

# FINAL MEETING MINUTES

## Traffic Incident Management Team Meeting - 95 Corridor

<b>Date/Time:</b>	February 17, 2026		10:00 AM – 12:00 PM
<b>Location:</b>	Port of Miami Tunnel 1235 Port Blvd, Miami, FL 33132		
<b>Hosts:</b>	Nikolas Muriel and Carlos Dardes		
<b>Attendees:</b>	<b>Agency</b>	<b>Phone</b>	<b>Email</b>
Fabian Arizmendy	FDOT District Six	305-522-8703	<a href="mailto:fabian.arizmendy@sunguide.info">fabian.arizmendy@sunguide.info</a>
Greg Kirkpatrick	FDOT District Six	305-407-6471	<a href="mailto:greg.kirkpatrick@sunguide.info">greg.kirkpatrick@sunguide.info</a>
Carlos Dardes	FDOT District Six	305-640-7331	<a href="mailto:carlos.dardes@dot.state.fl.us">carlos.dardes@dot.state.fl.us</a>
Nikolas Muriel	FDOT District Six	305-987-3117	<a href="mailto:nikolas.muriel@sunguide.info">nikolas.muriel@sunguide.info</a>
Crystal Shaefer	FDOT District Six	305-470-5130	<a href="mailto:crystal.shaefer@dot.state.fl.us">crystal.shaefer@dot.state.fl.us</a>
Pedro Ruiz	FDOT District Four	305-200-9670	<a href="mailto:pedro.ruiz@dot.state.fl.us">pedro.ruiz@dot.state.fl.us</a>
Johnson Jean Pierre	FDOT District Four	954-847-4741	<a href="mailto:johnson.jean-pierre@dot.state.fl.us">johnson.jean-pierre@dot.state.fl.us</a>
Ariel Whatley	FDOT District Four	954-847-1988	<a href="mailto:ariel.whatley@dot.state.fl.us">ariel.whatley@dot.state.fl.us</a>
Rulx Belizaire	FL Turnpike-Pompano	786-679-6956	<a href="mailto:rulx.belizaire@dot.state.fl.us">rulx.belizaire@dot.state.fl.us</a>
Ashlyn Boylston	FL Turnpike-Pompano	954-702-8708	<a href="mailto:ashlyn.boylston@dot.state.fl.us">ashlyn.boylston@dot.state.fl.us</a>
Wendy Conforme	POMT	305-479-1374	<a href="mailto:wendy.conforme@mat-tunnel.com">wendy.conforme@mat-tunnel.com</a>
Luis Enrich	Webber POMT	786-714-0193	<a href="mailto:luis.enrich@wwebber.com">luis.enrich@wwebber.com</a>
Michael Mejios	Webber POMT	786-417-4514	<a href="mailto:michael.mejios@wwebber.com">michael.mejios@wwebber.com</a>
Yenny Farinas Diaz	Webber POMT	786-417-4239	<a href="mailto:yenny.farinasdiaz@wwebber.com">yenny.farinasdiaz@wwebber.com</a>
Carlos Sanchez	Webber POMT	786-918-0302	<a href="mailto:csanchez@wwebber.com">csanchez@wwebber.com</a>
Caitlin Opitz	TransCore	954-531-4445	<a href="mailto:caitlin.opitz@transcore.com">caitlin.opitz@transcore.com</a>
Michelle Gonzalez	TransCore	954-558-0271	<a href="mailto:michelle.gonzalez@transcore.com">michelle.gonzalez@transcore.com</a>
Roger Marrero	TransCore	305-992-0593	<a href="mailto:roger.marrero@transcore.com">roger.marrero@transcore.com</a>
Lamar Harris	FHP	305-962-6500	<a href="mailto:lamarharris@flhsmv.gov">lamarharris@flhsmv.gov</a>
Juan Cuevas	FHP	407-760-7075	<a href="mailto:juancuevas@flhsmv.gov">juancuevas@flhsmv.gov</a>
Adolfo Torres	FHP	305-970-2817	<a href="mailto:adolfortorres@flhsmv.gov">adolfortorres@flhsmv.gov</a>
Sergies Duarte	FDOT/Zone Outreach	305-588-6399	<a href="mailto:sergies.duarte@dot.state.fl.us">sergies.duarte@dot.state.fl.us</a>
Hector Gonzales	American Towing	305-558-8080	<a href="mailto:dispatch@americantowing.com">dispatch@americantowing.com</a>
Eduardo Del Toro	Alpine Towing	305-281-2776	<a href="mailto:heavy@alpinetowing.com">heavy@alpinetowing.com</a>
Jorge Delgado	Downtown Towing	786-489-4545	<a href="mailto:jorged7788@yahoo.com">jorged7788@yahoo.com</a>
Zack Del Rosal	Downtown Towing	305-733-1512	<a href="mailto:zack@downtowntowing.com">zack@downtowntowing.com</a>
Oscar Gonzalez	I-395	786-280-0983	<a href="mailto:ogonzalez@mrqmiami.com">ogonzalez@mrqmiami.com</a>
Cristina Rodriguez	I-395	786-945-9075	<a href="mailto:crodriguez@mrqmiami.com">crodriguez@mrqmiami.com</a>
Emmanuel Cureton	Oasis	352-957-7889	<a href="mailto:emmanuelc@oasisiam.com">emmanuelc@oasisiam.com</a>
Noah Blaustein	TTWN	561-856-6624	<a href="mailto:noahblaustein@ttwnetwork.com">noahblaustein@ttwnetwork.com</a>
Wesley Lebron	Miami-Dade Fire Rescue	305-310-6730	<a href="mailto:wesley@miamidade.gov">wesley@miamidade.gov</a>

