

EXECUTIVE SUMMARY

CITIZEN'S VERSION

TRANSPORTATION IMPROVEMENT PROGRAM

[TIP]

FISCAL YEARS
2026-2030

MAY 29, 2025



Miami-Dade Transportation
Planning Organization



TIP • FISCAL YEARS 2025 / 2026 TO 2029 / 2030

2026–2030 TIP Executive Summary

TRANSPORTATION PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA

The Fiscal Year (FY) 2026–2030 Transportation Improvement Program (TIP) Executive Summary provides a high-level overview of the current TIP cycle. This summary highlights key elements of the TIP process, provides an overview of allocated funding across modes and jurisdictions, and presents a five-year performance report that reflects progress toward county transportation goals. It also highlights major projects planned by the agency partners throughout Miami-Dade.

Miami-Dade Transportation Planning Organization (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 the ground 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 Miami-Dade TPO to comply with all requirements of the Americans with Disabilities Act (ADA). For materials in accessible format, please call 305-375-1881.

In accordance with 23 U.S.C. §134(j), 49 U.S.C. §5303(j), and 23 CFR §450.326, once this TIP has been approved, the first year of the program constitutes the “agreed to” list of projects for implementation. No further action is required for these projects to proceed unless there is a significant reduction in available federal funding or substantial changes in project timing. In such cases, the MPO, FDOT, and transit operators will coordinate a revised list.

For projects in non-TMA areas, project selection is carried out by FDOT and/or the transit operator in cooperation with the MPO (23 CFR §450.330(b)). For areas designated as Transportation Management Areas (TMAs), including Miami-Dade, the MPO is responsible for selecting all federally funded projects, excluding those on the National Highway System (NHS) in consultation with FDOT and transit operators. FDOT selects NHS projects in cooperation with the MPO (23 CFR §450.330(c)).

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

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TABLE OF CONTENTS

Introduction	1
Overview	2
Funding Summary	4

5-YEAR PERFORMANCE REPORT

Overall Number of Projects and Cost by Primary Performance Measures	8
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MAJOR PROJECTS BY AGENCY

Florida Department of Transportation, District Six	11
Florida Department of Transportation Florida's Turnpike Enterprise	13
Greater Miami Expressway Agency	14
Miami-Dade County Aviation Department	16
Multimodal Seaport Development	17
Department of Transportation and Public Works	18
Miami-Dade Parks, Recreation, and Open Spaces Department	22
Conclusion	24

TABLE OF FIGURES

Figure 1: Funding Summary - Fiscal Years 2026-2030 (\$s in millions rounded)	4
Figure 2: 2026-2030 TIP Funding Summary by Mode (Millions of \$)	5
Figure 3: 2026-2030 TIP Funding Summary by Agency (Millions of \$)	6
Figure 4: 2026-2030 TIP Funding Summary by Funding Source (Millions of \$)	7
Figure 5: Federal Performance Measure – TIP Investment Trend	9
Figure 6: Federal Performance Measure – TIP Investment Trend Analysis	10



TIP • FISCAL YEARS 2025/2026 TO 2029/2030

INTRODUCTION

The TIP is a major federally required document of the TPO for the Miami-Dade Urbanized Area that specifies proposed transportation improvements to be implemented in Miami-Dade County over the coming five years. The primary emphasis of the TIP is on the first three years of the program. As required by federal regulations, projects receiving federal funds during the October 1, 2025 to September 30, 2030 time period are to be drawn from those listed in this document. In addition, projects not using federal funds, but which are part of the area's program of improvements, are shown in the TIP. Projects shown for FY 2026 and beyond, regardless of their funding source, are included as proposed. While it is anticipated that most of these projects will be implemented as programmed, they will be periodically evaluated by the TPO as the TIP is updated or amended as necessary. The projects in the TIP are also shown for a five-year period. While the emphasis is on the first three years, presenting a five-year span allows for a more systematic forecast of funding needs during a five-year planning cycle and provides a more comprehensive view of the program for public informational purposes. Included in this TIP are Intermodal, Highway, Transit, Aviation, Seaport, and Non-Motorized improvements funded for \$14.4 billion.

The projects and priorities in this TIP are consistent with those in the adopted 2050 Long Range Transportation Plan (LRTP). Because the 2050 LRTP was found to conform to federal regulations and the Florida State Transportation Improvement Plan (STIP), the TPO has found this TIP to also conform to all relevant laws, regulations and plans. Selected projects are from the prioritized projects found in the 2050 LRTP. The LRTP recommends phasing for surface transportation improvements classified into four categories:

Priority Period I - Priority improvements to be constructed and opened to traffic by the year 2030. Funds for most of these improvements are already programmed in this TIP.

Priority Period II - Improvements where project development and funding efforts would take place between 2031 and 2035.

Priority Period III - Improvements to be made between the years 2036 and 2040. In many cases, project development activities would need to commence in the 2031 - 2035 period, due to the amount of lead-time required to plan and implement a project.

Priority Period IV - Improvements to be made in the latter part of the 25-year plan period (2041 to 2050). Includes projects responding to long-range mobility needs and roadway improvements constructed through the County, which may be earlier than the 25-year period of the 2050 LRTP.



TIP • FISCAL YEARS 2025/2026 TO 2029/2030

OVERVIEW

WHAT IS THE TIP?

The TIP is a multi-year program that prioritizes transportation improvement projects for federal, state, and local funding. The TIP is also the capital improvements element of the LRTP.



WHO PARTICIPATES IN PUTTING THE TIP TOGETHER?

The TPO, with local transportation agencies and other stakeholders, are listed as follows:

1. Florida Department of Transportation (FDOT), District Six
2. Florida's Turnpike Enterprise (FTE)
3. Greater Miami Expressway Agency (GMX)
4. Miami-Dade Aviation Department (MDAD)
5. Miami-Dade Department of Transportation and Public Works (DTPW)
6. Miami-Dade Office of Management and Budget (OMB)
7. Miami-Dade Regulatory and Economic Resources Department (RER)
8. Miami-Dade Seaport Department (PortMiami)
9. South Florida Regional Transportation Authority (SFRTA)

TIP PROGRAM FUNDING

WHERE DOES HIGHWAY FUNDING COME FROM?

The TIP highway projects are funded through gasoline taxes, such as federal gas tax, state motor fuel tax, local option gas tax, voter gas tax, motor vehicle fees and road impact fees and automobile-related user fees such as tolls.

OVERVIEW

WHERE DOES TRANSIT FUNDING COME FROM?

Transit funding comes from a combination of funds from the FTA, the State of Florida through the FDOT Public Transportation Office, Local Dedicated Source of Funding (half-penny sales tax) and Miami-Dade County's Budget (from local general funds).

WHAT IS A TIP AMENDMENT?

