SEFTC
Southeast Florida
Transportation Council

SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN 2050

Miami-Dade • Broward • Palm Beach

Executive Summary

JUNE 2025

LETTER FROM THE CHAIR

Southeast Florida is a vibrant region with nearly 6.2 million residents and a top destination for travelers from around the world. Our community is expected to welcome over 1 million new residents during the time period this plan covers. Currently, our transportation system is at a pivotal point and presents an opportunity for innovation and expansion. By addressing traffic congestion, we can unlock billions of dollars in annual economic potential. Enhancing well-connected transportation options will improve residents' access to jobs, attract more visitors to local attractions, and encourage businesses to flourish in South Florida.

The solution lies not in just expanding roads but in envisioning a different system. Through our coordinated long-range planning efforts, we have achieved substantial progress in identifying policies and transportation facilities and services that will fortify our region's strength and enhance our nation's global competitiveness. This document builds on the Miami-Dade Transportation Planning Organization's, Broward Metropolitan Planning Organization's, and Palm Beach Transportation Planning Agency's 2050 long-range planning documents to create a unified strategy. Together, the projects within and across these three counties form a comprehensive regional plan that will offer convenient, viable, and efficient transportation solutions for our residents, businesses, and visitors.

This plan is a sign of our commitment to embrace a holistic transportation approach, integrate land use planning, and generate higher returns on investments for our economy and society. Learn more about our mission to move people, create jobs, and fortify our communities at SEFTC.org.

Beam Furr

Southeast Florida Transportation Council Chair
Broward Metropolitan Planning Organization Governing Board, Member
Broward County Board of County Commissioners, Mayor

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John Easterling, Florida's Turnpike Enterprise

Buffy Sanders II, Broward MPO

Jessica Vargas, South Florida Regional Transportation Authority

1.

ABOUT THE PLAN

Secure and connected: Planning for Southeast Florida's transportation future

Keeping travel connections seamless and dependable takes careful planning. The SEFTC 2050 RTP coordinates the efforts of the three major Southeast Florida counties to foster an adaptable regional transportation system with travel options for everyone.

CREATING THE PLAN

Three plans into one: A seamless regional transportation system

SEFTC is a formal partnership between the Miami-Dade, Broward, and Palm Beach metropolitan planning organizations (MPOs) to coordinate regional transportation planning for all travel modes. One of the most important responsibilities for SEFTC and its supporting committees is developing and implementing this Regional Transportation Plan (RTP), drawing on the 25-year long-range transportation plans prepared by each MPO.

What is the Regional Transportation Plan (RTP)?

The RTP identifies the most significant transportation improvements needed to accommodate the growing populations of Miami-Dade, Broward, and Palm Beach counties. The RTP functions to:

- Identify investments that enhance access to the regional transportation network and regional mobility.
- Improve safety and preserve the natural environment.
- Assess different scenarios for our future.
- Create a financial plan that lays out funding sources to implement RTP strategies.
- Select a prioritized list of projects that is supported by the public.

How will the plan influence the lives, jobs, and leisure activities of people in Southeast Florida?

To compete in the national and global marketplace, we need an efficient and effective transportation system. To have desirable communities and cities, we must provide travel options to work and school, to meet daily needs, and for recreation. No matter where we are going, we need a transportation system that is safe to travel.

What key issues does the 2050 RTP address?

GROWTH

Southeast Florida is the fifth-largest metropolitan area in the Southern United States, and is projected to grow at a rate of 1,900 residents a week over the next 25 years. Our transportation system is bursting at the seams, and we are losing billions of dollars annually in productivity due to congestion.

SEVERE WEATHER PREPARATION

Severe weather events that disrupt the transportation network in our region are becoming more common. Over the past two decades, our region has faced four major disasters that resulted in devastating flooding, loss of life, and infrastructure damage. Keeping roads, bridges, and transit systems operational is critical for maintaining a strong economy and keeping Southeast Florida a place people love to live and visit.

CONNECTION

The lack of connected transportation and transit options impacts residents' access to jobs and visitors' access to local attractions and ultimately deters businesses from coming here. We must think differently, and transition our future to be more economically resilient.

EMERGING TECHNOLOGIES

Emerging technologies are a big piece of the puzzle. For our region to prosper, we need to stay ahead of them, understand how they can help us reach our goals, and what challenges they may pose.

WHO WAS INVOLVED

Voices from government, business, and the public

Achieving a transportation vision everyone can agree on takes careful planning and coordination. SEFTC facilitates this by engaging the public and fostering strong partnerships between its three partner MPOs, other agencies, local governments, and communities.

Government

FEDERAL, STATE, AND LOCAL AGENCIES

SEFTC is a formal partnership of the three regional metropolitan planning organizations (MPOs): Miami-Dade Transportation Planning Organization, Broward Metropolitan Planning Organization, and Palm Beach Transportation Planning Agency. The council is composed of three members, one representative from each of the MPO partners.

Supporting Committees

THE REGIONAL TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (RTTAC) AND ITS SUBCOMMITTEES

SEFTC's Regional Transportation Technical Advisory committee (RTTAC) is a staff-level working group tasked with addressing many of the technical issues brought before SEFTC. It is made up of representatives from Miami-Dade TPO, Broward MPO, and Palm Beach TPA and from other state, regional and local agencies. For a full listing, see the acknowledgments page at the beginning of this document.

The RTTAC is supported by a Modeling Subcommittee, Public Participation Subcommittee, and Transportation System Management and Operations Subcommittee.

The Public

COMMUNITIES AND BUSINESS OWNERS

A successful plan is one that is supported by the public it serves. The public outreach efforts for the three regional MPOs were coordinated to include survey questions related to regional travel. This way, it was possible to gather feedback from the region's many unique local populations to inform this regional plan. Hundreds of people from across the region responded to these survey questions.

WHAT THE PUBLIC HAD TO SAY

Survey responses

HOW ARE PEOPLE GETTING AROUND?

- 20% travel to neighboring counties in the region almost daily; 50% do so occasionally or rarely.
- Over 70% drive for longer trips in the region while 17% take transit.

TRAVEL MODES

- More than 50% said private vehicles meet their needs very well.
- 65% said public transit meets their needs either moderately or not very well.
- 65% said walking either does not meet their needs well or does not meet them at all.
- Over 40% said cycling does not meet their needs at all.
- 40% said rideshare met their needs moderately well.

WHAT KEEPS PEOPLE FROM GETTING WHERE THEY NEED TO GO?

- Over 60% selected traffic congestion.
- Nearly 60% also stated public transit travel times, costs, or inconvenient transfers.
- Pedestrian safety, construction, unsafe speeds/ distracted driving, and limited first -and last-mile connectivity were also mentioned.

WHAT TRANSPORTATION INVESTMENTS ARE MOST IMPORTANT TO PEOPLE?

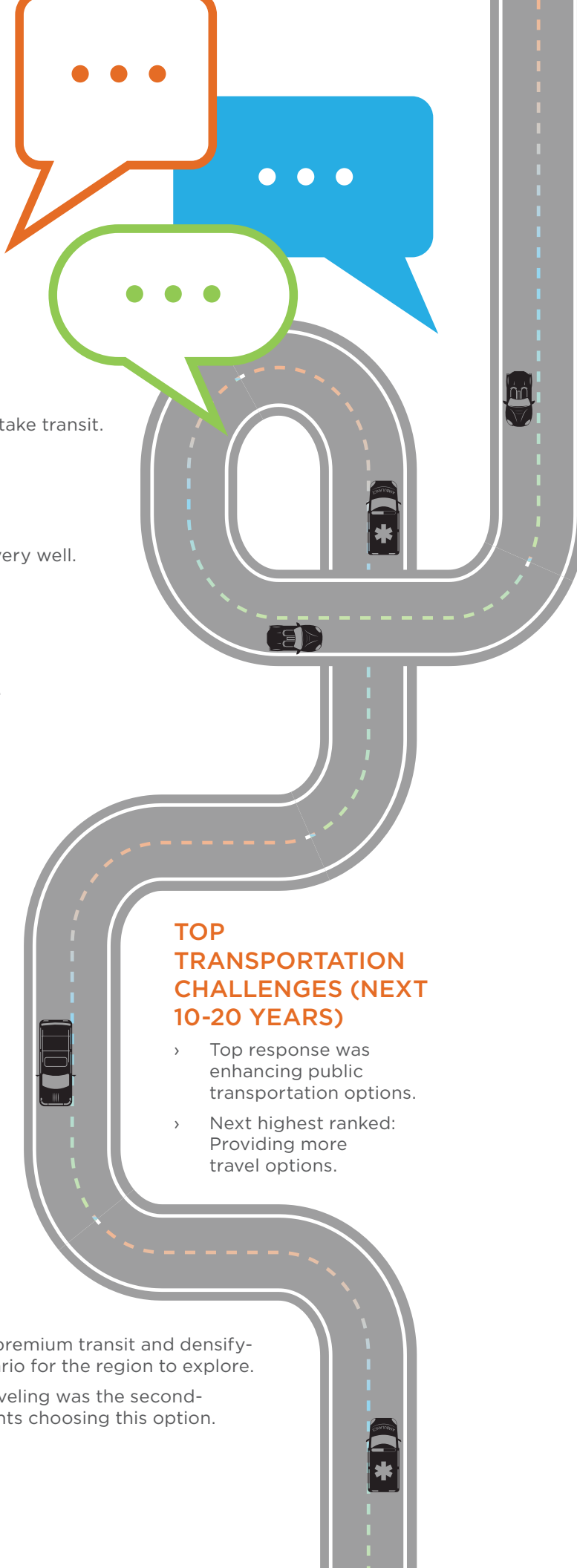
- Top response was more transit options.
- Next highest response was more and safer walking and bicycling infrastructure.