### 1. Purpose of Meeting

This Traffic Incident Management (TIM) Team 95 Corridor meeting serves as a discussion platform for agencies impacted by Florida Department of Transportation District Six's roadways along the eastern region of Miami-Dade County, including I-95, 95 Express, I-195/Julia Tuttle Causeway, I-395, and the MacArthur Causeway. This provides local fire-rescue, law enforcement, asset maintenance, Florida Highway Patrol, and other agencies the opportunity to coordinate and share information regarding special events, construction projects, activities, initiatives, and issues specific to the area.

### 2. TIM Updates

#### Introduction – Carlos Dardes

Carlos Dardes opened the 95 Corridor TIM Meeting by welcoming all agency partners and stakeholders and thanking them for their continued collaboration and participation. He emphasized the importance of maintaining strong interagency

coordination along the I-95 Corridor, noting that ongoing major construction projects, special events, and increasing traffic volumes require proactive planning and consistent communication among partner agencies.

Carlos highlighted that effective Traffic Incident Management depends on alignment between operations, construction teams, law enforcement, fire rescue, municipal partners, and the Transportation Management Center. He stated that the purpose of the meeting was to provide situational awareness of current and upcoming impacts, share operational and construction updates, and reinforce coordinated efforts to improve mobility, roadway clearance times, and responder safety.

At the conclusion of his opening remarks, Carlos invited all attendees to introduce themselves, their respective agencies, and their roles. This provided an opportunity to recognize the multi-agency representation present and reinforced the collaborative nature of the TIM program along the I-95 Corridor.

### **Port of Miami Tunnel – Wendy Conforme**

Wendy Conforme expressed her gratitude for the opportunity to host the 95 Corridor TIM Meeting. She began by providing housekeeping information, including the location of emergency exits and restroom facilities for attendees.

Wendy then outlined operational challenges faced by the Port of Miami Tunnel (POMT), particularly congestion during peak cruise seasons. She explained that to manage these challenges, POMT works closely with the Port of Miami and Miami-Dade County to coordinate operations and traffic flow.

She noted that during storms and heavy weather events, the POMT is closed in accordance with established safety procedures. Wendy emphasized that the tunnel operates within a confined space, presenting unique safety and operational considerations compared to other districts. She added that incidents or congestion along Biscayne Boulevard can quickly create an influx of traffic entering the tunnel system, further increasing congestion.

Special events were identified as another operational challenge. Wendy referenced the recent Miami Marathon as an example, noting that roadway closures and event-related traffic created delays and coordination difficulties for tunnel operations.

Wendy highlighted the significant expansions at the Port of Miami, expressing pride in the port's growth while acknowledging the operational impacts. Historically, the port averaged approximately four cruise ships at a time; however, due to expansions, that number has increased to an average of six or seven vessels, with peaks of up to ten ships. This increase substantially elevates traffic volumes and complexity during embarkation and debarkation periods.

During the discussion, Noah Blaustein asked whether POMT is responsible for the Maintenance of Traffic (MOT) at the Port. Wendy clarified that POMT is not responsible for the port's MOT operations. Noah further asked whether the Port notifies POMT of MOT changes or implementations. Wendy explained that this topic was discussed last year and that POMT is now working more closely with the Port to maximize capacity to and from cruise terminals. She noted that the Port maintains a dynamic MOT setup that adjusts based on congestion levels and operational needs at any given time.