An amendment is a revision to a TIP or STIP that involves a major change to a project in a TIP or STIP, including addition or deletion of a project, a major change in project cost, project phase initiation dates, or a major change in design concept or design scope (i.e., changing project termini or the number of through traffic lanes). [23 C.F.R. 450.104] An amendment requires public review and comment, demonstration of financial constraint, or a conformity determination, if applicable. Additionally, amendments to the TIP are available for public review at least fourteen (14) days prior to the scheduled public hearing. This information is also available to the public in the TPO Prospectus for Transportation Improvements at: Miami Dade TPO Prospectus (<https://www.miamidadetpo.org/library/reports/prospectus-for-transportation-improvements-2019.pdf>)

WHAT IS A TIP ADMINISTRATIVE MODIFICATION?

An administrative modification is a minor revision to a TIP or STIP that includes minor changes to project/ project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination, if applicable. [23C.F.R. 450.104]

TIP • FISCAL YEARS 2025/2026 TO 2029/2030
FUNDING SUMMARY

OVERVIEW

This section provides a summary of allocated transportation funding in the FY 2026-2030 Miami-Dade TIP. The projected \$14.4 billion investment includes contributions from federal, state, local, and private sources, supporting a wide range of infrastructure projects across highways, transit, aviation, seaport, and other key transportation systems. As the primary mode, Highways accounts for the largest share of anticipated project funding with state roads comprising \$5.4 billion (37.3%) of the total. Within the Highways mode category, the FDOT Primary system constitutes the largest funded portion at \$4.7 billion (32.9%), followed by GMX at \$335 million (2.3%) and FTE at \$295 million (2.0%). The County Roads group represents an additional \$672 million (4.7%) in funded projects. This includes sources such as Secondary Road improvements (\$53 million), Mobility Impact Fees (\$614 million), and the PTP (\$6 million). Other modes and projects together also account for a significant share of the total anticipated project funding. Transit as a mode represents the second largest portion of the total funding with \$5.2 billion (35.9%), followed by Seaport projects at \$2.2 billion (15%). The remaining funded projects are allocated to other critical transportation needs as outlined in the summary table to the right.

Funding Summary - Fiscal Years 2026-2030 (\$s in millions rounded)

Highways – State Roads	Primary (FDOT).....	\$	4,740	--	32.9%
	Turnpike	\$	295	--	2.0%
	Greater Miami Expressway Agency	\$	335	--	2.3%
		\$	5,370		37.3%
County Roads	Secondary	\$	53	--	0.4%
	Mobility Impact Fee	\$	614	--	4.3%
	People's Transportation Plan.....	\$	6	--	0.0%
	Private Sector.....	\$	TBD	--	N/A
		\$	672		4.7%
Other Modes and Projects	Local Option Gas Tax	\$	98	--	0.7%
	Transit.....	\$	5,173	--	35.9%
	Aviation.....	\$	739	--	5.1%
	Seaport.....	\$	2,158	--	15.0%
	SFRTA	\$	-	--	0.0%
	Remaining	\$	200	--	1.4%
		\$	8,368		58.1%
	TOTAL	\$	14,410		100.0%

Figure 1: Funding Summary – Fiscal Years 2026-2030 (\$s in millions rounded)

FUNDING SUMMARY

VISUALIZING THE TIP FUNDING SUMMARY

The figures in this section illustrate the allocation of approximately \$14.4 billion in transportation funding for Miami-Dade County during Fiscal Years 2026–2030. The figure below displays the distribution of anticipated transportation funding in Miami-Dade County by mode for Fiscal Years 2026–2030. Of the total \$14.4 billion in anticipated funding, approximately \$5.4 billion (37.3%), is allocated to state roads, while county roads account for \$672 million (4.7%). The remaining \$8.4 billion, also representing 58.1%, is dedicated to other modes and projects. The chart highlights the balanced investment between state - managed highway infrastructure and broader multimodal initiatives.

2026-2030 TIP Funding Summary by Mode (Millions of \$)

