

2018

MIAMI-DADE COUNTY FREIGHT PLAN UPDATE EXECUTIVE SUMMARY



Miami-Dade Transportation
Planning Organization

JUNE 2018

Introduction

This Freight Plan update is sponsored by the Miami-Dade Transportation Planning Organization (TPO) for the purposes of highlighting the importance of freight mobility in Miami-Dade County, updating the plan from 2014 to 2018, preparing a standalone application for a Countywide self-designated Freight Logistics Zone (FLZ) and to coordinate with freight stakeholders to prepare a list of freight transportation project needs.



Highway freight projects lists for short-term (2020 to 2025), medium-term (2025 to 2030), and long-term (2031 to 2045) have been developed for consideration in the development of the 2045 TPO Long Range Transportation Plan (LRTP) as well as multi-modal Airport, Seaport and Rail freight projects. It is important to note that the 2045 LRTP is a cost constrained plan for all transportation modes including freight. It is fully expected that project needs will exceed traditional funding and not all projects can be included in the Cost Feasible LRTP. However, it is also important for projects to be identified as a need in the LRTP as it provides

technical support for additional funding through state and federal grants.

Miami-Dade County is home to a well-established and expanding freight transportation system that is the cornerstone of the regional and statewide economy, providing goods and services to Florida's largest consumer market and through major sea and air gateway connections to the global economy. Miami-Dade County is also home to a multi-cultural community with an economy dominated by international trade, tourism, agriculture, mining and natural resources.

PORTMiami is one of the largest container ports in Florida and Miami International Airport (MIA) is dominant in terms of air cargo tonnage in Florida and is the world's largest gateway to Latin America and the Caribbean. The Florida East Coast Railway (FEC), the South Florida Rail Corridor (SFRC) and CSX Transportation Railroad serve Miami-Dade County by providing intermodal, passenger and carload services connecting the County to the region, state and all of North America. The county has a robust network of roadways providing regional mobility as well as gateways to other Florida counties and more distant hinterland markets.

These transportation facilities complement the largest warehouse/distribution center agglomeration in the State as well as the international banking and brokerage infrastructure that facilitates international trade activities for the region.

Today, the core freight system in the county extends from PORTMiami in the east to the rock quarries in the west in central Miami-Dade County. The system comprises PORTMiami, the Miami River Waterway, MIA, the FEC rail yard, the FEC, SFRC and CSX railroads, the major warehouse districts in the Doral and Medley areas, and

major east/west roadways including State Road (SR) 836, United States (US) 27 and SR 112. This freight corridor is further supported by major north-south roadways such as I-95, SR 821/Homestead Extension of Florida's Turnpike (HEFT), SR 826/Palmetto Expressway and SR 992/Krome Avenue that further distribute goods to adjacent counties and beyond. All of these roadways are designated as part of the Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS). The SIS is a network of roadways, railways, waterways, connectors and freight hubs designated as SIS, or Emerging SIS, facilities. The SIS is Florida's highest priority network of transportation facilities important to the State's economy and mobility and is the focus of investment by FDOT.

This 2018 update includes the addition of 2 new SIS facilities in Miami-Dade County including the Miami River Waterway, recently designated as an Emerging SIS Waterway and the Miami-Kendall Executive Airport designated as a SIS Airport. Note that the Freight Plan Update also includes a pending request for Miami-Opa Locka Airport to be designated as a SIS Facility.

Miami-Dade's freight infrastructure has undergone significant improvement and expansion in the last four years allowing for continued growth. Much of that growth is attributed to the deep dredging of the port channel to a 50 foot depth and the widening of the Panama Canal. The new Panama Canal locks opened on June 26, 2016 and just two weeks later, on July 9, 2016, PORTMiami officially joined the Post-Panamax era when the Chinese ship MOL Majesty became the first such ship to arrive at the port after transiting the expanded Panama Canal. The ship measured almost 1,000 feet long and 150 feet wide - larger than any cargo ship PORTMiami has ever seen. Like the MOL Majesty, shown at PORTMiami, Post-Panamax ships can carry three times the cargo of previous generations of vessels.



Source: Marketwire.com – MOL Majesty docked at PORTMiami

Miami-Dade County and stakeholders have prepared themselves to handle mobility to/from the Port and MIA and to compete for increases in trade by: constructing the PORTMiami Tunnel to connect PORTMiami directly to the Interstate System; connecting the MIA cargo operations area to the Doral warehousing areas on the NW 25th Street Viaduct; rehabilitating rail service to PORTMiami and connecting to the on-port Intermodal Container Transfer Facility (ICTF); developing an intermodal logistics center in Hialeah; replacing the SR 826/SR 836 interchange; and participating in a USDOT sponsored Freight Advanced Traveler Information System (FRATIS).

This update was guided by a Study Advisory Team (SAT) including CSX Transportation, FDOT District 6, FEC, Florida's Turnpike Enterprise (FTE), Miami-Dade County



Aviation Department (MDAD), Miami-Dade County Department of Transportation and Public Works (MDDTPW) and PORTMiami. This project also included

outreach to all Miami-Dade County Cities and presentations to, and input from, the TPO Freight Transportation Advisory Committee (FTAC).

Key Findings

Data and Analyses of Existing Conditions indicate that freight volumes at PORTMiami, MIA and the Miami River are growing as well as countywide truck and rail traffic.

Asian trade is growing significantly at PortMiami as trade in containers from Asia grew by 11 percent in 2015 and 15 percent in 2016 and now totals about 34 percent of total containers in 2016. MIA continues to dominate United States airports in a number of commodities as MIA accounts for approximately 72 percent of US fruit and vegetable imports, 90 percent of US flower imports, and 54 percent of US fish imports. The On-Port Rail is moving about 2,000 containers a month and data shows about three trains per day from the port.