TOP TRANSPORTATION CHALLENGES (NEXT 10-20 YEARS)

- Top response was enhancing public transportation options.
- Next highest ranked: Providing more travel options.

FUTURE POPULATION GROWTH

- One third of respondents believe improving access to premium transit and densifying development around it is the most important scenario for the region to explore.
- More cost effective and equitable options for those traveling was the second-most identified scenario, with almost 20% of respondents choosing this option.



OUR REGION TODAY

Southeast Florida people and places

With nearly 6.2 million people, Southeast Florida is the fifth-largest metropolitan area in the Southern United States, and the largest metropolitan area in Florida. Known as the "Gateway to the Americas," the region is ideally located for importing and exporting. Its tropical climate and location make it a major tourist destination, drawing visitors from around the world.

SIZE AND POPULATION

- 3 counties
- 104 municipalities
- 1,244 square miles of urbanized area
- 6.2 million people
- 22% population increase expected by 2050
- 3.7 million jobs
- 23% increase in jobs expected by 2050
- 7th most populated metropolitan area in the United states
- 1st most populated metropolitan area in Florida

TRANSPORTATION & PLACES

3 major international airports

3 major seaports

4 public transit agencies

11 major freeways and tollways

1 intercoastal waterway

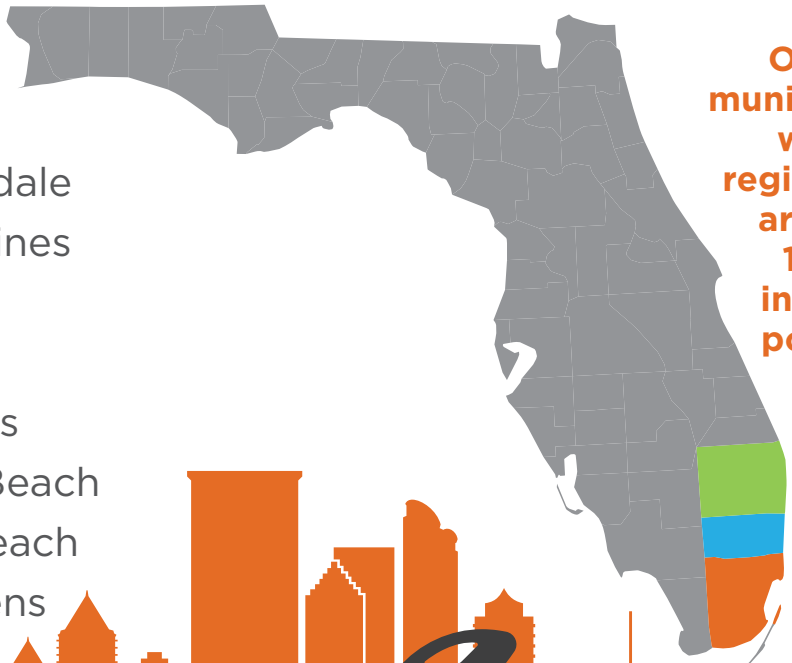
2 region-wide north-south railways

50+ trails

Source: 2020 Census Planning Database (PDB). 2023 American Community Service Data (ACS). National Center for Education Statistics (NCES) & School Attendance Boundary Information System (SABINS).

10 MOST POPULATED MUNICIPALITIES IN THE REGION

1. **Miami**
2. Hialeah
3. Fort Lauderdale
4. Pembroke Pines
5. Hollywood
6. Miramar
7. Coral Springs
8. West Palm Beach
9. Pompano Beach
10. Miami Gardens



Of the 104 municipalities within the region, these are the top 10 ranked in order by population size.

Source: US Census Bureau

TRADE AND TOURISM

99.6 million passengers arrived at Southeast Florida's main airports in 2023

142.9 million visitors from around the world in 2024 (a new record)

50% increase in hotel bookings expected by 2050

30% of all U.S. exports to Central and South America pass through Southeast Florida

Fun Fact: Miami International Airport (MIA) ranks 1st in the U.S. for international freight shipments and 2nd for international travelers, welcoming 60% of all foreign visitors to Florida annually. MIA also offers more service to Latin America and the Caribbean than any other airport in the U.S.

Sources: Southeast Florida Regional Planning Model - SERPM9.0;

https://www.flgov.com/eog/news/press/2025/record-broken-again-florida-announces-highest-tourism-numbers-state-history-2024#:~:text=TALLAHASSEE%2C%20Fla.,visitation%20in%20the%20state's%20history;

https://selectflorida.org/wp-content/uploads/Florida-International-Business-Fast-Facts.pdf

EDUCATION AND CULTURE

16+ colleges and universities

4th (Miami-Dade County), 6th (Broward County) and 10th (Palm Beach County) largest public school districts in the United States

13% increase in K-8 enrollment expected by 2050

12% increase in grades 9-12 enrollment expected by 2050

24% increase in college enrollment expected by 2050

4 Major performing arts centers

4 Major League sports teams

5+ ethnicities represented in the population

Source: 2020 Census Planning Database (PDB). 2023 American Community Service Data (ACS). National Center for Education Statistics (NCES) & School Attendance Boundary Information System (SABINS).

FINANCIAL SECTOR

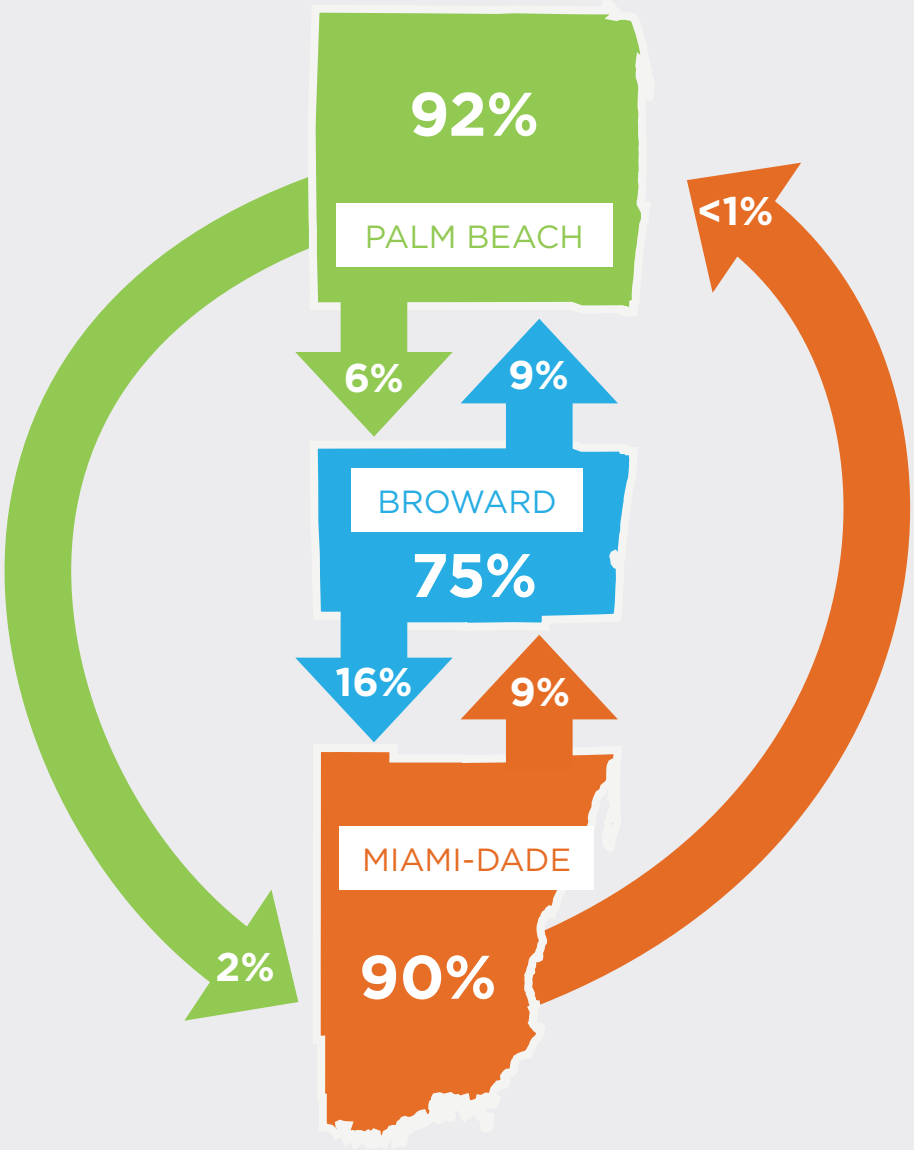
Within the region, Miami has the largest concentration of international banks in the U.S., with more than 60 multinational banks and numerous private equity and hedge fund organizations. It is also the largest financial center outside of New York City.

