

MIAMI-DADE COUNTY



MIAMI – DADE TRANSPORTATION PLANNING ORGANIZATION

FREIGHT PLAN UPDATE 2024

Executive Summary

Miami-Dade County Freight Plan Update 2024 – Executive Summary

prepared for

Miami-Dade Transportation Planning Organization

prepared by

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date

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Introduction

The Miami-Dade Transportation Planning Organization (TPO) updates the Miami-Dade County Freight Plan on a regular basis in alignment with the TPO's Long-Range Transportation Plan (LRTP) update. In addition to developing a list of projects for funding consideration within the LRTP, this report highlights the importance of freight mobility in Miami-Dade County, documents how the county's freight industry has changed since the 2018 Freight Plan and involves coordination with freight stakeholders to inform them of the plan and the county's freight transportation needs.

Miami-Dade County is home to over 2.7 million people, making it the most populous county in the state and the seventh most populous in the country.¹ This does not include the 19.2 million overnight visitors and 7.3 million day visitors who also rely upon the freight system to supply goods and services to tourist destinations such as key attractions, hotels, restaurants, and cruise ships.² This diverse, multi-cultural community supports a strong economy dominated by international trade, tourism, agriculture, mining, and natural resources. The County's well-established and expanding freight transportation system 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.

Major cargo hubs form the foundation of the County's freight system and support the transport of goods into, out of, and within the region.

- **PortMiami** is one of the largest container ports in Florida and is known as the Cruise Capital of the World.
- **Miami International Airport** (MIA) is the fifth largest cargo airport in the United States by landed weight, accounts for 70% of air cargo in Florida, and is the World's largest gateway to Latin America and the Caribbean.
- The **Miami River** provides key niche waterborne cargo services to smaller ports in the Caribbean Basin and supports an active industrial core along the river corridor.
- The **Florida East Coast** (FEC) Railway and **CSX** provide freight rail service to Miami-Dade County, including intermodal and carload services that connect the county to the North American rail network.

Miami-Dade County has a robust network of roadways providing regional mobility as well as gateways to other Florida counties and more distant state and nationwide markets. These transportation facilities complement the largest warehouse/distribution center cluster in the state of Florida, as well as the international banking and brokerage infrastructure that facilitates international trade activities for the region. These facilities handle a range of products that drive

¹ *County Population Totals and Components of Change: 2020 – 2022*. U.S. Census Bureau.
<https://www.census.gov/data/tables/time-series/demo/popest/2020s-counties-total.html>

² *Greater Miami & Miami Beach 2022 Visitor Industry Overview*. Greater Miami Convention & Visitors Bureau.
<https://www.miamiandbeaches.com/press-and-media/miami-press-releases/growth-and-economic-impact>

the region's economic prosperity and quality of life, ranging from consumer goods to perishables to pharmaceutical products.

Today, freight activity in the county is largely concentrated in the northwest quadrant, which is home to an increasing number of warehouses and distribution centers, representing hundreds of millions of dollars in investment by industrial developers. These facilities serve freight moving through key transportation hubs, including PortMiami, the Miami River Waterway, MIA, the FEC rail yard. The goods moving into and out of the region by rail (FEC and CSX railroads), and truck via key east/west and north/south roadways also include active rock quarries in western Miami-Dade County. Since the last freight plan update, the county also has seen a growing interest in industrial development to the south in the Homestead area, as investors look for additional opportunities to expand capacity in the region.

Miami-Dade's freight transportation infrastructure has continued to undergo significant investment to position the region for future growth opportunities.

- PortMiami is pursuing a NetZero: Cargo Mobility Optimization and Resiliency Project, which includes a range of waterside, terminal, and land-side investments.
- MIA continues to expand its air cargo operation through innovations like its planned vertical cargo facility.
- Florida Department of Transportation (FDOT) has initiated a \$633 million project to improve the Golden Glades Interchange, which has a project area consisting of four key transportation facilities: I-95, State Road (SR) 826/Palmetto Expressway, the Florida's Turnpike, and SR 7. This is a major bottleneck in South Florida.
- Industrial developers have constructed millions of square feet of warehouse and distribution center capacity – largely fully leased before construction is complete – in northwest Miami-Dade County.

Examples of Major Freight Investments in the Last Decade

- PortMiami Harbor Deepening (complete)
- PortMiami Tunnel (complete)
- Rehabilitation of On-Port ICTF and Rail Service to PortMiami (complete)
- 25th Street Viaduct (complete)
- SR 826/SR 836 Interchange Reconstruction (complete)
- I-395/SR 836/I-95 Project (ongoing)
- Krome Avenue Projects (ongoing)
- SR 25/US 27/Okeechobee Road Reconstruction Projects (ongoing)
- Golden Glades Interchange (ongoing)

With many improvements complete and underway, the Miami-Dade County Freight Plan update helps identify additional freight transportation needs in order to develop a list of freight-focused and freight-related projects for consideration in the development of the TPO's 2050 LRTP. The consideration of inclusion of priority freight projects within the LRTP process will increase the likelihood of funding allocations.

It also is important to maximize access to state and federal funding. Florida's Strategic Intermodal System (SIS) and the Florida Freight Mobility and Trade Plan (FMTP) are largely responsible for the allocation of funding to priority projects. At the national level, the National Highway Freight Network (NHFN) was established as part of the FAST Act in an effort to strategically direct Federal resources and policies towards improved performance of highway portions of the U.S. freight transportation system. The Miami-Dade TPO is actively engaged with its local and state partners to update system designation to pursue NHFP funding. Currently, the TPO is pursuing a change to include a missing segment of US 27 south from the Broward County line to SR 826, which is a critical freight route providing access to western Miami-Dade County.