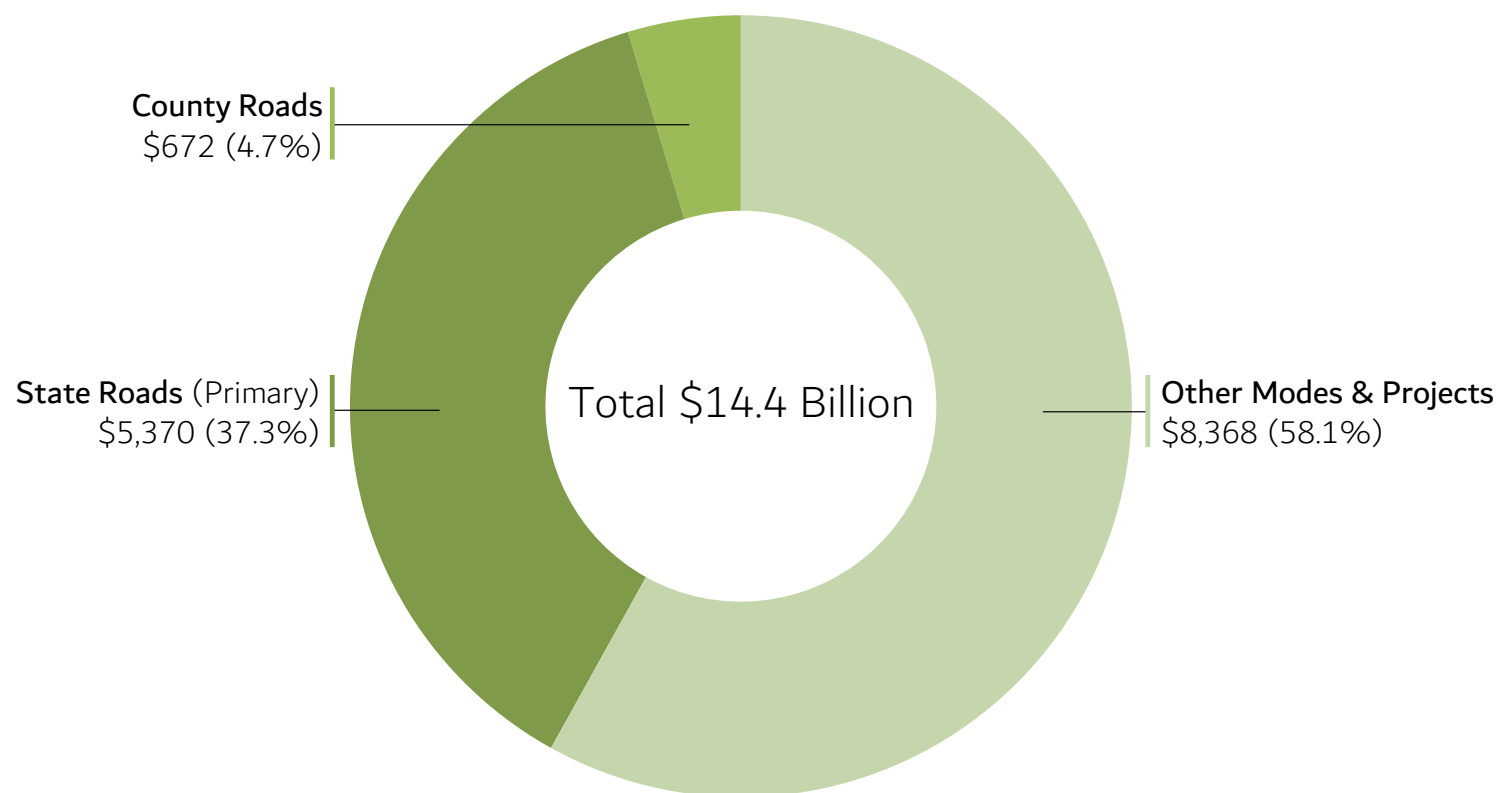


Figure 2: 2026-2030 TIP Funding Summary by Mode (Millions of \$)

FUNDING SUMMARY

The donut chart below breaks down funding by agency, showing both the dollar amount and percentage share attributed to each category. The largest share of funding (\$5.2 billion or 35.9%) is allocated to the Multimodal public transportation improvements. State Highway Program and Interstate System and seaport development followed with \$4.7 billion and \$2.2 billion respectively, making up 32.9% and 15.0%. Airport development receives \$739 million, or 5.1%, while additional funding is distributed across local sources such as the Mobility Impact Fee, Local Option Gas Tax, and the PTP. Contributions from the FTE, GMX, and other smaller sources round out the funding distribution.

2026-2030 TIP Funding Summary by Agency (Millions of \$)

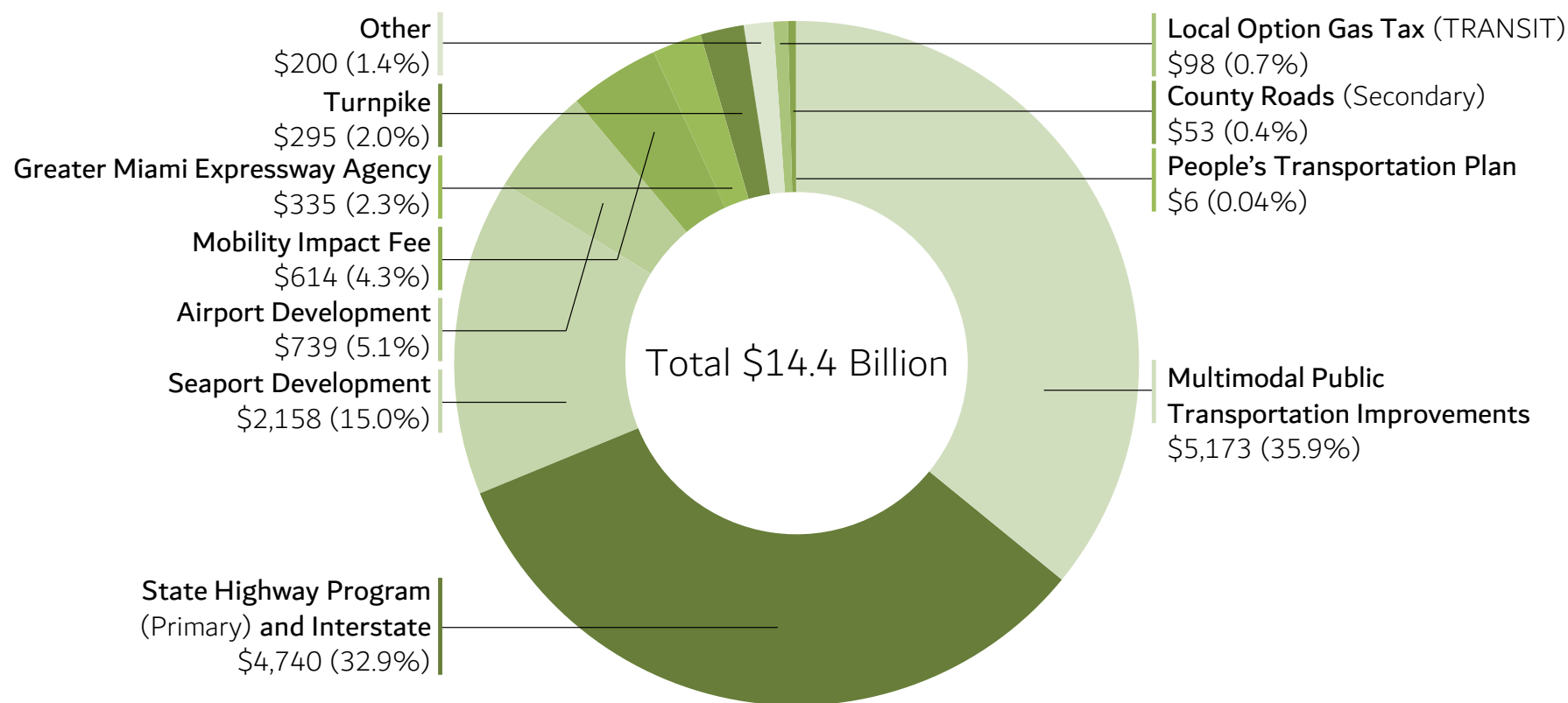


Figure 3: 2026-2030 TIP Funding Summary by Agency (Millions of \$)

FUNDING SUMMARY

A breakdown by funding source is provided in this next figure. Local funding represents the largest share, with \$6.4 billion (44.5%) allocated toward various projects. State sources contribute \$4.8 billion (33.2%), while federal funding accounts for \$2.6 billion (17.8%). Toll revenues provide an additional \$663 million (4.6%). The chart highlights a diverse funding portfolio that combines state, local, federal, and toll-based revenues to support the region's transportation investments over the five-year period.

