for Park-N-Ride Facility	$0.686	
15	FDOT	Flagler Corridor (Feasibility Study)	Florida International University (FIU)	Downtown Miami	Flagler Corridor (Feasibility Study)	$2.100	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
																	$698.331
																	$2,477.833
$584.454											$584.454						
																	$453.123
$7.329	$7.329																$411.716
$11.825	$11.825																
$0.897			$0.897														
$0.755			$0.755														
$2.310	$2.310																

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-9. SMART Program Projects (Continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
16	FDOT	Flagler Corridor Demonstration Project	27 Avenue	6 Avenue	Flagler Corridor - Demonstration Project	$10.914	
17	DTPW	Beach Corridor - BayLink Trunkline	Herald Plaza / Adrienne Arsht Center Metromover Station	5 Street & Washington Avenue	Plan, Design, and Construction of a New Transit Service - By the Extension of The Metromover System over The Macarthur Causeway to Miami Beach	$1,045.300	$34.270
18	DTPW	Northeast Corridor	Miami Central Station	West Aventura Station	Analyze And Construct the Northeast Corridor Transit Service from Downtown Miami to Aventura	$741.722	$588.668
19*	DTPW	South Corridor	Dadeland South Metrorail Station	SW 344 Street	Plan and Develop the South Dade Transit Corridor	$239.673	$1.000
20	DTPW	Beach Corridor - Design District Extension	School Board Metromover Station	NW 40 Street (Design District)	Plan, Design, and Construction of The Extension of The Metromover System along N Miami Avenue to The Design District	$540.000	$9.413
21	DTPW	FIU / Biscayne Park-N-Ride	Northeast Corridor near NE 151 Street		SMART - Northeast Corridor: O&M for Park-N-Ride Facility	$0.686	
22	DTPW	Midtown Park-N-Ride	Biscayne Boulevard and NE 39 Street		SMART - Northeast Corridor: O&M for Park-N-Ride Facility	$0.070	
23	DTPW	North Miami Park-N-Ride	Northeast Corridor Near NE 123 Street		SMART - Northeast Corridor: O&M for Park-N-Ride Facility	$0.556	
24*	TBD	SR 836 / Dolphin Expressway		Downtown	SMART Plan - Express Bus Route from the SR 836 / Dolphin-Expressway to Downtown	To be Determined	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
$12.005	$0.442		$11.563														
$56.494	$18.975	$18.975			$18.544												$1,253.495
$970.848		$14.219	$276.525					$128.963				$153.168				$397.972	
$396.064				$11.364				$61.810				$111.440				$211.450	
$156.447					$62.245	$94.202											$552.473
$0.885								$0.885									
$0.090								$0.090									
$0.717								$0.717									

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

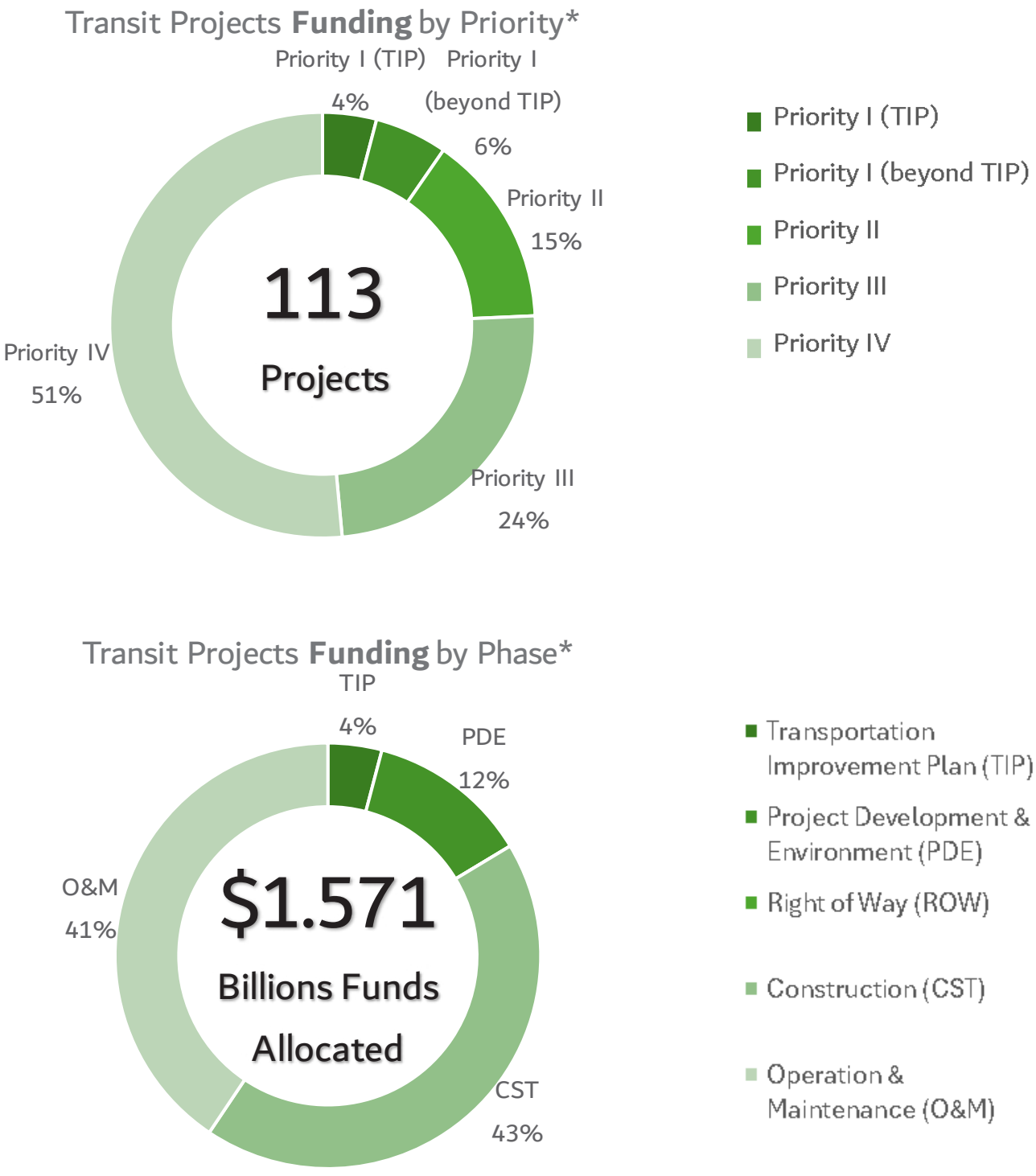
Cost Feasible Project List and Maps

Following are the Cost Feasible project maps accompanied with a project list organized first by mode. Within east mode section, the list is organized by agency within each priority period. The list itself starts with priority period I which contains the TIP capital projects greater than $500K, followed by the remaining priority periods listing first the cost feasible projects, followed by the partially funded projects, and finally the unfunded/illustrative projects. The projects show the agency, the name of the facility, the limits, descripting the project cost in 2024 dollars in million, the TIP funding in 2024 dollars in millions, the funding in the 2050 LRTP in year of expenditure dollars (YoE) and the cost per phase (YoE) by priority period.

Cost Feasible Transit Projects

Below is a summary of the project funding by priority period and by project phase for the transit projects, excluding the SMART Program projects. Unlike the roadway projects, the operating and maintenance cost needs to be included in the cost of the transit projects, for those projects to be deemed cost feasible. The funding sources used for these projects are partially state, federal, local, as well as collected by independent agencies, such as the SFRTA. The funding sources applied are, FDOT Funding Programs, FTA 5337, FTA 5339, Mobility Fees, PTP Surax contribution to SMART Plan, SFRTA funding source, Surface Transportation Block Grant (STBG), and the Transportation Infrastructure Improvement District (TIID) funds.

Figure 4-4. Year 2050 LRTP Transit Projects Funding by Priority Period and Project Phase



The following map and tables list the transit projects in the year 2050 LRTP. The order of the agencies is as follows DTPW, FDOT, SFRTA, Municipalities and other agencies.

Figure 4-5. Cost Feasible Transit Projects

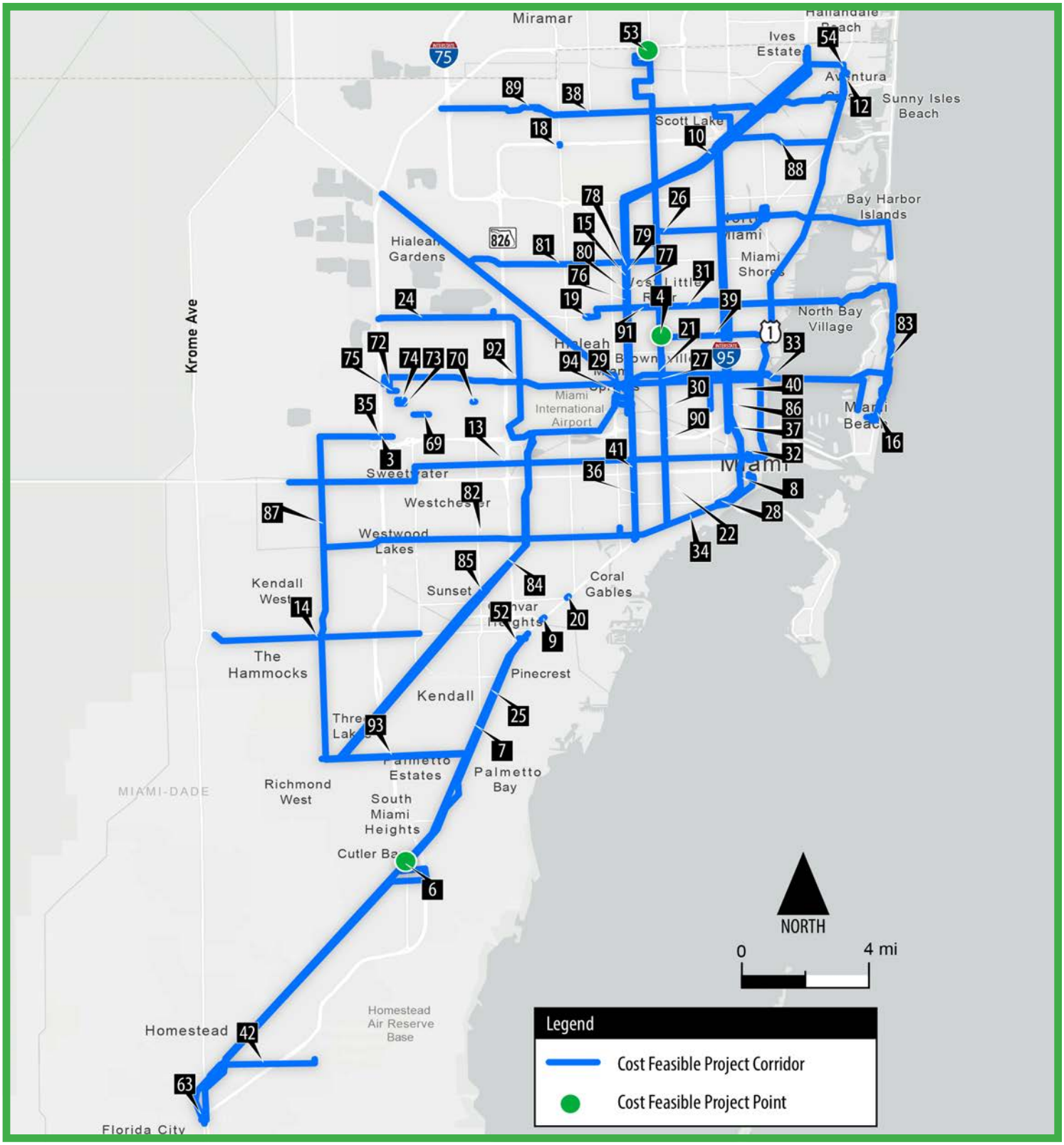


Table 4-10. Transit Projects – DTPW

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	DTPW	Panther Station			Design and Construction of a Bus Terminal at FIU Modesto Maidique Campus	$8.686	$8.686
2*	DTPW	Metrorail Parking Garages	Metrorail System		Repair and replacement to specific parking garages on the Metrorail	$0.624	$0.624
3	DTPW	NW 12 Street	SR 836 / Dolphin Park-N-Ride Facility	NW 114 Avenue	Widening and resurfacing of NW 12 Street for Bus Only Lanes from the Dolphin Park and Ride Facility to NW 114 Avenue	$9.527	$9.527
4	DTPW	Dr. Martin Luther King Jr. Metrorail Station Park-and-Ride	NW 64 Street at 26 Avenue		Plan, design, and construction of the surface parking lot and site adjacent to MLK Station	$2.298	$2.298
5*	DTPW	Parking Space Counter at additional Metrorail Stations (IRP323)	Northside and Santa Clara Metrorail Stations		Installation of Parking space counters at the Northside and Santa Clara Metrorail Stations	$0.604	$0.604
6	DTPW	SW 112 Avenue Station Park-and-Ride	South Dade TransitWay at SW 112 Ave		Plan, design, and construction of Park-N-Ride facility at the South-Dade TransitWay SW 112 Avenue Station	$3.853	$3.853
7	DTPW	South Dade TransitWay Stations	Dadeland South Metrorail Station	SW 344 Street	Plan, design, and construction of kiss and ride areas at or in close proximity to the SMART Plan South Corridor.	$1.255	$1.255
8	DTPW	Brickell Metromover and Metrorail Stations	Brickell Metromover and Metrorail Stations	1002 SW 1 Avenue	Enhance passenger and pedestrian access and circulation at and in between the Brickell Metrorail and Metromover Station	$0.150	
9	DTPW	Park-N-Ride Facility at Dadeland North	Dadeland North Metrorail Station		Expand Over-capacity Park-N-Ride Facility at Dadeland North and construct a parking garage	$61.549	
10	DTPW	Sunshine Station GGMTF	Sunshine Station	Golden Glades Multimodal Transportation Facility (GGMTF)	A new Kiss-N-Ride and pedestrian connection bridge west of GGMTF	$33.300	
11*	DTPW	Westchester-FIU On-Demand Service			The GO Connect service will be expanded to new zones across the County. Preliminary areas include the northwestern and southern parts of the County where transit gaps or low transit frequency are anticipated	$1.587	
Priority II (2031-2035)							
12	DTPW	Aventura Terminal	US 1(Biscayne Boulevard / SR 5) & NE 197 Street	US 1(Biscayne Boulevard / SR 5) & NE 197 Street	Redesign of existing bus terminal to incorporate additional transit bays and operator services as well as establish direct connection to the new pedestrian bridge to the Aventura Brightline Station	$7.000	
13	DTPW	Flagler Street (Route 11)	FIU Modesto Maidique Campus	Downtown Miami	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$14.630	
14	DTPW	Kendall Drive (Route 88 / 104)	SW 107 Avenue	Dadeland North Metrorail	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$2.280	
15	DTPW	Tri-Rail/Metrorail Transfer Station Improvements	Tri-Rail/Metrorail Transfer Station		Reconstruction of the existing Tri-Rail / Metrorail Transfer Facility into a modern multimodal transit hub with convenient and safe access between Tri-Rail, MetroRail Green Line, and Route 79.	$2.378	

** Project not shown on map.*

Funded in 2050 LRTP YE million$	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost 2024 million$
	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	
Priority I (2025-2030)																	
$0.165	$0.165																
$73.888	$31.900				$41.988												
$36.630			$36.630														
$1.746	$1.746																
Priority II (2031-2035)																	
$9.030							$9.030										
$18.873							$18.873										
$2.941							$2.941										
$3.068					$3.068												

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-10. Transit Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority II (2031-2035) continued							
16	DTPW	Miami Beach City Hall / Convention Center Intermodal Terminal	Miami Beach Convention Center at 17 Street & Washington Avenue	Miami Beach Convention Center at 17 Street & Washington Avenue	Construct a transit terminal facility with bus bays for Local, Express, Max and future routes.	$4.817	
17*	DTPW	NW 135 Street (Route 135)	FIU Biscayne Campus	Opa-Locka TriRail Station	Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors and improve peak and midday service levels to 15 minutes to create a Metrobus High Capacity Corridor	$79.800	
18	DTPW	Red Road Transit Hub	Red Road (57 Avenue) at NW 167 Street		Metrobus Terminal and Hub	$5.000	
19	DTPW	Hialeah Station	Hialeah Metrorail		Enhance passenger and pedestrian access and circulation at the Hialeah Station	$0.150	
20	DTPW	South Miami Station	South Miami Metrorail Station	South Miami Metrorail Station	Enhance passenger and pedestrian access and circulation at South Miami Station	$0.150	
21	DTPW	Brownsville Station	Brownsville Metrorail Station	Brownsville Metrorail Station	Enhance passenger and pedestrian access and circulation at Brownsville	$0.150	
Priority III (2036-2040)							
22	DTPW	27 Avenue (Route 27)	NW 183 Street	Coconut Grove	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$17.100	
23*	DTPW	NW 167 Street (Route 75)	Golden Glades Park-N- Ride	Biscayne Boulevard	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$277.500	
24	DTPW	NW 74 Street	Palmetto Metrorail Station	Florida's Turnpike	Potential Future Rapid Transit Corridor	$2.500	
Priority IV (2041-2050)							
25	DTPW	125 Street (Route 125)	Miami Dade College North	Collins Avenue / 85 Street Miami Beach	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$7.220	
26	DTPW	12 / 21 Avenue Enhanced Bus (Route 12/21)	Northside Station	NW 20 Street	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$6.270	
27	DTPW	17 Avenue (Route 17)	Vizcaya Metrorail Station	NW 79 Street	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$9.310	
28	DTPW	20 Street (Route 20)	MIC at MIA	Lincoln Road/Washington Avenue Miami Beach	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$10.640	
29	DTPW	36 Street (Route 36)	Lincoln Road/Washington Avenue Miami Beach	LeJeune Road (SW 42 Avenue)	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$9.880	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority II (2031-2035) continued																	
$6.214							$6.214										
$134.264								$25.736				$31.122				$77.406	
$6.450					$6.450												
$0.194							$0.194										
$0.194							$0.194										
$0.194							$0.194										
Priority III (2036-2040)																	
$26.676											$26.676						
$503.200												$144.300				$358.900	
$3.900									$3.900								
Priority IV (2041-2050) 1																	
$14.007															$14.007		
$12.164															$12.164		
$18.061															$18.061		
$20.642															$20.642		
$19.167															$19.167		

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-10. Transit Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority IV (2041-2050) continued							
30	DTPW	79 Street (Route 79)	Hialeah Station	Lincoln Road/Washington Avenue Miami Beach	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$10.260	
31	DTPW	A1A (Route 100)	Downtown Miami	Aventura Mall	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$18.810	
32	DTPW	Biscayne Boulevard (Route 3)	Downtown Miami	Aventura Mall	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$13.110	
33	DTPW	Coral Way (Route 24)	SW 42 Avenue Coral Gables	Brickell Metrorail Station	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$4.180	
34	DTPW	Dolphin Mall-Dolphin Station Connector Road	Dolphin Station (HEFT/SR 836/NW 12 Street)	Dolphin Mall	Improve connection between Dolphin Mall and Dolphin Station	$11.894	
35	DTPW	Douglas Road (Route 37)	MIC at MIA	Douglas Road Station	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$5.320	
36	DTPW	NE 2 Avenue (Route 9)	Downtown Miami	NE 125 Street / 6 Avenue	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$10.260	
37	DTPW	NW 183 Street (Route 183)	Miami Gardens/I-75 (SR 93) Interchange	Aventura Terminal	Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors and improve peak and midday service levels to 15 minutes to create a Metrobus High Capacity Corridor.	$38.075	
38	DTPW	NW 62 Street (Route 62)	MLK Jr Metrorail Station	Biscayne Boulevard	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$3.990	
39	DTPW	NW 7 Avenue (Route 77)	Downtown Miami	NW 183 Street	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	$14.630	
Partially Funded							
40	DTPW	NW/SW 37 Avenue	Miami International Airport Metrorail Station	Douglas Road Metrorail Station	Potential Future Rapid Transit Corridor	$1,497.000	
41	DTPW	SW 312 Street	US 1 South Corridor Busway at SW 312 Street	SR 825 / SW 137 Avenue	Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 minutes or better transit service	$142.000	
Unfunded							
42	DTPW	DTPW Transit System			The account-based back-end software system that will be used to collect fare from patrons utilizing the DTPW Transit System and associated standalone validators.	$30.000	
43*	DTPW	South Dade TransitWay			Phase 1 – South Dade TransitWay Fare Collection Equipment Phase 2 – Bus Farebox Replacement Phase 3 – Metrorail Station Fare Collection Equipment	$75.000	
44*	DTPW	South Dade TransitWay	SW 344 Street Park-N-Ride	Dadeland South Metrorail Station	Bus-only grade separations at all intersections of the South Dade TransitWay	$374.650	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority IV (2041-2050) continued																	
$19.904															$19.904		
$36.491															$36.491		
$25.433															$25.433		
$8.109															$8.109		
$23.074															$23.074		
$10.321															$10.321		
$19.904															$19.904		
$73.866															$73.866		
$7.741															$7.741		
$28.382															$28.382		
Partially Funded																	
$4.680									$4.680								$1,494.000
$3.120									$3.120								$140.000
Unfunded																	
																	$30.000
																	$75.000
																	$374.650

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-10. Transit Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Additional Projects							
A1*	DTPW	Culmer Metrorail Station	Culmer Metrorail Station		Enhance Passenger and Pedestrian Access and Circulation at Culmer	$0.150	
A2*	DTPW	Dadeland North Station	Dadeland North Metrorail Station		Enhance Passenger and Pedestrian Access and Circulation at Dadeland North	$0.150	
A3*	DTPW	Northside Metrorail Station	Northside Metrorail Station		Enhance Passenger and Pedestrian Access and Circulation at Northside	$0.150	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Additional Projects																	
$0.194								$0.194									
$0.194							$0.194										
$0.194								$0.194									

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-11. Transit Projects – FDOT

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
45*	FDOT	City of Miami - Purchase Replacement Trolley Vehicles			Purchase Vehicles/Equipment	$1.338	$1.338
46*	FDOT	City of Miami - Purchase Replacement Trolley Vehicles			Purchase Vehicles/Equipment	$1.101	$1.101
47*	FDOT	MDT - 95 Express Dade/ Broward Civic Center			Urban corridor Improvements	$1.800	$1.800
48*	FDOT	MDT - 95 Express Dade/ Broward Civic Center			Purchase Vehicles/Equipment	$2.800	$2.800
49*	FDOT	MDT - 95 Express Dade / Broward Express - RTE 296 Sheridan Street to Civic Center			Purchase Vehicles/Equipment	$2.800	$2.800
50*	FDOT	MDT - 95 Express Dade / Broward Express (MIA Central Bus District)			Urban Corridor Improvements	$3.200	$3.200
51*	FDOT	Miami Intermodal Center (MIC) Management Consultant			Intermodal Hub Capacity	$0.845	$0.845
52	FDOT	Miami-Dade DTPW: South Dade TransitWay Park-N-Ride Lot Dadeland			Park-N-Ride Lots	$4.960	$4.960
53	FDOT	Miami-Dade DTPW: Unity Station Transit - Oriented Development Terminal			Parking Facility	$2.688	$2.688
54	FDOT	NE 203 Street Intersection Improvements between SR 5 / US 1			Rail Capacity Project	$2.430	$2.430
55*	FDOT	North Beach Express			Purchase Vehicle/Equipment	$6.508	$6.508
56*	FDOT	SFRC - Railroad Crossing Rehabilitation	at NW North River Drive /XING:628403C		Rail Preservation Project	$1.028	$1.028
57*	FDOT	SFRC - Railroad Crossing Rehabilitation	at NW 21 Avenue / XING:628417K		Rail Preservation Project	$0.771	$0.771
58*	FDOT	SFRC – Railroad Crossing Rehabilitation	at NW 23 Avenue / XING:628412B		Rail Preservation Project	$0.771	$0.771
59*	FDOT	SFRC - Railroad Crossing Rehabilitation	at NW 14 Avenue / XING:628425C		Rail Preservation Project	$0.771	$0.771

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-11. Transit Projects – FDOT (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
60*	FDOT	SFRC – Railroad Crossing Rehabilitation	at NW 25 Avenue / XING:628409T		Rail Preservation Project	$0.771	$0.771
61*	FDOT	SFRC – Railroad Crossing Rehabilitation	at NW 22 Avenue / XING:628414P		Rail Preservation Project	$0.771	$0.771
62*	FDOT	SFRC – Railroad Crossing Rehabilitation	at NW 26 Avenue / XING:628408L		Rail Preservation Project	$0.771	$0.771
63	FDOT	Miami-Dade DTPW – Pickup-N-Drop Off Locations	SW 344 Street	Dadeland	Park-N-Ride Lots	$4.323	$1.369
Unfunded							
64*	FDOT	NW 87 Ave North-South Corridor	Dolphin Expressway (NW 87 Avenue Station)	Florida's Turnpike / NW 186 Street	Future Multimodal Corridor / Expanded Transit Service	To be Determined	
65*	FDOT	SW 72 Avenue Connector	SW 48 Street	US 1	Future Multimodal Corridor / Expanded Transit Service	To be Determined	
66*	FDOT	Tamiami South Corridor	SW 88 Street (Kendall Corridor West End)	SW 144 Street	Future Multimodal Corridor / Expanded Transit Service	To be Determined	
67*	FDOT	Old Seaboard Corridor	Miami Intermodal Center	US 1	Future Multimodal Corridor / Expanded Transit Service	To be Determined	
68*	FDOT	Red Road North-South Corridor	Florida's Turnpike	Hialeah Metrorail Station	Future Multimodal Corridor / Expanded Transit Service	To be Determined	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	
$3.249			$3.249														
Unfunded																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-12. Transit Projects – Municipalities, SFRTA, and Other Agencies

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
69	SFRTA	SFRC	MP 1024.6	MP 1037.25	Communication Fiber Installation	$12.000	
Priority II (2031-2035)							
70	Municipal	NW 21 Street	NW 107 Avenue	NW 102 Avenue	Retrofit existing Right-of-Way to accommodate transit mobility improvements.	$0.391	
71*	Municipal	NW 27 Street	NW 87 Avenue	NW 87 Court	Retrofit existing Right-of-Way to accommodate transit mobility improvements.	$0.038	
72	Municipal	Regional			Exploration and analysis of new and emerging technologies for potential future cross-bay public transportation.	$12.293	
73	SFRTA	SFRC	MP 1024.6	MP 1037.25	Convert Wood Ties to Concrete on the SFRC	$50.000	
74	TBD	SR 932 / NW 103 Street	North Corridor (NW 113 Street Station)	NW 87 Avenue / Okeechobee Road	Future Multimodal Corridor	$1.000	
75	TBD	SR 976 / SW 40 Street	SW 137 Avenue	Douglas Road Metrorail Station	Future Multimodal Corridor	$1.500	
Priority III (2036-2040)							
76*	Municipal	NW 114 Avenue	NW 34 Street	NW 39 Street	Retrofit existing Right-of-Way to accommodate transit mobility improvements.	$0.279	
77*	Municipal	NW 27 Street	NW 109 Avenue	NW 112 Avenue	Retrofit existing Right-of-Way to accommodate transit mobility improvements.	$0.124	
78*	Municipal	NW 29 Street	NW 109 Avenue	NW 112 Avenue	Retrofit existing Right-of-Way to accommodate transit mobility improvements.	$0.103	
79*	Municipal	NW 34 Street	NW 114 Avenue	Approximately 720 FT East	Retrofit existing Right-of-Way to accommodate transit mobility improvements.	$0.308	
80	SFRTA	SFRC	MP 1024.6	MP 1037.25	PTC for SFRC	$20.000	
81	SFRTA	SFRC	MP 1024.6	MP 1037.25	Rolling Stock Acquisition	$41.000	
82	TBD	SR A1A / Alton Road	A1A (Alton Road)	Miami Beach Convention Center	Future Multimodal Corridor	$1.000	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	
$13.200			$13.200														
Priority II (2031-2035)																	
$0.505					$0.129		$0.375										
$0.050							$0.050										
$15.858					$15.858												
$64.500							$64.500										
$1.290					$1.290												
$1.935					$1.935												
Priority III (2036-2040)																	
$0.436											$0.436						
$0.194											$0.194						
$0.160											$0.160						
$0.480											$0.480						
$31.200											$31.200						
$63.960											$63.960						
$1.560									$1.560								

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-12. Transit Projects – Municipalities, SFRTA, and Other Agencies (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority IV (2041-2050)							
83*	SFRTA	SFRC	MP 1024.6	MP 1037.25 Fare Collection for Tri-Rail Passenger Revenue		$15.000	
Partially Funded							
84	TBD	Homestead Corridor I	Miami Intermodal Center	Homestead	Existing Rail Infrastructure Potential Future Shared Passenger-Freight Service	$1,484.000	
85	TBD	Homestead Corridor II	Palmetto Metrorail Station	SW 152 Street	Existing Rail Infrastructure Potential Future Shared Passenger-Freight Service	$1,202.000	
86	TBD	US 441 / NW 7 Avenue	Golden Glades Park-N-Ride	Culmer Metrorail Station	Future Multimodal Corridor	$196.000	
87	TBD	SR 825 / SW 137 Avenue	Dolphin Station Park-N-Ride	SR 992 / SW 152 Street	Future Multimodal Corridor	$423.000	
88	TBD	SR 826 / NW / NE 163/ NW 167 Street	Golden Glades Park-N-Ride	US 1 (Future Northeast Corridor Transit Station) at NE 151 Street	Future Multimodal Corridor	$183.200	
89	TBD	SR 860 / NW 183 Street	I-75	US 1	Future Multimodal Corridor	$156.000	
90	TBD	SR 9 / NW / SW 27 Avenue	US 1	Brownsville Metrorail Station	Future Multimodal Corridor	$185.200	
91	TBD	SR 934 / NE/NW 79 Street	Tri-Rail/Metrorail Transfer Station	A1A (Collins Avenue)	Future Multimodal Corridor	$325.000	
92	TBD	SR 948 / NW 36 Street	Miami Intermodal Center	Florida's Turnpike	Future Multimodal Corridor	$314.000	
93	TBD	SR 992 / SW 152 Street	SR 825 / SW 137 Avenue (Lindgren Road)	US 1 South Corridor Busway at SW 152 Street	Future Multimodal Corridor	$158.000	
94	TBD	US 27 / Okeechobee Road	Miami Intermodal Center	Florida's Turnpike	Future Multimodal Corridor	$368.000	
Unfunded							
95*	SFRTA	Electric Vehicle Charging Infrastructure - Golden Glades			EV Charging Stations and Associated Infrastructure	$0.945	
96*	SFRTA	Electric Vehicle Charging Infrastructure - Hialeah Market			EV Charging Stations and Associated Infrastructure	$0.945	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	
$29.100															$29.100		
Partially Funded																	
$6.240									$6.240								$1,480.000
$3.120									$3.120								$1,200.000
$9.360									$9.360								$190.000
$4.680									$4.680								$420.000
$4.992									$4.992								$180.000
$9.360									$9.360								$150.000
$6.208													$6.208				$182.000
$7.800									$7.800								$320.000
$14.040									$14.040								$305.000
$4.680									$4.680								$155.000
$4.680									$4.680								$365.000
Unfunded																	
																	$0.945
																	$0.945

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-12. Transit Projects – Municipalities, SFRTA, and Other Agencies (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Unfunded continued							
97*	SFRTA	Electric Vehicle Charging Infrastructure - Metrorail Transfer			EV Charging Stations and Associated Infrastructure	$0.945	
98*	SFRTA	Electric Vehicle Charging Infrastructure - Miami Airport Station			EV Charging Stations and Associated Infrastructure	$0.945	
99*	SFRTA	Electric Vehicle Charging Infrastructure - Opa-Locka			EV Charging Stations and Associated Infrastructure	$0.945	
100*	Private Developer	Tri-Rail Little River Station	At Little River Area		Construction of a South Florida Regional Transportation Authority (SFRTA) Station ("Tri-rail Station") in the area of the City of Miami known as Little River, just East of I-95 and West of NW 2 Avenue, and South of NW 73 Street,	$34.500	
101*	TBD	South Florida Transit Service Needs	Countywide		Develop Implementation Plan for Expansion of Transit Services in Miami-Dade County to Mitigate Traffic Congestion	To be Determined	
102*	TBD	SW 42 Ave	MIC	US 1	Potential multimodal Corridor with Bike Lanes from the North Suburbs and Airport to Coral Gables	To Be Determined	
103*	TBD	William Lehman Causeway	Sunny Isles	Aventura and Brightline Station	Potential multimodal Corridor with Transit Services Connecting Sunny Isles and Aventura and the Brightline Station	To Be Determined	
104*	TBD	Aventura Future Premium Transit Circulator	Brightline Aventura Station	SR A1A (Collins Avenue)	Future Premium Transit Circulator	$1,237.000	
105*	TBD	Hialeah Downtown Future Premium Transit Circulator	Hialeah Metrorail Station	Downtown Hialeah	Future Premium Transit Circulator	$774.000	
106*	TBD	Western Hialeah Future Premium Transit Circulator	Okeechobee Metrorail Station	Westland Mall	Future Premium Transit Circulator	$877.000	
107*	TBD	Doral Future Premium Transit Circulator	Palmetto Metrorail Station	Downtown Doral	Future Premium Transit Circulator	$1,137.000	
108*	TBD	Homestead Future Premium Transit Circulator	South Miami-Dade Busway	Homestead City Hall	Future Premium Transit Circulator	$827.000	
109*	TBD	US 27	Krome Avenue	County Line	Future Regional Corridor Planning	To Be Determined	
Additional Projects							
A4*	SFRTA	SFRC	MP 1024.6	MP 1037.25	Signal System Capital Improvements	$24.000	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Unfunded continued																	
																	$0.945
																	$0.945
																	$0.945
																	$34.500
																	To be determined
																	To be determined
																	To be determined
																	$1,237.000
																	$774.000
																	$877.000
																	$1,137.000
																	$827.000
																	To Be Determined
Additional Projects																	
$30.960							$30.960										

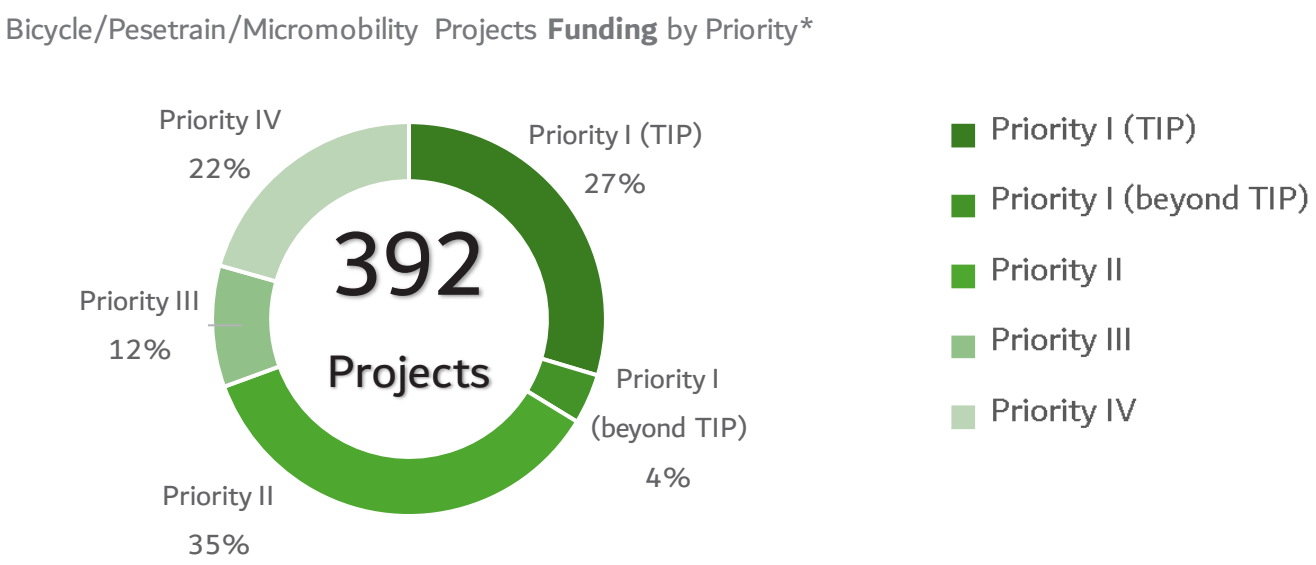
Note: YoE = Year of Expenditure.

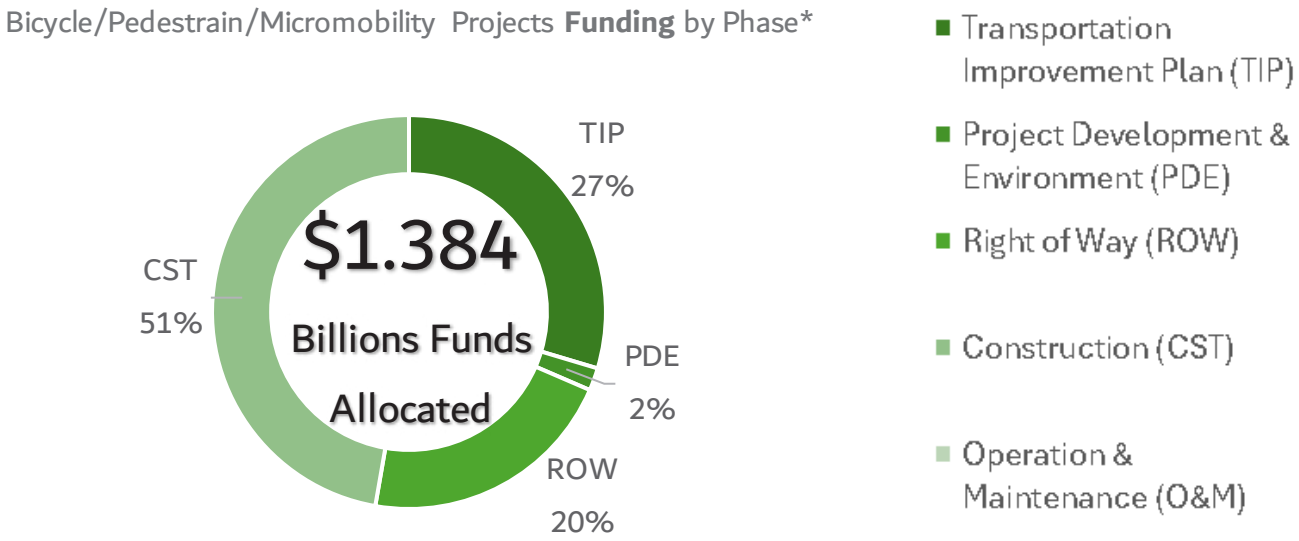
PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Cost Feasible Bicycle / Pedestrian / Micromobility Projects

The following figures show the bicycle/pedestrian/micromobility projects funding by priority period. The bicycle/pedestrian/micromobility projects are of great importance and have increased in emphasize based on stakeholders and particularly public input. They serve the transportation as a mode of transportation by itself as well as access mode to the transit system. Funding sources used for these types of projects are the CRP, HSIP, Mobility Fees, SFRTA, STBG, TALT, and TALU.

Figure 4-6. Year 2050 LRTP Bicycle/Pedestrian/Micromobility project Funding Summary by Priority Period and Project Phase





* These figures and listings include the TIP capacity projects with a cost greater than $500K.

Figure 4-7. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – Priority I

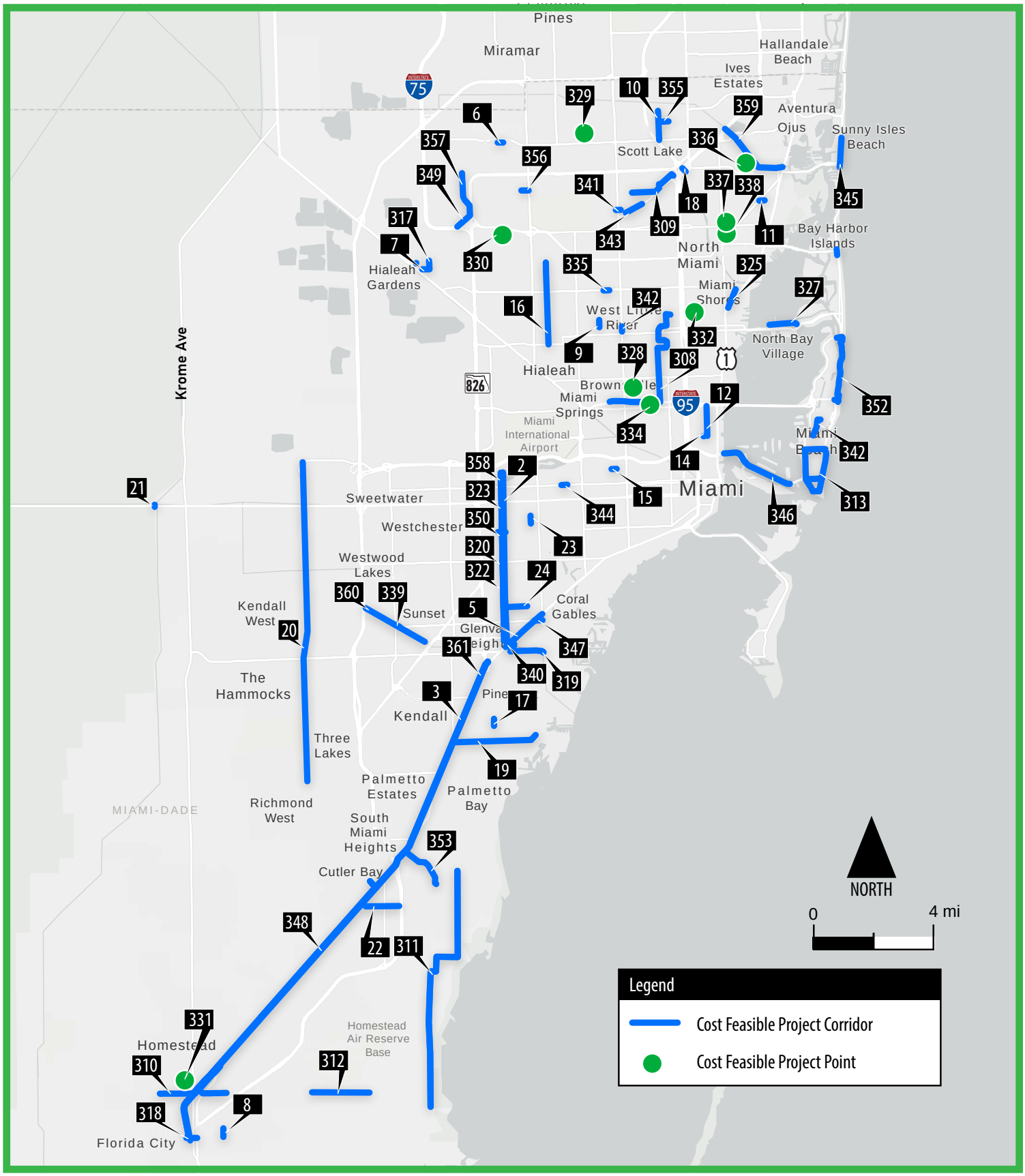


Figure 4-8. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – Priority II

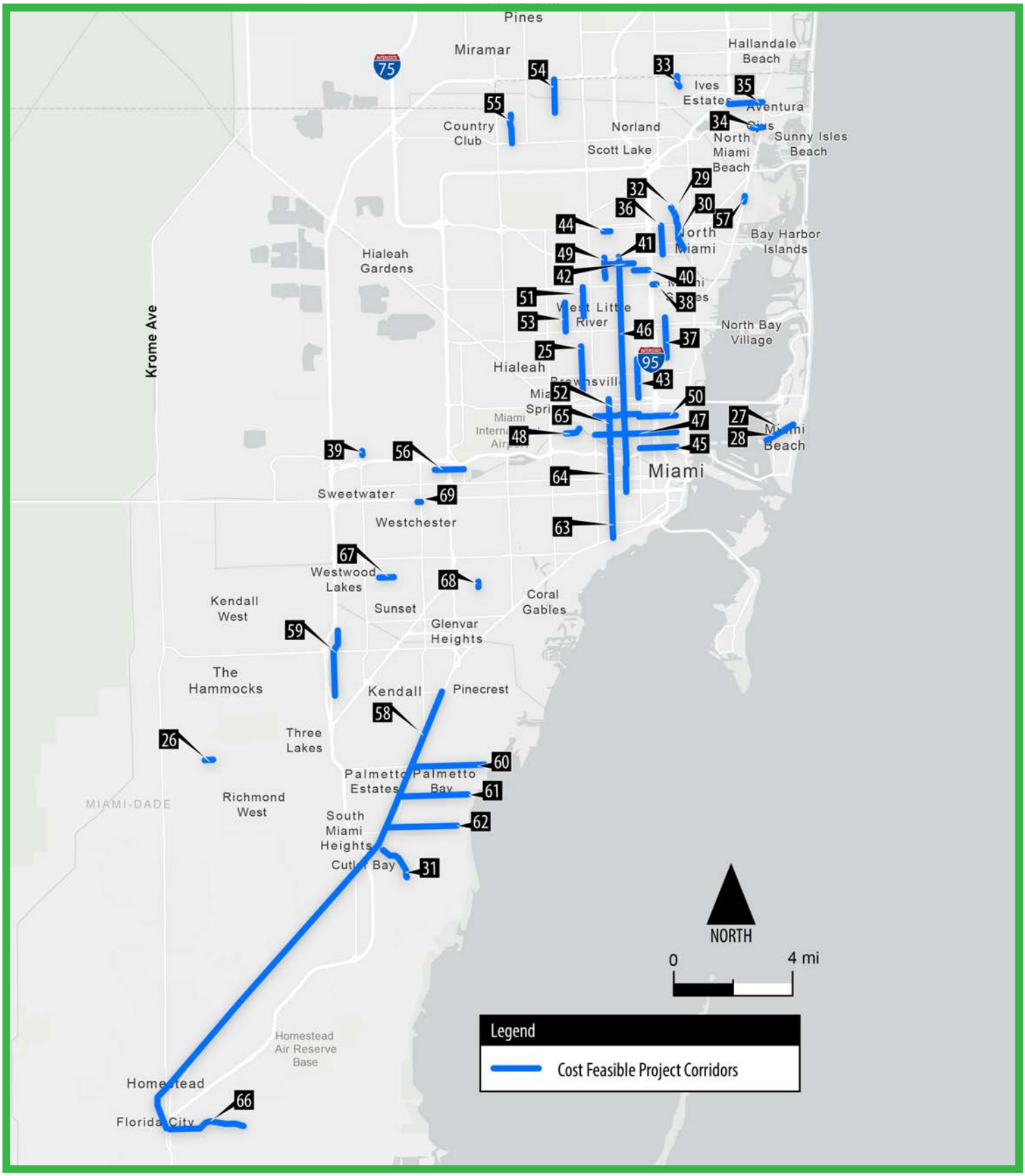


Figure 4-9. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – Priority III

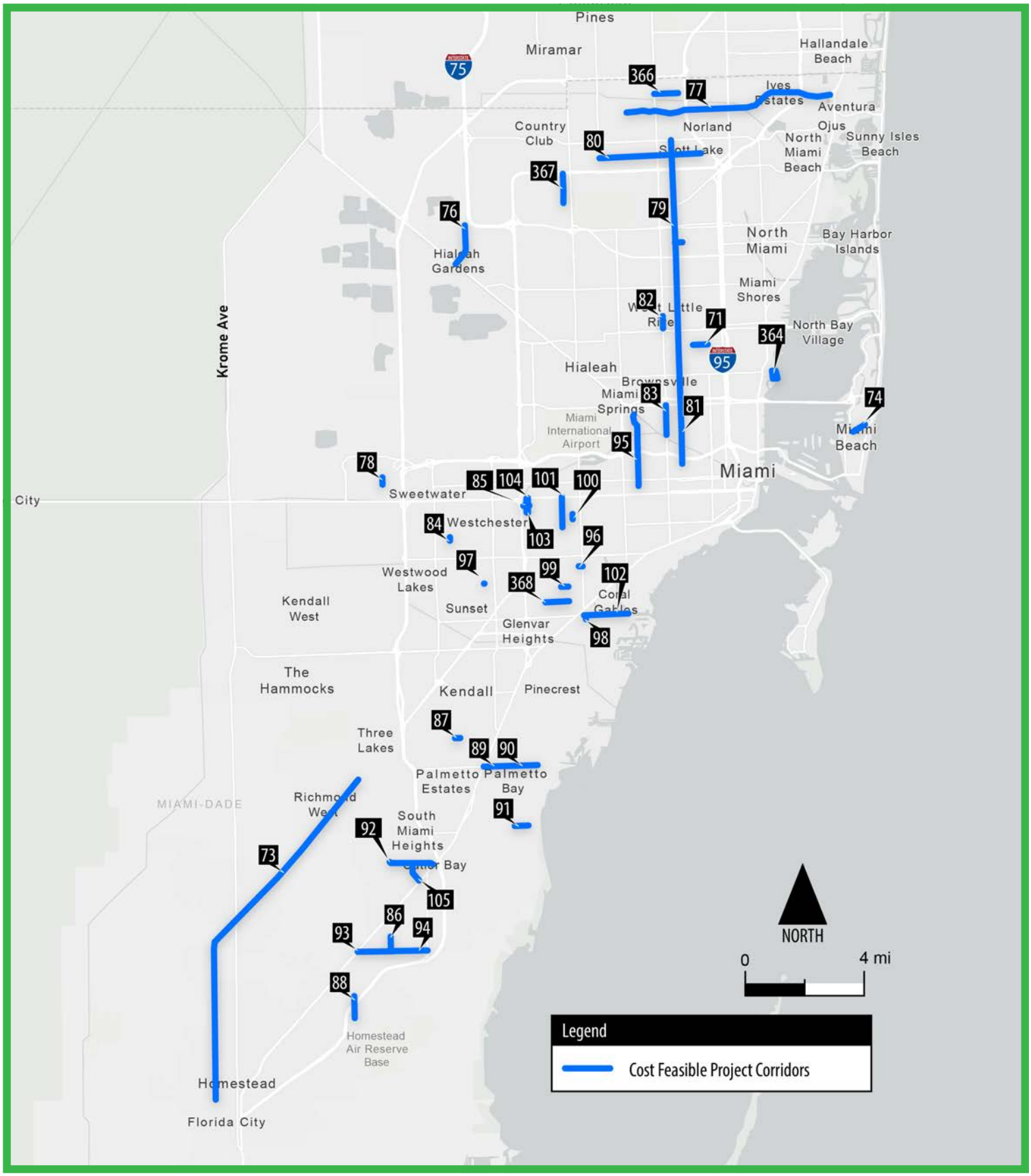


Figure 4-10. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – Priority IV

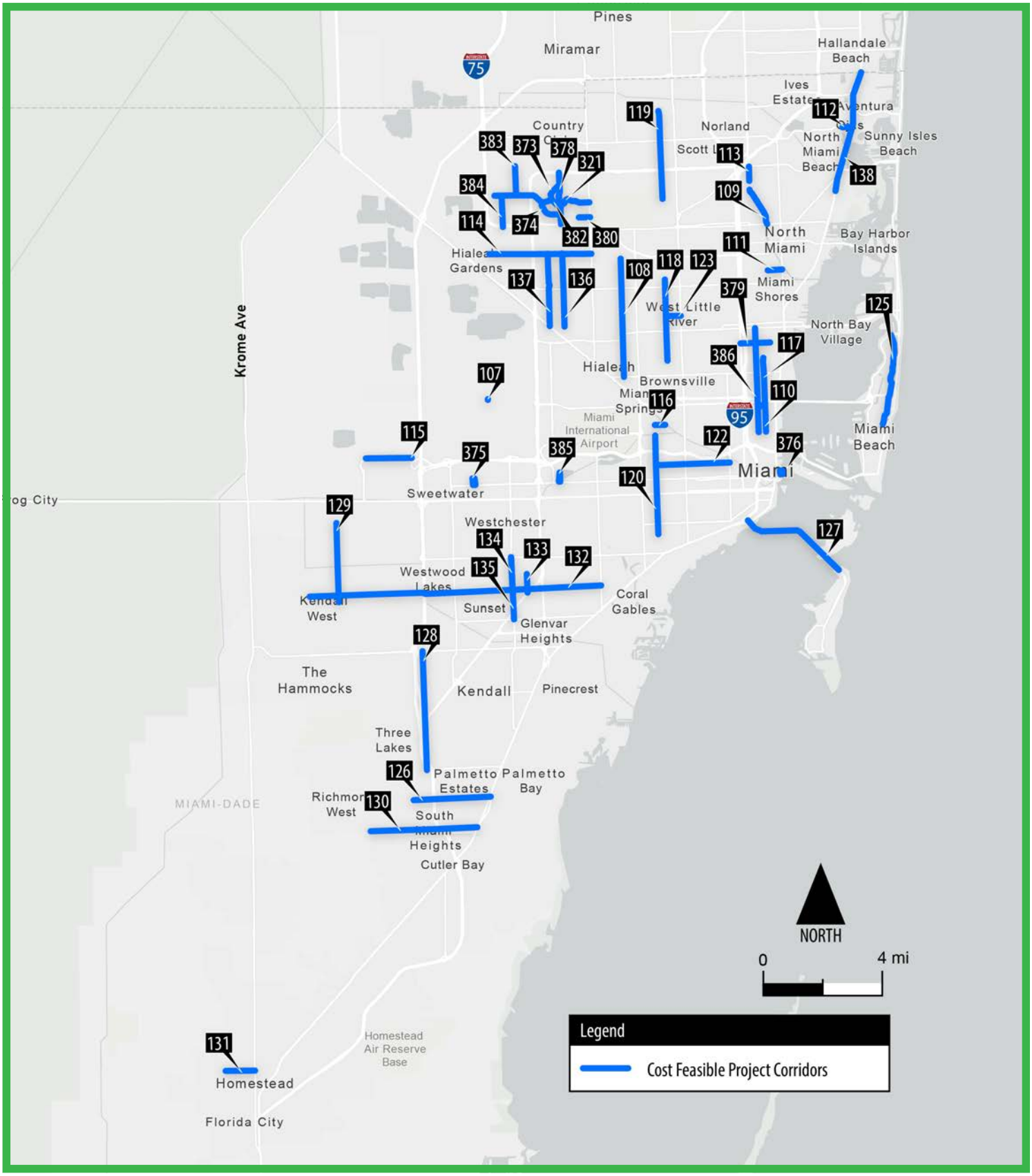


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Figure 4-11a. Coast Feasible / Pedestrian / Micromobility Projects - Unfunded (North)