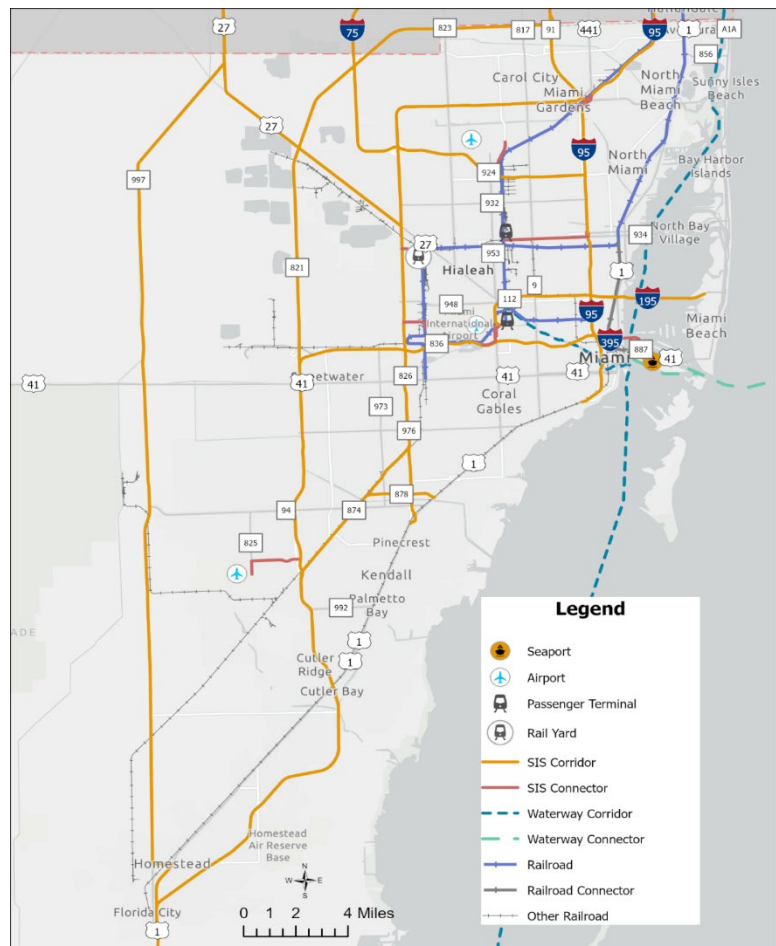
Miami-Dade Freight Transportation System

The freight system in Miami-Dade County, pictured right, is vast and covers all major modes of transportation. These modes work together to ensure a seamless flow of goods within the county and

Stakeholder Informed Plan

A Project Working Group was formed to guide the Plan Update, consisting of:

- CSX Transportation
- Florida Department of Transportation District 6
- Florida East Coast Railway
- Florida's Turnpike Enterprise
- Miami-Dade County Aviation Department
- Miami-Dade County Department of Transportation and Public Works
- Greater Miami Expressway Agency/GMX
- PortMiami



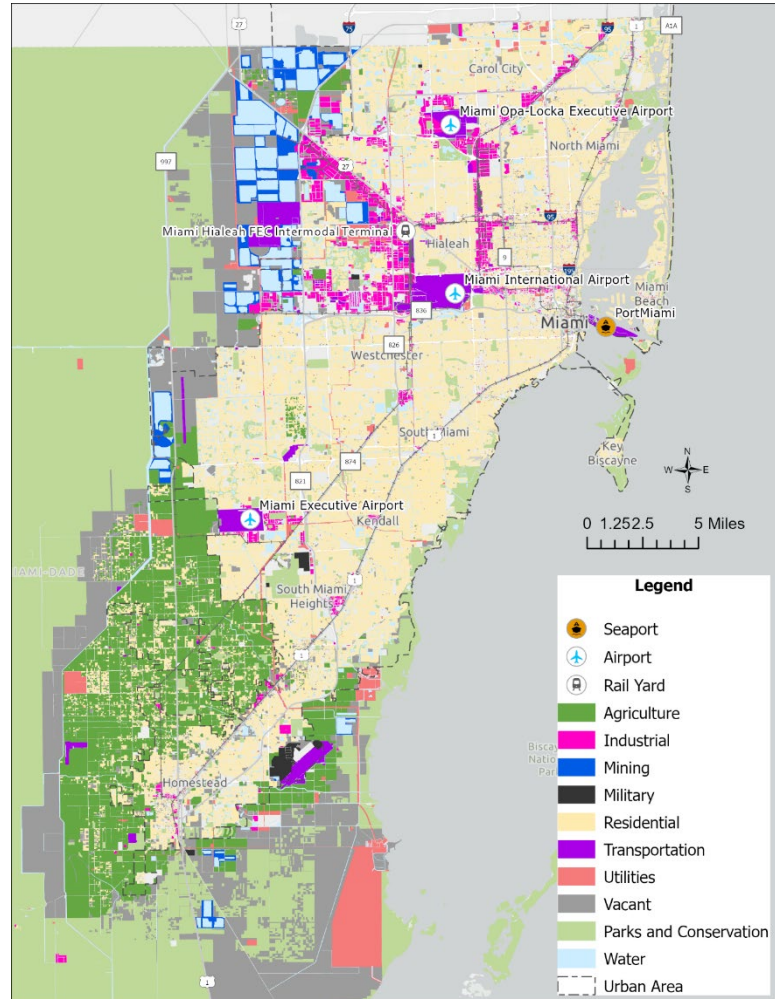
Source: FDOT and Cambridge Systematics, 2023.

Miami-Dade County Freight System

beyond, including regional, national and international destinations. The network includes roads, railways, waterways, seaports, airports, and pipelines.

