

2040 Southeast Florida Regional Freight Plan

Presented by:

Greg Stuart, AICP, Executive Director

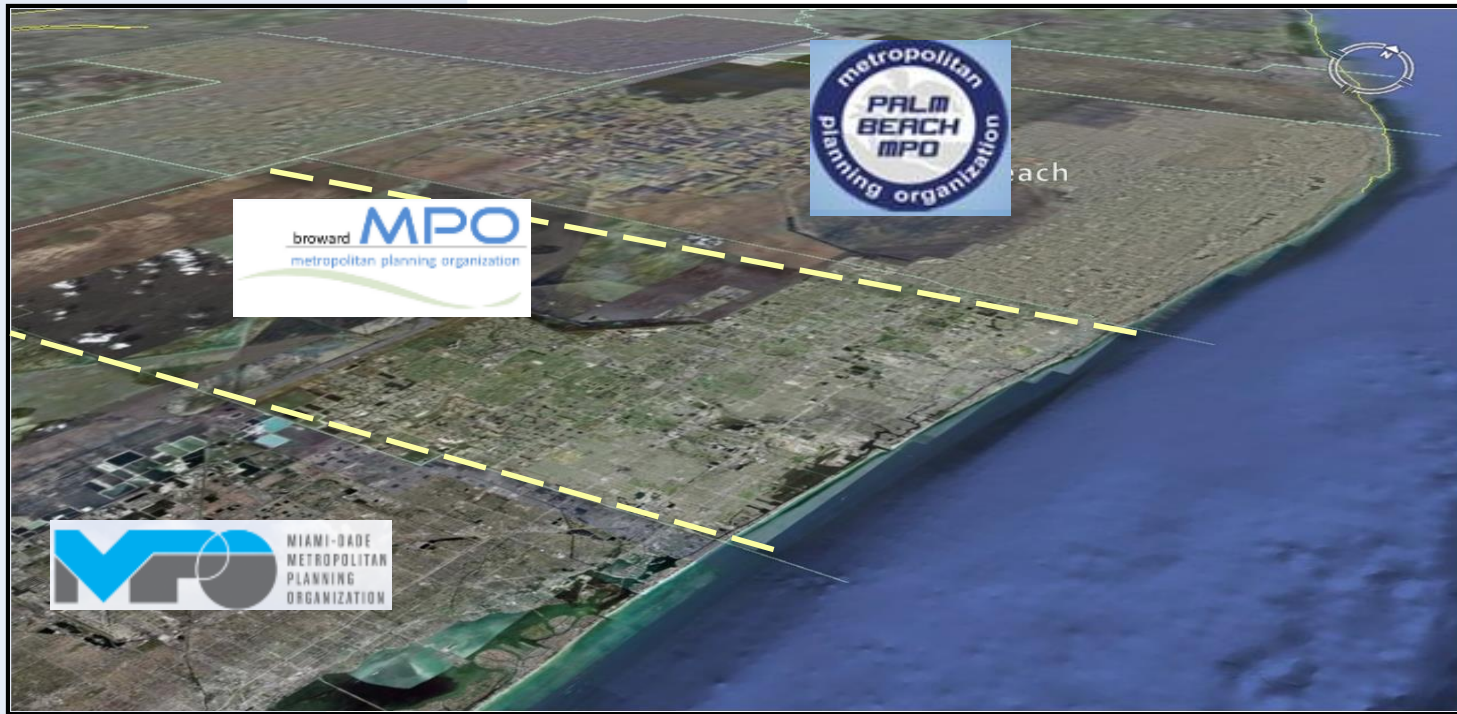
Broward Metropolitan Planning Organization



October 23, 2014



Who we are and why are we here....



Positioning Us for Continued Growth

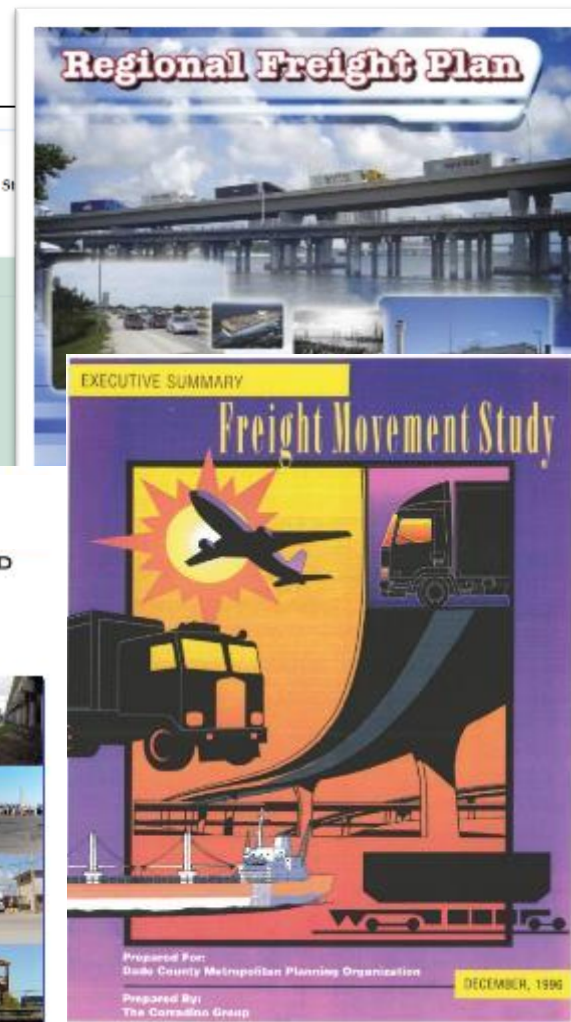
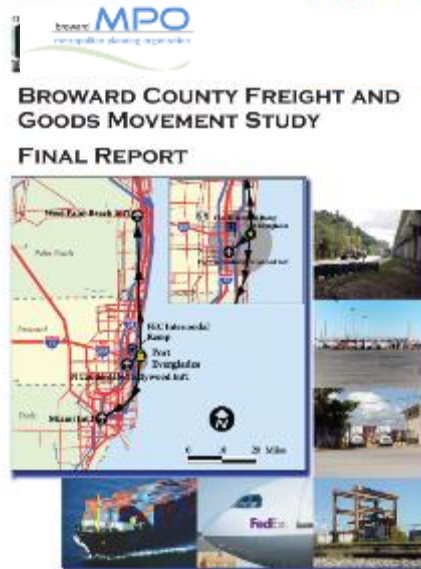


- Screens regional highway network for key freight bottlenecks
- Reviews capital needs for our airports, seaports and railroads
- Provides updated list of prioritized freight needs
- Estimates economic impacts generated by the freight industry
- Summarizes and incorporates key freight and logistics initiatives to help position the region as a global logistics hub
- Tells our freight story



We have been actively engaged in freight planning for more than a decade

- Freight planning dates back to 1996 when Miami-Dade County developed the state's first local freight plan
- Broward and Palm Beach have since developed their own freight plans
- 2010 Southeast Regional Freight Plan provided freight input to the 2035 Regional Transportation Plan



Nine elements of our Freight Program

1. Freight Specific Policies/Goals
2. Consistency/Compatibility with State and Federal Guidance
3. Infrastructure/Capacity
4. Land Use/Development Opportunities
5. Stakeholder Involvement/Engagement
6. Participation in Pilots/Demonstration Projects
7. Identification, Prioritization and Funding of Needs
8. Freight Performance Measures/Metrics
9. Strategies for Growth



Freight Specific Policies/Goals



Regional Freight Plan Policy Language

- Linking to the Regional Transportation Plan policy language

| Theme | | Goal | Objective | Potential Measure of Effectiveness (MOE) |
|----------------|--|---|--|---|
| Sustainability | Economic Vitality | 1 Provide an Efficient and Reliable Transportation System for Regional Passenger and Freight Operations | 1.1 Preserve and expand the existing regional transportation system capacity to support passenger and freight operations | 1.1.1 Miles of new highway capacity, new transit revenue hours of service, increased capacity of freight hubs |
| | | | 1.2 Maximize existing system capacity through increased highway and/or transit capacity, tolling, implementation of TSM, and ITS strategies and technologies | 1.2.1 % decrease of auto-transit travel in congestion |
| | | | | 1.2.2 % decrease in person hours of delay per capita (by mode) |
| | | 2 Provide Multimodal Access to Major Regional Passenger and Freight Activity Centers | 2.1 Provide competitive travel times | 2.1.1 Comparison to similar cities |
| | | | 2.2 Increase mode choice for regional travel | 2.2.1 Increase transit coverage to TSA's |
| | | | 2.3 Provide efficient regional routes for freight goods movement to and from regional freight hubs and destinations | 2.3.1 % decrease in travel time from regional corridor to freight destinations |
| | | 3 Provide an Integrated Multimodal Transportation | 3.1 Increase multimodal connections between regional Origin-Destination (O-D) pairs | 3.1.1 Increase in the # of multimodal connections between O-D pairs |
| | | 4 Protect the Region's Environment | 4.1 Improve air quality and minimize air pollution (via alternative vehicle technologies, increased mode split, decreased travel delay time, etc.) | 4.1.1 % decrease in emissions |
| | | | 4.2 Reduce greenhouse gas emissions | 4.2.1 % decrease in CO ₂ emissions |
| | | | 4.3 Protect the natural environment and historic areas | 4.3.1 ROW impact to the protected natural environment and/or historic areas |
| | 5 Provide for a Safer and More Secure Transportation System for the Regions Residents, Businesses and Visitors | 5.1 Preserve and enhance the capacity of regional evacuation corridors (security) | 5.1.1 % increase in capacity | |
| | | 5.2 Reduce fatal and injury crashes on regional roads (safety) | 5.2.1 Decrease in fatal crashes | |
| | | | 5.2.2 Decrease in injury crashes | |
| | Quality of Life | 6 Preserve and Enhance the Quality of Life and Promote Energy Conservation | 6.1 Promote projects that support urban infill and densification | 6.1.1 Geographic location |
| | | | 6.2 Prioritize funding to favor intra-urban (within UDB) improvements | 6.2.1 Geographic location |
| | | | 6.3 Promote the use of alternative vehicle technologies | 6.3.1 SECO annual meeting attendance |

NOTES: Pedestrian/bicycle modes are not included in the Regional Long Range Transportation Plan (LRTP). These modes are assessed at the local LRTP level.