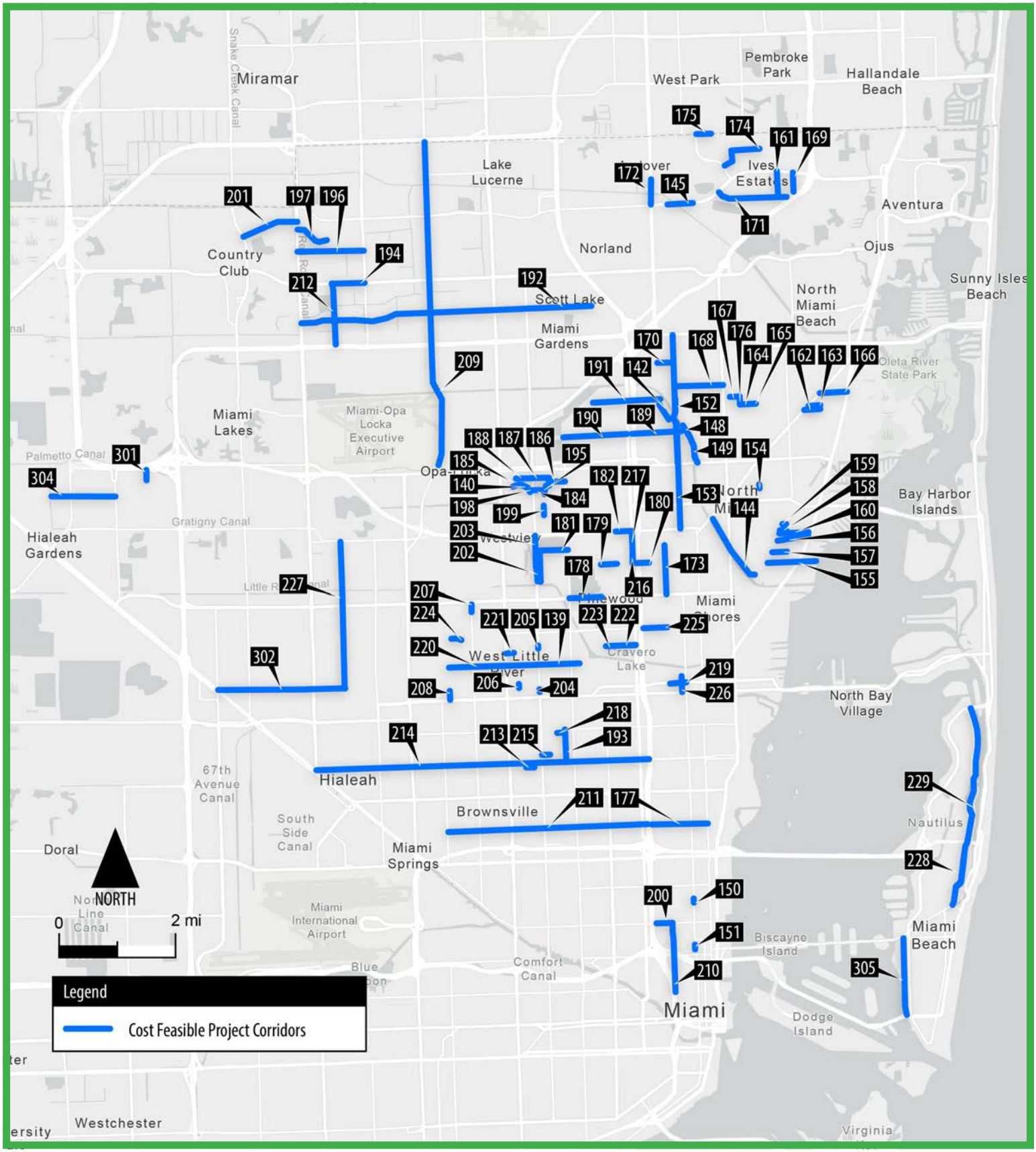

Figure 4-11b. Coast Feasible / Pedestrian / Micromobility Projects - Unfunded (South)

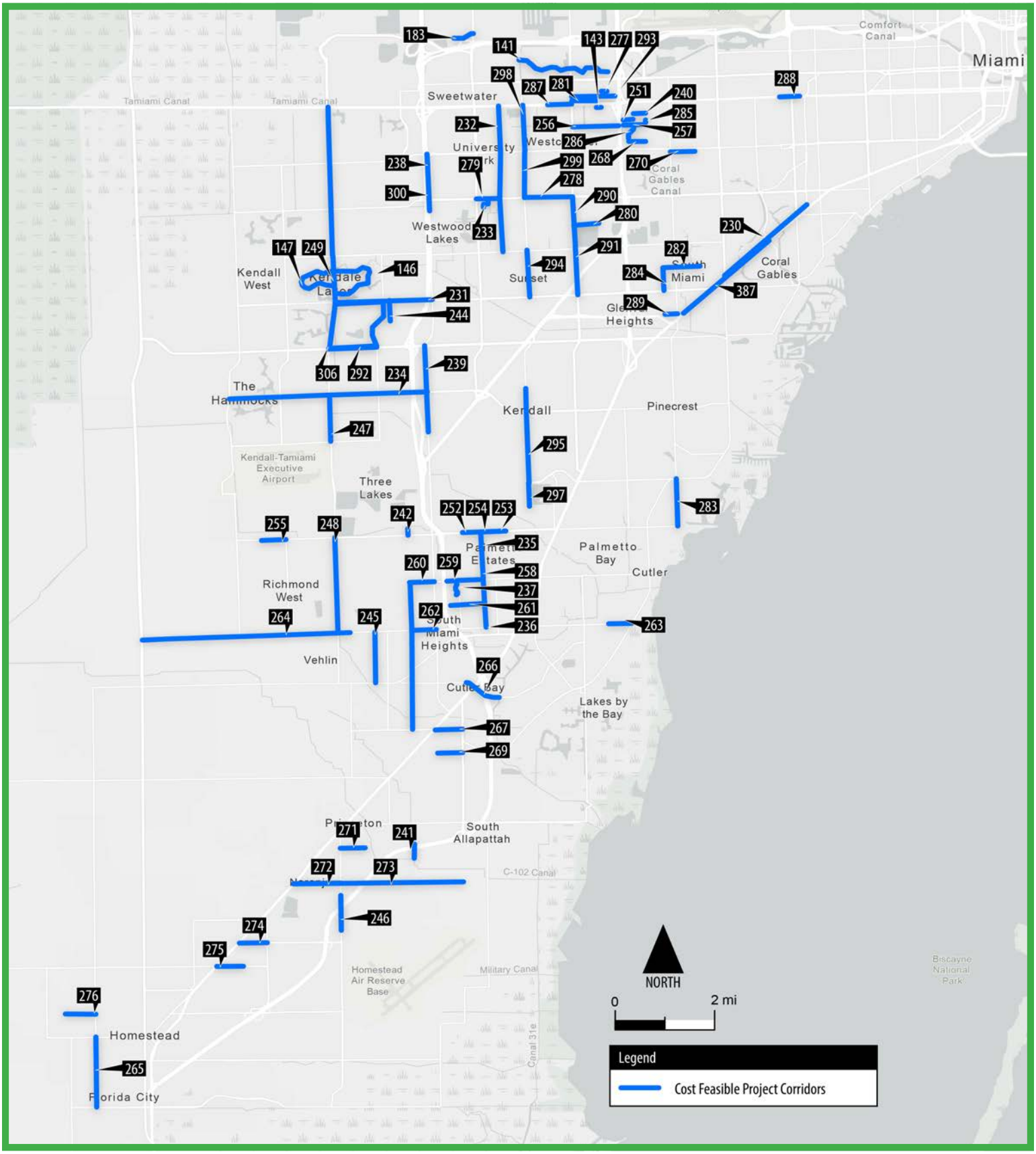

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	DTPW	Continuing Program Projects			Bike/Ped projects	$63.342	$63.342
2	DTPW	Ludlam Bike Path	Dadeland North Metrorail Station	NW 7 Street	Bike path	#3.783	$3.783
3	DTPW	South Dade Trail Shared-Use-Path Enhancements			South Dade Trail	$7.574	$7.574
4*	DTPW	SW 160 Street	SW 157 Avenue	SW 147 Court	Bicycle Capacity Improvement	$0.540	$0.540
5	DTPW	The Underline	Dadeland South Metrorail Station	Miami River	Transit/Pedestrian/Bicycle Improvement	$0.104	$0.104
6	DTPW	American Senior High			Safe Routes to School	$1.085	
7	DTPW	Hialeah Gardens Middle and Senior High Schools			Safe Routes to School - Transportation Alternatives	$0.750	
8	DTPW	Homestead Senior High			Safe Routes to School	$0.101	
9	DTPW	Madison Middle School			Safe Routes to School	$0.564	
10	DTPW	MDPROS - Biscayne Trail Segment D Phase 1			Greenways & Trails	$2.996	
11	DTPW	Miami Norland Senior High			Safe Routes to School	$0.507	
12	DTPW	N Miami Avenue	NE 20 Street	US 27 / NE 36 Street	Safety / Lane repurposing study to reconstruct the roadway to continue existing bicycle facilities, install pedestrian crossings, and improve transit amenities.	$0.750	
13*	DTPW	Network of protected bicycle lanes and shared use paths in Overtown			Complete Street	$0.364	
14	DTPW	NW 20 Street	at NW 1 Avenue		Vision Zero Top 100 Project: Install a traffic signal at the intersection of NW 20 Street at NW 1 Avenue.	$0.750	
15	DTPW	NW 7 Street	Between NW 32 Avenue and NW 30 Court		Vision Zero Top 100 Project: Install a midblock crosswalk with pedestrian hybrid beacon/traffic signal between NW 32 Avenue and NW 31 Avenue.	$0.327	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
																	Priority I (2025-2030)
$1.193	$0.314		$0.879														
$0.825	$0.246		$0.579														
$0.111	$0.068		$0.043														
$0.621	$0.145		$0.475														
$3.295			$3.295														
$0.557	$0.169		$0.388														
$0.825	$0.825																
$0.400	$0.400																
$0.825	$0.088		$0.737														
$0.360	$0.039		$0.321														

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
16	DTPW	Palm Avenue	E 21 Avenue	W 65 Street	Safety / Lane repurposing study to evaluate full reconstruction of roadway to incorporate bicycle facilities, pedestrian crossings, and improved transit amenities.	$0.750	
17	DTPW	Palmetto Middle School			Safe Routes to School	$0.670	
18	DTPW	SFRC	MP 1026.3	MP 1026.3	Improvement of Pedestrian Facilities	$7.000	
19	DTPW	SW 136 Street	US 1	Old Cutler Road	Bicycle Facility Improvements	$1.090	
20	DTPW	SW 137 Avenue Bicycle Lanes	SR 821	SW 154 Street	Bicycle Facility Improvements	$0.943	
21	DTPW	SW 187 Avenue	at SW 4 Street		Vision Zero Top 100 Project: Install a midblock crosswalk with traffic signal, north of SW 4 Street.	$0.358	
22	DTPW	SW 220 Street	SW 107 Avenue	SW 118 Avenue	Sidewalk Improvements/Complete Street	$0.127	
23	DTPW	SW 59 Avenue (East side)	SW 16 Street	SW 20 Street	Sidewalk Improvements/Complete Street	$0.127	
24	DTPW	SW 64 Street	SW 69 Avenue	SW 62 Avenue	Sidewalk Improvements/Complete Street	$0.219	
Priority II (2031-2035)							
25	DTPW	Allapattah Connectivity - NW 31 Avenue	NW 46 Street	NW 71 Street	Sidepath	$0.880	
26	DTPW	Curb along North and south swale of SW 144 Street	SW 160 Avenue SW 158 Path	SW 162 Avenue SW 160 Avenue	Bicycle/Pedestrian Safety	$0.094	
27	DTPW	Dade Boulevard	Venetian Way	23 Street	HIN #13	$1.293	
28	DTPW	Dade Boulevard / Pine Tree Drive	Convention Center Drive	Beachwalk	Shared-Use Path	$0.377	
29	DTPW	Griffing Boulevard	NE 125 Street	NE 135 Street	Bicycle/Pedestrian Safety	$0.281	
30	DTPW	Griffing Boulevard	West Dixie Highway	NE 135 Street	Bicycle/Pedestrian Safety	$0.309	

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	
$0.825	$0.825																
$0.736	$0.210		$0.527														
$7.700			$7.700														
$1.199	$0.120		$1.079														
$1.037	$0.104		$0.934														
$0.394	$0.036		$0.358														
$0.139			$0.139														
$0.139			$0.139														
$0.240			$0.240														
Priority II (2031-2035)																	
$1.135							$1.135										
$0.121							$0.121										
$1.668							$1.668										
$0.486							$0.486										
$0.362							$0.362										
$0.399							$0.399										

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority II (2031-2035) continued							
31	DTPW	Marlin Road	Belview Drive	Old Cutler Road	Sidepath	$1.127	
32	DTPW	Memorial Highway	13555 NE 3 Court	14521 Memorial Parkway (church)	Bicycle/Pedestrian Safety	$0.559	
33	DTPW	NE 10 Avenue (westside) & NE 211 Street - NE 215 Street / NE 215			Bicycle/Pedestrian Safety	$0.087	
34	DTPW	NE 186 Street to NE 181 Street	NE 23 Court (Oleta River)	West Dixie Highway	Bicycle/Pedestrian Safety	$1.593	
35	DTPW	NE 18 Avenue & NE 199 Street	SR 860/NE Miami Gardens Drive	W Dixie Highway	Shared-Use Path	$2.438	
36	DTPW	NE 2 Avenue	NE 119 Street	NE 135 Street	Bicycle/Pedestrian Safety	$0.384	
37	DTPW	NE 2 Avenue	NE 62 Street	NE 85 Street	HIN #26	$1.720	
38	DTPW	NW 103 Street to NW 111 Street	NW 5 Avenue	I-95	Bicycle/Pedestrian Safety	$0.727	
39	DTPW	NW 107 Avenue	NW 12 Street	NW 14 Street	Bicycle/Pedestrian Safety	$0.052	
40	DTPW	NW 111 Street to NW 103 Street	NW 12 Avenue	NW 7 Avenue	Bicycle/Pedestrian Safety	$0.529	
41	DTPW	NW 115 Street	NW 17 Avenue	NW 22 Avenue (including 2085 NW 115 Street)	Bicycle/Pedestrian Safety	$0.306	
42	DTPW	NW 115 Street to NW 119 Street	NW 12 Avenue	NW 17 Avenue	Bicycle/Pedestrian Safety	$0.295	
43	DTPW	NW 12 Avenue	NW 40 Street	NW 62 Street	HIN #6	$1.601	
44	DTPW	NW 133 Street	NW 19 Avenue	NW 22 Avenue	Bicycle/Pedestrian Safety	$0.129	
45	DTPW	NW 14 Street	NW 12 Avenue	N Miami Avenue	HIN #28	$1.525	

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority II (2031-2035) continued																	
$1.454					$0.145		$1.309										
$0.721							$0.721										
$0.112							$0.112										
$2.054							$2.054										
$3.145					$0.314		$2.830										
$0.495							$0.495										
$2.219							$2.219										
$0.937							$0.937										
$0.067							$0.067										
$0.683							$0.683										
$0.394							$0.394										
$0.381							$0.381										
$2.065							$2.065										
$0.166							$0.166										
$1.967							$1.967										

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority II (2031-2035) continued							
46	DTPW	NW 17 Avenue	SW 8 Street	NW 119 Street	HIN #4	$9.717	
47	DTPW	NW 20 Street	NW 27 Avenue	N Miami Avenue	HIN #2	$3.366	
48	DTPW	NW 21 Street	NW 37 Avenue	NW S River Drive	Bicycle/Pedestrian Safety	$0.515	
49	DTPW	NW 22 Aven to NW 27 Avenue	NW 107 Street	NW 119 Street	Bicycle/Pedestrian Safety	$2.235	
50	DTPW	NW 29 Street	NW 12 Avenue	N Miami Avenue	HIN #32	$1.520	
51	DTPW	NW 30 Avenue	NW 87 Street	NW 103 Street	Bicycle/Pedestrian Safety	$0.662	
52	DTPW	NW 30 Street	NW 12 Avenue	NW 27 Avenue	HIN #17	$1.690	
53	DTPW	NW 36 Avenue	NW 79 Street NW 79 Street	NW 95 Street (east side) NW 81 Street (west side, remaining	Bicycle/Pedestrian Safety	$0.249	
54	DTPW	NW 37 Avenue	NW 215 Street	NW 199 Street	Bike Lane	$0.469	
55	DTPW	NW 52 Avenue	NW 183 Street	NW 199 Street	Shared-Use Path	$0.579	
56	DTPW	NW 7 Street	NW 82 Avenue	NW 72 Avenue	Protected Bike Lane	$0.568	
57	DTPW	S. Biscayne River Drive to NE 6 Avenue	NE 146 Street	NE 148 Street	Bicycle/Pedestrian Safety	$0.423	
58	DTPW	South Dade Trail Shared-Use Path Enhancements			Greenways & Trials	$7.572	
59	DTPW	SW 117 Avenue	SW 112 Street	Snapper Creek Trail	Shared-Use Path	$1.927	
60	DTPW	SW 152 Street	US 1/S Dixie Highway	SW 67 Avenue	Bike Lane	$1.364	

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority II (2031-2035) continued																	
$12.535							$12.535										
$4.342							$4.342										
$0.664							$0.664										
$2.883							$2.883										
$1.961							$1.961										
$0.854							$0.854										
$2.180							$2.180										
$0.321							$0.321										
$0.605							$0.605										
$0.746							$0.746										
$0.733							$0.733										
$0.545							$0.545										
$9.768					$9.768												
$2.486							$2.486										
$1.760					$0.176		$1.584										

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority II (2031-2035) continued							
61	DTPW	SW 168 Street	US 1/S Dixie Highway	Old Cutler Road	Bike Lane	$1.249	
62	DTPW	SW 184 Street	US 1/S Dixie Highway	Old Cutler Road	Bike Lane	$1.293	
63	DTPW	SW 22 Avenue	US 1	Coral Way	Pedestrian/Bicycle Improvement	$0.285	
64	DTPW	SW 22 Avenue	SW 22 Street	NW North River Drive	Pedestrian/Bicycle Improvement	$1.446	
65	DTPW	SW 22 Avenue	NW North River Drive	Airport Expressway / SR 112	Pedestrian/Bicycle Improvement	$0.871	
66	DTPW	SW 344 Street	South TransitWay	SW 152 Avenue	Shared-Use Path	$2.032	
67	DTPW	SW 48 Street (South side)	SW 102 Avenue	SW 97 Avenue	Bicycle/Pedestrian Safety	$0.228	
68	DTPW	SW 68 Avenue	end of sidewalk on the west side	NW corner of SW 53 Street	Bicycle/Pedestrian Safety	$0.014	
69	DTPW	SW 9 Terrace	SW 87 Avenue (not included)	SW 88 Avenue	Bicycle/Pedestrian Safety	$0.068	
Priority III (2036-2040)							
70*	DTPW	-	NW 107 Avenue	NW 87 Avenue	HIN #25	$2.436	
71	DTPW	Allapattah Connectivity - NW 71 Street	NW 17 Avenue	NW 12 Avenue	Shared-Use Path	$0.297	
72*	DTPW	Biscayne Everglades Trail	SR 997/Krome Avenue	Biscayne National Park	Shared-Use Path	$2.322	
73	DTPW	CSX Trail	SW 328 Street	Gold Coast Railroad Museum Park	Shared-Use Path	$6.890	
74	DTPW	Dade Boulevard Bike Path	Meridian Avenue	Atlantic Trail/Beachwalk	Shared-Use Path	$0.409	
75*	DTPW	FPL easement	SW 107 Avenue	South Dade TransitWay	Shared-Use Path	$1.753	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority II (2031-2035) continued																	
$1.611					$0.161		$1.450										
$1.668					$0.167		$1.501										
$0.368					$0.037		$0.331										
$1.866					$0.187		$1.679										
$1.124					$0.112		$1.011										
$2.621					$0.262		$2.359										
$0.293							$0.293										
$0.018							$0.018										
$0.087							$0.087										
Priority III (2036-2040)																	
$3.800											$3.800						
$0.464											$0.464						
$3.623									$0.362		$3.260						
$10.749											$10.749						
$0.638											$0.638						
$2.734									$0.273		$2.461						

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority III (2036-2040) continued							
76	DTPW	Hialeah Gardens Boulevard	West Okeechobee Road	W 84 Street	HIN #8	$1.723	
77	DTPW	Ives Dairy Road	NW 37 Avenue	NE 26 Avenue	HIN #38	$2.000	
78	DTPW	NW 124 Avenue (new both sides) from NW 2 Street NW 6 Street & W 120 Avenue			Bicycle/Pedestrian Safety	$0.312	
79	DTPW	NW 127 Street to NW 135 Street	NW 19 Avenue	NW 22 Avenue	Bicycle/Pedestrian Safety	$0.854	
80	DTPW	NW 175 Street	SR 847/NW 47 Avenue	NW 12 Avenue	Bike Lane	$2.271	
81	DTPW	NW 22 Avenue	NW 7 Street	NW 183 Street	HIN #14	$13.359	
82	DTPW	NW 27 Avenue to NW 32 Avenue	NW 80 Street	NW 87 Street	Bicycle/Pedestrian Safety	$0.499	
83	DTPW	NW 27 Avenue to NW 37 Avenue	North River Drive	NW 36 Street (Melrose Area)	Bicycle/Pedestrian Safety	$0.632	
84	DTPW	SW 102 Avenue (East side)	SW 28 Street	SW 30 Street	Bicycle/Pedestrian Safety	$0.091	
85	DTPW	SW 12 Street	SW 74 Avenue	SW 76 Court	Bicycle/Pedestrian Safety	$0.152	
86	DTPW	SW 124 Avenue (East side)	SW 248 Street	SW 240 Street	Bicycle/Pedestrian Safety	$0.209	
87	DTPW	SW 136 Street	SW 98 Place	SW 100 Court	Bicycle/Pedestrian Safety	$0.126	
88	DTPW	SW 137 Avenue	SW 272 Street	SW 284 Street	Bicycle/Pedestrian Safety	$0.423	
89	DTPW	SW 152 Street	Old Cutler Road	US 1	Bicycle/Pedestrian Safety	$0.282	
90	DTPW	SW 152 Street	SW 79 Avenue	SW 80 Avenue	Bicycle/Pedestrian Safety	$0.039	

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority III (2036-2040) continued																	
$2.688											$2.688						
$3.120											$3.120						
$0.487											$0.487						
$1.332											$1.332						
$3.543									$0.354		$3.189						
$20.840											$20.840						
$0.779											$0.779						
$0.986											$0.986						
$0.142											$0.142						
$0.237											$0.237						
$0.327											$0.327						
$0.197											$0.197						
$0.659											$0.659						
$0.440											$0.440						
$0.061											$0.061						

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority III (2036-2040) continued							
91	DTPW	SW 184 Street (North side)	SW 82 Avenue	Old Cutler Road	Bicycle/Pedestrian Safety	$0.109	
92	DTPW	SW 200 Street	Quail Roost Drive	S Miami Dade Busway	Shared-Use Path	$1.399	
93	DTPW	SW 248 Street (South side)	US 1	SW 124 Avenue	Bicycle/Pedestrian Safety	$0.122	
94	DTPW	SW 248 Street (South side)	SW 124 Avenue	SW 112 Avenue	Bicycle/Pedestrian Safety	$0.174	
95	DTPW	SW 37 Avenue	Fonseca Avenue	NW South River Drive	Protected Bike Lane	$2.241	
96	DTPW	SW 45 Terrace	SW 58 Avenue	SW 58 Court	Bicycle/Pedestrian Safety	$0.039	
97	DTPW	SW 52 Street & SW 89 Place			Bicycle/Pedestrian Safety	$0.059	
98	DTPW	SW 56 Avenue	SW 74 Street to	SW 72 Street	Bicycle/Pedestrian Safety	$0.070	
99	DTPW	SW 56 Street (North side)	SW 62 Avenue	SW 64 Avenue	Bicycle/Pedestrian Safety	$0.117	
100	DTPW	SW 59 Avenue (East side)	SW 20 Street	SW 17 Street	Bicycle/Pedestrian Safety	$0.164	
101	DTPW	SW 63 Avenue	SW 8 Street	Coral Way	Bicycle/Pedestrian Safety	$0.307	
102	DTPW	SW 72 Street	SR 959/SW 57 Avenue	SR 953/SW 42 Avenue	Protected Bike Lane	$1.776	
103	DTPW	SW 74 Court	SW 8 Street	SW 16 Street	Bicycle/Pedestrian Safety	$0.297	
104	DTPW	SW 75 Avenue	SW 8 Street	SW 16 Street	Bicycle/Pedestrian Safety	$0.301	
105	DTPW	SW side of SW 117 Avenue	Roberta Hunter Park	South Dade Trail & Black Creek Trail junction	Shared-Use Path	$0.222	

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority III (2036-2040) continued																	
$0.170											$0.170						
$2.182									$0.218		$1.964						
$0.190											$0.190						
$0.272											$0.272						
$3.496									$0.350		$3.146						
$0.061											$0.061						
$0.091											$0.091						
$0.110											$0.110						
$0.183											$0.183						
$0.256											$0.256						
$0.479											$0.479						
$2.770									$0.277		$2.493						
$0.464											$0.464						
$0.469											$0.469						
$0.347									$0.035		$0.312						

Note: YoE = Year of Expenditure.

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Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority III (2036-2040) continued							
106*	DTPW	W 125 Avenue (New East Side)	SW 6	NW 6 Street (Including 279 NW 125 Avenue)	Bicycle/Pedestrian Safety	$0.140	
Priority IV (2041-2050)							
107	DTPW	Bicycle / Pedestrian Bridge Over Doral Boulevard	South side NW 41 Street	East of NW 41 Street	Pedestrian Bridge/Overpass	$7.319	
108	DTPW	E 4 Avenue	E 65 Street	Hialeah Drive	HIN #12	$4.853	
109	DTPW	Memorial Highway	NW 135 Street	NW 154 Street	Shared-Use Path	$0.791	
110	DTPW	N Miami Avenue	NE 20 Street	NE 62 Street	HIN #21	$3.069	
111	DTPW	NE 110 Street to NE 118 Street	NE 2 Avenue	W Biscayne Canal Road	Pedestrian	$2.231	
112	DTPW	NE 186 Street to NE 181 Street	NE 23 Court (Oleta River)	West Dixie Highway	Pedestrian	$1.065	
113	DTPW	NE 2 Avenue to NE 6 Avenue	NE 159 Street	NE 167 Street	Pedestrian	$1.941	
114	DTPW	NW 122 Street	NW 92 Avenue	W 4 Avenue	HIN #19	$4.538	
115	DTPW	NW 12 Street	NW 136 Avenue	Telemundo Way	Shared-Use Path	$0.913	
116	DTPW	NW 25 Street - Route B	NW 37 Avenue	NW South River Drive	Shared-Use Path	$0.191	
117	DTPW	NW 2 Avenue	NW 20 Street	NW 79 Street	HIN #16	$4.289	
118	DTPW	NW 32 Avenue	NW 62 Street	NW 107 Street	HIN #31	$3.343	
119	DTPW	NW 32 Avenue	NW 199 Street	NW 151 Street	Bike Lane	$1.361	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority III (2036-2040) continued																	
$0.218											$0.218						
Priority IV (2041-2050)																	
$14.198													$2.911		$11.287		
$9.415															$9.415		
$1.534															$1.534		
$5.954															$5.954		
$4.328															$4.328		
$2.066															$2.066		
$3.766															$3.766		
$8.804															$8.804		
$1.771															$1.771		
$0.371															$0.371		
$8.321															$8.321		
$6.485															$6.485		
$2.641															$2.641		

Note: YoE = Year of Expenditure.

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Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority IV (2041-2050) continued							
120	DTPW	NW 37 Avenue	SW 25 Terrace	NW 20 Street	HIN #37	$8.655	
121	DTPW	NW 67 Avenue	SR 924/Gratigny Parkway	SR 826/Palmetto Expressway	Shared-Use Path	$0.950	
122	DTPW	NW 7 Street	NW 37 Avenue	NW 12 Avenue	HIN #10	$3.057	
123	DTPW	NW 87 Street to NW 95 Street	NW 27 Avenue	NW 32 Avenue (Including 3020 NW 91 Street)	Bicycle/Pedestrian Safety	$4.298	
124*	DTPW	Perimeter Trail	CSX Rail/NW 12 Street Intersection	Miami River	Shared-Use Path	$8.941	
125	DTPW	Pine Tree Drive / La Gorce	23 Street	63 Street	Bicycle Facility Improvements	$1.303	
126	DTPW	Richmond Drive/SW 168 Street	SW 122 Avenue	S Dixie Highway	Shared-Use Path	$3.221	
127	DTPW	SR 913 / Rickenbacker Causeway / Plan Z	S Miami Avenue	Crandon Boulevard	Shared-Use Path	$2.102	
128	DTPW	SW 117 Avenue	SW 88 Street	SW 152 Street	HIN #39	$4.879	
129	DTPW	SW 147 Avenue	SW 60 Street	SW 18 Street	HIN #29	$3.181	
130	DTPW	SW 184 Street	SW 137 Avenue	US 1	HIN #36	$4.430	
131	DTPW	SW 312 Street	SW 187 Avenue	N Krome Avenue	HIN #18	$1.221	
132	DTPW	SW 56 Street	SW 157 Avenue	SW 57 Avenue	HIN #40	$12.084	
133	DTPW	SW 82 Avenue to SW 87 Avenue (not included)	SW 48 Street (not included)	SW 58 Street	Bicycle/Pedestrian Safety	$0.667	
134	DTPW	SW 87 Avenue (not included) to SW 92 Avenue	SW 40 Street (not included)	SW 56 Terrace	Bicycle/Pedestrian Safety	$1.712	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority IV (2041-2050) continued																	
$16.791															$16.791		
$1.843															$1.843		
$5.931															$5.931		
$8.338															$8.338		
$17.346															$17.346		
$2.528															$2.528		
$6.249													$0.625		$5.624		
$4.078															$4.078		
$9.465															$9.465		
$6.171															$6.171		
$8.594															$8.594		
$2.369															$2.369		
$23.443															$23.443		
$1.294															$1.294		
$3.321															$3.321		

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority IV (2041-2050) continued							
135	DTPW	SW 87 Avenue to SW 97 Avenue	SW 56 Street	SW 72 Street	Bicycle/Pedestrian Safety	$1.923	
136	DTPW	W 12 Avenue	W 29 Street	W 68 Street	HIN #7	$2.991	
137	DTPW	W 16 Avenue	Okeechobee Road	W 68 Street	HIN #1	$3.003	
138	DTPW	West Dixie Highway	SR 826/NE 153 Street	NE 214 Terrace	Protected Bike Lane	$3.128	
Additional Projects							
A1*	DTPW	50 Projects (Listed in Appendix C)			Safety Improvements (Vision Zero)	$57.385	
A2*	DTPW	NE 148 Street	West Dixie Highway	NE 18 Avenue	Sidewalk Improvements/Complete Street	$0.138	
A3*	DTPW	NE 148 Street	West Dixie Highway	NE 18 Avenue	Sidewalk Improvements/Complete Street	$0.086	

** Project not shown on map.*

Funded in 2050 LRTP YoE million$	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost 2024 million$
	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	
Priority IV (2041-2050) continued																	
$3.730															$3.730		
$5.803															$5.803		
$5.826															$5.826		
$6.069													$0.607		$5.462		
Additional Projects																	
$91.395	$0.653		$5.877		$1.325		$14.662		$2.006		$26.282		$2.439		$38.151		
$0.152			$0.152														
$0.095			$0.095														

Note: YoE = Year of Expenditure.

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Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
139	DTPW	Allapattah Connectivity - NW 87 Street	NW 36 Avenue	NW 15 Avenue	Sidepath	$1.177
140	DTPW	East Golf Drive	NW 24 Court	NW 22 Court	Pedestrian	$0.080
141	DTPW	Fontainebleau Boulevard & Park Boulevard	NW 97 Avenue	NW 79 Avenue	Sidepath	$1.088
142	DTPW	Garden Drive	NW 146 Street	NW 150 Street	Pedestrian	$0.104
143	DTPW	Grand Canal Drive to Flagler Street	SW 87 Avenue (not included)	SW 82 Avenue (including 8460 SW 2 Street)	Pedestrian	$1.093
144	DTPW	Griffing Boulevard	NE 9 Avenue	NE 121 Street	Pedestrian	$0.540
145	DTPW	Ives Dairy Road (NE 19900 Block) to NE 20000 Block	NE 2 Court	NE 3 Court	Pedestrian	$0.063
146	DTPW	Kendal Lakes neighborhood (East Half)	SW 127 Avenue - SW 137 Avenue	SW 56 Street - SW 72 Street	Pedestrian	$1.398
147	DTPW	Kendal Lakes neighborhood (West Half)	SW 137 Avenue - SW 147 Avenue	SW 56 Street - SW 72 Street	Pedestrian	$0.920
148	DTPW	Memorial Highway	13555 NE 3 Court	14521 Memorial Highway	Pedestrian	$0.374
149	DTPW	Memorial Highway	NE 135 Street	NE 142 Street	Pedestrian	$0.045
150	DTPW	N Miami Avenue	NE 24 Street	NE 25 Street	Pedestrian	$0.037
151	DTPW	N Miami Avenue	NE 15 Street	NE 16 Street	Pedestrian	$0.046
152	DTPW	N Miami Avenue	NW 135 Street	NW 167 Street	Pedestrian	$0.750
153	DTPW	N Miami Avenue / S Biscayne River Drive	NW 119 Street	NW 151 Street	Sidepath	$1.203
154	DTPW	NE 10 Avenue	NE 128 Street	NE 129 Street / 12855 NE 10 Avenue	Pedestrian	$0.018

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
155	DTPW	NE 110 Street to NE 107 Street / NE 108 Street NE 108 Street	Peachtree Drive NE 13 Avenue	NE 13 Avenue Biscayne Boulevard	Pedestrian	$0.482
156	DTPW	NE 116 Street to NE 112 Street NE 112 Street to NE 110 Terrace	NE 12 Avenue NE 13 Avenue	Biscayne Boulevard Biscayne Boulevard	Pedestrian	$0.060
157	DTPW	NE 116 Street to NE 112 Street NE 112 Street to NE 110 Terrace	Peachtree Drive Peachtree Drive	NE 12 Avenue NE 13 Avenue	Pedestrian	$0.193
158	DTPW	NE 117 Street to NE 116 Street	NE 12 Avenue	Biscayne Boulevard	Pedestrian	$0.081
159	DTPW	NE 118 Street to NE 117 Street NE 117 Street to NE 116 Street	NE 13 Avenue NE 12 Avenue	Peachtree Drive Railroad Tracks	Pedestrian	$1.129
160	DTPW	NE 118 Street to NE 117 Street NE 121 Street to NE 118 Street	NE 13 Avenue - Rail Road Tracks	Biscayne Boulevard Biscayne Boulevard	Pedestrian	$0.175
161	DTPW	NE 14 Avenue	NE 199 Street	Ives Dairy Road	Pedestrian	$0.205
162	DTPW	NE 147 Street	W Dixie Highway	NE 18 Avenue	Pedestrian	$0.122
163	DTPW	NE 148 Street	W Dixie Highway	NE 18 Avenue	Pedestrian	$0.120
164	DTPW	NE 149 Street	NE 8 Avenue	NE 10 Avenue	Pedestrian	$0.113
165	DTPW	NE 149 Street	W Dixie Highway	NE 18 Avenue	Pedestrian	$0.075
166	DTPW	NE 151 Street to NE 146 Street	NE 18 Avenue	US 1	Pedestrian	$0.486
167	DTPW	NE 151 Street	645 NE 151 Street	NE 6 Place	Pedestrian	$0.021
168	DTPW	NE 154 Street	N Miami Avenue	NE 6 Avenue	Pedestrian	$0.325
169	DTPW	NE 16 Avenue	Ives Dairy Road	20800 NE 16 Avenue	Pedestrian	$0.115
170	DTPW	NE 160 Street	N Miami Avenue	NE 2 Avenue	Pedestrian	$0.106

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
171	DTPW	NE 199 Street (south side) and NE 15 Court	NE 1500 Block	Ives Dairy Road (NE 20500 Block)	Pedestrian	$0.099
172	DTPW	NE 2 Avenue	Ives Dairy Road	NE 204 Street	Pedestrian	$0.027
173	DTPW	NE 2 Avenue	NE 103 Street	NE 115 Street	Pedestrian	$0.101
174	DTPW	NE 211 Street	NE 10 Avenue	NE 12 Avenue	Pedestrian	$0.060
175	DTPW	NE 215 Street	San Simeon Way	SW 48 Avenue	Pedestrian	$0.104
176	DTPW	NE 8 Avenue	NE 149 Street	NE 151 Street	Pedestrian	$0.029
177	DTPW	NW & NE 46 Street	East of I-95	NE 2 Avenue	Pedestrian	$0.132
178	DTPW	NW 103 Street to NW 115 Street	NW 12 Avenue	NW 17 Avenue	Pedestrian	$0.493
179	DTPW	NW 111 Street to NW 119 Street	NW 10 Avenue	NW 12 Avenue	Pedestrian	$0.358
180	DTPW	NW 111 Street	NW 6 Court	NW 5 Avenue	Pedestrian	$0.058
181	DTPW	NW 115 Street	NW 22 Avenue	NW 17 Avenue	Pedestrian	$0.204
182	DTPW	NW 119 Street to NW 111 Street	NW 10 Avenue	NW 7 Avenue	Pedestrian	$0.627
183	DTPW	NW 12 Street along NW 107 Avenue	NW 111 Avenue NW 12 Street	NW 107 Avenue NW 14 Street	Pedestrian	$0.324
184	DTPW	NW 130 Street	NW 22 Avenue	NW 21 Avenue	Pedestrian	$0.043
185	DTPW	NW 131 Street to NW 108 Street	E Golf Drive	W Golf Drive	Pedestrian	$0.644
186	DTPW	NW 132 Street	NW 19 Avenue	NW 17 Avenue	Pedestrian	$0.046

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
187	DTPW	NW 133 Street	NW 22 Avenue	NW 19 Avenue	Pedestrian	$0.086
188	DTPW	NW 133 Street	NW 24 Avenue	NW 22 Avenue	Pedestrian	$0.046
189	DTPW	NW 143 Street	NW 6 Avenue	S Biscayne River Drive	Pedestrian	$0.060
190	DTPW	NW 143 Street	NW 7 Avenue	NW 17 Avenue	Pedestrian	$0.267
191	DTPW	NW 151 Street	S River Drive	S Biscayne River Drive	Sidepath	$0.620
192	DTPW	NW 173 Drive	NW 57 Avenue	NW 12 Avenue	Sidepath	$0.588
193	DTPW	NW 18 Avenue	NW 62 Street	NW 71 Street	Pedestrian	$0.171
194	DTPW	NW 183 Street to NW 199 Street	NW 47 Avenue	NW 52 Avenue	Pedestrian	$0.713
195	DTPW	NW 19 Avenue	NW 131 Street	NW 132 Street	Pedestrian	$0.012
196	DTPW	NW 191st Street	NW 57 Avenue	NW 47 Avenue	Sidepath	$0.583
197	DTPW	NW 195 Drive	NW 57 Avenue	NW 52 Avenue	Pedestrian	$0.023
198	DTPW	NW 20 Avenue	NW 129 Street	NW 131 Street	Pedestrian	$0.053
199	DTPW	NW 20 Center	NW 124 Street	NW 126 Street	Pedestrian	$0.053
200	DTPW	NW 20 Street	NW 3 Avenue	NW 5 Place	Pedestrian	$0.061
201	DTPW	NW 201 Lane and NW 199 Street	NW 57 Avenue	NW 67 Avenue	Pedestrian	$0.610

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
202	DTPW	NW 21 Court	NW 107 Street	NW 115 Street	Pedestrian	$0.128
203	DTPW	NW 22 Avenue to NW 27 Avenue	NW 107 Street	NW 119 Street	Pedestrian	$1.495
204	DTPW	NW 22 Avenue	NW 80 Street	NW 81 Street	Pedestrian	$0.350
205	DTPW	NW 22 Avenue	NW 91 Street	NW 92 Street	Pedestrian	$0.350
206	DTPW	NW 24 Court	NW 81 Terrace	NW 82 Street	Pedestrian	$0.012
207	DTPW	NW 32 Avenue to NW 36 Avenue	NW 100 Street	NW 102 Street (Including 3200 NW 101 Street)	Pedestrian	$0.920
208	DTPW	NW 36 Avenue	NW 79 Street	NW 81 Street (West)/NW 95 Street (East)	Pedestrian	$0.176
209	DTPW	NW 37 Avenue	Ali Baba Avenue	Broward County Line	HIN #33	$6.064
210	DTPW	NW 3 Avenue	NW 6 Street	NW 20 Street	HIN #27	$1.295
211	DTPW	NW 46 Street	NW 37 Avenue	West side of I-95	Pedestrian	$0.667
212	DTPW	NW 52 Avenue	NW 167 Street	NW 183 Street	Sidepath	$0.562
213	DTPW	NW 61 Street	NW 24 Avenue	NW 23 Avenue	Pedestrian	$0.038
214	DTPW	NW 62 Street	West Okeechobee Road	NW 6 Avenue	HIN #5	$6.187
215	DTPW	NW 66 Street	NW 22 Avenue	NW 21 Avenue	Pedestrian	$0.034
216	DTPW	NW 7 Avenue (not included) to NW 10 Avenue (east side)	NW 111 Street (north side)	NW 113 Street (southside) including 735 NW 112 Street	Pedestrian	$0.209

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
217	DTPW	NW 7 Avenue to NW 10 Avenue	NW 111 Street	NW 119 Street	Pedestrian	$0.673
218	DTPW	NW 70 Street	1870 NW 70 Street	NW 18 Avenue	Pedestrian	$0.056
219	DTPW	NW 82 Street to NW 84 Street	North Miami Avenue	NW 2 Avenue (Ramps and Connectors)	Pedestrian	$0.083
220	DTPW	NW 87 Street to NW 95 Street	NW 27 Avenue	NW 32 Avenue (Local Roads)	Pedestrian	$2.843
221	DTPW	NW 90 Street	NW 27 Avenue	NW 25 Avenue	Pedestrian	$0.045
222	DTPW	NW 91 Street	NW 7 Avenue	NW 8 Avenue	Pedestrian	$0.052
223	DTPW	NW 91 Street	NW 12 Avenue	NW 8 Avenue	Pedestrian	$0.065
224	DTPW	NW 94 Terrace	NW 35 Court	NW 33 Court	Pedestrian	$0.018
225	DTPW	NW 95 Street	NW 6 Avenue	NW 2 Avenue	Pedestrian	$0.027
226	DTPW	NW Miami Court	NW 79 Street	NW 83 Street	Pedestrian	$0.105
227	DTPW	Palm Avenue	W 65 Street	W 29 Street	HIN #23	$2.736
228	DTPW	Pine Tree Drive	W 26 Street	W 37 Street	Pedestrian	$0.196
229	DTPW	Pine Tree Drive	W 63 Street	23 Street	HIN #34	$3.801
230	DTPW	Ponce De Leon Boulevard	SW 57 Avenue	Greco Avenue	HIN #22	$2.759
231	DTPW	Sunset Drive	SW 137 Avenue	SW 117 Avenue	Pedestrian	$0.247

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
232	DTPW	SW 102 Avenue	SW 56 Street	SW 8 Street	Sidepath	$1.812
233	DTPW	SW 104 Place to SW 104 Avenue	SW 40 Street	SW 41 Terrace (Including 4120 SW 104 Place)	Pedestrian	$0.073
234	DTPW	SW 104 Street	SW 157 Avenue	SW 117 Avenue	HIN #9	$4.890
235	DTPW	SW 107 Avenue to SW 112 Avenue	SW 152 Street	SW 168 Street	Pedestrian	$0.460
236	DTPW	SW 107 Avenue to Turnpike	SW 168 Street	SW 184 Street	Pedestrian	$0.460
237	DTPW	SW 112 Court to SW 113 Court	SW 169 Street	SW 172 Street	Pedestrian	$0.107
238	DTPW	SW 117 Avenue	SW 28 Street	Coral Way	Pedestrian	$0.016
239	DTPW	SW 117 Avenue	SW 88 Street	SW 117 Avenue	Pedestrian	$0.045
240	DTPW	SW 12 Street to SW 16 Street	SW 72 Avenue	SW 74 Avenue	Pedestrian	$0.523
241	DTPW	SW 122 Avenue to SW 127 Avenue	SW 257 Terrace	SW 259 Terrace (ADA Ramps and Connectors)	Pedestrian	$0.040
242	DTPW	SW 122 Avenue	SW 152 Street	SW 151 Street	Pedestrian	$0.029
243	DTPW	SW 122 Avenue	Black Creek Trail	Richmond Drive	Sidepath	$1.677
244	DTPW	SW 125 Avenue	SW 79 Street	Sunset Drive	Pedestrian	$0.207
245	DTPW	SW 129 Avenue	SW 200 Street	SW 184 Street	Pedestrian	$0.585
246	DTPW	SW 137 Avenue	SW 284 Street	SW 272 Street	Pedestrian	$0.299

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
247	DTPW	SW 137 Avenue	SW 120 Street	SW 104 Street	Pedestrian	$0.564
248	DTPW	SW 137 Avenue	SW 184 Street	SW 152 Street	HIN #35	$2.456
249	DTPW	SW 137 Avenue	SW 72 Street	SW 56 Street	Bicycle Facility Improvements	$0.415
250	DTPW	SW 137 Avenue	SW 56 Street	SW 8 Street	Bicycle Facility Improvements	$1.324
251	DTPW	SW 14 Street	SW 74 Avenue	SW 76 Court	Pedestrian	$0.391
252	DTPW	SW 146 Terrace to SW 152 Street	SW 103 Avenue	Harrison Street	Pedestrian	$0.276
253	DTPW	SW 152 Street - SW 168 Street US-1 - SW 10700 Block	Fairway Heights Boulevard Fairway Heights Boulevard	SW 107 Avenue SW 107 Avenue	Pedestrian	$0.480
254	DTPW	SW 152 Street to SW 159 Street	SW 102 Avenue	SW 107 Avenue	Pedestrian	$0.460
255	DTPW	SW 152 Street to SW 160 Street	SW 147 Avenue	SW 152 Avenue (ADA Ramps and Connectors)	Pedestrian	$0.069
256	DTPW	SW 16 Street - 24 Street	SW 77 Avenue	87 Avenue	Pedestrian	$1.167
257	DTPW	SW 16 Street to SW 21 Street	SW 72 Avenue	SW 76 Court	Pedestrian	$1.409
258	DTPW	SW 160 Street to SW 168 Street	SW 107 Avenue	SW 112 Avenue (Includes 10831 SW 167 Street)	Pedestrian	$0.443
259	DTPW	SW 168 Street to SW 172 Street	SW 112 Court	SW 113 Court (Grenn Hills Park West, includes 11367 SW 169 Street)	Pedestrian	$0.107
260	DTPW	SW 168 Street to SW 176 Street	SW 117 Avenue	SW 122 Avenue	Pedestrian	$0.449
261	DTPW	SW 176 Street to SW 184 Street (Eureka Drive)	SW 113 Court	SW 107 Avenue	Pedestrian	$0.703

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
262	DTPW	SW 184 Street to SW 192 Street	SW 117 Avenue	SW 122 Avenue	Pedestrian	$0.460
263	DTPW	SW 184 Street	SW 82 Avenue	Old Cutler Road	Pedestrian	$0.260
264	DTPW	SW 184 Street	SW 177 Avenue	SW 134 Avenue	Shared-Use Path	$2.543
265	DTPW	SW 187 Avenue	SW 344 Street	W Mowry Drive/SW 320 Street	Shared-Use Path	$0.892
266	DTPW	SW 197 Street to SW 200 Street	SW 110 Court	Colonial Road	Pedestrian	$0.096
267	DTPW	SW 216 Street to SW 224 Street	SW 112 Avenue	SW 117 Avenue	Pedestrian	$0.437
268	DTPW	SW 22 Street	SW 75 Avenue	SW 72 Avenue	Pedestrian	$0.202
269	DTPW	SW 224 Street	SW 117 Avenue	SW 112 Avenue	Pedestrian	$0.045
270	DTPW	SW 25 Street to SW 35 Street	SW 62 Avenue	SW 67 Avenue (Including SW 62 Avenue to SW 67 Avenue from SW 34	Pedestrian	$1.501
271	DTPW	SW 256 Street to SW 268 Street	SW 130 Avenue	SW 137 Avenue (ADA Ramps and Connectors)	Pedestrian	$0.294
272	DTPW	SW 268 Street to SW 288 Street	US 1	SW 137 Avenue	Pedestrian	$1.191
273	DTPW	SW 268 Street	US 1	SW 112 Avenue	HIN #24	$4.196
274	DTPW	SW 288 Street to SW 296 Street	US 1	SW 152 Avenue	Pedestrian	$0.432
275	DTPW	SW 296 Street	SW 157 Avenue	US 1 (Ramps and Connectors)	Pedestrian	$0.023
276	DTPW	SW 312 Street to 320 Street SW 320 Street W/O	SW 187 Avenue SW 187 Avenue	SW 193 Avenue SW 193 Avenue	Pedestrian	$0.127