Miami-Dade County's logistics infrastructure expands beyond the modes of transportation responsible for the physical movement of goods. This infrastructure includes freight supportive land uses, warehouse and distribution center capacity, foreign trade zones, and inland ports or intermodal logistics centers. As shown in the county land use map to the right, the bulk of the industrial property in Miami-Dade County is found in the northern central and northwestern regions, including Doral, Medley, Hialeah, and Opa-locka. These areas help facilitate various industries, including warehouses, distribution centers, and manufacturing plants. These locations are strategically placed near major transportation routes and hubs for easy access. Agricultural activities are mainly found in the southern parts of the county, with distribution centers scattered throughout the region.

Growth in Miami-Dade's population and tourism markets has increased the competition for developable land, limiting the opportunity to develop additional warehouse and distribution space. Competition for space has resulted in significant increases in rental rates and historically low vacancy rates.



Source: Miami-Dade County Open Data Hub, 2023.

Miami-Dade County Land Use

Foreign trade zones (FTZ), inland ports or intermodal logistics centers, and truck parking capacity represent additional components of the county's freight and logistics infrastructure. Technological advancements also play a significant role in efficiency and overall capacity of the freight transportation system. Freight industries and governmental agencies such as the Miami-Dade TPO are constantly examining current and future technologies, such as the Cartken robot delivery services pictured right, to improve the movement of goods across the globe. The deployment of technological solutions



within the freight environment will allow shipping companies, ports, and end users to benefit from a more accurate, efficient, and secure transfer of commodities. Currently, automation and Artificial Intelligence (AI) represent key focus areas for the freight and logistics industry.

Freight System Needs and Priorities

Miami-Dade County has invested heavily in its freight infrastructure. This has included public and private investments driven by ownership of infrastructure. These projects preserve and expand freight system capacity, and in some cases, help transform the way freight moves throughout the region.

Seaports.

PortMiami continues to invest significant funds in its infrastructure to serve both cargo and cruise markets. The markets themselves influence year over year investment priorities.

PortMiami Capital Improvement Program (in millions)

Project	Description	Spent to Date	FY 2024-FY 2029	Future Expenditures	Total
Cargo Projects					
Gantry Cranes	Purchase five additional Post Panamax gantry cranes for increased cargo traffic to bring the total number of cranes to 17	\$0.3	\$99.7	\$19.1	\$119.0
South Florida Container Terminal	Provide drainage improvements and various cargo yard projects in the South Florida Container Terminal, Electric Rubber Tire Gantry (ERTG) Phase 2	\$4.7	\$84.1	\$26.8	\$115.7
Net Zero Cargo Program	Construct additional rail capacity and increase cargo gate optimization to reduce traffic congestion at the Port and lower carbon emissions	-	\$32	-	\$32
Inspection & Fumigation Facilities	Develop a fumigation and cold chain processing center	\$0.4	\$55.6	-	\$56.0
Southside Dredge	Dredging on southside of PortMiami	-	-	\$6.7	\$6.7
Cargo Totals		\$5.8	\$271.4	\$52.6	\$329.4
Cruise Projects					
Cruise Terminal V	Construction of cruise terminal for Virgin Voyages	\$142.7	\$15.9	-	\$158.6
Cruise Terminal F	Expand Terminal F to accommodate additional Carnival Cruise Lines ships	\$126.5	\$15.9	-	\$142.3
Cruise Terminal AA/AAA	Design and construct new cruise terminals to support expanded operations of MSC Cruise Line	\$67.4	\$69.2	\$31.8	\$168.3

PortMiami Capital Improvement Program (in millions)

Project	Description	Spent to Date	FY 2024-FY 2029	Future Expenditures	Total
Shore Power	Provide Shore Power to all cruise terminals which will allow ships to turn off their primary engines while docked resulting in reduced air emissions	\$47.3	\$112.0	\$14.7	\$173.9
Cruise Terminal Roadway Flyover	Construct a new road to handle increased Port traffic for new terminals A and AA	\$18.5	\$19.5	-	\$38.0
Berth 10	Prepare Berth 10 for a new future terminal	\$0.8	\$163.1	\$26.1	\$190.0
Passenger Boarding Bridges	Purchase passenger boarding bridges for various terminals throughout the port	\$11.8	\$9.6	-	\$21.5
North Bulkhead	Provide repairs and improvements to the north bulkhead terminal	\$2.3	\$85.0	\$371.7	\$459.0
Cruise Terminal G	Design and construct a new cruise terminal to support expanding operations	\$2.0	\$323.0	-	\$325.0
RCG Campus	Infrastructure improvements including but not limited to road work and relocations for future buildings constructed by Royal Caribbean Cruise Line, Norwegian Cruise Line and Carnival Cruise Line	-	\$482.0	\$118.0	\$600.0
Cruise Terminal J Seawall	Construction of seawall on Cruise Terminal J	\$3.2	\$18.9	-	\$22.1
Cruise Totals		\$422.5	\$1,314.2	\$562.2	\$2,298.9
Port Wide Projects					
Federal Inspection Facility	Build new Federal Inspection facility for Immigration and Customs Enforcement Operations	\$0.5	\$39.0	\$0.9	\$40.4
Miscellaneous & Port-Wide	Provide infrastructure improvements in various areas of the Port including drainage, wayfinding port beautification projects, dredging, etc..	\$49.5	\$122.7	-	\$172.3
Construction Supervision	Provide supervision of on-going construction projects at the Seaport	\$32.5	\$54.0	\$7.7	\$94.2
Port Wide Totals		\$82.5	\$215.7	\$8.7	\$306.8
Grand Total		\$510.3	\$1,801.3	\$623.4	\$2,935.1

Source: PortMiami.