ACRONYMS

TSM=Transportation System Management

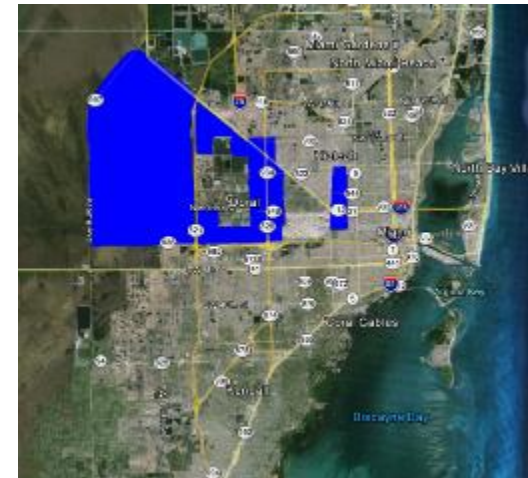
ITS=Intelligent Transportation Systems

TSA=Transit Supportive Area, Areas where mixed-use development occurs and thr development is served by transit station or stop within 1/4 mile walk for bus and 1/2 mile for rail from development

SECO=State Energy Conservation Office

MPOs freight investments

- 3 MPOs are looking at new ways to invest in freight projects
 - Broward MPO has a freight commitment of \$338M in its 2040 LRTP Update for highway projects that benefit freight mobility (excluding major state investments)
 - Miami-Dade MPO has created a freight set aside of \$127M in its 2040 LRTP Update specifically for freight only projects (quick fix, low cost, excludes major state investments)
 - Palm Beach MPO has a freight commitment of \$1.3B in its 2040 LRTP Update for highway projects that benefit freight mobility (including major state investments)



| 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 |

Consistency/Compatibility with State and Federal Guidance



Federal Guidance continues to strengthen for States and MPOs

- Importance of freight at national level began in 1991 with ISTEA; each subsequent bill has strengthened this message
- National freight policy designed to drive U.S. global competitiveness
- Florida is represented on the National Freight Advisory Committee by Miami-Dade County Mayor Gimenez



National Freight Policy

- Focuses on improving condition and performance of the national freight network to provide foundation for the U.S. to compete in the global economy
- Sets goals related to:
 - Infrastructure improvements
 - Operational improvements
 - Safety, security, and system resiliency improvements
 - Improving state of good repair
 - Increasing use of advanced technology to improve safety and efficiency
 - Incorporating concepts of performance, innovation, competition, and accountability into operation and maintenance of the national freight network
 - Improving economic efficiency
 - Reducing environmental impacts of freight movement

MAP of Freight Transportation



United States Department of Transportation

Home > Mission > Administration > Office of Policy > Transportation Policy > National Freight Advisory Committee

National Freight Advisory Committee

To help the U.S. Department of Transportation promote a safe, economically efficient, and environmentally sustainable freight transportation system, the Department's National Freight Advisory Committee (NFAC) will provide advice and recommendations to the Secretary on matters related to freight transportation in the United States including:

- Implementation of the freight transportation requirements of the Moving Ahead for Progress in the 21st Century Act (PL 112-241)
- establishment of the National Freight network;
- development of a National Freight Strategic Plan;
- development of strategies to help states implement state freight advisory committees and State Freight Plans;
- development of measures of condition and performance in freight transportation;
- development of freight transportation investment, data, and planning tools; and
- legislative recommendations.

For more NFAC information, please contact:

Terrell Channing
1422 NEW JERSEY AVE. SW
WASHINGTON, DC 20450
United States
terrell.channing@dot.gov

Phone: (202) 356-4990

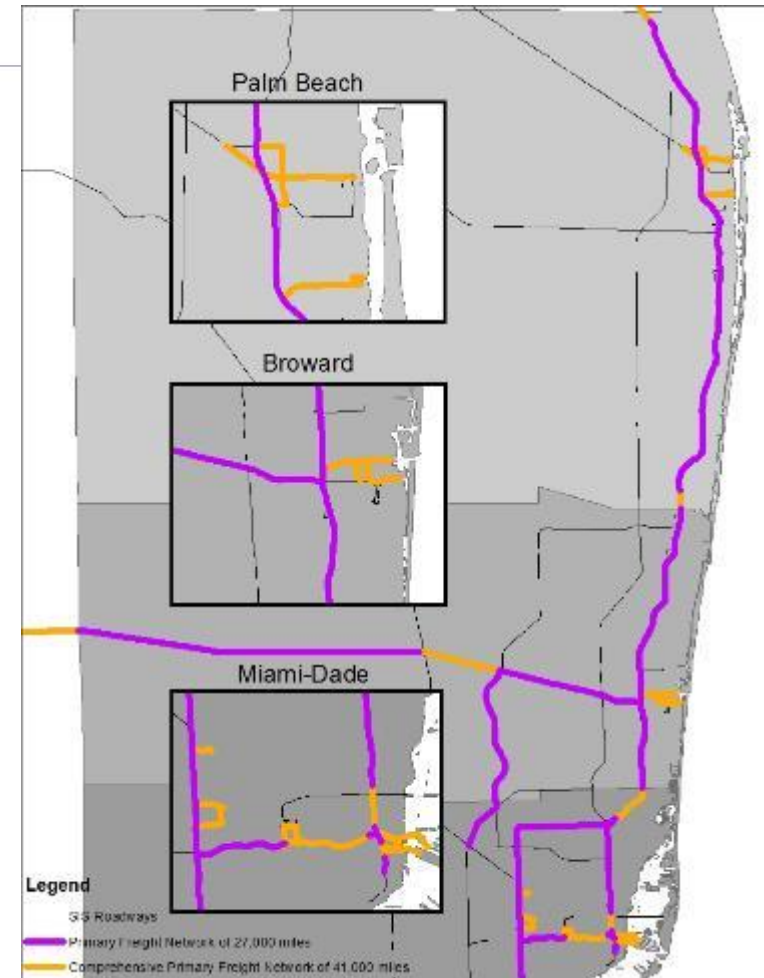
Business Hours:
M-F 8:00 AM - 5:00 PM ET, PST

Share

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MAP-21 and National Freight Network opportunity and challenge

- MAP-21 requires USDOT to establish a national freight network
- New freight policy brings new funding opportunities
- Key facilities in South Florida are missing
 - No seaport, airport, or rail yard connectors have been designated
 - Key Interstates and expressways are not contiguous
 - Key expressway connections are missing
- FHWA current reviewing comments
- FHWA also working with MPOs on urban freight network needs



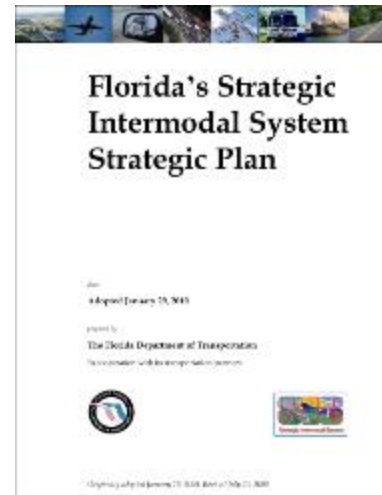
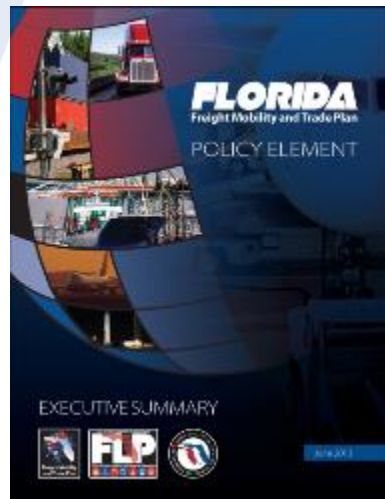
MAP-21 and the National Freight Network

Provides increased funding match for designated facilities

- New freight policy brings new funding opportunities
 - Federal share of:
 - Interstate Improvements: 90%
 - Other: 80%
 - For a project which can demonstrate an improvement to the efficient movement of freight, the federal share becomes:
 - Interstate Improvements: 95%
 - Other: 90%

Consistency with key statewide initiatives

- Florida's Transportation Plan
- Florida's Strategic Intermodal System Plan
- Florida Freight Mobility & Trade Plan
- Florida Trade and Logistics Study



Florida Transportation Plan

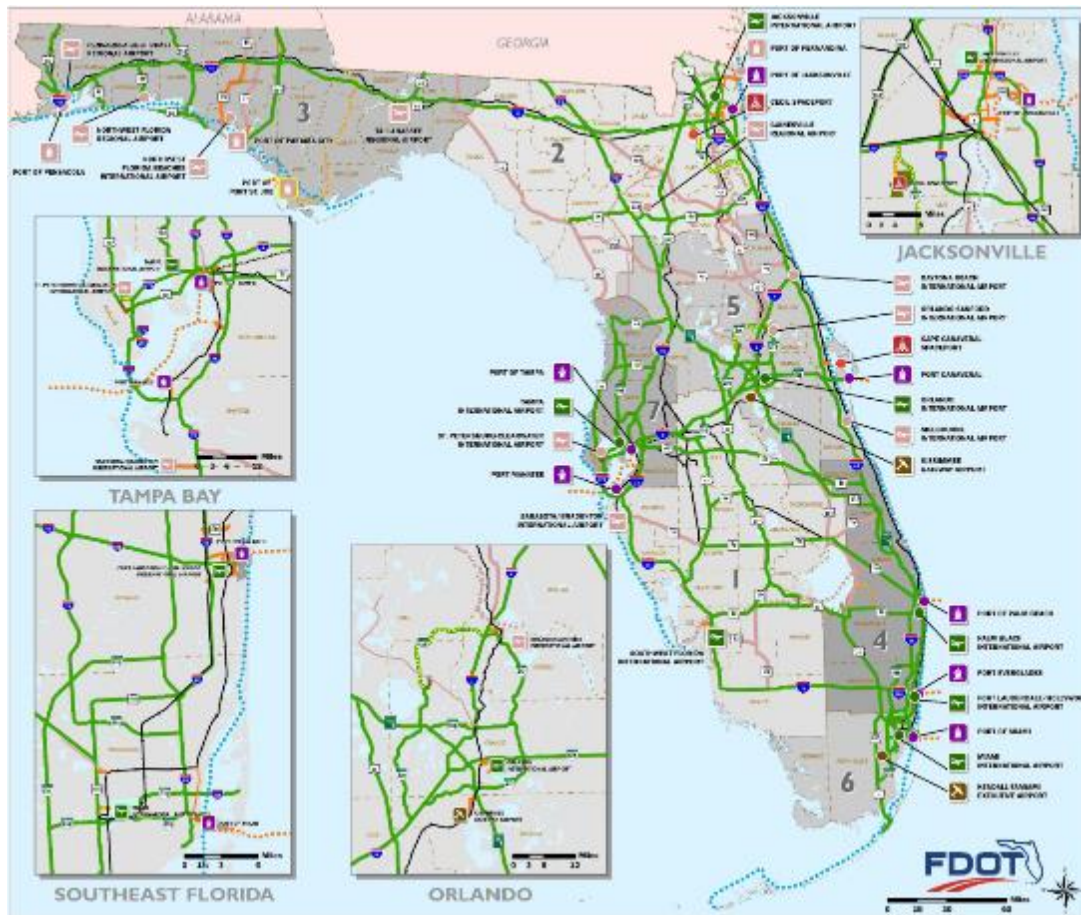
- Florida's Transportation Plan establishes the state's overall transportation policy
- All other plans and programs are tied to these policies