Wendy emphasized that communication is critical in assisting motorists with alternate routes and managing peak congestion. She concluded by noting that cruise season typically begins to taper off around March, helping to reduce some of the recurring congestion pressures.

### **FDOT District Six – Nikolas Muriel**

Nikolas Muriel provided updates for the FDOT District Six, which focused on upcoming special events, operational readiness, responder safety initiatives, and district performance updates.

Nikolas provided an overview of upcoming special events expected to impact the 95 Corridor.

#### **Special Events:**

- Spring Break Peak Weekends (March 12–15 & March 19–22)
- South Beach Wine & Food Festival (February 19–22)
- 305 Half Marathon & 5K (March 1, 5:00 AM – 10:00 AM)
- Jazz in the Gardens (March 7–8)
- Calle Ocho Music Festival (March 15)
- Miami Open (March 15–29)

- Ultra Music Festival (March 27–29)
- Grand Prix Miami 2026
- Miami Dolphins Games (Beginning August 2026)
- Miami Hurricanes Games (Beginning September 2026)

These events are anticipated to generate increased traffic volumes and congestion along I-95 and surrounding connectors.

Nikolas provided a debrief of the 2026 College Football Playoff National Championship held on January 19, 2026. President Trump and Secretary Rubio attended the event, resulting in 13 motorcade movements between 2:00 PM and 7:00 PM. Some traffic impacts lasted approximately 30 minutes. The Transportation Management Center provided real-time traffic monitoring and coordination support to Hard Rock Stadium throughout the event, reinforcing the importance of strong interagency communication during high-profile operations. Noah asked if there were direct calls made in advance regarding the motorcades. Greg Kirkpatrick shared there were no direct calls due to the secrecy behind the routes made.

Nikolas then discussed preparations for the 2026 FIFA World Cup, scheduled from June 11 through July 19, 2026. Miami will host seven matches, including a Quarter Final and the Bronze Final. Nikolas emphasized that the matches featuring Scotland vs. Brazil and Colombia vs. Portugal are expected to generate particularly high attendance and increased traffic impacts throughout the corridor. The FIFA Fan Festival at Bayfront Park, taking place June 13 through July 5, is expected to draw approximately 30,000 seated patrons daily. Northbound Biscayne Boulevard closures are anticipated during event hours, with projected impacts to I-95, I-395, US-1, and surrounding roadways. Multi-agency operational planning and coordination efforts are ongoing to ensure readiness.

The Rickenbacker Causeway Traveler Information Support initiative was reviewed, emphasizing improved coordination of traveler information during scheduled and unscheduled events. The effort involves collaboration between the Miami-Dade Sheriff's Office, City of Miami Police Department, Key Biscayne Police Department, and the FDOT District Six Transportation Management Center. Support is initiated through advance email notification for scheduled events or direct communication for unscheduled incidents. Operational messaging strategies were discussed, including the deployment of Dynamic Message Signs at key corridor locations, FL511 congestion messaging, lane closure notifications, and CCTV monitoring to enhance situational awareness.

District Six performance metrics were also reviewed, including roadway clearance times, annual secondary crashes, total events managed, and Rapid Incident Scene Clearance (RISC) metrics. Nikolas noted that contributing factors affecting operations include increased traffic volumes, construction projects, complex recoveries, and fatal incidents.

Nikolas discussed TIM safety training efforts and emphasized the continued importance of responder safety across all disciplines. He highlighted ongoing National Traffic Incident Management (TIM) Responder Training opportunities and stressed the need for consistent multi-agency participation to ensure unified response practices, improved scene safety, and a reduction in secondary crashes.

Carlos noted that Florida Administrative Code (F.A.C.) Rule 15B-9 (Wrecker Qualifications and Allocation System) was recently revised in January 2026. The updated rule now requires all authorized wrecker operators to complete the National Traffic Incident Management (TIM) Responder Training, as well as the National Incident Management System (NIMS) IS-700 (Introduction) course.

Florida Highway Patrol Captain Juan Cuevas confirmed that this requirement has been formally implemented and advised that FHP Troop E is currently receiving updated applications from wrecker companies on the rotation list to ensure compliance with the revised rule.

Carlos thanked Captain Cuevas for the update and shared that the FDOT District Six TIM Team is available to assist with facilitating National TIM Responder Training sessions, as demand is expected to increase due to the new requirements. He encouraged all participating agencies to register their personnel for upcoming training sessions, as needed, and noted that Nikolas Muriel and Fabian Arizmendi will serve as the points of contact for training coordination.