2026-2030 TIP Funding Summary by Funding Source (Millions of \$)

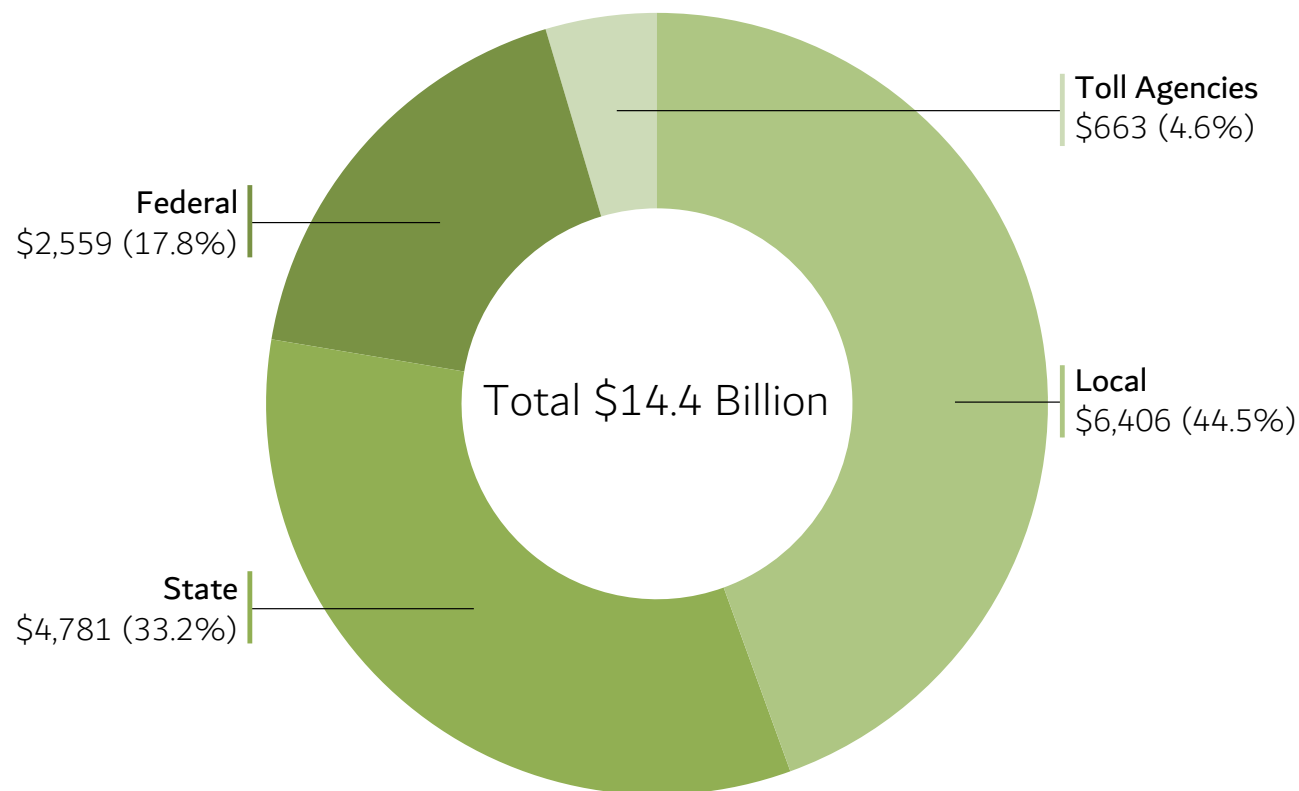


Figure 4: 2026-2030 TIP Funding Summary by Funding Source (Millions of \$)



TIP • FISCAL YEARS 2025/2026 TO 2029/2030

5-YEAR PERFORMANCE REPORT

OVERALL NUMBER OF PROJECTS AND COST BY PRIMARY PERFORMANCE MEASURES

FEDERAL PERFORMANCE MEASURES OVERVIEW

Federal Performance Measures (PMs) were developed to address the Federal goals. Progress toward performance measures is reported in the LRTP every 5 years, and annually in the TIP. Beginning with the MAP-21 infrastructure bill, U.S. DOT issued a series of rulemakings that established performance measures tied to the national goals and general purpose areas [23 U.S.C. 150(c), 49 U.S.C. 5301]. The following pages reflect the trend of funding investment for PMs 1 through 3 over the last six TIPs. The TPO must design the TIP such that once implemented, it makes progress toward achieving the MPO's performance targets [23 CFR 450.326(c)], this section document.

The FHWA issued three performance measure rules that fall into the following categories:

Federal Performance Measure	Overview
PM 1: Highway Safety	Assesses road safety and facilitates the Highway Safety Improvement Program (HSIP). The HSIP is a federal aid funding program intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
PM 2: Pavement and Bridge Condition	Requires state DOTs and MPOs to establish targets for pavement and bridge condition on Interstate and non-Interstate National Highway System (NHS) roads in each state. Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts.
PM 3: System Performance	Assesses passenger and freight travel performance on the Interstate and non-Interstate NHS, and traffic congestion. This is calculated by percent of reliable person miles traveled (PMT) and Truck Travel Time Reliability (TTTR).

5-YEAR PERFORMANCE REPORT

Additionally, FTA issued two performance measure rules that address transit asset management (TAM) and public transportation agency safety plans (PTASP). The FTA PMs are maintained through respective transit authorities and not included in this summary.

Figure 5 provides a high-level overview of how transportation investments are allocated across various project types and facility categories within the TIP. By examining both the number of projects and the associated funding over time, these performance measures offer valuable insight into regional priorities such as roadway safety, infrastructure preservation, system efficiency, and multimodal enhancements.. The figure below displays the number of TIP projects over time by category, including safety, pavement, bridge, system improvements, truck-related, transit, and other projects. The total number of projects varies by year, with a notable increase in safety and other category projects beginning in FY 2026-2030. This suggests broader investment in diverse or emerging needs, while core infrastructure areas such as pavement, bridges and transit remain steady. Not all projects can be associated with a Federal Performance Measure.