2060 FTP Goals

- Invest in transportation systems to support a prosperous, globally competitive economy
- Make transportation decisions to support and enhance livable communities
- Make transportation decisions to promote responsible environmental stewardship
- Provide a safe and secure transportation system for all users
- Maintain and operate Florida's transportation system proactively
- Improve mobility and connectivity for people and freight

strategic intermodal system

- Majority of FDOT's new capacity dollars allocated to SIS facilities
- Facilities consist of:
 - Corridors, Hubs, and Connectors
- Modes included:
 - Highways
 - Railroads
 - Seaports
 - Airports
 - Spaceports
 - Transit



Changes to Florida's strategic intermodal system

- SIS Airport Hub (General Reliever): Kendall-Tamiami Airport (designated in May 2013)
- Emerging SIS Waterway: Miami River
- Emerging SIS Seaport: Port of Ft. Pierce
- ILCs eligible for designation as freight hubs



Florida Freight Mobility & Trade Plan

- Policy Element lays out a policy framework, identifies responsibilities for implementation, and meets the requirements of H.B. 599
- Investment Element identifies freight needs, identifies criteria for state investment, prioritizes investments, and meets MAP-21 requirements
- High priority needs identified by the Southeast Regional Freight Plan are included in this statewide effort



<http://www.freightmovesflorida.com/freight-mobility-and-trade-plan/freight-mobility-and-trade-plan-overview>

Florida Trade and Logistics Study

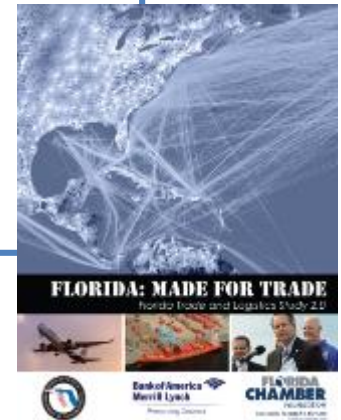
- **Phase I (2010)**

- Document existing and project future trade flows
- Recommend strategies for Florida to compete globally

- **Phase II (2013)**

- Establish business case for trade
- Identify key opportunities
- Develop comprehensive goals and strategies

1. Move more trade through Florida sea and air gateways
2. Make, grow, and refine more products for export in Florida
3. Multiply the impacts of trade in Florida



<http://www.flchamber.com/wp-content/uploads/MadeForTrade-FINAL-Single-1.pdf>

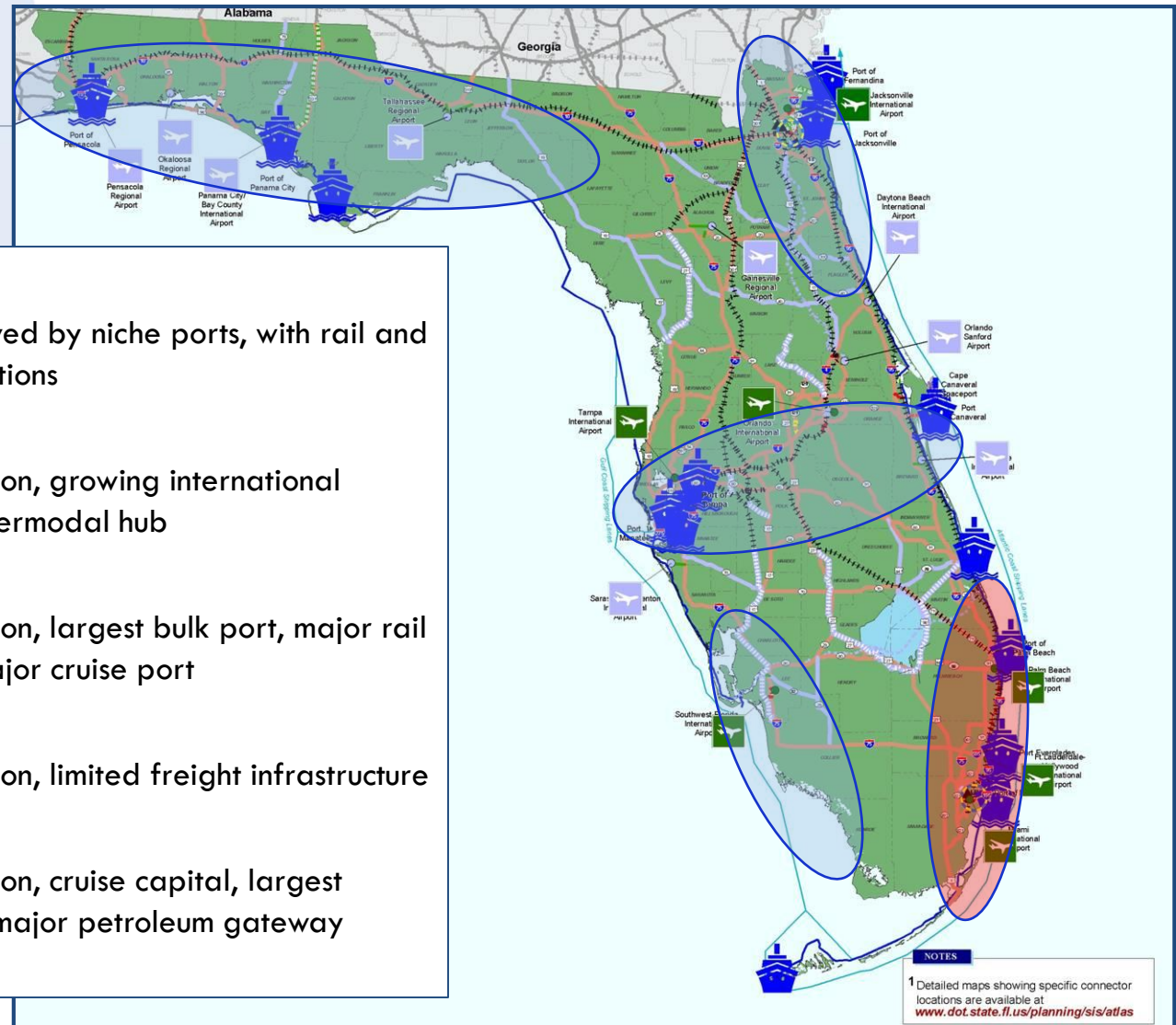
Infrastructure/Capacity

#3



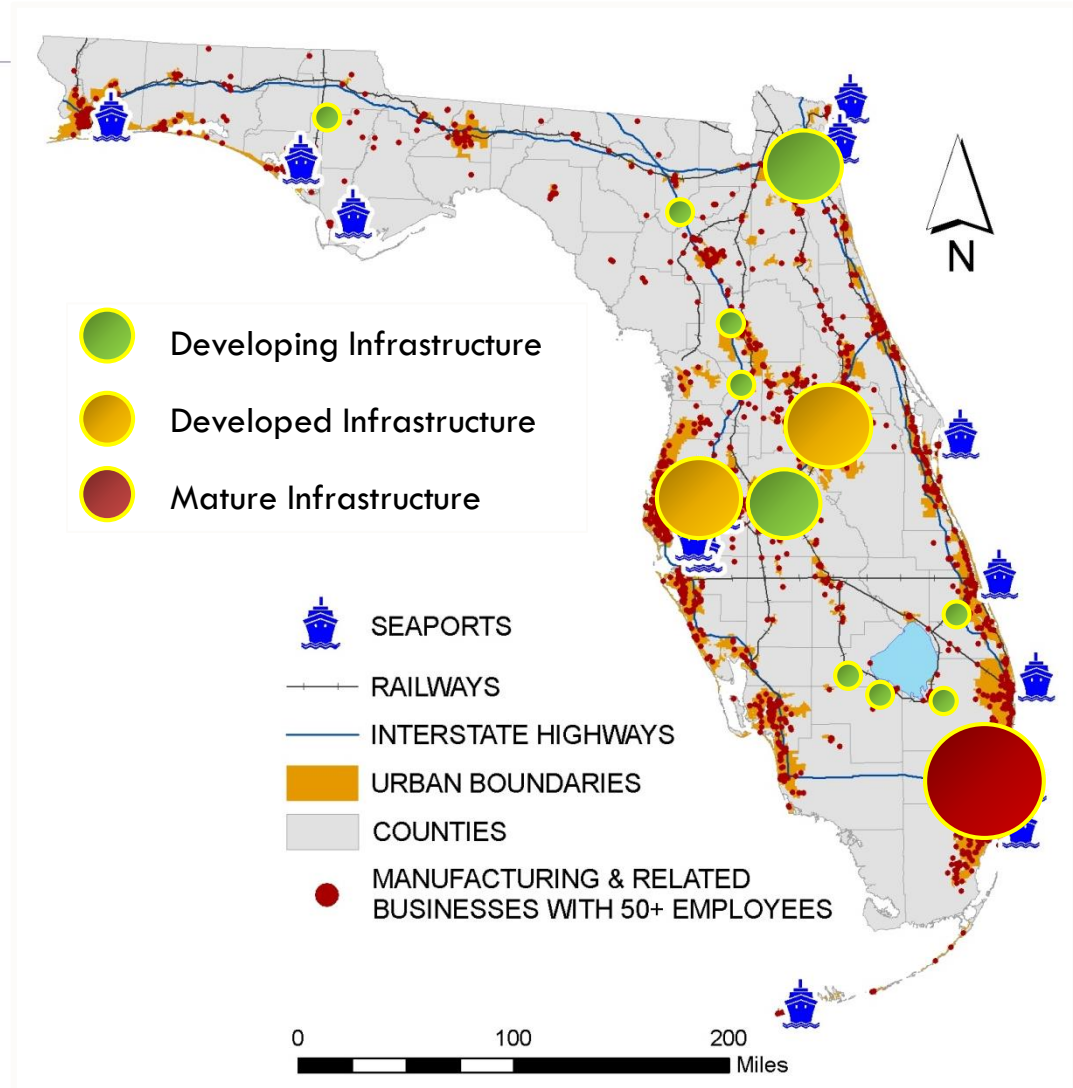
Overview of Florida's Transportation System

- Northwest Florida
 - Rural region served by niche ports, with rail and Interstate connections
- Northeast Florida
 - High growth region, growing international gateway and intermodal hub
- Central Florida
 - High growth region, largest bulk port, major rail development, major cruise port
- Southwest Florida
 - High growth region, limited freight infrastructure
- Southeast Florida
 - High growth region, cruise capital, largest container ports, major petroleum gateway