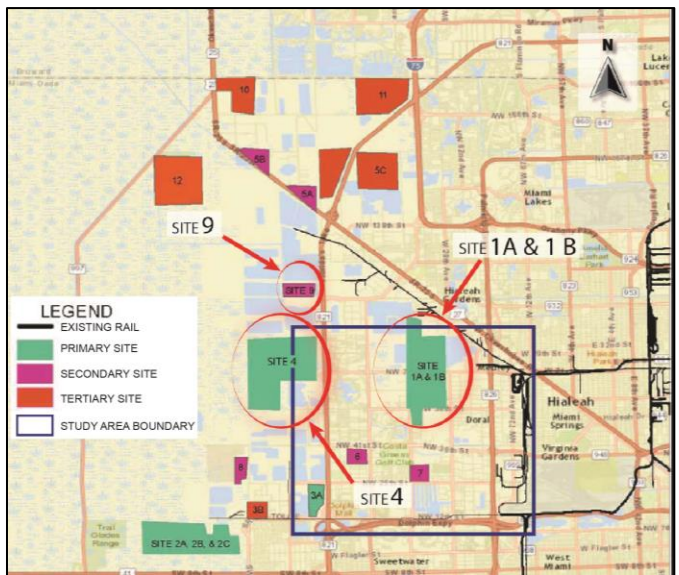
PORTMiami and MIA are both undertaking the development of updates to their current master plans at the time of this update.

The plans underway at the time of this update but PORTMiami and MDAD staff provided significant input on project proposals based on growth estimates that would almost double current throughput. The MIA Strategic Master Plan Amendment currently includes a phased Cargo Optimization, Redevelopment and Expansion (CORE) Plan. The plan includes projects to *optimize* use of existing cargo facilities, *redevelop* and construct new cargo facilities on existing MIA property and finally to *expand* facilities on acquired land. The planned program is to construct facilities based on growth, with the *optimize* phase based on cargo demand up to 2.5 million tons, the *redevelop* phase up to 2.8 million tons, and the *expand* phase up to 4.1 million tons, including a new world class vertical core cargo facility.



Source: MIA Fully Developed Concept for CORE Plan – MDAD

PORTMiami is experiencing growth in freight and cruise traffic and rationalizing the physical space at the port is critical. One solution that is being studied is the development of an Inland Terminal away from the port that would be connected by roadway and rail. The site could be used for transload, intermodal and lay-down facilities, which would relieve the cargo space needs at the Port. In 2017, the county initiated a study to identify suitable locations. Sixteen locations have been identified and the study is still underway. The FDOT District 6 Doral Subarea Freight Mobility Improvement Plan prepared concepts for three sites identified on the map below. The concepts are shown in the Appendix of the full



Source: PORTMiami 16 Potential Inland Terminal Sites

Industrial and Warehouse space net absorption and asking rent trends for Miami-Dade County and the United States have been steadily increasing from 2013 through Quarter 4 of 2017. The main difference for these trends is the asking rent per square foot. Miami-Dade's asking rent for warehousing/distribution per square foot is much higher than the US average at \$8.91 per square foot whereas the US average is \$5.18 and Miami-Dade vacancy is at 3.8% and the US is at 5.1%. Strong demand continues where many new developments are underway.

Florida has the fourth highest rate of cargo theft in the country, representing 9 percent of total cargo theft. The impacts of cargo theft are wide-ranging, including increased costs for consumers, higher delivery costs, loss of employment for drivers, and potentially the loss of a driver's life.

Truck parking shortages in Miami-Dade County remain critical. The demand for 12,000 plus truck parking spaces has continued to be a major issue as there are less than 300 spaces inside the urban area with varying levels of services provided.

FDOT District 6 has made significant contributions to this update through their proactive strategy to advance the freight and logistics system, focused on

partnering with local communities to develop subarea freight mobility improvement plans. To date, four plans have been completed since Fiscal Year 2016 including Medley, Opa Locka, Miami River and Doral and two others are underway including Miami-Gardens and Hialeah. These projects performed micro- and macro-level analyses resulting in many projects focused on freight hot-spots and last mile connections.

Short-, medium- and long-term lists of highway freight needs that directly improve freight were developed using: stakeholder interviews; reviews of past plans; the TPO Transportation Improvement Plan (TIP) and 2040 LRTP, the FDOT, Miami-Dade Expressway Authority and Florida's Turnpike Enterprise work programs and master plans; the FDOT District 6 Subarea Plans, FDOT SIS plans and in consultation with our modal partners. Projects were allocated to short-, medium- and long term project programs based on priorities provided by stakeholders and project readiness for implementation. For the purposes of future programming Short Term projects were identified for Fiscal Years 2019 to 2025, the Medium Term time frame is for FY 2026 to FY 2030 and the Long Term time frame is proposed for consistency with the outer years of the 2045 LRTP for FY 2031 to FY 2045. The following pages display the project needs.

Miami-Dade Industrial Market Submarket Analysis

SUBMARKET	TOTAL INVENTORY (MSF)	TOTAL VACANCY	TOTAL AVAILABILITY	2017 NET ABSORPTION (SF)	UNDER CONSTRUCTION (SF)	AVG. ASKING LEASE RATE (\$/SF/IG)
Total	215.50	3.50%	7.10%	2,841,044	4,886,320	\$ 9.00
Manufacturing	19.20	2.40%	5.20%	-66,456	0	\$ 8.32
Warehousing/Distribution	177.80	3.80%	7.70%	2,473,465	4,868,419	\$ 8.91
R&D/Flex	10.60	2.30%	3.80%	37,768	0	\$ 13.66
Other Industrial	7.90	1.80%	2.40%	396,267	17,901	\$ 13.15