Carlos added that the District Six TIM Team currently offers the National TIM Responder Training on a quarterly basis and encouraged attendees to take advantage of this free training opportunity.

Nikolas also presented the TIM Survey and encouraged attendees to provide feedback regarding the meeting and overall Traffic Incident Management efforts. He emphasized that stakeholder input is essential in identifying opportunities to enhance interagency coordination, improve operational effectiveness, and make future TIM meetings more engaging and beneficial for all partners.

Carlos reinforced the importance of participation, urging stakeholders to complete the brief survey. He noted that the questions are designed to gather constructive feedback that will help improve the structure, content, and overall effectiveness of future TIM meetings.

An update was provided on the Wrong Way Vehicle Detection System, which currently includes 95 installations across completed and ongoing phases, with additional locations progressing toward completion in 2026 and 2027.

District Six presentation concluded with a review of responder safety initiatives, including Move Over Law messaging and Crash Responder Safety Week outreach efforts. Nikolas emphasized the continued importance of slowing down and moving over for emergency vehicles and Road Rangers.

Nikolas thanked all partners for their continued collaboration and commitment to improving safety and incident management along the 95 Corridor and invited questions from attendees.

Pedro Ruiz expressed that he was impressed with the RISC metrics from the 20 RISC events conducted last year, particularly the activation times. He noted that District Four has experienced challenges related to receiving Notice to Proceed (NTP), which has impacted their overall roadway clearance times. Pedro asked how District Six has been able to address and overcome similar challenges.

Nikolas explained that District Six has developed multiple training avenues for operations personnel, including quarterly training sessions with Florida Highway Patrol (FHP) hire-backs. He emphasized that continuous training and coordination have strengthened activation efficiency. Nikolas also noted that the Incident Response Vehicle (IRV) Operator on scene maintains close communication with both FHP and the Transportation Management Center (TMC), which supports timely activation and clearance efforts.

Pedro then asked whether the IRV Operator has the authority to provide Notice to Proceed (NTP) directly from the scene. Carlos noted that the Scope of Services for the RISC Program does not explicitly state that IRV Operators have the authority to issue the Notice to Proceed (NTP); however, he explained that the agreement provides flexibility regarding who may issue the NTP, depending on the circumstances. In District Six, Carlos said that a common practice is for the responding FHP Trooper to give the NTP.

He emphasized that clear communication within the Unified Command structure is essential when managing RISC incidents to ensure all responding agencies are aligned and operating cohesively at the incident scene. Carlos also highlighted that issuance of the NTP is a critical milestone, as it initiates the recovery clock, which is directly tied to the Clearance Incentive provided to RISC vendors upon successful recovery operations. Therefore, having accurate documented times is essential.

FHP Captain Cuevas added that, in practice, an FHP Trooper typically responds to the scene first to assess whether there are any criminal elements, injuries, fatalities, or other investigative factors that must be addressed before the NTP can be issued. He noted that these considerations should be carefully evaluated before an IRV Operator makes the decision to issue the NTP.

Pedro also referenced the noticeable reduction in secondary crash events, highlighting that current numbers reflect approximately half the volume recorded in 2021. He asked what actions District Six has taken to achieve this decrease. Carlos thanked Pedro for his feedback and noted that District Six has not conducted a detailed analysis to isolate the specific factors contributing to the reduction in secondary incidents. However, he emphasized that the District has been proactive in promoting Quick, Safe Clearance practices to reduce responder exposure and minimize the duration of roadway disruptions.

Carlos also highlighted that District Six has focused on safety initiatives, including outfitting all of the Road Ranger and IRV units with rear-facing red lights to enhance visibility and improve responder safety at incident scenes. He reiterated that the overarching objective is to ensure first responders clear incidents as quickly and efficiently as possible while maintaining safety as the top priority throughout incident management operations.

Nikolas further noted that the increased utilization of flatbed tow trucks along the corridor has also contributed to operational efficiency and may be positively influencing the reduction in secondary events.

### **Golden Glades Interchange Project – Sergies Duarte**

Sergies Duarte presented an update on the Golden Glades Interchange (GGI) Project. He began by providing an overview of the project's scale and significance, noting that it is the largest conventional design-bid-build project in FDOT history. The interchange connects five major roadways and carries more than 400,000 vehicles per day, making it one of the most critical transportation hubs in the region.