Source: Miami-Dade 2050 LRTP

HOW PEOPLE TRAVEL TODAY

The region's transportation system is auto-oriented and close to reaching capacity. Congestion is an ever-increasing issue. Meanwhile, the number of residents getting around on foot and by transit, bike, and other modes is rising. The future of our region depends on managing congestion and encouraging and developing infrastructure that supports other transportation modes.

WORKER TRAVEL EXCHANGE ACROSS COUNTIES

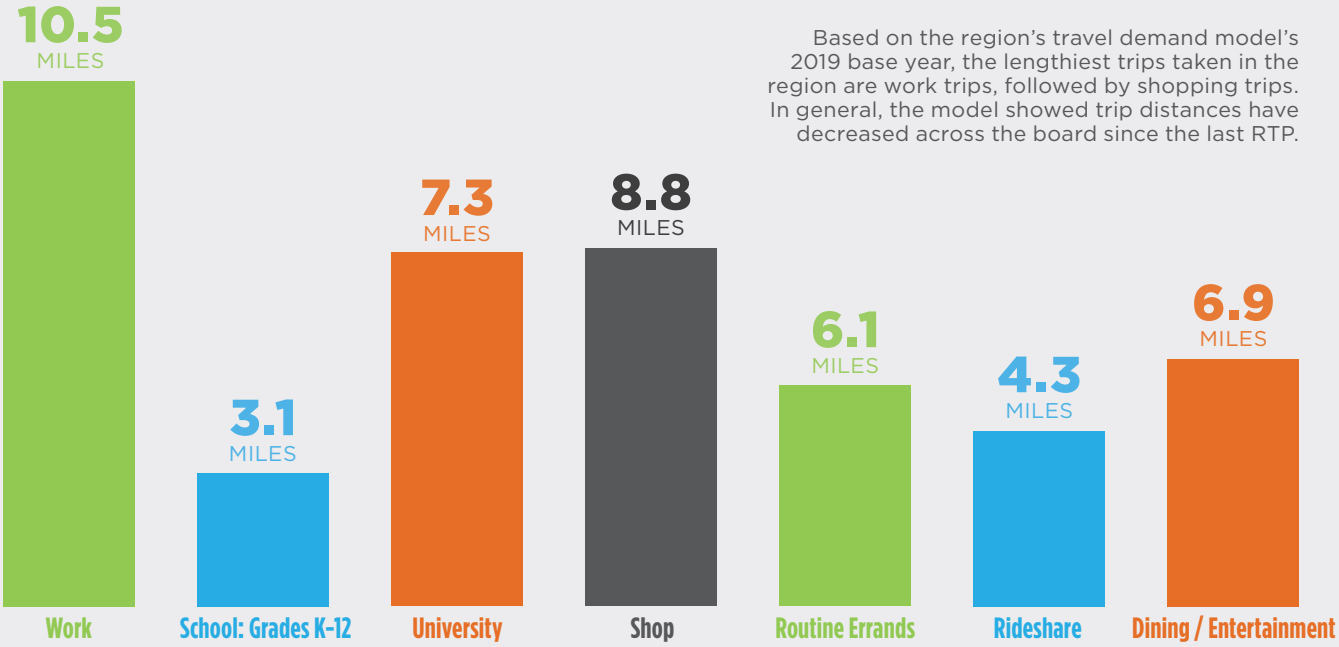


This figure shows the percentage of commuters who stay within their county of residence for work, and the percentage of commuters who travel to a neighboring county for work.

Source: Southeast Florida Regional Planning Model - SERPM9.0, 2019 Base Year

EXISTING AVERAGE REGIONAL TRAVEL DISTANCES BY PURPOSE

Based on the region's travel demand model's 2019 base year, the lengthiest trips taken in the region are work trips, followed by shopping trips. In general, the model showed trip distances have decreased across the board since the last RTP.

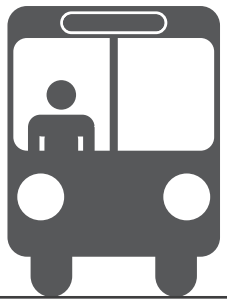


Source: Southeast Florida Regional Planning Model - SERPM9.0

MODE OF TRAVEL

51% DRIVE ALONE

37% CARPOOL



Fun fact: According to the region's travel demand model, 325,000 transit trips and 121 million vehicle trips are being made on a daily basis.

2% TRANSIT

6% NON-MOTORIZED

How commuters traveled in 2019 based on the region's travel demand model data. Not shown, school bus trips making up approximately 4% of trips. All percentages shown are rounded.

Source: Southeast Florida Regional Planning Model - SERPM9.0, 2019 Base Year

CHALLENGES AND OPPORTUNITIES

As SEFTC and its partners look toward 2050, we face a complex set of challenges and opportunities for innovation and improvement. Through data-driven planning, adopting cutting-edge technologies, and fostering resilience, we can address safety risks, population growth, environmental impacts, and the rapid evolution of technology, delivering a transportation network that meets the needs of a growing and dynamic region. For more information on our region's key challenges and opportunities, visit www.seftc.org.

Key Challenges and Opportunities

- **Congestion**
- **Safety**
- **Access and Connectivity**
- **Funding**
- **Linking Land Use and Transportation**

FUTURE CHANGES IN HOW WE GET AROUND

Rapidly evolving technologies have the potential to impact future transportation and improve safety as traffic volumes increase and the need for expanded high-capacity transportation options arises. These technologies can provide solutions that address the challenges of congestion and enhance the overall transportation experience:

- **Intelligent Transportation Systems (ITS)** can optimize traffic flow, reduce congestion, and enhance safety.
- **Connected and automated vehicles (CAV)** could reshape the transportation system and urban landscape by influencing vehicle ownership, land development patterns, and travel patterns.
- **Electric vehicles (EVs)** can significantly reduce emissions and improve air quality. Also, improved battery technology will increase driving ranges and speed up charging times.
- **Telecommuting** and **developing more walkable and bikeable neighborhoods** will help reduce congestion and improve livability and the visitor experience.
- **Urban Air Mobility (UAM)**, and the broader concept of Advanced Air Mobility (AAM), is a rapidly evolving industry that will revolutionize the transportation of people and goods within urban and suburban environments.

VISION & GOALS

2050 RTP Vision Statement

"A Regional Transportation Plan (RTP) that addresses the changing needs of our region, including emerging technologies, sustainable infrastructure, ensuring transit supportive land uses, and more transportation options providing access to desired destinations. This plan will summarize regional needs, gather support for adopted policies, and refine the blueprint for implementation. The RTP advocates for a flexible and fair reallocation of funds to implement the priorities of the for all users."

#ThreeCountiesOneTravelingPublic

Goals: Connectivity, Sustainability, and Quality of Life

The 2050 RTP's regional goals and objectives guide the Southeast Florida region toward stronger regional planning and sound transportation investments. These regional goals and objectives fulfill a state requirement and are part of the ongoing coordination efforts of the region's three transportation organizations.