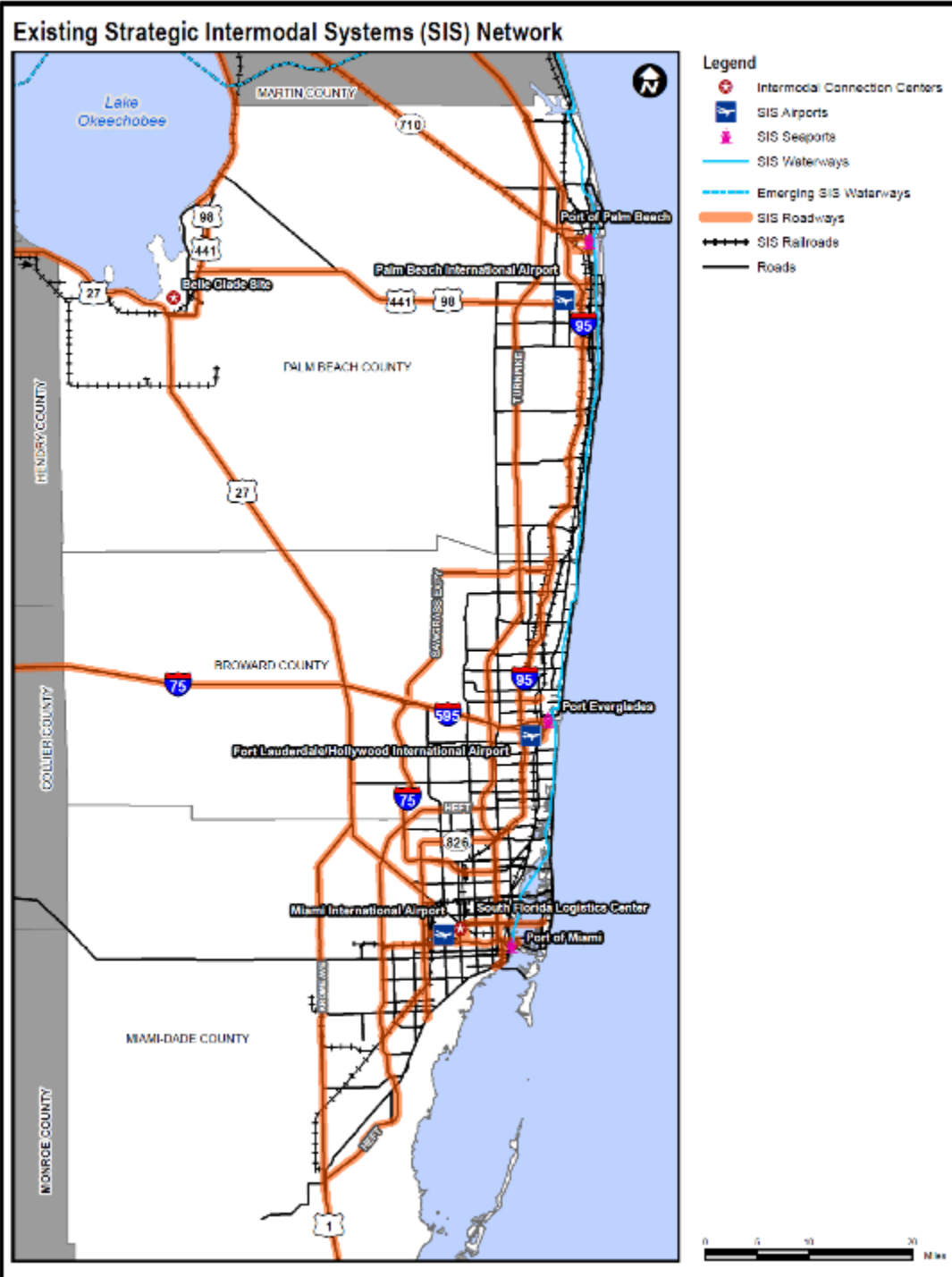
Overview of Florida's Distribution System

- Major Distribution Areas
 - Jacksonville
 - Orlando Area
 - Winter Haven/Lakeland
 - Tampa Bay Area
 - Miami/Fort Lauderdale Area
- Proposed ILCs emerging in more rural areas



Southeast Florida's Freight System

- Expressways
- State highways
- Connectors to freight activity centers
- 3 International airports
- 3 Deep water seaports
- 3 Freight railroads
- Miami River
- New River



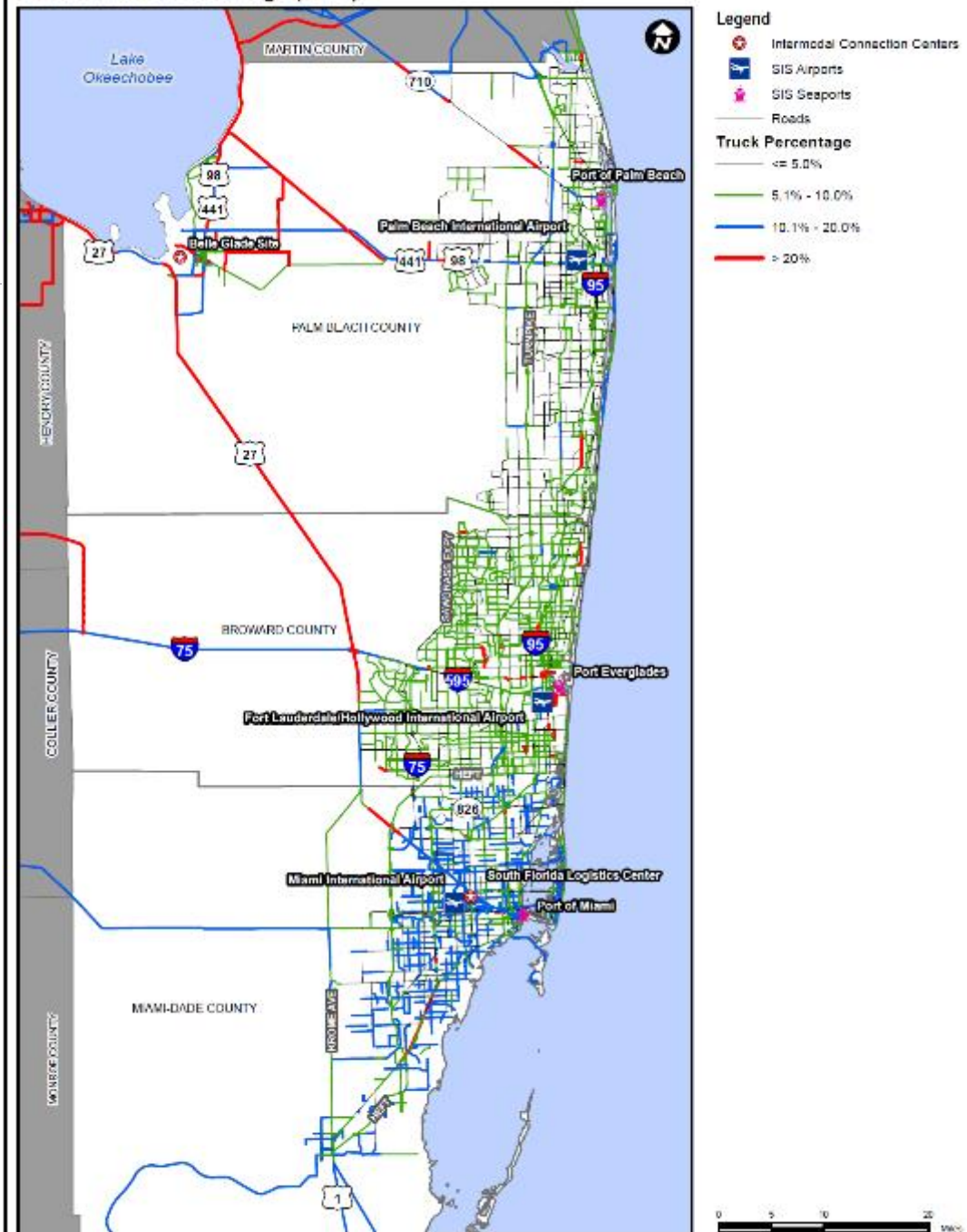
- Expressways carry the largest volume of trucks
 - I-95
 - I-595
 - Florida's Turnpike
 - Dolphin Expressway
 - Palmetto Expressway



Truck Percent

- Trucks represent more than 5 percent of total traffic for much of the region's state highway system
- This percent increases as you move south into Miami-Dade County

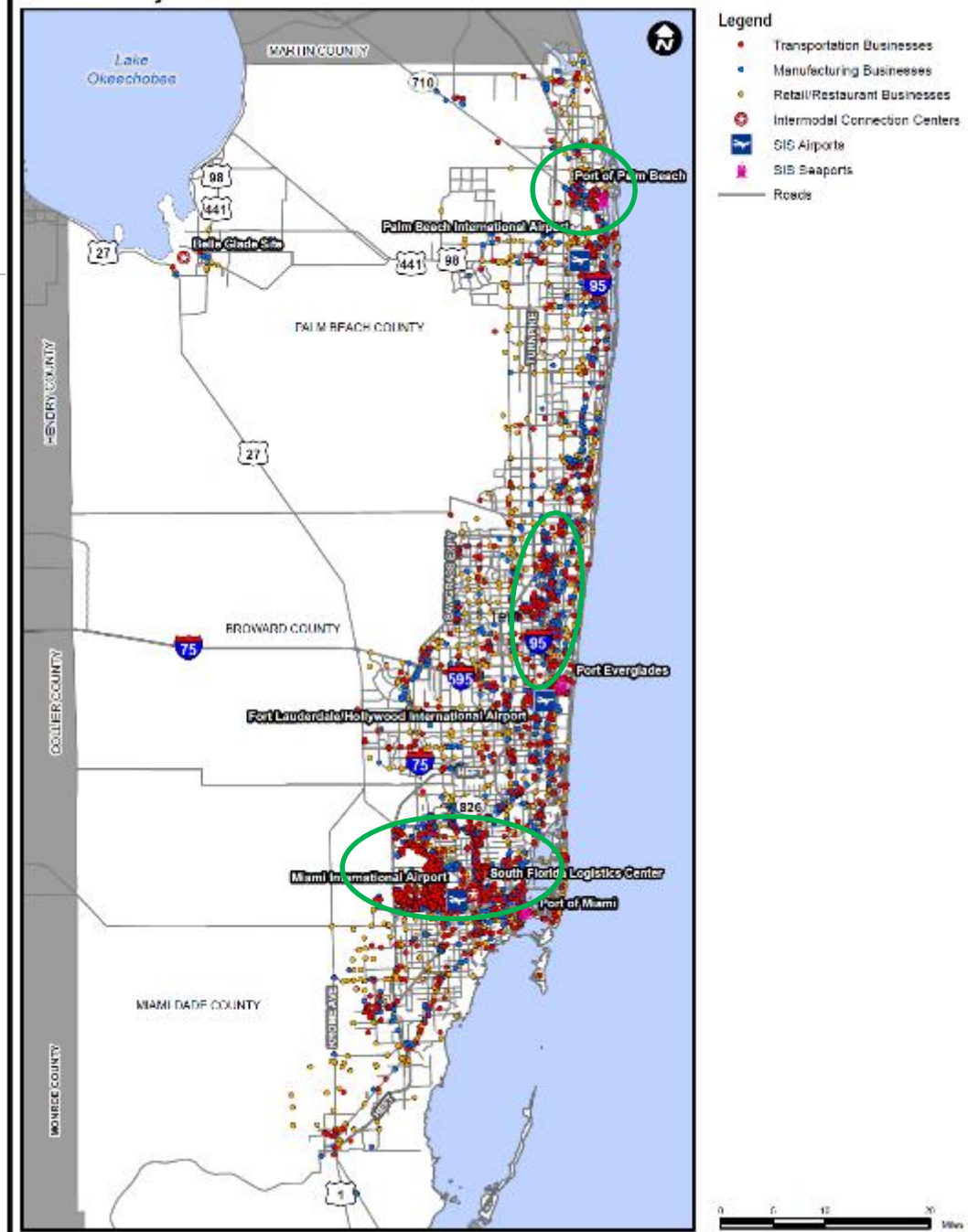
Truck Volume Percentage (2012)