Federal Performance Measure – TIP Investment Trend

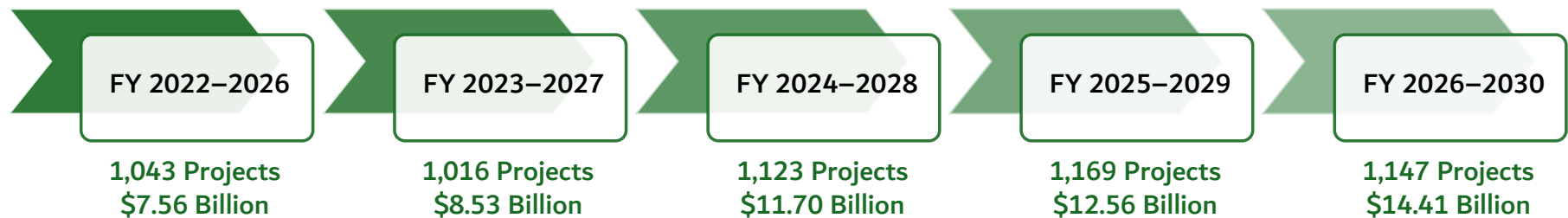


Figure 5: Federal Performance Measure – TIP Investment Trend

Federal Performance Measure – TIP Investment Trend Analysis

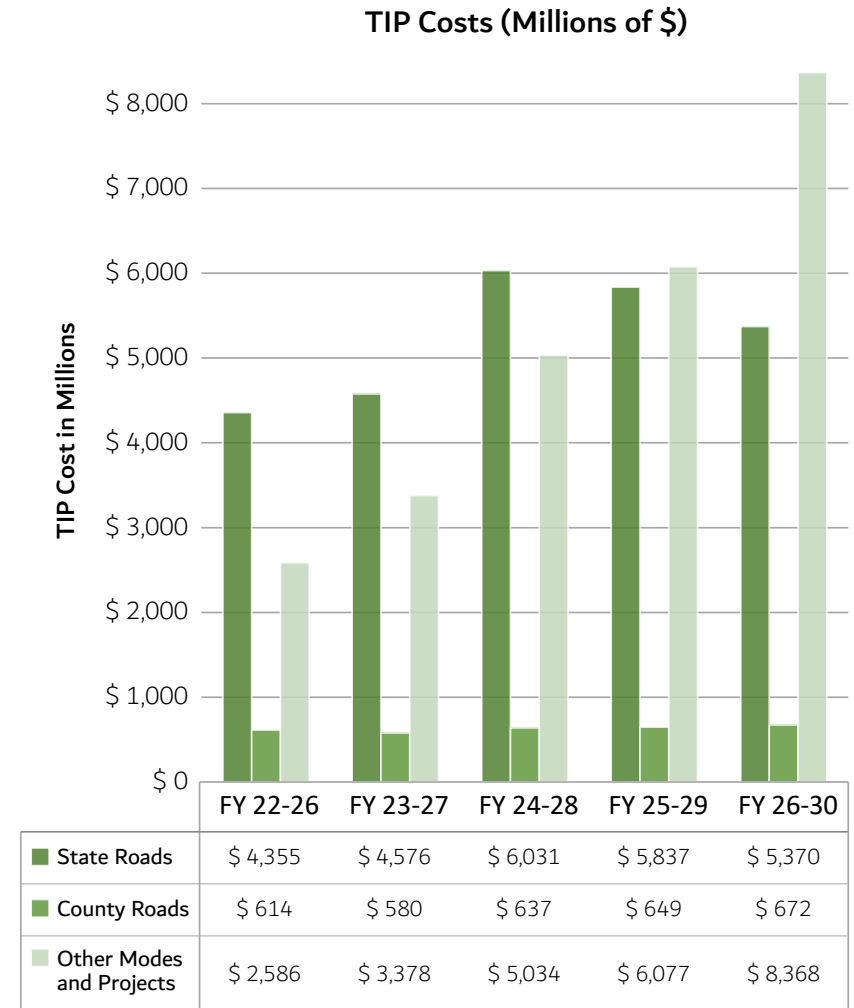
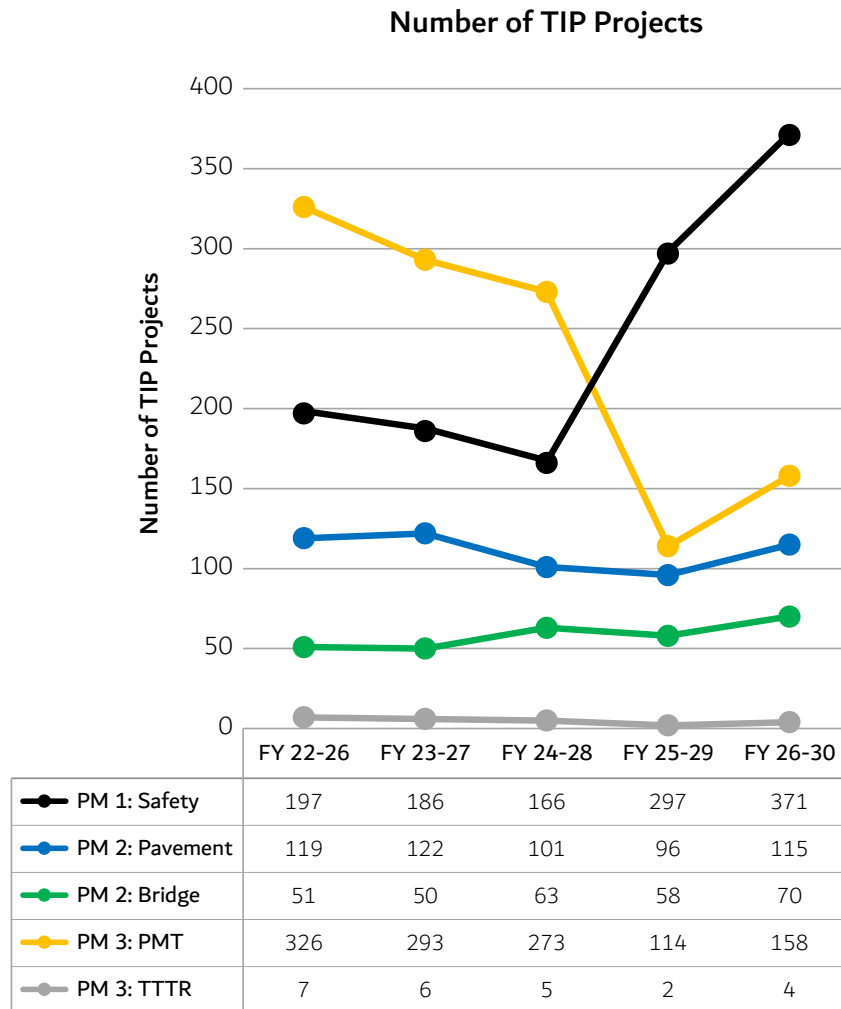


Figure 6: Federal Performance Measure – TIP Investment Trend Analysis

HOW IS TRANSPORTATION PERFORMANCE MANAGEMENT BEING IMPLEMENTED?

The Moving Ahead for Progress in the 21st Century Act (MAP-21) included several provisions that collectively are transforming the Federal surface transportation program to be focused on the achievement of performance outcomes.

The performance outcomes provisions, administered by different agencies within the U.S. Department of Transportation (USDOT), were implemented by rulemakings, including several under FHWA's purview. The provisions are organized by six performance management elements.

The Fixing America's Surface Transportation (FAST) Act, signed in 2015, built on the MAP-21 changes and provided long-term funding certainty for surface transportation infrastructure planning and investment.

TPM performance management outcomes are grouped into six elements to more effectively communicate the efforts under way to implement the statutory requirements.

- 1. National Goals:** Congressionally established goals or program purpose to focus the Federal-aid highway program into specific areas of performance.
- 2. Measures:** FHWA-established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.
- 3. Targets:** Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations.
- 4. Plans:** Development of strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.
- 5. Reports:** Development of reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.
- 6. Accountability and Transparency:** FHWA-developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

WHAT ARE THE FEDERAL PLANNING REQUIREMENTS?

Per 23 CFR §450.306 Scopes of the metropolitan transportation planning process, the metropolitan transportation planning process shall be continuous, cooperative, and comprehensive; consider the Federal Planning Factors, and provide a performance-based approach to decision making. Performance-based planning requires MPOs to establish performance targets that address the performance measures or standards of the National Performance Management Measures, Public Transportation Safety Program, and Transit Asset Management.