MULTIMODAL SYSTEM & LAND USE

Provide a connected, accessible, efficient, and reliable multimodal transportation system that is well integrated with supportive land uses and affordable workforce housing.

HEALTH, SAFETY & ENVIRONMENT

Protect the region's health and environment, and provide for a safer, more sustainable, and resilient transportation system for the region's residents, businesses, and visitors.

PROSPERITY & ECONOMY

Optimize and expedite sound investment strategies to support an evolving and competitive regional economy.

FAIRNESS & CONSENSUS

Invest in supported options for all users.

2.

THE REGIONAL NETWORK

Getting there: From Homestead to Jupiter by car, bus, or rail

Southeast Florida's regional transportation system must support everyone's transportation needs, from walkers and bus riders to freight haulers. SEFTC's Regional Network maps all the Miami-Dade, Broward, and Palm Beach facilities that support travel across the region for people and goods.

THE FACILITIES THAT CONNECT THE REGION

The 2050 RTP's Regional Multimodal Corridors Network identifies the roadways, railways, greenways, and waterways that support regional travel for people and goods, enabling stronger regional planning. Developing this network is part of the ongoing coordination between the region's MPOs in Miami-Dade, Broward, and Palm Beach counties.

1.
PRINCIPAL ARTERIALS:

Interstate, Freeway/Expressway and all other Principal Arterials.

2.
STRATEGIC INTERMODAL SYSTEM (SIS) NETWORK:

SIS and Emerging SIS Corridors, Hubs, Connectors, Railways and Waterways.

3.
REGIONAL MULTIMODAL CORRIDOR CONNECTIONS:

1) Minor Arterials connecting to a Freeways/ Expressways and/or SIS Corridors; (2) extensions of Principal Arterials that cross the intercoastal for evacuation purposes; (3) key connections of 'gaps' in the network; (4) Non-principal Arterials carrying 50,000 AADT or greater; (5) extensions of facilities carrying 50,000 AADT or greater to complete a regional network connection; and (6) undesignated (by other criteria) segments of regional facilities that connect two regional facilities and have planned capacity improvements.

4.
ACTIVE RAIL LINES:

(1) All active rail lines that are not part of the SIS, not abandoned, and not rail spurs; (2) All Tri-Rail stations; (3) All Brightline stations in the three county area; and (4) all Metrorail rail lines and stations.

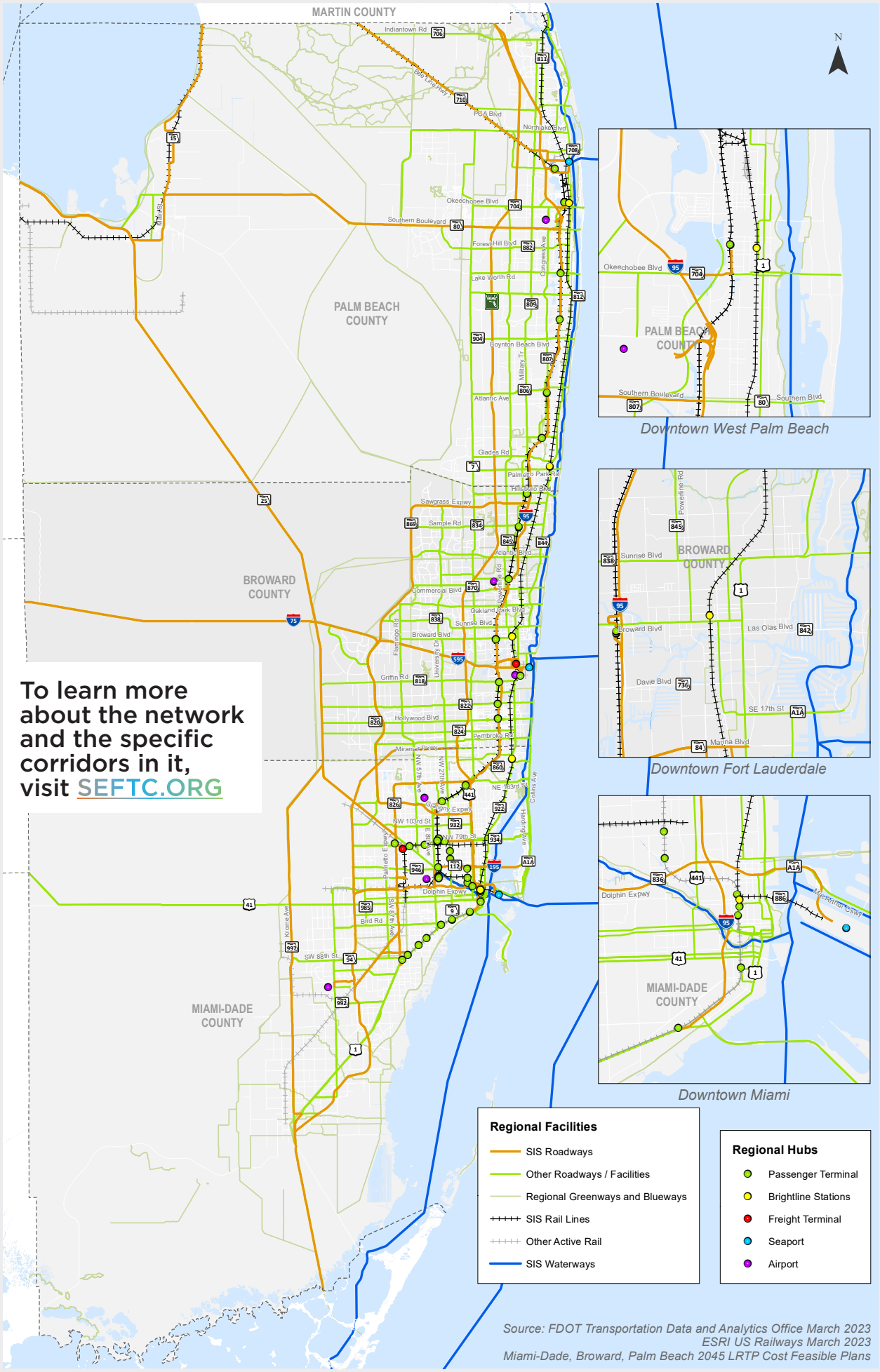
5.
PREMIUM TRANSIT PLAN ROUTES:

All facilities with planned premium transit services as identified in county-level premium transit system plans (i.e., Miami-Dade County's SMART Program, Broward County's Premium Mobility (PREMO) Plan, and Palm Beach TPA's 561 Plan).

6.
REGIONAL TRAILS, GREENWAYS AND BLUEWAYS:

All facilities with existing or planned regional trails, greenways, and blueways.

VISUALIZATION OF THE 2050 REGIONAL MULTIMODAL CORRIDORS NETWORK

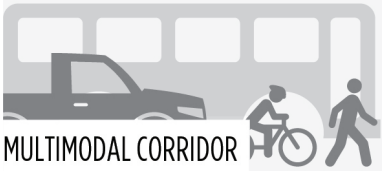


Source: FDOT Transportation Data and Analytics Office March 2023
ESRI US Railways March 2023
Miami-Dade, Broward, Palm Beach 2045 LRTP Cost Feasible Plans

Notes: (1) This is a visualization of the network and not all network elements are shown, for full map details see www.SEFTC.org.
(2) The full adopted network includes all existing and future corridors and hubs. However, due to the timing of the map adoption, they may not be depicted on the map.

THE NETWORK IN NUMBERS

FACILITIES

	MIAMI-DADE	BROWARD	PALM BEACH
 MULTIMODAL CORRIDOR	**557** CENTERLINE MILES 34% total miles **3,098** LANE MILES 33% total lane miles	**504** CENTERLINE MILES 31% total miles **3,022** LANE MILES 34% total lane miles	**571** CENTERLINE MILES 35% total miles **2,963** LANE MILES 33% total lane miles
 RAIL	**139** MILES 38% total miles	**55** MILES 15% total miles	**169** MILES 47% total miles
 WATERWAY	**114** MILES 42% total miles	**60** MILES 22% total miles	**101** MILES 36% total miles
 GREENWAYS & BLUEWAYS	**332** MILES 36% total miles	**168** MILES 18% total miles	**423** MILES 46% total miles

The rail category includes all active rail lines and associated stations.

HUBS

 AIRPORT	**1** INTERNATIONAL AIRPORT 33.33% total in region	**1** INTERNATIONAL AIRPORT 33.33% total in region	**1** INTERNATIONAL AIRPORT 33.33% total in region
 SEAPORT	**1** SEAPORT 33.33% total in region	**1** SEAPORT 33.33% total in region	**1** SEAPORT 33.33% total region
 FREIGHT TERMINAL	**1** FRIEGHT TERMINAL	**1** FRIEGHT TERMINAL	---
 PASSENGER TERMINAL	**42** TERMINALS	**12** TERMINALS	**9** TERMINALS

The freight terminal category includes SIS Freight Rail Terminals.