Truck Activity Centers

- Truck generators are located throughout the urban core of Southeast Florida
- Key concentrations are located
 - Central and western Miami-Dade County
 - I-95 corridor in Broward County
 - Intersection of SR710/I-95 in Riviera Beach

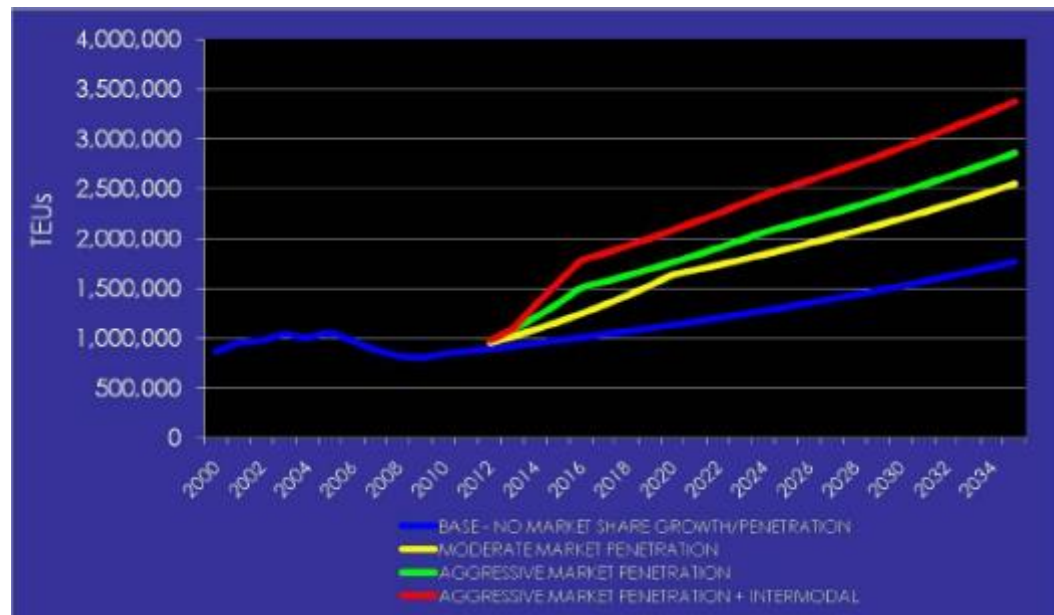
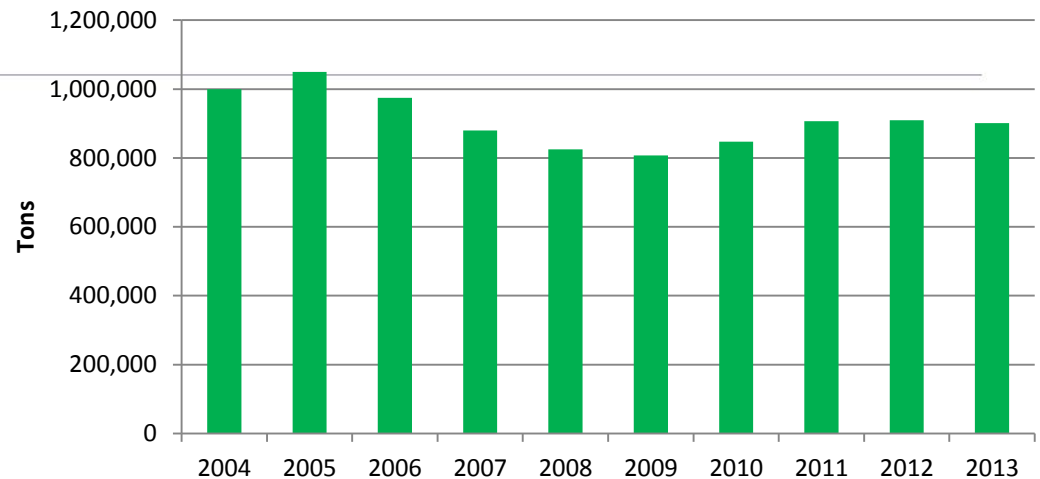
Truck Activity Centers



PortMiami is growing

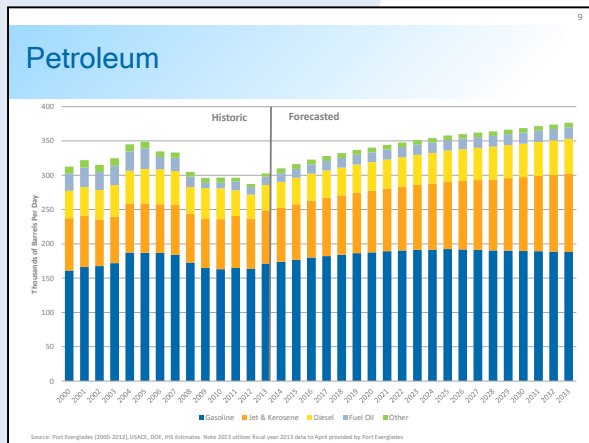
PORTMIAMI

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



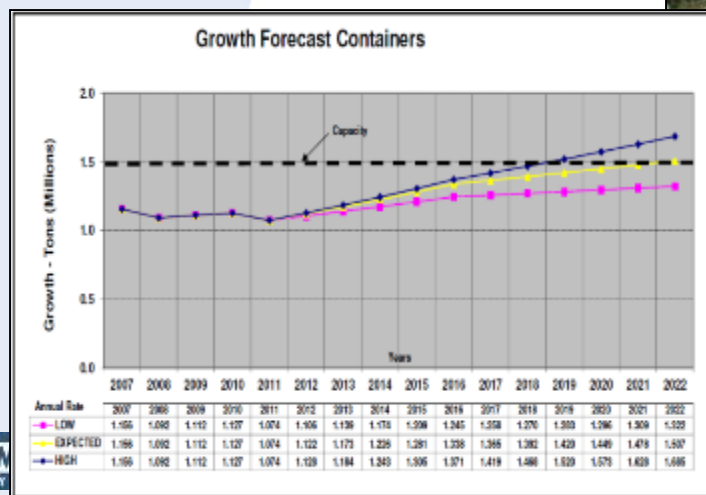
Port Everglades is growing

- Serves as gateway for petroleum products consumed in 14 South Florida counties
- Major infrastructures investments complete or underway to grow containers, petroleum, breakbulk and cruise passenger business
- Forecasts suggest doubling of containerized cargo over 20 years



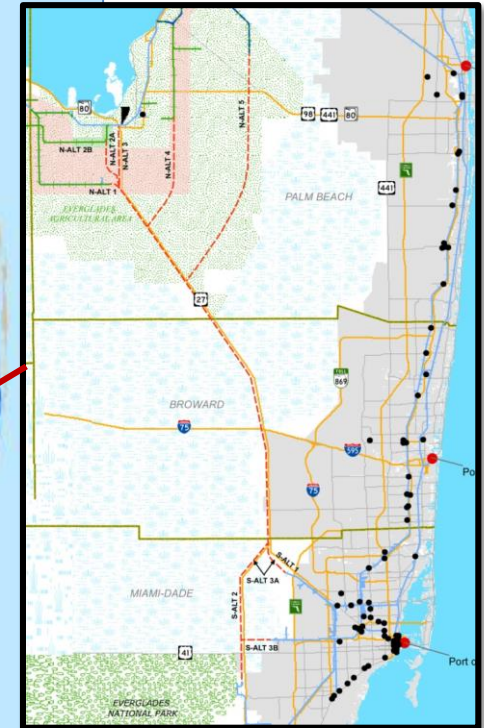
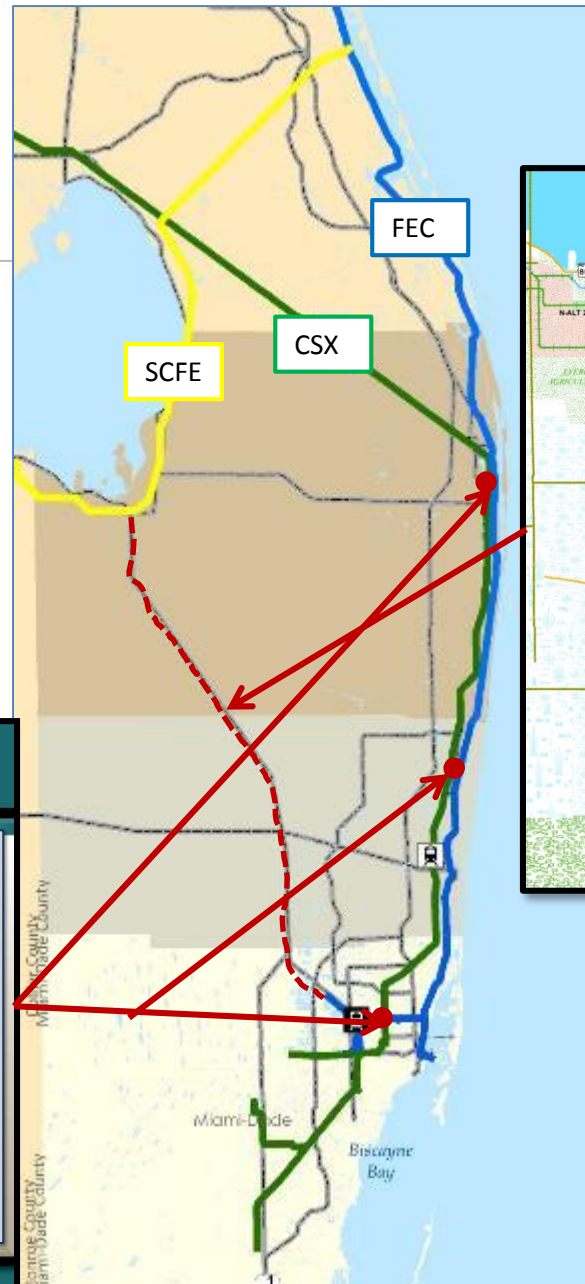
Port of Palm Beach is growing