5-YEAR PERFORMANCE REPORT

Per 23 CFR §450.324 Development and content of the metropolitan transportation plan, the MPO Long Range Transportation Plan (LRTP) shall include the following for the National Performance Management Measures:

- A description of the National Performance Management Measures and established performance targets used in assessing the performance of the transportation system.
- A System Performance Report evaluating the condition and performance of the transportation system, including progress achieved by the MPO in meeting performance targets.
- MPOs that voluntarily elect to conduct scenario planning shall describe how the preferred scenario has “improved performance of the transportation system. 23 CFR §450.324.

Additionally, per 23 CFR §450.326 Development and content of the transportation improvement program (TIP), the Transportation Improvement Program (TIP) shall make progress toward achieving performance targets and include a description of the anticipated effect of the

TIP toward achieving the performance targets identified by the MPO in the LRTP, linking investment priorities in the TIP to those performance targets.



TIP • FISCAL YEARS 2025/2026 TO 2029/2030

MAJOR PROJECTS BY AGENCY

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT SIX

GOLDEN GLADES INTERCHANGE (GGI)

The FDOT District Six and FTE have completed the design of several roadway projects within the **GGI** in Miami-Dade County. Some enhancements to the GGI Interchange include several miles of roadway and ramps. The overall project will help increase the regional connectivity to this major interchange. The project area consists of the following five major facilities: State Road (SR) 9A/I-95, SR 826/Palmetto Expressway, SR 91/FTE, SR 9 and SR 7/US 441/NW 7 Avenue.





ON-GOING PROJECT

UNDERLINE PHASE III

The **Underline** is a 10-mile mobility corridor from Brickell to the Dadeland South Metrorail station that repurposes existing underutilized industrial space under the existing Miami-Dade County Metrorail, which is the most widely used regional transit heavy rail system. The project increases connectivity to eight Metrorail stations and bus terminals, facilitating increased ridership and safety. As a multi-modal corridor, this project helps to connect individual streets and neighborhoods.



ON-GOING PROJECT

QUAIL ROOST DRIVE

A Project Development & Environmental (PD&E) Study is being conducted by the FDOT to evaluate the potential impacts of widening SR 994/SW 200 Street/**Quail Roost Drive** from west of SW 137 Avenue to east of SW 127 Avenue from two lanes to four lanes. The project corridor is approximately 1.67 miles in length. The purpose of this project is to address traffic operations and capacity constraints on SR 994 to accommodate future travel demand projected because of population and employment growth along the corridor. Other goals of the project are to improve multimodal safety conditions along the corridor, including emergency evacuation and response times, and enhance mobility options and multimodal access including adding sidewalk-level bike lanes.



TIP • FISCAL YEARS 2025/2026 TO 2029/2030

MAJOR PROJECTS BY AGENCY

FLORIDA DEPARTMENT OF TRANSPORTATION

FLORIDA'S TURNPIKE ENTERPRISE

TURNPIKE MAINLINE / STATE ROAD 821

FTE is an agency of the FDOT and currently owns and operates over 515 miles of toll facilities and 148 interchanges in the State of Florida. The Turnpike System includes the 47-mile-long **Turnpike Mainline / SR 821** located in Miami-Dade and Broward counties. It also includes the Turnpike Mainline / SR 91, which extends from North Miami to a junction with Interstate 75 in Central Florida, through Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, Osceola, Orange, Lake, and Sumter counties. The remainder of the Turnpike System comprises several other facilities located throughout the State of Florida.

A major interchange project such as the Turnpike Mainline/SR 821 Transportation Systems Management & Operations (TSM&O) Interchange includes widening to 8 lanes and adding auxiliary lanes, with projects currently in design and construction phases.





TIP • FISCAL YEARS 2025/2026 TO 2029/2030

MAJOR PROJECTS BY AGENCY

GREATER MIAMI EXPRESSWAY AGENCY

STATE ROAD 836

GMX has partnered with FDOT to acquire right-of-way, design and build the **SR 836** improvements from NW 17 Avenue to I-95 in conjunction with the FDOT's I-95/I-395 project. Improvements to SR 836 include both eastbound and westbound widening for operational optimization between NW 17 Avenue to I-95. Additionally, a new viaduct consisting of an elevated 4 lane structure to bypass traffic on the lower level of SR 836 will be provided to improve mobility and eliminate existing weaving conditions to and from Downtown Miami and Miami Beach. Furthermore, the project will improve access to the Health District by eliminating the current weaving conditions created by southbound I-95 traffic to NW 14 Street and SR 836 mainline, and westbound mainline traffic trying to access the Health District via NW 14 Street. The design-build contract was executed in July 2018 and completion is anticipated by FY 2029. The total cost for the GMX project is estimated at \$279.1 million.



I-395

Enhancements along **I-395** are from the SR 836/I-95/I-395 (Midtown) Interchange to the MacArthur Causeway, approximately 1.4 miles long. The project will completely reconstruct the existing facility and create a signature bridge that will span 1,025 feet over NE 2 Avenue and SR5/Biscayne Boulevard, redefining the Miami skyline with its six sweeping arches.

The project will create additional capacity on I-395 with a total of three through lanes in each direction and provide separate connector ramps for traffic to and from I-95. The existing I-395 eastbound off-ramps at NE 2 Avenue will be moved west to North Miami Avenue, and the westbound on-ramps at NE 1 Avenue will be shifted to the west of North Miami Avenue. NW 2 Avenue will also be reconnected under I-395, providing residents with greater access. Estimated costs are approximately \$840M, with an anticipated completion by Late 2027.





TIP • FISCAL YEARS 2025/2026 TO 2029/2030

MAJOR PROJECTS BY AGENCY

MIAMI-DADE COUNTY AVIATION DEPARTMENT

CENTRAL TERMINAL

Miami International Airport is in the early days of delivering on two massive new improvement plans. A \$7.4 billion investment will redesign the **Central Terminal**, including concourses E and F, expand **South Terminal**, and renovate **Concourse D**. A separate \$1.7 billion plan will replace all 126 passenger bridges, remodel all 447 restrooms and upgrade elevators, escalators and walkways. The bill for the \$9 billion improvements is being paid by airport-generated revenue-tenant rent, and airline fees. No tax dollars are involved.



ON-GOING PROJECT

MAJOR PROJECTS BY AGENCY

MULTIMODAL SEAPORT DEVELOPMENT

SHOREPOWER

PortMiami, one of the nation's busiest seaports, contributes approximately \$61 billion and more than 340,000 direct and indirect jobs annually to Florida's economy. Its sustained performance propels PortMiami to be recognized as the Cruise Capital of the World and Cargo Gateway of the Americas. As continuation of the Port's drive to sustainability, the Program has progressed with the implementation of **Shorepower** at five cruise berths, infrastructure improvements to support electric cargo handling equipment, and infrastructure investments that address sea-level rise. This program includes an inland port with electric infrastructure in off-port areas that will create new jobs and have a positive economic impact within Miami-Dade County.