3.

REGIONAL PROJECTS

Building it: How regional funds will be invested over the next 25 years

Roads, rail, trails and more. Find out what regional projects are on the horizon for the next 25 years.

REGIONAL COST FEASIBLE PLAN

The 2050 RTP Cost Feasible Plan balances investments across highway capacity, transit, complete streets, and multimodal connectivity. Each of the Southeast Florida MPOs' long-range transportation plans identify generational projects that will have a lasting impact on regional mobility.

Photo credit: Creative Engineering Group

Featured Regional Projects

US 27 MULTIMODAL CORRIDOR (TRI-COUNTY)

US 27 is a major north-south corridor running through all three of the largest Southeast Florida counties. It is a critical link across the region but particularly for freight movement through the region, as well as an ideal route for passenger rail service through the region, which would contribute to regional transit connectivity goals. All of SEFTC's member MPOs have projects programmed in their 2050 LRTPs to advance this initiative.

Miami-Dade County

› The southern segment of US 27 plays a vital role in connecting freight routes to the county. This portion of the corridor intersects Krome Avenue, a strategic hub for freight entering and exiting the county. The 2050 LRTP includes a regional ITS corridor management project, designed to improve real-time traffic operations, enhance safety, and strengthen freight reliability along the corridor.

Broward County

› Broward County's 2050 MTP includes several long-range initiatives for US 27. These include plans for added lanes and roadway reconstruction extending south to the Miami-Dade County line, as well as a rail feasibility study aimed at enhancing freight rail capacity along the corridor. ITS improvements and freight mobility projects also stretch north into Palm Beach County, reinforcing US 27's role as a SIS corridor.

Palm Beach County

› Palm Beach County has identified US 27 as a freight corridor in its 2050 LRTP, programming several transformative projects. These include a major freight capacity expansion from the Broward County line to Evercane Road, a corridor-wide ITS retrofit to enhance operational efficiency, and a bypass connector linking SR 80/US-27 with SR 715 to improve circulation in the western part of the county. Together, these investments support a regional freight strategy focused on improving mobility and leveraging technology. US 27 has also been identified in planning studies as a key alternative route to relieve congestion on coastal corridors and better serve inland logistics hubs near Lake Okeechobee.

SEFTC passed a resolution in 2024 encouraging FDOT to expedite rail implementation along the US 27 corridor from Miami-Dade to Palm Beach County. SEFTC continues to support the vision for an enhanced, multimodal US 27 corridor as part of the 2050 RTP. The corridor's role in the regional freight network, its potential to relieve pressure from coastal highways, and its strategic inland connections make it a priority for investment and study.

Source: Miami-Dade 2050 LRTP, Broward MPO 2050 MTP, and Palm Beach TPA 2050 LRTP

TRI-RAIL (TRI-COUNTY)

Tri-Rail is a commuter rail service that extends from Palm Beach County to Miami-Dade County, operated by the South Florida Regional Transportation Authority (SFRTA). The 2050 RTP includes $31.2 million in funded investments in the Tri-Rail system across the three counties. Planned investments include:

- Communication Fiber Installation
- SFRC Grade Crossings and Signals - Signal Safety Improvements
- Signal Safety Capital Improvements (SFRC)
- Wood Tie Conversion to Concrete
- New Automated Fare Collection System (AFCS)
- Positive Train Control (PTC)

Source: Miami-Dade 2050 LRTP, Broward MPO 2050 MTP, and Palm Beach TPA 2050 LRTP

TRI-RAIL TRAINS HAVE BEEN AVERAGING **15,000 WEEKDAY DAILY RIDERS SINCE 2024, AND REACHED 16,000 ON SEVERAL DAYS IN 2025**. WEEKEND SERVICE REMAINS STRONG WITH SATURDAYS TOPPING 8,000 RIDES AND SUNDAYS 7,000, ON A REGULAR BASIS.

COMING TO A STATION NEAR YOU

The Coastal Link commuter rail project along the Florida East Coast (FEC) corridor in eastern Miami-Dade, Broward, and Palm Beach Counties has been under consideration for many years. Two segments of the project are moving forward into design and construction, once approved and fully funded. The Miami-Dade segment is called the Northeast Corridor as part of their SMART Program; the segment in Broward County is the Broward Commuter Rail - South PD&E Study.

NORTHEAST CORRIDOR (MIAMI-DADE COUNTY)

The Northeast Corridor is a key segment of the 85-mile Coastal Link commuter rail that connects between Miami-Dade, Broward, and Palm Beach counties. The northeast corridor extends approximately 14 miles along U.S. Route 1 and the Florida East Coast (FEC) railway, connecting Downtown Miami, Miami Shores, North Miami, North Miami Beach, and Aventura. The corridor links densely-populated communities with several major employment centers and is an important connection within the county. The SMART Program identified the Northeast Corridor as a high-priority transit investment, and its integration into the 2050 RTP's Cost Feasible Plan ensures continued progress toward implementation.

Improvements and additions along the Northeast Corridor include five new stations in Wynwood, the Design District, Little Haiti, North Miami, and FIU North Campus. These stations will also create needed connections to the existing Brightline stations at Miami Central and in Aventura. Trains will run every 30 minutes during peak hours and every 60 minutes during off-peak times and on weekends, providing frequent and convenient service for commuters. By integrating existing infrastructure, transit-oriented development, and advanced mobility solutions, the Miami-Dade TPO's SMART Program supports long-term population and employment growth, positioning the Northeast Corridor as a transformative, high-capacity transit connection for the region.

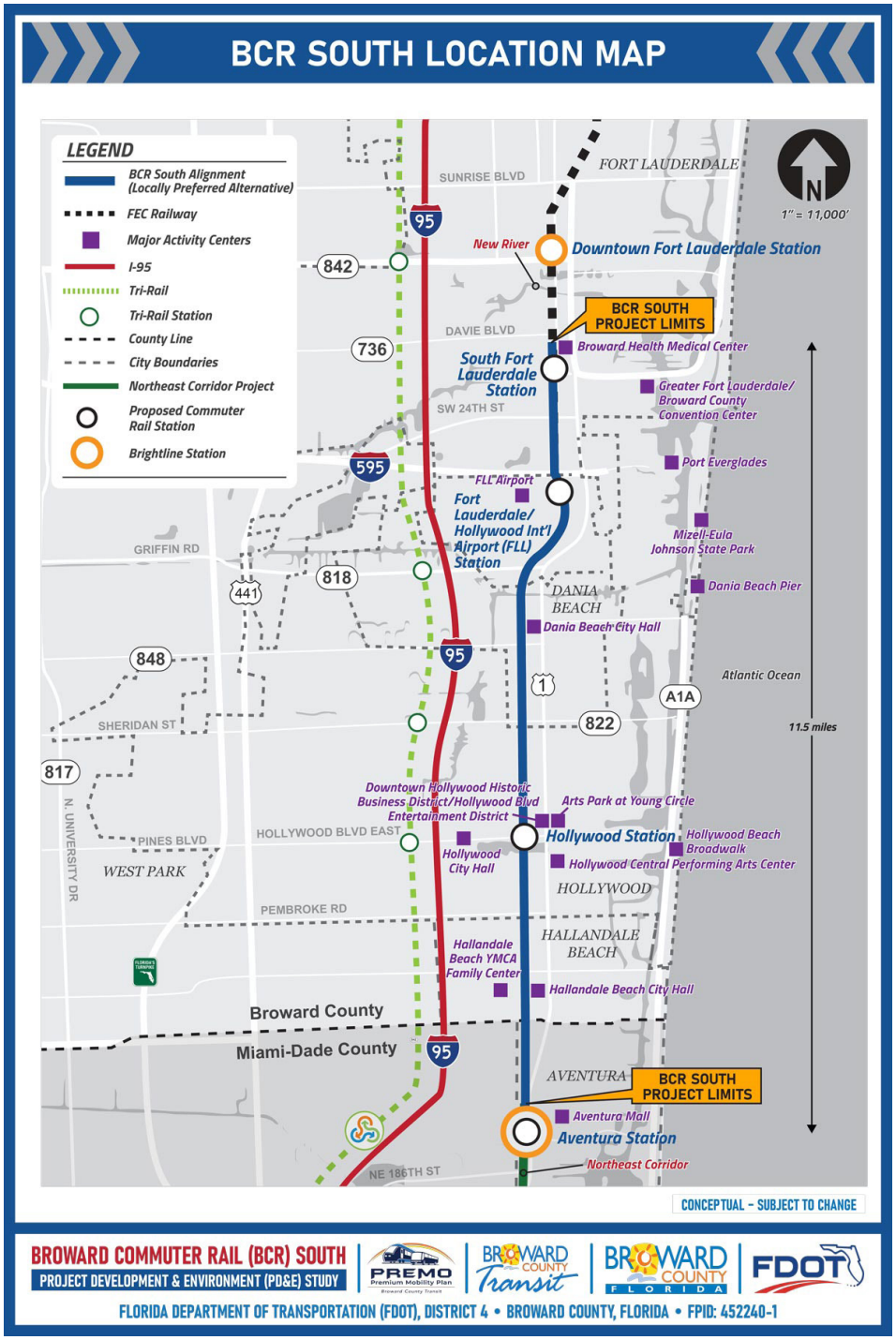
NORTHEAST CORRIDOR MAP

Source: https://www.miamidade.gov/global/transportation/smart-plan-northeast-corridor.page