Sergies reviewed key project details, including the overall schedule, which runs from March 2024 through fall 2031, subject to change due to weather or unforeseen conditions. The current project cost is approximately \$1.04 billion. Construction

activities will involve temporary lane closures, traffic shifts, and roadway detours as necessary. The project is being delivered by GGI Constructors Joint Venture and is part of FDOT's Moving Florida Forward Infrastructure Initiative, which focuses on enhancing safety, resiliency, freight mobility, and long-term infrastructure capacity throughout the state.

The project benefits were highlighted, emphasizing FDOT's commitment to improving mobility, safety, and economic development. Major improvements include the construction of 34 new bridges to enhance regional connectivity, updated lighting and improved emergency access to support faster incident response times, and the installation of more than 50,000 feet of new drainage pipe to strengthen long-term infrastructure resiliency. Sergies also noted that the interchange serves as a major freight connector with direct access to South Florida's seaports and airports. Additional enhancements include the installation of wrong-way vehicle detection systems and traffic monitoring cameras, as well as job creation and economic activity generated throughout the construction period.

Sergies then outlined the project scope and mobility enhancements, which include a new flyover providing a direct connection from eastbound SR 826 to northbound I-95 to enhance traffic flow. Additional improvements include a direct Express Lane connection between the Florida Turnpike and 95 Express, expanded capacity along 95 Express, and the reconstruction and widening of I-95 in both northbound and southbound directions to improve safety and operational efficiency. Reconstruction of the I-95 to and from the Turnpike Connector is also underway to enhance interchange functionality.

An update on construction progress was provided, with data current as of January 18, 2026. Drainage structures are approximately 55% complete, drainage pipes are 56% complete, bridge beams are 40% complete, and bridge piles are 61% complete. Sergies noted that progress continues across multiple segments of the interchange, with visible structural advancements throughout the project area.

Sergies concluded the presentation by providing contact information for ongoing community outreach and encouraging stakeholders to visit the project website, [www.Go-GGI.com](http://www.Go-GGI.com), for additional updates and information. He thanked the TIM Team and agency partners for their continued coordination and collaboration throughout the duration of this large-scale infrastructure effort.

### **Miami Beach Traffic Management Center (TMC) – Michelle Gonzalez**

Michelle Gonzalez provided an update on traffic management operations impacting Miami Beach and its primary access corridors. The presentation focused on active mobility strategies, congestion mitigation measures, and interagency coordination efforts supporting both daily operations and special events.

She outlined current traffic control initiatives designed to manage peak demand along key causeways and entry points into Miami Beach. These efforts include strategic signal timing adjustments, coordinated lane management, real-time traffic monitoring, and deployment of personnel during anticipated high-volume periods. Emphasis was placed on proactive planning for seasonal surges and major events that significantly increase inbound and outbound traffic.

Michelle referenced a recent free Calvin Harris concert held on Miami Beach, which was initially projected to draw approximately 10,000 attendees but ultimately surged to nearly 30,000 participants. Despite the unexpected increase in attendance, Michelle noted that the coordination and adaptability of the traffic engineering team resulted in successful traffic management operations throughout the event. She highlighted the effectiveness of real-time adjustments and interagency coordination in mitigating congestion impacts.

Michelle also emphasized that March is anticipated to be a high-impact month due to Spring Break activities, which historically generate significant traffic volumes and operational challenges. In addition, she noted that the upcoming FIFA events will introduce additional complexities, particularly with the Miami Beach Convention Center being utilized during that period. She stated that the Miami Beach Transportation Management Center (TMC) will be working closely with local police departments to coordinate traffic control measures and ensure safe and efficient mobility during these high-attendance events.

Michelle also addressed ongoing operational adjustments implemented to improve traffic flow and reduce delays, particularly during construction activities and event-related impacts. Coordination between the City of Miami Beach, FDOT, law enforcement agencies, and the Transportation Management Center continues to support rapid response to incidents and evolving congestion patterns.

Additional updates included enhancements to communication strategies, traveler information dissemination, and corridor-level coordination to ensure consistent messaging across agencies. These measures are intended to support safer travel conditions, improve reliability, and maintain mobility across the regional network.

Michelle concluded by reaffirming the City's continued collaboration with corridor partners to monitor traffic trends, implement data-driven adjustments, and support safe and efficient operations throughout Miami Beach and surrounding corridors.

