

MIAMI-DADE COUNTY COVID-19 FREIGHT IMPACT ANALYSIS

NOVEMBER 2022

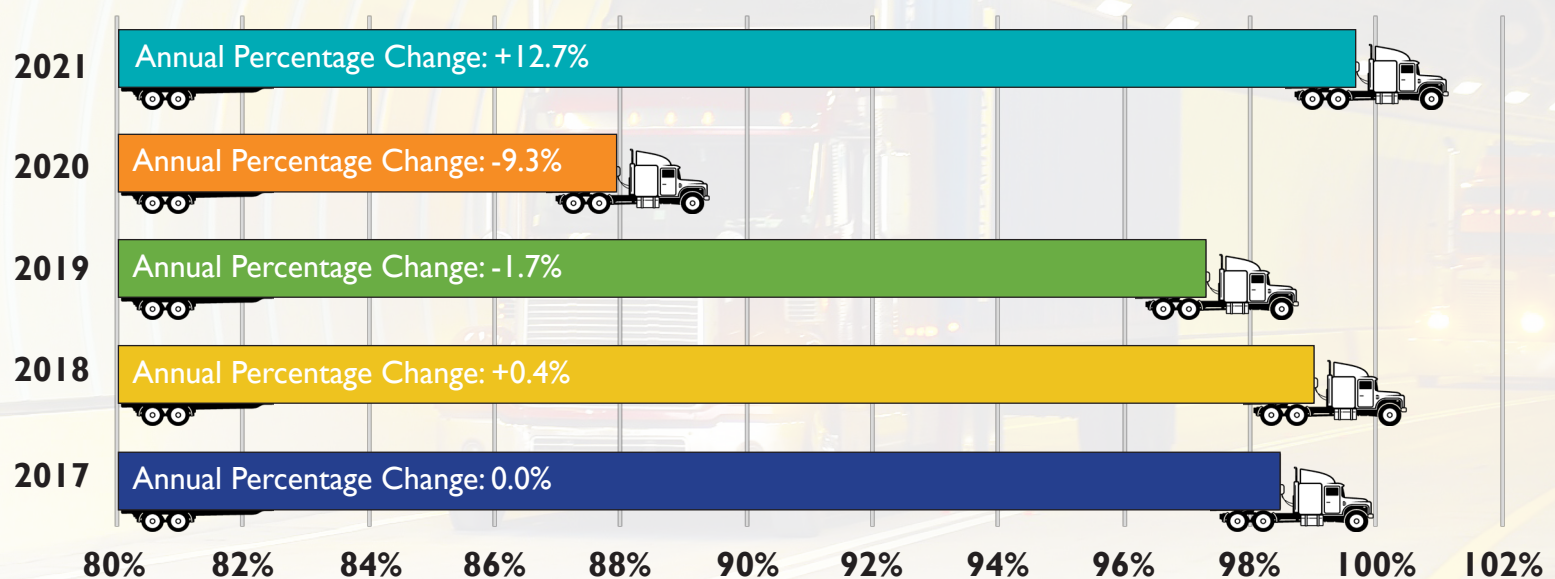
FACT
SHEET

“Why did the Miami-Dade TPO do this study?”

The purpose of this study is to conduct a COVID-19 Freight Impact Analysis to help provide an understanding of how future disruptions may impact Miami-Dade County’s robust and vibrant freight system. This analysis also includes recommendations to support the Miami-Dade Transportation Planning Organization’s development of the 2050 Long Range Transportation Plan.

Miami-Dade County Truck Volume Percent Change

Despite the pandemic related decline in 2020, Miami-Dade County freight volumes increased in 2021 to higher than pre-pandemic levels. The chart below details the percentage change for Average Annual Daily Truck Traffic (AADTT) from 2017-2021.



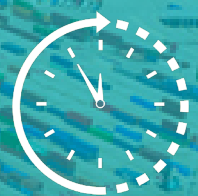
COVID-19 Freight Impact Analysis Key Takeaways

INCREASE OF
44%

Rail cargo volumes at
PortMiami from
pre-pandemic levels

MIA
#1

In the nation for
international air cargo
in 2021 with 2.75
million tons of freight



Truck reliability and truck
hours delay are improved
in Miami-Dade County
post-pandemic

COVID-19 Freight Impact Analysis Recommendations

1. Conduct annual volume and travel time assessments of priority freight corridors in the region.
2. Conduct an alternative freight corridor assessment as part of the Long Range Transportation Plan update.
3. Lead local stakeholder collaboration workshops to advance development efforts in targeted freight logistics zones.
4. Partner with railroads in the region by routinely inviting them to present to FTAC.
5. Advance efforts of the Miami International Airport, such as their Capital Improvement Program (CIP), and continue to request FTAC presentations.
6. Conduct a countywide curb management study to inventory prior and current curb management efforts and identify future actions to steer the curb management activities at a regional level.
7. Develop an emerging technology plan to assist in the effective movement of freight, including technologies such as unmanned air-based or urban air mobility delivery services.
8. Continue to focus on trucking safety by identifying top truck crash locations and conducting a countywide turning movement analysis.
9. Advance PortMiami efforts such as Net Zero, Inland Port, and Infrastructure Grant Opportunities.
10. Advance any and all Workforce Development efforts.