Airports.

MIA continues to invest in cargo infrastructure. Priorities are documented in MIA's cargo concept plan, and its Capital Improvement Plan (CIP).

Miami International Airport Cargo Projects

Project	Estimated Completion Date
MIA Building 702 Apron & Airside Improvements - ON HOLD	December 2029
MIA Building 3032 Replacement	October 2027
MIA West Cargo Truck Parking	September 2032
MIA Consolidated Office Complex (Finishes Cc D Landside)	August 2025
MIA Demolition Building 5A	September 2028
Finance and Administration Division Offices Relocation	August 2026
MIA Building 5A Tenants Relocation	October 2025
MIA Bldg. 3030 IPE Room Expansion	September 2026
MIA GSE Facility for North Terminal	July 2030
MIA Buildings 703 and 703A Demolition and Environmental Assessment and Remediation - ON HOLD	September 2025
MIA Demolition Building 704	August 2031

Source: MIA CIP Schedule, December 2023.

Rail.

Miami-Dade County's two freight railroads, the FEC and CSX, are privately owned and operated with the exception of segments of the CSX railroad line that are shared with the SFRTA and are publicly owned. Both the FEC and CSX railroad companies provided qualitative input on freight rail needs:

- Better communication is needed regarding planned projects among freight and passenger services to ensure operational conflicts are minimized and mitigated
- Plans for new waste management service will create a new demand for rail service
- Capacity should be added in key corridors where passenger/freight rail conflicts exist today
- Capacity should be added in Medley to provide direct rail service to warehouse properties
- Capacity should be added to the Miami to Homestead corridor to serve industrial growth
- Automate the gates at the Hialeah intermodal ramp to improve efficiencies
- Add a new direct access highway ramp into Hialeah intermodal ramp to improve access
- Add rail to the US 27 corridor to provide new rail capacity away from the congested coastal routes

Planned state investments in the rail network in Miami-Dade County are included in FDOT's Five-Year Work Program in two categories: Freight Logistics and Passenger Operations Program – Rail and Florida Rail Enterprise.

FDOT 5-Year Work Program – Freight Logistics & Passenger Operations Program – Rail

Project	Item	Type of Work	2024-2029 Funding (Tentative)
Contingency for Potential Rail Needs	250703-4	Funding Action	\$632,983
NE 203 St Intersection Improvements between SR 5/US 1 & W Dixie Hwy	433511-2	Capacity	\$3,679,097
SRFC Double Tracking from Hialeah Market to MIC	429487-2	Capacity	\$8,639,742
SR 25/Okeechobee Rd FEC Bridge at Ramp 368.35 Xing #272752Y	424309-3	Routine	\$45,000
	424309-4	Maintenance	\$45,000

Source: Florida Department of Transportation.

FDOT 5-Year Work Program – Florida Rail Enterprise

Project	Item	Type of Work	2024-2029 Funding (Tentative)
NE 203 rd Street Intersection Improvements between SR 5/US 1 & W Dixie Hwy	433511-2	Capacity	\$3,679,097
SFRC - Crossing 628348E at NW 35 th Avenue	449891-1	Preservation	\$144,045
SFRC - Crossing 628476M at NW South River Dr	449915-1	Preservation	\$819,925
SFRC – Downtown Lead - Crossing 628413H at NW 22 nd Court	449913-1	Preservation	\$109,857
SFRC Double Tracking from Hialeah Market to MIC	429487-2	Capacity	\$8,639,742
SFRC Hialeah Yard Environmental Investigation of Sanitary Sys and Sses	453784-1	Revenue/Operational Improvement	\$286,000
SFRC -Railroad Crossing Rehab at NW North River Drive /XING:628403C	453797-1	Preservation	\$1,028,000
SFRC - Railroad Crossing Rehab at NW 14 th Avenue /XING:628425C	453798-1	Preservation	\$771,000
SFRC - Railroad Crossing Rehab at NW 18 th Avenue /XING:628419Y	453794-1	Preservation	\$492,144
SFRC - Railroad Crossing Rehab at NW 21 st Avenue	453795-1	Preservation	\$771,000
SFRC - Railroad Crossing Rehab at NW 22 nd Avenue /XING:628414P	453800-1	Preservation	\$771,000
SFRC - Railroad Crossing Rehab at NW 23 rd Avenue /XING:628412B	453796-1	Preservation	\$771,000
SFRC - Railroad Crossing Rehab at NW 25 th Avenue /XING:628409T	453799-1	Preservation	\$771,000
SFRC - Railroad Crossing Rehab at NW 26 th Avenue /XING:628408L	453801-1	Preservation	\$771,000
SFRC Rehab of Miami Downtown Spur & Runaround Track	453841-1	Revenue/Operational Improvement	\$1,315,501

Source: Florida Department of Transportation.

In addition to the projects listed in FDOT's work program, two major rail needs are being discussed: 1) Municipal Waste Exports by Rail to accommodate a landfill demand that can no longer be met within Miami-Dade County; and 2) a new rail corridor along US 27 as a possible bypass route for freight rail service originating and terminating in Miami-Dade County.

Highways.

As part of the 2050 LRTP Update process, a list of projects totaling roughly \$9.8 million, based on partial cost data, was developed using information from FDOT, towns and cities within Miami-Dade, the county, modal partners, and more. To determine which of these projects would improve freight movement in the county, the following project types and locations were used for criteria: SIS designation, NHFN designation, and proximity to freight intensive areas.