TIP • FISCAL YEARS 2025/2026 TO 2029/2030

MAJOR PROJECTS BY AGENCY

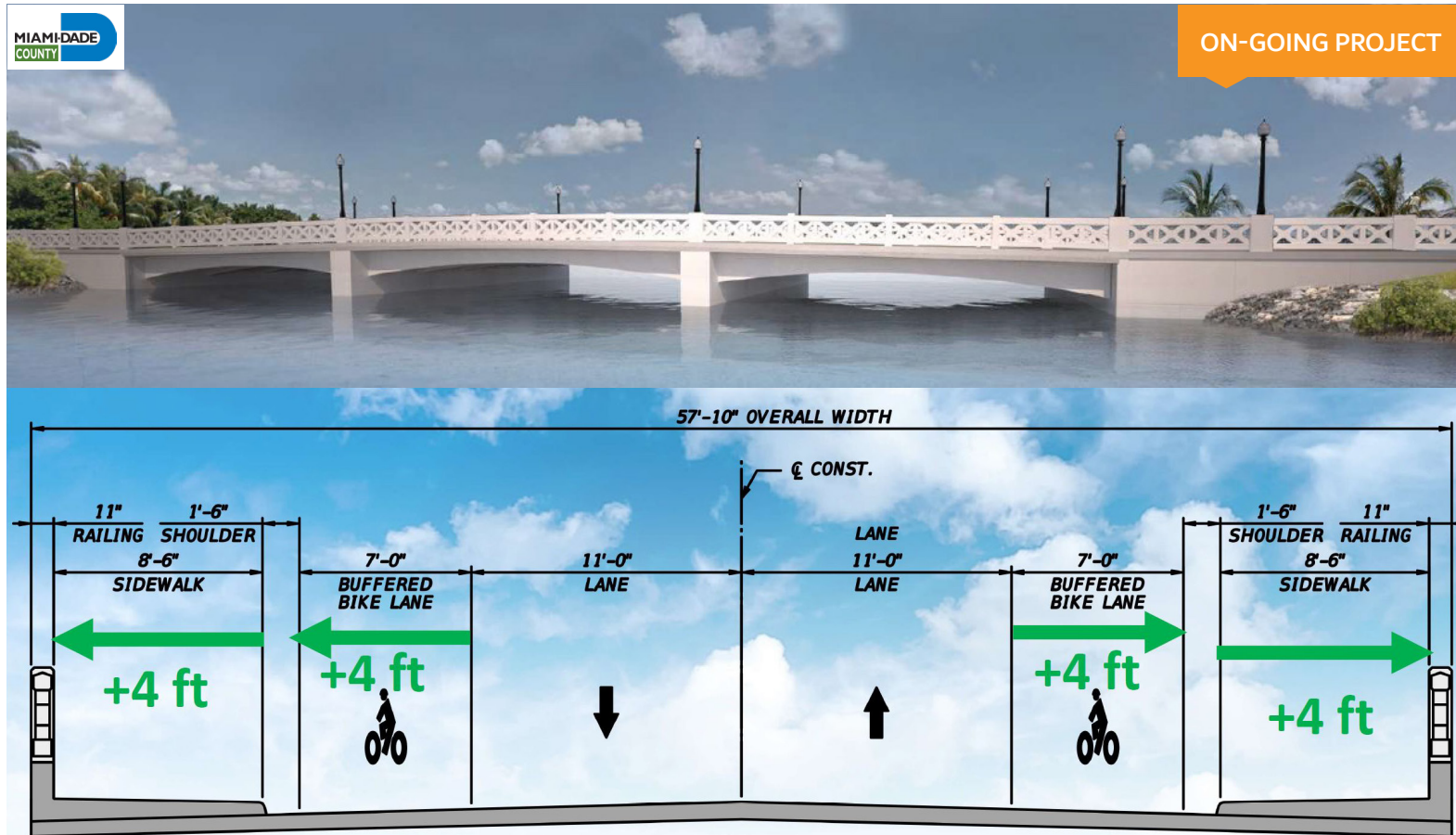
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

NORTHEAST CORRIDOR

The **Northeast Corridor** is the first segment of the 85-mile Coastal Link commuter rail corridor as part of the Strategic Miami Area Rapid Transit (SMART) program, is aimed at connecting Miami-Dade with Broward and Palm Beach counties. Spanning 13.5 miles, the project leverages the existing rail corridor shared with Brightline, Tri-Rail and the Florida East Coast Railway (FECR). The project provides regional passenger service and will integrate the Miami Central and West Aventura stations while adding five new stops, providing direct connections to: Wynwood, Design District, Little Haiti, North Miami, and the Florida International University (FIU) Biscayne Bay Campus. With an estimated cost of \$927.3 million, the FTA committed \$389.5 million (42%) in funding. The FDOT has committed \$200 million (22%), with the remaining funds provided by the PTP, completing the local funding commitment. Together, these contributions ensure the project can move towards implementation.



VENETIAN CAUSEWAY



The historic **Venetian Causeway** is a 2.5-mile-long facility that provides a major link between the City of Miami on the west and the City of Miami Beach on the east. The Venetian Causeway is comprised of ten fixed bridges and two bascule bridges separated by five spoil islands, and six residential islands. Following the PD&E study, it was determined that eleven of the twelve bridges will require replacement. Miami-Dade County has started the final design phase for the replacement of the 11 bridges along the Venetian Causeway, following completion of the PD&E study performed by FDOT. The final design phase has begun and is estimated to conclude in Spring 2026, with construction advertisement to immediately follow.

SOUTH DADE TRAIL

The **South Dade Trail**, located within the South Dade Transitway right-of-way is approximately 22-miles long. It begins, to the north, at the south side of Datan Drive at the Dadeland South Metrorail Station and ends at SW 344 Street (West Palm Drive) in Florida City. The trail travels through the municipalities of Pinecrest, Palmetto Bay, Cutler Bay, Homestead, and Florida City and when completed, it will connect to The Underline which will allow pedestrians and bicyclists to connect to the Miami River in Downtown Miami. The South Dade Trail will reinforce and connect communities to multi-modal transportation which will enhance first and last mile connections, integrate the safe and functional movement of pedestrians and bicyclists along the corridor and adjacent neighborhoods; increasing safety and security; and implementing sustainable design strategies. As part of the improvements, the project will enhance and implement a few new connections to adjacent communities, integrate lighting, drainage, native and resilient landscaping which includes an estimated increase in tree canopy of 48%, way finding and some site furniture and equipment. The trail is part of the Rails to Trails Conservancy, Miami Dade Parks, Recreation and Open Spaces (MDPROS) Miami Dade County Parks and Open Spaces System Master Plan (OSMP).