Noah inquired whether Maintenance of Traffic (MOT) would be implemented along Washington Avenue during Spring Break, similar to the one-way traffic configuration utilized during New Year's Eve. Michelle responded that there are currently no plans to implement that specific one-way traffic configuration for Spring Break. She added that Miami Beach regulations during this year's Spring Break are anticipated to be somewhat more relaxed compared to prior years.

Carlos asked what incident management strategies are currently in place within the Miami Beach area. Michelle explained that traffic is actively monitored through CCTV systems, and when incidents or disabled vehicles are detected, responders are promptly notified. She further noted that District Six is contacted when incidents occur on I-195 and the MacArthur Causeway to ensure coordinated response efforts.

Carlos also asked whether service aid units remain available within Miami Beach. Michelle confirmed that service aids are still operating within the area to assist motorists and support incident response operations.

### **I-395/SR 836/I-95 Design-Build Project – Oscar Gonzalez**

Oscar Gonzalez presented an update on the I-395/S.R. 836/I-95 Design-Build Project by beginning with highlighting the project's focus areas, which include community engagement, mobility improvements, safety enhancements, and long-term sustainability.

Oscar provided a detailed update on the Signature Bridge construction. Closure pours have been completed for Arch 1, Arch 2, and Arch 5. Arch 3 is currently undergoing pedestal reinforcing steel work, while Arch 4 has 36 of 65 segments erected with ongoing segment installation. Arch 6 is in the reinforcing steel installation phase. Ongoing tower removal operations were also noted. The Signature Bridge superstructure continues to progress, with a concrete deck pour scheduled for March. Additional updates were provided on the segmental bridge construction, including active segment erection and structural advancement across multiple arches. Oscar shares that each segment is casted differently while also weighing about 90 tons each.

Lane closure updates were discussed, including daily daytime lane closures beginning February 23 from 8:30 a.m. to 4:00 p.m. These daytime operations are being implemented to mitigate nighttime noise impacts for nearby residents. The closures are expected to last approximately six weeks. Updates were also provided regarding the westbound I-395 ramp to southbound I-95 and associated maintenance of traffic operations.

Oscar reviewed concrete pavement replacement progress along I-95. The pavement replacement limits extend from NW 8 Street to NW 29 Street, covering approximately 1.6 miles. Northbound I-95 pavement replacement between NW 8 Street and NW 17 Street has been completed, while southbound I-95 in the same segment is approximately 95% complete. The segment from NW 17 Street to NW 29 Street has been completed in both directions. Ongoing concrete pavement replacement work continues on southbound I-95 between NW 17 Street and NW 8 Street.

Construction within the interchange core was also highlighted, including a straddle bent concrete pour completed on December 12, 2025. Oscar discussed the double-decked construction elements, noting that pier construction utilizes bottom-up pump forms to reduce Maintenance of Traffic (MOT) closures. External vibrators and a specialized concrete mix design are being used to achieve a superior structural finish. Ongoing reconstruction of the southbound I-95 ramp to NW 14 Street was also noted.

Additional double-decked construction activities at the Miami River were reviewed, including the SR 836 double-decked bridge deck pour (Span 8), which was completed on January 10. Overall construction progress continues across multiple components of the project.

Oscar concluded the presentation by directing attendees to [www.I-395Miami.com](http://www.I-395Miami.com) for additional project updates and information. He thanked the TIM Team and agency partners for their continued coordination and collaboration throughout the duration of this major infrastructure project.

### **3. Open Discussion Items**

Carlos inquired about the projected completion timeline. Oscar advised that the latest estimated completion date is late 2029.

Carlos asked Fabian whether Michelle was included on the email invite list for future TIM meetings. Fabian confirmed that Michelle will be added to the list. Fabian also informed attendees that if they knew of anyone who would like to participate in future TIM meetings, they should contact him or Nikolas to be added to the invite list.

Nikolas stated that our next TIM Meeting will be scheduled in April 2026 along with District 4 – the Miami-Dade/Broward County Joint TIM Meeting and advised attendees to be on the lookout for the meeting dates.

Pedro acknowledged the upcoming Joint TIM Meeting and shared details regarding the upcoming Fog and Smoke meeting that will take place in the coming months.

Luis Enrich, Operations Manager for the Port Miami Tunnel, extended an invitation to all meeting participants to tour the POMT facility and its Traffic Management Center Control Room.

#### 4. Meeting Adjournment

The meeting adjourned upon completion of the POMT tour. All presentations are available on the SunGuide.info website (<https://sunguide.info/incident-management-service/tim-team/tim-meetings/>).