

2014 Miami-Dade County Freight Plan Update



presented to

Miami-Dade MPO

Freight Transportation Advisory Committee

presented by

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August 27, 2014



Agenda

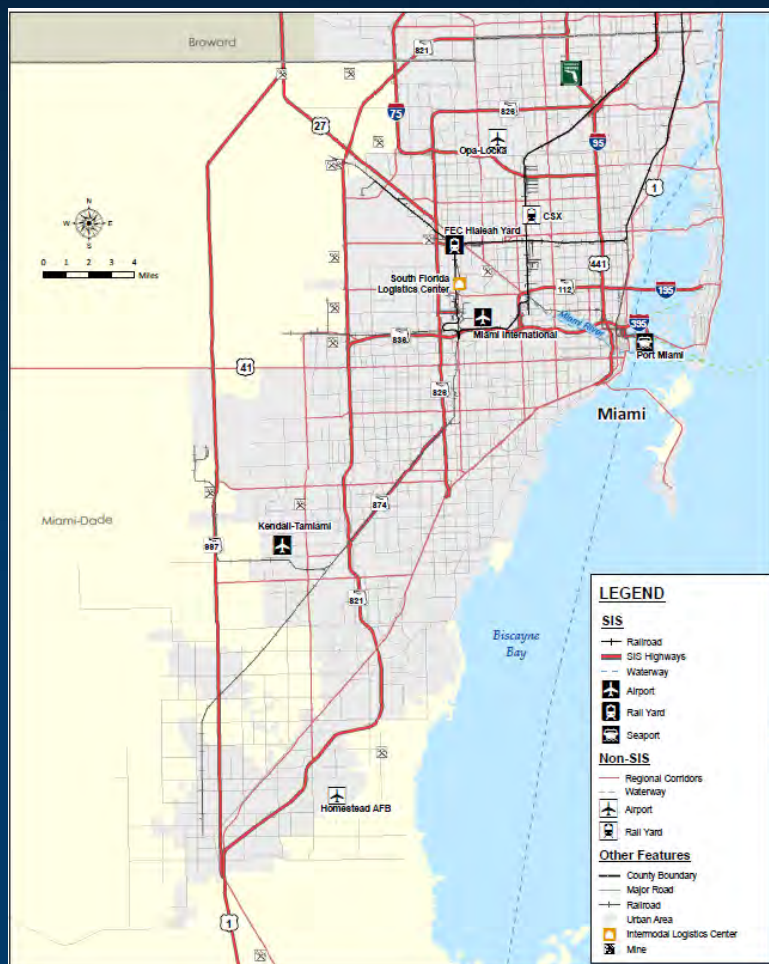
- ◎ Freight Plan Update Purpose
- ◎ Freight System Overview
- ◎ Key Freight & Logistics Related Initiatives
- ◎ Miami-Dade Freight Needs & Bottlenecks
- ◎ Ongoing Freight System Development Strategies
- ◎ Questions

Project Purpose

- ◎ Miami-Dade County Freight Plan Update is designed to:
 - » Document key challenges to an efficient and competitive freight system
 - » Identify new freight projects
 - » Establish recommended priorities
 - » Position Miami-Dade for the future
 - » Provide input to:
 - 2040 Miami-Dade Long Range Transportation Plan
 - Regional Freight Plan