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
277	DTPW	SW 4 Street to Grand Canal Drive	SW 79 Ave	SW 80 Avenue	Pedestrian	$0.344
278	DTPW	SW 40 Street - SW 56 Street (minus NW 1/4 which is GOB Site 71852)	SW 87 Avenue (not included)	SW 97 Avenue	Pedestrian	$2.990
279	DTPW	SW 40 Street to SW 56 Street	SW 102 Avenue	SW 107 Avenue	Pedestrian	$0.955
280	DTPW	SW 48 Street (not included) to SW 58 Street	SW 82 Avenue	SW 87 Avenue (not included)	Pedestrian	$0.513
281	DTPW	SW 5 Street	SW 87 Avenue (not included)	SW 78 Avenue	Pedestrian	$0.460
282	DTPW	SW 64 Street	SW 69 Avenue	SW 62 Avenue	Pedestrian	$0.190
283	DTPW	SW 67 Avenue	SW 138 Street	SW 152 Street	Pedestrian	$0.548
284	DTPW	SW 69 Avenue	SW 72 Street	SW 64 Street	Pedestrian	$0.132
285	DTPW	SW 72 Avenue to SW 74 Avenue	SW 14 Street	SW 15 Street	Pedestrian	$0.334
286	DTPW	SW 75 Avenue/SW 74 Avenue	SW 21 Avenue	SW 16 Terrace	Pedestrian	$0.078
287	DTPW	SW 8 Street - 16 Street	SW 87 Avenue (not included)	SW 92 Avenue & SW 8 Street	Pedestrian	$0.524
288	DTPW	SW 8 Street (Tamiami Trail) to SW 16 Terrace	Salzedo Street	SW 44 Avenue	Pedestrian	$1.007
289	DTPW	SW 80 Street to SW 81 Terrace	SW 67 Avenue	SW 69 Avenue	Pedestrian	$0.275
290	DTPW	SW 87 Avenue (not included)	SW 40 Street (not included)	SW 56 Terrace	Pedestrian	$1.317
291	DTPW	SW 87 Avenue to SW 97 Avenue	SW 56 Street	SW 72 Street	Pedestrian	$1.286

Table 4-13. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – DTPW (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
292	DTPW	SW 88 Street to SW 104 Street	SW 127 Avenue	SW 137 Avenue	Pedestrian	$0.480
293	DTPW	SW 9 Terrace	SW 80 Court	SW 82 Avenue (Including 900 SW 80 Court)	Pedestrian	$0.026
294	DTPW	SW 97 Avenue to SW 107 Avenue	SW 56 Street	SW 72 Street	Pedestrian	$3.335
294	DTPW	SW 97 Avenue	SW 136 Street	SW 112 Street	Pedestrian	$0.690
296	DTPW	SW 97 Avenue	SW 104 Street	SW 112 Street	Pedestrian	$0.168
297	DTPW	SW 97 Avenue	SW 144 Street	SW 136 Street	Pedestrian	$0.203
298	DTPW	SW 97 Avenue	SW 24 Street	SW 8 Street	Sidepath	$0.562
299	DTPW	SW 97 Avenue	SW 40 Street	SW 24 Street	Sidepath	$0.568
300	DTPW	Village Green Area	SW 117 Court - SW 127 Avenue	SW 26 Street - SW 42 Street	Pedestrian	$1.313
301	DTPW	W 24 Avenue	NW 103 Street	W 84 Street	HIN #30	$2.331
302	DTPW	W 29 Street	West Okeechobee Road	Palm Avenue	HIN #3	$2.394
303*	DTPW	W 60 Street	W 28 Avenue	Palm Avenue	HIN #20	$4.176
304	DTPW	W 76 Street	NW 97 Avenue	NW 87 Avenue	HIN #11	$1.205
305	DTPW	West Avenue	17 Street	5 Street	HIN #15	$1.452
306	DTPW	Winston Park Area	SW 127 Avenue - SW 137 Avenue	SW 72 Street - SW 88 Street	Pedestrian	$1.265

** Project not shown on map.*

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Table 4-14. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – FDOT

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
307	FDOT	American Senior Highschool			Pedestrian Safety Improvement	$1.306	$1.306
308	FDOT	Bik Boulevard Demo Project – Model City / Brownsville			Bike Path/Trail	$1.483	$1.483
309	FDOT	BiscayneBlueway Trail			Bike Path/Trail	$1.855	$1.855
310	FDOT	Biscayne Everglades Greenway (BEG) Phase III			Bike Path/Trail	$2.666	$2.666
311	FDOT	Biscayne Trail Segement D Phase I			Bike Path/Trail	$2.504	$2.504
312	FDOT	Biscayne Trail Segmetn D Phase II	SW 117 Avenue	SW 137 Avenue	Bike Path/Trail	$4.399	$4.399
313	FDOT	City of Miami Beach _South Beach Pedestrian Priority Zone			Pedestrian Safety Improvement	$1.666	$1.666
314	FDOT	Citywide Sidewalk Enhancements			Bik Lane/Sidewalk	$1.810	$1.810
315	FDOT	Districtwide (ADA) Pushbutton Construction Contract			Pedestrian Safety Improvement	$0.963	$0.963
316	FDOT	Districtwide (ADA) Pushbutton Construction Contract			Pedestrian Safety Improvement	$1.207	$1.207
317	FDOT	Hialeah Gardens Middle School and Gardens High School			Bike Lane/Sidewalk	$0.532	$0.532
318	FDOT	Implementation of the Florida City Hub Mobility Study			Pedestrian Safety Improvement	$1.719	$1.719
319	FDOT	Kendall Drive Shared Use Path			Bike Path/Trail	$0.905	$0.905
320	FDOT	Ludlam Road Shared Use Path			Bike Path/Trail	$1.832	$1.832
321	FDOT	Ludlam Trail	SW 80 Street	NW 7 Street	Bike Path/Trail	$87.176	$87.176

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-14. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – FDOT (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
322	FDOT	Ludlam Trail	At SR 976/Bird Road, SR 90/SW 8 Street and SR 968/Flagler Street		Ludlam Trail New Bridges over SR 976/Bird Road, SR 90/SW 8 Street and SR 968/Flagler Street	$43.679	$43.679
323	FDOT	Ludlam Trail: New Bridge over Coral Way			Pedestrian /Wildlife Overpass	$10.123	$10.123
324	FDOT	Meridian Avenue Shared Use Path			Bike Path/Trail	$0.853	$0.853
325	FDOT	Miami Shores Village – Flagler Trail			Bike Path/Trail	$0.511	$0.511
326*	FDOT	Miami-Dade County (ADA) Pushbutton Pedestrian – Safety Improvements			Pedestrian Safety Improvements	$1.200	$1.200
327	FDOT	North Bay Village – Island Walk Phase I			Bike Path/Trail	$1.995	$1.995
328	FDOT	Safe Routes to School - Brownsville Middle School			Pedestrian Safety Improvements	$0.652	$0.652
329	FDOT	Safe Routes to Schools – Carol City Middle School			Pedestrian Safety Improvements	$0.838	$0.838
330	FDOT	Safe Routes to Schools – Hialeah Senior High School			Pedestrian Safety Improvements	$0.932	$0.932
331	FDOT	Safe Routes to Schools – Homestead Middle School			Pedestrian Safety Improvements	$0.750	$0.750
332	FDOT	Safe Routes to Schools - Horace Mann Middle School			Pedestrian Safety Improvements	$0.999	$0.999
333	FDOT	Safe Routes to Schools – Miami Central High School			Pedestrian Safety Improvements	$0.601	$0.601
334	FDOT	Safe Routes to Schools- Miami Jackson Senior High School			Pedestrian Safety Improvements	$0.870	$0.870
335	FDOT	Safe Routes to Schools – Miami Northwestern Senior High School			Pedestrian Safety Improvements	$0.664	$0.664
336	FDOT	Safe Routes to Schools – North Miami Beach Senior High School			Pedestrian Safety Improvements	$0.736	$0.736

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-14. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – FDOT (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
337	FDOT	Safe Routes to Schools – North Miami Middle School			Pedestrian Safety Improvements	$0.565	$0.565
338	FDOT	Safe Routes to Schools – North Miami Senior High School			Pedestrian Safety Improvements	$0.579	$0.579
339	FDOT	Snapper Creek Trail Segment A SW 107 Avenue GAP			Bike Path/Trail	$2.007	$2.007
340	FDOT	Snapper Creek Trail Segment B Phase I			Bike Path/Trail	$1.471	$1.471
341	FDOT	SR 817 / NW 27 Avenue	Sesame Street	Dunad Avenue	Pedestrian Safety Improvements	$1.277	$1.277
342	FDOT	SR 9 / NW 27 Avenue between NW 80 Street and NW 83 Street			Pedestrian Safety Improvements	$1.006	$1.006
343	FDOT	SR 9 and NW 22 Avenue			Pedestrian Safety Improvements	$1.186	$1.186
344	FDOT	SR 968 / W Flagler Street	East of SW 48 Court	US 1 SW 48 Avenue	Pedestrian Safety Improvements	$0.583	$0.583
345	FDOT	SR A1A / Collins Avenue	South of SR 826	North of 178 Street	Pedestrian Safety Improvements	$0.958	$0.958
346	FDOT	SR A1A / Macarther Causeway	East of SR 5 / Biscayne Boulevard	W SR 907 / Alton Road	Bike Path/Trail	$10.245	$10.245
347	FDOT	Sunset Drive Roadway and Beautification Project			Pedestrian Safety Improvements	$0.988	$0.988
348	FDOT	South Dade Multi-Use Mobility Corridor			Bike Path/Trail	$2.266	$2.266
349	FDOT	Town of Miami Lakes – Sidewalk Improvements			Bike Lane/ Pedestrian Improvements	$0.787	$0.787
350	FDOT	SR 856 / William Lehman Causeway	SR 5 / US 1 / Biscayne Boulevard	SR A1A / Collins Avenue	PD&E/EMO Study / Off-Road Bicycle and Pedestrian Facility Improvement	$131.714	$1.160
351*	FDOT	SR 9336 / SW 392 Street	SW 192 Avenue	Everglades National Park	Multi-Use Trail	$9.210	$1.010

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
																	Priority I (2025-2030)
$168.415						$119.395	$49.020										
$12.792											$12.792						

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-14. Cost Feasible Bicycle / Pedestrian / Micromobility Projects – FDOT (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
352	FDOT	SR A1A / Collins Avenue	41 Street	SR 907/63 Street	Flexible Pavement Reconstruction / Multimodal Improvements	$152.359	$5.145
Additional Non-Capacity Project							
A4*	FDOT	SR 915 / NE 6 Avenue	at NE 125 Street to NE 135 Street		Pedestrian Safety Improvement	$1.404	$0.268

** Project not shown on map.*

Table 4-15. Cost Feasible Bicycle / Pedestrian / Micromobility Projects– Municipalities and Other Agencies

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
353	Municipal	Marlin Road (County Owned and Maintained Road)	Old Cutler Road	US 1	Complete Streets and Capacity Improvements Project	$16.000	
354	Municipal	N / A	N/A	N/A	Details of Implementation to be determined based on the specific needs of each facility	$1.610	
355	Municipal	NW 12 Avenue	NW 183 Street	NW 199 Street	Roadway, Sidewalk, BikeLane, Landscape Improvements	$6.000	
356	Municipal	NW 158 St	NW 59 Avenue	NW 57 Avenue	Increase sidewalk widths and implement bike facilities where needed	$0.125	
357	Municipal	NW 79 Ave	NW 167	NW 154 Street	Increase sidewalk widths and implement bike facilities where needed	$0.290	
358	PROS	Ludlam Trail Bike path	Dadeland North Metrorail Station	NW 7 Street	Bike path	$82.961	$82.961
359	PROS	Snake Creek Trail	I-95	Greynolds Park	Bike path	$0.860	$0.860
360	PROS	Snapper Creek Trail	SW 97 Avenue	SW 117 Avenue	Bike path	$5.765	$5.765
361	PROS	South Dade Trail / Biscayne D & Roberta Hunter	SW 137 Street	Homestead Bayfront Park	Bike path	$3.348	$3.348

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	
$189.906						$156.785	$33.121										
Additional Non-Capacity Projects																	
$1.250		$0.163	$1.087														

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	
$17.600	$1.100		$16.500														
$1.771			$1.771														
$6.600	$0.550		$6.050														
$0.137			$0.137														
$0.319			$0.319														

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-15. Cost Feasible Bicycle/Pedestrian/Micromobility Projects– Municipalities and Other Agencies con't

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
362	SFRTA	SFRC	MP 1038.32	MP 1038.32	Linear Park and Urban Trail	$5.000	
Priority II (2031-2035)							
363*	Municipal	Commodore Trail	Along Coco Plum Road to Darwin Street	Rickenbacker Causeway	Commodore Trail in South City of Miami to be built in four segments.	$35.000	
Priority III (2036-2040)							
364	Municipal	Miami Morningside Park			The purpose of this project is to design, permit, construct and install a Baywalk, Kayak Launch and Boat Ramp as part of nature-base solutions for increasing Morningside Park resilience that will provide flood risk reduction within the	$1.600	
365	Municipal	Miami Riverside Park			Miscellaneous park renovations and enhancements at the existing Riverside Park. installation of a new artificial turf for soccer and baseball, base geotextile, and underdrains for a new soccer field. The existing park drainage system	$0.900	
366	Municipal	NW 207 Street	NW 17 Avenue	NW 27 Avenue	Roadway Widening and Pedestrian and Bike Improvements	$6.000	
367	Municipal	NW 59 Avenue	NW 167 Street	Miami Lakes Drive	Implement or widen sidewalks where needed and create bicycle facilities	$2.079	
368	Municipal	SW 64 Street	Ludlam Trail	SW 62 Avenue	Provide bike connectivity between the City's bike network to the underline and existing bike lane at SW 62 Avenue and SW 57 Avenue	$9.705	
Priority IV (2041-2050)							
369*	Municipal	139 Street	NW 60 Avenue	NW 142 Street	Increase sidewalk widths and implement bike facilities where needed	$0.389	
370*	Municipal	59 Avenue, 58 Court and 58 Avenue			Implement sidewalks on specified roads	$1.062	
371*	Municipal	Flagami Park			This project is to renovate and expand the existing Badia Senior Center. The center will provide health and wellness activities such as recreational, social programs, lunches, computer classes, field trips, etc.	$3.500	
372*	Municipal	Little Havana			This project will provide improvements to sidewalks, curbs, street striping, lighting, and greenways to make streets safer for pedestrians, especially children. This area is the most dangerous area in Miami-Dade County for pedestrian	$2.500	
373	Municipal	Miami Lakeway North	NW 154 Street	NW 67 Avenue	Increase sidewalk widths and implement bike facilities where needed	$0.250	
374	Municipal	Miami Lakeway South	NW 154 Street	NW 67 Avenue	Increase sidewalk widths and implement bike facilities where needed	$0.250	
375	Municipal	Miami Ruben Dario Park			Design and construction of multipurpose field and green spaces, that includes artificial turf, drainage system, lighting and pavilions.	$4.000	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	
$5.500			$5.500														
Priority II (2031-2035)																	
$47.850							$32.250				$15.600						
Priority III (2036-2040)																	
$2.496											$2.496						
$1.404											$1.404						
$9.360									$0.780		$8.580						
$3.243											$3.243						
$15.140									$0.825		$14.315						
Priority IV (2041-2050)																	
$0.754															$0.754		
$2.060															$2.060		
$6.790															$6.790		
$4.850															$4.850		
$0.485															$0.485		
$0.485															$0.485		
$7.760															$7.760		

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-15. Cost Feasible Bicycle/Pedestrian/Micromobility Projects– Municipalities and Other Agencies con't

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority IV (2041-2050) continued							
376	Municipal	Miami Simón Bolívar Park			Miscellaneous park and drainage improvements at the new Simon Bolivar Park. Design and construction of green spaces, fencing, drainage improvements and seawall replacement.	$2.000	
377*	Municipal	Miami Woodside Park			THE new park will include 1) Two separate playground areas for children (2-5 years old and children 5-12 years old); 2) Bicycle racks and a 6 foot-wide concrete bike path, benches and walkway paths around landscaped green	$2.000	
378	Municipal	NE 67 Avenue	NW 167 Street	NW 138 Street	Increase sidewalk widths and implement bike facilities where needed	$0.375	
379	Municipal	NW / NE 71 Street	NE 2 Avenue	NW 7 Avenue	Roadway and associated right-of-way improvements along NW/NE 71 Street, from NE 2 Avenue to NW 7 Avenue. The roadway improvements include pavement rehabilitation, new bicycles lanes, new pavement markings,	$1.500	
380	Municipal	NW 142 Street	NW 57 Avenue	NW 60 Avenue	Implement sidewalks where needed and create bicycle facilities	$0.308	
381*	Municipal	NW 151 Street &153 Street			Implement sidewalks where needed and create bicycle facilities	$5.283	
382	Municipal	NW 154 Street	NW 89 Avenue	NW 57 Avenue	Implement a shared use path to allow for off road bicycle facilities and pedestrians	$1.920	
383	Municipal	NW 82 Avenue	170 Street	NW 154 Street	Increase sidewalk widths and implement bike facilities where needed	$0.290	
384	Municipal	NW 87 Avenue S	NW 154 Street	NW 138 Street	Increase sidewalk widths where needed to create shared use paths	$0.250	
385	Municipal	Robert King High Park			The Robert King High Park redevelopment project will be completed in two phases. The funding requested is to cover a portion of the estimated expenses of phase I. Phase one cost include site preparation and/or demolition,	$3.250	
386	Municipal	Roberto Clemente Park			Grade and drainage of baseball field, install 1560 Longitudinal Section of 12"perforated exfiltration system at perimeter, resod and fence replacement, dugout and bull pen improvements.	$1.200	
Unfunded							
387	Municipal	US-1	SW 57 Avenue	SW 80 Street	adding grade separations and improving existing at-grade crossings where US 1 intersects the following roads: US-1 and SW 57 Avenue US-1 and SW 70 Street US-1 and SW 72 Street US-1 and SW 73 Street – There is currently no pedestrian crossing at this intersection. US-1 and SW 62 Avenue US-1 and SW 80 Street	$9.705	
388*	TBD	Countywide Sidewalk Level Bikeways			Expansion of Protected Bicycle Network via Sidewalk Extension Demarcated Separation where Existing On-Road Bike Lanes Exist	To be Determined	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority IV (2041-2050) continued																	
$3.880															$3.880		
$3.880															$3.880		
$0.728															$0.728		
$2.910															$2.910		
$0.598															$0.598		
$10.249															$10.249		
$3.725															$3.725		
$0.563															$0.563		
$0.485															$0.485		
$6.305															$6.305		
$2.328															$2.328		
Unfunded																	
																	$9.705
																	To be Determined

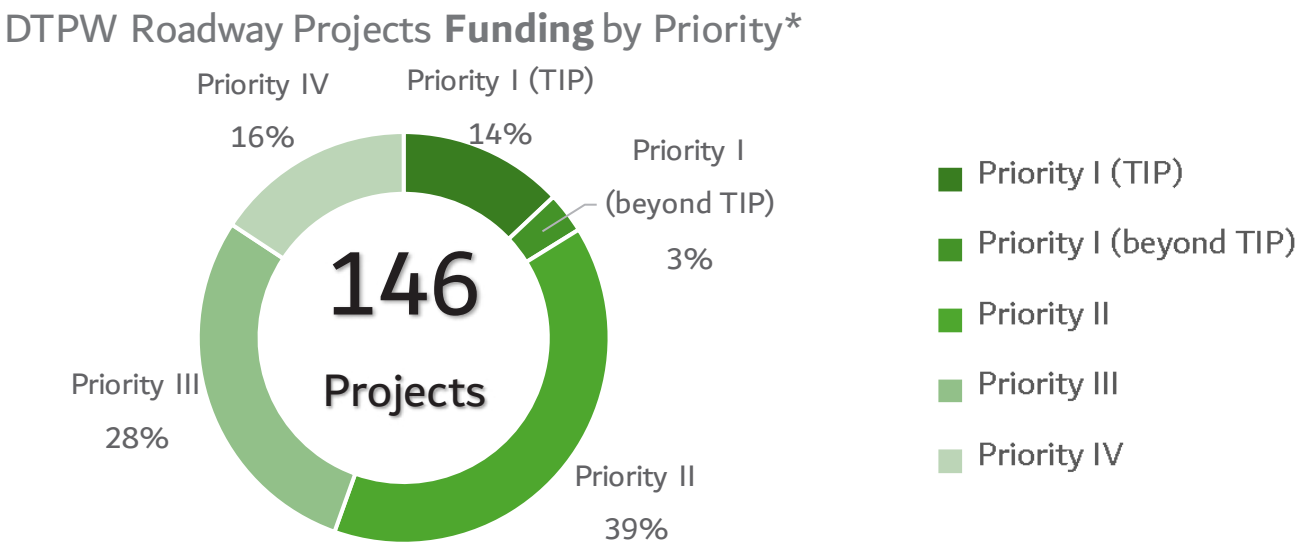
Note: YoE = Year of Expenditure.

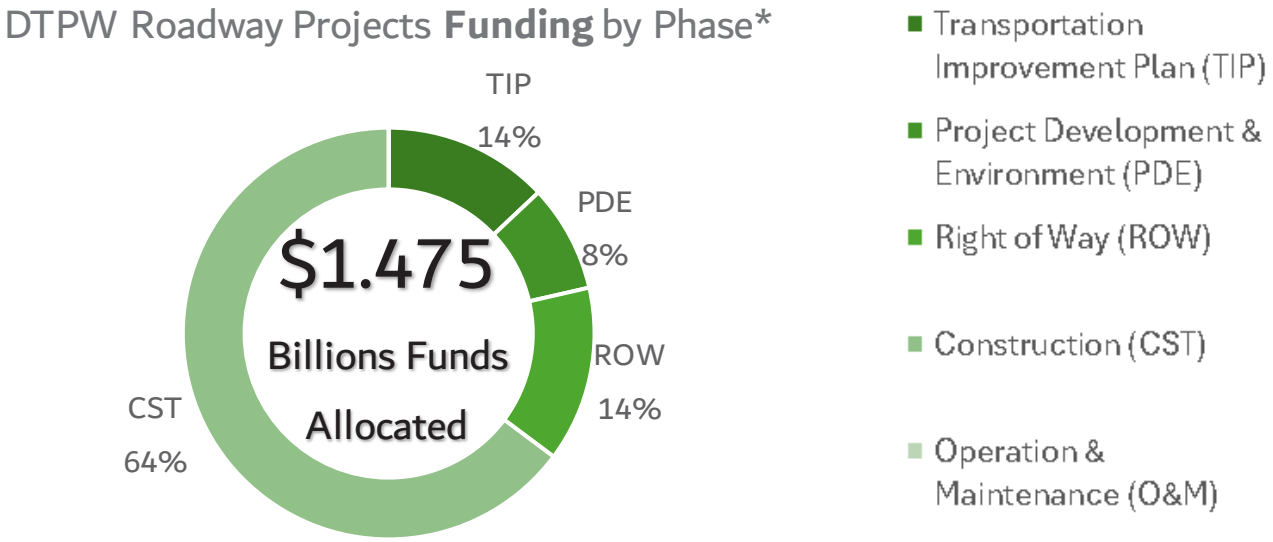
PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Cost Feasible DTPW Roadway Projects

Due the number of projects and the different funding sources associated with the different type of projects by agency, the roadway projects are show by agency. The eligibility of the funding sources is related to the type, ownership, and functionality of the facility. The funding sources applied are Mobility Fees, Other Roads (Non-SIS, Non-SHS), STBG, and HSIP.

Figure 4-12. DTPW Roadway Projects Funding Summary by Priority Period and Project Phase





* The figures, tables and maps include the TIP capacity project with a cost greater than $500K.

Figure 4-13. Cost Feasible DTPW Roadway Projects

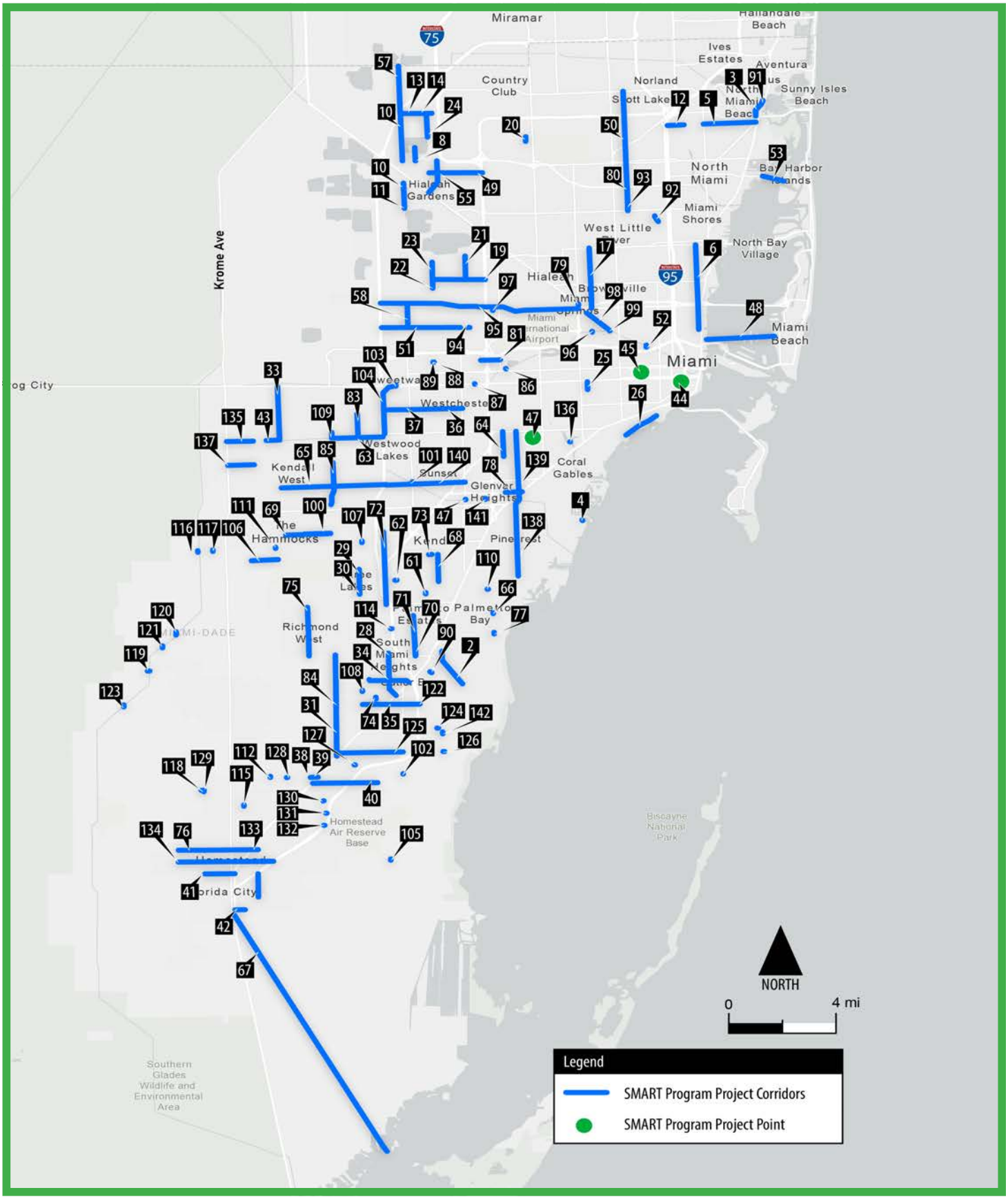


Table 4-16. DTPW Roadway Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1**	DTPW	Extension of NW 59 Avenue Over C-8 Canal South to NW 151 Street			Extension of NW 59 Avenue over C-8 Canal south to NW 151 Street	$0.000*	$0.000*
2	DTPW	Franjo Road	Old Cutler Road	SW 184 Street	Widen from 2 to 3 lanes	$8.890	$8.890
3	DTPW	H Tubman Highway	NE 163 Street	NE 173 Street	Widen to 4 lanes	$0.000*	$0.000*
4	DTPW	Matheson Hammock Road	Over Matheson Hammock Canal, FM 450961-1		Bridge #874294 Replacement	$0.000*	$0.000*
5	DTPW	NE 159 Street	NE 6 Avenue	H Tubman Highway	Widen from 3 to 5 lanes	$0.000*	$0.000*
6	DTPW	NE 2 Avenue	NE 20 Street	W Littler River	Street/Traffic Operational Improvements	$6.674	$6.674
7	DTPW	NW / NE 159 Street from NW 6 Avenue to NE 6 Avenue	NW 6 Avenue	NE 6 Avenue	New right turn lane/widen from 2 to 4 lanes	$7.063	$7.063
8	DTPW	NW 102 Avenue	NW 138 Street	NW 145 Place	Roadway improvements	$0.000*	$0.000*
9	DTPW	NW 107 Avenue / NW 122 Street			New flyover Ramp	$0.000*	$0.000*
10	DTPW	NW 107 Avenue	NW 138 Street	NW 170 Street	New 7 lanes	$0.000*	$0.000*
11	DTPW	NW 107 Avenue	NW 106 Street	NW 122 Street	New 4 lane roadway	$18.947	$18.947
12	DTPW	NW 159 Street / NW 6 Avenue	NW 6 Avenue	N Miami Avenue	New right turn lane/Widen from 2 to 4	$0.000*	$0.000*
13	DTPW	NW 170 Street	NW 105 Avenue	NW 97 Avenue	New 2 lanes	$0.000*	$0.000*
14	DTPW	NW 170 Street	NW 97 Avenue	NW 95 Avenue	New 2 lanes	$0.000*	$0.000*

** Received TIP projects that are listed $0 cost in the latest 2025-2029 TIP.*

*** Project not shown on map*

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Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
15**	DTPW	NW 170 Street	NW 97 Avenue	NW 95 Avenue	New 2 lanes	$2.500	$2.500
16	DTPW	NW 25 Street	NW 97 Avenue	NW 87 Avenue	Widen from 4 to 6 lanes	$17.988	$17.988
17	DTPW	NW 37 Avenue	NW 36 Street	NW 79 Street	Widen from 2 to 5 lanes	$0.000*	$0.000*
18	DTPW	NW 37 Avenue	North River Drive	NW 79 Street	Widen from 2 to 5 lanes	$11.480	$11.480
19	DTPW	NW 58 Street	NW 97 Avenue	SR 826	Road Reconstruction	$0.000*	$0.000*
20	DTPW	NW 59 Avenue	NW 151 Street	C-8 Canal	New 2 lanes	$0.000*	$0.000*
21	DTPW	NW 84 Avenue	NW 58 Street	NW 74 Street	Widen from 2 to 4 lanes	$0.000*	$0.000*
22	DTPW	NW 97 Avenue	NW 52 Street	NW 58 Street	Widen from 2 to 4 lanes	$0.000*	$0.000*
23	DTPW	NW 97 Avenue	NW 58 Street	NW 70 Street	Widen from 2 to 4 lanes	$0.000*	$0.000*
24	DTPW	NW 97 Avenue	NW 154 Street	NW 170 Street	New 2 lanes	$0.000*	$0.000*
25	DTPW	Ponce de Leon Boulevard	Salamanca Avenue	Antiquera Avenue	4 to 4 lanes with left-turn bays	$0.000*	$0.000*
26	DTPW	South Bayshore Drive	Darwin Street	Mercy Way	Road improvements	$0.000*	$0.000*
27	DTPW	SW 107 Avenue	Quail Roost Drive	SW 160 Street	Add 2 lanes and reconstruct	$0.000*	$0.000*
28	DTPW	SW 117 Avenue	US 1	SW 184 Street	Road reconstruction/Traffic operations improvements	$15.834	$15.834
29	DTPW	SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes and reconstruct	$4.798	$4.798

** Received TIP projects that are listed $0 cost in the latest 2025-2029 TIP.*

*** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
30	DTPW	SW 127 Avenue	SW 136 Street	SW 128 Street	Roadway improvements	$4.400	$4.400
31	DTPW	SW 137 Avenue	US 1	SW 200 Street	Completion as 2 continuous lanes	$0.000*	$0.000*
32	DTPW	SW 152 Avenue	SW 312 Street	US 1	Widen from 2 to 3 lanes	$9.548	$9.548
33	DTPW	SW 157 Avenue	SW 42 Street	SW 8 Street	Additional 2 lanes	$3.700	$3.700
34	DTPW	SW 200 Street	Quail Roost Drive	US 1	Widen from 2 to 4 lanes	$13.502	$13.502
35	DTPW	SW 216 Street	SW 127 Avenue	HEFT	Drainage Improvements	$0.000*	$0.000*
36	DTPW	SW 24 Street	SW 107 Avenue (SR 985)	SW 87 Avenue (not included)	Add 2 lanes and reconstruct	$0.000*	$0.000*
37	DTPW	SW 24 Street	SW 117 Avenue	SW 107 Avenue (SR 985)	Add 2 lanes and reconstruct	$10.860	$10.860
38	DTPW	SW 264 Street	US 1	SW 147 Avenue	New 2 lane road with center turn lane	$0.000*	$0.000*
39	DTPW	SW 268 Street	US 1	SW 139 Avenue	Roadway Improvements	$7.825	$7.825
40	DTPW	SW 268 Street / SW 264 Street	SW 139 Avenue	SW 119 Avenue	Roadway Improvements	$14.021	$14.021
41	DTPW	SW 328 Street	SW 187 Avenue	US 1	Water main installation	$0.000*	$0.000*
42	DTPW	SW 344 Street	US 1	SW 172 Street	Widen to 4 lanes	$0.000*	$0.000*
43**	DTPW	SW 4 Avenue and SW 15 Road			Traffic circle	$1.798	$1.798

** Received TIP projects that are listed $0 cost in the latest 2025-2029 TIP.*

*** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
44	DTPW	SW 4 Street and SW 15 Avenue			Traffic circle	$1.798	$1.798
45	DTPW	SW 42 Street	SW 162 Avenue	SW 157 Avenue	Widen from 2 to 4 lanes	$0.000*	$0.000*
46	DTPW	SW 62 Avenue and SW 48 Street			Traffic circle	$0.000*	$0.000*
47	DTPW	SW 87 Avenue (bridge)	SW 168 Street	SW 144 Street	New Bridge over Canal C-100	$0.000*	$0.000*
48	DTPW	Venetian Causeway Bridge	Bayshore Drive	Purdy Avenue	Bridge replacement (11 Bridges)	$27.235	$27.235
49	DTPW	W 76 Street	W 20 Avenue	W 36 Avenue	Roadway improvements	$0.000*	$0.000*
50	DTPW	NW 22 Avenue	NW 103 St	NW 183 Street	Safety / Lane repurposing study to upgrade bicycle facilities, add protection elements, and installation of proven safety countermeasures.	$1.000	
51	DTPW	NW 25 Street	NW 117 Avenue	NW 87 Avenue	Widen from 4 to 6 lanes	$138.837	
Priority II (2031-2035)							
52	DTPW	17 Avenue Bridge	over Miami River Replacement		Replacement of the 17 Avenue Bascule Bridge and roadway improvements in the area. / Roadway / Highway	$48.500	
53	DTPW	Bear Cut Bridge Replacement			Bear Cut Bridge Replacement	$119.500	
54**	DTPW	Hard Rock Stadium / NW 199 Street	NW 27 Avenue	NW 14 Court	Hard Rock Stadium/NW 199 Street - Roadway Rehabilitation	$1.625	
55	DTPW	Hialeah Gardens Boulevard			Widen Hialeah Gardens Boulevard from 4 to 6 lanes	$2.100	
56**	DTPW	NE 215 Street	NE 2 Avenue	NE 12 Avenue	NE 215 Street - Roadway Rehabilitation	$1.068	
57	DTPW	NW 107 Avenue	NW 170 Street	Broward County Line	Extend NW 107 Avenue to the County Line	$53.947	
58	DTPW	NW 107 Avenue	NW 25 Street	NW 41 Street	Add 2 lanes and reconstruct	$24.227	

** Received TIP projects that are listed $0 cost in the latest 2025-2029 TIP.*

*** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	
$1.100	$1.100																
$148.134	$1.595	$2.155	$34.584				$110.940										
Priority II (2031-2035)																	
$62.565					$25.155		$37.410										
$154.155							$154.155										
$2.096							$2.096										
$2.709					$2.709												
$1.378							$1.378										
$69.591					$13.068	$16.659	$39.865										
$31.252					$1.851	$13.346	$16.055										

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority II (2031-2035) continued							
59*	DTPW	NW 199 Street	NW 57 Avenue	I-95	NW 199 Street - PD&E Study	$5.000	
60*	DTPW	SR-916 / Douglas Road	NW 135 Street	NW 157 Street	SR-916/Douglas Road - Widening (Add one lane in each Direction)	$1.000	
61	DTPW	SW 102 Avenue	SW 145 Street	SW 146 Street	Bridge over C-100 canal	$7.345	
62	DTPW	SW 136 Street (Howard Drive)	Harrison Street	SW 112 Avenue	Bridge over C-100 canal	$5.214	
63	DTPW	SW 42 Street	SR 821 (HEFT)	SW 137 Avenue	Widen to 6 lanes	$17.087	
64	DTPW	SW 72 Avenue (Milam Dairy Road)	SW 56 Street (Miller Drive)	SW 40 Street (Bird Road/SR 976)	Widen to 4 lanes	$13.201	
65	DTPW	SW 72 Street (Sunset Drive)	SW 157 Avenue	SW 117 Avenue	Add 2 lanes and reconstruct	$50.192	
66	DTPW	SW 77 Avenue	SW 159 Terrace	SW 160 Terrace	Bridge over C-100A feeder canal	$5.020	
Priority III (2036-2040)							
67	DTPW	Card Sound Road	Miami-Dade / Monroe County Line	US 1	PD&E	$2.000	
68	DTPW	NW 97 Avenue	NW 122 Street	NW 138 Street	Widen to 4 lanes	$20.681	
69	DTPW	SW 104 Street (Killian Pkwy)	SW 147 Avenue	SW 137 Avenue	Add 2 lanes and reconstruct; widen 4 to 6 lanes	$16.131	
70	DTPW	SW 107 Avenue	Quail Roost Drive	SW 160 Street	The project consists of roadway improvements which include, reconstructing and widening from a 2-lane to a 4-lane divided road, sidewalks, curb and gutters, continuous storm drainage system, pavement markings and signage, signalization, lighting, and landscaping.	$9.496	
71	DTPW	SW 107 Avenue (SR 985)	SR 994 (Qual Roost Drive)	SW 160 Street	Add 2 lanes and reconstruct	$19.367	
72	DTPW	SW 117 Avenue	SW 152 Street (Coral Reef Drive)	SW 104 Street (Killian Parkway)	Widen to 6 lanes	$94.885	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority II (2031-2035) continued																	
$6.450							$6.450										
$1.290							$1.290										
$9.475					$2.146	$0.208	$7.122										
$6.726					$1.499	$0.208	$5.019										
$22.042					$2.535		$19.506										
$17.029					$0.984	$4.473	$11.572										
$64.748					$6.625		$58.123										
$6.476						$1.458	$5.019										
Priority III (2036-2040)																	
$3.120									$3.120								
$32.262									$3.198	$14.532	$14.532						
$25.165									$2.114	$4.764	$18.287						
$14.814											$14.814						
$30.213									$2.814	$3.217	$24.182						
$148.021									$11.239	$56.197	$80.585						

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority III (2036-2040) continued							
73	DTPW	SW 120 Street	SW 99 Court	SW 99 Avenue	Bridge over C-100C canal	$6.135	
74	DTPW	SW 122 Avenue	SW 210 Street	SW 212 Street	Bridge over Black Creek canal	$1.948	
75	DTPW	SW 147 Avenue	SW 184 Street (Eureka Drive)	SW 152 Street (Coral Reef Drive)	Add 2 lanes and reconstruct	$22.371	
76	DTPW	SW 312 Street (Campbell Drive)	SW 197 Avenue	SW 187 Avenue / NW 14 Avenue	Add 2 lanes and reconstruct	$56.133	
77	DTPW	SW 77 Avenue	SW 173 Street	SW 174 Street	Bridge over C-100A feeder canal	$6.029	
78	DTPW	SW 80 Street	SW 72 Avenue (Milam Dairy Road)	US 1 (South Dixie Highway / SR 5)	Add 2 lanes and center turn lane and reconstruct	$13.305	
79	DTPW	US 27/ Okeechobee Road (SR 25)	NW 42 Avenue (LeJeune Road)		Improve access at intersection; Iron Triangle	$0.499	
Priority IV (2041-2050)							
80	DTPW	NW 22 Avenue	NW 103 Street	NW 119 Street	Widen to 6 lanes	$19.347	
81	DTPW	NW 7 Street (Luis Sabines Way)	NW 79 Avenue	NW 72 Avenue (Milam Dairy Road)	Widen from 2 to 4 lanes & Reconstruct (Const. new 4-lane roadway under SR 826)	$12.155	
82	DTPW	SW 104 Street (Killian Pkwy)	Hammocks Boulevard	SW 147 Avenue	Add 2 lanes and reconstruct; widen 4 to 6 lanes	$11.496	
83	DTPW	SW 127 Avenue	SW 42 Street	Coral Way (SR 972)	Widen to 4 lanes	$21.590	
84	DTPW	SW 137 Avenue	US 1 (South Dixie Highway / SR 5)	SW 184 Street (Eureka Drive)	Add 2 lanes and reconstruct	$17.869	
85	DTPW	SW 137 Avenue	SW 84 Street	SW 56 Street (Miller Drive)	Widen to 6 lanes	$35.461	
Additional Projects							
A1*	DTPW	NW 82 Avenue	NW 192 Street	NW 197 Terrace	Mill and Resurface and Reconstruct	$0.295	
A2*	DTPW	NW 87 Avenue	NW 192 Street	NW 197 Terrace	Mill and Resurface and Reconstruct	$0.285	
A3*	DTPW	NW South River Drive	NW 107 Avenue	NW 74 Avenue	Roadway and Operational Improvements	$8.072	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority III (2036-2040) continued																	
$9.570									$2.141	$0.252	$7.177						
$3.039									$2.721	$0.296	$0.023						
$34.899									$3.562	$0.727	$30.610						
$87.568									$4.499	$10.921	$72.148						
$9.406									$2.101	$0.296	$7.010						
$20.756									$1.790	$3.436	$15.530						
$0.778									$0.156		$0.622						
Priority IV (2041-2050)																	
$37.532													$3.039	$13.811	$20.682		
$23.581													$4.252		$19.330		
$22.303													$1.910	$4.107	$16.286		
$41.884													$4.415	$20.065	$17.403		
$34.666													$3.443	$4.202	$27.022		
$68.794													$5.011	$22.780	$41.004		
Additional Projects																	
$0.325			$0.325														
$0.314			$0.314														
$10.413					$2.083	$2.603	$5.727										

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
86	DTPW	Bridge 874226 - Timber Pedestrian Bridge			Bridge Repair/Replacements	$2.640
87	DTPW	Bridge 874401 - Timber Pedestrian Bridge			Bridge Repair/Replacements	$2.640
88	DTPW	Fontainebleau EB & WB over Golf Cart Path	East of NW 97 Avenue		Bridge Repair/Replacements	$0.372
89	DTPW	Fontainebleau EB over Golf Cart Path	East of NW 97 Avenue		Bridge Repair/Replacements	$5.689
90	DTPW	Marlin Road	Bel Aire Canal C-1-N		Bridge Repair/Replacements	$5.490
91	DTPW	NE 22 Avenue			Bridge Repair/Replacements	$1.156
92	DTPW	NW 12 Avenue	NW 95 Street	NW 99 Street	Roadway Improvements	$2.571
93	DTPW	NW 22nd Ave. over Little River Canal (C7)	North of NW 103 Street		Bridge Repair/Replacements	$11.433
94	DTPW	NW 25 Street Bridge and Canal Culvert	SW 84 Avenue	SW 82 Avenue	Bridge Repair/Replacements	$4.890
95	DTPW	NW 36 Street/NW 41 Street (SR 948/Doral Boulevard)	SR 821 (HEFT)	NW 42 Avenue (LeJeune Road)	Redesign NW 36 Street/NW 41 Street as a super arterial express street	$175.880
96	DTPW	NW 37 Avenue	Tamiami Canal		Bridge Repair/Replacements	$11.426
97	DTPW	NW 74 Avenue	Dressel Dairy Canal		Bridge Replacement (#874756)	$5.410
98	DTPW	NW South River Drive	NW 32 Avenue	NW 38 Avenue	Roadway Improvements	$10.692
99	DTPW	NW South River Drive over FEC Canal	East of NW 74 Street		Bridge Repair/Replacements	$5.500
100	DTPW	SW 104 Street	SW 147 Avenue	SW 137 Avenue	Widen from 4 to 6 lanes	$6.500

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
101	DTPW	SW 107 Avenue over Canal C-102	North of SW 268 Street		Bridge Repair/Replacements	$5.900
102	DTPW	SW 112 Avenue			Bridge Repair/Replacements	$0.625
103	DTPW	SW 112 Avenue	Flagler Street	SW 8 Street	City of Sweetwater: SW 112 Avenue Widening & New Bridge Crossing C-4 Canal to SW 8 Street	$12.000
104	DTPW	SW 117 Avenue	SW 40 Street	SW 8 Street	Widen from 2 to 4 lanes	$14.250
105	DTPW	SW 117 Avenue over Canal C-103	North of SW 320 Street		Bridge Repair/Replacement	$4.870
106	DTPW	SW 120 Street	Kendall Parkway	SW 157 Avenue	New 4 lane roadway	$30.680
107	DTPW	SW 124 Avenue over Canal C-102-N	S of SW 232 Street		Bridge Repair/Replacements	$5.357
108	DTPW	SW 127 Avenue	Canal C-103		Bridge Repair/Replacements	$5.732
109	DTPW	SW 137 Avenue	SW 8 Street	SW 40 Street	Widen from 2 to 6 lanes	$7.540
110	DTPW	SW 144 Street	Canal 100-A (#874421)		Bridge replacement	$6.590
111	DTPW	SW 157 Avenue over Canal C-103-N	North of 264 Street		Bridge Repair/Replacements	$5.345
112	DTPW	SW 162 Avenue over Canal C-103-N	North of 264 Street		Bridge Repair/Replacements	$5.360
113	DTPW	SW 167 Avenue	SW 344 Street (Palm Drive/SR 9336)	SW 328 Street	Widen to 4 lanes	$6.660
114	DTPW	SW 168 Street over Canal L-31 N	E of SW 197 Avenue		Bridge Repair/Replacements	$5.622
115	DTPW	SW 172 Avenue over Canal C-103	North of SW 288 Street		Bridge Repair/Replacements	$5.400

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
116	DTPW	SW 182 Avenue over Canal C-103	S of SW 272 Street		Bridge Repair/Replacements	$5.374
117	DTPW	SW 187 Avenue over Canal C-102	N of SW 200 Street		Bridge Repair/Replacements	$5.202
118	DTPW	SW 187 Avenue over Canal C-103	South of SW 272 Street		Bridge Repair/Replacements	$5.355
119	DTPW	SW 192 Street over Canal C-102	West of SW 187 Avenue		Bridge Repair/Replacements	$5.083
120	DTPW	SW 197 Avenue over Canal C-102	North of SW 192 Street		Bridge Repair/Replacements	$5.487
121	DTPW	SW 202 Avenue over Canal C-103	South of SW 264 Street		Bridge Repair/Replacements	$5.355
122	DTPW	SW 216 Street	Canal C-102		Bridge Repair/Replacements	$5.486
123	DTPW	SW 217 Avenue over Canal C-103	North of SW 272 Street		Bridge Repair/Replacements	$5.360
124	DTPW	SW 232 Street over Canal C-102	US 1 US 1		Bridge Repair/Replacements	$6.322
125	DTPW	SW 248 Street	US 1 (South Dixie Highway /SR 5)	SW 112 Avenue	Widen to 4 lanes	$17.770
126	DTPW	SW 248 Street over Levee L-31E Barrow Canal	East of SW 97 Avenue		Bridge Repair/Replacements	$5.640
127	DTPW	SW 256 Street over Canal C-102	East of SW 137 Avenue		Bridge Repair/Replacements	$3.911
128	DTPW	SW 264 Street over Canal C-103-N	East of SW 157 Avenue		Bridge Repair/Replacements	$5.969
129	DTPW	SW 272 Street over Canal C-103	US 1 SW 187 Avenue		Bridge Repair/Replacements	$5.360
130	DTPW	SW 288 Street over Canal C-103	US 1 SW 167 Avenue		Bridge Repair/Replacements	$5.893

Table 4-16. DTPW Roadway Projects (continued)

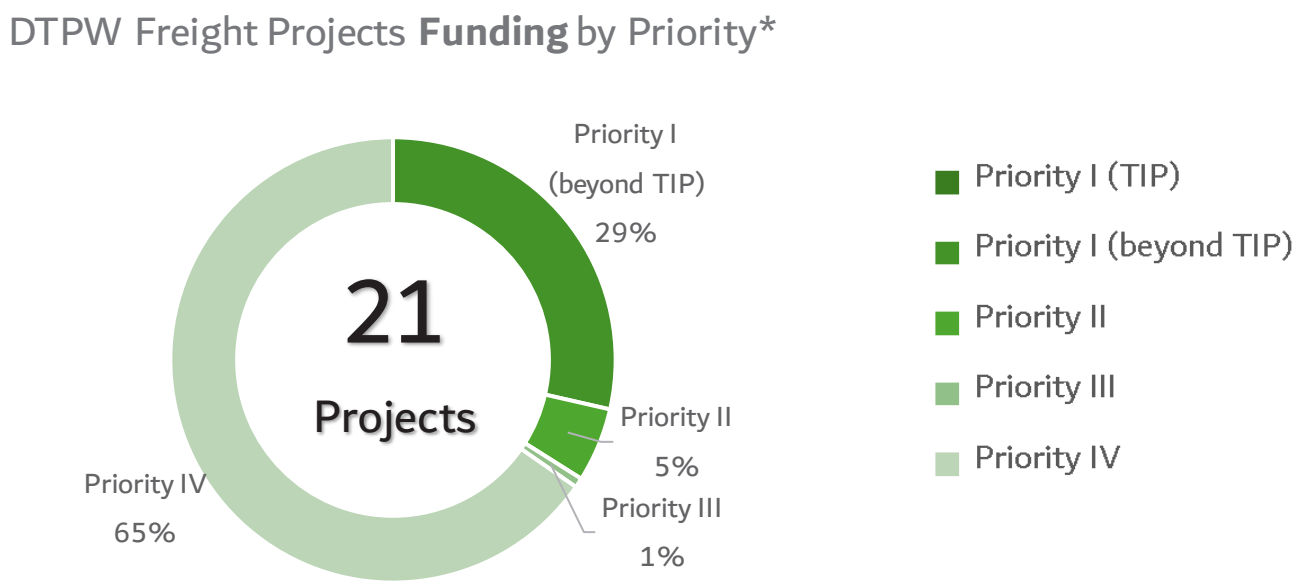
ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
131	DTPW	SW 288 Street over Canal C-103-N	0.1 Mile US 1 Turnpike		Bridge Repair/Replacements	$6.110
132	DTPW	SW 296 Street	C-103 Canal		Bridge Repair/Replacements	$6.090
133	DTPW	SW 312 Street (Campbell Drive)	SW 187 Avenue/NW 14 Avenue	SW 167 Ave/NE 12 Avenue	Widen to 6 lanes	$15.560
134	DTPW	SW 320 Street	SW 187 Avenue	US 1	Widen from 2 to 4 lanes	$5.000
135	DTPW	SW 42 Street	SR 997 (Krome Avenue)	SW 167 Avenue	New/Widen to 4 lanes	$12.530
136	DTPW	SW 48 Street			Bridge Repair/Replacements	$1.378
137	DTPW	SW 56 Street (Miller Drive)	SR 997 (Krome Avenue)	SW 167 Avenue	New 4 lane roadway	$16.910
138	DTPW	SW 67 Avenue	SW 136 Street (Howard Drive)	Snapper Creek	Widen from 2 to 4 lanes	$4.450
139	DTPW	SW 67 Avenue	Snapper Creek	SW 40 Street (Bird Road/SR 976)	Widen from 2 to 4 lanes	$16.580
140	DTPW	SW 72 Street (Sunset Dr)	SW 117 Avenue	SW 87 Avenue (not included)	Widen to 6 lanes	$23.940
141	DTPW	SW 79 Avenue over Snapper Creek Canal	North of 88 Street		Bridge Repair/Replacements	$5.637
142	DTPW	SW 97 Avenue over Black Creek Canal	North of SW 248 Street		Bridge Repair/Replacements	$4.884
143*	DTPW	South River Drive	NW 38 Avenue	Tamiami Swing Bridge	The project consists of reconstructing the existing 2-lane roadway with parallel parking, curb and gutters, storm drainage system, pavement markings and signage, roadway lighting and bridge rehabilitation at Palmer Lake / Roadway / Highway	$9.044

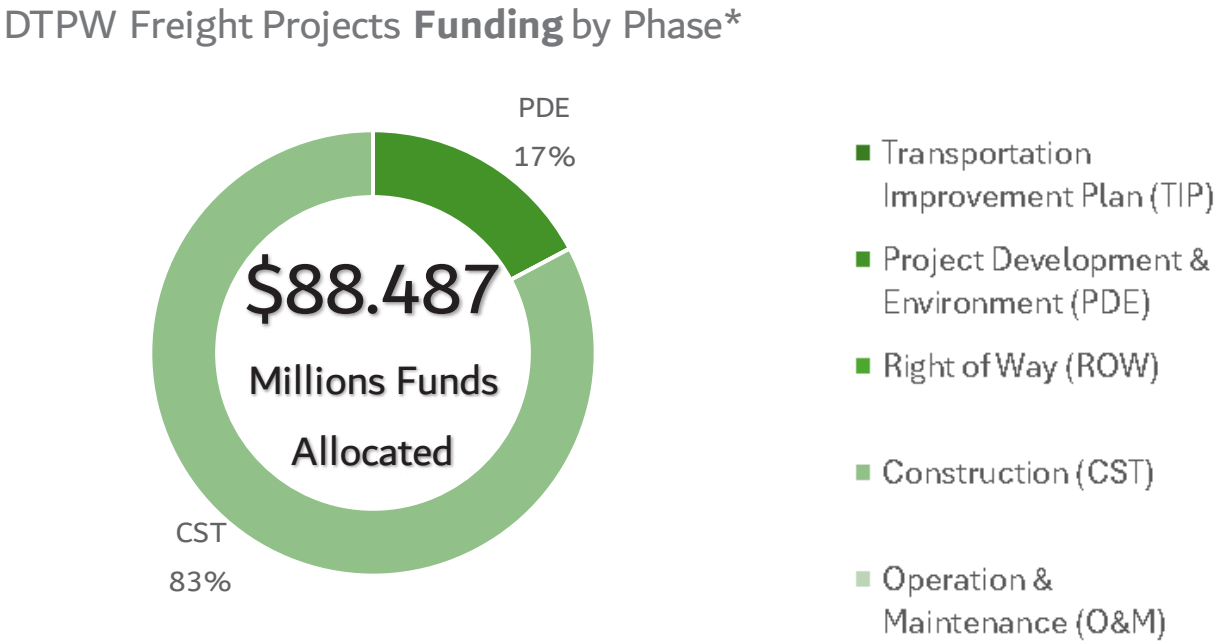
** Project not shown on map.*

Cost Feasible DTPW Freight Projects

DTPW freight projects are listed next. The eligibility of the funding sources is related to the type, ownership, and functionality of the facility. The funding sources applied are Mobility Fees, Other Roads (Non-SIS, Non-SHS), STBG, and HSIP.