BROWARD COMMUTER RAIL

Unlike Brightline, which is a high-speed, intercity passenger rail service that is designed to carry people quickly to a limited number of destinations, this project would bring commuter rail service to the heart of South Florida's historic downtowns including Miami, Fort Lauderdale, and West Palm Beach. At this time, the Broward Commuter Rail - South project would extend commuter rail service from Aventura in Miami-Dade to a terminus south of the New River in Fort Lauderdale. The preliminary analysis required for the extension of the commuter rail into Broward has been completed, and New River Crossing studies that closely examine the bridge crossings and tunnel crossing alternatives to extend service north, further into Broward County, have been issued by both Broward County and the City of Fort Lauderdale.

Further north, Palm Beach TPA has a vision to extend the passenger service into Palm Beach County as shown in their 561 Plan.



OAKLAND PARK BOULEVARD (BROWARD COUNTY)

Oakland Park Blvd (SR-816) is one of the regions most critical east- west corridors within the county. Improvements along the corridor span its length but are especially focused from NW31st avenue to A1A. Oakland Park Blvd serves as one of the highest density corridors in the county, with several key nodes of residential, mixed use, and commercial nodes. One of the major improvements includes the proposed center–turn lane overpass at Oakland Park Blvd and SR-7/US-441. This project led by the county and FDOT is set to address one of the counties high conflict intersections. The proposed improvements include the creating of a grade-separated center-left-turn lane to help with general traffic by reducing turning conflicts. The overpass will help reduce crashes and help support transit running along Oakland Park Blvd and SR-7/US-441. The overpass helps to better facilitate traffic not only east to west but north to south to help improve movement across the county and throughout the region.

The planned overpass is one of several improvements identified on Oakland Park Blvd that will have lasting improvements across the county identified in the Broward MPO 2050 Metropolitan Transportation Plan. Others include a corridor study focused on pedestrian and bicycle improvements, traffic signal upgrades, and a BRT study to evaluate the feasibility of BRT alternatives along the corridor. Together these investments are intended to create a safer and more multimodal corridor along Oakland Park Blvd.

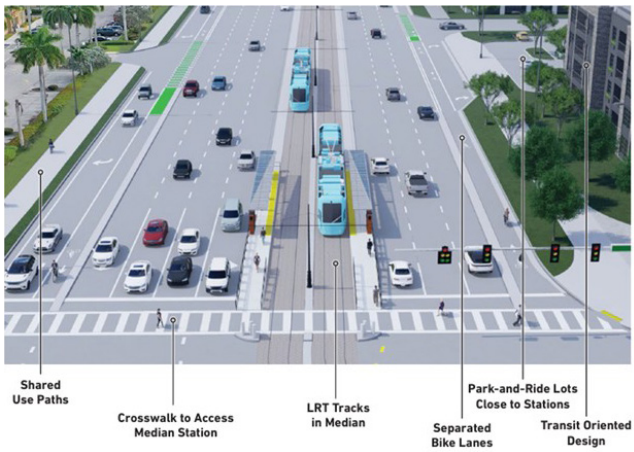
PHOTO OF BCT ROUTE 72 ALONG OAKLAND PARK BOULEVARD

OKEECHOBEE BOULEVARD (PALM BEACH COUNTY)

Okeechobee Boulevard (SR 704) serves as a crucial east-west corridor in Palm Beach County, linking western and eastern communities while providing vital connections to Tri-Rail, Brightline, and other regional transportation systems. The corridor, part of the TPA's 561 Plan, plays an essential role in serving transit-dependent populations, including low-income residents and seniors, and has significant potential for mixed-use, high-density redevelopment that supports enhanced transit services. Recognizing its importance, the 2050 LRTP includes multiple enhancements along the corridor to improve mobility and accessibility.

Key projects identified in the Cost Feasible Plan for Okeechobee Boulevard include enhanced transit service (Palm Tran Route 43 improvements) which will extend from SR 7 to US 1 and integrate transit signal priority systems to improve efficiency.

RENDERING OF CENTER RUNNING LIGHT RAIL ALONG OKEECHOBEE BOULEVARD



2050 Funded Regional Projects Overview

The MPOs have already identified and adopted the 2050 RTP projects set to initiate over the next five years as part of their Transportation Improvement Programs. After this initial period, each MPO determined project funding for the next 20 years using a structured, data-driven prioritization process. This process considered regional goals and objectives outlined in the MPO's LRTP/MTP and includes input from partner agencies, funding program eligibility, public feedback, and guidance from MPO governing boards and advisory committees.

Each MPO's LRTP/MTP and corresponding Cost Feasible Plan was formally adopted in 2024. SEFTC and its supporting technical committees involvement during the Cost Feasible Plan development ensured alignment, compatibility, and consistency across plans and that the individual plans modeled determine the collective system's performance.

COST FEASIBLE PLAN PROJECT FUNDING BREAKDOWN WITHIN THE REGIONAL NETWORK BY COUNTY

$6.19 Billion
PALM BEACH COUNTY

$7.62 Billion
BROWARD COUNTY

$10.46 Billion
MIAMI-DADE COUNTY

$24.27 Billion

Project Types

77 PROJECTS

$6,817,000,000

TRANSIT

Transit projects focus on creating more convenient and reliable transportation options for those without a vehicle or for those additional travel options other than their vehicle. Southeast Florida's transit projects are centered on integrating transit-oriented development, which will not only support economic growth but also enhance accessibility. By combining these efforts with first- and last-mile connection projects, such as sidewalks and bicycle facilities, and leveraging technology like app-based fare collection systems and real-time information sharing, implemented 2050 RTP projects aim to create a seamless multimodal travel experience for both commuters and visitors.

137 PROJECTS

$497,000,000

BICYCLE, PEDESTRIAN & MICROMOBILITY

Bicycle, pedestrian, and micromobility projects aim to expand multimodal transportation alternatives and bridge the first- and last-mile gap. Increasing the availability and connectivity of bicycle infrastructure benefits users, promotes active lifestyles, and enhances community health. New pedestrian facilities, such as sidewalks, crosswalks, and pedestrian paths, strengthen community connections and improve walkability. Additionally, supporting micromobility with things like bicycles, electric bikes, and scooters provides flexible transportation options that complement public transit and encourage multimodal travel.

286 PROJECTS & $16,870,000,000

HIGHWAY, ROADWAY, AND FREIGHT

Highway, roadway, and freight improvements focus on maintaining a safe and efficient transportation network for all roadway users. These projects prioritize roadway safety, connectivity, and capacity enhancements to support regional mobility. Highways facilitate the movement of people and goods by accommodating passenger cars, trucks, buses, and motorcycles at higher speeds.

Freight travels through the region along roadways, highways, rail, and waterways, and through air transportation. Freight plays a critical role in economic growth, with trucks alone transporting over 70% of all freight in the region. Investing in this vital infrastructure ensures a well-functioning system that supports both everyday travel and regional commerce.