2050 Miami-Dade County Freight Needs

Facility	From	To	Description	Planning Period
Port of Miami Tunnel	Port of Miami	SR 836/I-395	Operations Consultant	II (2031-2035)
Port of Miami Tunnel	Port of Miami	SR 836/I-395	Operations Consultant	III (2036-2040)
Port of Miami Tunnel	Port of Miami	SR 836/I-395	Operations Consultant	IV (2041-2050)
Port of Miami Tunnel	Port of Miami	SR 836/I-395	Repay Project Capital Cost	II (2031-2035)
Port of Miami Tunnel	Port of Miami	SR 836/I-395	Repay Project Capital Cost	III (2036-2040)
Port of Miami Tunnel	Port of Miami	SR 836/I-395	Repay Project Capital Cost	IV (2041-2050)
Port of Miami Tunnel	Watson Island	MacArthur Bridge	Administration Other Agency	II (2031-2035)
Port of Miami Tunnel	Watson Island	MacArthur Bridge	Administration Other Agency	III (2036-2040)
Port of Miami Tunnel	Watson Island	MacArthur Bridge	Administration Other Agency	IV (2041-2050)
Port of Miami Tunnel	N/A	N/A	Inspect Construction Projects	II (2031-2035)
Port of Miami Tunnel	N/A	N/A	Inspect Construction Projects	III (2036-2040)
Port of Miami Tunnel	N/A	N/A	Inspect Construction Projects	IV (2041-2050)
SR 9A/I-95	South of SR 860 /Miami Gardens Dr	Broward County Line	Capacity Improvements/ Modify Interchanges	II (2031-2035)
SR 9A/I-95	US-1/SR 5/S. Dixie Hwy	South of NW 62nd Street	Capacity Improvements/ Modify Interchanges	II (2031-2035)
SR 9A/I-95	US-1/SR 5/ S. Dixie Hwy	South of NW 62nd Street	Capacity Improvements/ Modify Interchanges	IV (2041-2050)
SR 9A/I-95	South of NW 62nd Street	North of NW 143rd Street	Capacity Improvements/ Modify Interchanges	II (2031-2035)
SR 9A/I-95	South of NW 62nd Street	North of NW 143rd Street	Capacity Improvements/ Modify Interchanges	III (2036-2040)
SR 9A/I-95	North of NW 143 Street	South of SR 860/Miami Gardens Dr	Capacity Improvements/ Modify Interchanges	II (2031-2035)

2050 Miami-Dade County Freight Needs

Facility	From	To	Description	Planning Period
SR 9A/I-95	North of NW 143 Street	South of SR 860 /Miami Gardens Dr	Capacity Improvements/ Modify Interchanges	IV (2041-2050)
SR 9A/I-95	North of Biscayne Canal	SR 860/Miami Gardens Dr	Add Lanes and Reconstruction	II (2031-2035)
SR 826/Palmetto Expressway	I-75	North of Canal C-8 Bridge	Add Lanes and Reconstruction	III (2036-2040)
SR 826/Palmetto Expy	North of Canal C-8 Bridge	East of NW 67 Ave	Add Lanes and Reconstruction	III (2036-2040)
SR 826/Palmetto Expy	East of NW 67 Ave	East of NW 57 Ave	Add Lanes and Reconstruction	III (2036-2040)
SR 826/Palmetto Expy	East of NW 57 Ave	East of NW 42 Ave	Add Lanes and Reconstruction	III (2036-2040)
SR 826/Palmetto Expy	East of NW 42 Ave	East of NW 32 Ave	Add Lanes and Reconstruction	III (2036-2040)
SR 953 / NW 42nd Ave / SR 948 / NW 36 St / SR 25 / Okeechobee Rd	-	-	Intersection Improvements	II (2031-2035)
SR 5 / US 1 / Dixie Hwy	NE 163 St	NE 163 St	East/West Grade Separated Overpass (GSO) over the FEC Rail Line	II (2031-2035)
SR 5 / US 1 / Dixie Hwy	NE 186 St/ Miami Gardens Dr	at NE 186 St/ Miami Gardens Dr	East/West Grade Separated Overpass (GSO) over the FEC Rail Line	II (2031-2035)
I-75 / SR 93	SR 826 / Palmetto Expy	Broward County Line	Collector-Distributor (CD) System Road	II (2031-2035)
I-75 / SR 93	SR 826 / Palmetto Expy	Broward County Line	Collector-Distributor (CD) System Road	III (2036-2040)
SR 953/NW 42 Avenue with SR 948/NW 36 St. and SR 25/Okeechobee Rd	-	-	Ultimate improvement for the "Iron Triangle"	LOPP
I-75/SR 93	NW 138 St		Modify Interchange	II (2031-2035)
I-75/SR 93	NW 138 St		Modify Interchange	III (2036-2040)
I-75/SR 93	NW 138 St	SR 826/Palmetto Expy	Ultimate Plan	II (2031-2035)
I-75/SR 93	NW 138 St	SR 826/Palmetto Expy	Ultimate Plan	III (2036-2040)
I-75/SR 93/Miami Gardens Interchange	SR 821/HEFT	NW 170 St	Modify Interchange	II (2031-2035)
I-75/SR 93/Miami Gardens Interchange	SR 821/HEFT	NW 170 St	Modify Interchange	III (2036-2040)
I-75/SR 93/SR 821 (HEFT) Interchange	CD Road	Miami Gardens Dr	Modify Interchange	II (2031-2035)
I-75/SR 93/SR 821 (HEFT) Interchange	CD Road	Miami Gardens Dr	Modify Interchange	III (2036-2040)
I-75/SR 93	I-75/SR 93	SR 826/ Palmetto Expy	Modify Interchange	II (2031-2035)