Figure 4-14. Year 2050 LRTP DTPW Freight Project Funding Summary by Priority Period and Project Phase





* Figure includes TIP capacity projects with a cost great than $500K.

Figure 4-15. Cost Feasible DTPW Freight Projects

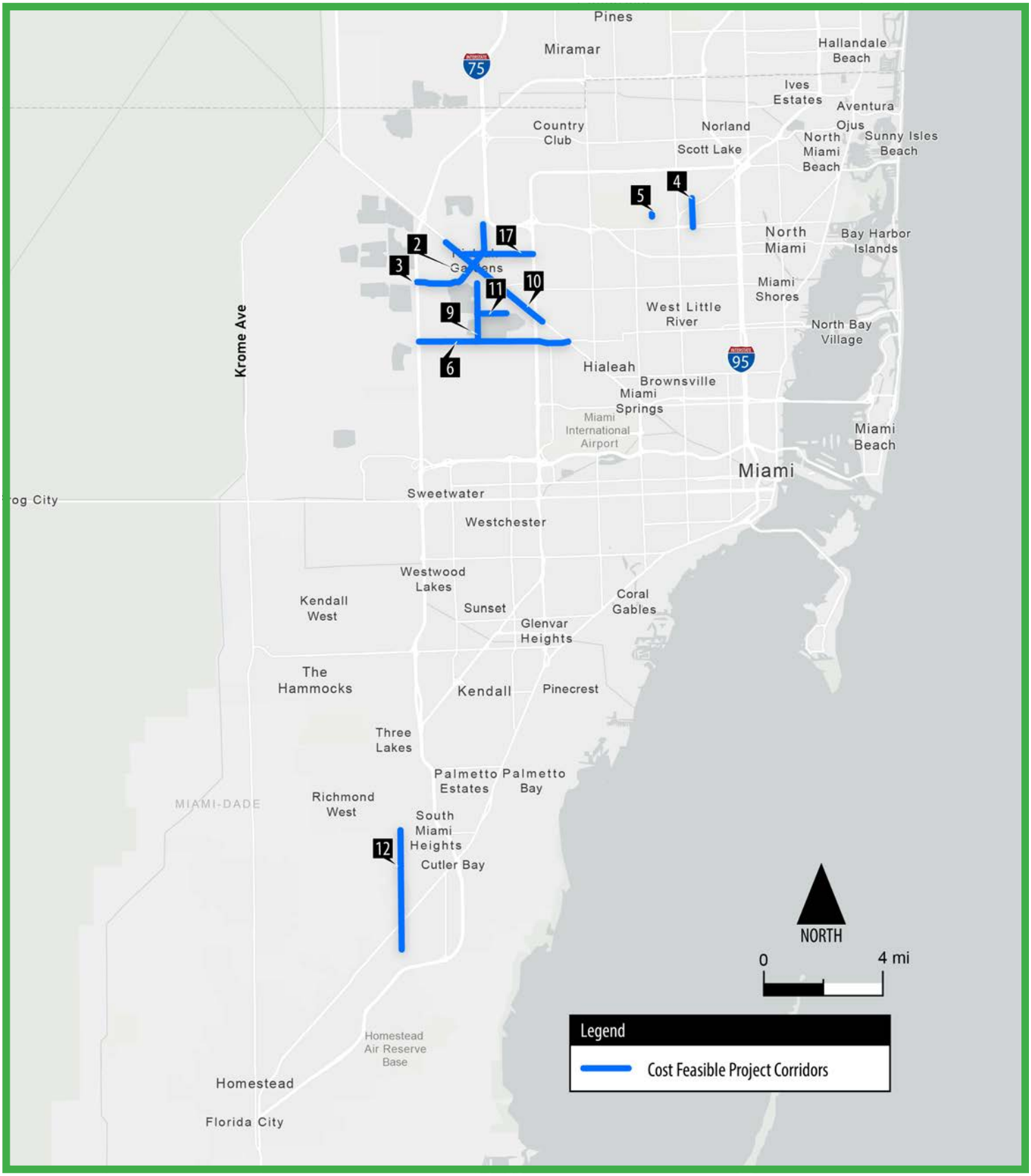


Table 4-17. DTPW Freight Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	DTPW	Crossing Surface Condition Assessment	Countywide	County Owned at Grade Rail Crossings	Planning Study	$0.250	
2	DTPW	NW 106 Street / NW 116 Way / Hialeah Gardens Boulevard	SR 821 / HEFT	I-75 / NW 138 Street	Operational Improvements	$1.800	
3	DTPW	NW 106 Street / NW 116 Way / Hialeah Gardens Boulevard	SR 821 / HEFT	US 27 / Okeechobee Road	TSM&O	$8.800	
4	DTPW	NW 22 Avenue	SR-916/NW 135 Street	NW 151 Street	Traffic Study	$0.500	
5	DTPW	SR-916 / Douglas Road	South of NW 142 Street	North of NW 142 Street	Widening (Add one lane in each Direction)	$10.000	
6	DTPW	SR-934 / NW 74 Street	SR-821/HEFT	US-27/Okeechobee Road	Operational Improvements	$1.630	
Priority II (2031-2035)							
7*	DTPW	Miami Dade County Rail Delay Study	Countywide	County Owned at Grade Rail Crossings	Planning Study	$0.100	
8*	DTPW	Miami-Dade County Rail Grade Separation Study (County Roads)	Countywide	County Owned at Grade Rail Crossings	Planning Study	$0.100	
9	DTPW	NW 97 Avenue	North of NW 74 Street	NW 106 Street	PD&E Study	$3.500	
Priority III (2036-2040)							
10	DTPW	NW South River Drive	NW 107 Avenue	NW 74 Avenue	Traffic Study	$0.400	
Priority IV (2041-2050)							
11	DTPW	NW 90 Street	NW 87 Avenue	NW 97 Avenue	PD&E Study	$3.000	
12	DTPW	SW 127 Avenue	SW 244 Street	SW 184 Street	Capacity Improvement	$26.800	

** Project not shown on map.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	
$0.275	$0.275																
$1.980	$0.198		$1.782														
$9.680	$0.968		$8.712														
$0.550	$0.550																
$11.000	$1.100		$9.900														
$1.793	$0.944		$0.849														
Priority II (2031-2035)																	
$0.129					$0.129												
$0.129					$0.129												
$4.515					$4.515												
Priority III (2036-2040)																	
$0.624									$0.624								
Priority IV (2041-2050)																	
$5.820													$5.820				
$51.992															$51.992		

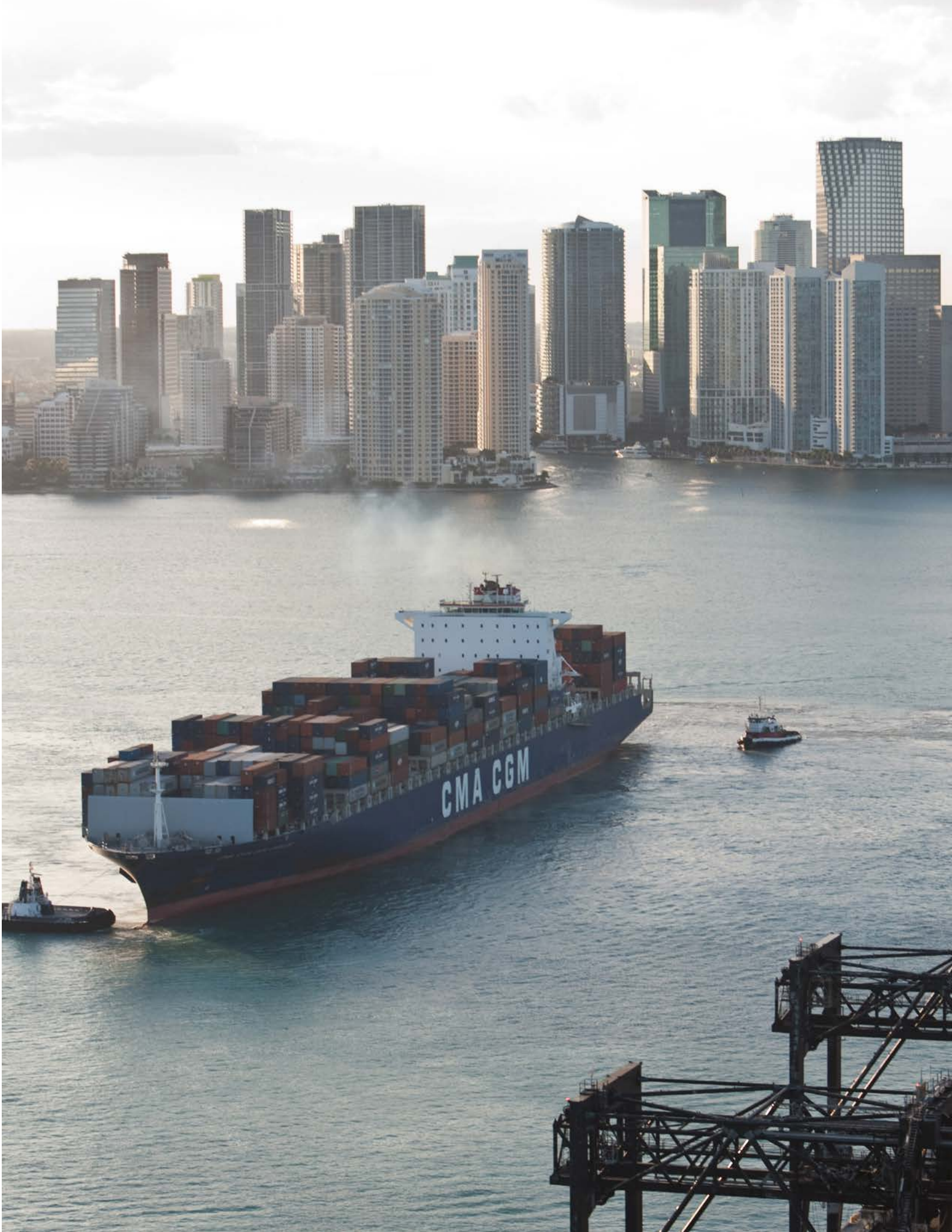
Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-17. DTPW Freight Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
13*	DTPW	Curb management Freight Analysis	Countywide		Planning Study	$0.150
14*	DTPW	Develop sustainable and Socially Conscious Freight Policies and Regulations	Countywide		Planning Study	$0.125
15*	DTPW	Micro-freight Pilot Project Opportunities	Countywide		Planning Study	$0.100
16*	DTPW	NW 116 Way	US 27 / Okeechobee Road	S River Drive	NW 116 Way - Freight Traffic Study from US 27 / Okeechobee Road to South River Drive	$1.450
17	DTPW	NW 122 Street	US-27/Okeechobee Road	SR-826/Palmetto Expressway	Use of Traffic Adaptive Signal System throughout the corridor	$0.650
18*	DTPW	Rail Connections / Freight Opportunities	Countywide	Freight Rail Corridors	Planning Study	$0.100
19*	DTPW	Rail Land Use Analysis and Small Rail Yard Opportunities / Distribution Centers	Countywide		Planning Study	$0.100
20*	DTPW	Rail Safety Analysis	Countywide	Miami-Dade County Rail System	Planning Study	$0.150
21*	DTPW	Using Technology to Support the Freight Network	Countywide		Planning Study	$0.858

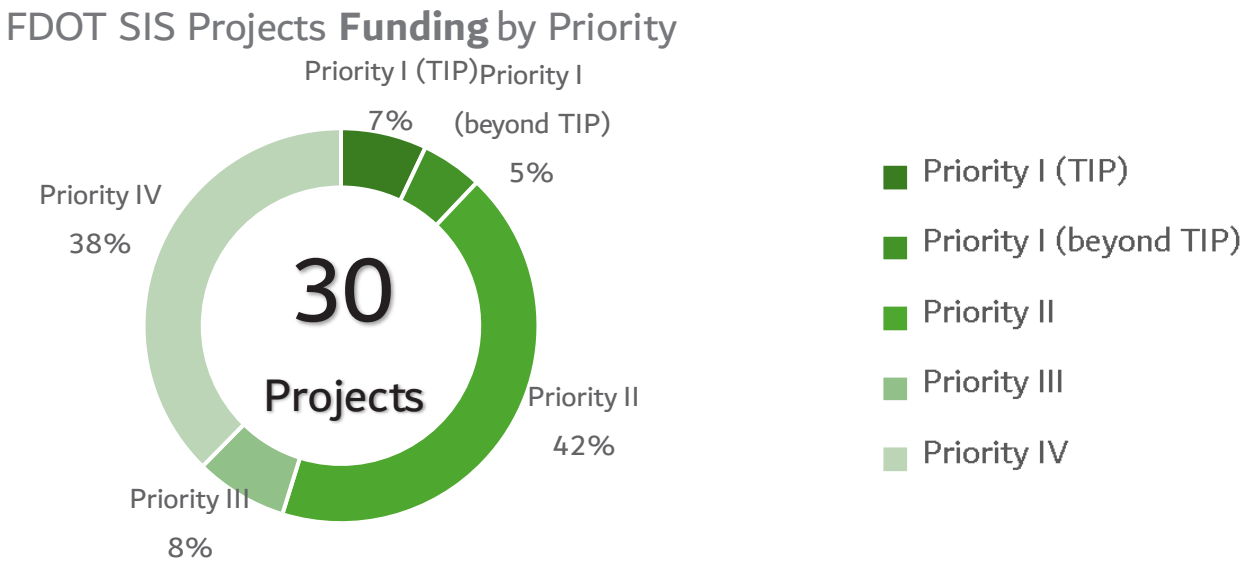
** Project not shown on map.*

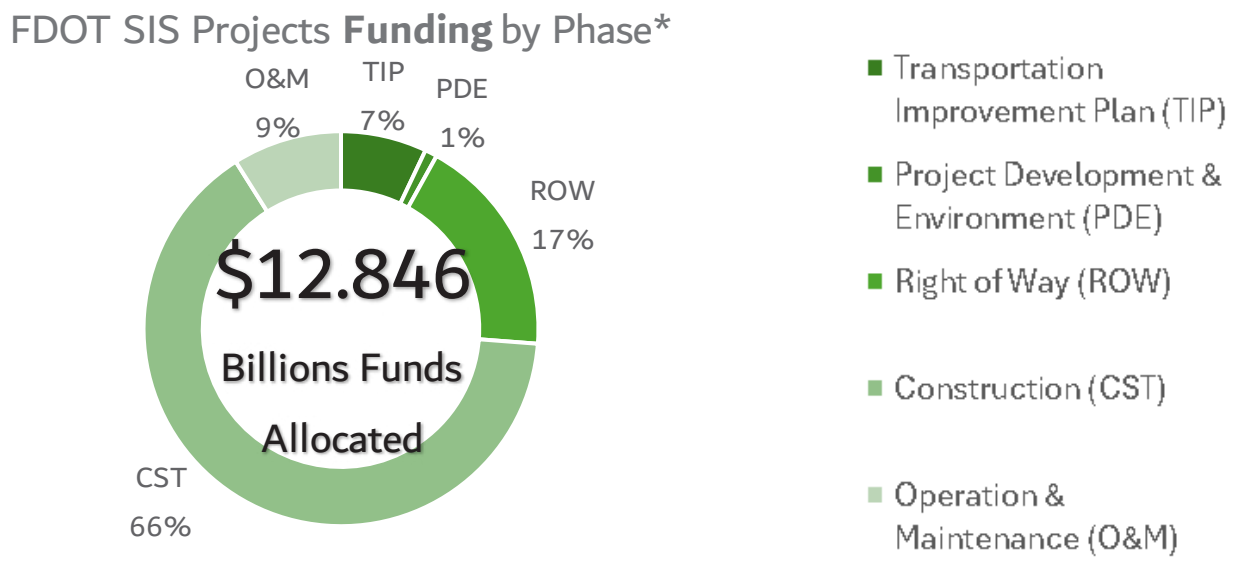

CMA CGM

Cost Feasible FDOT SIS Projects[5]

The SIS projects are of great importance to the economy and mobility of the State of Florida. The SIS was established in 2033 to enable the prioritization of funding related to these facilities. The SIS facilities improvements are funding through the FDOT – District Six SIS revenues.

Figure 4-16. Year 2050 LRTP FDOT SIS Project Funding Summary by Priority Period and Project Phase





* Figure includes TIP capacity projects with a cost great than $500K.

5 Strategic Intermodal System (fdot.gov)

Figure 4-17. Cost Feasible FDOT SIS Projects

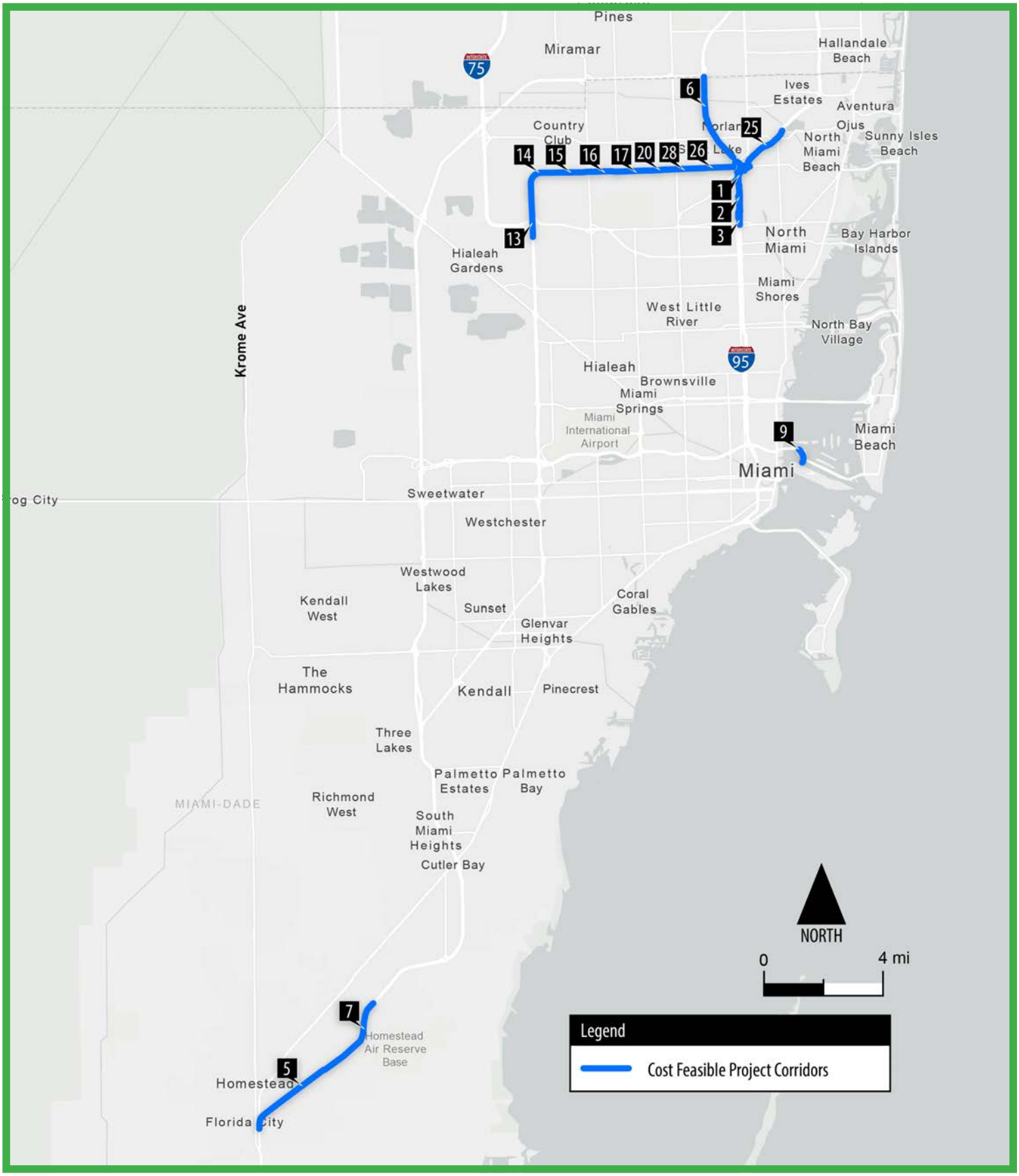


Table 4-18. FDOT SIS Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1	FDOT	SR 826 / Palmetto Expressway	at Golden Glades Interchange		Add Lanes & Reconstruct	$0.050	$0.050
2	FDOT	SR 9A / I-95 NB	NW 143 Street	East of NW 2 Avenue	Add Lanes & Reconstruct	$12.229	$12.229
3	FDOT	SR 9A / I-95 SB	NW 135 Street	Biscayne Canal	Add Lanes & Reconstruct	$6.378	$6.378
4*	FDOT	Toll Operations Miami-Dade Expressway - Dolphin			Toll Plaza	$44.225	$44.225
5	FDOT	TSM&O Mainline (SR 821) South of Palm Drive to Campbell Drive (MP 0-2)			Interchange Improvement	$45.368	$45.368
6	FDOT	Widen Spur (SR 91), Golden Glades TP to Broward County (MP 0.4-3.3) (6 TO 8 LNS)			Add Lanes & Reconstruct	$178.787	$178.787
7	FDOT	Widen Turnpike (SR 821) Campbell Drive to Tallahassee Road (MP 3-7) (4 TO 6			Add Lanes & Reconstruct	$138.423	$138.423
8*	FDOT	I-195 / SR 112	NW 12 Avenue	SR 907 / Alton Road	PD&E/EMO Study	$51.365	$0.030
9	FDOT	Port of Miami Tunnel	Port Miami	SR 836 / I-395	Service Agreement and Operations	$1,319.840	$279.098
10*	FDOT	SR 9A / I-95	US 1 / S Dixie Highway	South of NW 62 Street	PD&E/EMO STUDY / Capacity Improvements/Modify Interchanges	$1,294.013	$17.040
11*	FDOT	SR 9A / I-95	South of NW 62 Street	North of NW 143 Street	PD&E/EMO Study/ Capacity Improvements/Modify Interchanges	$1,321.435	$5.730
12*	FDOT	SR 826 / Palmetto Expressway	SR 968 / W Flagler Street	South of NW 154 Street	PD&E/EMO Study	$1,131.300	$6.000
13	FDOT	SR 826 / Palmetto Expressway	I-75	North of Canal C-8 Bridge (Approx NW 162 Street)	Add Lanes & Reconstruct	$183.419	$0.004
14	FDOT	SR 826 / Palmetto Expressway	North of Canal C-8 Bridge (NW 162 Street)	East of NW 67 Avenue	Add Lanes & Reconstruct	$110.622	$0.004
15	FDOT	SR 826 / Palmetto Expressway	East of NW 67 Avenue	East of NW 57 Avenue	Add Lanes & Reconstruct	$65.228	$0.004

** Project not shown on map.* *Note: O&M costs for projects on the State Highway System (SHS) are accounted for in the Districtwide Revenue Estimate for Resurfacing, Bridge, and Operations & Maintenance (O&M). These costs are identified in the 2050 Revenue Forecast Handbook on pages 33-34.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
																	Priority I (2025-2030)
$56.469	$23.672	$32.797															
$1,671.587							$221.410	$195.097			$292.720	$272.099			$373.149	$317.113	
$2,281.870						$387.908									$1893.962		
$1,632.897		$372.625				$1260.272											
$1,435.316	$56.980	$37.510				$87.978	$1252.848										
$355.825															$355.825		
$214.599															$214.599		
$126.535															$126.535		

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-18. FDOT SIS Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
16	FDOT	SR 826 / Palmetto Expressway	East of NW 57 Avenue	East of NW 42 Avenue	Add Lanes & Reconstruct	$77.356	$0.004
17	FDOT	SR 826 / Palmetto Expressway	East of NW 42 Avenue	East of NW 32 Avenue	Add Lanes & Reconstruct	$74.592	$0.004
18*	FDOT	SR 826 / Palmetto Expressway EB Ramp	SR 826 / Palmetto Expressway EB	SR 9 / I-95 NB	Interchange Ramp (New)	$207.234	
19*	FDOT	SR 826 / Palmetto Expressway	US 1 / S Dixie Highway	NW 25 Street	Preliminary Engineering for Future Capacity / Managed Lanes	$766.982	$117.230
20	FDOT	SR 826 / Palmetto Expressway	NW 32 Avenue	US 1 NW 17 Avenue	Add Lanes & Reconstruct	$105.840	$0.004
21*	FDOT	SR 9 / I-95	S of SR 860 / Miami Gardens Drive	Broward County Line	PD&E/EMO Study / Capacity Improvements/Modify Interchanges	$619.790	
22*	FDOT	SR 93 / I-75	SR 826 / Palmetto Expressway	Broward County Line	PD&E/EMO STUDY / Capacity Improvements / Modify Interchanges	$26.010	$6.010
23*	FDOT	SR 9A / I-95	North of NW 143 Street	South of SR 860 / MIA Gardens Drive	PD&E/EMO Study / Capacity Improvements/Modify Interchanges	$180.114	$5.500
Priority II (2031-2035)							
24*	FDOT	Golden Glades Interchange East Lot	Golden Glades Interchange	Golden Glades Interchange	Truck parking and travel center	$12.000	
25	FDOT	SR 9A / I-95	North of Biscayne Canal	SR 860 / Miami Garden Drive	Add Lanes & Reconstruct	$65.844	
Priority III (2036-2040)							
26	FDOT	SR 826/Palmetto Expressway	NW 17 Avenue	SR 9/I-95	Managed Lanes	$161.811	
Priority IV (2041-2050)							
27*	FDOT	SR 826 / Palmetto Expressway	I-75	Golden Glades Interchange	Add Special Use Lanes	$89.594	
28	FDOT	SR 826 / Palmetto Expressway	NW 32 Avenue	NW 17 Avenue	Managed Lanes	$105.836	

** Project not shown on map.* *Note: O&M costs for projects on the State Highway System (SHS) are accounted for in the Districtwide Revenue Estimate for Resurfacing, Bridge, and Operations & Maintenance (O&M). These costs are identified in the 2050 Revenue Forecast Handbook on pages 33-34.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	
$150.063															$150.063		
$144.701															$144.701		
$304.760			$1.160	$56.700				$66.493				$80.410				$99.997	
$838.180							$838.180										
$205.322															$205.322		
$798.261		$30.789					$744.072				$23.400						
$25.800					$25.800												
$330.951					$15.480										$315.471		
Priority II (2031-2035)																	
$15.480							$15.480										
$84.939							$84.939										
Priority III (2036-2040)																	
$252.425											$252.425						
Priority IV (2041-2050)																	
$173.812															$173.812		
$205.322															$205.322		

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-18. FDOT SIS Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Additional Projects							
A1*	FDOT	Port of Miami Tunnel Miami-Dade County MPO Priority			Funding Action	$425.000	$85.000
A2*	FDOT	Port of Miami Tunnel Oversight Consultant			Inspect Construction Projects	$14.888	$3.538

** Project not shown on map.* *Note: O&M costs for projects on the State Highway System (SHS) are accounted for in the Districtwide Revenue Estimate for Resurfacing, Bridge, and Operations & Maintenance (O&M). These costs are identified in the 2050 Revenue Forecast Handbook on pages 33-34.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Additional Projects																	
$572.050							$109.650				$132.600				$329.800		
$18.375					$0.048			$4.515	$0.059			$5.460	$0.146			$8.148	

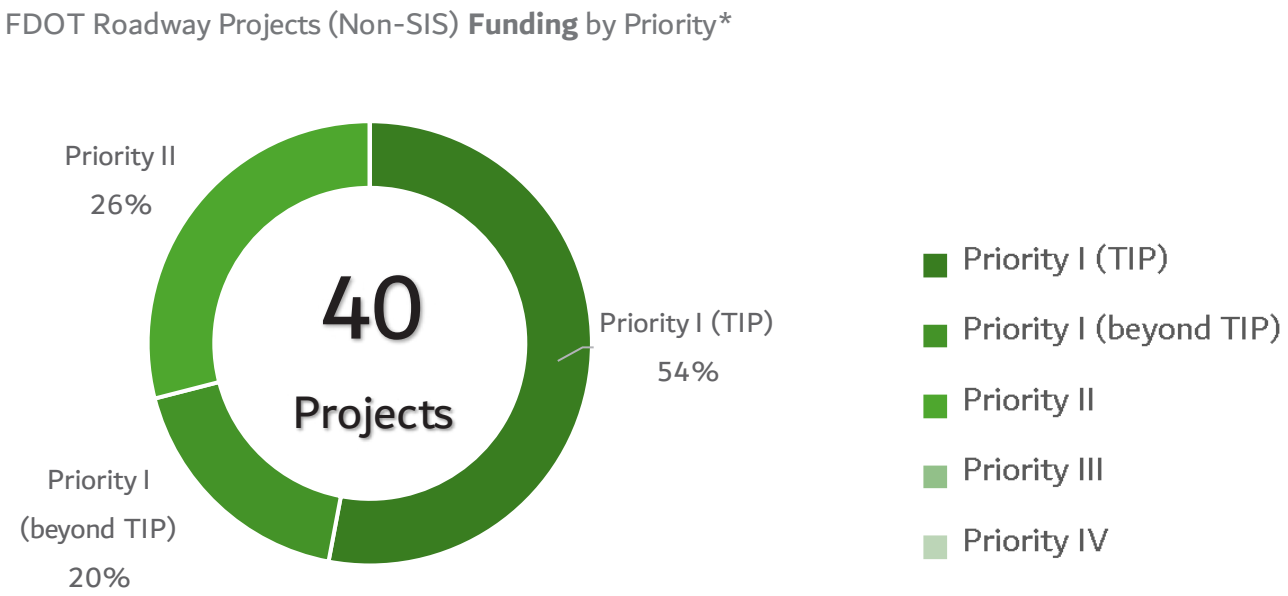
Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Cost Feasible FDOT Roadway Projects (excluding SIS)

FDOT is responsible for the state roadway system which extends beyond the SIS facilities. This section list all the roadway projects FDOT except for the SIS facilities. These state facilities are primarily funded through the SHS (Non-SIS). Other funding sources used, depending on the functionality of the roadway, are HSIP, and STBG.

Figure 4-18. Year 2050 LRTP FDOT Roadway (excluding SIS) Funding Summary by Priority Period and Project Phase



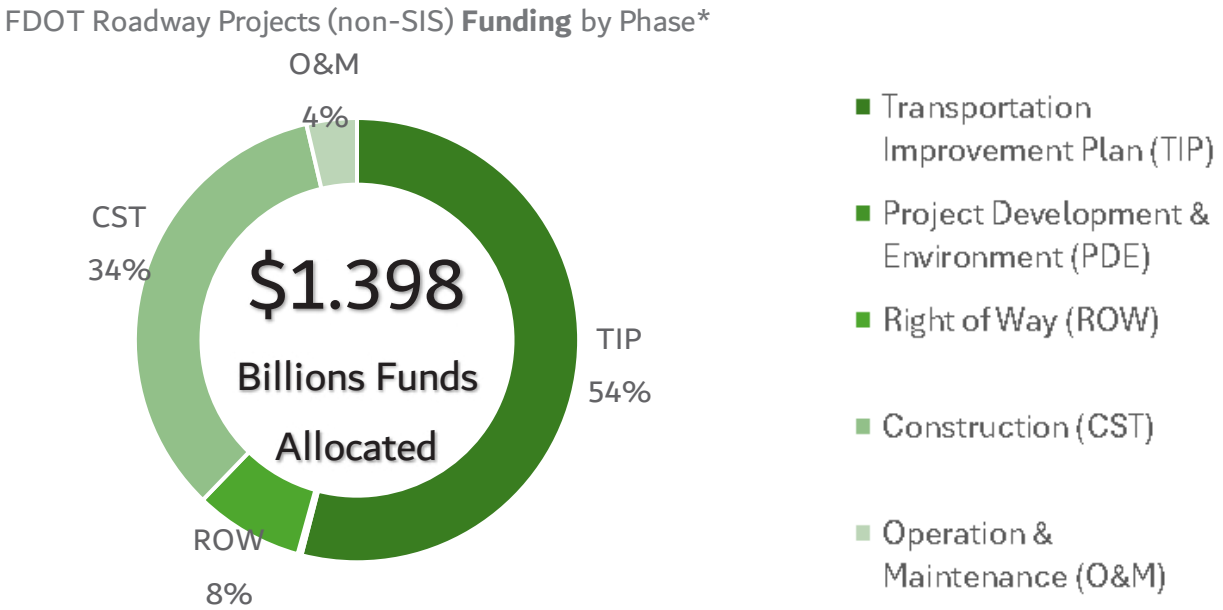


*Figure includes TIP capacity projects with a cost greater than $500K.

Figure 4-19. Cost Feasible FDOT Roadway Projects (Non-SIS)

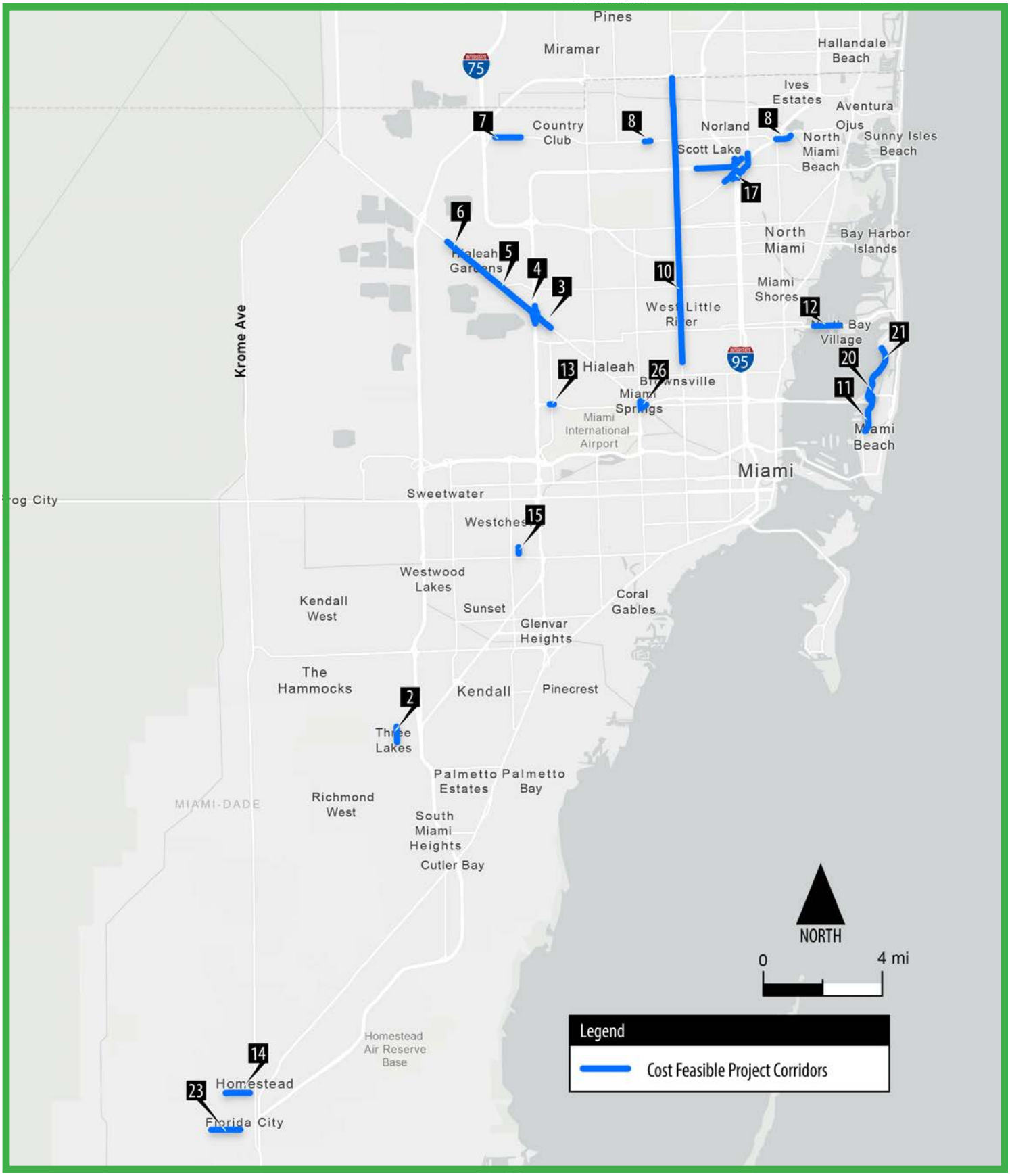


Table 4-19. FDOT Roadway Projects (non-SIS)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	FDOT	Golden Glades Interchange Improvements - Spur			Add Lanes & Reconstruct	$6.899	$6.899
2	FDOT	Miami-Dade County - SW 127 Avenue	SW 136 Street	SW 128 Street	Widen/Resurface Existing Lanes	$5.198	$5.198
3	FDOT	SR 25 / Okeechobee Road & SR 826 / Palmetto Expressway Interchange			Interchange Ramp (New)	$23.778	$23.778
4	FDOT	SR 25 / Okeechobee Road	East of NW 87 Avenue	NW 79 Avenue (Concrete)	Add Lanes & Reconstruct	$7.749	$7.749
5	FDOT	SR 25 / Okeechobee Road	East of NW 116 Way	East of NW 87 Avenue (Concrete)	Add Lanes & Rehabilitate Pavement	$363.388	$363.388
6	FDOT	SR 25 / Okeechobee Road	East of NW 107 Avenue	East of NW 116 Way (Concrete)	Add Lanes & Rehabilitate Pavement	$4.751	$4.751
7	FDOT	SR 860 / Miami Gardens Drive / NW 186 Street	East of I-75 / SR 93	NW 79 Place	Add Lanes & Rehabilitate Pavement	$25.147	$25.147
8	FDOT	SR 860 / Miami Gardens Drive / NW 186 Street	NE 6 Avenue	US 1 NE 10 Avenue & NW 37 Avenue	Safety Project	$2.447	$2.447
9*	FDOT	SR 9 / NW 27 Avenue	NW 62 Street	NW 215 ST / Unity Station	PD&E/EMO Study	$3.500	$3.500
10	FDOT	SR 9 / NW 27 Avenue	NW 62 Street	NW 215 Street - Drainage	Drainage Improvement	$46.853	$46.853
11	FDOT	SR 907 / Alton Road	Michigan Avenue	South of Ed Sullivan Drive / 43 Street	Flexible Pavement Reconstruct.	$68.916	$68.916
12	FDOT	SR 934 / NE 79 Street	Pelican Harbor Drive	Adventure Avenue	Evaluate bridge replacement alternatives to address the structural deficiencies of four existing bridges (two bridge pairs) along SR 934/NE 79 Street (John F. Kennedy Causeway). The western bridge pair, comprised of Bridge Identification (ID) Numbers 870083 (westbound) and 870549 (eastbound), is located just west of North Bay Island/Harbor Island. The eastern bridge pair, comprised of Bridge ID Numbers 870084 (westbound) and 870550 (eastbound), is located between North Bay Island/Harbor Island and Treasure Island. Additional project goal is to maintain emergency evacuation capabilities.	$60.521	$60.521
13	FDOT	SR 969 / NW 72 Avenue	at SR 948 / NW 36 Street		Intersection Improvement	$0.502	$0.502
14	FDOT	SW 4 Street IMPROVEMENTS			Widen/ Resurface Existing Lanes	$2.005	$2.005

** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
																	Priority I (2025-2030)

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-19. FDOT Roadway Projects non-SIS (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
15	FDOT	SW 84 Avenue and SW 38 Street			Roundabout	$0.690	$0.690
16*	FDOT	SR 25 / NW 36 Street	at NW 22 Avenue		Intersection Improvement	$1.483	$0.200
17	FDOT	SR 7 and SR 9 / Golden Glades Interchange	at Golden Glades Interchange		Interchange Ramp (New)	$1.286	
18*	FDOT	SR 860 / Miami Gardens / NW 183 / 186 Street	NW 79 Place	NW 68 Avenue	Add Lanes & Rehabilitate Pavement	$40.074	$0.005
19*	FDOT	SR 860 / Miami Gardens / NW 183 / 186 Street	NW 68 Avenue	NW 57 Avenue	Add Lanes & Reconstruct	$28.708	$0.100
20	FDOT	SR 907 / Alton Road	South of 43 Street	North of W 48 Street	Flexible Pavement Reconstruct	$37.759	$0.025
21	FDOT	SR 907 /Alton Road	North of 48 Street	North of 57 Street	Flexible Pavement Reconstruct .	$41.084	$12.632
22*	FDOT	SR 907 / Alton Road	North of 57 Street	North of Allison Road	Flexible Pavement Reconstruct	$44.972	$0.040
23	FDOT	SR 9336 / SW 344 Street / Palm Drive	SW 192 Avenue	SW 182 Avenue	Feasibility Study for widening from 2 lanes to 4 lanes	$42.430	$3.200
24*	FDOT	SR 934 / NE / NW 79 Street	US 1 I-95 (13 Court)	End of SR 934 / 1 Way Place	Add Lanes & Reconstruct	$59.561	
25*	FDOT	SR 934 / NE / NW 81 / 82 Street	US 1 I-95 (13 Court)	End of SR 934 / 1 Way Place	Road Construction - 2 Lanes	$42.603	
26	FDOT	SR 953 / NW 42 Avenue with SR 948 / NW 36 Street and SR 25 / US 27 / Okeechobee Road	Terminus of SR 112/Airport Expressway	Connections to SR 953 / NW 42 Avenue / LeJeune Road, SR 948 / NW 36 Street and SR 25 / US 27 /	Ultimate improvement for the "Iron Triangle" - Project encompasses the terminus of SR 112 / Airport Expressway with connections to SR 953 / NW 42 Avenue / LeJeune Road, SR 948 / NW 36 Street and SR 25 / US 27 / Okeechobee Road	$111.512	$16.500
27*	FDOT	SR 994 / SW 200 Street / Quail Roost Drive	West of SW 137 Avenue	East of SW 127 Avenue	PD&E/EMO Study	$60.048	$0.125

** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	
$1.567		$0.513					$1.054										
$1.415			$1.415														
$44.266		$13.747	$29.229				$1.290										
$35.198		$9.883					$25.315										
$41.507			$41.507														
$31.297			$31.297														
$50.071			$45.685				$4.386										
$49.919	$3.981					$14.818	$31.120										
$72.844		$23.099					$49.745										
$54.026		$5.393					$48.633										
$122.566						$22.227	$100.339										
$74.490		$16.269					$58.221										

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-19. FDOT Roadway Projects non-SIS (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Additional Projects							
A1*	FDOT	SR 5 / US 1 / SE 2 Avenue	at I-95 On-Ramp and at SR 970 / SE 3 Street		Traffic Ops Improvement	$0.831	$0.121
A2*	FDOT	SR 7 / NW 7 Avenue	at NW 95 Street		Intersection Improvement	$1.070	$0.138
A3*	FDOT	SR 817 / NW 27 Avenue	at NW 175 Street		Intersection Improvement	$0.863	$0.144
A4*	FDOT	SR 860 / Miami Gardens Drive / NW 186 Street	NW 49 Avenue	NW 48 Place	Traffic Ops Improvement	$0.917	$0.149
A5*	FDOT	SR 9 / NW 27 Avenue and NW 119 Street			Safety Project	$0.662	$0.097
A6*	FDOT	SR 9 / SW 27 Avenue	at South of SW 1 Street		Traffic Ops Improvement	$0.570	$0.121
A7*	FDOT	SR 916 / NW 135 Street and NW 22 Avenue			Safety Project	$0.707	$0.123
A8*	FDOT	SR 932 / NW 103 Street	at NW 27 Avenue		Intersection Improvement	$0.549	$0.079
A9	FDOT	SR 934 / E 25 Street / NW 79 Street 145 ft East of E 11 Avenue			Intersection Improvement	$2.560	$0.224
A10*	FDOT	SR 953 / LeJeune Road	at E 25 Street		Intersection Improvement	$1.162	$0.166
A11*	FDOT	SR 968 / W Flagler Street	at W 79 Avenue		Intersection Improvement	$1.600	$0.190
A12*	FDOT	SR 976 / SW 40 Street	at SW 92 Avenue		Intersection Improvement	$0.799	$0.032
A13*	FDOT	MIAMI INTERMODAL CENTER (MIC) RENTAL CAR FACILITY (RCF) TIFIA LOAN REPAYMENT			FUNDING ACTION	$145.294	$98.660

** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Additional Projects																	
$0.781			$0.781														
$1.127		$0.435					$0.693										
$0.791			$0.791														
$0.845			$0.845														
$0.622			$0.622														
$0.494			$0.494														
$0.642			$0.642														
$0.517			$0.517														
$2.685		$1.902					$0.783										
$1.213		$0.414					$0.800										
$1.781		$0.220				$1.290	$0.271										
$0.928		$0.355					$0.573										
$51.297				$51.297													

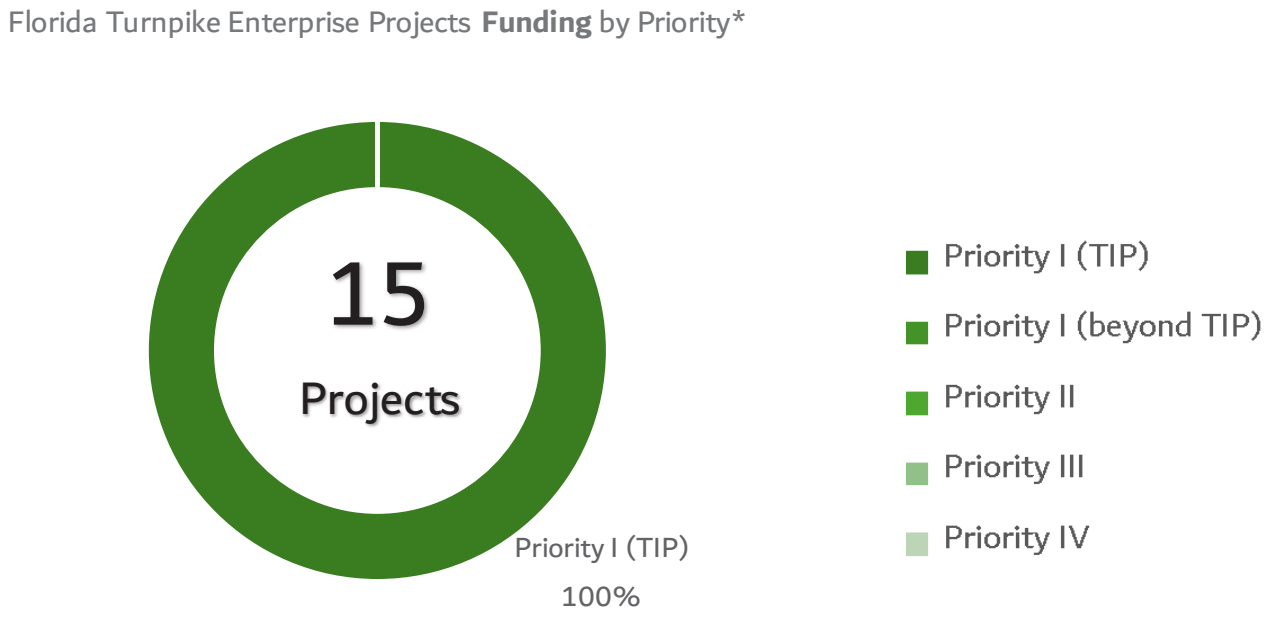
Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Cost Feasible Florida's Turnpike Enterprise (FTE) Projects

In this section the FTE projects are listed. The FTE has its independent funding sources, which includes directly charging the user of its system through tolls.

Figure 4-20. Year 2050 LRTP FTE Projects Funding Summary by Priority Period and Project Phase



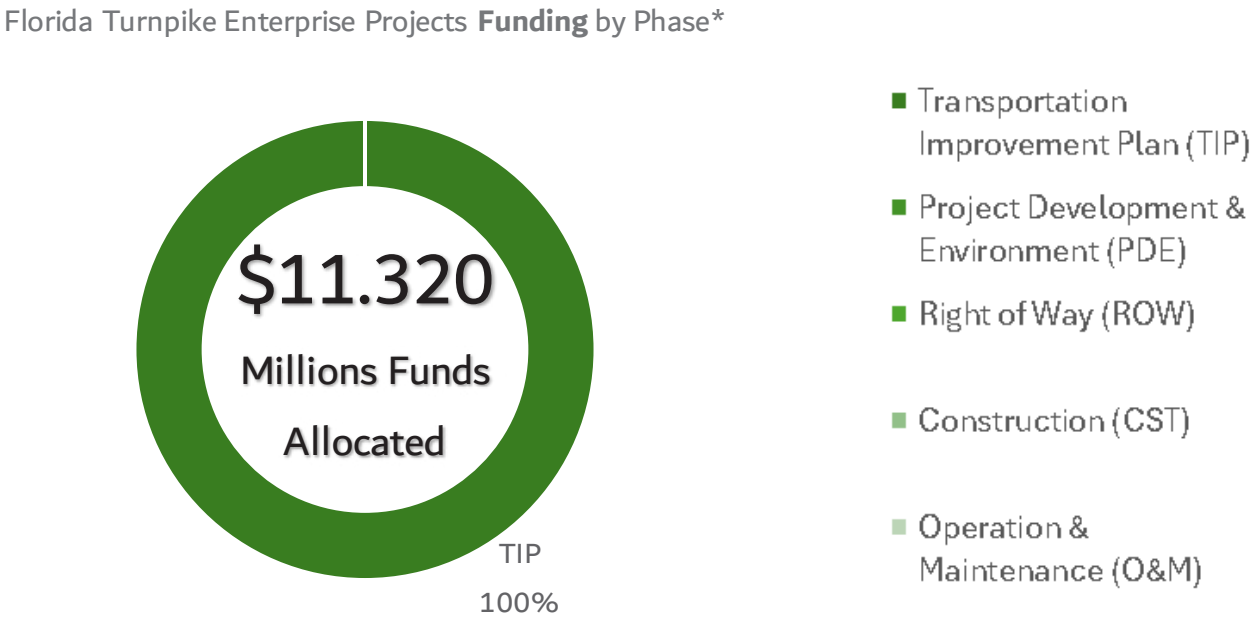


*Figure includes TIP capacity projects with a cost greater than $500K.