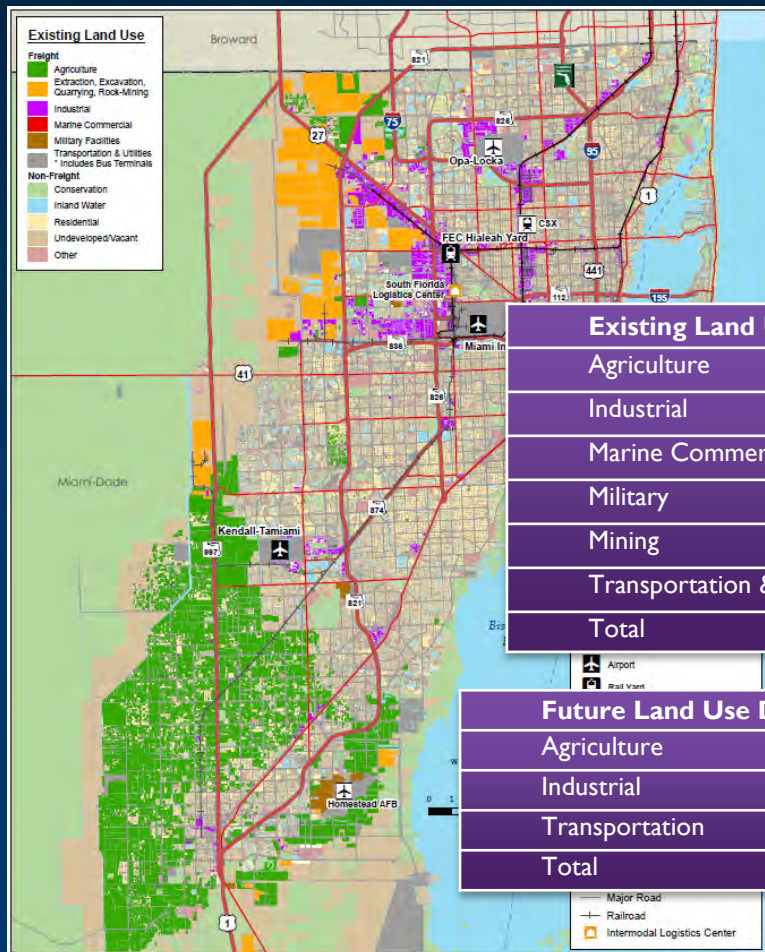
Freight System Overview

County Freight System & Regional Connections



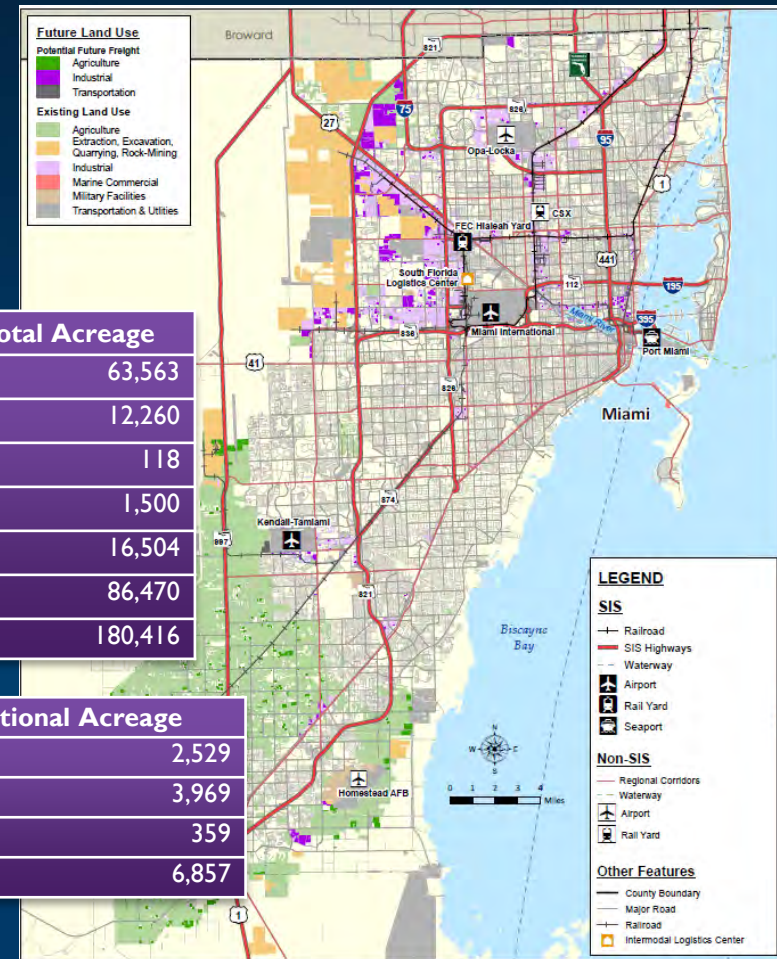
Freight System Overview

Existing & Future Land Use



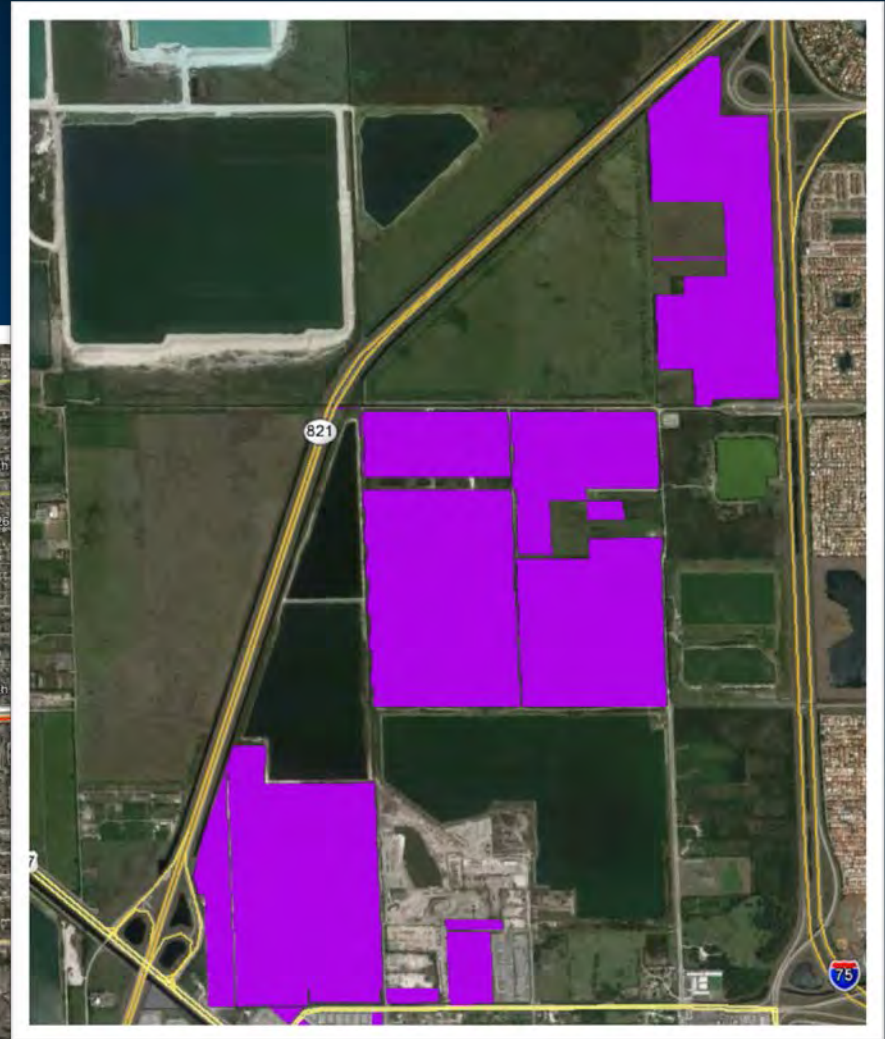
Existing Land Use	Total Acreage
Agriculture	63,563
Industrial	12,260
Marine Commercial	118
Military	1,500
Mining	16,504
Transportation & Utilities	86,470
Total	180,416

Future Land Use Designation	Additional Acreage
Agriculture	2,529
Industrial	3,969
Transportation	359
Total	6,857



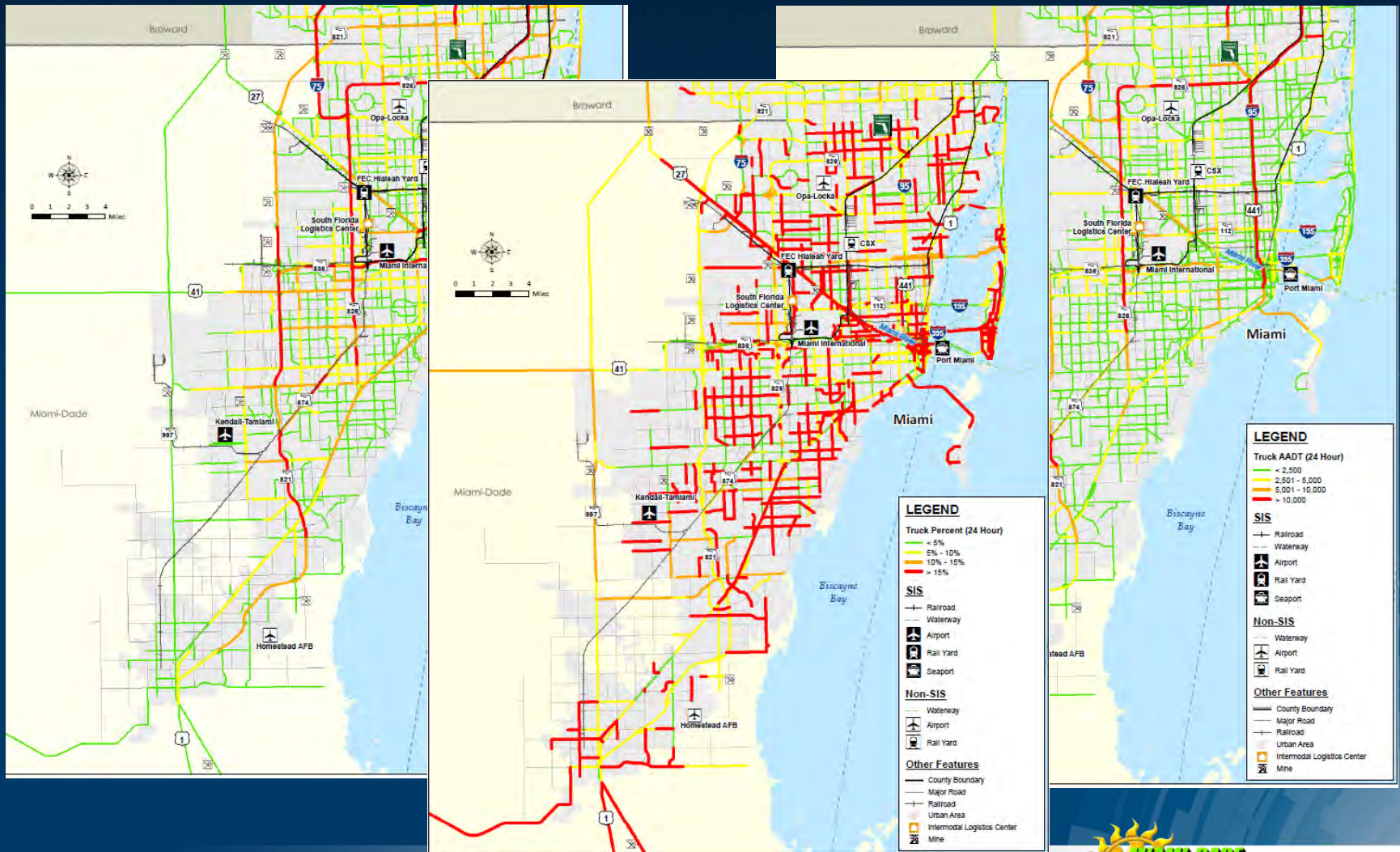
Future Industrial Sites

- Westview Country Club Location
- Other Large Development Sites



Freight System Overview

Average Annual Daily Traffic, Truck Traffic, and Truck Percent



Key Freight Initiatives

Examples of Major Freight Projects

- ◎ SR 826/836 Interchange
- ◎ Port Miami Tunnel
- ◎ Port Miami Dredging
- ◎ NW 25th St Viaduct Phase II
- ◎ ICTF at Port Miami
- ◎ Post Panamax Cranes
- ◎ On-Port Rail Rehabilitation