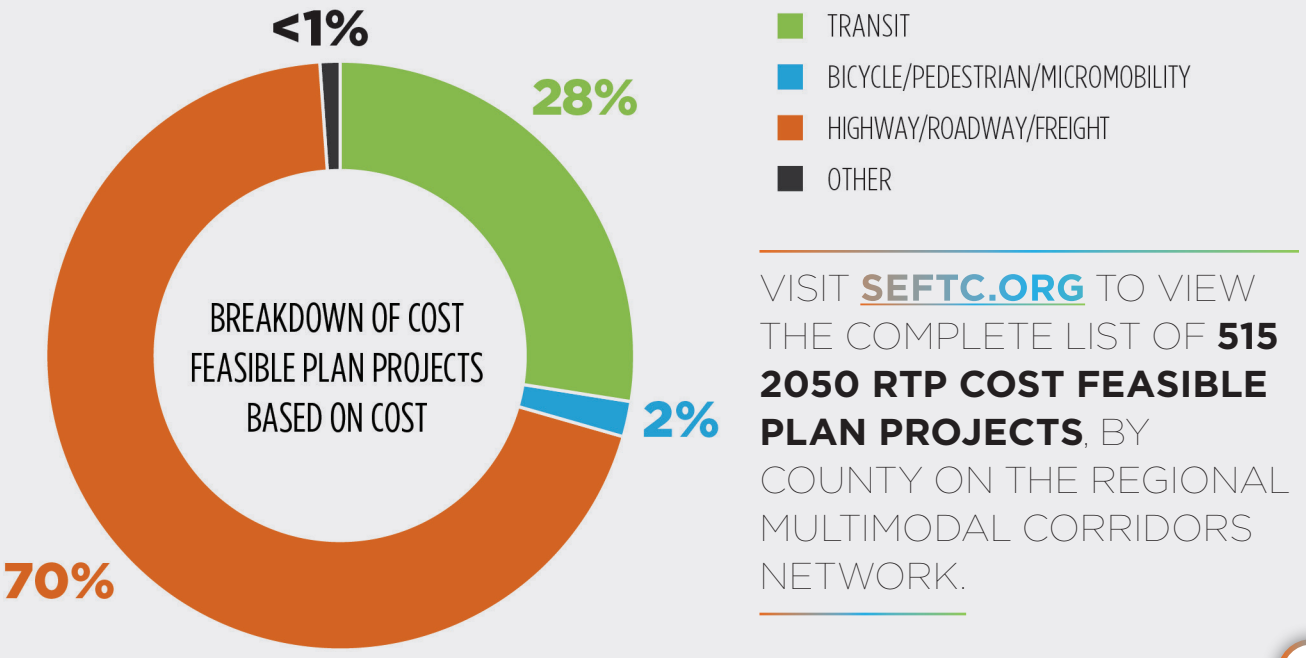
In addition to roadway and freight network enhancements, strategic investments in airport and seaport access projects are essential to maintaining the regional hubs. Improvements focus on alleviating congestion, expanding capacity, and optimizing traffic flow around major international and regional airports. These projects enhance passenger access, improve freight logistics, and integrate with transit and roadway networks to create seamless connections.

14 PROJECTS & $88,000,000

OTHER

Other projects in the 2050 RTP Cost Feasible Plan center around technology. Technology projects focus on creating an interconnected network of public and private transportation providers that leverage advanced technology for efficient operations. Technology can help optimize Southeast Florida's signal systems, transit systems, delivery systems, and more. By leveraging technology, the region can improve accessibility and efficiency while incorporating emerging transportation technologies identified across the region.

BREAKDOWN OF 2050 COST FEASIBLE PLAN



VISIT **SEFTC.ORG** TO VIEW THE COMPLETE LIST OF **515 2050 RTP COST FEASIBLE PLAN PROJECTS**, BY COUNTY ON THE REGIONAL MULTIMODAL CORRIDORS NETWORK.

FUNDING LANDSCAPE

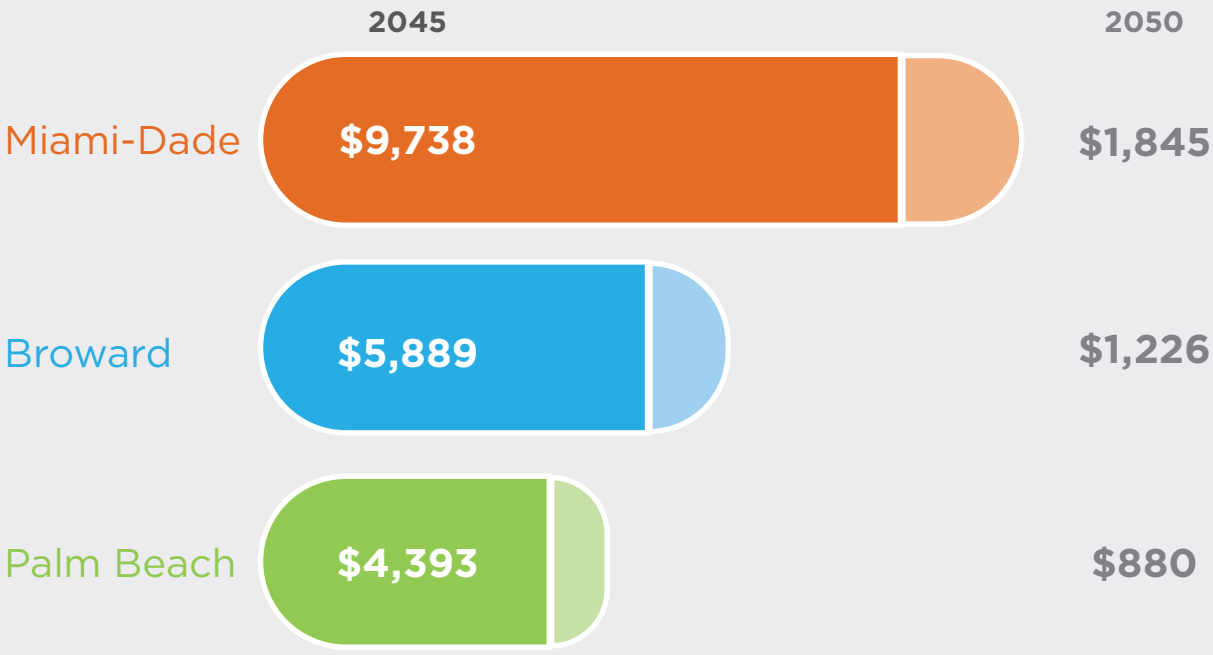
How will the 2050 RTP be funded?

Funding for the 2050 RTP's projects and programs comes from numerous federal, state, and local sources. Since the last RTP update in 2020, some significant funding sources have begun to decline. Overall, federal and state revenue allocated to Southeast Florida for the 2050 RTP are projected to be less than 20% of what they were for the 2045 RTP.

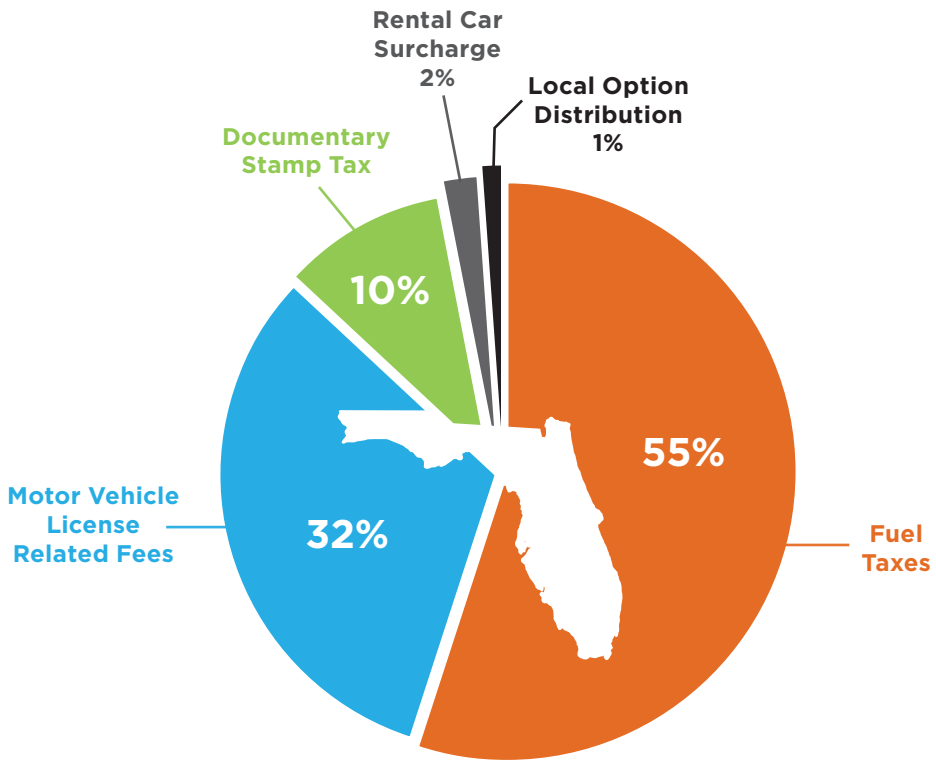
Multiple trends contribute to this reduction in funding, but declining fuel taxes at the federal and state levels due to widespread adoption of electric and hybrid vehicles are the strongest driver, and account for a projected $18.3 billion loss between 2018 to 2048 at the state level. The Federal Highway Trust Fund anticipates a $180 billion shortfall by 2033 if no replacement revenue sources are found.