Figure 4-21. Cost Feasible Florida's Turnpike Enterprise (FTE) Projects

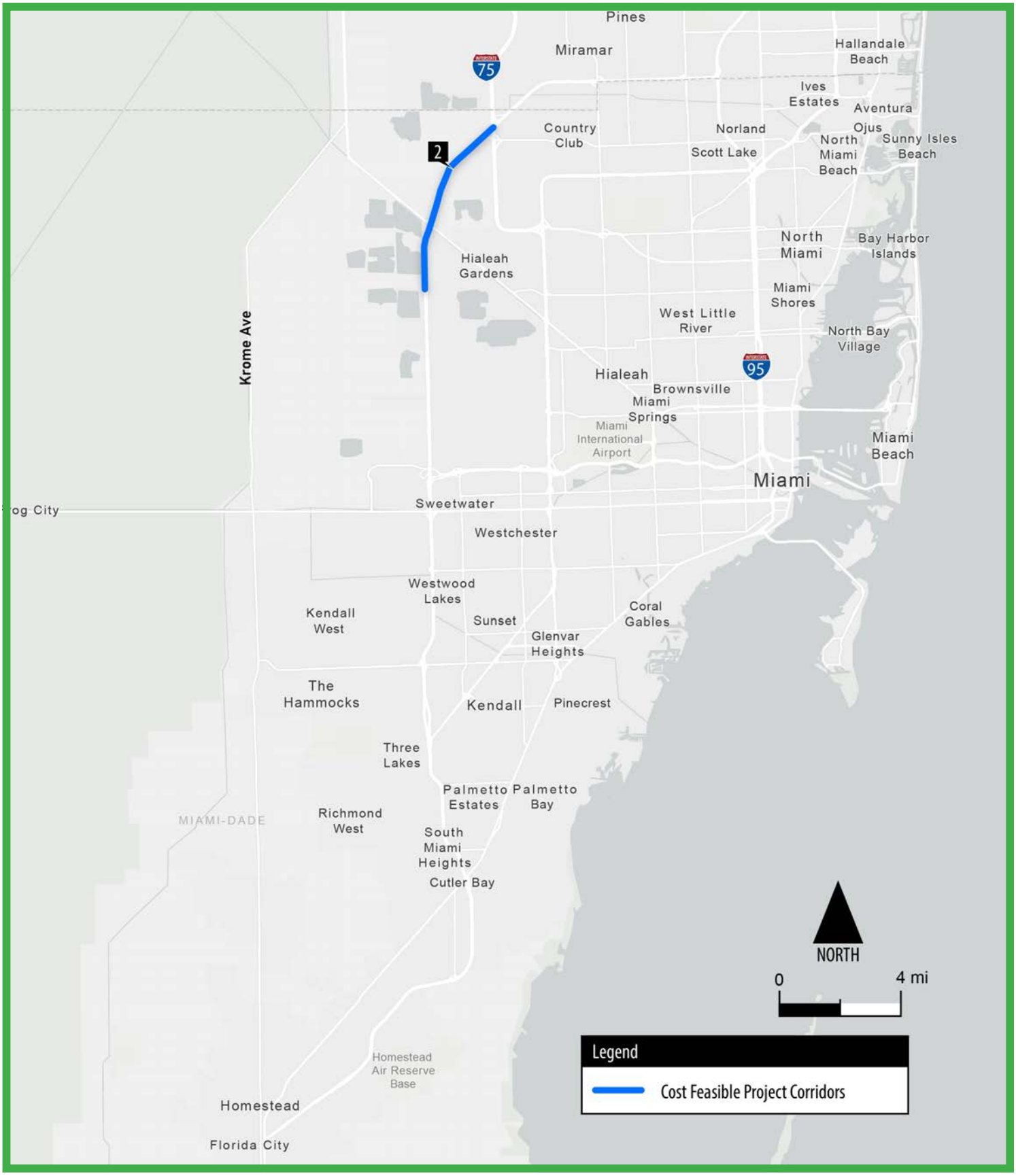


Table 4-20. Florida's Turnpike Enterprise (FTE) Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	FTE	I-95, SR 7	At Golden Glades Interchange		Interchange - Add Lanes	$9.262	$9.262
2	FTE	Widen Turnpike Extension (SR 821) - NW 106 Street to I-75 (MP 34-39) (6 to 10) Including Managed Lanes			Add Lanes & Reconstruct	$2.058	$2.058

** Project not shown on map*

.

Table 4-20. Florida's Turnpike Enterprise (FTE) Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
3*	FTE	Turnpike Mainline (SR 821)	MP 2 - SW 312 Street / Campbell Drive	MP 7 - North of SW 137 Avenue	Widen from 4 to 6 Lanes with Through Lane. Includes Interchange Improvements: ♦ MP 5 - SW 288 Street / Biscayne Drive ♦ MP 6 - SW 137 Avenue	To be Determined
4*	FTE	Turnpike Mainline (SR 821)			Interchange Improvements: ♦ MP 11- SW 216 Street ♦ MP 12 - SW 211 Street / Caribbean Boulevard	To be Determined
5*	FTE	Turnpike Mainline (SR 821)			TSM&O Interchange Improvement: ♦ MP 0 - US 1	To be Determined
6*	FTE	Turnpike Mainline (SR 91)	MP 0.4X - Golden Glades Plaza	MP 3.3X - Miami-Dade / Broward County Line	Widen from 6 to 8 Lanes with Auxiliary Lanes Includes Interchange Improvement: ♦ MP 2X - NW 199 Street	To be Determined
7*	FTE	Turnpike Mainline (SR 91)			Interchange Improvement (Partnership Project): ♦ MP 0X - I-95 / US 441 / SR 826 (Golden Glades)	To be Determined
8*	FTE	Turnpike Mainline (SR 821)	MP 5 - SW 288 Street / Biscayne Drive	MP 11 - SW 216 Street	Widen from 6 to 8 Lanes. Includes Interchange Improvement: ♦ MP 9 - SW 112 Street / SR 989	To be Determined
9*	FTE	Turnpike Mainline (SR 821)			Interchange Improvement: ♦ MP 19 - SW 120 Street	To be Determined
10*	FTE	Turnpike Mainline (SR 821)			Interchange Improvement (Ultimate): ♦ MP 34 - NW 106 Street / Flagler Sta Boulevard	To be Determined

** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-20. Florida's Turnpike Enterprise (FTE) Projects (continued)

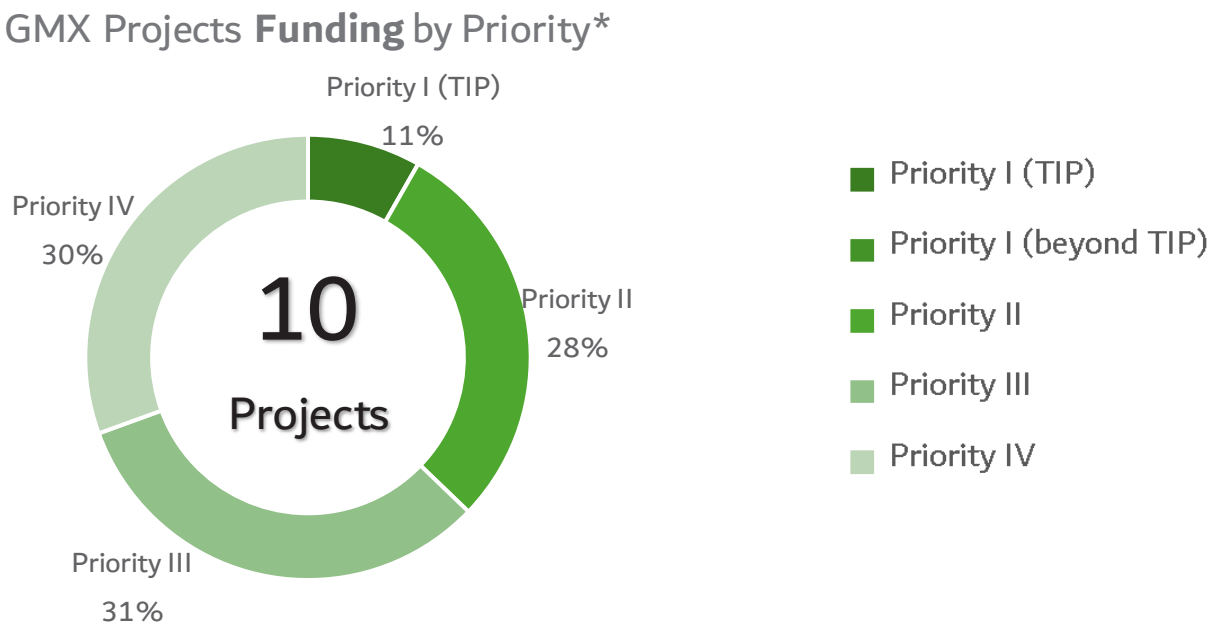
ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
11*	FTE	Turnpike Mainline (SR 821)	MP 12 - SW 211 Street / Caribbean Boulevard	MP 26 - SR 836	TSM&O Mainline Improvements	To be Determined
12*	FTE	Turnpike Mainline (SR 821)	MP 26 - SR 836	MP 43 - NW 57 Avenue / Red Road / SR 823	TSM&O Mainline Improvements	To be Determined
13*	FTE	Turnpike Mainline (SR 821)	MP 0 - US 1	MP 2 - SW 312 Street / Campbell Drive	Widen from 4 to 6 Lanes	To be Determined
14*	FTE	Turnpike Mainline (SR 91)			New Interchange (Partnership Project): ♦ MP 1 - SW 328 Street / Lucy Street	To be Determined
15*	FTE	Turnpike Mainline (SR 91)			Interchange Improvement: ♦ MP 31 - NW 74 Street	To be Determined

** Project not shown on map*

Cost Feasible Greater Miami Expressway Agency (GMX) Projects

The GMX is an independent agency with its own revenue sources. Listed below are the GMX projects associated with the planning period of the 2050 LRTP. The GMX is an independent agency and has its own funding sources.

Figure 4-22. Year 2050 LRTP GMX Projects Funding Summary by Priority Period and Project Phase



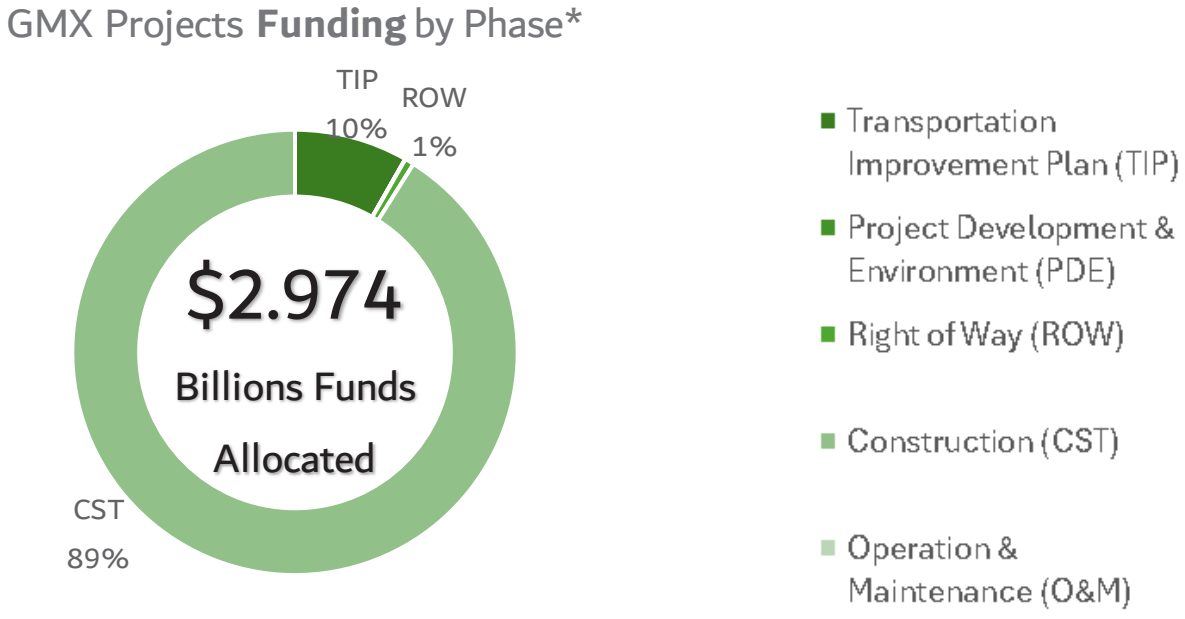


*Figure includes TIP capacity projects with a cost greater than $500K.

Figure 4-23. Cost Feasible Greater Miami Expressway Agency (GMX) Projects

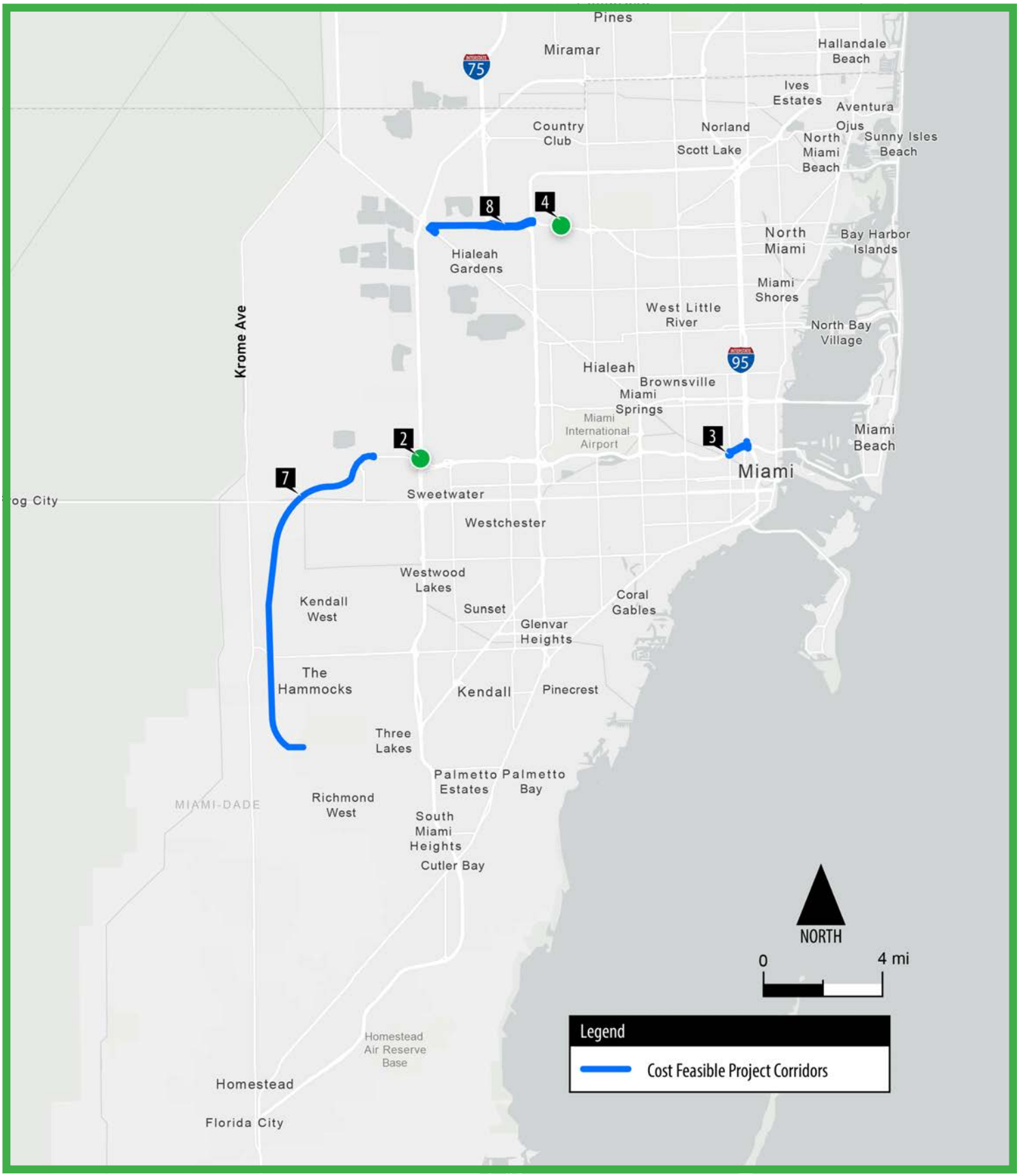


Table 4-21. Greater Miami Expressway Agency (GMX) Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	GMX	SR 112 (Airport Expressway)	SR 112 at NW 37 Avenue		New SR 112/ NW 37 Avenue ramp connections	$25.856	$25.856
2	GMX	SR 836 (Dolphin Expressway)	SR 836 (Dolphin Expressway) at HEFT		New SR 836/ HEFT Ramp Connections	$0.900	$0.900
3	GMX	SR 836 (Dolphin Expressway) / I-95	SR 836 NW 17 Avenue at I-95		SR 836/ I-95 Interchange Improvements and capacity improvements	$70.394	$70.394
4	GMX	SR 924 (Gratigny Parkway) Partial Interchange at NW 67 Avenue	SR 924 at NW 67 Avenue		SR 924 Interchange at 67 Ave	$66.522	$66.522
5*	GMX	SR-874 (Don Shula Expressway)	SR-874 (Don Shula) at SW 128 Street		Ramp Connector	$0.865	$0.865
6*	GMX	SR-874 (Don Shula Expressway)/ SW 72 Street Interchange	SW 874 at SW 72 Street		SR 874/SW 72 Street Interchange	$27.390	$27.390
7	GMX	Kendall Parkway / SR 836 (Dolphin) SW Extension	SR 836 (Dolphin) terminus at NW 137 Ave/NW 12 Street	SW 136 Street	Planning and right-of-way acquisition for new multimodal corridor from the terminus of SR 836 to SW 56 Street. Final design and construction of SR 836 mainline from 97 Avenue to 107 Avenue and widening of 137 Avenue from SW 8 Street to SW 26 Street per work program.	$1,781.762	$120.238
Partially Funded							
8	GMX	SR 924 Gratigny Parkway West Extension	NW 97 Avenue	SR 821 (HEFT)	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.	$158.471	$0.440

** Project not shown on map*

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Table 4-21. Greater Miami Expressway Agency (GMX) Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
9*	GMX	SR 112 (Airport Expressway) West Extension to HEFT	SR 112 termini at NW 42 Avenue	HEFT	New Extension of SR 112 west to HEFT	$1,012.000
10*	GMX	SR 924 Gratigny Parkway East Extension	NW 32 Avenue	I-95	New Extension of SR 924 Gratigny Parkway East to I-95	$719.500

** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	
$2,628.267							$806.451				$936.000				$885.816		
Partially Funded																	
$32.881					$0.667	$19.430	$12.784										$132.542

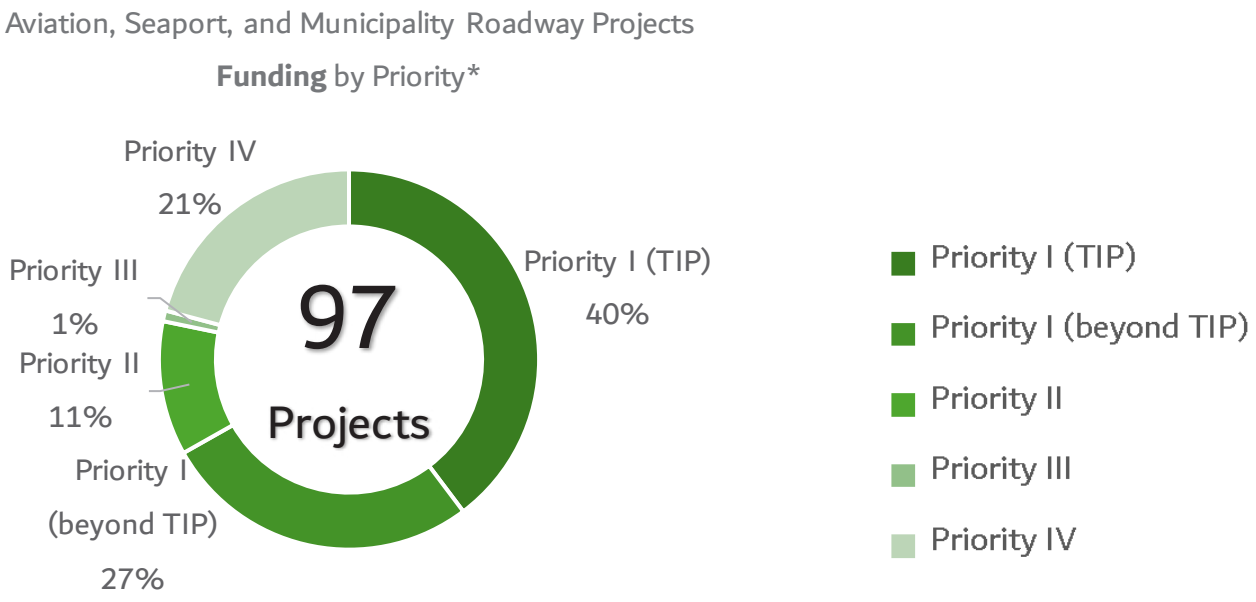
Note: YoE = Year of Expenditure.

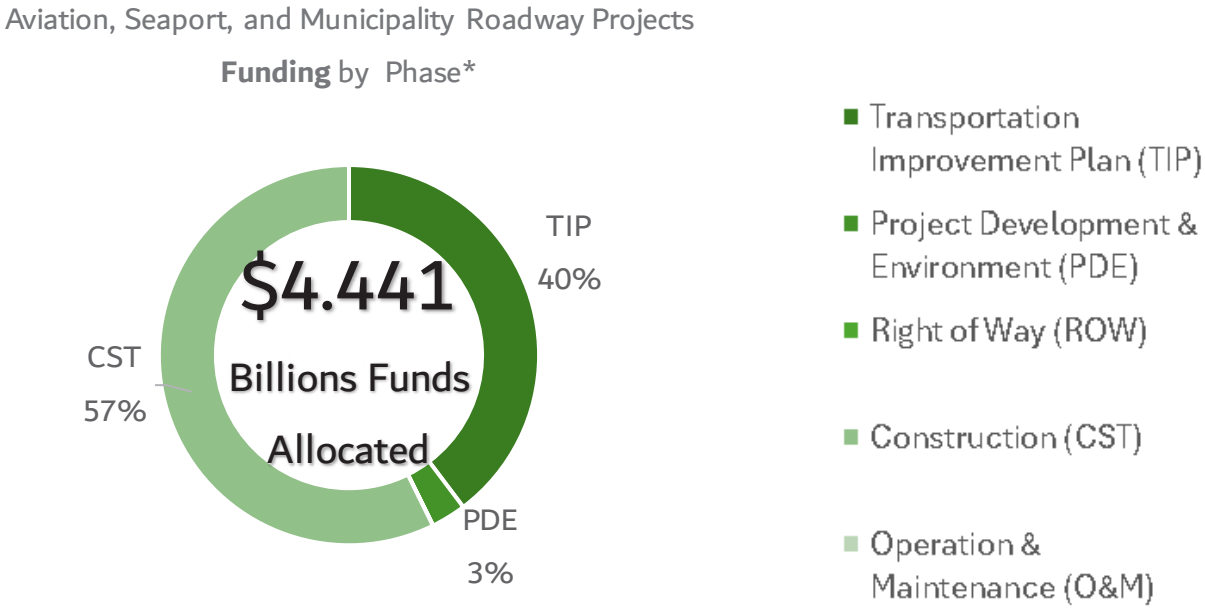
PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Cost Feasible Aviation, Seaport, and Municipalities Roadway Projects

The remainder of the roadway projects are listed in this section. They include the municipalities, aviation and the seaport. The eligibility of the funding sources is related to the type, ownership, and functionality of the facility. The funding sources applied are Mobility Fees, Non-SIS, STBG, TRIP, and HSIP.

Figure 4-24.Year 2050 LRTP Aviation, Seaport, and municipalities Roadway Projects Funding Summary by Priority Period and Project Phase





* Figure include the TIP capacity projects with a cost great than $500K.

Figure 4-25. Cost Feasible Aviation, Seaport, and Municipalities Projects

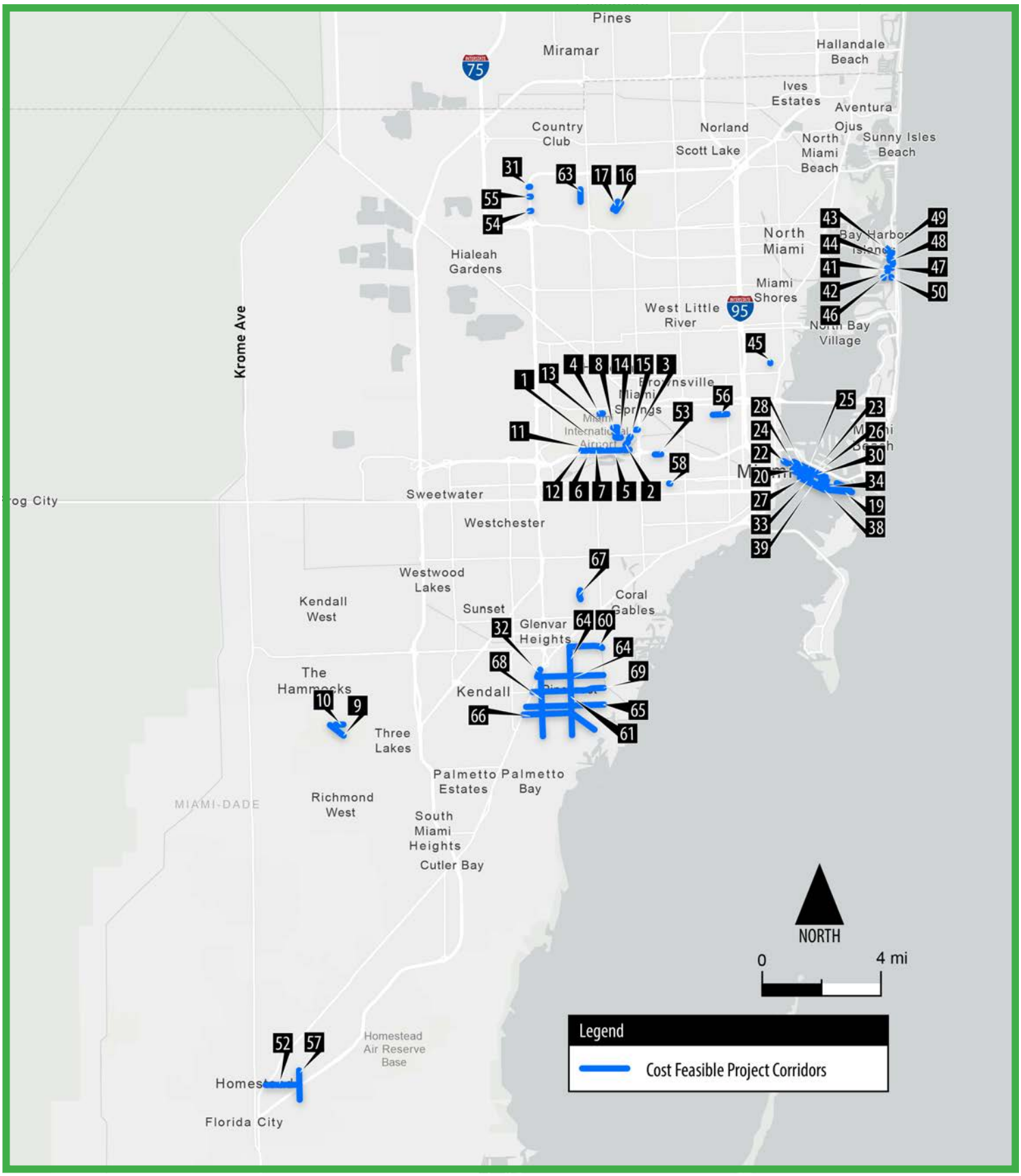


Table 4-22. Aviation, Seaport and Municipalities Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1	Aviation	Central Terminal	Central Terminal	Central Terminal	Develop new Airside Operating Area Gate	$9.254	$9.254
2	Aviation	MIA North Terminal	MIA North Terminal	MIA North Terminal	D60 Building, Apron and Utilities Expansion	$680.748	$680.748
3	Aviation	MIA Passenger and TNC Remote Parking Lot	MIA MIC Joint Development Parcel	MIA MIC Joint Development Parcel	Parking Capacity	$10.226	$10.226
4	Aviation	MIA South Terminal	MIA South Terminal	MIA South Terminal	Expansion to increase capacity and efficiency of operations	$16.000	$16.000
5	Aviation	MIA South Terminal			Reconstruct Pavement and Taxiway Lighting	$101.764	$101.764
6	Aviation	MIA South Terminal Apron	Concourse J - West; NW 20 Street - North	Perimeter Road/Fuel Farm - East; Taxiway "P" - South	Capacity Expansion / MDAD Projects #V005A/V013A	$10.980	$10.980
7	Aviation	MIA Terminal Buildings	MIA Terminal Building	MIA Terminal Building	Rehabilitate Terminal Building	$4.698	$4.698
8	Aviation	MIA Terminal Wide Public Restrooms Modernization	MIA North, Central & South Terminal Concourses	MIA North, Central & South Terminal Concourses	Rehabilitate Terminal Building	$2.000	$2.000
9	Aviation	Miami Executive Airport New ADG III North Apron Taxilane and Access Road			Aviation Capacity Project	$1.250	$1.250
10	Aviation	Miami Executive Airport New ADG III North Apron Taxilane and Access Road	Miami Executive Airport	Miami Executive Airport	Design and Construct Apron Taxilane (Capacity)	$17.009	$17.009
11	Aviation	Miami International Airport	MIA	MIA	This project involves the design and construction of one nominal 95,600-barrel (4 .0 million gallons) jet fuel storage tank and associated fueling systems	$35.175	$35.175
12	Aviation	MIA- South Terminal Expansion East			Aviation Capacity Project	$16.000	$16.000
13	Aviation	MIA Perimeter Road Bridge Replacement			Aviation Capacity Project	$21.962	$21.962
14	Aviation	MIA Runway Incursion Mitigation (RIM) Hot Spot 4			Aviation Capacity Project	$11.000	$11.000
15	Aviation	MIA Terminal – Wide Re-Roofing			Aviation Capacity Project	$4.698	$4.698

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030)																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-22. Aviation, Seaport and Municipalities Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
16	Aviation	OPF	Miami- Opa-Locka Executive Airport	Miami- Opa-Locka Executive Airport	Airfield improvements, including a new connector, and re-aligned aircraft parking to prevent runway incursions at Hot Spot 3 at OPF.	$10.934	$10.934
17	Aviation	OPF Runway 9 / 27	OPF Runway 9/27	OPF Runway 9/27	Pavement rehabilitation of Runway 09L-27R, sections of parallel Taxiway N, sections of perpendicular Taxiways J, G, F, C, H and E	$10.948	$10.948
18*	Aviation	MDAD General Aviation Airports Taxiways and Apron Rehabilitation			Aviation Preservation Project	$0.625	$0.625
19	Seaport	Cruise Terminal K - New			New Cruise Terminal K	$2.000	$2.000
20	Seaport	Cruise Terminals AA & AAA New	Dante B. Fascell - PortMiami	PortMiami	Cruise Terminals	$66.453	$66.453
21*	Seaport	Dante B. Fascell			Gantry Cranes	$81.500	$81.500
22	Seaport	Infrastructure Improvements - Container Yard (Seaboard)	Dante B. Fascell - PortMiami	Seaboard	Container Yard Improvements	$48.224	$48.224
23	Seaport	Infrastructure Improvements - North Bulkhead Rehabilitation	Dante B. Fascell - PortMiami	North Channel	Infrastructure Improvements -North Bulkhead Rehabilitation	$25.000	$25.000
24	Seaport	Infrastructure Improvements - Portwide	Dante B. Fascell - PortMiami	Various locations	Infrastructure Improvements - Portwide	$128.040	$128.040
25	Seaport	Infrastructure Improvements - South Florida Container Terminal			Infrastructure Improvements - South Florida Container Terminal	$54.979	$54.979
26	Seaport	Infrastructure Improvements - Water and Sewer Upgrades	Dante B. Fascell - PortMiami	Various locations	Infrastructure Improvements -Water and Sewer Upgrades	$2.290	$2.290
27	Seaport	Infrastructure Improvements -South Bulkhead - Rehabilitation	Dante B. Fascell - PortMiami	South Channel	Infrastructure Improvements -South Bulkhead Rehabilitation	$5.500	$5.500
28	Seaport	Inland Port Logistics support Yard	Dante B. Fascell - PortMiami	PortMiami	Inland Port Logistics support Yard	$338.800	$338.800
29*	Seaport	Port Miami Cargo Mobility Optimization			Seaport Capacity Project	$40.200	$40.200
30	Seaport	Port of Miami Cruise Terminal Improvements			Seaport Capacity Project	$6.390	$6.390

** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-22. Aviation, Seaport and Municipalities Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
31	Municipal	NW 159 Terrace	NW 79 Avenue	NW 77 Avenue	Create Underpasses under SR 826 at 159 Terrace	$1.685	
32	Municipal	SW 77 Ave	US 1 (west) / SW 100 Street (south)	SW 74 Court (east) / SW 104 Street (north)	Install Turn Lane/ drainage/mill & resurface/sidewalk	$2.915	
33	Seaport	Federal Inspection Facility			Build new facility for Immigration and US Customs Border Protection	$39.000	
34	Seaport	Infrastructure Improvements - Channel Modifications			PortMiami channel modifications as per the Miami Harbor Improvements	$66.142	
35*	Seaport	Infrastructure Improvements - Portwide			Portwide infrastructure improvements including beautification, drainage, dredging, road improvements, photovoltaics, generators, batteries, electric connectivity and charging stations, BMS upgrades, wayfinding,	$300.000	
36*	Seaport	Net Zero - Inland Port Development			Continue Inland Port development of the container storage and transfer staging areas	$409.028	
37*	Seaport	Net Zero Cargo Supply Chain Program - Inland Port			Following the planning study, develop an inland port to expand cargo business opportunities and competitiveness	$177.000	
38	Seaport	Shore Power			Provide Shore Power to all cruise terminals which will allow ship to turn off their primary engines while docked, resulting in reduced air emissions	$92.722	
39	Seaport	Track Extension			Expand the railroad along US27 to connect to the Inland Port and Logistics Center	$5.100	
Priority II (2031-2035)							
40	Aviation	MIA Cargo Viaduct	From NW 82 Avenue	To Ronald Reagan Turnpike	The project includes the widening of NW 25 Street and the construction of a viaduct structure from NW 82 Avenue to the Ronald Reagan Turnpike. The viaduct will be elevated about 30 feet above the surface roadways along the north side of NW 25 Street and will provide continuity from the east ramp of the viaduct serving the west cargo area of Miami International Airport to ramps to and from the Ronald Reagan Turnpike. The viaduct will connect to key surface roadways through new ramps and will include controlled smart lanes to facilitate truck movements.	$393.300	
Priority III (2036-2040)							
41	Municipal	Abbott Avenue	at 95 Street		Partial Road closure of westbound vehicles on 95 Street at Abbott Avenue	$0.086	
42	Municipal	Abbott Avenue	92 Street	93 Street	Installation of a raised speed table / speed hump	$0.040	

** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	
$1.853	$1.853																
$3.207	$0.127		$3.080														
$42.900			$42.900														
$72.756	$0.429		$72.327														
$330.000			$330.000														
$449.931	$3.630	$1.100	$445.201														
$194.700			$194.700														
$101.994			$101.994														
$5.610	$5.610																
Priority II (2031-2035)																	
$507.357					$40.589		$466.768										
Priority III (2036-2040)																	
$0.135									$0.035		$0.099						
$0.063									$0.016		$0.046						

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-22. Aviation, Seaport and Municipalities Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority III (2036-2040) continued							
43	Municipal	Bay Drive	at 96 Street		Conversion from partial road closure to full road closure	$0.115	
44	Municipal	Byron Avenue	at 95 Street		Modification of bumpout with addition of a raised speed table for improved pedestrian safety	$0.040	
45	Municipal	Caribbean Market Place and Little Haiti Cultural Center			Repair of Caribbean Market Place building roof system. Replace 9,800 Square feet of deck and roofing system, in addition to repair of minor cracks at connections points, and fractures at the bottom of pre-cast joist and checking and fireproofing approximately 20 wood trusses.	$2.500	
46	Municipal	Carlyle Avenue	93 Street	94 Street	Installation of a raised speed table / speed hump	$0.040	
47	Municipal	Carlyle Avenue	at 88 Street		Installation of neighborhood traffic circle	$0.144	
48	Municipal	Emerson Avenue	90 Street	91 Street	Installation of a raised speed table / speed hump	$0.040	
49	Municipal	Froude Avenue / Carlyle Avenue / Abbott Avenue	At 91 Street		Installation of neighborhood traffic circles at three intersections at Froude Avenue, Carlyle Avenue and Abbott Avenue	$0.431	
50	Municipal	Hawthorne Avenue	at 88 Street		Installation of a median diverter	$0.086	
51*	Municipal	Miami Fairview Flood Mitigation - Phase II Pump Station			This project has two phases, one phase is the Roadway and Drainage Improvements involving roadway reconstruction, drainage improvements, swale restoration, striping, signage, and ADA ramps. MDWASD Design and Construction JPA. The second phase is design and construction of a new stormwater enclosed pump station with a raised platform, two gravity drainage wells and a SCADA system. The second phase also includes upgrades to an existing outfall. The funds are requested for phase two.	$1.600	
52	Municipal	Mowry Drive (SW 320 Street)	SW 162 Avenue	US 1	Reconstruction and widening of the existing two-way road, to match the 4-lane median divided portion of the corridor	$4.000	
53	Municipal	NW 13 Street	NW 35 Avenue	NW 37 Avenue	NW 13 Street Roadway Reconstruction and Drainage Improvement	$1.429	
54	Municipal	NW 146 Street	NW 78 Avenue	NW 77 Avenue	Create Underpasses under SR 826 at 146 Street	$1.685	

** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority III (2036-2040) continued																	
$0.179									$0.047		$0.133						
$0.063									$0.016		$0.046						
$3.900											$3.900						
$0.063									$0.016		$0.046						
$0.224									$0.059		$0.166						
$0.063									$0.016		$0.046						
$0.673									$0.176		$0.497						
$0.135									$0.035		$0.099						
$2.496											$2.496						
$6.240									$0.562		$5.678						
$2.230											$2.230						
$2.628									$2.628								

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-22. Aviation, Seaport and Municipalities Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority III (2036-2040) continued							
55	Municipal	NW 154 Street			Realign Turn Lanes to improve traffic flow	$0.350	
56	Municipal	NW 30 Street	NW 17 Avenue	NW 12 Avenue	Roadway reconstruction and/or milling and resurfacing, water main replacement, curb and gutters, miscellaneous sidewalk repairs, ADA compliance and striping. Water main replacement to take place along NW 30 Street from NW 17 Avenue to NW 12 Avenue through Joint Participation Agreement to furnish and install of 8 inch Ductile Iron Pipe with Miami-Dade Water and Sewer Department	$2.500	
57	Municipal	SW 162 Avenue	Campbell Drive/SW 312 Street	Lucy Street / SW 328 Street and Bridge / Canal C-13	Widening of the existing roadway from 2 lanes to 4 lanes, sidewalk, curbs, and gutter, bicycle path, continuous storm drainage system, guardrail, signalization, pavement markings and signing, decorative street lighting and bridge expansion improvements.	$9.000	
58	Municipal	SW 32 Avenue and SW 2 Street			The funds will address a project in the East Auburndale community of the city which experiences significant flooding during king-tides, rain events, and effects of the sea-level rise. These funds will be used for new and up-sized storm-water inlets and pipes, ex-filtration trenches. It is estimated that 125 properties, 375 residents, valued at $70M, will be impacted by this project.	$1.950	
Priority IV (2041-2050)							
59*	Aviation	FEC Railroad	NW 16 Street	NW 25 Street	The project includes the realignment of the Florida East Coast (FEC) railroad located west of Miami International Airport. This existing railroad follows the airport property boundary along Milam Dairy Road and turns to follow NW 16 Street and NW 68 Ave. The current alignment prevents the expansion of MIA's cargo facilities and aircraft ramp areas which have been identified as a need to support the growth of the cargo community in the Aviation Department's master plan. The realignment of the FEC railroad would rebuild the railroad along Milam Dairy Road and turn east between NW 22 Street and NW 25 Street. The realigned railroad tracks would enable opportunities to provide multimodal facilities interfacing with the cargo hub at MIA with the potential to facilitate access to local employees as well as to provide air-to-rail freight capabilities.	$477.160	

** Project not shown on map*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority III (2036-2040) continued																	
$0.546									$0.546								
$3.900											$3.900						
$14.040									$1.264		$12.776						
$3.042											$3.042						
Priority IV (2041-2050)																	
$925.690													$74.056		$851.635		

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Table 4-22. Aviation, Seaport and Municipalities Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
60	Municipal	Kendall Drive / SW 88 Street	SW 67 Avenue	Red Road	Mill and Resurface	$1.190
61	Municipal	Ludlum Road / 67 Avenue	SW 136 Street	Kendall Drive	Mill & Resurface / Shoulder Reconstruction	$4.800
62*	Municipal	Marlin Road	SR 5 / US 1	Old Cutler Road	Marlin Road planned improvements along the corridor include: 1. Improving approximately 1.65 miles of roadway (US 1 to Old Cutler Road) 2. Improving Drainage throughout (exfiltration trenches for water quality, continuous curb and gutter) 3. Making concrete sidewalk repairs and ADA ramp improvements with detectable warning surfaces 4. Creating new driveway approaches throughout 5. Modifying signals and roadway lighting 6. Creating bike lanes 7. Creating four (4) decorative bus stops with shelters with bicycle facilities and seating 8. Constructing one (1) traffic roundabout	$18.141
63	Municipal	NW 59 Avenue	NW 158 Street	NW 151 Street	Extend NW 59 Avenue via A New Bridge across the Canal and Opa-Locka Airport Air Strip	$16.062
64	Municipal	SW 104 Street	US 1	Red Road	Mill and Resurface	$3.200
65	Municipal	SW 120 Street	US 1	Red Road	Mill and Resurface	$3.860
66	Municipal	SW 124 Street / Chapman Field Drive	US 1	Red Road	Mill and Resurface	$3.860
67	Municipal	SW 63 Court	SW 62 Trail	SW 62 Place	Repair the Deep Erosion Which Shows the Edge of the Limestone in Cantilever at the Bottom of the North Abutment	$9.705
68	Municipal	SW 77 Avenue	SW 136 Street	SW 104 Street	Mill and Resurface	$2.915
69	Municipal	SW 112 Street	US 1	Red Road	Mill and Resurface	$3.630
Additional Unfunded						
A1*	Municipal	Biscayne Boulevard	At NE 123 Street			$0.150
A2*	Municipal	Biscayne Boulevard	At NE 135 Street			$0.150

** Project not shown on map*

Table 4-22. Aviation, Seaport and Municipalities Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
A3*	Municipal	Manor Lane	SW 64 Court	SW 65 Place	culvert in-kind replacement	$9.705
A4*	Municipal	Manor Lane	SW 64 Court	SW 65 Place	construct a new public sanitary system as existing properties are currently served by septic tank systems that are negatively impacting the City's groundwater/drinking water.	$9.705
A5*	Municipal	Memorial Highway	At NE 135 Street			$0.150
A6*	Municipal	NE / NW 125 Street	NW 7 Avenue	N Bay Shore Drive		$0.150
A7*	Municipal	NE 10 Avenue	At NE 149 Street			$0.150
A8*	Municipal	NE 10 Avenue	NE 131 Street	NE 125 Street		$0.150
A9*	Municipal	NE 12 Avenue	NE 135 Street	NE 125 Street		$0.150
A10*	Municipal	NE 131 Street				$0.150
A11*	Municipal	NE 16 Avenue	NE 142 Street	W Dixie Highway		$0.150
A12*	Municipal	NE 6 Avenue	at NE 135 Street			$0.150
A13	Municipal	NE 6 Avenue	at NE 125 Street			$0.150
A14*	Municipal	NE 9 Avenue	at NE 129 Street			$0.150
A15*	Municipal	NW 117 Avenue	NW 25 Street	NW 34 Street	Reconstruction along NW 117 Avenue to accommodate the new horizontal and vertical alignment for a change in grade away from the canal thus protecting the water resources and the environment. Add turn lanes based on auto turn truck study SB RT at NW 25 Street and WB RT at NW 34 Street.	$3.887
A16*	Municipal	NW 127 Street				$0.150
A17*	Municipal	NW 131 Street	I-95	NE 14 Avenue		$0.150

** Project not shown on map*

Table 4-22. Aviation, Seaport and Municipalities Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
A18*	Municipal	NW 135 Street	NW 17 Avenue	NE 2 Avenue		$0.150
A19*	Municipal	NW 6 Avenue	at NW 126 Street			$0.150
A20*	Municipal	NW 7 Avenue	at NW 125 Street			$0.150
A21*	Municipal	Opa-Locka Blvd	NW 17 Avenue	NE 2 Avenue		$0.150
A22*	Municipal	W Dixie Highway	at NW 135 Street			$0.150
A23*	Municipal	City of Miami Beach Citywide			Miami Beach Intelligent Transportation System (ITS) Expansion	To be Determined
A24*	Municipal	I-395 / SR A1A / MacArthur Causeway	Biscayne Boulevard	SR 907 / Alton Road	SR A1A / MacArthur Causeway Bicycle-Pedestrian Viaduct	To be Determined
A25*	Municipal	I-395 / SR A1A / MacArthur Causeway I-195 / SR 112 / Julia Tuttle Causeway SR 934 / 71 Street SR A1A / Collins Avenue / Harding Avenue	I-395 / SR A1A / MacArthur Causeway	SR 934 / 71 Street	Miami Beach Congestion Pricing Analysis	To be Determined
A26*	Municipal	City of Miami Beach Citywide			Pedestrian Bridge Enhancements	To be Determined
A27*	Municipal / FDOT	City of Miami Beach Citywide			Over-Water Crossings Analysis	To be Determined
A28*	Municipal / FDOT	Beachwalk	South Pointe Drive	87 Terrace	Alternative Beachwalk Facility	To be Determined

** Project not shown on map*

Cost Feasible Project Analysis

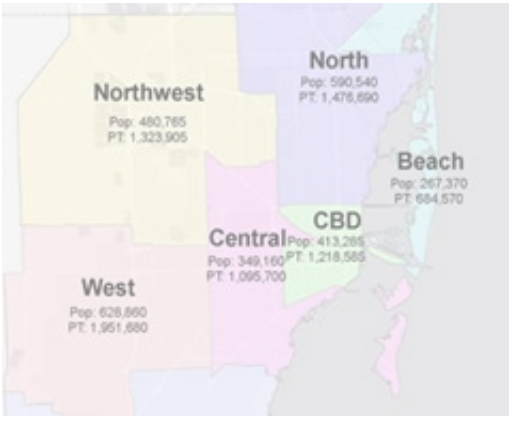
As part of the LRTP, the Southeast Regional Planning Model (SERPM) was updated to the new Version 9 calibrated to the base year and 2050 horizon. The Miami-Dade TPO developed the socioeconomic data, population and employment, for the year 2050. As the SERPM covers Miami-Dade, Broward, and Palm Beach counties, the update of the SERPM was conducted in close coordination with the Broward MPO and the Palm Beach Transportation Planning Agency (TPA) and used the Regional Long Range Transportation Plan for this same geographical area.

As part of the Miami-Dade LRTP, the SERPM is used in the Project Phase to analyze the difference between the different scenarios and in the Priority phase to analyze the effect of the Cost Feasible network on the population and the travel patterns in Miami-Dade. For the analysis the Existing plus Committed network was obtained from the Miami-Dade TPO and the cost feasible capacity projects were added to this network. The effect of the cost feasible projects is analyzed and documented at the TPA level. The SERPM 9.0 version used in this analysis is the version set up to run in the Cube software. The outputs from this model run

are used in an Equity Analysis tool which was developed by the Miami-Dade TPO to specifically analyze the impact of the cost feasible projects in different geographical areas as well as population groups.

Cost Feasible Project Equity Analysis

The Equity Analysis is a crucial part, aimed at understanding the impact of the various transportation projects on different demographic and socioeconomic groups. This analysis allows for the analysis of the equitability of the transportation improvements distribution across each TPA. This with a particular focus on underserved or disadvantaged communities. By examining metrics such as Person Miles Traveled (PMT), Person Hours Traveled (PHT), and Transit Trip Share, the analysis provides insights into travel behavior and accessibility for diverse population segments.



In this process, PMT and PHT offer a detailed view of how far and how long individuals are traveling within each TPA, revealing patterns related to daily commutes, economic activities, and overall mobility. Breaking these metrics down by age, car ownership, and income allows us to identify specific needs and challenges faced by different groups.

For example, age-based analysis shows the travel behavior of working-age individuals, seniors, and youth, highlighting the need for age-appropriate transportation solutions. Car ownership data reveals the dependency on private vehicles versus public transportation, indicating areas where public transit needs

strengthening. Income-based analysis uncovers disparities in travel opportunities, emphasizing the importance of making transportation accessible and affordable for low-income households.

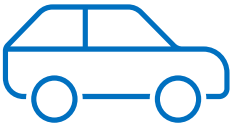
Through this process, the Equity Analysis not only identifies gaps and inequities in the current transportation system but also informs the development of strategies to create a more inclusive and equitable transportation network. This ensures that all residents, regardless of their demographic or socioeconomic status, benefit from improved transportation infrastructure and services.

Equity Analysis Key Findings

The equity analysis reveals both shared patterns and unique characteristics that inform the strategic planning for Miami-Dade County's transportation network. This section synthesizes the key findings from the Person Miles Traveled (PMT), Person Hours Traveled (PHT), and Transit Trip Share statistics, identifying trends and areas where targeted interventions can enhance equity and accessibility.

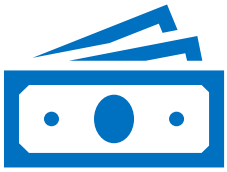
Age Distribution

The majority of PMT and PHT consistently come from individuals aged 16-65, reflecting typical commuting patterns and economic activity. Approximately 75% of PMT and PHT are contributed by this age group, with smaller contributions from those under 16 (around 10% or less) and those over 65 (around 15%). This indicates that working-age individuals are the primary travelers, highlighting the need for transportation solutions that cater to this demographic.



Car Ownership Patterns

High dependency on private vehicles is evident across most planning areas. For instance, in the North area, 67% of both PMT and PHT come from households with two or more cars, emphasizing the reliance on personal vehicles. However, the Central Business District (CBD) shows a more balanced distribution, with 49% of PMT and 49% of PHT contributed by households with two cars and 41% of PMT and 41% of PHT from one-car households. In contrast, the South area has more PMT and PHT from households with two or more cars (74% of both PMT and PHT). This underscores the importance of developing robust public transportation options to reduce reliance on private vehicles and promote sustainable mobility.



Income Disparities

Income levels significantly influence travel patterns, with higher-income individuals consistently contributing the majority of PMT and PHT. In the South planning area, for example, 76% of PMT and PHT are from higher-income individuals. Similar patterns are observed in the North (72% of PMT and 72% of PHT from higher-income individuals) and Beach (77% of PMT and 77% of PHT from higher-income individuals) areas. This suggests disparities in access to transportation resources based on income levels. Lower-income individuals are more reliant on public transit, indicating a need for affordable and efficient public transit services to ensure equitable access.

Transit Trip Share by Age: On average, the CBD has the highest transit trip share at 5.9%, while Northwest, West, and South areas have lower transit trip shares below 2.0%. In the CBD, younger individuals (under 16 years old) have a higher transit trip share than other age groups, which is an outlier compared to other planning areas where the middle-age group (16-65 years old) dominates transit usage.

Transit Trip Share by Car Ownership: For all planning areas, households with no cars have the highest transit trip share, with figures reaching up to 20.7%. This highlights the significant reliance on public transit among car-free households and underscores the importance of enhancing public transit options in these areas.