- Serves as a niche container port serving smaller ports in the Caribbean and Central America
- Infrastructures investments underway and planned to grow capacity
- Forecasts suggest steady growth for next 10 years



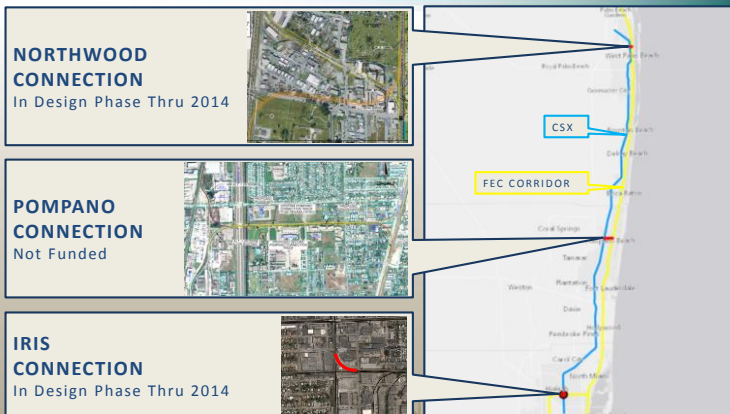
Southeast Florida Rail System

- Three rail operators serving the region
- Key connections planned and underway
- Possible new corridor under consideration



CARGO2040

FREIGHT RATIONALIZATION OPPORTUNITIES Between FEC and CSX



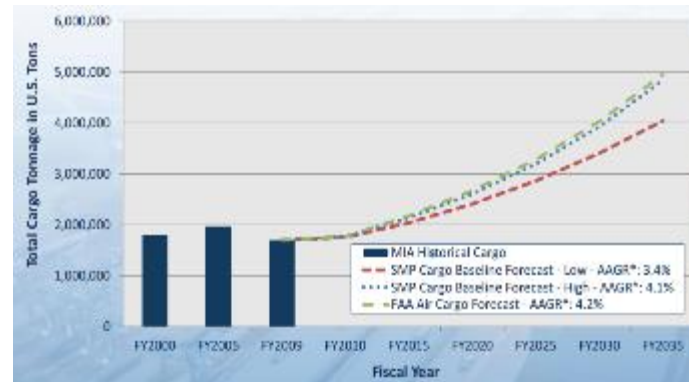
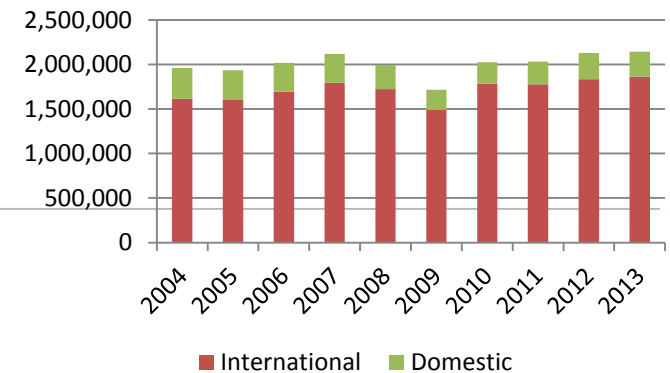
Region has successfully competed for TIGER funding to advance critical freight projects

- 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



Miami International is growing

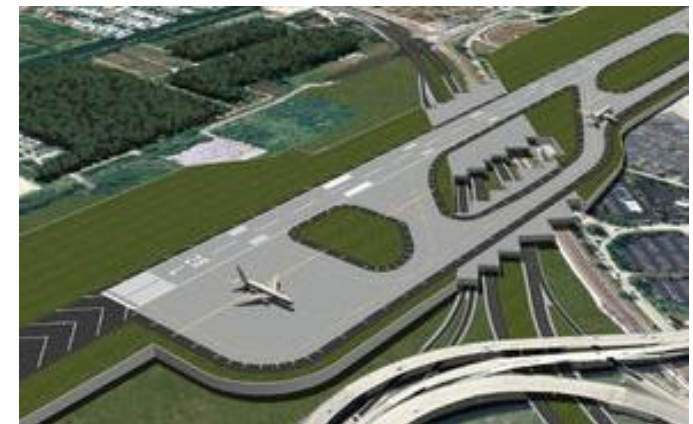
- Major cargo investment plan largely complete
- Centurion's new 800K sqft air cargo centre at MIA open for business
- NW 25th St Viaduct Phase I complete and Phase II under construction
- Forecasts call for significant growth over next 20 years



Other airports have limited cargo growth

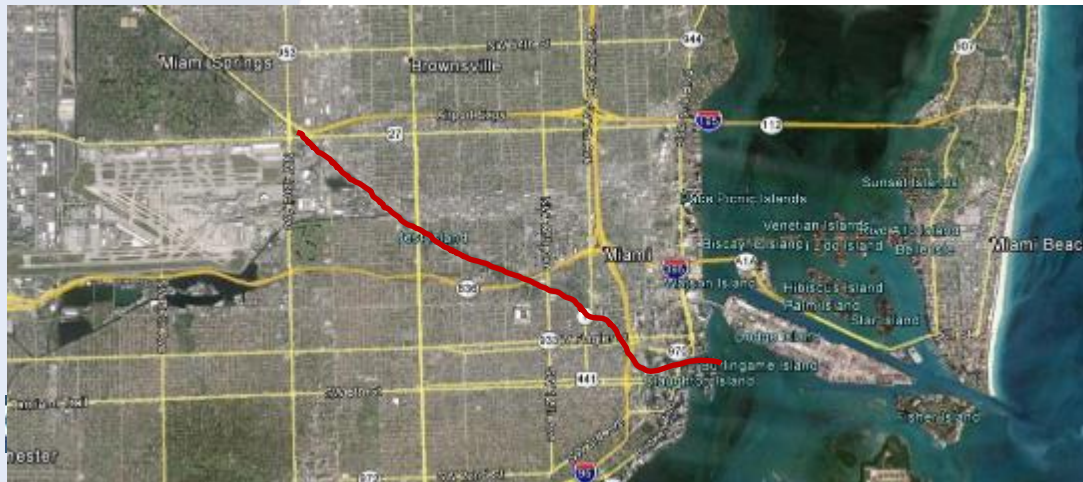
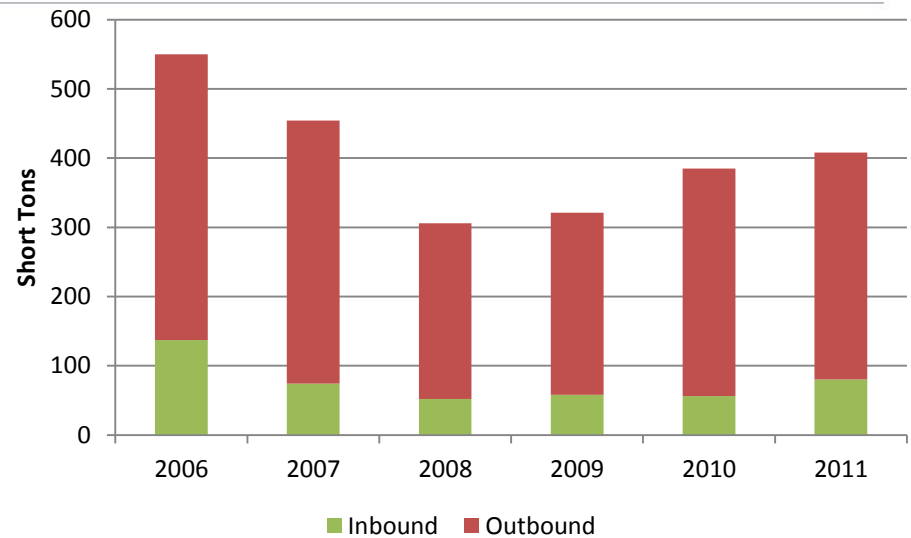
Future potential is possible....

- PBIA and FLL have experienced little to no growth in cargo
- No cargo expansion plans currently planned
- Smaller executive airports handle some charter flights, primarily to Caribbean island markets
- Several smaller airports also have land that can support industrial developments
- FLL's runway expansion is near completion providing significant new capacity for all operations



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



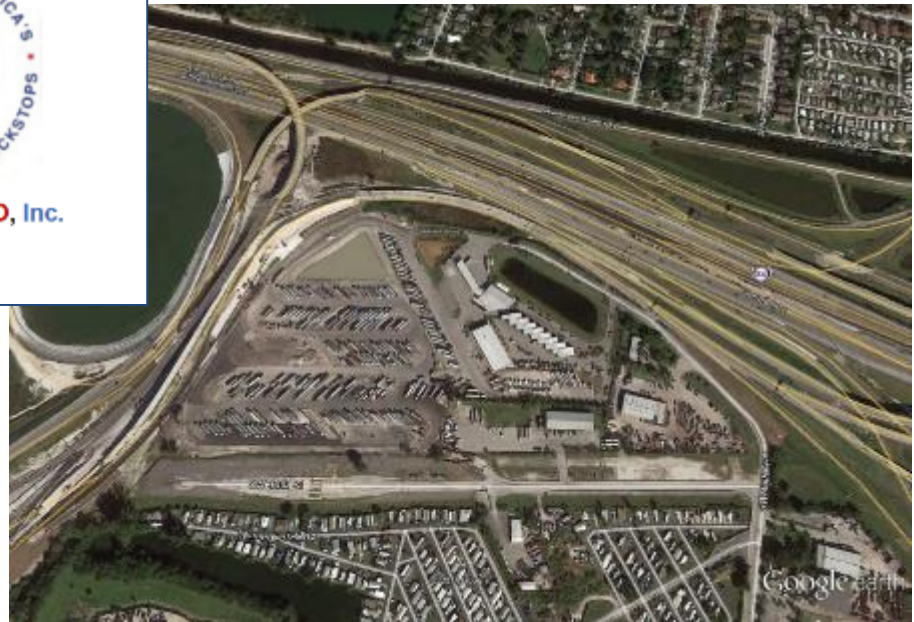
595 Truck Stop is South Florida's only full service facility

Florida 595 Truck Stop, the only full service Truck Stop and Travel Center south of Ft. Pierce, is conveniently located at the Intersection of I-595 and 441 (State Rd.7) near the Florida Turnpike. 38,000 Sq. Ft. fueling and retail plaza to accommodate South Florida's Trucking Industry and the Traveling Public:

- Ambest Truck Service and Repairs
- Ambest Tire Sales & Service
- 4,000 sq. ft. Chrome Shop
- 90 Seat Home-style Diner
- Full Sports Bar / Vegas-Style Arcade
- C.B. / Radio Shop
- Pizza & Sub shop
- Certified Scale
- Parking for over 300 Tractor / Trailer(s)
- Drive-Thru Truck, Trailer, Bus & RV Wash Center and much more!