Key Freight Initiatives

SIS Designation Changes

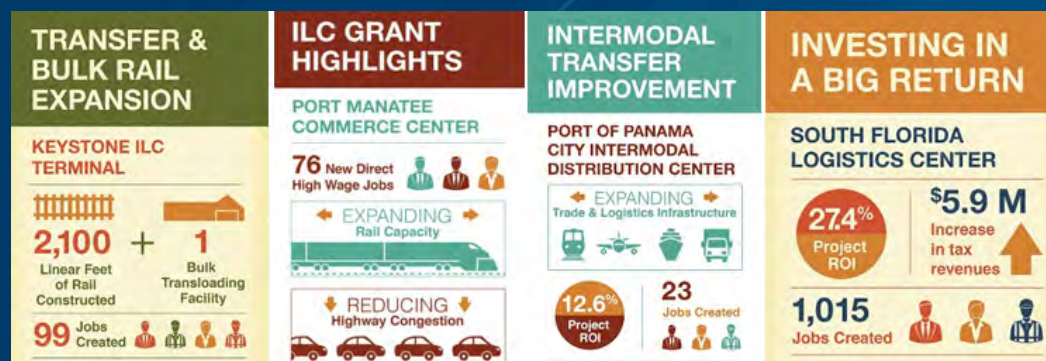
- ◎ SIS Airport Hub (General Reliever): Kendall-Tamiami Airport (designated in May 2013)
- ◎ Emerging SIS Waterway: Miami River
- ◎ ILCs are eligible for designation as freight hubs



Key Freight Initiatives

Intermodal Logistics Center (ILC) Development

- FDOT ILC Grant Program
 - » \$5 Million a year to support ILC development
- Existing and Proposed ILCs
 - » FECI's South Florida Logistics Center (underway)
 - » Key Master Planned ILCs in Palm Beach, St. Lucie, Glades, and Hendry Counties



Key Freight Initiatives

TIGER Grants

- ◎ 2013 TIGER Grants gave \$474 million to 52 projects in 37 states
- ◎ Florida DOT's South Florida Freight & Passenger Rail Enhancement received \$13.75 M
 - » Improve linkage between CSX and FEC
 - » Allow FEC to handle more traffic from Port Miami and Port Everglades
 - » Improve regional passenger rail connectivity



Key Freight Initiatives

Florida Perishables Trade Coalition



- ◎ January 2012 – FPTC formed to increase trade in perishable products through Florida's airports and seaports
- ◎ October 1, 2013 – Pilot program to bring grapes and blueberries from Peru and Uruguay begins
 - » Cold-treated products can now arrive through Florida ports rather than entering through ports in the northeast and trucked south
- ◎ November 29, 2013 – Port Everglades receives its first container of grapes from Peru
- ◎ December 2, 2013 – PortMiami receives first grape shipment

Key Freight Initiatives

Transshipment Committee

- ◎ Prior to 9/11, transshipment was more than 22% of cargo trade at Port Miami
 - » Now this cargo goes to Panama, Freeport, and Kingston
- ◎ Creation of a “Transshipment Committee” with CBP
 - » Assignment of “Customer Service Manager” at CBP
 - » “Outreach” role to work with FCBF on an “In-Bond” class
 - » Terminals to provide CBP with advanced list of goods to help expedite review



Key Freight Initiatives

Customs and Border Protection

◎ Reimbursable Services Authority

» Creation of 5 Public-Private Partnerships

- Dallas/Fort Worth International Airport
- The City of El Paso, Texas
- South Texas Assets Consortium
- Houston Airport System
- **Miami-Dade County**

» Services can include all Customs and Immigration-related inspectional activities and covers all costs

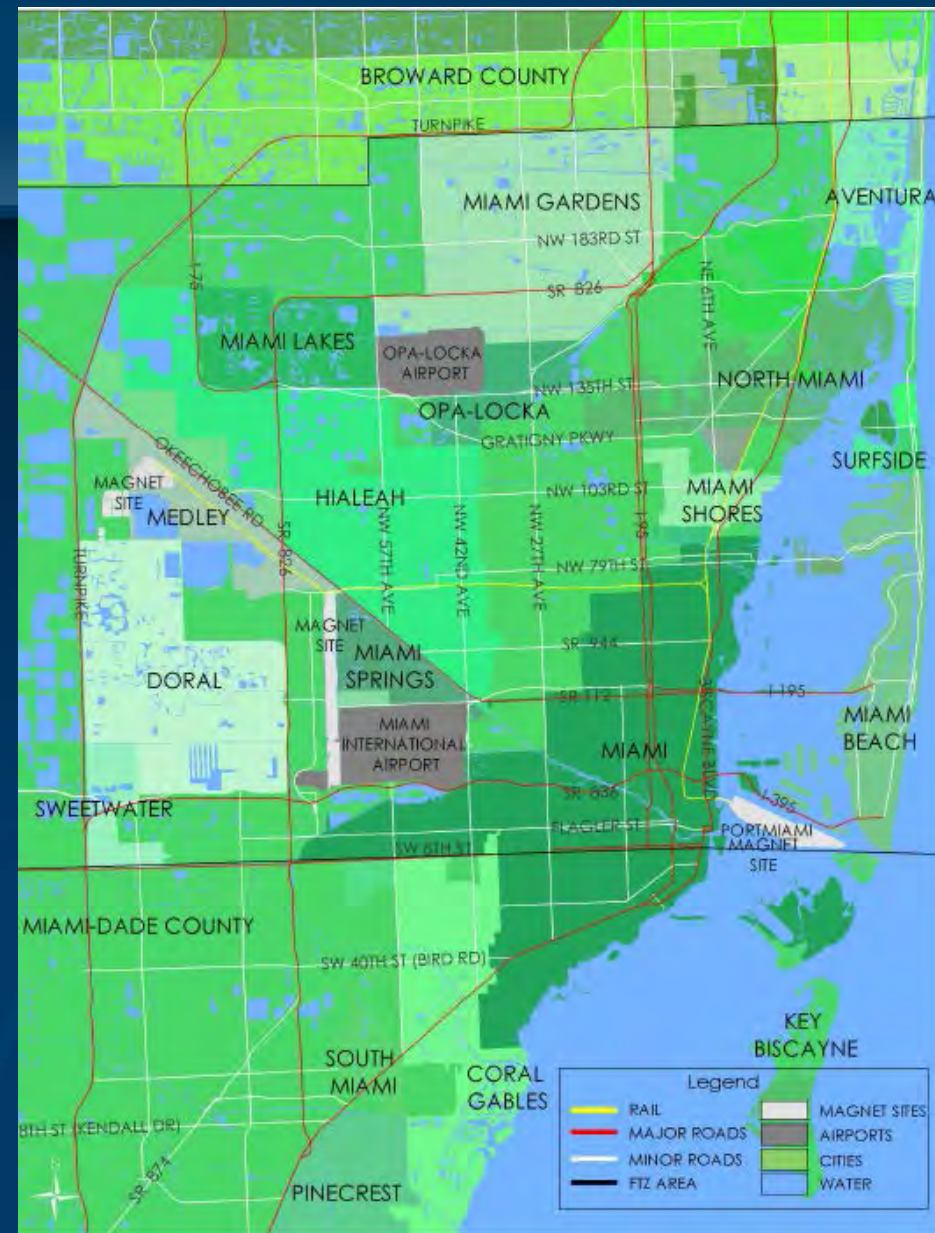
» December 2013 – Finalization of partnership agreements



