



**Miami-Dade Transportation
Planning Organization**

FACT SHEET



Feasibility of Implementing Direct Transit Service Connecting Miami International Airport with PortMiami

Recommendations

This study evaluated both Metrorail and Automated People Mover alternatives for establishing a direct transit connection between MIA and PortMiami. While both modes are technically feasible, further planning and evaluation is required for the selection of a Locally Preferred Alternative on this corridor. In addition, the station development at PortMiami requires assessment for station location as well as internal circulation. At this time, the project is recommended to be incorporated into the 2050 Long-Range Transportation Plan (LRTP), Priority IV unfunded section, for future advancement and funding opportunities. In addition to the direct transit connection between MIA and PortMiami, an internal circulation system such as an Automated Transit Network (ATN) could improve connectivity and passenger convenience. ATNs use self-powered electric vehicles on rubber tires operating on exclusive guideways, providing a fully automated solution for first- and last-mile travel within large facilities like airports and seaports.

Short Term Action Items

- 1** Branded PortMiami Shuttles from Miami Central/Overtown Station - Operate cruise-specific branded shuttles from the existing downtown transit stations to PortMiami. The cost of the shuttle could be included in the cruise reservation fee.
- 2** Integrated Fares – Provide a one ticket fare solution that includes the Metrorail fare from MIA to downtown as well as the shuttle bus that is easy for travelers to use instead of having to purchase a ticket for transit.
- 3** PortMiami Wayfinding - Develop signage specific to cruise passengers at the MIA terminals, MIA mover, MIC, Overtown Station, and PortMiami terminals that makes it clear for users how to access transit. Signage can use a standard transit symbology and unique colors to be immediately recognizable to travelers, indicating the direction of transit access and the location for each link in the trip between PortMiami and MIA.
- 4** Take Transit to Cruise Marketing Campaign - Design a marketing campaign to spread awareness about using of transit to get between PortMiami and MIA. Working with the individual cruise providers at PortMiami, custom marketing efforts can be targeted at specific cruise passenger types.
- 5** Port Transit Customer Service Ambassadors - Assign customer service staff to welcome cruise passengers, direct them to transit, assist with fare payments, and answer questions. Ambassadors could be located at MIA terminals, MIA mover, MIC, Overtown Station, and PortMiami terminals during the peak seasons, days, and times for cruise travel.
- 6** PortMiami-MIA Travel Social Media Page/Presence - Develop a social media page or presence on platforms devoted to communicating with customers about traveling between Port Miami and MIA. Travel tips using transit can be shared, and followers can share real time information experiences and recommendations.





Findings

- PortMiami is the World's leading cruise port and the "Cargo Gateway of the Americas." The PortMiami 2050 Master Plan projects cruise ship passengers will increase from 7 million in 2023 to 24 million in 2050.
- Miami International Airport (MIA) was ranked as the second busiest airport in the U.S. for international passengers, first for international cargo, and tenth for total aircraft operations¹. MIA had 52.3 million passengers in 2023 and is anticipated to reach 77 million passengers in 2040².
- Annual planning level ridership forecasts for a direct transit connection between MIA and PortMiami in 2050 are between 1.1 and 2.1 million.
- Providing transit connections between MIA and PortMiami to serve the large cruise passenger market presents both challenges and opportunities, including the following:

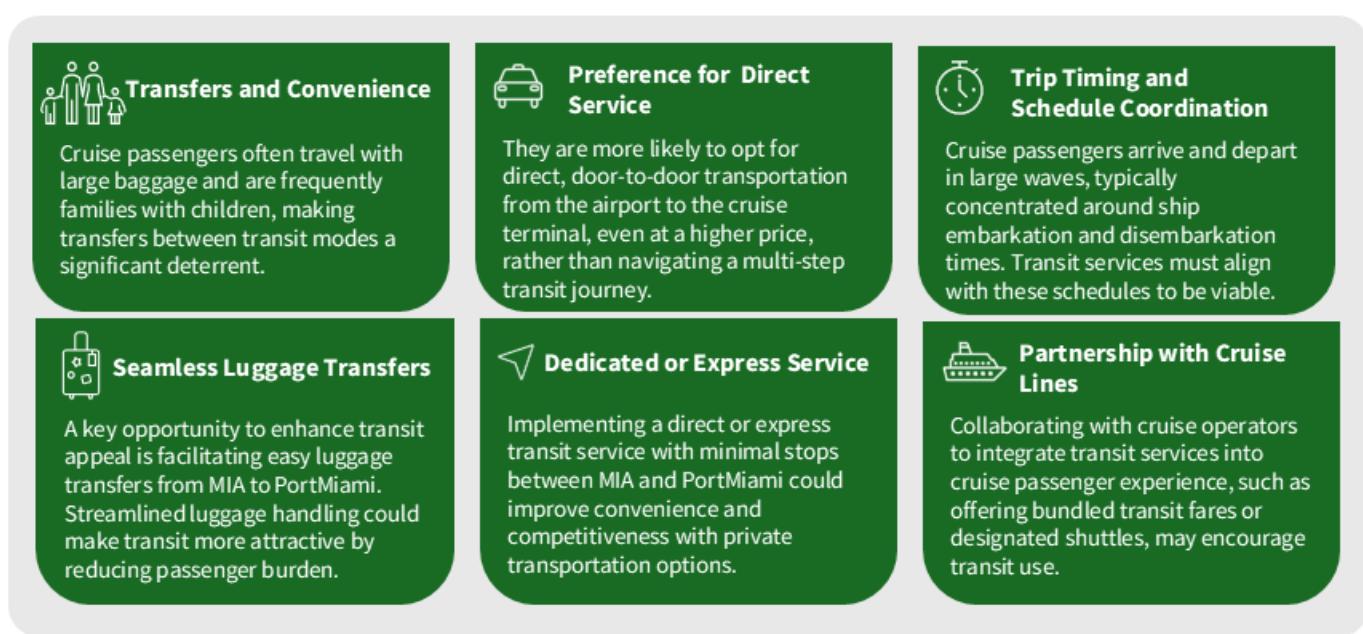
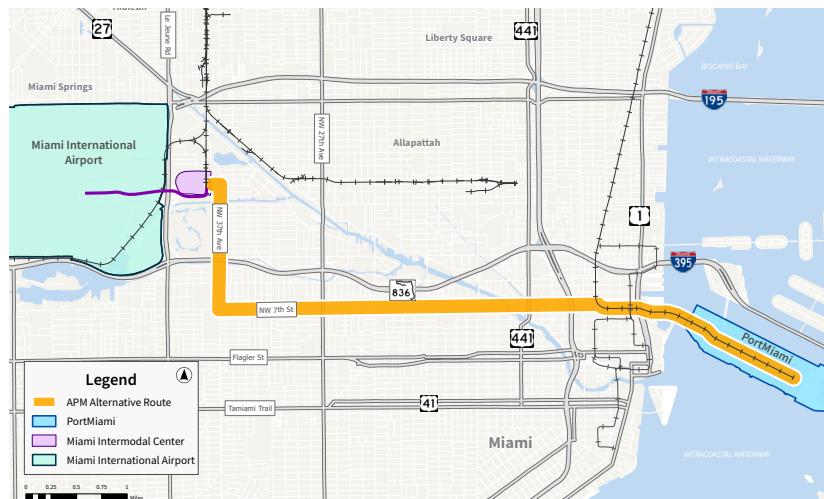


Figure 1: Automated People Mover Alternative Route



Alternatives

The **Automated People Mover (APM)** alternative along NW 7th Street is illustrated in Figure 1. This analysis assumed five stations stops: PortMiami (one or more); Downtown Miami in the vicinity of the Metrorail Overtown/Lyric Theater Station and MiamiCentral; and at the MIC by MIA. Potential future expansion may include additional stations at Kaseya Center, Loan Depot Park, and Freedom Park, the future home of the InterMiami CF soccer club.

¹ Miami-Dade Aviation Department, 2024

² Ibid.



Figure 2: Metrorail Extension Route



The **Metrorail Extension** alternative is proposed to use the existing Metrorail from MIA to the vicinity of the Historic Overtown/Lyric Theatre Metrorail Station. From there, a new 1.9 mile elevated segment extends east, either over the Florida East Coast (FEC) railway corridor or along NE 6th Street. The extension would rise above the Metromover at NE 2nd Street, continue elevated over US-1, and then cross the Intracoastal Waterway on a new bridge. From there, the route proceeds along Port Boulevard and terminate at a new elevated Metrorail station within PortMiami. See Figure 2.



MetroRail Extension

- 1.5 to 2.1 million estimated annual riders
- \$700 to \$800 million in estimated capital cost
- \$12 to \$15 million in estimated annual operating and maintenance costs

Automated People Mover

- 1.6 to 2.3 million estimated annual riders
- \$600 to \$700 million in estimated capital costs
- \$9 to \$11 million in estimated annual operating and maintenance costs

Alternative Metrics	Automated People Mover	Heavy Rail Metrorail Extension Alternative
Service Distance	9 miles	10 miles
New Infrastructure Length	9 miles	2 miles
New Stations	5 stations	2 stations
New Guideway	9 miles, 15-40 feet wide	2 miles, 30-60 feet wide
New Structures	May be able to use existing Port Bridge and/or Miami River bridge	Likely need a new bridge over the Intercoastal Waterway
Vehicles	Rubber tired on paved surface	Steel wheel on rail
Vehicle Passenger Capacity	50 passengers	75 passengers
Vehicle Motive Power	Electric, battery or power rail	Electric third rail
Vehicle Storage & Maintenance	New or expanded facility	Existing facility
Command/Control Center	New or expanded facility	Existing facility
Travel Time	24-34 minutes (depending on routing/stations)	22-27 minutes (depending on time of day)
Annual Riders	1.6-2.3 million	1.5-2.1 million
Capital Cost	\$600-\$700 million	\$700-\$800 million
Annual O&M Cost	\$9-11 million	\$12-15 million



Miami-Dade Transportation Planning Organization

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