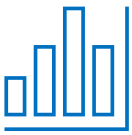
Transit Trip Share by Income: Lower-income individuals have significantly higher transit trip shares across all areas compared to high-income individuals. For example, in the CBD, 5.6% of the transit trip share is from individuals earning less than $50,000, compared to 5.9% from those earning more than $50,000. This further emphasizes the need for accessible and affordable public transportation options to support those who are more dependent on transit due to limited access to private vehicles.

Enhancing Public Transportation Infrastructure: Investing in expanding and improving public transportation options is crucial, particularly in areas with high car dependency and low transit trip shares. Increasing the frequency, reliability, and coverage of bus and rail services can help reduce reliance on private vehicles and promote sustainable mobility.

Equity-Focused Transit Planning: Prioritizing transit improvements in low-income neighborhoods and areas with high reliance on public transit is essential. Ensuring that public transit services are affordable, safe, and accessible to all residents can address disparities and promote equitable access to transportation resources.

Integration of Freight and Passenger Travel: Ensuring that freight-related infrastructure improvements do not negatively impact public transit routes and services is crucial. Integrated transportation planning that considers both freight and passenger travel needs can help create a balanced and inclusive network.

Leveraging Technology for Accessibility: The potential of innovative technologies to enhance the transportation system is highlighted. Technological advancements must consider accessibility and ensure that improvements benefit all demographic groups, particularly those reliant on public transit.



Data-Driven Decision Making: Utilizing data analytics to continuously monitor and evaluate transportation patterns and the effectiveness of implemented strategies can help make informed adjustments and improvements. Establishing a centralized data platform that integrates data from various sources can drive continuous improvement in transportation planning.

These key findings underscore the importance of addressing equity in transportation planning. By focusing on enhancing public transportation infrastructure, prioritizing low-income and car-free households, integrating freight and passenger travel, leveraging technology, and utilizing data-driven decision-making, a more balanced and sustainable transportation system that serves all residents equitably can be created.

The following figures show the detailed statistics for PMT, PHT, and Transit Share for the Cost Feasible phase.

Person Miles Traveled (PMT) and Person Hours Traveled (PHT)

Figures 26 and 27 provide a comprehensive overview of Person Miles Traveled (PMT) and Person Hours Traveled (PHT) statistics for various planning areas. PMT measures the total distance traveled by individuals within a specific area, while PHT measures the total time spent traveling.

PMT and PHT Analysis by Age

Across the planning areas, the majority of PMT and PHT consistently come from individuals aged 16-65, indicating that working-age individuals are the primary travelers. In the North planning area, 75% of PMT and 75% of PHT are contributed by this age group, with smaller contributions from those under 16 (9% of PMT and 9% of PHT) and over 65 (16% of PMT and 16% of PHT). Similar age distribution patterns are seen in other areas, indicating a regional trend where the working-age population accounts for most travel.

PMT and PHT Analysis by Car Ownership

Car ownership patterns reveal a high dependency on private vehicles across most planning areas. For instance, in the North area, 67% of PMT and 67% of PHT come from households with two or more cars, highlighting a significant reliance on personal vehicles. This trend is also evident in the West and the South. The CBD area, however, shows a more balanced car ownership distribution, with 49% of PMT and 49% of PHT from two-car households and 41% of PMT and 41% of PHT from one-car households. This suggests that areas with better access to alternative transportation options, such as the CBD, exhibit less dependency on multiple-car ownership.

PMT and PHT Analysis by Income

Income levels significantly influence travel patterns, with higher-income individuals contributing the majority of PMT and PHT in all areas. In the South planning area, for example, 76% of PMT and 76% of PHT are from individuals earning more than $50,000. Similar patterns are observed in the North (72% of PMT and 72% of PHT from higher-income individuals) and Beach (77% of PMT and 77% of PHT from higher-income individuals) areas. This suggests that wealthier residents travel more frequently, potentially due to greater access to private vehicles and the ability to afford more frequent travel.

Transit Trip Share Statistics

Figure 28 provides a comprehensive overview of transit trip share statistics for various planning areas. Transit trip share measures the percentage of trips taken using public transit within a specific area.

Transit Trip Share by Age

The majority of transit trip share comes from individuals aged 16-65, indicating that working-age individuals are the primary users of public transit, reflecting commuting patterns and economic activity. In the North planning area, 3.2% of the transit trip share is contributed by this age group, with smaller contributions from those under 16 (1.5%) and over 65 (2.2%). Similar age distribution patterns are seen in other areas, such as the Beach (3.8% for ages 16-65) and South (1.7% for ages 16-65), indicating a regional trend where the working-age population accounts for most public transit use.

Transit Trip Share by Car Ownership

Car ownership patterns reveal that households with no cars have the highest transit trip share across most planning areas. For instance, in the Beach area, 20.7% of the transit trip share comes from households with no cars, indicating a significant reliance on public transit. This trend is also evident in the CBD (15.7% from 0-car households) and Northwest (12.6% from 0-car households). The reliance on public transit decreases in

households with one car and is lowest in households with two or more cars. This suggests that areas with higher car ownership exhibit lower transit trip shares, highlighting the importance of enhancing public transit options in car-dependent areas.

Transit Trip Share by Income

Income levels also influence transit trip share, with lower-income individuals contributing a higher percentage of transit trips across all areas. In the Beach, for example, 5.4% of the transit trip share is from individuals earning less than $50,000, compared to 2.9% from those earning more. Similar patterns are observed in the CBD and Central areas. This indicates that lower-income residents are more reliant on public transit, likely due to limited access to private vehicles.

Figure 4-26. Cost Feasible Project Equity Analysis on Person Miles Traveled (PMT)

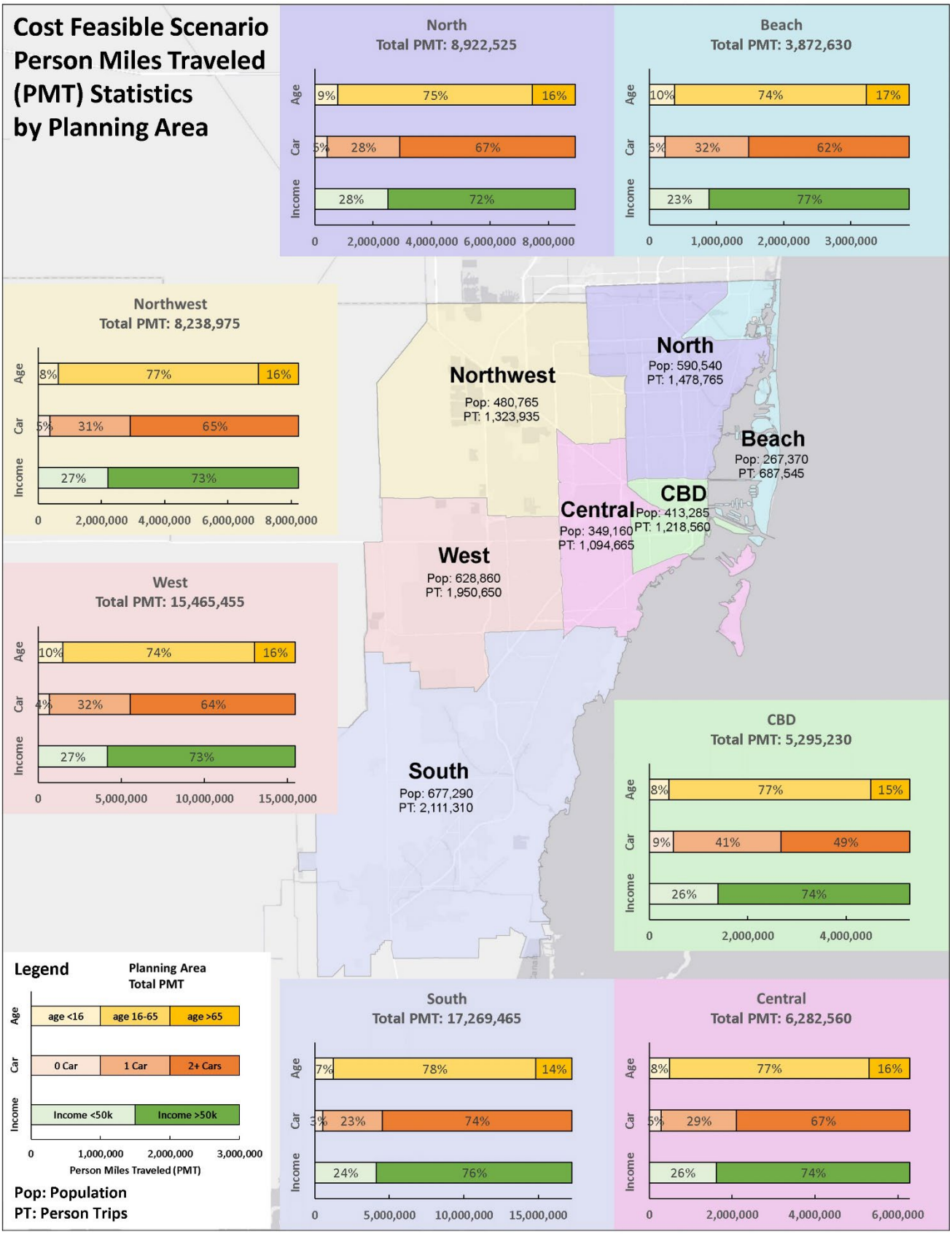


Figure 4-27. Cost Feasible Project Equity Analysis on Person Hours Traveled (PHT)

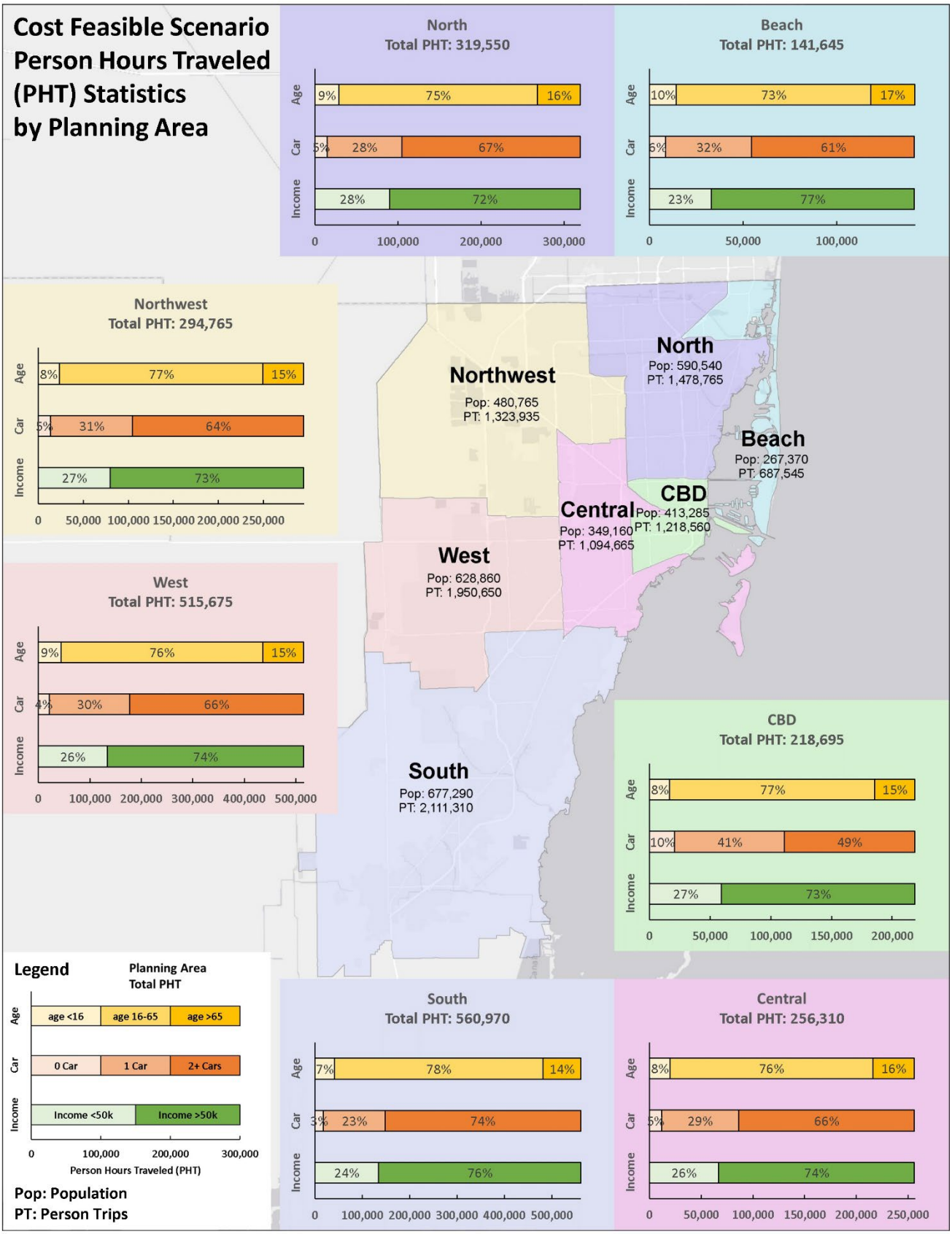
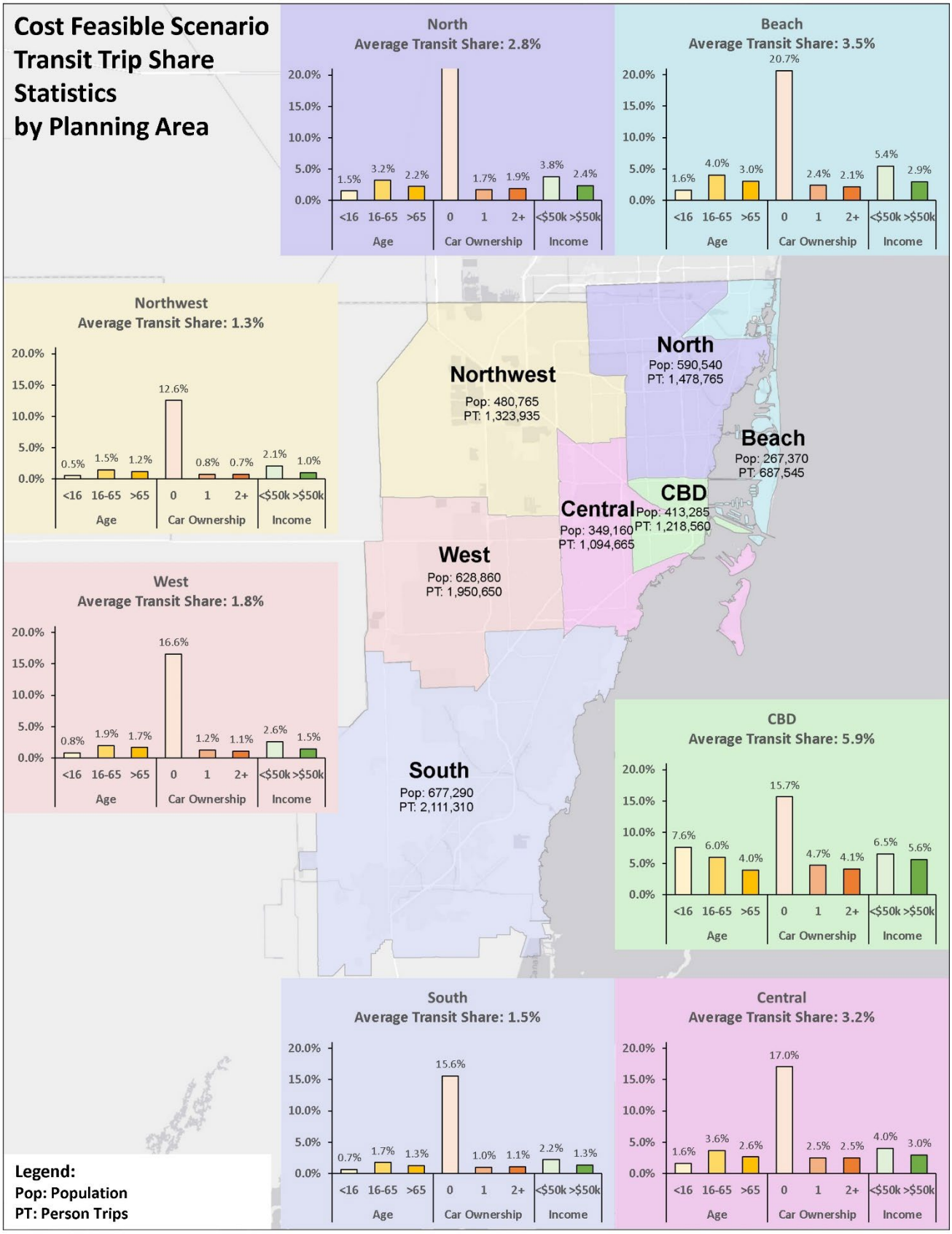
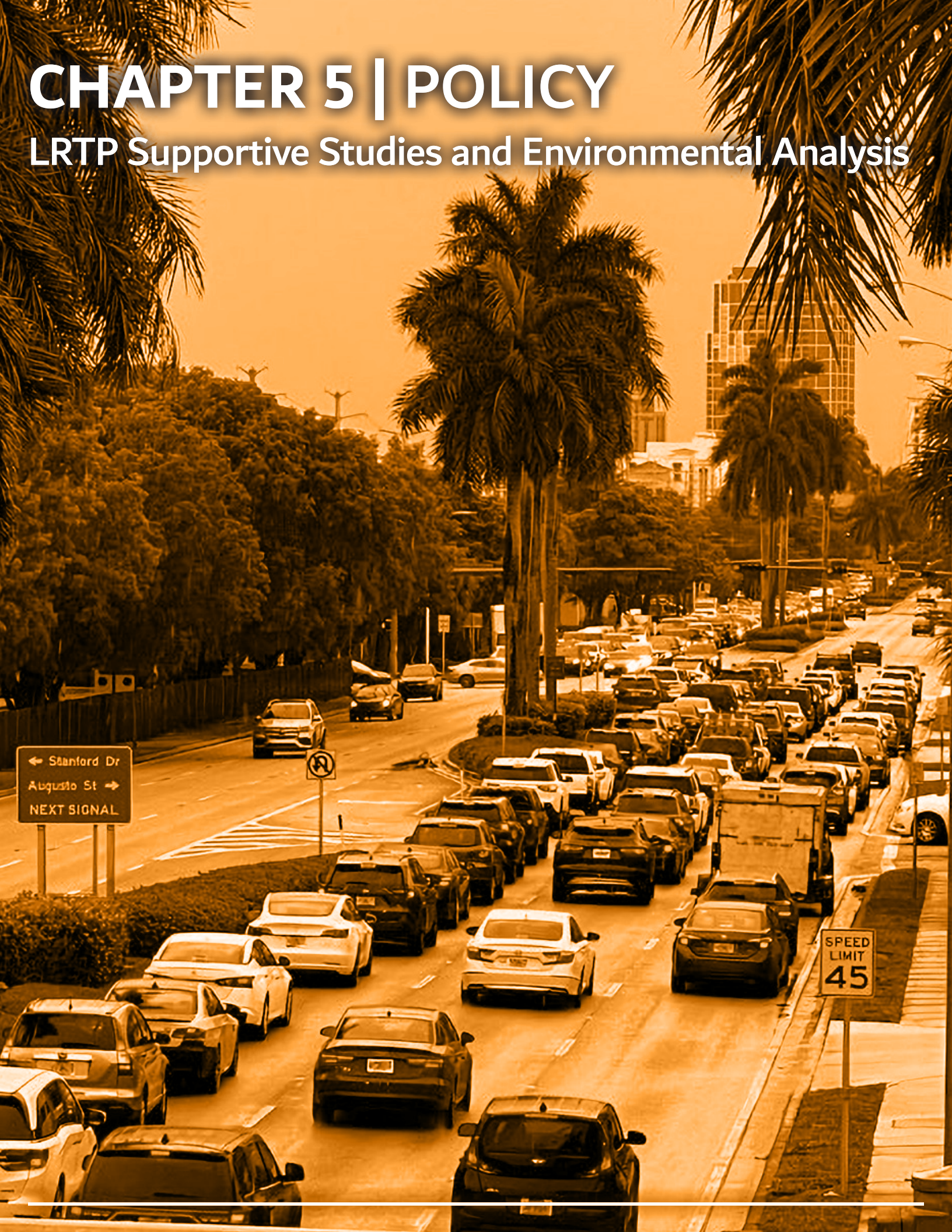


Figure 4-28. Cost Feasible Project Equity Analysis on Transit Trip Share



CHAPTER 5 | POLICY

LRTP Supportive Studies and Environmental Analysis



INTRODUCTION

The Miami-Dade TPO 2050 Long Range Transportation Plan (LRTP), incorporated as SMART M.A.P. 2050, encompassed a five-phase process. The People, Performance, Projects, Priorities, and Policy phases worked in tandem to update the Plan based on technical analysis and community involvement. This technical analysis included the Policy Phase of the SMART M.A.P 2050, policies that support the development and implementation of the cost feasible plan which highlighted the Efficient Transportation Decision Making Process (ETDM) process, and environmental analysis.

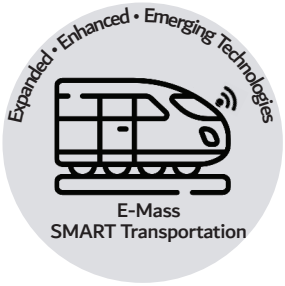
2050 LRTP Goals and Objectives

Guided by the LRTP Steering Committee and public input, the 2050 LRTP planning process established the vision, themes, goals, objectives, performance measures, and key performance indicators guiding the allocation of transportation funding for the next twenty-five years. The process was guided by the TPO's to promote mobility, innovation, safety, resiliency, equity and economic competitiveness. This is connected to the mobility options near affordable/ workforce housing, infrastructure resiliency and embracing emerging technologies. The figure below shows the LRTP themes labeled at the top in orange (Mobility, Accessibility, Prosperity) with the corresponding goals listed underneath. The expanded figure on page two provides the goals and objective for each theme.

Mobility	Accessibility	Prosperity
Safe, Secure, and Reliable: All modes and technologies are maintained for safe and reliable operations	**Innovative:** Leverage technologies to enhance all modes and technologies	**Equitable:** Balanced distributing of resources and restore community connectivity. encourage liveability
Connected: All modes and technologies create an interconnected network	**Climate Resilient:** All modes and technologies are built to accommodate climate events	**Economically Competitive:** Encourage countrywide economic development and transit supportive land uses

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2050 LONG RANGE TRANSPORTATION PLAN
GOALS AND OBJECTIVES



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

GOALS	OBJECTIVES		
Safe, Secure, and 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 systemwide 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

GOALS	OBJECTIVES		
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, liveable communities and environmental sustainability

GOALS	OBJECTIVES		
Equitable Restore community connectivity with integrated liveable 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

LRTP-SUPPORTIVE STUDIES

Through technical analysis, a series of LRTP-supportive studies were initiated by the Miami-Dade TPO that are above and beyond the state requirements for LRTP development. These studies allow the Miami-Dade TPO to help address the Planning Emphasis Areas within the TPO region, as well as fully address other federal and state guidance documents. This technical memo evaluated 12 of these LRTP-supportive studies for consistency with the SMART M.A.P 2050 Goals and Objectives.

Evaluation Process

The evaluation of the transportation studies was conducted using a structured two-step process designed to ensure thoroughness and consistency.

The first step, Data Collection and Review, involved assembling the LRTP-supportive studies. Following this, Policy Analysis was conducted to evaluate the policies and recommendations from these studies for their alignment with the established LRTP 2050 Goals, and Objectives.

The culmination of this evaluation is summarized in this section, providing an overview of how the studies integrate into the long-term strategic framework of the LRTP.

LRTP Supportive Studies

Study	Mode(s)
2050 Bicycle and Pedestrian Master Plan	Bicycle/Pedestrian/Micromobility
2023 Miami-Dade County Freight Plan	Highway/Freight
Analysis of Affordable Housing in Transportation Planning Areas	E-Mass/SMART Transportation; Bicycle/Pedestrian/Micromobility; Highway/Freight
Climate Resiliency Study	E-Mass/SMART Transportation
Congestion Management Dashboard	Highway/Freight
Connected Autonomous Vehicle Strategic Plan	E-Mass/SMART Transportation
Emerging Tunneling Technologies Feasibility Study	E-Mass/SMART Transportation
Future Transit Corridors (Miami-Dade County Future Transit Corridors Evaluation)	E-Mass/SMART Transportation
People Mover Technology as an Option to Further Extend the reach of the SMART Program	E-Mass/SMART Transportation
Regional Transportation Plan (RTP)	E-Mass/SMART Transportation
Telecommuting Study	Highway Freight
Urban Air Mobility	E-Mass/SMART Transportation

Summary Matrix 2050 Goals and Objectives			2050 Bike/Ped Master Plan	2023 Freight Plan	Affordable Housing (TPAs)	Climate Resiliency	Congestion Management Dashboard	CAV Strategic Plan
Mobility	Goal 1: Safe, Secure, Reliable	1.1 On-time Performance						✓
		1.2 Safe FMLM Facilities	✓	✓				✓
		1.3 Safe Transportation Facilities	✓				✓	
		1.4 Safe Transit Facilities	✓	✓				✓
		1.5 Advance Vision Zero						✓
		1.6 Reduce Delay; Enhance Safety/Security	✓			✓		✓
	Goal 2: Connected	2.1 Reduce Commute Time	✓		✓	✓	✓	✓
		2.2 Increase FMLM Connections	✓	✓				✓
		2.3 Anticipate Future Trends	✓	✓	✓	✓		✓
		2.4 Increase Direct Connections					✓	✓
		2.5. Increase FMLM Types	✓	✓	✓			✓
		2.6 Expedite Freight		✓			✓	
Accessibility	Goal 3: Innovative	3.1 New Technologies		✓		✓	✓	✓
		3.2 Bike/Ped Network	✓					✓
		3.3 Network Mode Integration	✓	✓		✓		✓
	Goal 4: Climate Resilient	4.1 Clean Fleet Transition		✓				
		4.2 Climate Adaptive Infrastructure	✓	✓		✓		
		4.3 Improve Air Quality	✓	✓		✓	✓	✓
		4.4 Increase Renewable Resources				✓		✓
		4.5 Reduce Greenhouse Gas	✓	✓		✓		✓
Prosperity	Goal 5: Equitable	5.1 Increase Access/Mobility (EJ)	✓		✓			✓
		5.2 Prioritize Safe FMLM Network	✓	✓			✓	✓
		5.3 Increase Facility Maintenance				✓		
		5.4 Equitably Distribute Funding & Projects	✓		✓	✓		
		5.5 Community Connectivity & Livability	✓		✓	✓	✓	✓
	Goal 6: Economically Competitive	6.1 Connect Regionally	✓	✓			✓	✓
		6.2 Connect Economic Hubs	✓	✓				✓
		6.3 Freight Innovation and Automation		✓				✓
		6.4 Link Housing and Employment	✓	✓	✓	✓		✓
		6.5 Connect Jobs to Economic Hubs	✓	✓	✓			✓
		6.6 Increase Travel Options	✓	✓	✓	✓	✓	✓

Summary Matrix 2050 Goals and Objectives			Emerging Tunneling	Future Transit Corridors	People Mover	RTP	Telecommuting Study	Urban Air Mobility
Mobility	Goal 1: Safe, Secure, Reliable	1.1 On-time Performance	✓	✓	✓	✓		
		1.2 Safe FMLM Facilities	✓	✓	✓	✓		✓
		1.3 Safe Transportation Facilities	✓	✓	✓	✓		
		1.4 Safe Transit Facilities		✓	✓	✓		
		1.5 Advance Vision Zero				✓		✓
		1.6 Reduce Delay; Enhance Safety/Security	✓	✓	✓	✓		✓
	Goal 2: Connected	2.1 Reduce Commute Time	✓	✓	✓	✓	✓	✓
		2.2 Increase FMLM Connections	✓	✓	✓	✓		✓
		2.3 Anticipate Future Trends	✓	✓	✓	✓	✓	✓
		2.4 Increase Direct Connections	✓	✓	✓	✓		✓
		2.5. Increase FMLM Types	✓	✓	✓	✓		✓
		2.6 Expedite Freight	✓			✓		✓
Accessibility	Goal 3: Innovative	3.1 New Technologies	✓	✓	✓	✓	✓	✓
		3.2 Bike/Ped Network	✓		✓	✓		
		3.3 Network Mode Integration	✓	✓	✓	✓	✓	✓
	Goal 4: Climate Resilient	4.1 Clean Fleet Transition						
		4.2 Climate Adaptive Infrastructure				✓		✓
		4.3 Improve Air Quality		✓	✓	✓	✓	✓
		4.4 Increase Renewable Resources						
		4.5 Reduce Greenhouse Gas	✓	✓	✓	✓	✓	✓
Prosperity	Goal 5: Equitable	5.1 Increase Access/Mobility (EJ)	✓	✓	✓	✓		✓
		5.2 Prioritize Safe FMLM Network	✓	✓	✓	✓		
		5.3 Increase Facility Maintenance (EJ Areas)	✓	✓		✓		
		5.4 Equitably Distribute Funding & Projects		✓	✓	✓		
		5.5 Community Connectivity & Livability	✓	✓	✓	✓	✓	✓
	Goal 6: Economically Competitive	6.1 Connect Regionally	✓	✓	✓	✓		✓
		6.2 Connect Economic Hubs	✓	✓	✓	✓		✓
		6.3 Freight Innovation and Automation	✓	✓		✓		✓
		6.4 Link Housing and Employment	✓	✓	✓	✓	✓	✓
		6.5 Connect Jobs to Economic Hubs	✓	✓	✓	✓		✓
		6.6 Increase Travel Options	✓	✓	✓	✓	✓	✓

2050 Bicycle and Pedestrian Master Plan

Year Completed

July 2024

Transportation Mode

Bicycle/Pedestrian/Micromobility

LRTP Supportive Findings

Identifies and prioritizes a list of improvement project recommendations for the non-motorized element of the 2050 LRTP. Further contributions to the LRTP include:

- Bicycle and pedestrian gap needs analysis which, were integrated into the Needs list developed in the PROJECTS Phase of the 2050 LRTP
- Summarized common bicycle facilities and their design criteria
- Identified safety-focused intersection treatment designs
- Provided detailed maps of existing bicycle facilities

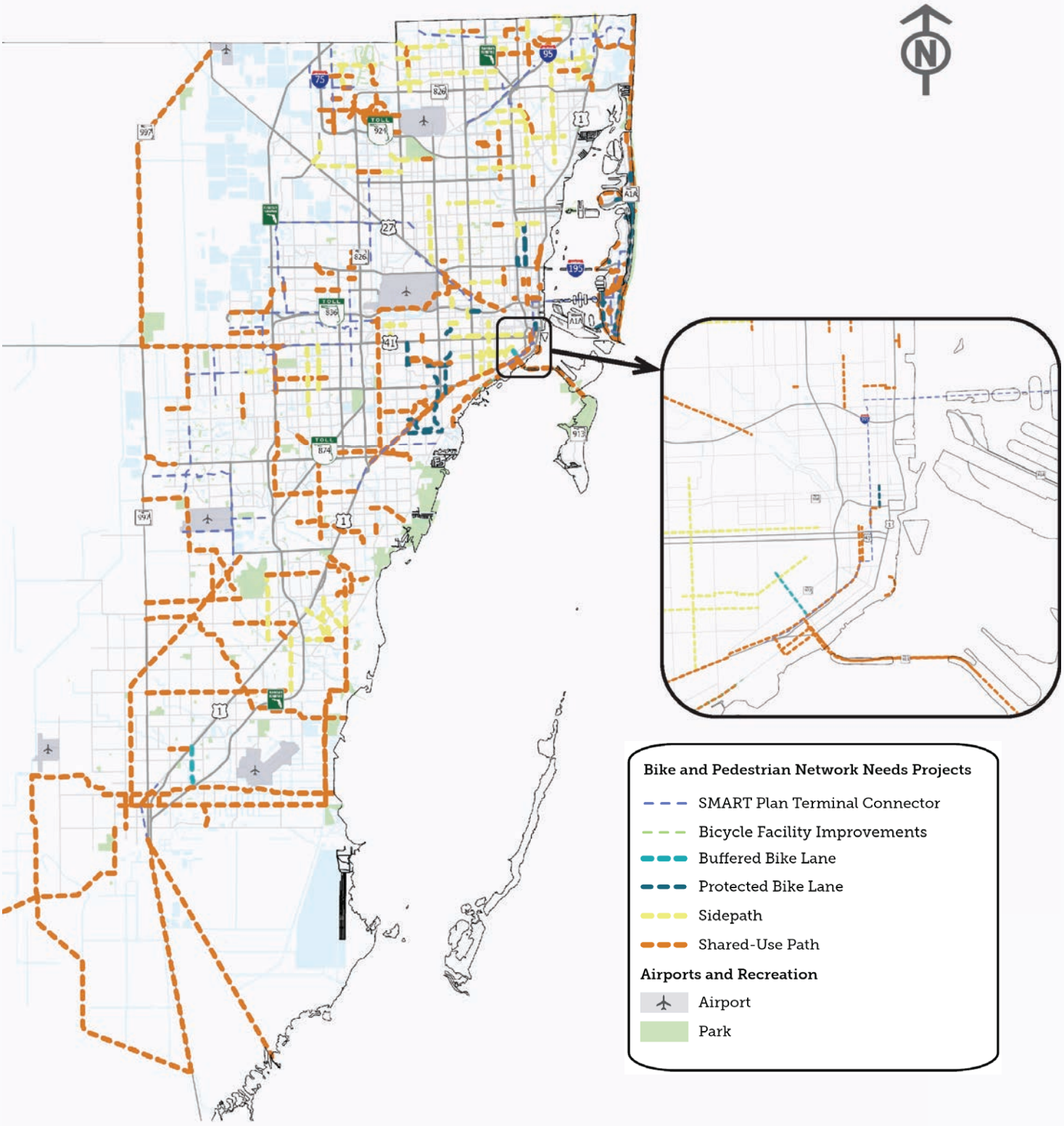
Top 20 Scoring Projects

Rank	Facility	From	To	Facility Type	Length (miles)	Score
1	SW 200th St	Quail Roost Dr	S Miami Dade Busway	Shared-Use Path	1.70	12.5
2	Ponce De Leon Blvd	US 41/SW 8th St	SR 968/W Flagler St	Protected Bike Lane	0.58	12.3
3	Richmond Dr/SW 168th St	SW 122nd Ave	S Dixie Hwy	Shared-Use Path	2.96	11.8
4	SR 969/NW 72nd Ave/W 16th Ave	NW 47th St	NW 53rd Terr	Terminal Corridor	3.82	11.5
5	73rd St	Ocean Terr	Dickens Ave	Protected Bike Lane	0.35	11.5
6	NW 52nd Ave	NW 183rd St	NW 199th St	Shared-Use Path	1.09	10.8
7	Black Creek Trail Segment "B" Phase I	Larry and Penny Thompson Park	Krome Trail	Shared-Use Path	7.54	10.8
8	Washington Ave	S. Pointe Dr	Dade Blvd	Protected Bike Lane	2.07	10.8
9	SR A1A/Collins Ave	S. Pointe Dr	26th St	Protected Bike Lane	2.41	10.8
10	SR A1A/5th St	Lenox Ave	SR 907/Alton Rd	Protected Bike Lane	0.08	10.8
11	SW 117th Ave	SW 112th St	Snapper Creek Trail	Shared-Use Path	3.63	10.5
12	CSX Trail	SW 328th St	Gold Coast Railroad Museum Park	Shared-Use Path	12.98	10.5
13	SW/NW 19th Ave	US 1	NW 3rd St	Sidepath	2.45	10.5
14	72nd St	SR A1A/Collins Ave	Dickens Ave	Protected Bike Lane	0.29	10.5
15	SR A1A/Harding Ave	75th St	87th Terr	Protected Bike Lane	0.82	10.5
16	SR A1A/Collins Ave	73rd St	87th Terr	Protected Bike Lane	0.98	10.5
17	SR A1A/Collins Ave	W. 63rd St	73rd St	Protected Bike Lane	0.96	10.5
18	NW 2nd St	NW 136th Pl	NW 118th Ave	Shared-Use Path	2.01	10.3
19	SW 32nd St	SW 117th Ave	SW 90th Ave	Shared-Use Path	2.89	10.3
20	Atlantic Trail	South Pointe Park/ South Pointe Dr	5th Str	Shared-Use Path	0.44	10.3

Project Summary

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.

Bicycle and Pedestrian Network Needs Projects



2023 Miami-Dade County Freight Plan

Year Completed

May 2024

Transportation Mode

Highway/Freight

LRTP Supportive Findings

Miami-Dade's freight transportation system is the gateway of the regional and statewide freight network and economy. The freight network provides goods and services to Florida's largest consumer market and through major sea and air gateway connections, to the global economy.

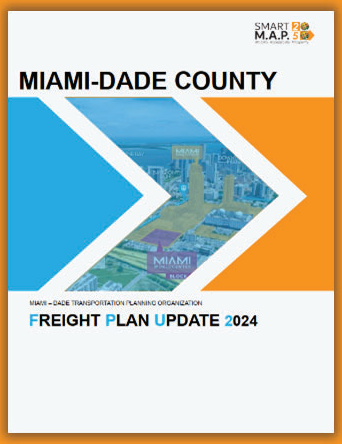
- This plan serves to inform the freight element of the LRTP
- Cargo hubs are the foundation of the freight system
- PortMiami, Miami International Airport, Miami River, FEC and CSX railways, and the roadway network are the major contributors to the freight system
- Freight activity is concentrated in the northwest quadrant of the county
- There is a growing interest in industrial development in the Homestead area
- 106 projects included in the LRTP needs database were identified as freight representing $9.8 billion

Key recommendations include:

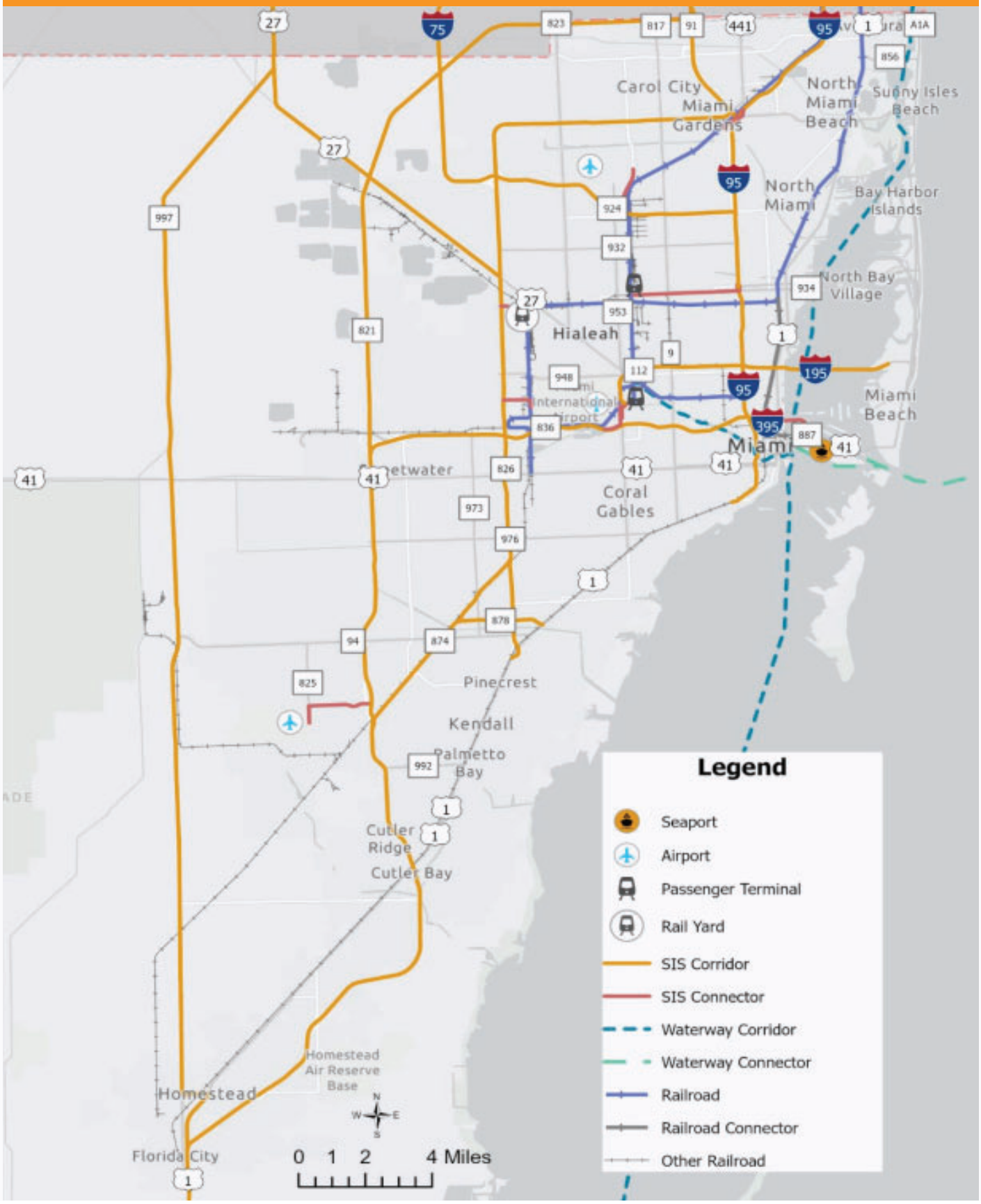
- Promote regional freight mobility
- Support work force development programs
- Identify first mile/last mile connections and opportunities
- Maximizing freight and logistics opportunities to complement other investments
- Continue funding the freight set aside program to help promote priority freight projects
- Ensure trade and logistics remains a targeted industry
- Support MPOAC's Freight Priorities Program
- Promote the preservation of industrial land for freight usage
- Coordinate and engage with local stakeholders on the development of truck parking facilities
- Coordinate with FRA to update the county's grade crossing inventory
- Coordinate with FDOT D6 on implementation of the countywide freight program

Project Summary

The Miami-Dade County Freight Plan (Freight Plan) is updated on a regular basis in alignment with the LRTP update. 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).



Miami-Dade County Freight System Map; Highway/Freight



Analysis of Affordable Housing in Transportation Planning Areas (TPAs)

Year Completed

2024

Transportation Mode

E-Mass/SMART Transportation; Bicycle/Pedestrian/Micromobility; Highway Freight

LRTP Supportive Findings

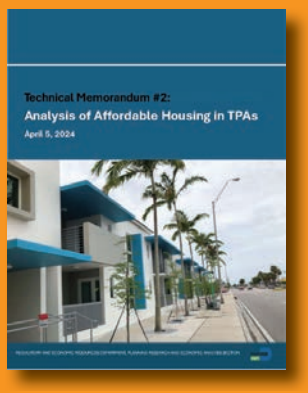
Integrating an affordable housing analysis by TPAs into a long-range transportation begins to build the foundation for a housing coordination guide in accordance with Federal and State processes. The report produced a series of projects, maps and infographics depicting the results of the analysis. The maps and data can be utilized in the following ways:

- **Identifying Housing Needs and Gaps**: Based on the assessment of current housing stock within each TPA, areas are identified with a deficit of affordable units. This helps identify those areas for future housing investments as reflected in figures 10 and 11 on the following pages.
- **Aligning Transportation Investments with Housing:** Using the results from this study, transportation investments can be focused in areas with a high potential for affordable and workforce housing development. This includes enhancing public transit options to improve accessibility and attract housing developers as well as allocating resources for infrastructure improvements (e.g., roads, bike lanes, pedestrian pathways) in TPAs identified for housing development.
- **Promoting Equity and Inclusion:** Ensure that transportation investments are equitably distributed across all TPAs, particularly those with higher concentrations of low-income residents. This helps in increasing access and promoting economic growth.
- **Supporting Economic Development:** Ensure that affordable and workforce housing is developed in TPAs with good access to employment opportunities. This reduces commute times, decreases transportation costs for residents, and supports local economic growth.

Project Summary

The study examined two 5-year non-overlapping time periods (2012-2017, 2017-2022) trends separately for the provision of affordable housing and workforce housing within each Transportation Planning Area (TPA) versus countywide, for both renter- and homeowner-households.

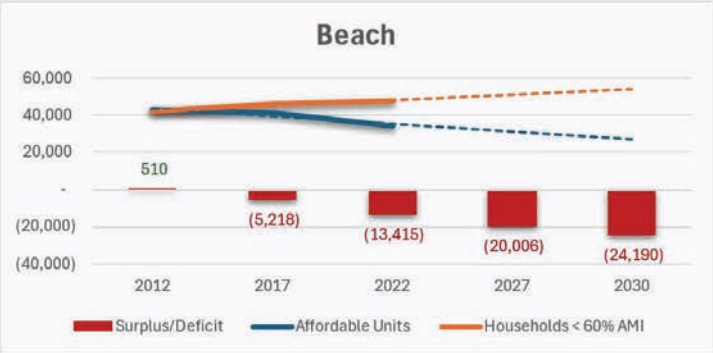
Results include: detailing the number of cost burdened households within each TPA, providing a snapshot of factors that impact the affordable housing and transportation cost burden, and comparing the rate of increase in housing cost per TPA (relative housing cost/ income).

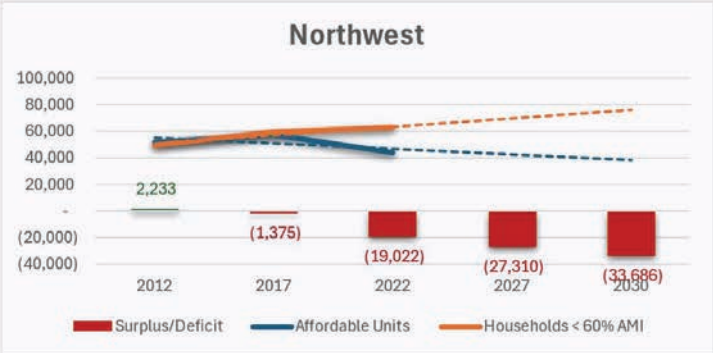


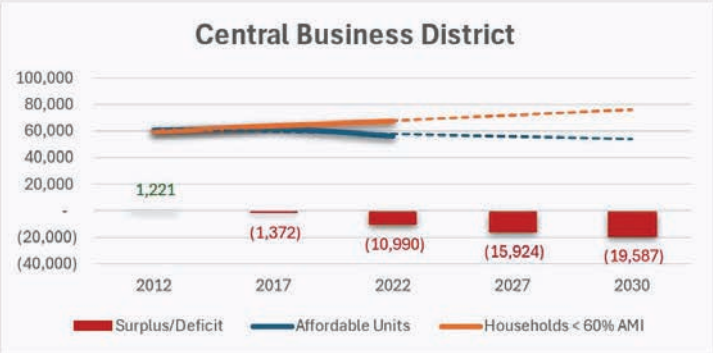
Factors Affecting Affordability

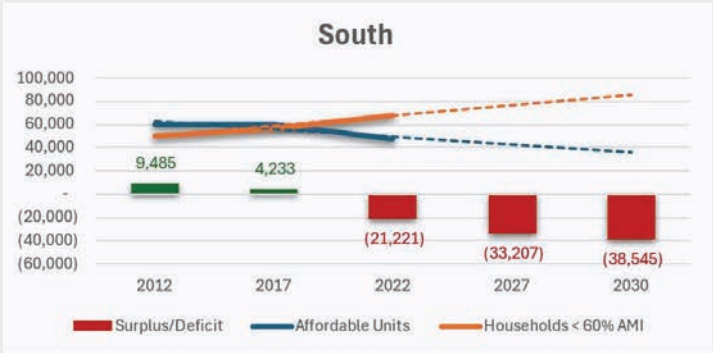
Owner and rental costs outpaced median household incomes between 2012 and 2022. Countywide, the median home value, and median gross rent increased 54.9 percent and 14.1 percent, respectively over that period, outpacing the growth of median household income, up 5.9 percent between 2012 to 2022. Among all TPAs, the median gross rent in the CBD increased the most, up 27 percent from 2012 to 2022. The median home value increased the most in the North TPA, up 38.9 percent over the same period.

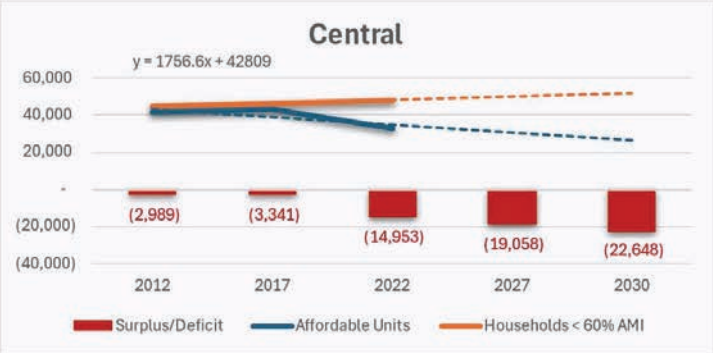
Affordable housing has become a concern in the county with cost-burdened households on the rise. In 2022, the share of cost-burdened renter households ranged from 59 percent to 67 percent across all TPAs. The North TPA had the largest share at 66.6 percent in 2022, up 36.1 percent from 2012 to 50,941 households in 2022. The share of cost burdened homeowner-households with a mortgage ranged from 39 percent to 59 percent across all TPAs. The North had the largest share at 50.9 percent of the total homeowner households, down 25.5 percent from 2012 to 25,537 units in 2022.