Key Freight Initiatives

Alternative Site Framework

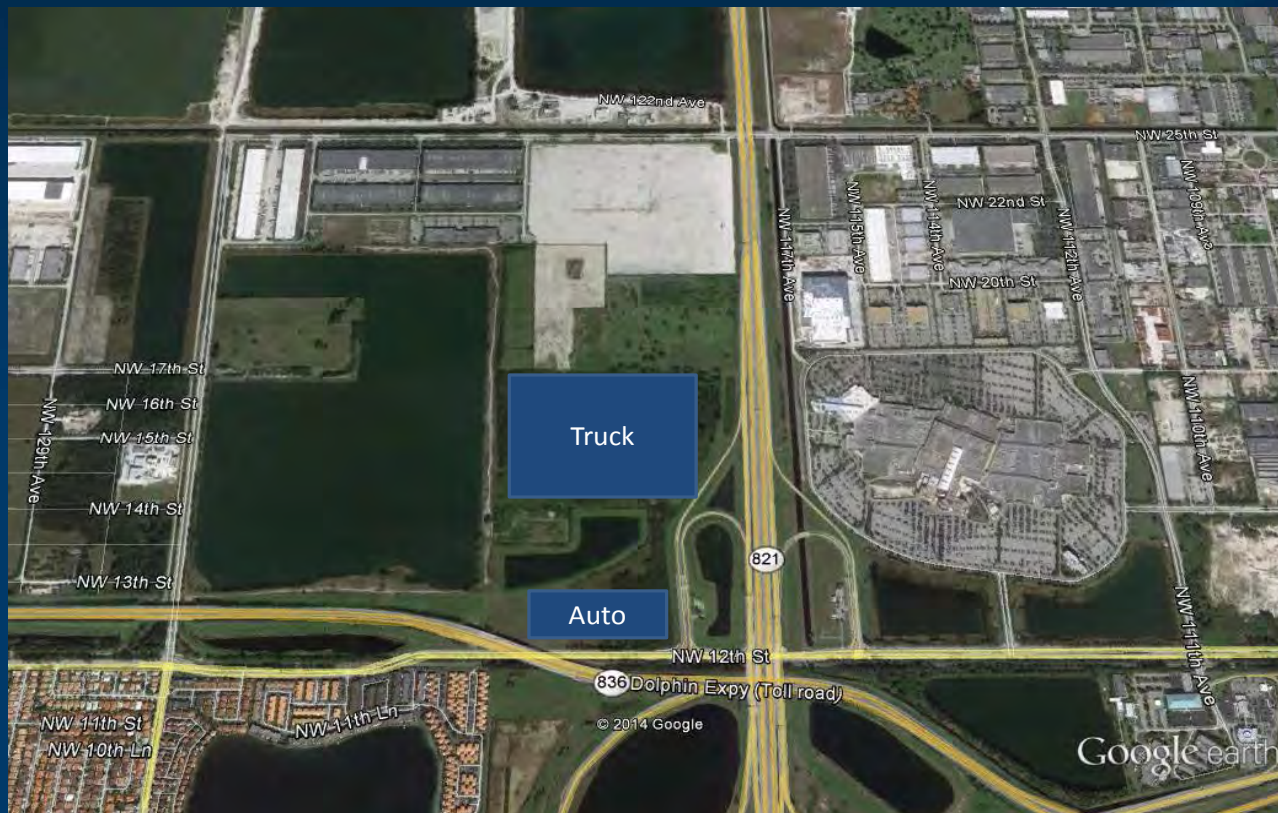
- FTZ No. 281: Miami-Dade County
 - » Serves a broader area
 - » New expedited process
 - » Reduce number of unused FTZ sites
 - » 23 “Magnet” and “Usage-Driven” sites created to date, amounting to about 1.8 million sq. ft.



Key Freight Initiatives

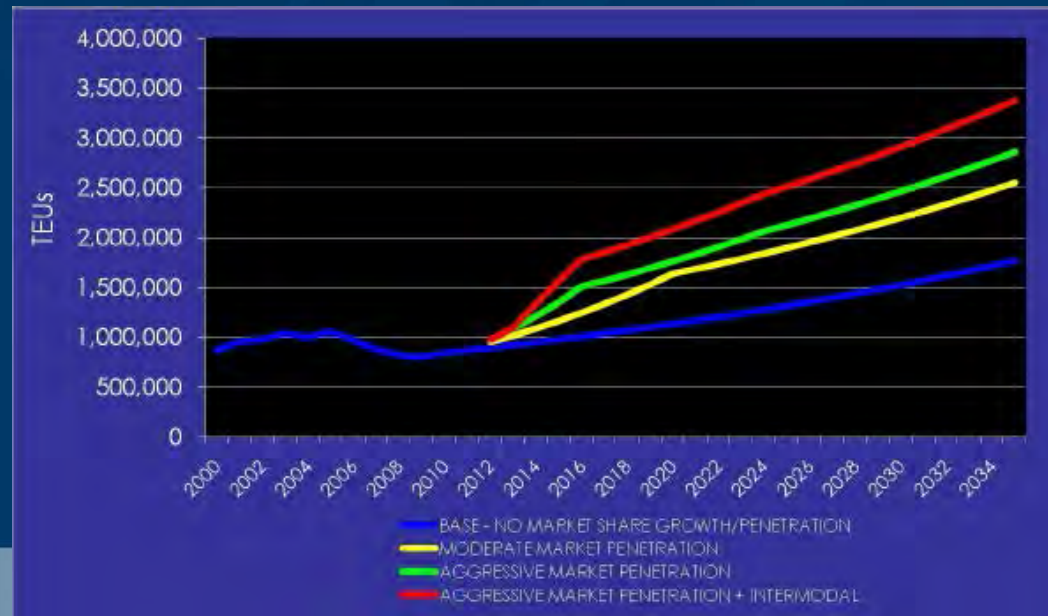
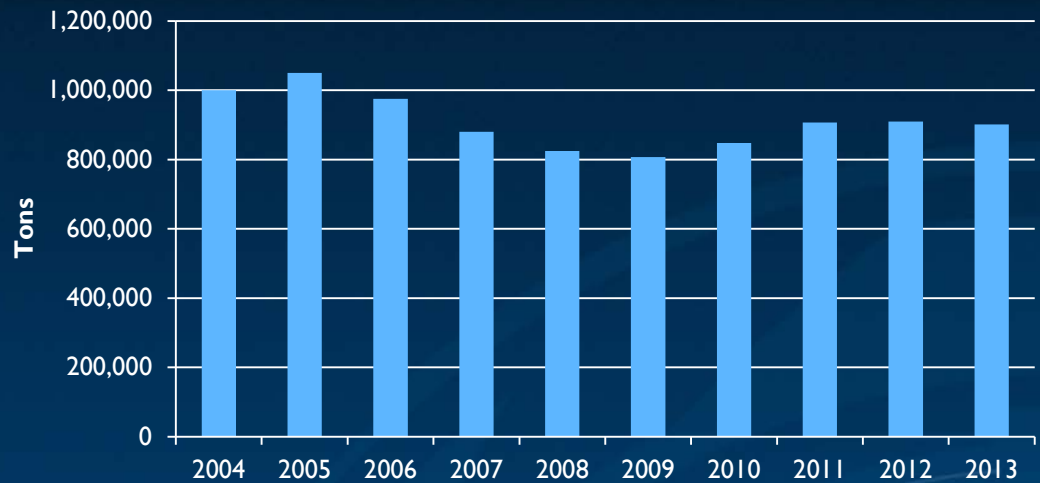
Truck Parking Feasibility Study

- ◎ FDOT has study under way to investigate feasibility of full service truck stop/parking on state owned land at northwest corner of Turnpike and NW 12th Street



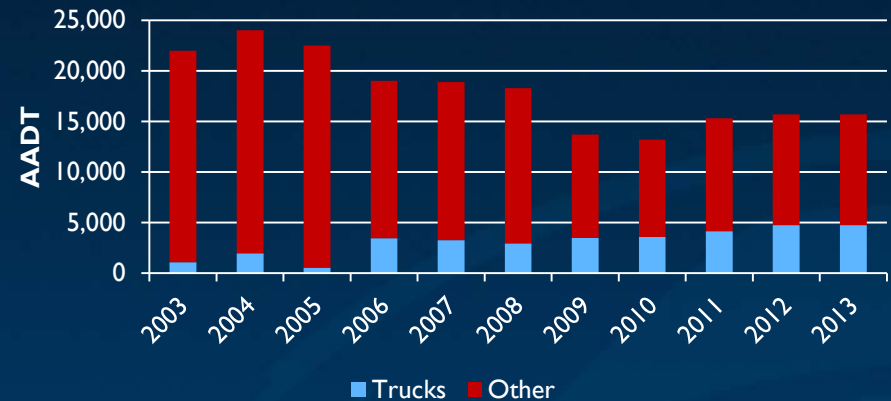
PortMiami Is Growing

- Economic recover underway
- Major infrastructures investments complete or underway
- Forecasts suggest doubling or tripling of cargo over 20 years