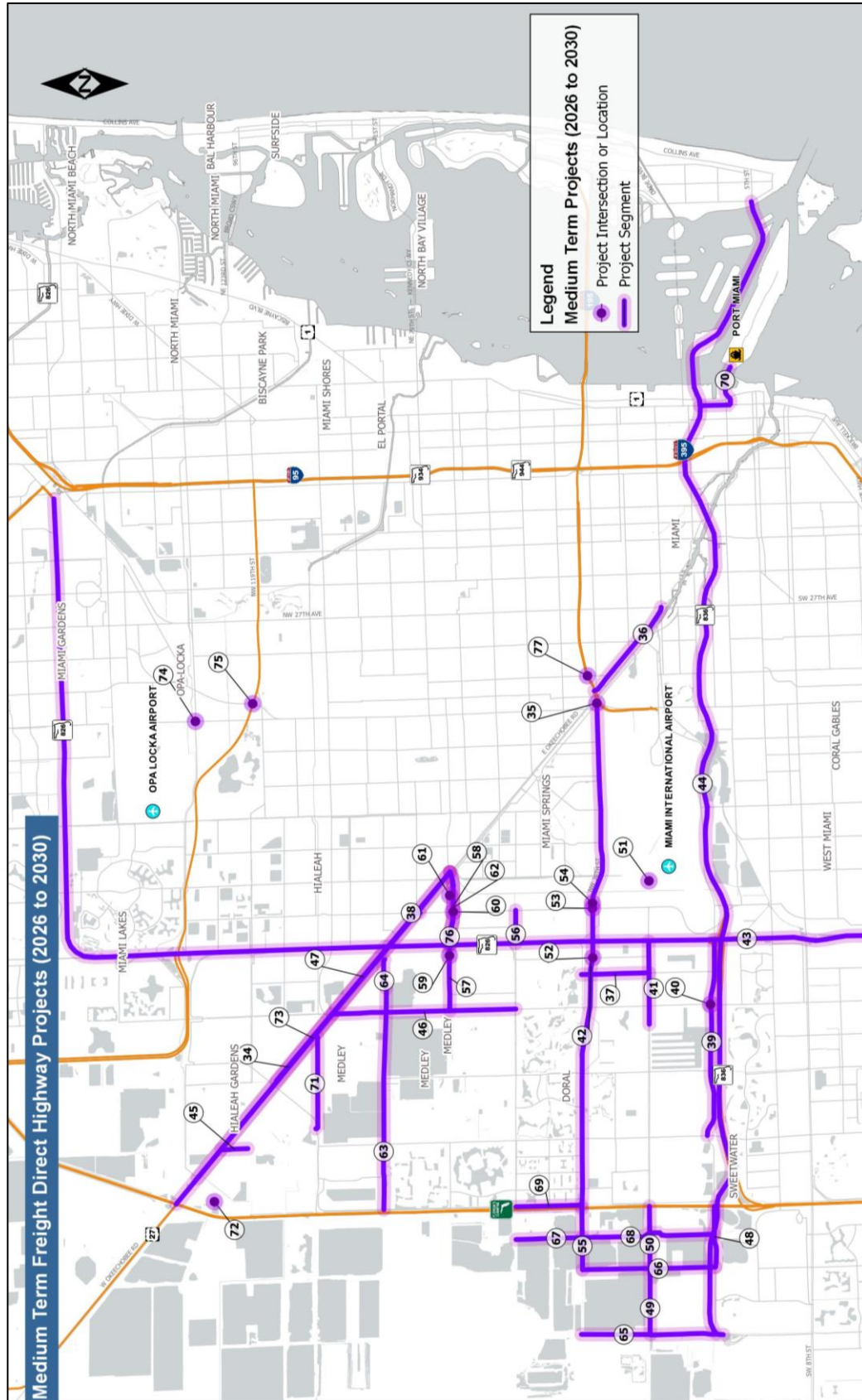
Source: CBRE Marketview, Miami Industrial, Q4 2017



Short Term Freight Direct Highway Project List FY 2019 to 2025

Time Frame	Map Index #	Project	From	To	Description	Source
Freight Direct Highway Projects 2019 to 2025 (Short)	1	Le Jeune Road	NW 28th St	North of NW 31st St	Corridor Traffic Ops. Improvements	(1/15)
	2	Le Jeune Road	NW 28th St		Intersection Traffic Ops. Improvements	(1/15)
	3	NW 58th St	NW 74th Avenue		Intersection Traffic Ops. Improvements	(1/15)
	4	NW 72nd Avenue	NW 84th Avenue	SR 836	Corridor Traffic Ops. Improvements	(1/15)
	5	NW 74th St	NW 107th Avenue	NW 74th Avenue	Corridor Traffic Ops. Improvements	(1/15)
	6	NW South River Drive	NW 58th St	NW 74th Avenue	Arterial Capacity Improvements	(1)
	7	Miami Dairy Road	NW 58th St	NW 74th St	Corridor Traffic Ops. Improvements	(1)
	N/A	Medley freight hub Street light improvements			Corridor Traffic Ops. Improvements	(1)
	8	NW 25th St	NW 87th Avenue	MIA Cargo Area	Signal Timing Improvement	(9)
	9	NW 36th St	NW 7100 Block	NW 79th Avenue	Signal Timing Improvement	(9)
	10	NW 72nd Ave	Corporate Way	NW 25th St	Signal Timing Improvement	(9)
	11	NW 72nd Ave	NW 74th St	NW 74th St Connector	Signal Timing Improvement	(9)
	12	NW 74th St	NW 74th Avenue	SR 826	Signal Timing Improvement	(9)
	13	NW 117th Avenue	NW 12th St	NW 41st St	add two Lanes to four Lanes Divided Arterial	(9)
	14	NW 117th Avenue	NW 25th St	NW 41st St	add two Lanes to four Lanes Divided Arterial	(9)
	15	US 27/Okeechobee Road	W 8th Avenue	NW 74th St	Signal Timing Improvement	(9)
	16	PORTMiami Access	I-395	PORTMiami Via 2nd Ave and 5th St	Signal Timing Improvement	(9)
	17	PORTMiami Access	I-395	PORTMiami Via 1st Ave and 6th St	Signal Timing Improvement	(9)
	N/A	At-Grade Railroad Crossings	Along FEC Medley Lead Track		Evaluate the need for rail grade separations	(10)
	N/A	At-Grade Railroad Crossings	Countywide		Monitor rail movements for future grade separations	(10)
	18	Curtiss St	at NW 42nd Avenue		Extend left turn lane storage to 1,000 feet on Curtiss St at WB approach to NW 42nd Ave; close median at Musick St	(11)
	19	NW 135th St	Opa-locka City Limits		Improve signal coordination along NW 135th St	(11)
	20	NW 135th St	NW 27th Avenue		Change EB approach to one shared through light plus two through plus two left; sign to indicate EB trucks making LT to NW 27th Avenue use outer lane only; pull back SBLT stop line, add pavement marking to align new EB through and left turn traffic pattern	(11)
	21	NW 27th Avenue	Opa-locka City Limits		Improve signal coordination along NW 27th Ave	(11)
	22	NW 22nd Avenue	Opa-locka City Limits		Improve signal coordination along NW 22nd Ave	(11)
	23	NW 42nd Avenue	at NW 135th St		Add additional SB through lane and exclusive SB right turn lane at NW 42nd Avenue and NW 135th St	(11)
	24	NW 42nd Avenue	Opa-locka City Limits		Improve signal coordination along NW 42nd Ave/Le Jeune Rd	(11)
	25	Truck Parking Facility at Golden Glades Interchange				(12)
	26	Monitor implementation of FDOT "Iron Triangle Study"				(19)
	27	Improve Miami River navigation channel signing and aids				(19)
	28	Tunnel PD&E Study for Brickell Avenue Bridge				(19)
	29	NW North River Drive railroad crossings				(19)
	29	Upgrade private driveway rail crossings on NW N River Dr				(19)
	107	Monitor NW 36th St Corridor Planning Study	SR 826	US 1	Multimodal planning study to consider street cross-section traffic operations, bicycle/pedestrian/transit and freight elements.	(19)
	108	Improve signal coordination along NW 27th Avenue	SR 826	SR 112		(19)
	30	Monitor and manage traffic signal time and coordination with bascule bridge operations along Miami River				(19)
	31	Install a Port of Miami River wayfinding sign system for NW North River Drive and NW South River Drive				(19)
	32	NW 27th Avenue/NW North River Drive intersection				(19)
	106	NW South River Drive at NW 36th St intersection				(19)
	33	NW North River Drive at NW 36th St intersection				(19)
	N/A	Investigate potential FTZ warehouse sites or development as private sector lead				(19)