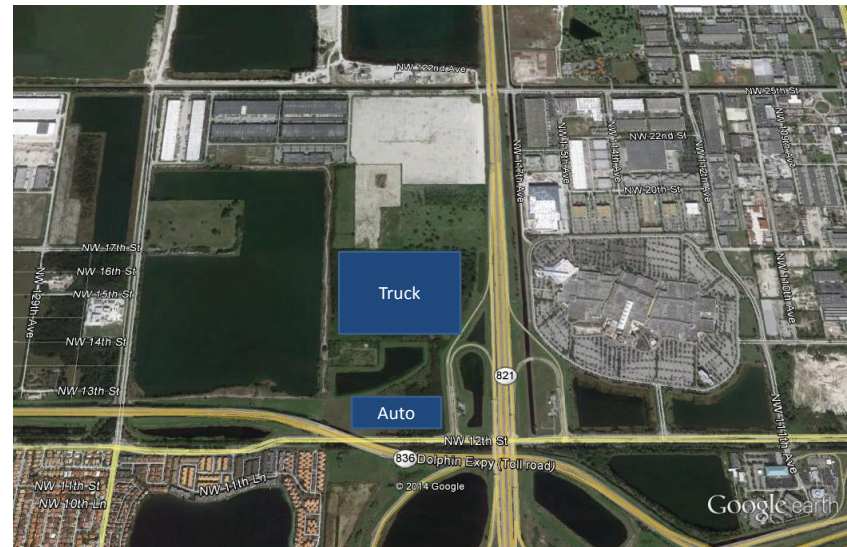


Member of **NATSO, Inc.**



Other Truck Parking Facilities Are Being Pursued

- Miami-Dade MPO has completed two phases of a truck parking study to identify the need for truck parking
- FDOT has study under way to investigate feasibility of full service truck stop/parking on state owned land at one identified site at the northwest corner of Turnpike and NW 12th St
- Other private developers remain interested



Significant Investments

- SR 826/836 Interchange
- Eller Drive Overpass
- 595 Truck Stop
- Port Miami Tunnel
- Martin Luther King Blvd
- Port Miami Dredging
- Centurion's new 800K sqft air cargo centre at MIA
- NW 25th St Viaduct Phase II
- ICTF at Port Everglades and Port Miami
- Port of Palm Beach Slip Redevelopments
- Post Panamax Cranes
- South Port Turning Notch
- FLL Runway Extension



Land Use/Development Opportunities

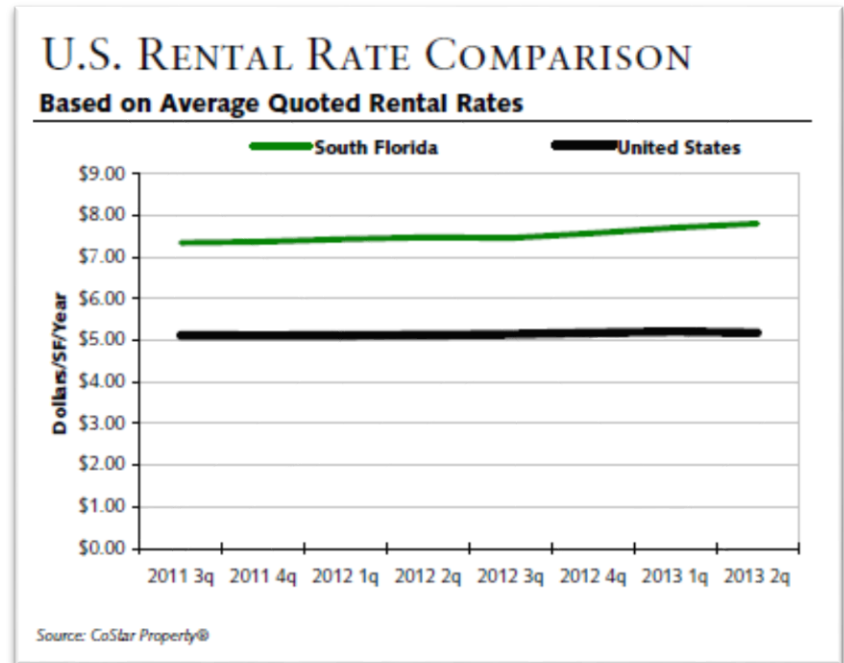
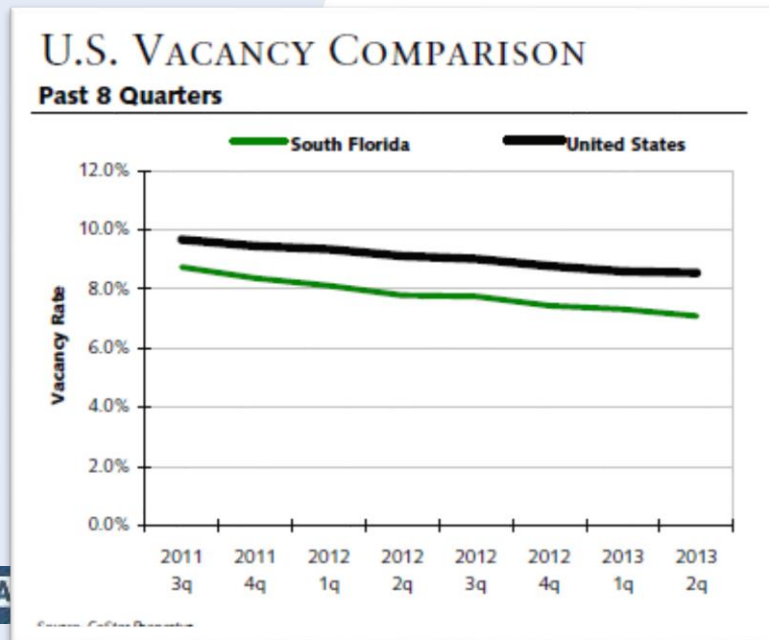


Land Use and Industrial Real Estate Data Help Identify Key Development Areas

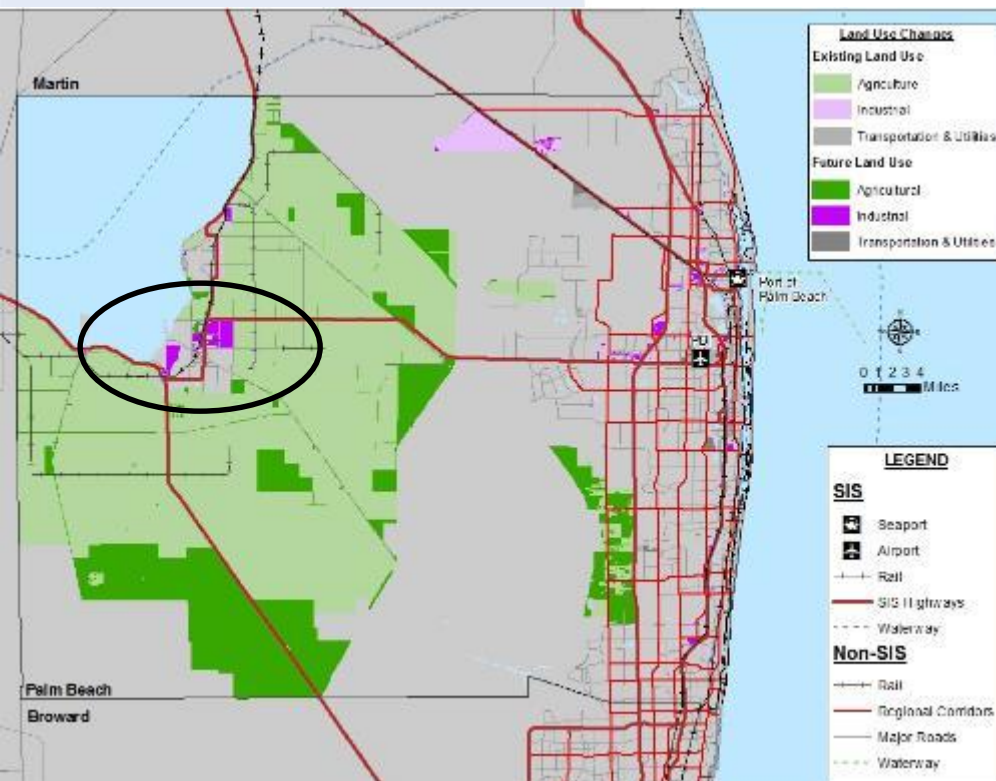
- Land use data identifies industrial areas today and possible areas for growth tomorrow
- Industrial real estate data identifies trends in lease rates and vacancies, and possible sites available today for development/redevelopment
- Private developer proposals (e.g. for ILCs and/or truck stops) identifies level of interest
- Data help identify possible sites for industrial development

Vacant, Affordable, Modern Industrial Real Estate in South Florida is Limited

- Inventory dated
- Limited new builds under construction
- Lease rates increasing
- Vacancy declining