Prioritizing needs, seeking new funding, and pursuing discretionary grants as available and applicable will be critical to the MPOs' success in advancing regional connectivity and travel options.

ESTIMATED FEDERAL/STATE REVENUES 2045 RTP VS. 2050 RTP (2023$ IN MILLIONS)



STATE TRANSPORTATION REVENUE SOURCES (FY 2022)



4.

ADDITIONAL EFFORTS

Looking ahead: Considering all our possible futures

By doing thorough research, examining all the data, and learning from others' experiences, we can plan for likely outcomes and set Southeast Florida up for a thriving, sustainable future.

SCENARIO PLANNING

Building a foundation for the future lies at the core of regional planning, but it is impossible to know exactly what that future will look like. Scenario planning helps engineers, planners, and policymakers explore multiple possible futures and prepare for a range of potential outcomes.

The Scenario Planning Process

The 2050 RTP goals guide scenario development and evaluation. Scenarios begin with stories of potential outcomes that are then translated into computer-generated models to be evaluated. The evaluations provide recommendations on how the region can adapt to coming challenges and shape a preferred future.

The initial concepts for these 2050 RTP scenarios build upon scenarios prepared in the 2045 RTP. The 2045 RTP, adopted in 2020, featured scenario stories that focused on what would happen if the region fundamentally changed how it functions, whether by investing more in transit, biking, and walking and/or by changing land use patterns to be more concentrated and densified around premium transit corridors. The initial concepts for the 2050 RTP scenarios build on those 2045 scenarios by incorporating how external forces—namely, transportation technologies, climate, and policy changes, among other factors—influence future contexts.

Specifically, three scenarios were tested: Scenario 1, "Transit + Technology," which focused on evaluating transit and transportation technology potential futures; Scenario 2, "Growth + Sustainability," which focused on evaluating severe weather and population growth potential futures; and Scenario 3, "Compounding Effects," which focused on evaluating a combination of Scenario 1 and Scenario 2.

For each of the scenarios, a storyline was then played out in two ways. The first assumed a reactive and siloed approach to planning, while the second assumed a proactive and multidisciplinary approach to planning. The results from this evaluation better assist planning agencies in proactively managing the region's transportation system.

To learn more about the scenario planning process for the 2050 RTP, visit SEFTC.org.

ACCESSIBILITY ANALYSIS

Getting from Point A to Point B

Can you walk or bike from home to a grocery store, hospital, library, or school? How about a train station or transit transfer center? Can you take a bus from home to work or to a weekend event? These are the kinds of questions that define a region's transportation accessibility.

Accessibility refers to people's ability to reach desired services and activities. It represents a contrast to the traditional, motor-vehicle-based approach to evaluating mobility.

The 2050 RTP's accessibility task focused on transit and evaluated how well existing transit systems support travel across the region and what proposed projects could improve access for residents. The outcome? Building out the funded transit projects in the RTP's cost-feasible plan would raise over 1 million area residents from medium, low, or limited transit access to high or highest access.

THE TRANSIT PROJECTS IN THE RTP'S COST-FEASIBLE PLAN WILL **RAISE NEARLY 1 MILLION AREA RESIDENTS** FROM MEDIUM, LOW, OR LIMITED TRANSIT ACCESS **TO HIGH OR HIGHEST ACCESS.**

NEW POLICIES

Southeast Florida is growing rapidly. As it is today, our transportation system is bursting at the seams. There's a solution, but it isn't wider roads. It's a different system. Creating modern mobility policies will lay the foundation needed to improve access, provide convenient options for everyone, and move people freely throughout Southeast Florida. The previous 2045 RTP effort resulted in new or improved policy recommendations to help the region move towards a more modern, viable, safe and efficient system. The 2050 RTP effort reconfirmed those same policy needs.

Regional Transit System

Investing in a well-connected, high-capacity transit system doubles the amount of access our residents have to places and destinations. Our youth, commuters, seniors, visitors, and businesses need this future system. Taking public transportation instead of owning a second vehicle can save (on average) more than $10,000 a year[1], and for those who ride instead of driving the primary vehicle, can save individuals a significant amount of money each month in avoided gas, maintenance, parking, and other expenses. These savings can be redirected toward other financial goals like housing, emergency funds, education, or retirement.

Complementary Land Use

Moving people not only means getting them to and from their destinations, it can also equate to reducing the distance between destinations. Moving more people within the same amount of space requires complementary land use, adjacent businesses and services and first/last mile connections to maximize its value. Transit-Oriented Development not only generates ridership to reduce congestion but eliminates the need for many trips and shows large economic benefits. For example, since 2005, more than 558 development projects along the Phoenix Valley Metro light rail line has attracted a total of $17.5 billion of public and private investment to the area, 35,000 jobs created, over 13,400 new residential units, and more than 6,500 hotel rooms. Safety improved with bicycle and pedestrian collisions decreasing by 50% along the corridor. Overall, the area experienced economic, safety, environmental, and social benefits[2].

Shifting Existing Resources to Transit

In 2021, state and local governments spent $206 billion on highways and roads, making it the 5th largest source of direct general spending . Shifting current spending in Florida would create a multi-billion-dollar investment opportunity for transit rather than roads. This shift would provide decisionmakers with more flexibility in building higher capacity systems within the same public space, choosing projects with significantly higher returns on investment when looking at a standard 30-year lifecycle.

New Revenue Sources

To build our 21st century transportation system, we all need to invest in it (federal, state and local levels). In Phoenix, Arizona an initial $3.7 billion public capital light rail investment (including a local tax voted on by citizens) generated $13.8 billion of private capital investments2. High-capacity transit and Transit Oriented Development will attract business and local financial support. Public-private partnerships and innovative financing must be part of the solution.

Stronger Mobility for a Stronger Economy

The 2050 RTP includes a regionally connected high-capacity transit vision identified within each of the adopted 2050 LRTP/MTP for Miami-Dade, Broward, and Palm Beach Counties. It comprises 500 miles of high-capacity transit service and 600 miles of express bus service with nearly 675 stations, increasing access to jobs exponentially. This new potential future transforms our regional economic competitiveness, and our citizens' quality of life and freedom of upward mobility.

1 AAA Estimate Vehicle Ownership Costs

2 https://vulcan-production.nyc3.cdn.digitaloceanspaces.com/pages/downloads/about/transit-oriented-development/24-economic-dev-brochure_v4_ada_sb.pdf

LEARN MORE

A dynamic, connected region needs careful planning and coordination to keep its communities, visitors, and businesses moving seamlessly from end to end. The SEFTC 2050 Regional Transportation Plan coordinates the efforts of the three Southeast Florida counties to foster a resilient regional transportation system with travel options for everyone.

You can learn more about the evolving transportation picture in Miami-Dade, Broward, and Palm Beach counties by looking at their 2050 long-range transportation plans.

MIAMI-DADE TPO

SMART M.A.P. 2050 LRTP

miamidadetpolrtp2050.com

BROWARD MPO

Route to 2050 LRTP

Routeto2050.org

PALM BEACH TPA

Vision 2050 LRTP

palmbeachtpa.org/lrtp

SEFTC
Southeast Florida
Transportation Council

CHECK OUT THE SEFTC.ORG WEBSITE FOR MORE INFORMATION

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Renaissance Planning

Infinite Source Communications

Nondiscrimination: Title VI, ADA and Disadvantaged Business Enterprise (DBE)

Through the respective MPOs, SEFTC has set a policy that assures that no person shall on the basis of race, color, national origin, sex, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact Elizabeth Rockwell at (305) 375-1881 or elizabeth.rockwell@mdtpo.org (Miami-Dade TPO), Carol Henderson at (954) 876-0058 or HendersonC@browardmpo.org (Broward MPO), or Melissa Eble at (561) 725-0813 or MEble@PalmBeachTPA.org (Palm Beach TPA).

SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN 2050

Miami-Dade • Broward • Palm Beach