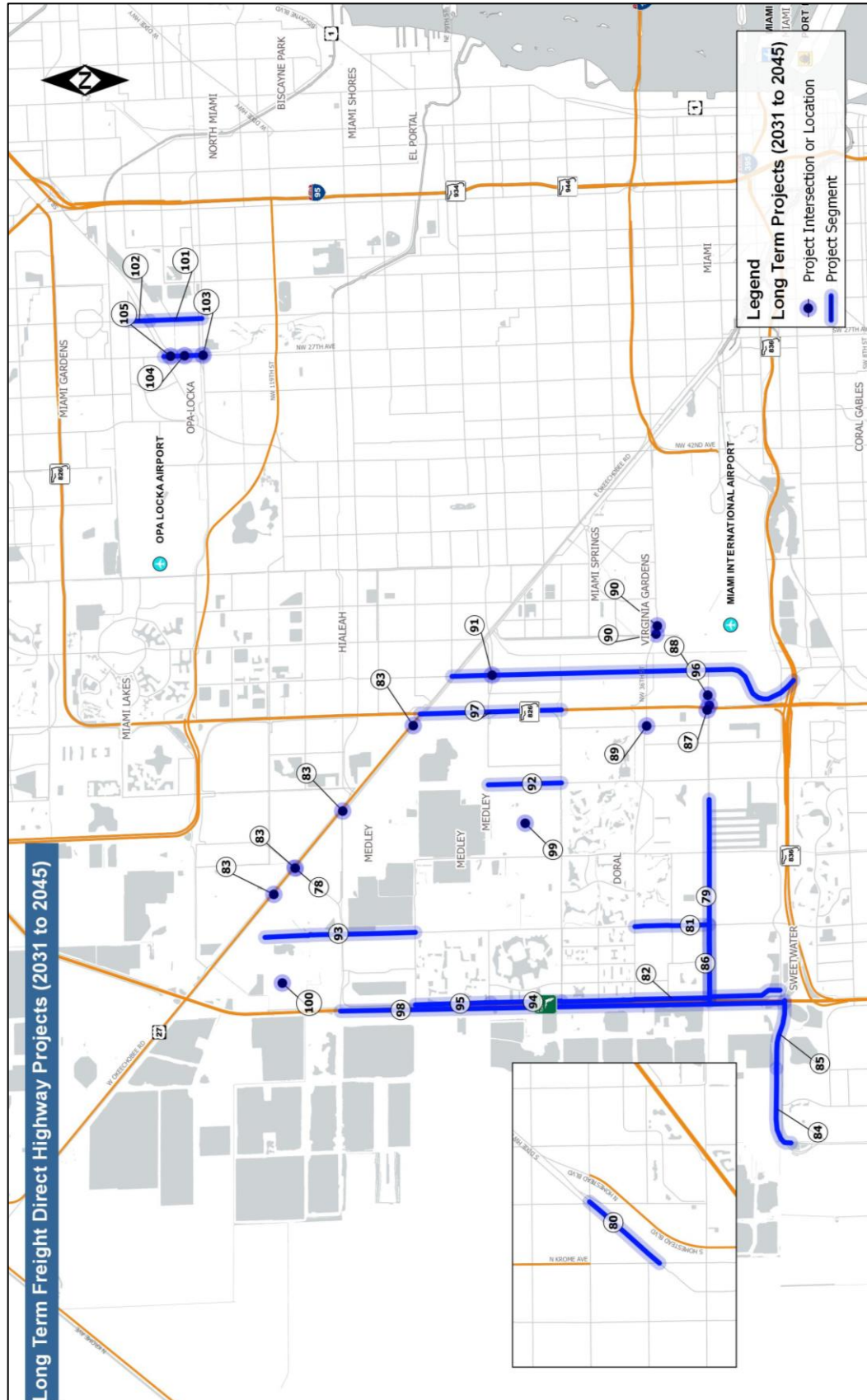
Sources: (1) 2014 Miami-Dade County Freight Plan Update (2) FDOT JACIP application 2/2018 (3) MDDAD meeting 10/24/2017 (4) MIA CORE Program Presentation 1/2/2017 (5) PORTMiami Powerpoint at ETAC 1/10/2018 (6) Bob LeDoux, FEC 1/11/2018 MD Freight Plan Update Study Advisory Committee meeting (7) FTE Tentative 5-year Work Program FY19-23 Summary of Projects as of 9/29/2017 (8) Freight Plan Update SAC Meeting 3/8/2018 (9) Draft Doral Area Freight Plan FDOT 6: Final Report (10) City of Opa Locka Freight Implementation Plan FDOT 6: Final Report (11) City of Opa Locka Freight Implementation Plan FDOT 6: Final Report (12) FDOT SIS First 5-year Plan FY 16-22 Work Program Board Approved 8/31/2017 (13) Miami-Dade 2040 LRTP 10/23/2014 (16) FDOT SIS Second 5 - year Plan FY 23-27 (17) FDOT Strategic Intermodal System Cost Feasible Plan 2024-2040 (18) FDOT Strategic Intermodal System Needs Plan (19) Miami River Freight Improvement Plan (20) FDOT Final Draft Review and comment 06/14/2018