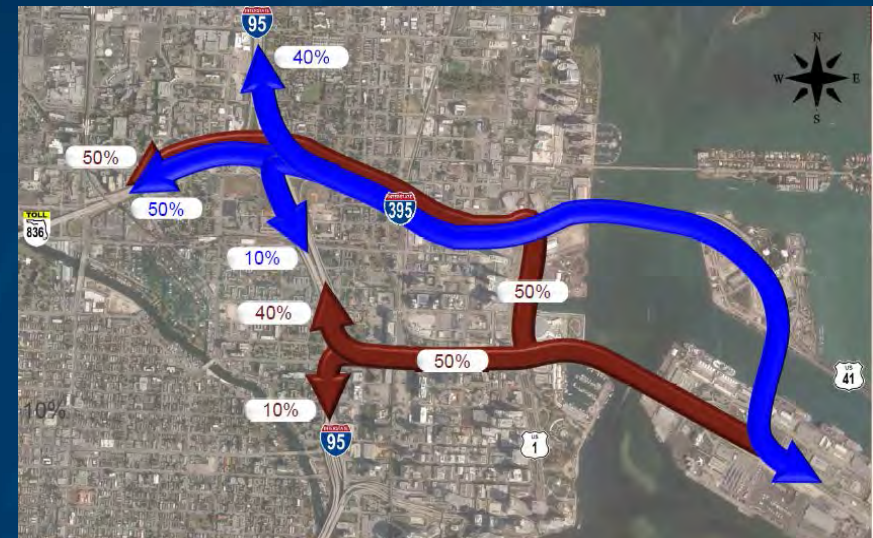
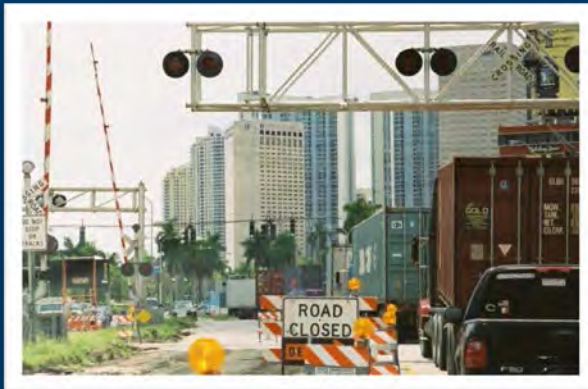
Growth in Truck Volumes at PortMiami to be Managed with Increased Rail Service

- Forecasts suggest truck traffic will not increase as the Port grows
- FEC rail service will play a significant role in managing the growth



Projected 2040 Daily Truck Volumes at PortMiami

Growth	Bridge	Tunnel	Total
Moderate	842	1,964	2,806
Aggressive	1,092	2,548	3,640
Aggressive+	1,290	3,009	4,299

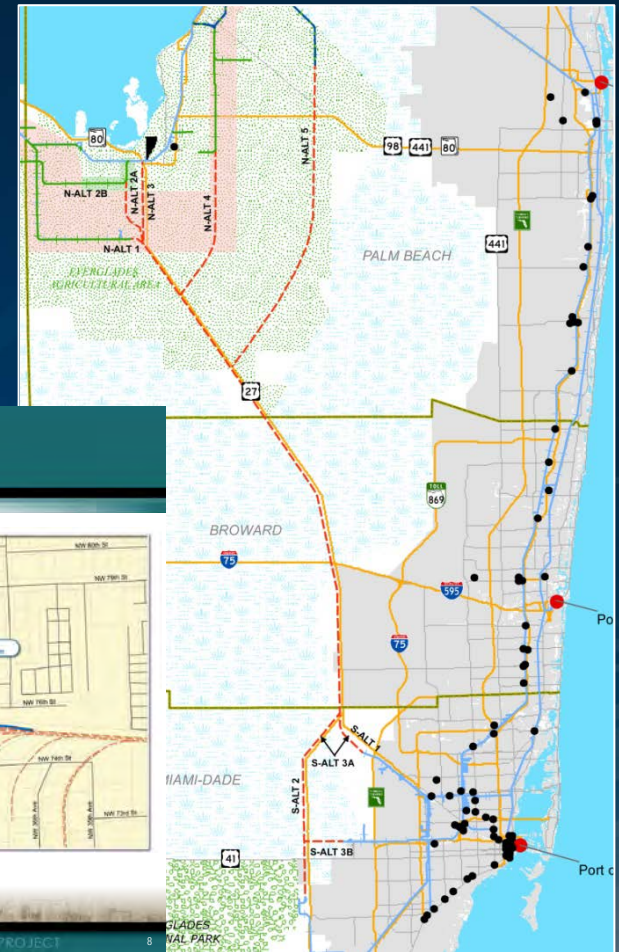


Miami-Dade Rail System Continues to Evolve

- ◎ Key connections planned and underway
- ◎ Possible new corridor under consideration



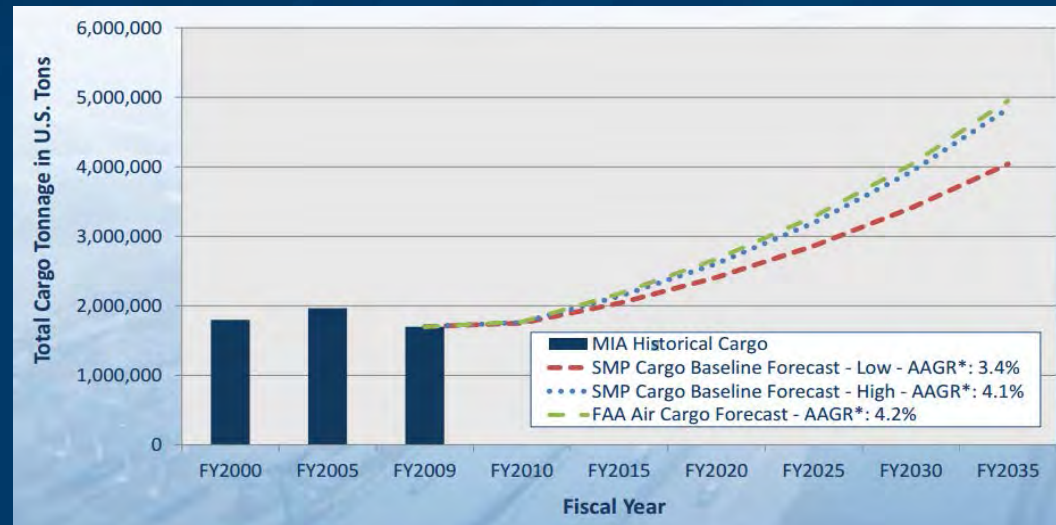
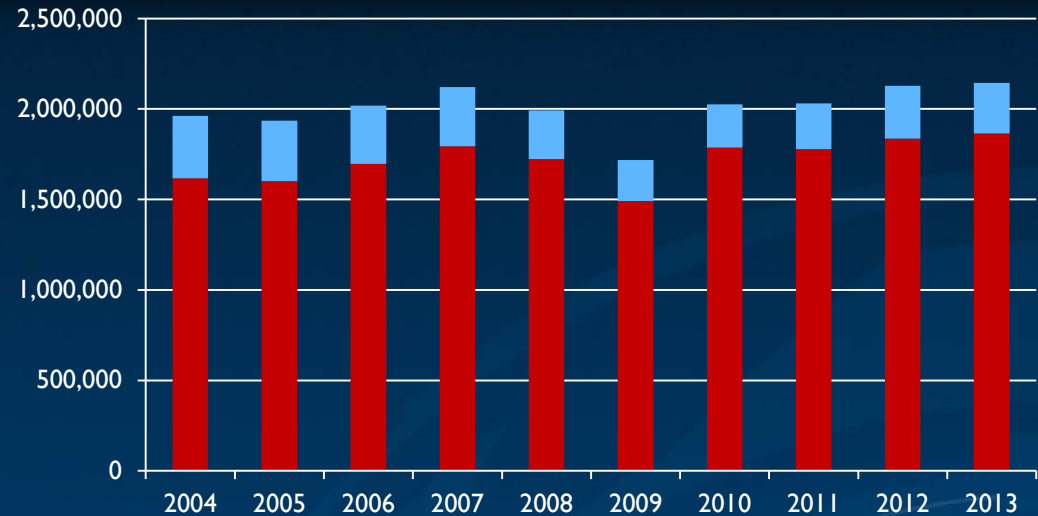
Project Location Map
IRIS Northeast (NE)