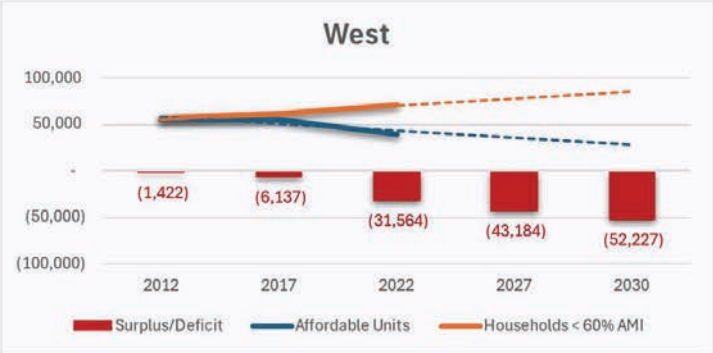

Beach
60,000
40,000
20,000
-
(20,000)
(40,000)
510
(5,218)
(13,415)
(20,006)
(24,190)
2012
2017
2022
2027
2030
Surplus/Deficit
Affordable Units
Households < 60% AMI

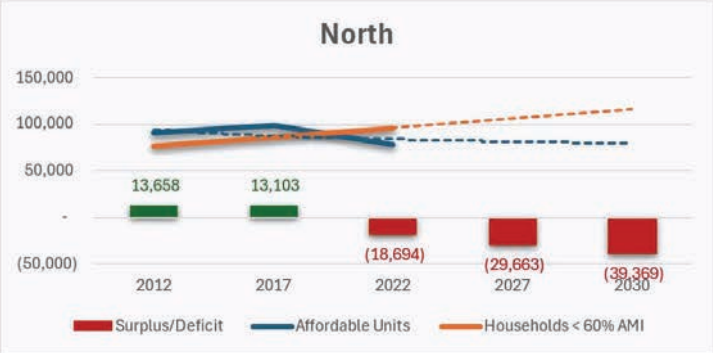

Northwest
100,000
80,000
60,000
40,000
20,000
-
(20,000)
(40,000)
2,233
(1,375)
(19,022)
(27,310)
(33,686)
2012
2017
2022
2027
2030
Surplus/Deficit
Affordable Units
Households < 60% AMI

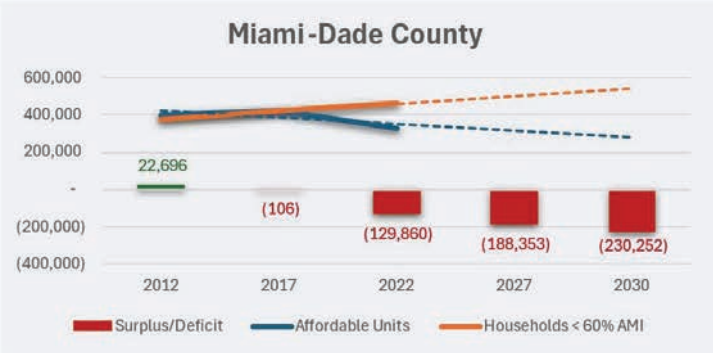

Central Business District
100,000
80,000
60,000
40,000
20,000
-
(20,000)
(40,000)
1,221
(1,372)
(10,990)
(15,924)
(19,587)
2012
2017
2022
2027
2030
Surplus/Deficit
Affordable Units
Households < 60% AMI

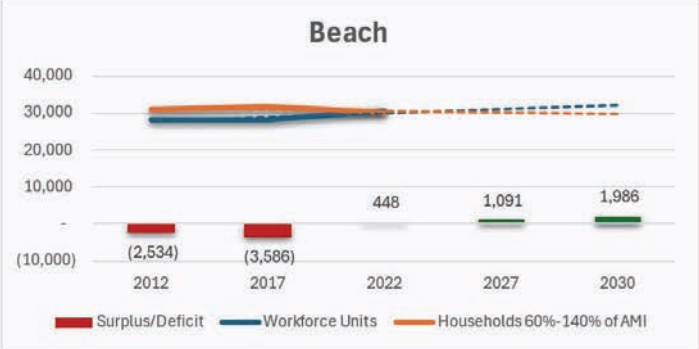

South
100,000
80,000
60,000
40,000
20,000
-
(20,000)
(40,000)
(60,000)
9,485
4,233
(21,221)
(33,207)
(38,545)
2012
2017
2022
2027
2030
Surplus/Deficit
Affordable Units
Households < 60% AMI

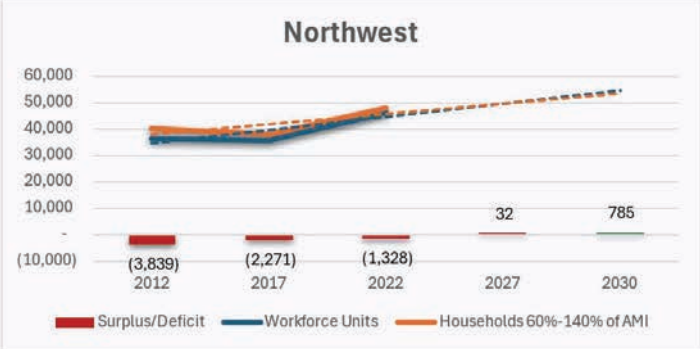

Central
y = 1756.6x + 42809
60,000
40,000
20,000
-
(20,000)
(40,000)
(2,989)
(3,341)
(14,953)
(19,058)
(22,648)
2012
2017
2022
2027
2030
Surplus/Deficit
Affordable Units
Households < 60% AMI

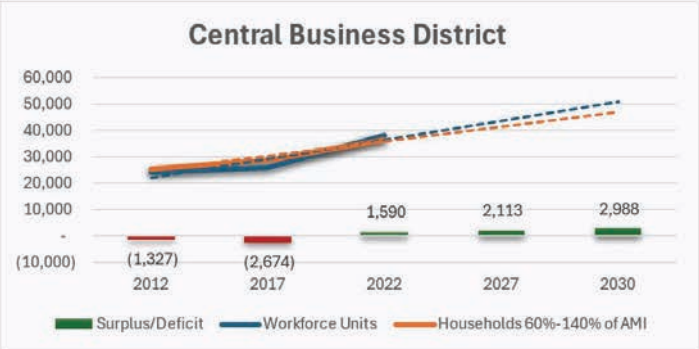

West
100,000
50,000
-
(50,000)
(100,000)
(1,422)
(6,137)
(31,564)
(43,184)
(52,227)
2012
2017
2022
2027
2030
Surplus/Deficit
Affordable Units
Households < 60% AMI

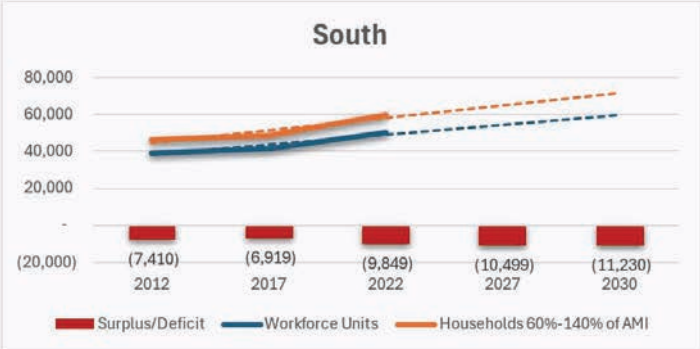

North
150,000
100,000
50,000
-
(50,000)
13,658
13,103
(18,694)
(29,663)
(39,369)
2012
2017
2022
2027
2030
Surplus/Deficit
Affordable Units
Households < 60% AMI

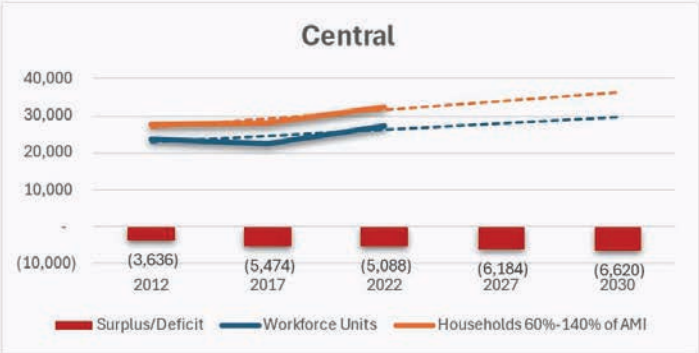

Miami-Dade County
600,000
400,000
200,000
-
(200,000)
(400,000)
22,696
(106)
(129,860)
(188,353)
(230,252)
2012
2017
2022
2027
2030
Surplus/Deficit
Affordable Units
Households < 60% AMI

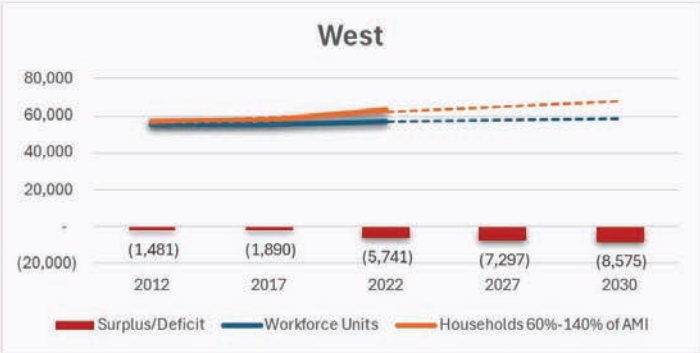

Beach
40,000
30,000
20,000
10,000
-
(10,000)
(2,534)
(3,586)
448
1,091
1,986
2012
2017
2022
2027
2030
Surplus/Deficit
Workforce Units
Households 60%-140% of AMI

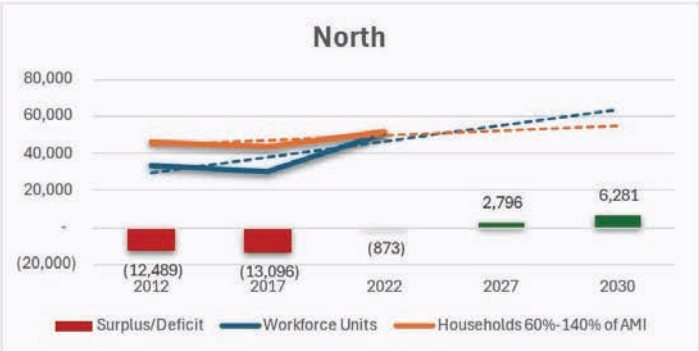

Northwest
60,000
50,000
40,000
30,000
20,000
10,000
-
(10,000)
(3,839)
(2,271)
(1,328)
32
785
2012
2017
2022
2027
2030
Surplus/Deficit
Workforce Units
Households 60%-140% of AMI

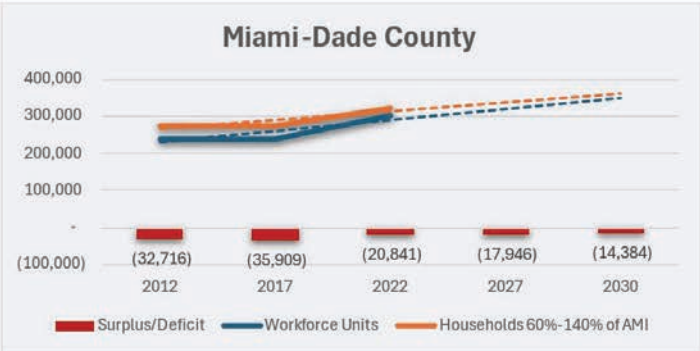

Central Business District
60,000
50,000
40,000
30,000
20,000
10,000
-
(10,000)
(1,327)
(2,674)
1,590
2,113
2,988
2012
2017
2022
2027
2030
Surplus/Deficit
Workforce Units
Households 60%-140% of AMI


South
80,000
60,000
40,000
20,000
-
(20,000)
(7,410)
(6,919)
(9,849)
(10,499)
(11,230)
2012
2017
2022
2027
2030
Surplus/Deficit
Workforce Units
Households 60%-140% of AMI

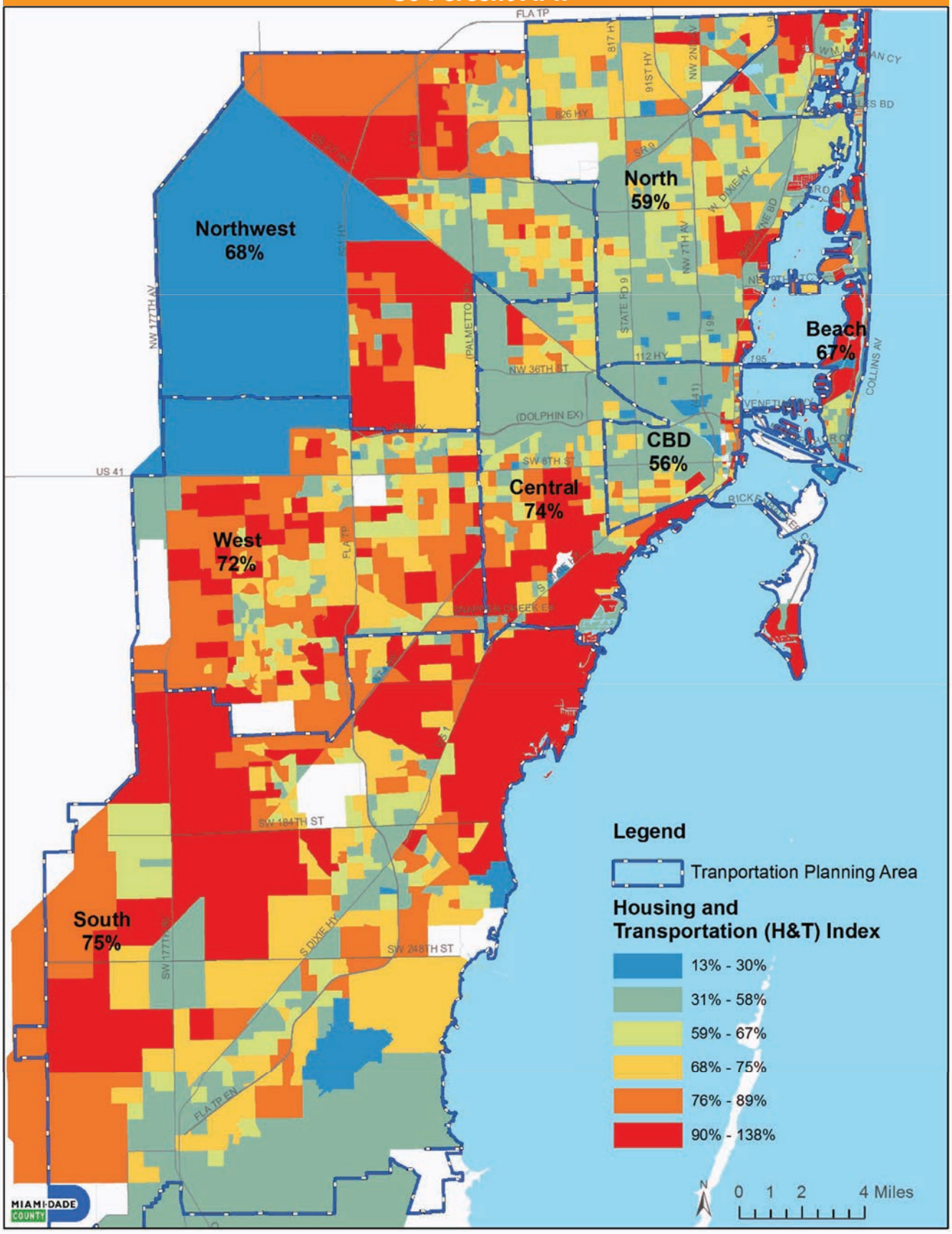

Central
40,000
30,000
20,000
10,000
-
(10,000)
(3,636)
(5,474)
(5,088)
(6,184)
(6,620)
2012
2017
2022
2027
2030
Surplus/Deficit
Workforce Units
Households 60%-140% of AMI


West
80,000
60,000
40,000
20,000
-
(20,000)
(1,481)
(1,890)
(5,741)
(7,297)
(8,575)
2012
2017
2022
2027
2030
Surplus/Deficit
Workforce Units
Households 60%-140% of AMI


North
80,000
60,000
40,000
20,000
-
(20,000)
(12,489)
(13,096)
(873)
2,796
6,281
2012
2017
2022
2027
2030
Surplus/Deficit
Workforce Units
Households 60%-140% of AMI


Miami-Dade County
400,000
300,000
200,000
100,000
-
(100,000)
(32,716)
(35,909)
(20,841)
(17,946)
(14,384)
2012
2017
2022
2027
2030
Surplus/Deficit
Workforce Units
Households 60%-140% of AMI

2020 Housing Transportation Costs as a Share of Household Income at 80 Percent AMI



Climate Resiliency Study

Year Completed

2023

Transportation Mode

E-Mass/SMART Transportation; Bicycle/Pedestrian/Micromobility; Highway Freight

LRTP Supportive Findings

The study provided a tool kit for mitigation, as well as integrating alternative fuel sources to enhance mobility options. The methodology was developed using the 2045 LRTP Cost Feasible Plan as a pilot to evaluate the 2050 Needs Plan projects during the Cost Feasible process.

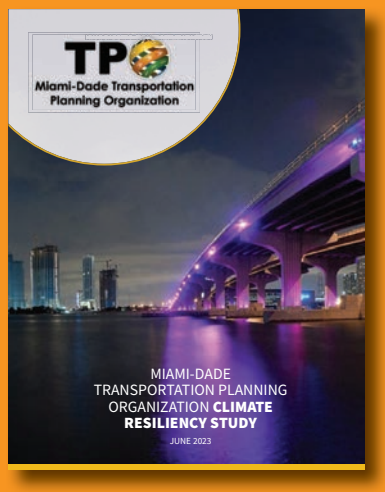
Figure X displays how the resiliency evaluation will be implemented during the 2050 LRTP process.

Further, the document includes five LRTP Strategies to address CAV and AFV implementation:

- **LRTP Strategy 1** - Assess existing infrastructure to meet CAV needs
- **LRTP Strategy 2** - Improve transportation systems management and operations
- **LRTP Strategy 3** – Determine CAV and AFV policies
- **LRTP Strategy 4** – Invest in additional infrastructure to meet net zero emissions goals
- **LRTP Strategy 5** – Explore alternative funding opportunities to account for the reduction in gas tax revenues

Project Summary

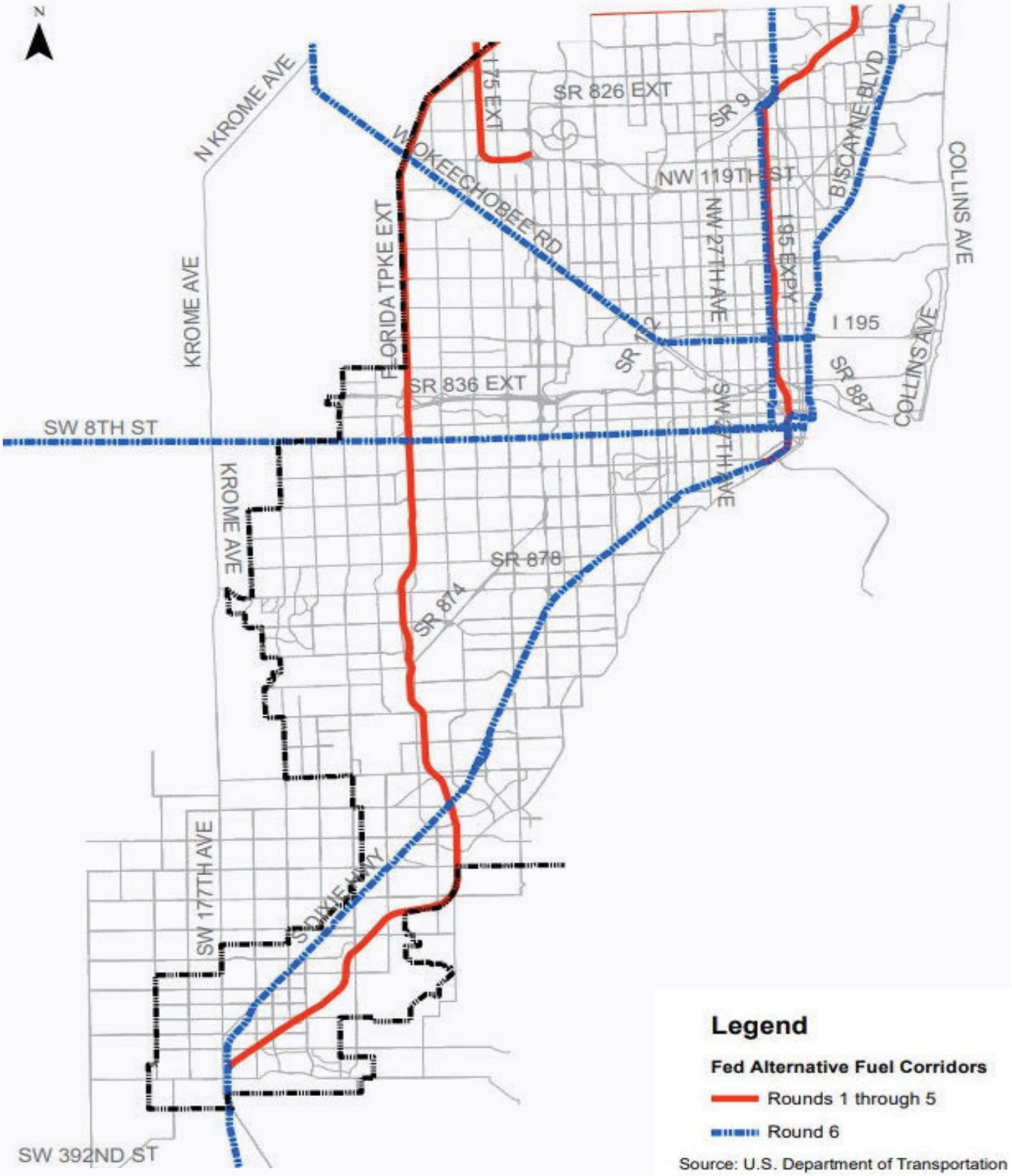
The Climate Resiliency Study evaluated potential risks within the transportation system to understand future needs within the Long Range Transportation Planning (LRTP). The study reviewed ways to accelerate the usage of alternative fuel vehicles (AFVs), along with their associated charging infrastructure and connected autonomous vehicles (CAVs) through Miami-Dade County. The study identifies county wide transportation solutions and addresses other key issues such as land use, air quality, energy, economic development, commerce, and quality of life.



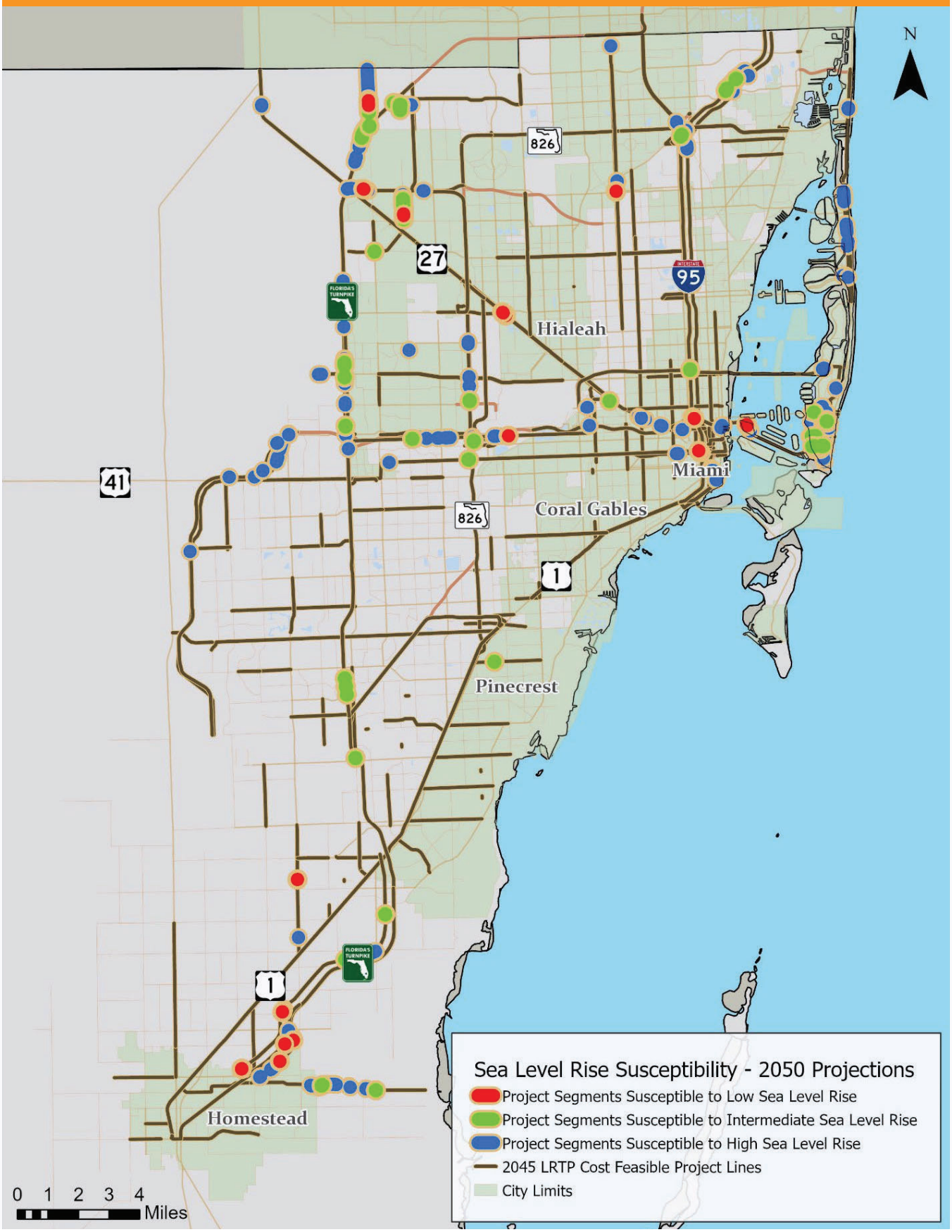
Vulnerability Solution Toolkit

Solution	Type of Infrastructure Impacted						General Cost Estimate	Project Phase*
	Roadway	Bridge	Transit	Bike/Ped	EV Chargin	Storm Water		
Create a hazard mitigation plan to use during emergencies	√	√	√	√	√	√	Low	P
Increase monitoring of infrastructure during extreme weather conditions	√	√	√	√	√	√	Low	O&M
Incorporate sea level rise into infrastructure planning	√	√	√	√	√	√	Medium	P
Install green infrastructure	√	√	√	√	√	√	Low	P, D
Relocate facilities to higher elevations	√	√	√	√	√		High	P, D
Build flood barriers to protect infrastructure	√	√	√	√	√		Medium	P, D
Install erosion control measures and improve soil strength	√	√	√	√			Medium	O&M
Realign roads and structures out of floodplains	√	√	√	√			High	P, D
Improve detour/alternative routes	√	√					Low	P
Provide a source of standby power and move electric equipment to a higher elevation					√		Medium	P, O&M
Construct additional AFV charging stations					√		Medium	P, O&M
Strengthening support structures and embankments		√					Medium	O&M
Develop coastal restoration plans to protect water utility infrastructure						√	Low	P
Improve drainage by reducing impervious surfaces and installing other streetscaping						√	Low	P, D

Fed Alternative Fuel Corridors



2045 LRTP Cost Feasibility Projects Compared to Sea level Rise Projections



Congestion Management Dashboard

Year Completed

2024

Transportation Mode

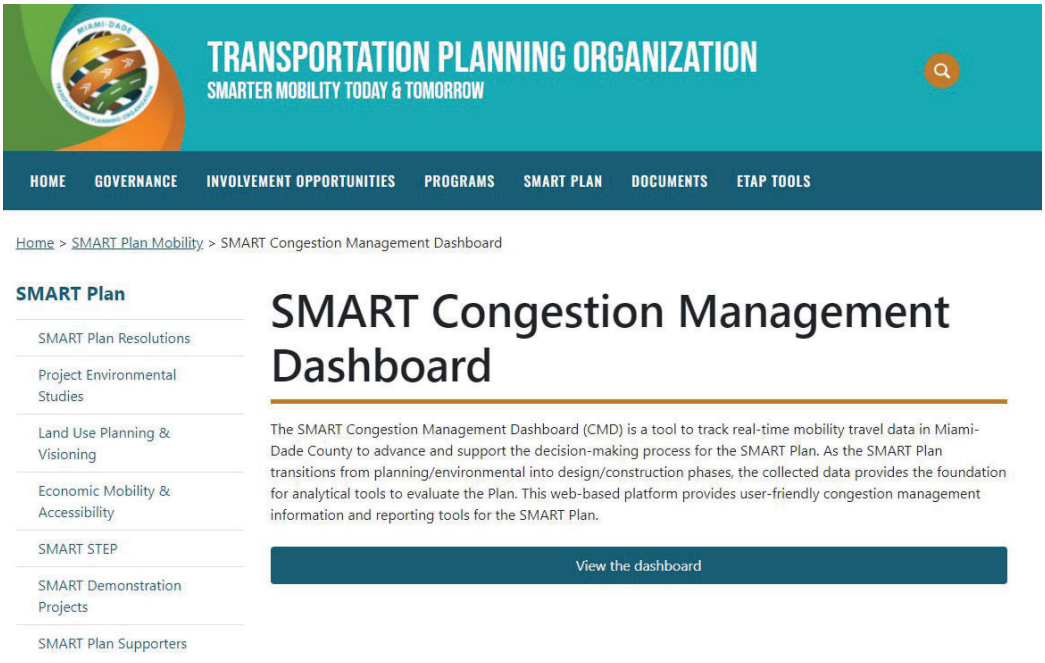
Highway/Freight

LRTP Supportive Findings

A congestion management dashboard was created for the 2050 LRTP to display various congestion-related datapoints within Miami-Dade County. The dashboard can be filtered by two geography types: Miami-Dade County as a whole or by SMART corridors. The data can be displayed in three formats: dashboard, data table, or mapped.

Miami-Dade County Data: Data provided for Miami Dade County include: population, quality of travel, quantity of travel, cost of congestion, and daily delay.

SMART Corridor Data: Data provided for the SMART corridors includes monthly average speed, traffic counts, daily average speed during peak hour, total crashes over the last five years, and crashes by type.

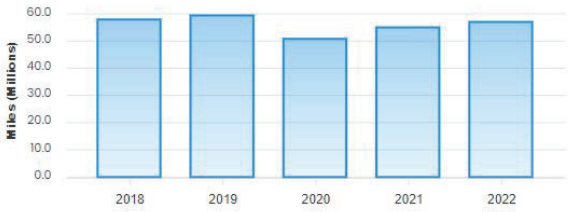


Project Summary

A congestion management dashboard is essential for the effective implementation of an LRTP as it provides critical data, supports informed decision-making, identifies problem areas, ensures efficient resource allocation, enhances public engagement, aids in long-term planning, and contributes to environmental and economic goals.

Person Miles Traveled

Millions of person miles driven on the state highway system in Miami-Dade County as reported by the Florida Department of Transportation(FDOT). Detailed corridor information available in the interactive map view and to download.



$ 4.49

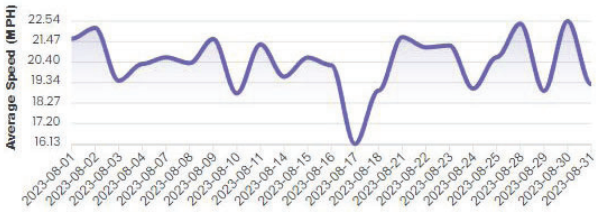
Dollars (Billions) 5 years total

Total Cost of Congestion

The total cost of congestion on the Miami-Dade County state highway system for the last reported 5 years. Total cost of congestion is the sum of the cost of fuel consumption and the cost of time loss due to congestion. Both factors are based on the delay due to congestion as reported by the Florida Department of Transportation (FDOT).

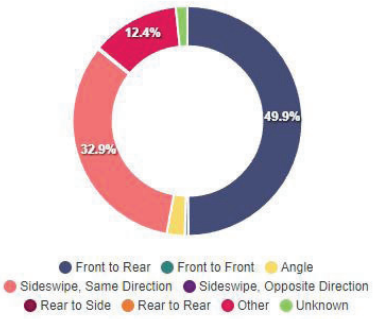
Daily Average Speed during Peak Hour

The plot shows the daily variation of average speed westbound during the the weekday peak hour, 5-6pm, on the corridor for the month of August, 2022, as reported by Here.



Crashes By Type

The figure shows a breakdown of crash types that have occurred on the corridor for the year 2023.



Connected Autonomous Vehicles (CAV) Strategic Plan

Year Completed

2023

Transportation Mode

E-Mass/SMART Transportation

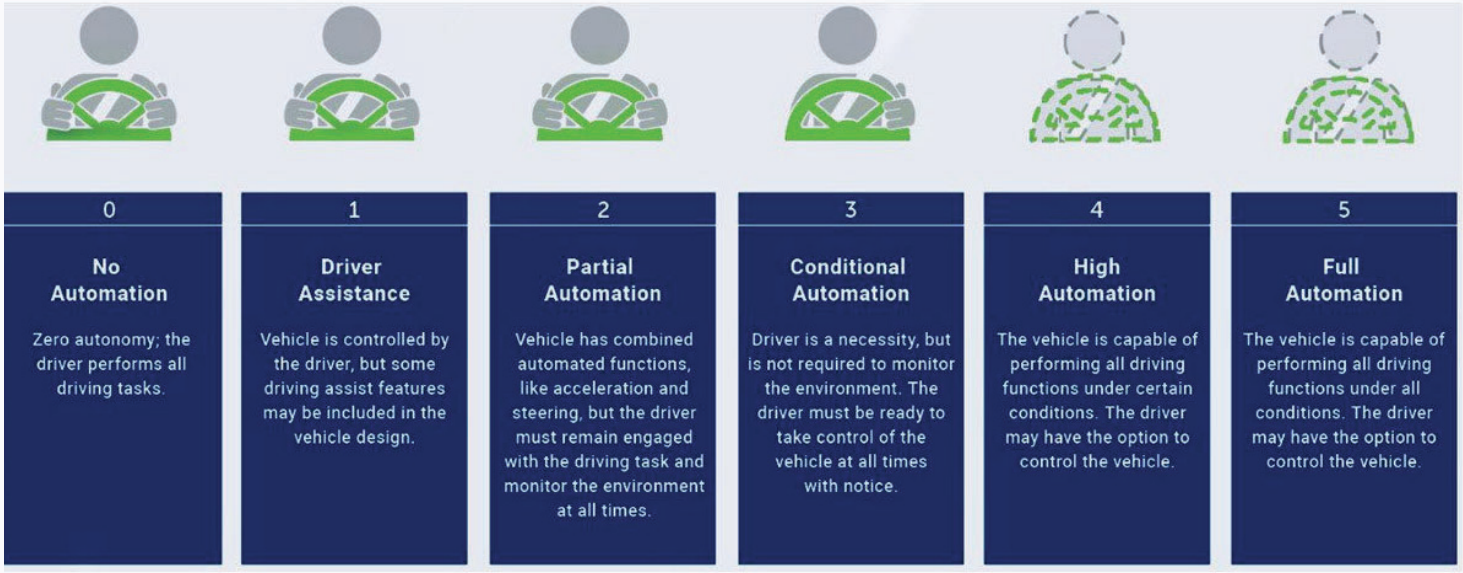
LRTP Supportive Findings

- Leverage CAV technologies to support a multimodal transportation system
- Plan for CAV and related technologies with a holistic and integrated perspective and partnership
- Focus on complete trips, as opposed to portions of trips on any given facility. A complete trip perspective enables the TPO to better understand how CAV and other technologies can be leveraged to optimize multimodal travel across differing segments of the network.
- Create a SMART CAV Concept of Integrated Operations (CIO) for the planning and operating of the Miami-Dade's multimodal network, which involves a partnership among network owners and operators
  - Define multimodal system performance objectives
  - Develop a plan to guide investment in CAV and other technologies
  - Develop pilot projects to explore how CAV and other technologies impact travel
- Researched levels of autonomy and applicability in Miami Dade County

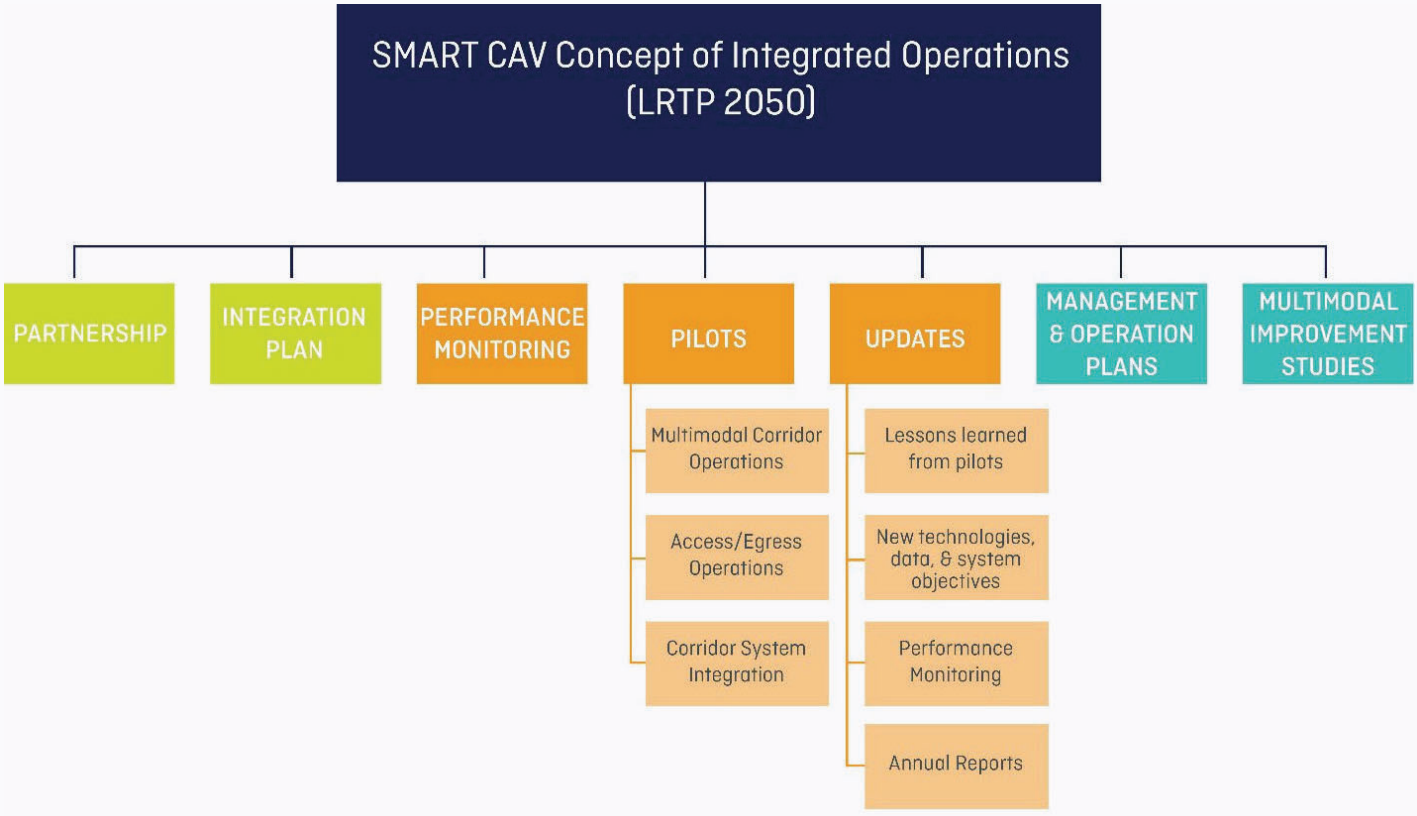
Project Summary

Connected and automated vehicles (CAV) 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. While CAV technologies will likely improve safety, increase network efficiency, and reduce congestion, they also pose potential risks and challenges, such as data security and increased miles of travel for single- and even zero-occupancy vehicles. To respond to these emerging technologies, the TPO has taken the initiative to incorporate CAV technologies into its short-, mid-, and long-term planning processes by developing this CAV Strategic Plan.

Levels of Automated Technology



Source: Society of Automotive Engineers (SAE)



Emerging Tunneling Technologies Feasibility Study

Year Completed

2024

Transportation Mode

E-Mass/SMART Transportation

LRTP Supportive Findings

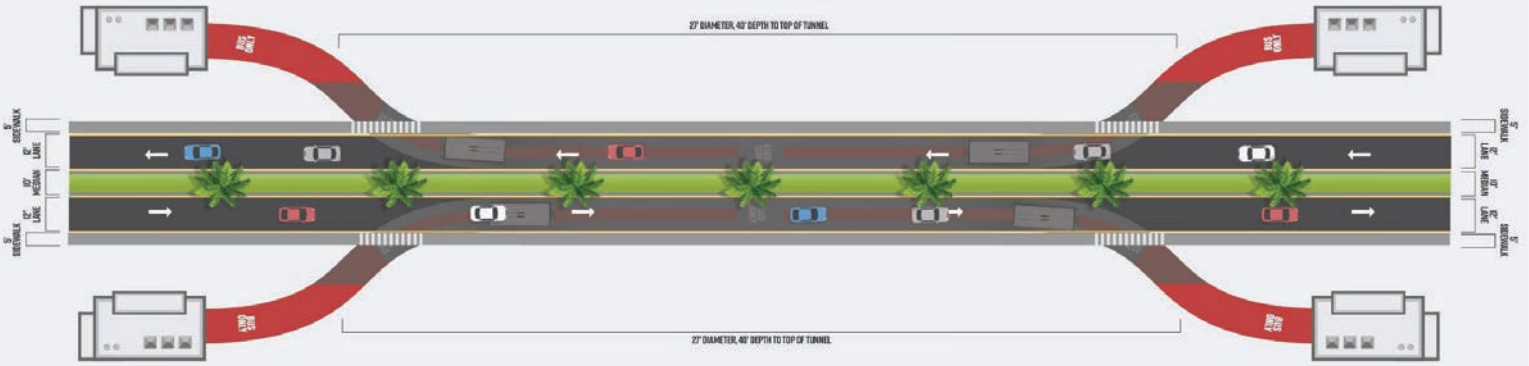
The potential emerging technology projects include:

- Access to Miami International Airport (MIA) options: Address access to MIA, a major economic engine.
- Regional Connection and Congestion Relief Options: Address both connectivity to regional facilities (airport, downtown, transit terminals and routes) and alleviate congestion along the following major arterials.
- First/last mile Connections Options: Address short distances (approximately less than 2 miles) between major residential, recreational, commercial and employment land-uses to major transit terminals. These tunnels would be mainly used by public transit service.
- Examples include:
  - Aventura Brightline Station to Aventura Mall
  - Dadeland Mall FMLM Connection
- Congestion Bypass Potential Options: This option includes a short tunnel to be used by private vehicles and small scale transit vehicles to bypass congested segments or intersections.

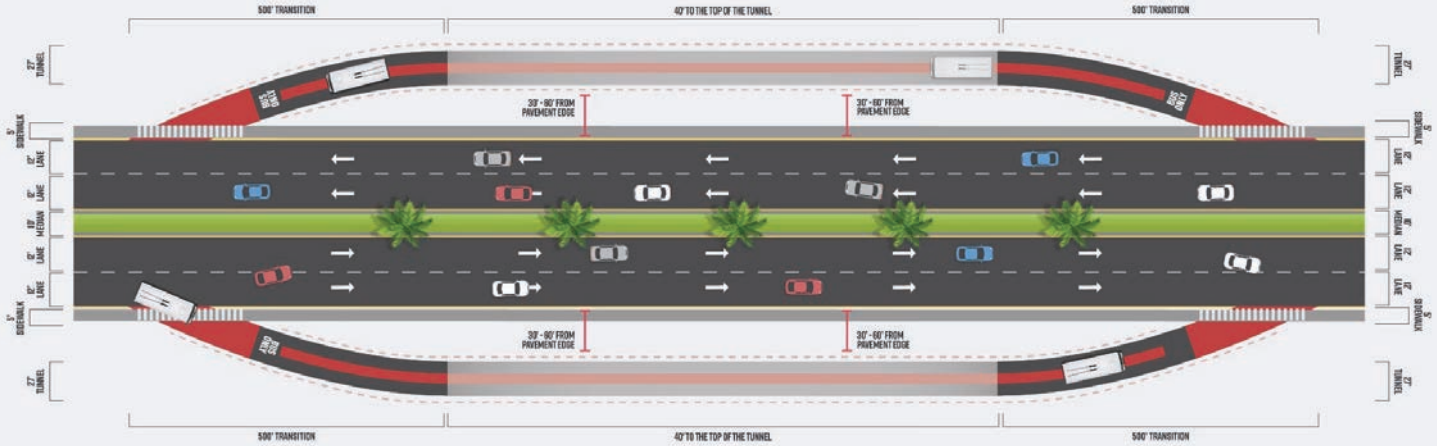
Project Summary

This is an evaluation on emerging underground technologies along different corridors countywide that may provide viable transit options in Miami-Dade County, refining the Emerging Tunneling Technologies Feasibility Study completed in February 2022. The goal of the study was to identify suitable and cost-effective projects with the LRTP Steering Committee.

FIRST/LAST MILE TUNNEL



CORRIDOR BYPASS TUNNEL



Miami-Dade County Future Transit Corridors Evaluation

Year Completed

July 2024

Transportation Mode

E-Mass/SMART Transportation

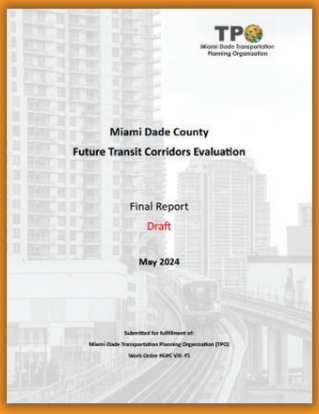
LRTP Supportive Findings

Primary objective of the study is to identify and recommend new transit corridors, with a long-term vision consistent with the 2050 LRTP. The study process included:

- Identification of candidate corridors based on guidance from the TPO
- Data collection and screening of candidate corridors
- Evaluation and scenario development in coordination with 2050 LRTP Steering Committee
- The top eight corridors were selected for a cost estimate, ridership forecast, and environmental screening
- Connectivity enhancement and visioning that developed potential implementation phases
- The evaluated corridors require continuous updates and adjustments as new funding becomes available and existing conditions evolve over time

Project Summary

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. This study evaluates within the LRTP planning horizon to the year 2050.



Future Multimodal Corridors

#2	Orange Corridor
#4	Commuter Rail Southwest Corridor (B) - MIC
#5	SE 152 St Corridor
#7	SW 137 Ave North-South Corridor
#8	NW 36St Connector
#9	NE/NW 79 St (North Beach) Corridor
#13	Okeechobee Rd Northwest Corridor
#14	NW/NE 183 St East-West Corridor
#15	NW/NE 163 / NW 167 St
#20	SW 312 St Connector

Future Multimodal Corridors Beyond 2050

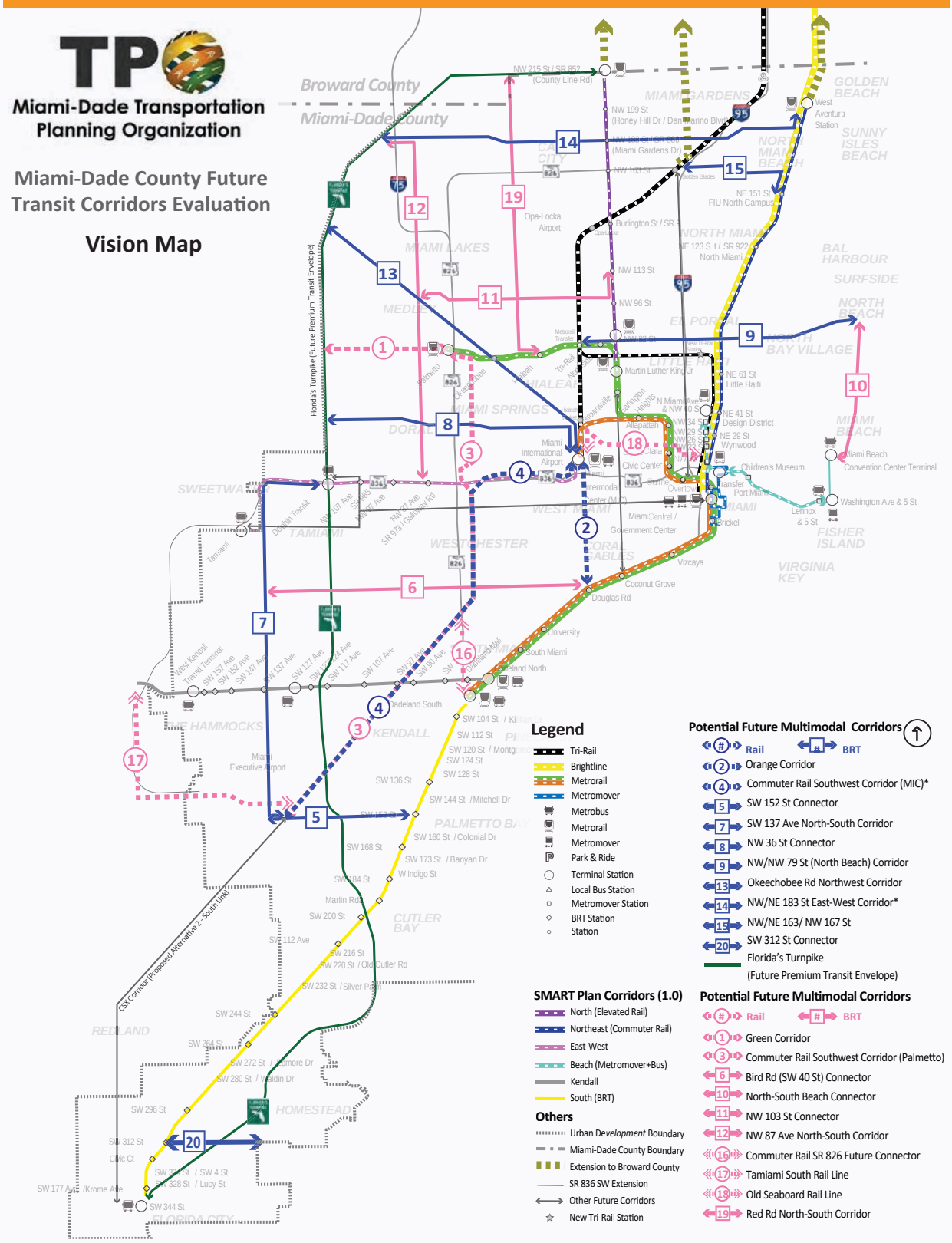
#1	Green Corridor
#3	Commuter Rail Southwest Corridor (A) - Palmetto
#6	Bird Rd (SW 40 St) Connector
#10	North-South Beach Connector
#11	NW 103 St Connector
#12	NW 87 Ave North-South Corridor
#16	Commuter Rail SR 826 Connector
#17	Tamiami South Rail Line
#18	Old Seaboard Rail Line
#19	Red Rd North-South Corridor

Future Multimodal Corridors Vision Map

TPO
Miami-Dade Transportation Planning Organization

Miami-Dade County Future Transit Corridors Evaluation

Vision Map



People Mover Technology as an Option to Further Extend the Reach of the SMART Program

Year Completed

May 2024

Transportation Mode

Bicycle, Pedestrian, Micromobility

LRTP Supportive Findings

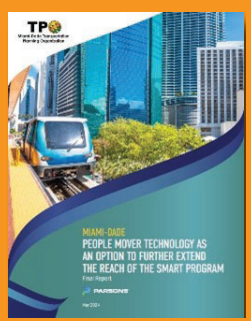
- Study built upon projects, connections, and studies identified in previous LRTPs
- Recommendations (including the five feasible options) to be adopted into the 2050 LRTP.
- Five feasible options include:
  - Alternative D: Hialeah Metrorail Station to Downtown Hialeah
  - Alternative F: Aventura
  - Alternative G: Okeechobee Metrorail to Western Hialeah
  - Alternative H: Palmetto Metrorail to Downtown Doral
  - Alternative J: Homestead
- Recommendations for additional analysis under future efforts include:
  - Government Center to Marlins Stadium
  - Culmer Metrorail Station to Marlins Stadium
  - FIU (between campuses)
  - SW 152nd Street from US 1 to Zoo
- A modeling analysis using the Federal Transit Administration's (FTA) Simplified Trips-on-Project Software (STOPS) model was utilized to develop ridership forecasts for the base year and the build year of 2045 for the evaluated corridors.

Project Summary

Assesses Automated People Mover (APM) technology as an option 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.

The study utilized a two-tiered analysis to identify potential Metromover extensions. The first tier spatially divided Miami-Dade County into four quadrants. Major origins and destinations were then identified in each quadrant, and options to connect the SMART Program corridors were evaluated. The second tier developed specific strategies and alignments for APM extension based on the Tier 1 screening, including evaluating alignments and modalities.

The study resulted in five feasible options for APM expansion including future refinements and recommendations.