Medium Term Freight Direct Highway Project List FY 2026 to 2030

Time Frame	Map Index #	Project	From	To	Description	Source
Freight Direct Highway Projects 2026 to 2030 (Medium)	34	SR 25/Okeechobee Road/US 27	NW 138th St	NW 79th Avenue	Corridor Traffic Ops. Improvements	(1/15)
	35	NW South River Drive	NW 36th St		Intersection Traffic Ops. Improvements	(1/15)
	36	NW North River Drive	SR 112	NW 27th Avenue	Corridor Traffic Ops. Improvements	(1/15)
	37	NW 82nd Avenue	NW 41st St	NW 25th St	Arterial Capacity Improvements	(1/15)
	38	W 16th Avenue	S Okeechobee Rd	NW South River Dr	Corridor Traffic Ops. Improvements	(1/15)
	39	NW 12th St	NW 107th Avenue	SR 826	Arterial Capacity Improvements	(1)
	40	NW 25th St	NW 87th Avenue		Intersection Traffic Ops. Improvements	(1)
	41	NW 36th St	NW 89th Court		Arterial Capacity Improvements	(1)
	42	NW 36th St/ NW 41st St	HEFT	Le Jeune Road	Corridor Traffic Ops. Improvements	(1)
	43	SR 826/Palmto Expressway	Golden Glades Interchange	Dadeland	Freeway Capacity Improvements/Tuck Lanes	(1)
	44	SR 836/I-395 MacArthur Causeway	NW 137th Avenue	Miami Beach	Freeway Capacity Improvements	(1)
	45	NW 107th Avenue	Okeechobee Road	1000 ft north of NW 122nd St	Arterial Capacity Improvements	(1)
	46	NW 87th Avenue Extension	Okeechobee Road	NW 58th St	Arterial Capacity Improvements	(1)
	48	NW 12th St	NW 127th Avenue	TURNPIKE	add two Lanes to six Lane Divided Arterial with TSM&O	(9)
	49	NW 25th St	FL-826/SW 137th Avenue		New Road	(9)
	50	NW 25th St	NW 127th Avenue	TURNPIKE	add two Lanes to six Lane Divided Arterial with TSM&O	(9)
	51	NW 25th St	and NW 67th Avenue		Intersection Modification	(9)
	52	NW 36th St	and NW 79th Avenue		Intersection Modification	(9)
	53	NW 36th St	and NW 72nd Avenue		Intersection Modification	(9)
	54	NW 36th St	and NW 7100 Block		Intersection Modification	(9)
	55	NW 41st St	NW 127th Avenue	TURNPIKE	add two Lanes to a four Lane Divided Arterial	(9)
	56	NW 58th St	SR 826	Miam Dairy Road	add two Lanes to a four Lane Divided Arterial	(9)
	57	NW 74th St	SR 826	SR 826	TSM&O	(9)
	59	NW 74th St	and NW 77th Ct	Okeechobee Road	add two Lanes to a eight Lane Divided Arterial	(9)
	60	NW 74th St	and NW 72nd Avenue		Intersection Modification	(9)
	61	NW 74th St	and NW 68th Avenue		Intersection Modification	(9)
	62	NW 74th St	FL-826	Okeechobee Road	add two Lanes to a eight Lane Divided Arterial	(9)
	63	NW 90th St	NW 117th Avenue	NW 84 Avenue	New Road and Add Lanes to four Lanes Divided Arterial	(9)
	64	NW 90th St	NW 84th Avenue	NW 79th Avenue	New Construction two Lane Divided Roadway	(9)
	65	SW 137th Avenue	NW 12th St	NW 41st St	New two Lane Divided Roadway	(9)
	66	NW 127th Avenue	NW 12th St	NW 41st St	New four Lane Divided Arterial	(9)
	68	NW 122nd Avenue	NW 12th St	NW 41st St	New four Lane Divided Arterial	(9)
	67	NW 122nd Avenue	NW 41st St	NW 58th St	New four Lane Divided Arterial	(9)
	69	NW 117th Avenue	NW 41st St	NW 58th St	add two Lanes to a four Lane Divided Arterial	(9)
	70	PORTMiami Access	I-395	PORT Miami Via 2nd Ave and 5th St	Geometric Modifications	(9)
	71	NW 106th St	South River Drive to NW 116th Way		add two Lanes to a four Lane Divided Arterial	(10)
	72	NW 138th St	At NW 115th Avenue		Resurfacing to fix flood retention issues during raining conditions	(10)
	73	SR 25/Okeechobee Road	HEFT to NW 74th St		Use of Traffic Adaptive Signal System throughout the corridor	(10)
	47	SR 25/Okeechobee Road	Town of Medley		Implement Active Arterial Management Techniques and detection	(10)
	N/A	Medley Townwide			Implementation of a Virtual Freight Network (VFN) that identifies operational strategies using intelligent transportation technology to improve freight mobility within the area	(10)
	74	NW 42nd Ave/NW 135th St Access	NW 42nd Avenue and NW 135th St within 1000 feet of intersection		Reduce access/close driveways NW 42nd Ave/NW 135th St approaches	(11)
	75	Douglas Rd/Gratigny Parkway	Douglas Rd/Gratigny Access		Improve Le Jeune Rd/Douglas Rd access to/from Gratigny Xway	(11)
	76	NW 74th St	Palmto Expy	FEC Intermodal Yard	Modify Connector	(17)
	N/A	Develop truck staging area near NW 37th Avenue Expressway at NW 37th Avenue				(19)
	77	Reconstruct NW South River Drive				(19)
	N/A	NW South River Drive Improvement				(19)
	N/A	Access management along south frontage of NW North River Drive				(19)
	N/A	Local street improvements in industrial district north of NW North River Drive				(19)
	N/A	Develop railroad intermodal ramp				(19)
	N/A	Explore development of a short sea shipping concept				(19)
	N/A	Investigate bulkhead repair program				(19)