2050 Miami-Dade County Freight Needs

Facility	From	To	Description	Planning Period
I-75/SR 93	I-75/SR 93	SR 826/Palmetto Expy	Modify Interchange	III (2036-2040)
NW 87th Ave			Details of implementation to be determined	TBD
NW 57th Ave			Realign interchange to improve traffic flow details of implementation to be determined	TBD
NW 67th Ave			Realign interchange to improve traffic flow details of implementation to be determined	TBD
NW 59th Ave	NW 158th St	NW 151st St	Extend NW 59th Ave via a new bridge across the canal and Opa Locka Airport air strip	under design
Crossing Surface Condition Assessment	Countywide	County Owned at Grade Rail Crossings	Planning Study	II (2031-2035)
Curb management Freight Analysis	Countywide		Planning Study	UF (2051 and beyond)
Develop sustainable and Socially Conscious Freight Policies and Regulations	Countywide		Planning Study	UF (2051 and beyond)
Federal Inspection Facility	-	-	Transit. Build new facility for Immigration and US Customs Border Protection	LOPP
Hard Rock Stadium/NW 199 Street	NW 27 Ave	NW 14 Court	Roadway Rehabilitation	UF (2051 and beyond)
Infrastructure Improvements - Channel Modifications	-	-	Transit. PortMiami channel modifications as per the Miami Harbor Improvements	LOPP
Infrastructure Improvements – Port-wide	-	-	Transit. Port-wide infrastructure improvements.	LOPP
Miami Dade County Rail Delay Study	Countywide	County Owned at Grade Rail Crossings	Planning Study	II (2031-2035)
Miami-Dade County Rail Grade Separation Study (County Roads)	Countywide	County Owned at Grade Rail Crossings	Planning Study	II (2031-2035)
Micro freight Pilot Project Opportunities	Countywide		Planning Study	UF (2051 and beyond)
NE 215 Street	NE 2 Ave	NE 12 Ave	Roadway Rehabilitation	UF (2051 and beyond)

2050 Miami-Dade County Freight Needs

Facility	From	To	Description	Planning Period
Net Zero - Inland Port Development	-	-	Transit. Continue Inland Port development of the container storage and transfer staging areas	LOPP
Net Zero Cargo Supply Chain Program - Inland Port	-	-	Transit. Following the planning study, develop an inland port to expand cargo business opportunities and competitiveness	LOPP
NW 106 Street/NW 116 Way/Hialeah Gardens Boulevard	SR-821/HEFT	I-75 / NW 138 St	Operational Improvements	I (2026-2030)
NW 106 Street/NW 116 Way/Hialeah Gardens Boulevard	SR-821/HEFT	US-27/ Okeechobee Road	Transportation Systems Management and Operations (TSMNO)	I (2026-2030)
NW 107 Ave	NW 25 St	NW 41 St	Add 2 lanes and reconstruct	II (2031-2035)
NW 122 Street	US-27 / Okeechobee Rd	SR-826 / Palmetto Expy	Use of Traffic Adaptive Signal System throughout the corridor	UF (2051 and beyond)
NW 22 Avenue	SR-916/NW 135 St	NW 151 St	Traffic Study	I (2026-2030)
NW 25 St	-	-	Viaduct extension	UF (2051 and beyond)
NW 25 St Bridge Replacement N Line Canal Culvert	SW 84 Ave	SW 82 Ave	Bridge repair / replacements	UF (2051 and beyond)
NW 25th Street	NW 117th Ave	NW 87th Ave	Roadway Improvements	UF (2051 and beyond)
NW 36 St/NW 41 St (SR 948/Doral Blvd)	SR 821 (HEFT)	NW 42 Ave / LeJeune Rd	Redesign NW 36 St / NW 41 St as a super arterial express street	UF (2051 and beyond)
NW 72 Ave (Milam Dairy)	Hialeah Expy		Operational improvements	III (2036-2040)
NW 90 Street	NW 87 Avenue	NW 97 Ave	PD&E Study	UF (2051 and beyond)
NW 97 Avenue	North of NW 74 Street	NW 106 St	PD&E Study	II (2031-2035)
NW S. River Drive over FEC Canal	East of NW 74th Street	-	Bridge repair / replacements	UF (2051 and beyond)
NW South River Dr	NW 107 Ave	NW 74 Ave	Roadway and operational improvements	II (2031-2035)
NW South River Dr	NW 32 Av	NW 38 Ave	Roadway improvements	UF (2051 and beyond)
NW South River Dr	NW 107 Avenue	NW 74 Ave	Traffic Study	UF (2051 and beyond)
Rail Connections /Freight Opportunities	Countywide	Freight Rail Corridors	Planning Study	UF (2051 and beyond)

2050 Miami-Dade County Freight Needs

Facility	From	To	Description	Planning Period
Rail Land Use Analysis and Small Rail Yard Opportunities / Distribution Centers	Countywide		Planning Study	UF (2051 and beyond)
Rail Safety Analysis	Countywide	Miami-Dade County Rail System	Planning Study	UF (2051 and beyond)
NW 77th Ct			Realign intersection to improve traffic flow	TBD
Shore Power	-	-	Transit. Provide Shore Power to all cruise terminals	LOPP
SR 826 / Palmetto Expy and US 1 / S. Dixie Hwy/SR 5	Transitway	SR 826 / Palmetto Expy	Direct access ramps	UF (2051 and beyond)
SR-916 / Douglas Road	South of NW 142 Street	North of NW 142 Street	Widening (Add one lane in each Direction)	I (2026-2030)
SR-934 / NW 74 St	SR-821/HEFT	US-27 / Okeechobee Road	Operational Improvements	I (2026-2030)
SW 107 Ave / SR 985	SR 994 / Qual Roost Dr	SW 160 St	Add 2 lanes and reconstruct	III (2036-2040)
SW 107 Avenue	Quail Roost Dr	SW 160 St	Roadway Improvements	UF (2051 and beyond)
SW 107 Avenue	Quail Roost Drive	SW 160 St	Reconstructing and widening from a 2-lane to a 4-lane divided road	LOPP
SW 127 Avenue	SW 244 St	SW 184 St	Capacity Improvement	UF (2051 and beyond)
Track Extension	-	-	Transit. Expand the railroad along US27 to connect to the Inland Port and Logistics Center	LOPP
US 27 / (SR 25) Okeechobee Rd	NW 42 Ave (LeJeune Rd)		Improve access at intersection; Iron Triangle	III (2036-2040)
Using Technology to Support the Freight Network	Countywide		Planning Study	UF (2051 and beyond)
NW 25 St	NW 117 Ave	NW 87 Ave	Road widening and addition of shared-use path / Roadway / Highway / Pavement Systems Performance	LOPP
NW 25 St	NW 117 Ave	NW 87 Ave	Reconstructing and widening of the existing roadway from a four (4) lane road to a six (6) lane road	LOPP