SOUTH FLORIDA FREIGHT AND PASSENGER RAIL ENHANCEMENT PROJECT

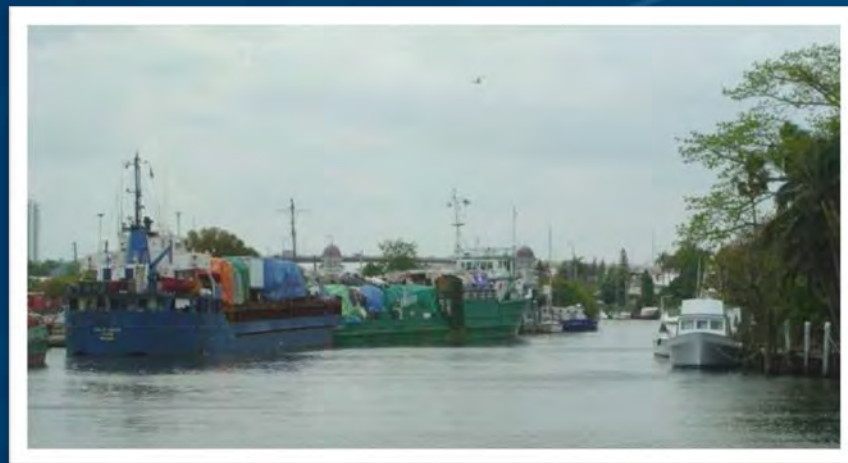
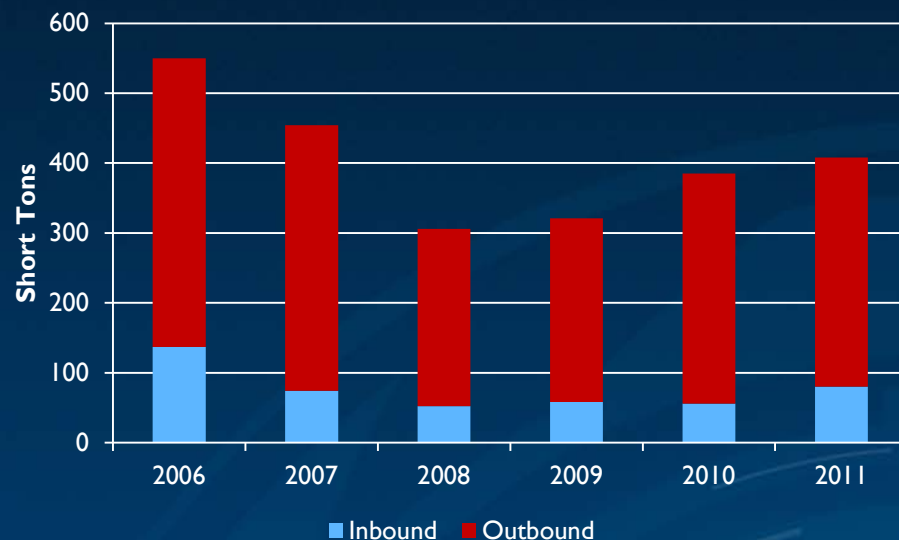
Miami International is Growing

- Major cargo investment plan largely complete
- Centurion's new 800K sqft air cargo centre at MIA open for business
- NW 25th St Viaduct Phase I complete and Phase II under construction
- Forecasts call for significant growth over next 20 years

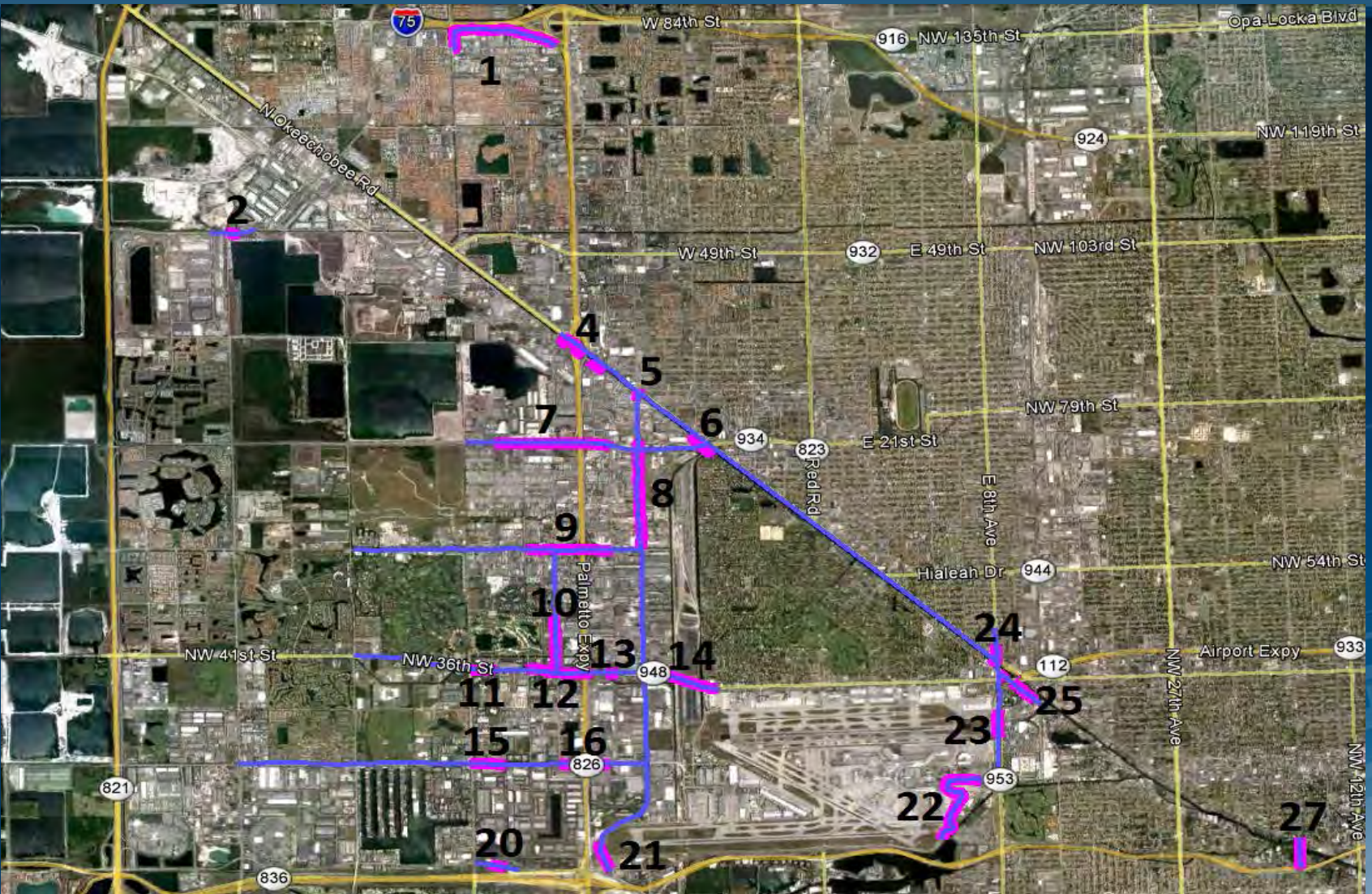


Miami River is Growing with Expanded Opportunities

- ◎ Designated as emerging SIS waterway in 2014
- ◎ Access to core industrial area under study with proposed improvements
- ◎ Continued growth of niche markets anticipated



Freight Hotspots: Links Identified for Site Visits



Freight Hotspots:

General Observations



Observation	Recommendation
Right turn radii are too short for trucks	Lower curbs, restripe, or widen radius
Long queues and unused green time	Optimize signal timing
Access point density	Merge and close some access points
Improper or confusing signage	Replace or remove signage
Deteriorated pavement	Repave and improve conditions
Roadway not aligned	Restripe lanes
Slow left turns	Move stop lines back