Sources: (1) 2014 Miami-Dade County Freight Plan Update (2) FDOT JACIP application 2/2018 (3) MDAD meeting 10/4/2017 (4) MIA CORE Program Presentation 11/2/2017 (5) PORTMiami Powerpoint at FTAC 1/10/2018 (6) Bob LeDoux, FEC 1/11/2018 MD Freight Plan Update Study Advisory Committee meeting (7) FTE Tentative 5-year Work Program FY19-23 Summary of Projects as of 9/29/2017 (8) Freight Plan Update SAC mtg 3/8/2018 (9) Draft Doral Area Freight Plan FDOT D8 (10) The Town of Medley Freight Mobility Improvement Plan FDOT 6: Final Report (11) City of Opa Locka Freight Implementation Plan FDOT 6: Final Report (12) FDOT SIS First 5-year Plan FY 18-22 (13) Alissa Penaloza, PORTMiami, email 8/31/2017 (14) MDX FY 18-22 Work Program Board Approved 1/31/2017 (15) Miami-Dade 2040 LRTP 10/23/2014 (16) FDOT SIS Second 5 - year plan FY 23-27 (17) FDOT Strategic Intermodal System Cost Feasible Plan 2024-2040 (18) FDOT Strategic Intermodal System: 2045 Multi-Modal Unfunded Needs Plan (19) Miami River Freight Improvement Plan (20) FDOT Final Draft Review and comment 05/14/2018



Long Term Freight Direct Highway Project List FY 2031 to 2045

Time Frame	Map Index #	Project	From	To	Description	Source
Highway Freight Direct Projects 2031 to 2045 (Long)	78	NW 116th Way	Okeechobee Road	South River Drive	Corridor Traffic Ops. Improvements	(1/15)
	N/A	Way-Finding Sign Improvement Program			Corridor Traffic Ops. Improvements	(1/15)
	79	NW 25th St	HEFT	NW 89th Court	Corridor Traffic Ops. Improvements	(1)
	80	SR 997/Krome Truck By-Pass	Along Flagler Ave/Civic Court	NE 6th Ave	Arterial Capacity Improvements	(1)
	81	NW 107th Avenue	NW 25th St	NW 41st St / Campbell Dr	Arterial Capacity Improvements	(1)
	82	NW 117th Avenue	NW 12th St	NW 58th St	Corridor Traffic Ops. Improvements	(1)
	83	Medley Bridge/Canal Improvement Program	NW 121st Way, NW 116th Way, NW 105th Way, NW 79th Ave		Corridor Traffic Ops. Improvements	(1)
	N/A	Integration of Truck Route System & Regional ITS Network Improvements			ITS Improvements	(1)
	84	SR 836	SR 825/SW 137th Avenue	NW 127th Avenue	add two Managed Lanes	(9)
	85	NW 25th St Viaduct	NW 127th Avenue	HEFT	add two Expressway Lanes	(9)
	86	NW 25th St Viaduct	NW 117th Avenue	NW 107th Avenue	Transition to At Grade	(9)
	N/A	NW 25th St Viaduct	MIA Cargo Area	New Intermodal Center	+ Viaduct Ext	(9)
	87	NW 25th St Viaduct	WB to SB at SR 826		Intersection Improvement	(9)
	88	NW 25th St	and NW 75th Avenue		Intersection Modification	(9)
	89	NW 36th St	NW 79th Avenue		Lane Reconfiguration	(9)
	90	NW 36th St	at NW 67th & 66th Avenue & Perimeter Road		Intersection Modifications	(9)
	91	NW 74th St	and NW 72nd Ave		Access Management	(9)
	92	NW 87th Avenue	NW 58th St	NW 74th St	add two Lanes to a six Lane Divided Arterial	(9)
	93	NW 107th Avenue	NW 90th St	NW 122th St	add two Lanes to a four Lane Divided Arterial	(9)
	94	NW 117th Avenue	NW 58th St	NW 74th St	add two Lanes to four Lane Divided Arterial	(9)
	95	NW 117th Avenue	NW 74th St	NW 90th St	New four Lane Divided Arterial	(9)
	96	Miam Dairy Road	SR 836	Okeechobee Road	add two Lanes to eight Lane Divided Arterial	(9)
	97	SR 826/Palmetto Expressway	NW 58th St	Okeechobee Road	Autonomous Vehicle/Connected Vehicle Technology	(9)
	98	HEFT	SR 836	NW 106th St	Autonomous Vehicle/Connected Vehicle Technology	(9)
		PORTMiami Access	I-395	PORT Miami	Reevaluate after I-395 Evaluation	(9)
	99	FEC Intermodal Facility Access N. of NW 58th St and W. of NW 87th Avenue			Capacity Improvements	(9)
	100	FEC Transloading Facility Access at NW 114th S. of Homestead Extension			Capacity Improvements	(9)
	101	NW 22nd Avenue	NW 22nd Avenue from Opa-locka Blvd to SR-9		Add two additional through lanes on NW 22nd Avenue from Opa Locka Blvd to SR-9	(11)
	102	NW 22nd Avenue	NW 22nd Avenue from SR-9 to NW 151st St		Add four additional through lanes on NW 22nd Avenue from SR-9 to NW 151st St	(11)
	103	NW 27th Avenue	North Corridor		Incorporate truck considerations input to SMART NW 27th Avenue project	(11)
	104	NW 27th Avenue	NW 27th Avenue from Opa-locka Blvd to SR-9		Add two additional through lanes on NW 27th Avenue from Opa-locka Blvd to SR-9	(11)
	105	SR-9/NW 27th Avenue Interchange			Reconstruct SR-9/NW 27th Avenue interchange (coordinate with SMART corridor project)	(11)