2050 Miami-Dade County Freight Needs

Facility	From	To	Description	Planning Period
US 27	Existing rail network in Miami-Dade County	Existing rail network near Lake Okeechobee	Study benefits of building a new rail line through Florida's interior to expand passenger rail capacity on existing coastal rail lines.	
SR-25	SR 25	SR 826	Interchange Improvements	
SR-25 / Okeechobee Rd	East of NW 87 Ave	NW 79 Ave		
SR-25 / Okeechobee Rd	East of NW 116 Way	East of NW 87 Ave		

Source: Miami-Dade TPO and Cambridge Systematics analysis.

Recommendations and Next Steps

As global shifts continue, and Florida advances its global logistics competitiveness, Miami-Dade County needs to continue to develop and implement strategies that ensure it remains competitive and positioned for growth. Maximizing freight and logistics opportunities will complement other investments designed to transition Miami into a World-class city. The following highlights key short-term and ongoing strategies that can be undertaken to help advance Miami-Dade County's freight program:

- **Monitor and support PortMiami's inland port development activities at the Opa-locka West site.** PortMiami is in the process of developing an off-site location to support intermodal, transload, laydown, and other cargo activities. 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 to help increase the capacity of the land-constrained port. Studies that promote efficient connections between the port and the inland port could be advanced.
- **Monitor and incorporate planned capital investments at PortMiami and Miami International Airport, at key master plan milestones, as well as private sector rail investments.** In addition to PortMiami's inland port development, planned investments by modal partners could be monitored. These investments would have the greatest influence on cargo movements into, out of, and within Miami-Dade County. Priorities for rail, port, and air investments often change based on market opportunities, making ongoing monitoring necessary.

- **Coordinate and partner with FDOT D6 on implementation of the countywide freight program.** FDOT District 6 has completed a series of subarea freight studies that were critical in the development of freight infrastructure and operations projects that directly enhance freight mobility in the county. FDOT is currently conducting a districtwide evaluation of freight needs which incorporates and updates these existing subarea studies. Ongoing coordination could be undertaken with FDOT to ensure that the findings, recommendations, and projects identified in the Miami-Dade County Freight Plan and the 2050 LRTP are incorporated into the districtwide freight plan, and that the results from the districtwide freight plan are considered and incorporated as appropriate into the next county freight plan update.
- **Coordinate with the Federal Railroad Administration to update the county's grade crossing inventory.** The FRA maintains an inventory of grade crossings and uses data for these crossings to update the Accident Prediction System, used to inform states and local agencies of which grade crossings may need modifications. However, the most recent FRA report for Miami-Dade County includes many crossings that no longer exist or have not for over a decade, and the inventory states that six trains per day use the line. The FRA could be asked to update its database to ensure that all current crossings are included in the inventory and APS analysis.
- **Actively participate in updates to the Florida Mobility and Trade Plan to effectively compete for NHFP resources and promote South Florida freight needs.** The Freight Mobility and Trade Plan (FMTP) is required to be updated every four years in order for the state of Florida to receive its allocated NHFP funding. The TPO will continue to participate in these updates to ensure that the needs of South Florida's freight community are represented and included in the required Freight Investment Plan.
- **Coordinate and engage with local stakeholders on the development of truck parking facilities.** This update has documented the continued lack of private incentive to develop a large, full-service truck parking facility, primarily due to land costs and availability of an adequate parcel. The significant increase in truck parking with no amenities outside the urban district boundary largely in the northwest quadrant of the county has been documented, and ongoing work by FDOT has identified several possible sites for a range of truck parking facilities. The TPO will continue with Miami-Dade County, FDOT, and local municipalities to identify public property and/or funding to support the development of large, state of the practice full-service trucking facilities.