Major Missing Links:

Missing Links in the Freight System

● Gratigny Parkway

- » MDX has long considered extending the Gratigny; two possible extensions are under consideration: I-95 to the east at an estimated cost of \$400 million; Okeechobee Road and Florida's Turnpike to the west

● S.R. 826/S.R. 836 Interchange

- » Reconstruction of 826/836 Interchange has included new connector ramps, frontage roads, reconstruction of other roadways such as NW 12th Street and Milam Dairy Road, as well as new bridges; this project is estimated to be complete Fall 2015 at a total project cost of \$560 million

● Golden Glades Interchange

- » Improvements to interchange consist of multiple phases and projects; key movements to include Turnpike SB to I-95 SB and SR 826/Palmetto Expressway EB to I-95 NB; construction anticipated to begin Winter 2019 for a total project cost of \$175 million

Major Missing Links:

Missing Links in the Freight System

● NW 25th St Extension to HEFT

- » Phase I/II of the viaduct will not connect 25th Street to the HEFT; Doral has put forth a resolution (No. 14-53) in support of construction of Alternative No. 6 of a potential extension of this Viaduct to the HEFT.; the City Council requests that the MPO prioritize the construction of Alternative No. 6 to be constructed prior to the completion of the overall NW 25th Street Viaduct Project

● U.S. 27 Corridor

- » Corridor provides direct access to heartland of South Florida; proposed ILC developments would rely on this corridor for access to markets and seaports; highway improvements and a new rail corridor have been proposed; FTAC recommends highway and rail improvements be considered as separate projects to ensure advancement of needed highway projects in the short term

Regional Freight Priorities

Rail, Seaport & Airport

Rank	Rail	Projects	Project Category	Total
1	CSX/FEC	IRIS Connection from CSX Mainline to FEC Mainline (FECE movement south from Tri-Rail's rail yard to FECE Hialeah yard)	Freight Capacity-Access	75
3	FEC	FEC Miami Freight Forwarding Yard	Freight Capacity-Access	70
3		FEC N. Miami to Ojus	Freight Capacity-Line	

Rank	Airport	Project	Project Category	Score
1	MIA	Additional Air Cargo Apron	Cargo Capacity	100
2	MIA	Fuel Tanker Parking Facility	Ops Improvement @ West Cargo Base	55
2	MIA	Perimeter Road Widening and Realignment	Access	55
2	MIA	Miami-Dade Aviation GPS Landing System	Aircraft Ops Improvement/Safety	55
5	MIA	Northeast Apron and Drainage Improvements	Cargo Ramp	50
5	MIA	Acquisition of FOD equipment	Airport Safety	50
5	MIA	Taxiway S Rehabilitation	Aircraft Ops Improvement	50
5	MIA	Taxiway T Rehabilitation	Aircraft Ops Improvement	50
5	Opa-Locka	Rehab Aprons	Airport Ops	50
5	Opa-Locka	OPF Taxiway Repair	Airport Ops	50

Rank	Project	Project Category	Score
1	Development of MDC ILC Facility	Capacity	70
2	Reefer Expansion Project	Capacity	65
3	Wharves V & VI Curved Gantry Crane Rail	Operations	55
3	Crane 12 Relocation	Operations	55
3	Crane Electrification 4, 5, 6, 7, 11, 12	Operations	55
3	Relocation of Cranes 4, 5, 6, 7	Operations	55
3	RPM Rails for Cargo Yards	Operations	55
3	Runway/Rails for Future RTG in Cargo Yards	Operations	55
9	Seaboard Parking Relocation (due to rail)	Maintenance/Other	50
9	Trailer Relocation (Seaboard)	Maintenance/Other	50
9	Trailer Relocation (Cargo Terminal 3)	Maintenance/Other	50
9	Cargo Terminal 3 Reconfiguration – Electrical	Maintenance/Other	50

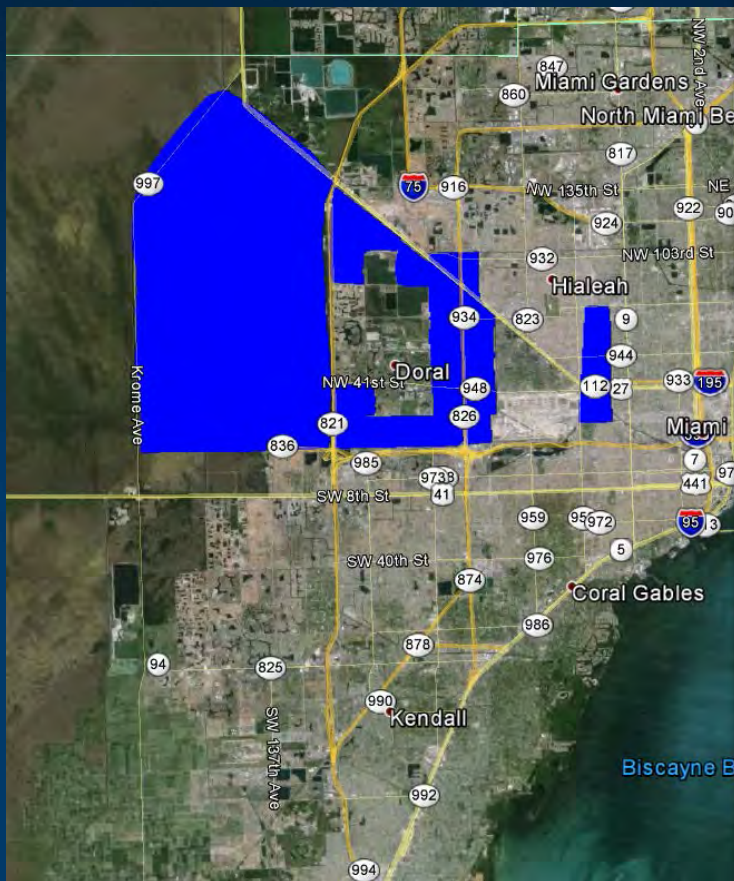
Regional Freight Priorities

Roadway

Rank	Facility	From	To	Description	Score
1	SR 826/Palmetto Expressway	NW 87 th Ave on I-75	SR 836	Add managed lanes	86
1	SR 826/SR 836	NW 25th St to SW 8th St	NW 87th Ave to 57th Ave	Interchange/Add lanes – DT249581 I	86
3	SR 886/Port Bridge	Biscayne Blvd	PortMiami	Repairs to bascule rail and vehicle bridge	84
4	SR 826/ Palmetto Expressway	U.S. 27/ Okeechobee Rd	SR 874	Interchange improvements	81
5	NW 12th St	NW 107th Ave	SR 826	Widen from 4 lanes to 6 lanes, improve signal coordination	79
5	NW 20th St	NW 27th Ave	I-95	Roadway infrastructure improvements	79
5	SR 826/ Palmetto Expressway	Golden Glades	Dadeland	Create separate barriered truck lane with manageable entry/exit	79
8	NW 25th St	NW 89th Ct	SR 826	Widen from 4 to 6 lanes	78
8	Medley Bridge/Canal Improvement Program	NW 121st Way, NW 116th Way NW 105th Way, NW 79th Ave		Improve the connections between Okeechobee Rd and Medley through a combination of bridge widening and canal improvements	78
8	NW South River Drive	NW 107th Ave	NW 74th Ave	Widen North River Drive to include shoulders and improved access management	78
8	SR 25/ Okeechobee Rd/U.S. 27	Krome Ave	NW 79th Ave	Expressway Conversion – Construct Grade Separated Overpasses at Major Intersections. New Interchange at NW 79th Avenue, Krome Avenue / SR-997, NW 103rd Street / NW 87th Avenue	78
8	SR 25/ Okeechobee Rd/U.S. 27	Krome Ave	SR 826	Conversion to limited access toll facility	78
8	SR 821/HEFT	Kendall Dr	I-75	Widen from 6/8 lanes to 10 lanes	78
8	SR 821/HEFT	Eureka Dr	Kendall Dr	Widen to 8-, 10-, 12-lanes plus auxiliary lanes	78
8	SR 821/HEFT	SW 216th St	Eureka Dr	Widen from 6 to 10 lanes	78
16	NW 25th St Viaduct	NW 87th Ct	SR 826	Phase 2 – construction of Viaduct from SR 826 to NW 87th Court	76
16	SR 826/ Palmetto Expressway (NB)	Okeechobee Rd	NW 103rd St	Add 1 NB auxiliary lane	76
18	NW 21st St/ NW 32nd Ave	NW 37th Ave	NW 28th St	Construct high level bridge	75
18	NW 25th St	HEFT	Miami International Airport	Widen 25th street from 4 to 6 lanes. Provide adequate left-turn bay lengths, study the possibility of median opening closures within 1,000 feet of the intersection and provide adequate turning radii	75
18	SR 826/ Palmetto Expressway	I-75	Golden Glades Interchange	Add managed lanes	75