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Multi-Modal Airport, Seaport and Rail Project Lists

Mode	Project	Description	Mode	Project	Description
Airports	MIA Fuel Tanker Parking Facility	Ops Improvement at West Cargo Base	Seaport	POM Gantry Crane Rail Repair and Replacement	Maintenance/Other
	MIA Perimeter Road Widening and Realignment	Access		POM Bays 148-195 Seawall Upgrades	Maintenance/Other
	MIA North East Apron and Drainage Improvements	Cargo Ramp		POM North Bulkhead Repairs	Maintenance/Other
	MIA Building 702 Conversion and Hardstand Project	Airport Ops		POM Bays 0-65 Seawall Rehabilitation	Maintenance/Other
	MIA New Cargo Clearance Center	Airport Ops		POM SFCT Cargo Yard Densification (eRTG)	Capacity
	MIA Building 702 Extension (Optional)	Airport Ops		POM Cargo Gates	Capacity
	MIA Building 702 Freightier Conversion and Airside Improvements	Airport Ops		POM Procurement Super Post-Panamax Gantry Cranes	Capacity
	MIA Demo Building 703/703A	Airport Ops		POM Seaboard Redevelopment Phase V	Capacity
	MIA Fuel Tender Relocation	Airport Ops		POM Shed E Demolition and Paving	Capacity
	MIA Taxiway R Realignment	Airport Ops		POM Shed G Demolition and Paving	Capacity
	MIA Construct Cargo Truck Staging Area	Airport Ops		POM Seaboard Building 1306 Demolition and Paving	Capacity
	MIA Building 716 Apron Extension	Airport Ops		POM Seaboard Building 1630 Demolition and Paving	Capacity
	MIA Partial Demolition Building 704 - North 1/3	Airport Ops		POM Federal Inspection Facility	Capacity
	MIA Taxiway R Realignment and Extension	Airport Ops		POM Inland Terminal	Capacity
	MIA New Cargo Clearance Center	Airport Ops		POM Port Crane Management Facility	Maintenance/Other
	MIA Relocate Fuel Tender Staging Area	Airport Ops		POM Facilities Move	Maintenance/Other
	MIA Demolition Building 704	Airport Ops		POM Improvements to Gate Complex	Seaport
	MIA Airside Expansion (Hardstands/GSE)	Airport Ops		POM Bays 177-183 Sea Wall Construction	Berth
	MIA Cargo Building Expansion 714 (Hardstands/GSE)	Airport Ops		POM Repair to Vehicular Bascule Bridge	Seaport
	MIA Redeveloped Cargo Building 716 and Hardstands	Airport Ops		POM Redevelopment of Port Blvd.	INROAD
	MIA New Vertical Core Facility Concept	Airport Ops		POM Gantry Cranes Acquisition Program	BERTH
	MIA Taxi Lot Relocation	Airport Ops		POM Expand and Modernize Port Utilities	Seaport
	MIA Consolidated Maintenance Facility	Airport Ops		POM Cargo Terminals	Seaport
	MIA Relocation of NW 15th Street Perimeter Road Bridge	Access		POM Extend Railroad Tracks	Seaport
	Opa-Locka Rehab Aprons	Airport Ops		POM Roadway Realignments	Seaport
	Opa-Locka OPF Taxiway Repair	Underway - Airport Ops		POM Channel Modifications	Seaport
	Miami Exec RIM Program	Airport Ops		POM Berth O - West New Apron	Berth
	Miami Exec 128th Street Connector Improvements	Access		POM Channel Modifications	Seaport
	Miami Exec SR 874 Connector	Access		POM Crane Maintenance Facility	Seaport
	Miami Exec SW 157th Avenue Access Improvements	Access		POM Cargo Yard Stacker Cranes Program	Seaport
	MIA Homestead General X51 Widen Building Six Parking Lots	Roadway Access		POM Cargo Yard Improvements	Yard
	MIA South Terminal Apron Expansion	Airport Ops		POM Fill SW Corner (Transshipment Yard)	Transshipment yard
	MIA Central Base Apron Expansion	Airport Ops		POM New Berth SW Corner 1	Berth
	TMB Taxiway H Eastward Extension	Ongoing		POM New Berth SW Corner 2	Berth
	TMB RIM HS1	Runway Incursion Mitigation		POM Cargo Berth 5	Berth
				POM Cargo Berth 6	Berth
				POM Cargo Berth 7	Berth
				POM Multimodal Terminal	Intermodal Container Transfer Facility
Mode	Project	Description	Mode	Project	Description
Rail	FEC Miami Freight Forwarding Yard	Freight Capacity-Access	Rail	FEC N. Miami to Ojus Double Track	Freight Capacity-Line Expansion
	FEC NE 203rd Street & NE 215th Street Intersection Improvements between US-1 & W Dixie Hwy	Safety-Grade Crossing		SFRC MR MIC Double Track Last Mile of SFRC	System Capacity
	FEC N. Miami to Little River Track Upgrade	Freight Capacity-Rehabilitation		SFRC/SFRTA Positive Train Control	Safety-Grade Crossing
	US 27 Ramp Connection to Miami Hialeah FEC Intermodal Terminal	Freight Capacity-Access		US 27 Southeast Florida Rail Bypass	Freight Capacity-Line Expansion
	FEC Hialeah from Expand Hialeah Yard to Capacity	Rail Yard		FEC at Auto Handling Facility	Terminal
	Railroad crossing closures and repairs on Downtown Lead rail spur				