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MAJOR PROJECTS BY AGENCY

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

MIAMI RIVER – MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT

The **Miami River – Miami Intermodal Center Capacity Improvement (MR-MICCI)** Project will provide an additional mainline track within the last 1.25 miles of the South Florida Rail Corridor (SFRC) from just north of the Tri-Rail Hialeah Market Station to the Tri- Rail Miami Airport Station located at the Miami Intermodal Center. The project will increase capacity and improve track connections across the Miami River, including bridge, track, and signal upgrades. SFRTA has finalized the PD&E Study. The final design and construction will be completed by the FDOT, District Four. 90% of project design is underway, and the project is fully funded.





TIP • FISCAL YEARS 2025/2026 TO 2029/2030

MAJOR PROJECTS BY AGENCY

MIAMI-DADE PARKS, RECREATION, AND OPEN SPACES DEPARTMENT

LUDLAM TRAIL

MDPROS is proposing to develop the **Ludlam Trail**, a 5.6-mile multi-use trail within a former railroad corridor. As a priority paved land trail from the Florida Greenways and Trails System (FGTS) Priority Network and Shared-Use Nonmotorized (SUN) Trail Network, the proposed publicly accessible corridor will serve bicyclists, pedestrians, and other types of non-motorized uses. The Ludlam Trail is intended to provide a safe, dedicated, and direct means of non-motorized transportation to and from areas of residences, transit, work, schools, parks, and shopping centers. The project supports the vision of the MDPROS OSMP, a primary element of which is to “provide an interconnected trail system

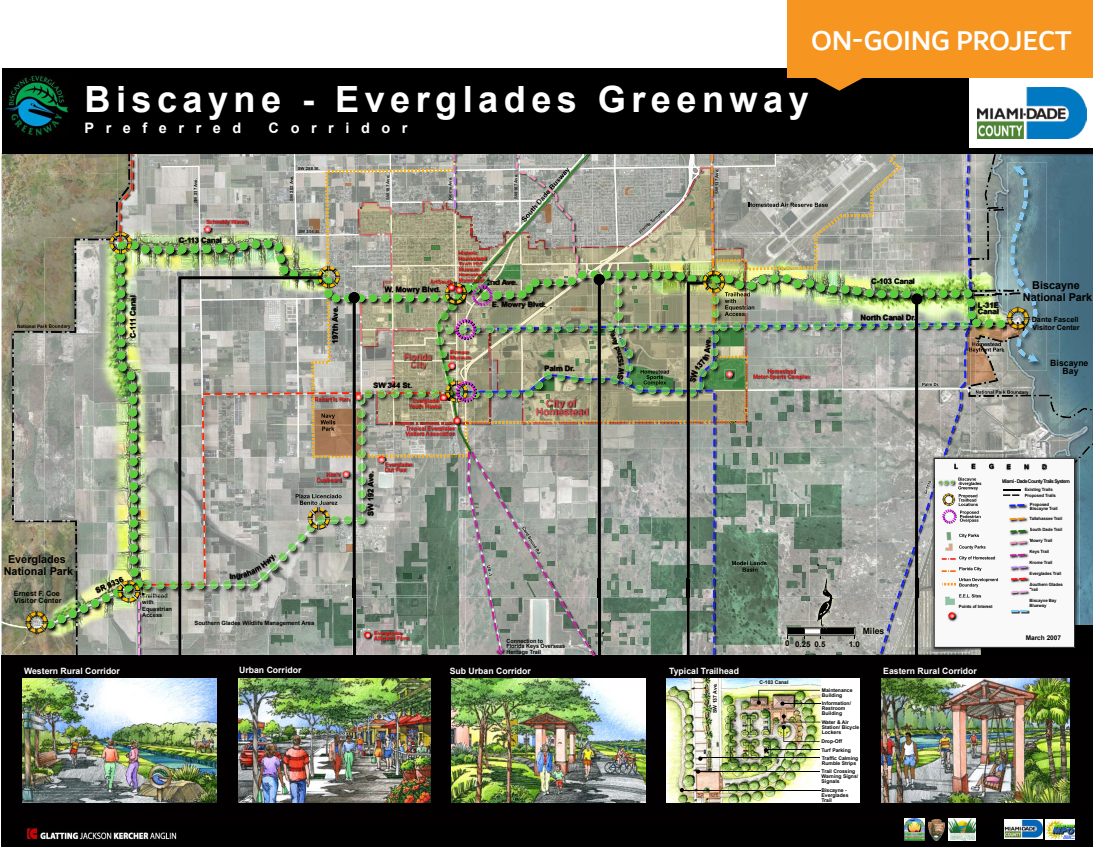
which offers transportation alternatives and reduces traffic congestion.” The OSMP provides a 50-year unifying vision for a livable and sustainable MDC, which involves the development of a seamless system of greenways, trails, and water trails. The Ludlam Trail will be a vital component of this network as it will link open spaces and civic institutions to neighborhoods, while offering a reliable transportation alternative.



BISCAYNE – EVERGLADES GREENWAY

MDPROS is developing the 43-mile **Biscayne-Everglades Greenway** Segments D including phase 1 and phase 2, and Segment 8. As a priority paved land trail from the FGTS SUN Trail Network, the trail corridor will serve bicyclists, pedestrians, and users of other types of non-motorized vehicles. The purpose of the Biscayne-Everglades Greenway is to encourage the use of alternate modes of transportation and enhance overall connectivity and accessibility to schools, local and national parks, and transit hubs for more than 127,000 residents present within the census tracts of the proposed corridor.

This trail project supports the vision of the MDPROS OSMF, a primary element of which is to “provide an interconnected trail system which offers transportation alternatives and reduces traffic congestion.” The OSMF provides a 50-year unifying vision for a livable and sustainable MDC, which involves the development of a seamless system of greenways, trails, and water trails. The Biscayne-Everglades Greenway Segment D, and Segment 8 will be a vital component within the overall OSMF network as it will link people to Homestead and Florida City, National Parks, and transit hubs, while offering a reliable transportation alternative. From a regional perspective, the trail will connect to the SMART Plan South Corridor in Downtown Homestead, as well as the South Dade Trail.





TIP • FISCAL YEARS 2025/2026 TO 2029/2030

CONCLUSION

The TIP Executive Summary walks through the highlights of the TIP process, the role of performance measures in project prioritization, the funding summary for FY 2026-2030 projects, and key major projects across Miami-Dade County. It provides a snapshot of how strategic investments are aligned with regional goals, safety priorities, and system performance. For the FY 2026-2030 period, the TIP includes 1,147 projects, totaling \$12.3 billion in programmed investments. This significant funding reflects the region's continued commitment to improving infrastructure, enhancing mobility, and supporting long-term economic growth through a performance-driven and community-focused approach.



TPO



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PORTMIAMI