Freight Only Projects

Projects Were Identified and Prioritized for New Freight Set Aside



2040 Freight Set Aside (Millions)	2020	2021-2025	2026-2030	2031-2040	Total
TMA (5%)	\$ 1.7	\$ 8.4	\$ 8.4	\$ 16.8	\$ 35.3
Other Arterials (5%)	\$ 4.8	\$ 21.5	\$ 20.3	\$ 44.4	\$ 91.0
TRIP (5%)	\$ -	\$ 0.3	\$ 0.3	\$ 0.6	\$ 1.2
Total	\$ 6.5	\$ 30.2	\$ 29.0	\$ 61.8	\$ 127.5

High Ranked Freight Only Projects			
Facility	From	To	Type
NW 72nd Avenue	NW 74th Avenue	SR 836	Corridor Traffic Ops. Improvements
Truck Parking Improvement	Okeechobee Road/HEFT		Truck Parking
Truck Parking Improvement	NW 36th Street/NW 37th Avenue		Truck Parking
NW 74th Street	NW 84th Avenue	NW 74th Avenue	Corridor Traffic Ops. Improvements
NW 25th Street Viaduct	NW 87th Court	SR 826	Arterial Capacity Improvements
NW South River Drive	NW 107th Avenue	NW 74th Avenue	Arterial Capacity Improvements
Le Jeune Road	NW 28th Street	North of NW 31st Street	Corridor Traffic Ops. Improvements
Le Jeune Road	NW 28th Street		Intersection Traffic Ops. Improvements
Milam Dairy Road	NW 58th Street	NW 74th Street	Corridor Traffic Ops. Improvements
NW 58th Street	NW 74th Avenue		Intersection Traffic Ops. Improvements

Freight Only Projects

Projects Were Identified and Prioritized for New Freight Set Aside

Medium Ranked Freight Only Projects

Facility	From	To	Type
NW 12th Street	NW 87th Avenue		Intersection Traffic Ops. Improvements
SR 25/Okeechobee Road/U.S. 27	NW 138th Avenue	NW 79th Avenue	Corridor Traffic Ops. Improvements
NW 107th Avenue	Okeechobee Road	1000 ft north of NW 122nd Street	Arterial Capacity Improvements
NW 58th Street	NW 82nd Avenue	NW 74th Avenue	Corridor Traffic Ops. Improvements
Truck Parking Improvement	Golden Glades Interchange Multimodal facility		Truck Parking
Port of Miami Operations			ITS Improvements
NW 87th Avenue extension	Okeechobee Road	NW 58th Street	Arterial Capacity Improvements
NW 82nd Avenue	NW 41st Street	NW 25th Street	Arterial Capacity Improvements
NW South River Drive	NW 36th Street		Intersection Traffic Ops. Improvements
Truck Parking Improvement	NW 12th Street/HEFT		Truck Parking
NW 25th Street	NW 89th Court	SR 826	Arterial Capacity Improvements
NW 12th Street	NW 107th Avenue	SR 826	Arterial Capacity Improvements
W 16th Avenue	S Okeechobee Road	NW South River Drive	Corridor Traffic Ops. Improvements
NW 36th Street / NW 41st Street	HEFT	Le Jeune Road	Corridor Traffic Ops. Improvements
NW North River Drive	SR 112	NW 27th Avenue	Corridor Traffic Ops. Improvements
SR 826/Palmetto Expressway	Golden Glades	Dadeland	Freeway Capacity Improvements (Unfunded)
SR 836/I-395/MacArthur Causeway	NW 137 Ave	Miami Beach	Freeway Capacity Improvements (Unfunded)

Low Ranking Freight Only Projects

Facility	From	To	Type
Medley freight hub streetlight and local roadway improvements			Corridor Traffic Ops. Improvements
Integration of Truck Route System and Regional ITS Network			ITS Improvements
Way-Finding Sign Improvement Program			Corridor Traffic Ops. Improvements
NW 116th Way	Okeechobee Road	South River Drive	Corridor Traffic Ops. Improvements
Medley Bridge/Canal Improvement Program	NW 121st Way, NW 116th Way, NW 105th Way, NW 79th Avenue		Corridor Traffic Ops. Improvements
NW 25th Street	HEFT	NW 89th Court	Corridor Traffic Ops. Improvements
SR 997/Krome Truck By-Pass	Along Flagler Avenue/Civic Court	NW 6th Street	Arterial Capacity Improvements
NW 107th Avenue	NW 25th Street	NW 41st Street	Arterial Capacity Improvements
NW 25th Street to NW 117th Avenue to HEFT			Arterial Capacity Improvements
NW 117th Ave	NW 12th St	NW 58th St	Corridor Traffic Ops. Improvements

Key Findings

- ◎ Miami-Dade County is home to an established and mature logistics infrastructure
- ◎ Critical investments are in place or under construction to modernize and advance the region
- ◎ Many of the planned investments external to Miami-Dade County likely to have an impact have been delayed
- ◎ Miami-Dade County is well positioned for continued growth in freight related industries
- ◎ An effective investment strategy is critical to Miami-Dade's future

Key Findings

- ◎ Freight set aside included in the 2040 LRTP will help promote critical freight investments
- ◎ Investment element of the state's Freight Mobility and Trade Plan should further advance needs of statewide significance
- ◎ Formal adoption of the national freight network should also promote freight investments as Congress works to reauthorize the Federal transportation bill

Key Strategies

- ◎ **Promote economic contributions of freight and logistics industry**
 - » Quantification of economic impacts helps build support from key decision makers and facilitates access to funding
- ◎ **Maximize use of available funding programs**
 - » Region should pursue all available funding options to help advance freight projects (e.g., TIGER, SIB, SIS, District Intermodal Funds)
- ◎ **Evaluate the effectiveness of the freight system**
 - » Ability to monitor freight system effectiveness will help ensure freight can successfully compete for available funding
- ◎ **Support advancement of solutions for missing freight links**
 - » As the county continues to grow its cargo operations, finding a way to advance the remaining projects will help communicate to the world that Miami is open for business and committed to being a global logistics hub

Key Strategies (continued)

- ◎ **Engage the freight community in the identification of freight bottlenecks**
 - » FTAC and other key partners (PortMiami, MIA, FEC, CSX, and other private companies) must remain engaged and drive investment decisions
- ◎ **Ensure trade and logistics remains a targeted industry**
 - » Trade and logistics has been elevated to the list of targeted industries making different types of economic incentives available
- ◎ **Support work force development programs**
 - » Miami-Dade agencies and businesses should support and participate in work force training programs in coordination with Workforce Florida, FDOT, and others
- ◎ **Leverage investments through public private partnerships**
 - » P3s should be identified and pursued to help advance freight projects

Key Strategies (continued)

◎ Continue to develop, test and expand pilot programs

- » Local leaders should continue to expand these pilots (e.g., Perishables Coalition, Transshipment Committee, CBP's Reimbursable Services Authority) and identify new innovative ways to streamline operations to drive the competitiveness of the trade and logistics industry

◎ Monitor ILC developments and partner as appropriate

- » Miami-Dade County businesses and government leadership should engage these developers to develop business relationships to be well positioned as these facilities come online

◎ Promote regional freight mobility

- » Overall access and mobility to/from and within the region will drive future growth so the county, regional and state freight plans need to be consistent

Questions?

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