Strategies

Miami-Dade County is well positioned for continued growth in freight-related industries, however, developing an effective investment strategy is critical to Miami-Dade's future as a global competitor. This update identifies a revised set of project needs to be considered for funding in the development of the TPO's Year 2045 Cost Feasible Long Range Transportation Plan (2045 TPO LRTP). It must be noted again that the LRTP process is cost constrained and projects needs will far exceed traditional funding sources.

The TPO and its partners should collaborate to leverage existing and additional public funding resources for freight projects and to coordinate with the private sector on leveraging opportunities, including, the proposed PORTMiami Inland Terminal, truck parking and development of the CORE program at MIA.

The following highlights key short-term and ongoing strategies to advance the County's freight program:

Maximize use of available funding programs.

Maximize the use of Federal, State, County and City traditional funds to implement project needs. In addition, there are a significant number of programs available to help advance freight projects. Programs like the Infrastructure For Rebuilding America (INFRA), State Infrastructure Banks (SIB), FDOT SIS, and FDOT Intermodal Funds have been used to advance critical projects in Miami-Dade County. Applications, as appropriate, should be routinely submitted to these and other programs to ensure Miami-Dade County and its partners are competing for all available funding.

Leverage investments through public/private partnerships. Miami-Dade County is home to one of the largest public/private partnerships (P3); this partnership helped successfully deliver the PORTMiami Tunnel.

Regardless of the scale of the project, P3s can help accelerate critical investments through shared risk. Opportunities for additional P3s should be identified and pursued, as appropriate to help advance remaining freight system needs. In addition, these types of partnerships can help put together local funding matches when pursuing available funding grants from State and Federal partners.

Continue to monitor and support the pending requests for the designation of US 27 as a Critical Freight Corridor on the National Highway Freight Network and FDOT Strategic Intermodal System designation for the Miami-Opa Locka Executive Airport. These designations provide a path to the FDOT SIS program and the USDOT NHFN program.

Coordinate and monitor PORTMiami's progress on the identification of an Inland Terminal - Growth at the port for both cruise and cargo operations must be rationalized and some cargo operations could be located away from the port with good highway and rail connections. At the time of this Update, the port had identified 16 potential locations. Three locations were reviewed for conceptual design in the FDOT District 6 Doral Subarea Freight Mobility Improvement Plan.

Continue to coordinate with FDOT District 6 on the development of subarea freight mobility improvement studies. FDOT District 6 has funded a series of subarea freight studies that were critical in the development of freight infrastructure and operations projects that directly enhance freight mobility for this update. The TPO and stakeholders should effectively participate in the programming of projects resulting from these studies.

Continue to coordinate with local stakeholders on the development of truck parking facilities. The future development of truck parking locations will continue to be

a local challenge and will require support from stakeholders.

Evaluate the effectiveness of the freight system. The FAST ACT requires implementation of a monitoring program to help track the performance of the freight system as well as the effectiveness of the freight program.

The TPO must identify a four year target for performance passed on Truck Travel Time Reliability information from the National Performance Measure Research Data Set

Engage the freight community in the identification of freight bottlenecks. In anticipation of the FDOT-identified list of freight bottlenecks it is recommended the TPO and stakeholders also identify bottlenecks at the local level. In addition, the Miami-Dade TPO Freight Transportation Advisory Committee should also be engaged with freight industry input on bottlenecks.

Ensure trade and logistics remain a targeted industry. Significant work has been undertaken over the last several years by the Florida Chamber Foundation and the Beacon Council, along with many others, to elevate trade and logistics to the list of targeted industries. It is critical that the industry remain designated and economic development professionals use available incentives to attract and grow businesses in Miami-Dade County.

Support work force development programs. The trade and logistics industries are aging and the availability of a trained workforce has become one of the most critical concerns to many companies. Workforce Florida, FDOT, and the Florida Chamber have all expressed the need for more training programs. Stakeholders and Miami-Dade County should take an active role in workforce development.

Continue to develop, test and expand pilot programs.

Miami-Dade County is home to several innovative pilot programs developed to address critical bottlenecks in our international trade regulations and operations. The Perishables Coalition, the Transshipment Committee, and Customs and Border Patrol's Reimbursable Services Authority all represent exceptions to Federal trade regulations or new ways to manage the programs. More recently the International Air Transport Association (IATA) recognized MIA as the first IATA Designated Pharma Hub Airport in the U.S. and only the second in the world. Local leaders should continue to expand these pilots and identify new innovations.

Monitor ILC developments and partner as appropriate.

The larger master planned ILC proposals in the heartland of South Florida have the potential to significantly expand the logistics capacity of the region and the State as they come online. These developments are taking longer than expected to break ground, but when they do it will be important for Miami-Dade County businesses and government leadership to engage with these developers to establish business relationships.

Promote regional freight mobility. Finally, it is important to recognize that the Miami Urbanized Area covers three counties in South Florida. This integrated region is home to over six million residents and millions of annual tourists. The freight companies serving this market do not recognize County lines; they only care about overall access and mobility. The Miami-Dade TPO has partnered with its counterparts in Broward and Palm Beach counties to ensure there is a regional plan. It will be important to ensure consistency, as appropriate, between the County and regional plans.