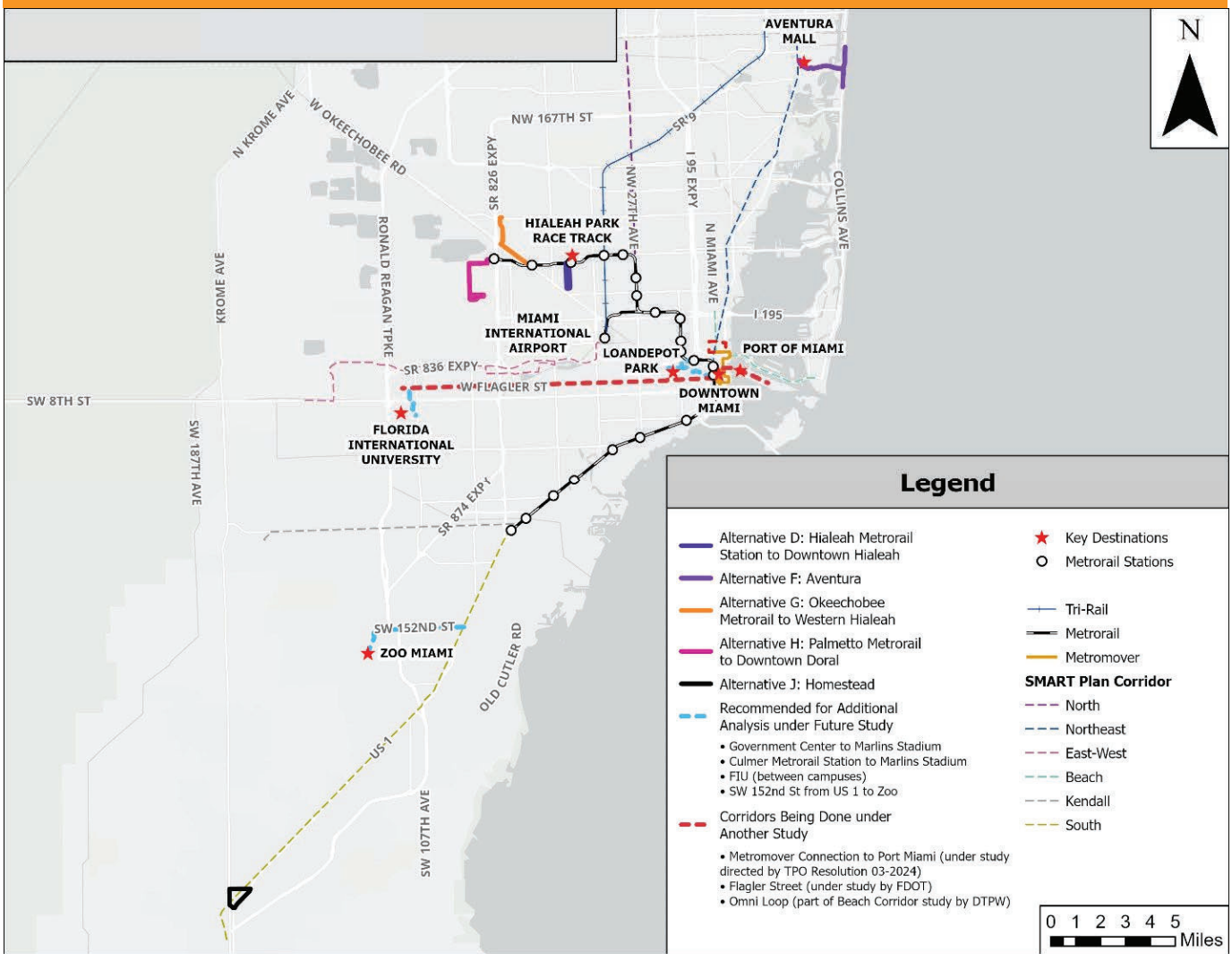
People Mover Study Process

APM Expansion Literature Review
- Review of Existing Plans and Engineering Studies
- Review of Major Short- and Long-Range Projects
- Identification of National and International Best Practices

Tier Analysis & Areas Selection
- Analysis of APM Extension to Enhance Transit Mobility
- Tier 1: Identification of Feasible APM Expansion Opportunities within Four Quadrants
- Application of Screening Criteria
- Tier 2: Identification and Analysis of Most Viable Implementation Areas

Refinements & Recommendations
- Refine Recommended Area/Range of Service, System Type, and Systemwide Ridership Impacts
- Perform Cost-Effectiveness Evaluation
- Identify Potential Right of Way Requirements
- Identify Potential Funding Sources and Next Steps for Implementation

Overview Map of Alternatives



Southeast Florida Regional Transportation Plan (RTP) 2050

Year Completed

Ongoing

Transportation Mode

E-Mass/SMART Transportation; Bicycle/Pedestrian/Mobility; Highway/Freight

LRTP Supportive Findings

- SEFTC partnered with Miami-Dade TPO, Broward MPO, and Palm Beach Transportation Planning Agency to develop RTP
- The goals of the RTP encompass the goals of their transportation planning partners

Results of the survey include:

- Majority of region travels across county lines one to five times per month
- Majority of the region drives as their primary mode
- Majority attributes traffic congestion and lack of convenient transit options as the main barriers to traveling regionally
- Investing more in transit was the highest ranked investment, but seen as the hardest one to tackle

Developed the Regional Transportation Network consisting of:

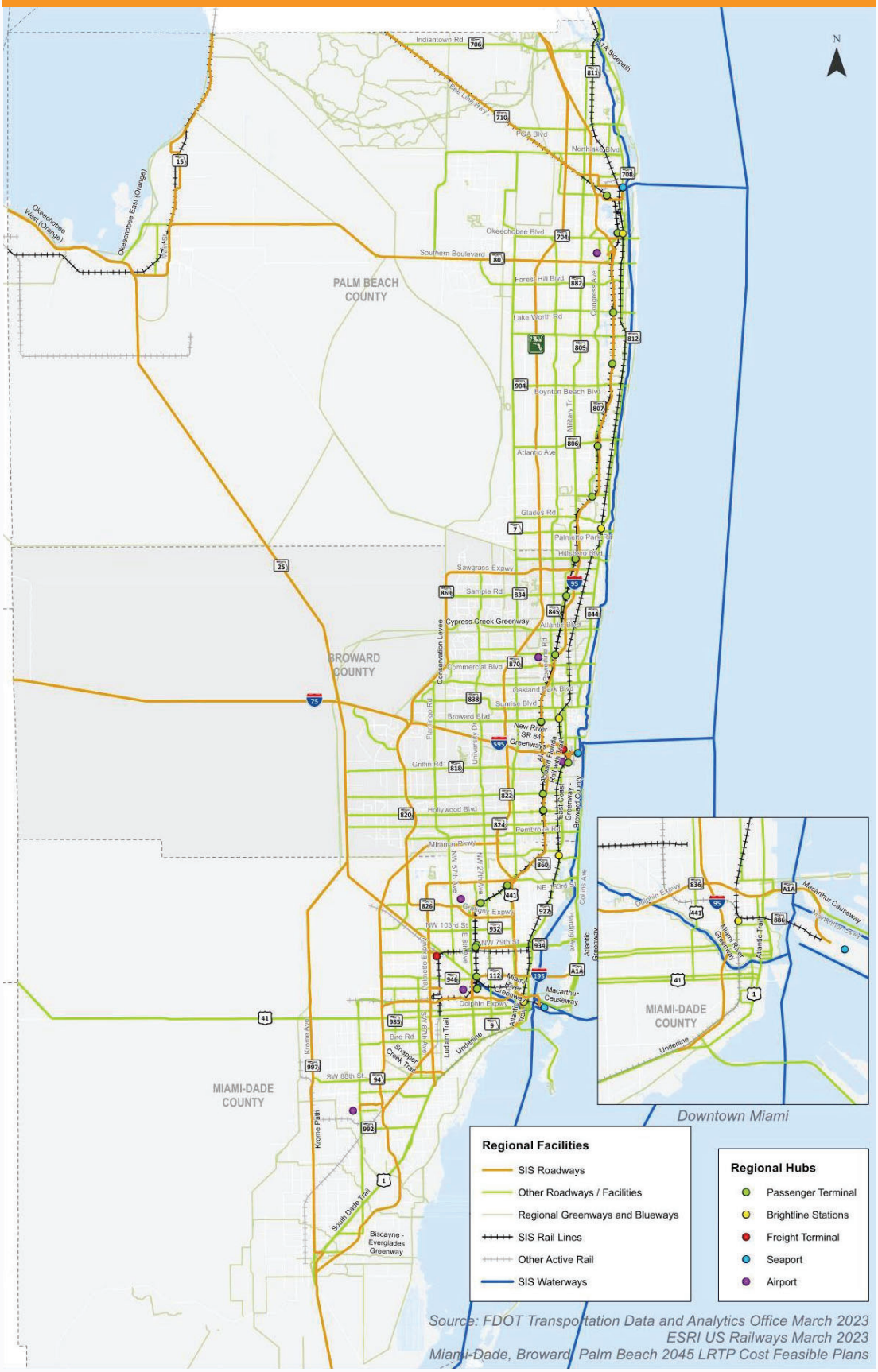
- 1,632 miles of multimodal corridors
- 363 miles of rail
- 275 miles of waterways
- 923 miles of greenways and trails
- 38 major hubs (airport, seaport, freight, and passenger)

Project Summary

Developed by the Southeast Florida Transportation Council (SEFTC), the Regional Transportation Plan (RTP) for Palm Beach, Broward, and Miami-Dade County identifies regional needs, funding, and policies that serve and benefit the entire southeast Florida region.

The plan summarizes regional transportation needs, gathered support for adopted policies, and refined the blueprint for implementation. Further, the RTP advocates for flexible and equitable reallocation of funds to implement regional priorities.

Regional Transportation Network



Telecommute Study

Year Completed

2021

Transportation Mode

Highway/Freight

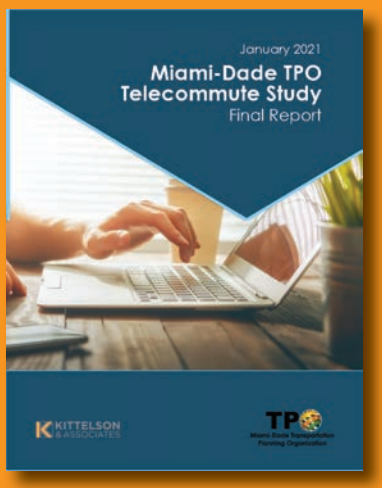
LRTP Supportive Findings

The study yielded four policy recommendations:

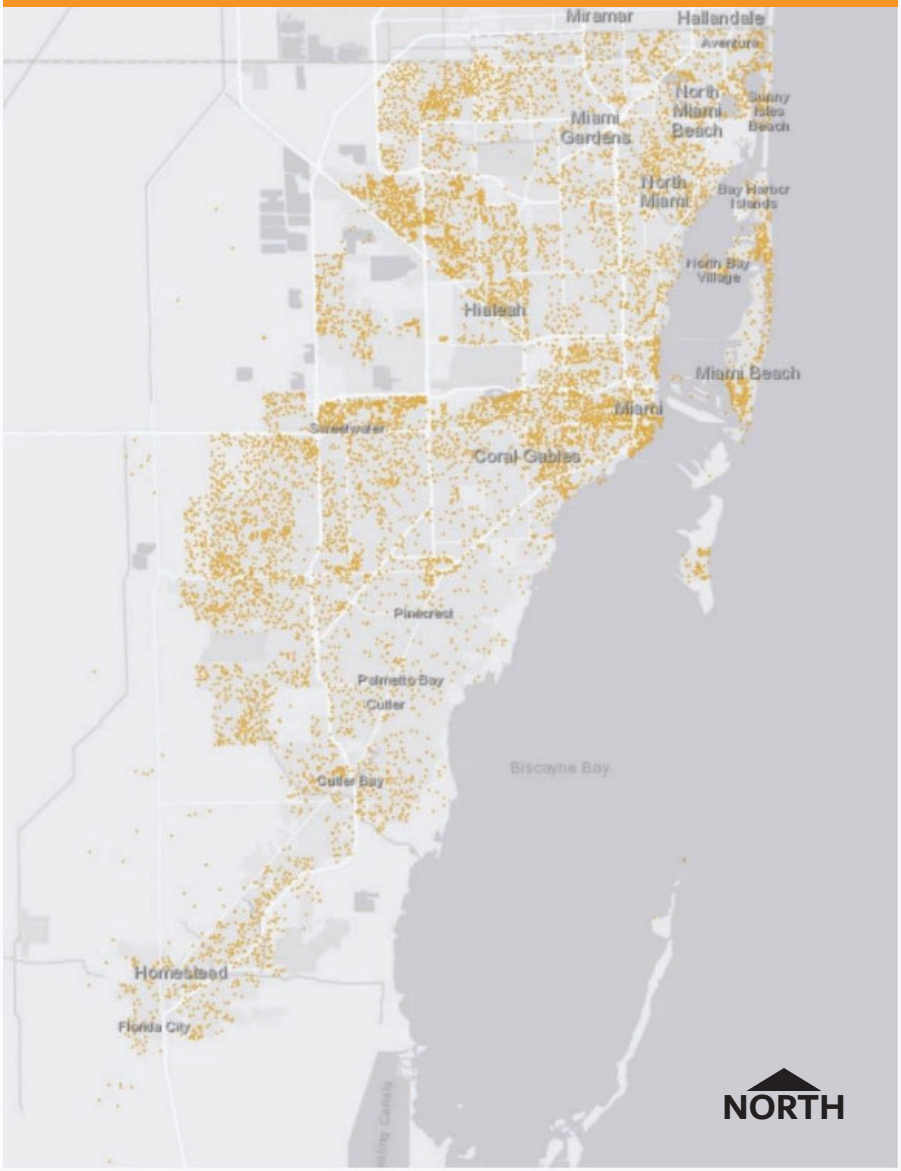
1. **Education and Outreach Policy:** Roll out a regional telecommuting program via the South Florida Commuter Services to maximize telecommuting opportunities in South Florida. This program involves a $50,000 pilot initiative, developing a telecommuting plan that provides training, transition support, marketing, technical assistance, and a program monitoring system.
2. **General Telecommuting Policy:** Adopt telecommuting as a long-term policy to "flatten the congestion curve" in South Florida by planning for and investing in telecommuting programs and projects that: increase the percentage of telecommuting to reduce peak-hour traffic congestion, and promote economic development by optimizing telecommuting access to jobs.
3. **Telecommuter Mode of Travel Policy:** Designate telecommuters as a recognized commuter group in TPO and Miami-Dade County transportation and land use plans and promote the designation in state and federal plans and policies.
4. **Infrastructure Investment Policy:** Plan for and advance broadband infrastructure, including hardware and software, that optimizes access to and the quality of telecommuting information available to the teleworker commuter group.
5. **Regional Planning Model Revisions:** As a result of this study, the Southeast Regional Planning Model version 9 (SERPM 9) was coded to include "telework".

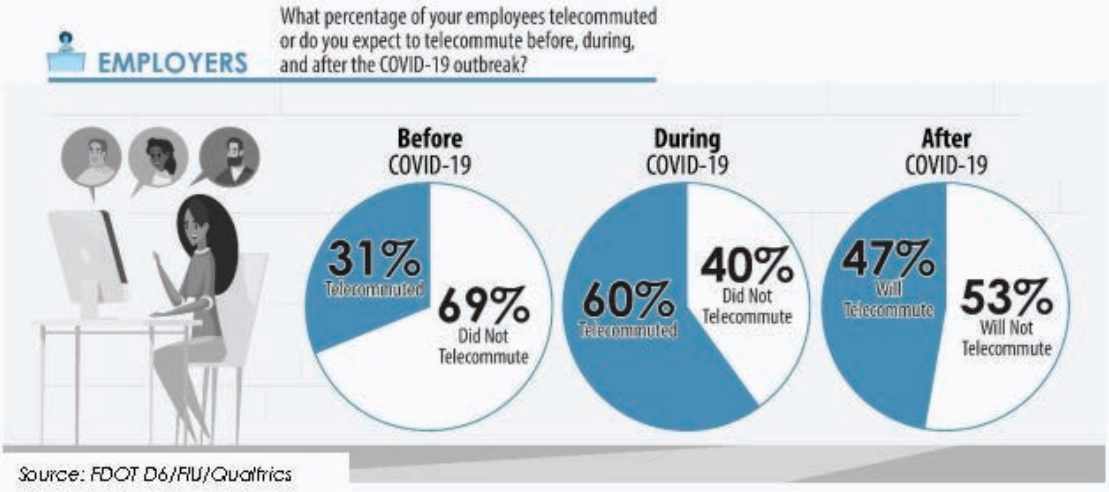
Project Summary

The Miami-Dade TPO Telecommute Study investigated the potential of telecommuting as a solution to "flatten the congestion curve" in Miami-Dade County. Although telecommuting has been part of the Travel Demand Management toolbox for decades, the percentage of Americans working at home as steadily increased throughout the past 10 years. The study resulted in a series of policy actions to provide outreach and education to maximize telecommuting opportunities.



Number of Jobs in Top Telecommuting Industries





Urban Air Mobility (UAM) Study

Year Completed

2022

Transportation Mode

E-Mass/SMART Transportation

LRTP Supportive Findings

UAM was concerned as part of the long range multimodal planning efforts as it offers additional mobility long-range options with increased frequency and efficiency. These benefits will be capitalized by complementing, not replacing existing transportation systems.

KEY TAKEAWAYS OF CASE STUDIES REVIEWED

OPPORTUNITIES

- UAM can **provide additional mobility options** while **increasing the capacity and efficiency** of an urban transportation system
- UAM can help **reduce congestion** within an urban core while **strengthening connectivity** between urban and rural areas
- Dedicated UAM routes can **improve the delivery of emergency services**
- UAM and eVTOLs can help **reduce carbon emissions and noise pollution** associated with automobiles
- UAM and associated infrastructure can **provide opportunities for economic growth** through transit-oriented development, workforce development, and improved access to population and employment centers

CHALLENGES

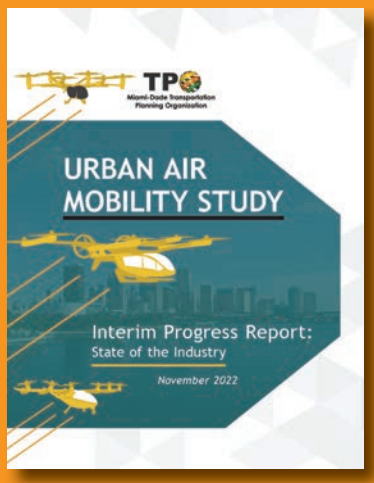
- **Technology and investment** have drastically outpaced rules and regulations for eVTOL development and UAM operations
- There is **inadequate data and guidance** to support comprehensive planning efforts for UAM infrastructure and technologies
- **Existing battery storage and charging technologies** do not support a dense UAM system
- An **automated traffic management system** is required to accommodate a variety of users and ensure the safety and efficiency of all eVTOL aircraft
- **The public may express concerns over UAM,** particularly as it relates to safety, noise, security, privacy, social equity, and environmental impacts
- Without promoting an integrated UAM system as an affordable transportation option for all, UAM has the potential to become **an exclusive method of transportation for the wealthy.** Based on current technologies and the emerging nature of the industry, however, uncertainty exists about whether UAM can obtain mass-market affordability.

PROPOSED ACTIONS

- **Establish working groups** of relevant stakeholders including representatives from government agencies at all levels, private industry, and the general public
- **Develop community engagement strategies** including public focus groups, educational seminars, open house meetings, and job training programs targeted at marginalized communities
- **Incorporate UAM into local planning efforts** such as land use planning and zoning, emergency services, economic development, and long-range transportation planning
- **Promote interagency data sharing** to leverage real-world data collection, observe changing industry trends, and inform local planning and development decisions

Project Summary

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 of UAM into the Miami-Dade's transportation network. Required infrastructure for UAM integration include: vertiports, energy infrastructure, safety and security measures, and airspace. The responsibility of local governments for implementing UAM infrastructure is to promote local policy and planning decisions (zoning, land use, transportation planning, community engagement) to develop an efficient, sustainable, and equitable UAM system.



INFRASTRUCTURE

The identification of and planning for required infrastructure is paramount to the successful integration of UAM into Miami-Dade County's transportation network. Infrastructure associated with UAM are highlighted below.

Vertiports

Vertiports are dedicated areas for the landing and takeoff of VTOL aircraft. Vertiports are expected to be sited in a number of locations such as at existing airports, on the rooftops of buildings and parking garages, on elevated platforms, and at ground level in both urban and suburban areas.

Energy Infrastructure

OEMs have converged on three primary approaches to VTOL aircraft energy sources: lithium-ion batteries, hydrogen fuel cells, and hybrid-electric. With most industry players relying on all-electric aircraft, adequate charging stations and electrical grid capacity are critical to accommodate a fleet of eVTOL aircraft. As operations scale up, dozens of charging stations may place new demands on the electrical grid and a rise in longer-haul VTOL operations may increase the need for hydrogen-related infrastructure.

Safety and Security

Although safety and security standards are largely undefined, recent federal guidance provides interim direction related to vertiport design and operational safety. Cybersecurity and land use planning are also pertinent considerations.

Airspace

While initial piloted UAM operations are likely to utilize existing helicopter routes and air traffic control (ATC) services, NASA and the FAA are working to develop airspace management technologies to provide routine airspace access for UAM operations.

2045 LRTP GOALS	PROPOSED BENEFITS OF UAM
Maximize mobility choices	Increases mobility options
Increase safety and security for all users	Reduces traffic congestion and emergency response times
Support economic vitality	Improves transportation efficiency of people and goods; Attracts private investment
Protect and preserve the environment and quality of life; Promote energy conservation	Reduces noise, carbon emissions, and fuel consumption
Enhance integration and connectivity	Enhances connectivity between urban centers and surrounding communities
Improve and preserve the existing system	Enhances existing transportation system and multimodal connectivity while integrating UAM

POLICY ANALYSIS AND CONCLUSIONS

The final step in the review compared the outcomes and recommendations of the transportation studies with the 2050 LRTP Goals and Objectives. The Goals Matrix below provides a summary matrix of each of the projects reviewed and the 2050 Goals. Further, the Goals Matrix displays a more detailed matrix showing the specific objectives that each project supports.

Policy Findings

Each of the LRTP-supportive projects supported the 2050 Goals and Objectives in multiple ways. The most common LRTP theme represented throughout the projects was Prosperity, with the Equitable and Economically Competitive Goals being the most common goals reflected in the projects.

The goals and objectives have been numbered and listed in Figure X at the beginning of the document and summarized in the Goals Matrix below. The most common Objective represented throughout the projects was *Objective 5.5 Community Connectivity & Livability*, which was present in every project reviewed followed closely by Objective 6.6 Increase Travel Options present in eight of the nine projects.

Goals Matrix

Project/Studies	Mobility		Accessibility		Prosperity	
	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6
	Safe, Secure, Reliable	Connected	Innovative	Climate, Resilient	Equitable	Economically Competitive
2050 Bicycle and Pedestrian Master Plan	✓	✓	✓	✓	✓	✓
Miami-Dade County Freight Plan 2024 Update	✓	✓	✓	✓	✓	✓
Analysis of Affordable Housing in Transportation Planning Areas		✓			✓	✓
Climate Resiliency Study	✓	✓	✓	✓	✓	✓
Congestion Management Dashboard	✓	✓	✓	✓	✓	✓
Connected Autonomous Vehicle Strategic Plan	✓	✓	✓	✓	✓	✓
Emerging Tunnelling Technologies Feasibility Study	✓	✓	✓	✓	✓	✓
Miami-Dade County Future Transit Corridors Evaluation	✓	✓	✓	✓		✓
People Mover Technology as an Option to Miami-Dade County Future Transit Corridors Evaluation	✓	✓	✓	✓	✓	✓
Regional Transportation Plan (RTP)	✓	✓	✓	✓	✓	✓
Telecommuting Study		✓	✓	✓	✓	✓
Urban Air Mobility Study	✓	✓	✓	✓	✓	✓

Final Thoughts

In conclusion, the policy review of the LRTP-transportation studies provided a comprehensive evaluation of how the LRTP-supportive projects align with the 2050 LRTP Goals and Objectives. By categorizing each goal and objective, and systematically placing them into a matrix, clearly indicate the specific goals and policies supported by each project. This structured approach ensured that all projects were consistently evaluated against the long-term vision and also facilitated a transparent and organized method for assessing the contribution of each study to the overall LRTP. This alignment highlights the TPO's commitment to achieving the strategic vision set out for 2050, ensuring that each project is purposeful and aligned with broader transportation and community goals.

Owner and rental costs outpaced median household incomes between 2012 and 2022. Countywide, the median home value, and median gross rent increased 54.9 percent and 14.1 percent, respectively over that period, outpacing the growth of median household income, up 5.9 percent between 2012 to 2022. Among all TPAs, the median gross rent in the CBD increased the most, up 27 percent from 2012 to 2022. The median home value increased the most in the North TPA, up 38.9 percent over the same period.

Affordable housing has become a concern in the county with cost-burdened households on the rise. In 2022, the share of cost-burdened renter households ranged from 59 percent to 67 percent across all TPAs. The North TPA had the largest share at 66.6 percent in 2022, up 36.1 percent from 2012 to 50,941 households in 2022. The share of cost burdened homeowner-households with a mortgage ranged from 39 percent to 59 percent across all TPAs. The North had the largest share at 50.9 percent of the total homeowner households, down 25.5 percent from 2012 to 25,537 units in 2022.

ENVIRONMENTAL ANALYSIS

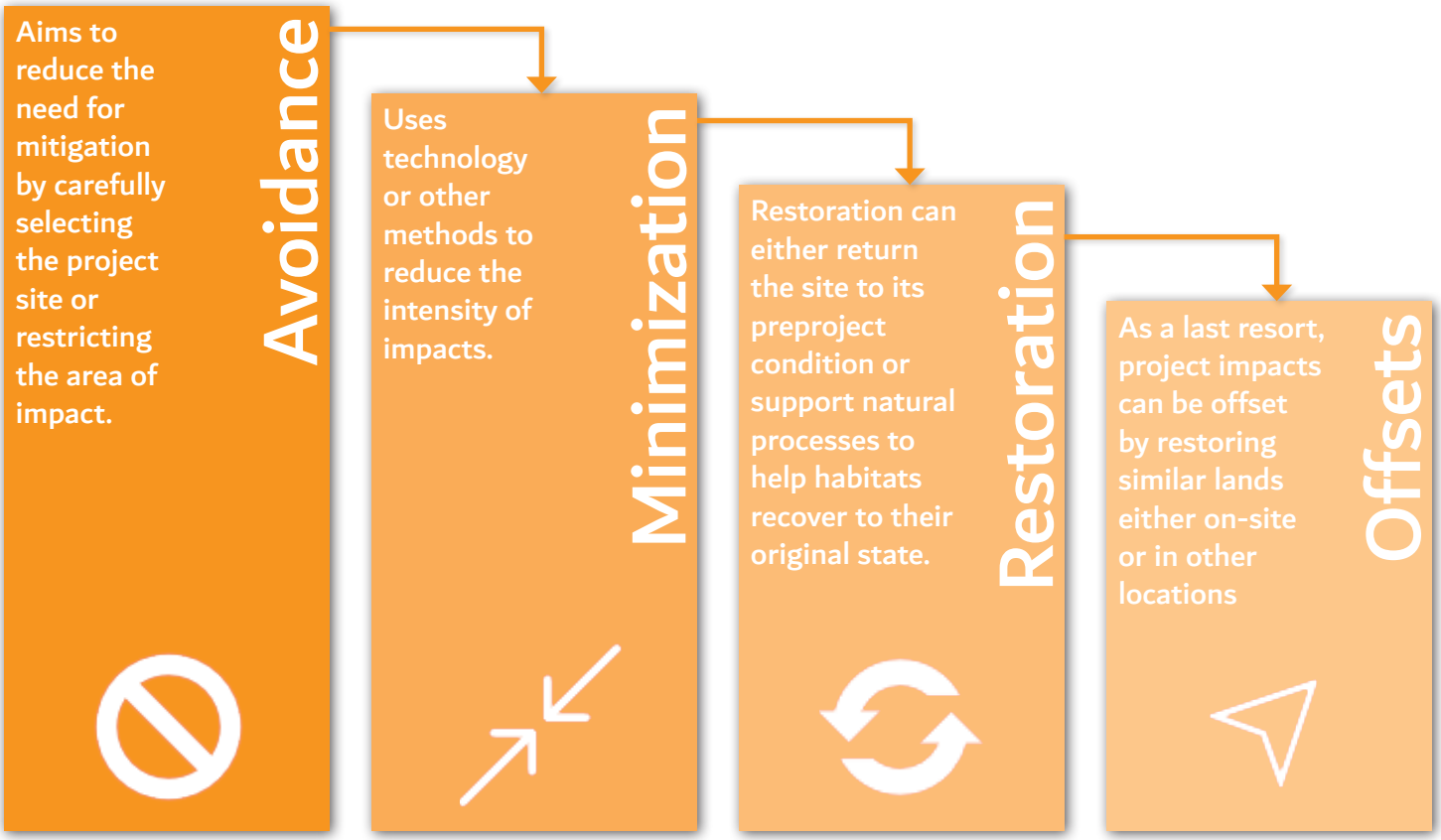
One of the most important responsibilities of an MPO/TPO is to identify investment strategies that focus on developing projects and programs to best meet the transportation needs of the area's residents, businesses, and visitors. The LRTP is a key tool used to guide its planning process. The 2050 LRTP is dedicated to reducing and addressing the negative effects of transportation projects on both the natural and built environments to preserve and improve the quality of life. This is a multi-step process with many stakeholders and various roles. In Florida, environmental consideration for transportation projects is carried out in collaboration with the Miami-Dade TPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (DEP). These efforts are guided by Section 373 of the Florida Statutes (F.S.), which outlines the requirements for mitigation planning, permitting, mitigation banking, and addressing habitat impacts.

Incorporating resilience into the future of Miami-Dade County, the TPO implemented the following steps throughout in the development of the LRTP, as advised by FDOT's Resilience Quick Guide and further documented in the PERFORMANCE, PROJECT, and PRIORITIES chapters of the LRTP:

- Developing the plan goals and objectives in the LRTP to address resilience;
  - Goal 4 reflects and aims to be Climate Resilient in 2050, associated objectives and key performance indicators are to be tracked over time to track progress.
- Integrating the Congestion Management Process (CMP);
  - The final list of CMP projects were evaluated based on the effectiveness for addressing the Climate Resilient goal by reducing emissions. CMP projects were later prioritized through the set-asides program in the Cost Feasible Plan.
- Ensuring that the Needs Plan and Scenario Planning process assesses the impacts on assets and mobility;
  - In the Scenario Planning process, projects received in the Needs Plan process were further evaluated based on potential exposure to future climate impacts.
- Including projects and actions in the Cost Feasible Plan that will make Miami-Dade more resilient.
  - The Adopted Cost Feasible Plan was subject to the environmental analysis described above. In addition to the mitigation hierarchy and Efficient Transportation Decision Making (ETDM) Process described in this section.

Mitigation Hierarchy

A standard practice mitigation hierarchy, as the one provided below, offers a structured approach to minimizing the environmental impacts of transportation projects. The hierarchy follows a step-by-step process to avoid, reduce, and/or offset environmental impacts.



Land use and natural features in the county require careful planning to create an interconnected transportation network. Sections 373.47137 and 373.4139, F.S. require that impacts to habitat be mitigated through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) (WMDs) and the Department of Environmental Protection (DEP).

FDOT Mitigation Program

Where project impacts cannot be avoided or minimized, there are a diversity of mitigation programs and strategies available to implement restoration or offsets. The FDOT Mitigation Program, established by Florida Statute, is managed by State WMDs and coordinated with State and Federal resource and regulatory agencies to mitigate the impacts of infrastructure development. The program requires the development of a Mitigation Plan that includes an inventory of construction projects with a minimum three year horizon, recognizing that consideration of potential environmental impacts early in the project development process allows time to develop appropriate mitigation projects.

The FDOT Mitigation Plan is updated annually to reflect changes in projects as they progress through their lifecycle. Mitigation projects within the program are designed to address water resource needs with a focus on resources identified

by the FDEP and the WMDs. These projects may encompass Surface Water Improvement and Management (SWIM) initiatives, land acquisition, restoration or enhancement efforts, and the control of invasive and exotic plants. The following table outlines the various mitigation strategies included in the FDOT Mitigation Plan.

FDOT Mitigation Plan

Project Type	Project Type Description
SWIM (Surface Water Improvement and Management)	The SWIM Program focuses on projects to improve water quality or restore natural systems along highly threatened surface water bodies. Projects may focus on reducing the pollution in stormwater, restoring degraded or destroyed natural systems, enhance existing habitats, or promoting the preservation of natural habitats.
Lands for acquisition	Acquisition involves the procurement of lands and further mitigation actions carried out on the procured lands.
Lands for restoration	Restoration manipulates site characteristics to return or repair natural or historic functions of a historic or degraded resource. The EPA policy is to generally consider restoration before enhancement or preservation, as the likelihood of success is greater, impacts to other resources is lower, and potential benefits are higher. Examples of restoration actions include the construction of stormwater ponds to filter pollutants and the restoration of estuarine habitats.
Lands for enhancement	Enhancement manipulates the characteristics of a resource to improve the function of the resource. Examples of enhancement actions include prescribed burns and exotic species control.
Species control	Excessive populations of invasive plants impact navigation and recreation, flood control, damage fish and wildlife habitats and reduce dissolved oxygen levels in water bodies. Removal of invasive vegetation and installation of native plants are examples of species control mitigation actions.

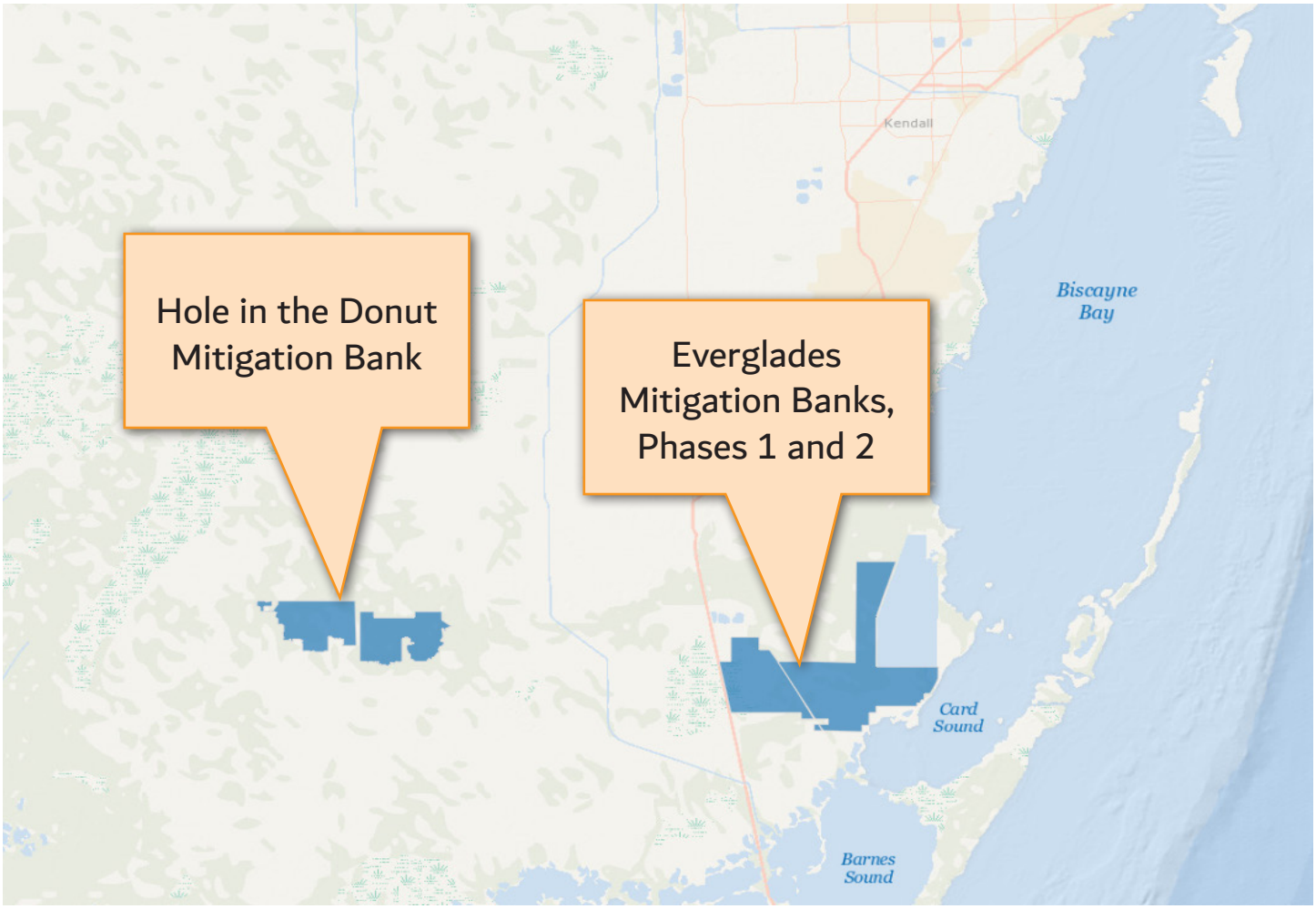
Mitigation Banks

In Miami-Dade County, wetland mitigation banks play a significant role in environmental management, particularly in the context of long-range transportation and land development planning. These banks provide a mechanism for developers to compensate for the unavoidable impacts on wetlands by restoring, enhancing, or preserving wetlands elsewhere. This is crucial in preserving the ecological balance while accommodating growth and infrastructure needs.

The FDEP provides a comprehensive Mitigation Bank Service Area Map to help developers identify suitable mitigation banks across the county. The map can be used to locate banks based on specific project areas. The notable banks within the Miami-Dade TPO region include:

1. **Hole in the Donut Mitigation Bank**
2. **Everglades Mitigation Banks, Phases 1 and 2**

These mitigation banks allow developers to purchase credits to offset the loss of wetlands, ensuring compliance with environmental regulations while advancing infrastructure projects, including transportation planning.



Screen capture of mitigation banks in Miami-Dade County. Source: Mitigation Banks shapefile, FDEP Open Data, July 2024.

Southeast Florida Regional Climate Change Compact

The **Southeast Florida Regional Climate Change Compact (Compact)** is a collaborative effort among the counties of Miami-Dade, Broward, Palm Beach, and Monroe to address climate change and its impacts on the region. Established in 2010, the Compact develops unified approaches to climate mitigation and adaptation, aiming to improve the region's resilience to the impacts of climate change, such as sea level rise, extreme weather, and flooding.

In the context of long-range transportation planning, the Compact is highly relevant as it provides a framework for integrating climate considerations into infrastructure development. Transportation systems in Southeast Florida are particularly vulnerable to climate-related challenges, such as rising sea levels and increased storm intensity. The Compact's **Regional Climate Action Plan (RCAP)** offers specific strategies for making transportation networks more resilient. This includes guidance on:

Infrastructure Resilience
Ensuring that roads, bridges, and transit systems are designed to withstand climate impacts like storm surge and sea level rise.

Sustainable Transportation
Promoting the use of low-emission, sustainable transportation options (e.g., public transit, electric vehicles) to reduce greenhouse gas emissions.

Risk Assessments
Incorporating climate risk assessments into the planning and maintenance of transportation infrastructure to mitigate future disruptions.

Flood Risk Management
Identifying and prioritizing areas vulnerable to flooding and ensuring that transportation investments account for these risks.

By aligning long-range transportation planning with the goals of the Southeast Florida Regional Climate Change Compact, the Miami-Dade TPO can help build a more resilient and sustainable infrastructure network, reducing environmental impact and safeguarding vital infrastructure from climate risks. More details can be explored on their official website.

EFFICIENT TRANSPORTATION DECISION MAKING (ETDM)

ETDM is a process developed and maintained by 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 effects 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. The ETDM process acts as an interagency review process facilitating on-going communication between stakeholders regarding environmental considerations. The ETDM process is consistent with the objective of Moving Ahead for Progress in the 21st Century Act and supports the FDOT's environmental policy.

The ETDM process aims to:

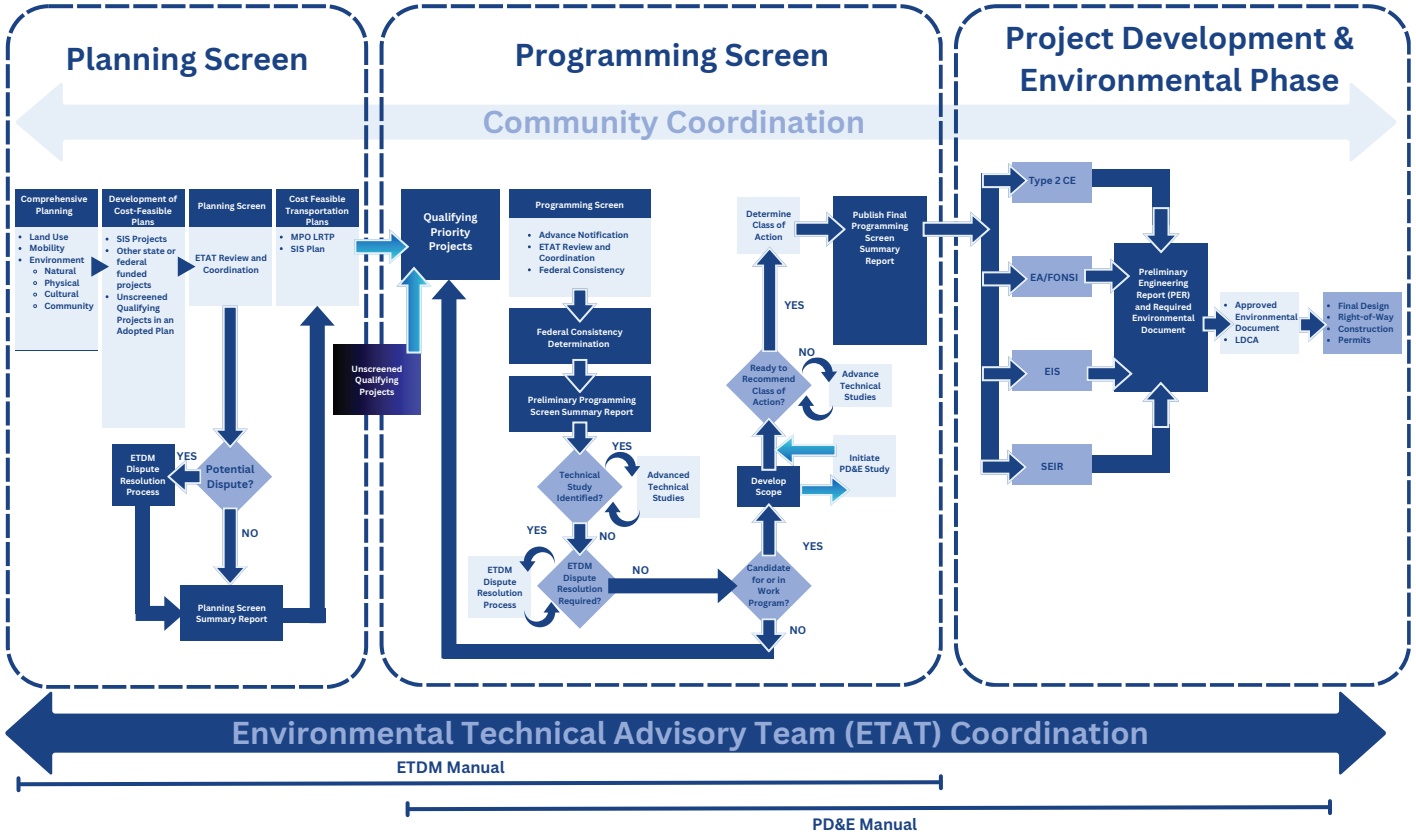
- Identify potential issues early in project scope development,
- Ensure timely decision-making that incorporates environmental quality,
- Encourage full and early participation from the public and Environmental Technical Advisory Team (ETAT) members,
- Connect planning with the Project Development and Environment (PD&E) phases, and
- Include effective dispute resolution mechanisms in the planning phase.

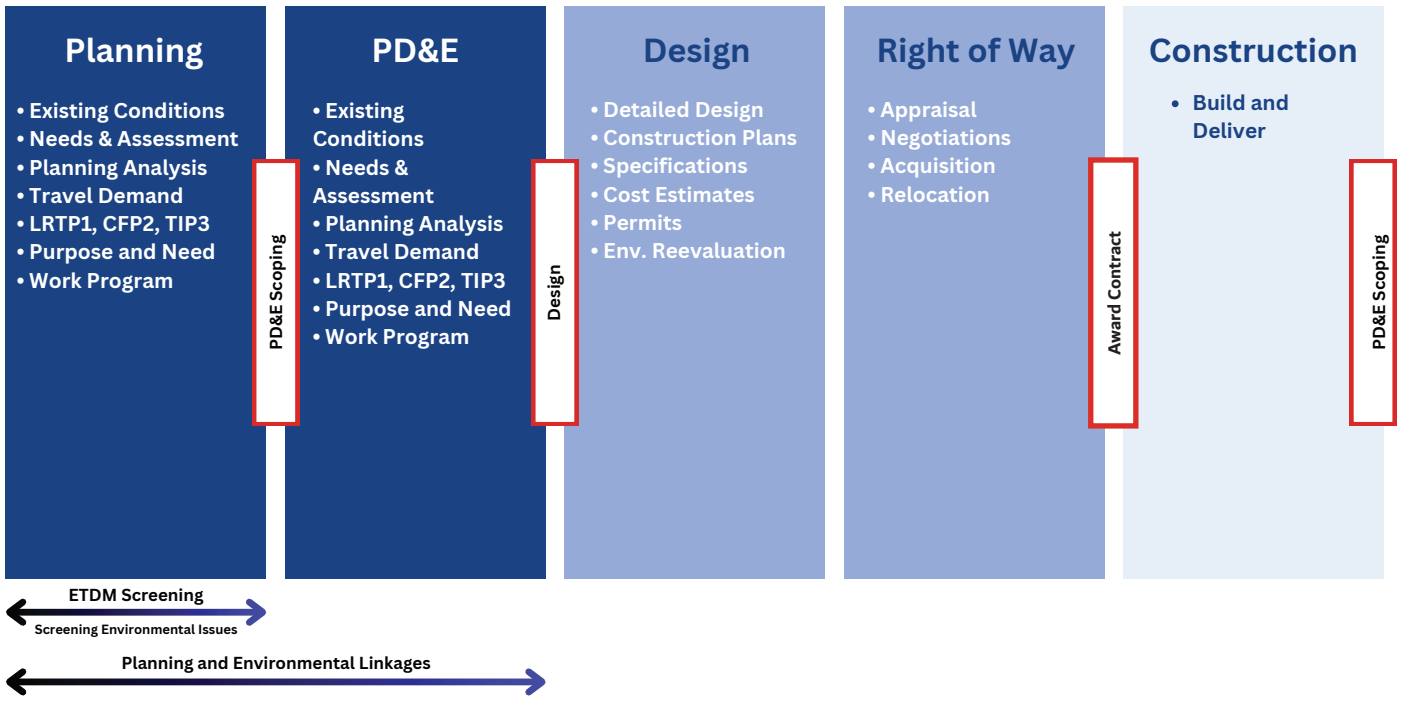
The ETDM process is comprised of two project-screening events: Planning and Programing. During the Planning Screen, potential LRTP projects are identified through comments received from the Environmental Technical Advisory Team (ETAT) and the public. During the Programming Screen, eligible projects are evaluated for funding in the FDOT Five Year Work Program or the Transportation Improvement Program (TIP). If projects are already funded, they are reviewed in the Programming Screen before continuing on to the PD&E phase. The Environmental Screening Tool (EST) is an interactive database and mapping application that facilitates coordination with ETAT members. Environmental, socio-cultural, and project data from multiple sources are combined into a consistent format within the EST which provides a standardized Geographic Information System (GIS) analysis. By using the EST process to identify potential natural, physical, cultural, and community resources present in the project area, ETAT members are able to provide input on proposed projects throughout the ETDM process. A Class of Action (COA) determination is required for transportation projects requiring a federal action. This COA determination establishes the level of environmental documentation required throughout the PD&E phase.

The three COA determinations are:

- Categorical Exclusions (CEs),
- Environmental Assessment (EA), and
- Environmental Impact Assessment (EIS).

The Transportation Outreach Planner was developed to better incorporate "Sociocultural Effect" features in the planning process ensuring community values and concerns receive proper attention throughout the entire transportation development process. The Miami-Dade TPO created this tool to review the social, economic, and geographical characteristics of an area before public involvement efforts are initiated and to complement the ETDM process.


Planning Screen
Programming Screen
Project Development & Environmental Phase
Community Coordination
Comprehensive Planning
Land Use
Mobility
Environment
Natural
Physical
Cultural
Community
Development of Cost-Feasible Plans
SIS Projects
Other state or federal funded projects
Unscreened Qualifying Projects in an Adopted Plan
Planning Screen
ETAT Review and Coordination
Cost Feasible Transportation Plans
MPO LRTP
SIS Plan
Qualifying Priority Projects
Unscreened Qualifying Projects
ETDM Dispute Resolution Process
YES
Potential Dispute?
NO
Planning Screen Summary Report
Programming Screen
Advance Notification
ETAT Review and Coordination
Federal Consistency
Federal Consistency Determination
Preliminary Programming Screen Summary Report
YES
Technical Study Identified?
Advanced Technical Studies
YES
NO
ETDM Dispute Resolution Process
ETDM Dispute Resolution Required?
NO
Candidate for or in Work Program?
YES
NO
Develop Scope
Initiate PD&E Study
Ready to Recommend Class of Action?
NO
Advance Technical Studies
YES
Determine Class of Action
Publish Final Programming Screen Summary Report
Type 2 CE
EA/FONSI
EIS
SEIR
Preliminary Engineering Report (PER) and Required Environmental Document
Approved Environmental Document
LDCA
Final Design
Right-of-Way
Construction
Permits
Environmental Technical Advisory Team (ETAT) Coordination
ETDM Manual
PD&E Manual


Planning
Existing Conditions
Needs & Assessment
Planning Analysis
Travel Demand
LRTP1, CFP2, TIP3
Purpose and Need
Work Program
PD&E Scoping
PD&E
Existing Conditions
Needs & Assessment
Planning Analysis
Travel Demand
LRTP1, CFP2, TIP3
Purpose and Need
Work Program
Design
Design
Detailed Design
Construction Plans
Specifications
Cost Estimates
Permits
Env. Reevaluation
Right of Way
Appraisal
Negotiations
Acquisition
Relocation
Award Contract
Construction
Build and Deliver
PD&E Scoping
ETDM Screening
Screening Environmental Issues
Planning and Environmental Linkages

Project	Limits From	Limits To	Description	Phase	ETDM Decision
Priority Period I (FY 2025 - 2030)					
Iron Triangle: SR 953/NW 42 Avenue SR 948/NW 36 Street, SR 25/ Okeechobee Rd	Project encompasses the terminus of SR 112/Airport Expressway with connections to SR 953/NW 42nd Avenue/LeJeune Road, SR 948/NW 36th Street 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 within the Iron Triangle interchange area. Other goals of the project include improving safety conditions and enhancing modal relationships.	I	Submitted to ETDM
Ludlam Trail Corridor	SW 80th Street	NW 7th Street	Construction of a new bike path/trail along the limits including pedestrian bridges over major facilities.	I	ETDM 14369-1; ETAT Review Complete
SR 90/US 41/SW 7th St & SW 8th St	NW 27th Avenue	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	From NW 16th St	To NW 25th St	The project includes the realignment of the Florida East Coast (FEC) railroad located west of Miami International Airport. This existing railroad follows the airport property boundary along Milam Dairy Rd and turns to follow NW 16th St and NW 68th Ave. The current alignment prevents the expansion of MIA's cargo facilities and aircraft ramp areas which have been identified as a need to support the growth of the cargo community in the Aviation Department's master plan. The realignment of the FEC railroad would rebuild the railroad along Milam Dairy Rd and turn east between NW 22nd St and NW 25th St. The realigned railroad tracks would enable oppportunities to provide multimodal facilities interfacing with the cargo hub at MIA with the potential to facilitate access to local employees as well as to provide air-to-rail freight capabilities.	I	Submitted to ETDM
Priority Period II (FY 2025 - 2030)					
SR 9/SR 817/NW 27th Avenue Premium Transit Corridor	Miami International Airport (MLK)	NW 215th Street	Elevated fixed guideway rapid transit connecting MLK Station to Unity Station	II	ETDM 14247-1; ETAT Review Complete
SR 836 Southwest Extension	SW 136th Street	NW 12th Street & NW 132nd Avenue	Project includes a new multimodal corridor, recreational trail, and park and ride stations.	II-IV	ETDM 11482-3; Work Program
Broad Causeway Bridge	Bayshore Drive	W Broadview Drive	Broad Causeway Bridge Replacement	II	ETDM 14520-1; ETAT Review Complete
Northeast Corridor (Miami-Dade County Future Transit Corridors Evaluation)	Miami Central Station	West Aventura Station	Provide commuter rail from Miami Central Station to West Aventura Station.	II	Submitted to ETDM
NW 25th St Viaduct Extension to Turnpike	From NW 82nd Ave	To 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. The viaduct will be elevated above the surface roadways along the north side of NW 25th St and will provide continuity from the east ramp of the viaduct serving the west cargo area of Miami International Airport to ramps to and from the Ronald Reagan Turnpike. The viaduct will connect to key surface roadways through new ramps and will include controlled smart lanes to facilitate truck movements.	II	Submitted to ETDM
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

Project	Limits From	Limits To	Description	Phase	ETDM Decision
Priority Period III (FY 2025 - 2030)					
Sunshine Station GGMTF Kiss-and-Ride and Pedestrian Bridge	I-95 and Palmetto Expressway	NW Sunshine State Parkway and NW 167th Street	A new kiss-and-ride and pedestrian connection bridge west of GGMTF	**III**	ETDM 11300-1; Work Program
Priority Period IV (FY 2025 - 2030)					
Infrastructure Improvements - Portwide/Net Zero			Portwide infrastructure improvements include beautification, drainage, dredging, road improvements, photovoltaics, generators, batteries, electric connectivity and charging stations, BMS upgrades, wayfinding, landscape, lighting, sidewalks, etc. Continue Inland Port development of the container storage and transfer staging areas 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
Phase TBD					
SR 874/Don Shula Expressway and SR 986/SW 72nd Street/Sunset Drive Partial Interchange	SW 92nd Avenue	SW 87th Avenue	New interchange at SR 874/SW 72nd Street.		ETDM 14307-1

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