- **Promote preservation of industrial land for freight usage.** As available land becomes more constrained within the county, some redevelopment has occurred which has shifted traditional freight areas away from freight usage. This has been most obviously seen along the Miami River with some landowners fighting against eminent domain. Preserving land for freight usage could help ensure Miami-Dade County's residents and visitors continue to receive goods efficiently, and that there is landside capacity to support the projected growth at PortMiami and Miami International Airport.
- **Promote economic contributions of the freight and logistics industry.** Transportation and economic development investments take place within a competitive environment. The funding PortMiami has received to prepare it for the next generation of cargo vessels was hard fought for through demonstration of overall benefits. The ability to quantify the economic impacts associated with freight project investments could be critical in the successful solicitation of local, State, and Federal funds. Impact tools and marketing materials could be developed and used to educate key decision-makers about the contributions of this targeted industry.
- **Continue to fund the freight set aside program to help promote priority freight projects.** As part of the 2045 LRTP, financial revenues were set-aside to provide assurance that bicycle/pedestrian (non-motorized), congestion management, and freight projects are afforded a minimum level of investment in the Plan. Individual plans were developed for each of these programs to identify needs and prioritize projects. This freight set aside could continue to be funded in order to facilitate freight movement within Miami-Dade County.
- **Maximize use of available funding programs including identification of opportunities for grant funding for freight projects, and use of public/private partnerships.** Ways to maximize these programs are summarized below:
 - **Maximize use of available funding programs.** There are a significant number of programs available to help advance freight projects. The Infrastructure Investment and Jobs Act (IIJA) further expanded funding opportunities by increasing the funding levels for both formula and discretionary programs, as well as creating new programs. Miami-Dade County has had repeated success over the years competing for grant awards and this should continue. Programs like the Infrastructure For Rebuilding America (INFRA), State Infrastructure Banks (SIB), FDOT SIS, and FDOT District 6 Intermodal Funds have been used to advance critical projects in Miami-Dade County. Applications, as appropriate, could be routinely submitted to these and other identified programs to ensure Miami-Dade County and its partners are competing for all available funding.

- **Identify a list of freight projects and complete a preliminary assessment to ensure preparedness for upcoming grant opportunities.** The Notices of Funding Opportunities (NOFOs) for grant funding often have short turn around periods. As part of the effort to maximize the use of available funds, freight related projects could preemptively be identified and evaluated for submittal, including the identification of data gaps to support benefit-cost analysis such as traffic impact studies and project cost estimates. Advanced preparedness could help to better position those projects to receive grant funding.
 - **Leverage investments through public/private partnerships.** Miami-Dade County is home to one of the largest public/private partnerships (P3s), and 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 could 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.
- **Support the MPOAC's Freight Priorities Program.** On an annual basis, the Florida MPOAC requests freight priority projects from its partners. A list of projects is prepared and submitted to FDOT promoting the MPOs' collective freight priorities. The TPO has consistently participated since the program's inception in 2018 and should continue to do so. In addition, the TPO will continue to participate in the Freight and Rail Committee to help this program evolve to best meet MPO needs.
- **Monitor performance of the freight system.** As required by Federal law, performance monitoring of the freight system must be conducted, which can help track the effectiveness of the freight program. Currently, FHWA requires MPOs to establish 2- and 4-year targets for truck travel time reliability. It is critical that this continues in Miami-Dade County to ensure that freight can successfully compete for available funding. In addition, development of a freight performance dashboard that goes beyond Federal requirements could be considered to help promote the county's competitiveness.
- **Engage the freight community in the identification of freight bottlenecks, including first/last mile connections.** In conjunction with documenting the performance of the freight system, the NPMRDS could be used to help identify bottlenecks on key freight corridors. In addition, the Miami-Dade TPO Freight Transportation Advisory Committee could continue to be used as a sounding board on the location of key bottlenecks. A process to solicit input from the freight industry could be developed to support a real-time list of ongoing bottlenecks.

- **Ensure trade and logistics remains 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. As a result, different types of economic incentives are available to the industry to drive growth. It is critical that the industry remain designated and that economic development professionals use available incentives to attract and grow businesses in Miami-Dade County. Coordination with the Beacon Council could continue to promote the importance of this industry.
- **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 for many companies. Combined with the rising cost of living in the county and the average wage of industry workers, filling available roles can be challenging. Entities such as Employ Florida, FDOT, and the Florida Chamber have focused on trade and logistics as a target area for workforce development. An active role in workforce development could be taken, partnering with industry, government, and academia.
- **Advance best practices by continuing to develop, test and expand pilot programs.** Miami-Dade County is home to several innovative and cutting-edge pilot programs developed to address critical bottlenecks in our international trade regulations and operations. The Perishables Coalition, the Transshipment Committee, and CBP's Reimbursable Services Authority all represent exceptions to Federal trade regulations or new ways to manage the programs. Local leaders could continue to expand these pilots and identify new innovative ways to streamline operations to drive the competitiveness of the trade and logistics industry.
- **Monitor hinterland ILC developments and engage 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. In the longer term, this connection could be even more critical as the County's ability to expand warehouse capacity diminishes.
- **Evaluate the economic and operational feasibility of developing a rail line on US 27.** While the development of a rail line along US 27 has been tied to ILC development in the heartland, growing passenger and freight traffic on urban rail lines is limited by the rail capacity. Development of a rail line along US 27 could shift freight rail traffic away from the urban core, reducing the time at-grade crossings are closed and increasing capacity for passenger rail traffic such as Brightline, Amtrak, Tri-Rail, and the future Northeast Corridor. The benefits of this project could be evaluated to determine the financial viability of this option.

- **Promote regional freight mobility.** In a world of competing priorities, it is important that the importance of freight mobility is acknowledged and promoted. This Plan provides the material and data to support the development of dashboards, fact sheets, and other material to help demonstrate the significance of freight activity and the supporting infrastructure in Miami-Dade County. This could be done at a regional level in partnership with key planning agencies making up the Miami Urbanized Area. 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 as they only care about overall access and mobility.
- **Monitor global supply chain and geopolitical trends to support effective competitive positioning.** The last five years have demonstrated the delicate balance between goods production and delivery. Shifts in global production and constraints on operations during the COVID-19 pandemic strained the ability of carriers to deliver goods on-time and at a reasonable cost. In some cases, such as with the congestion at West Coast seaports, this affords an opportunity for Miami to attract new business. Upcoming freight trends could continue to be monitored to determine how Miami can serve and retain existing businesses, attract new businesses, and provide a higher quality of life to South Florida residents and visitors.



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