Palm Beach has designated acreage for future industrial use

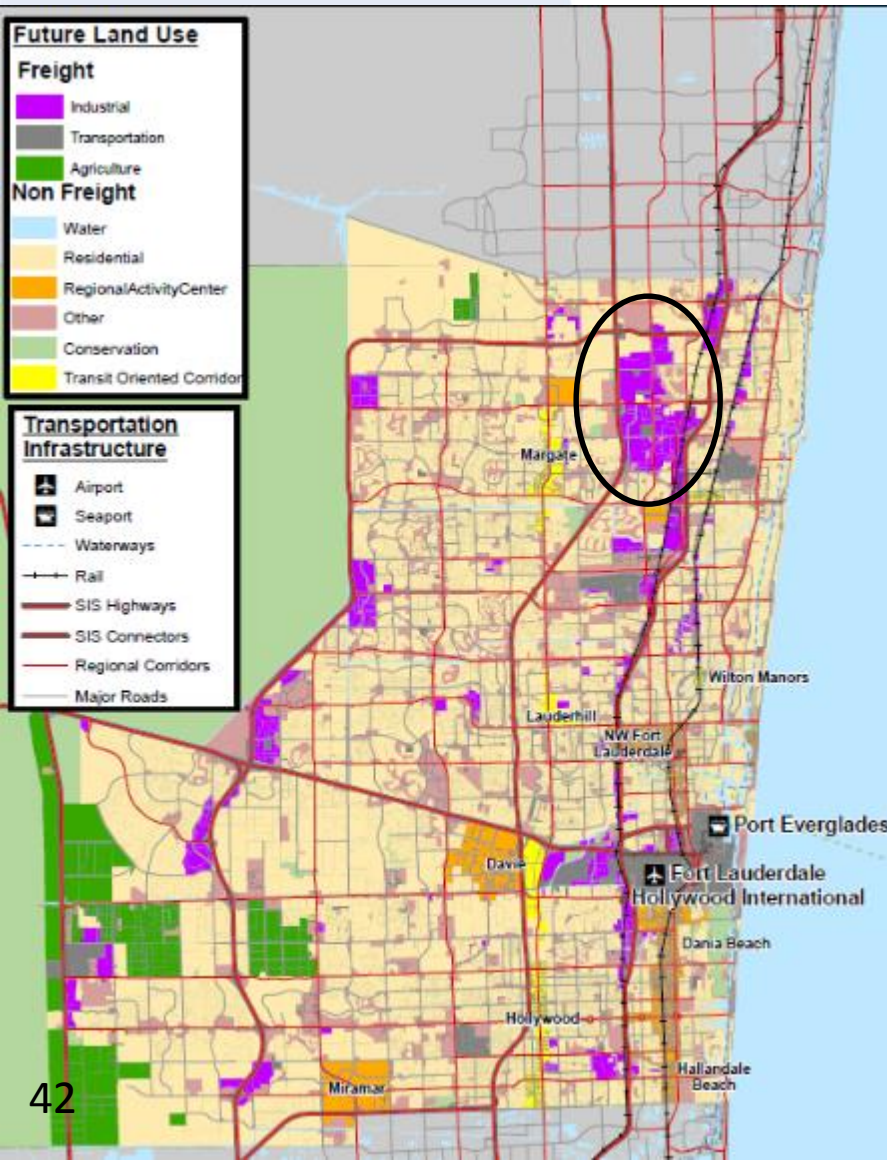


- Palm Beach accounts for a majority of the agricultural land in the 3 county region
 - Shifting government and water management district land to this use will increase acreage by over 90,000
- Additional industrial land predominantly focused in northwestern Palm Beach County
 - Includes the Florida Crystals ILC development
- Water and conservation land takes up the least space in this county at roughly 40% of total acreage

South Bay/Belle Glade logistics centers

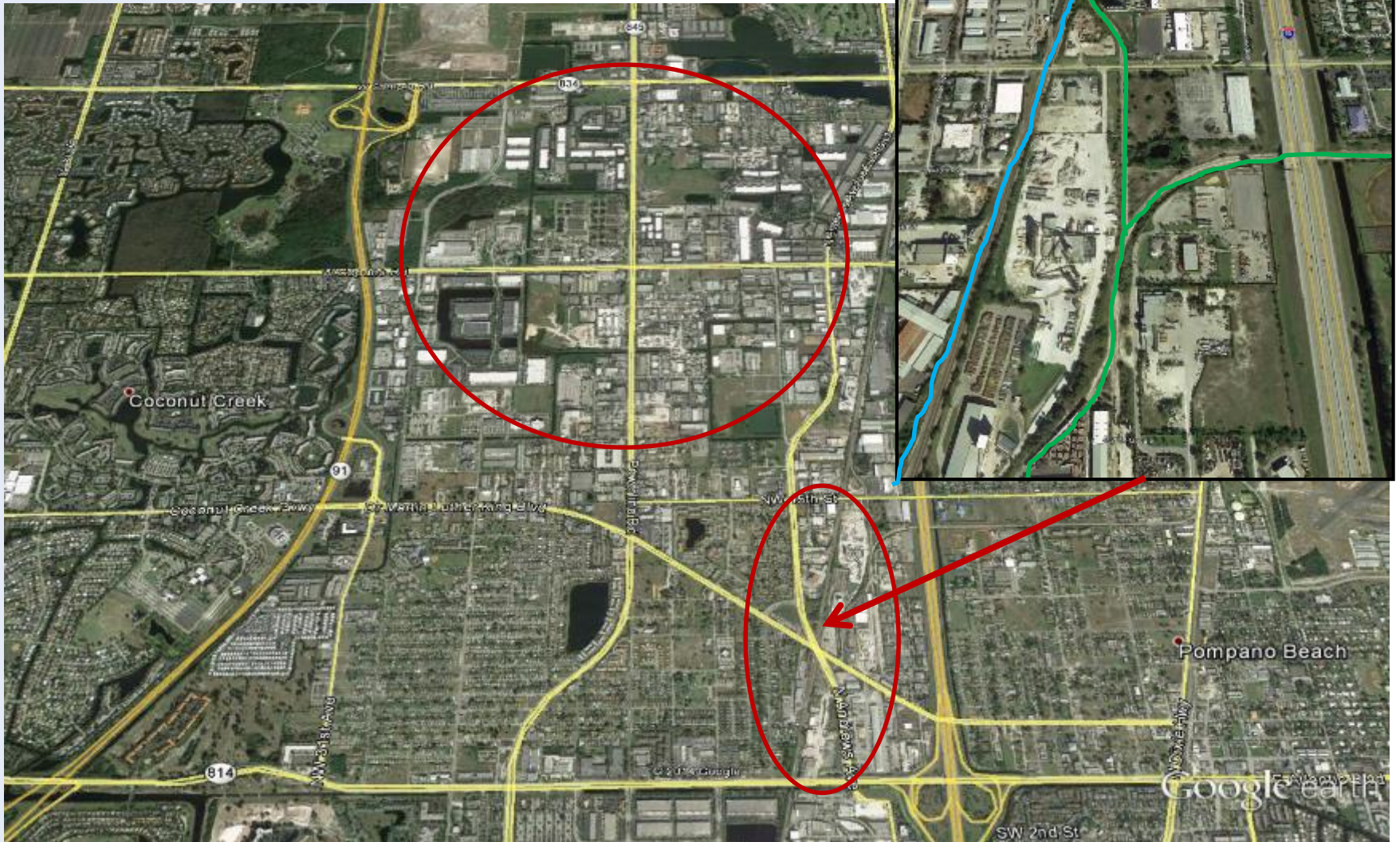


Broward industrial land use

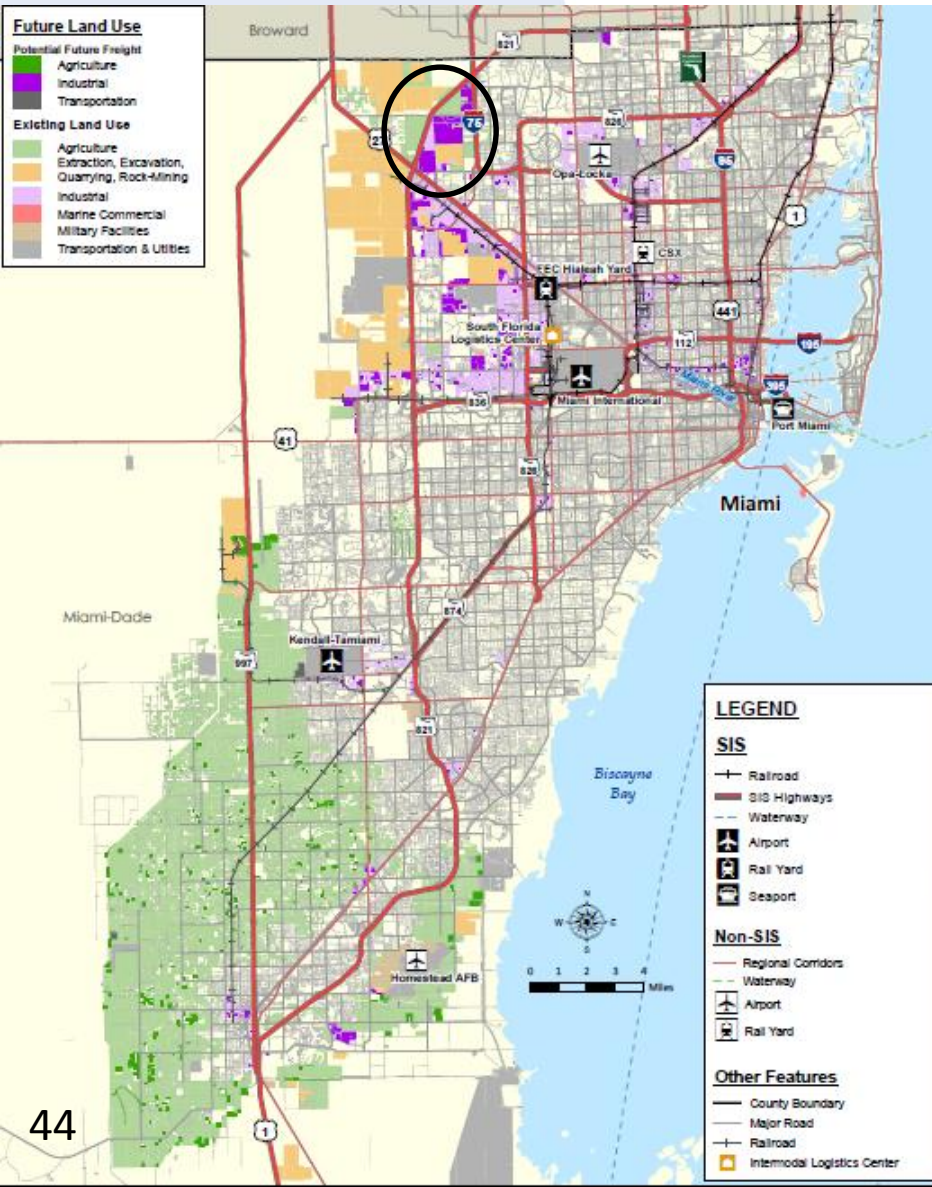


- Lack of current land use dataset prevents comparison of how the county will change
- Limited agricultural land use in the county
- Mixed-use land use codes makes portraying an accurate picture of industrial areas difficult
 - For example, there are up to 11.5 million sq. ft. of industrial land in Miramar but the exact location is unknown
- Over 65% of the county is unavailable for development due to conservation efforts

Broward opportunities focused at intersection of two major railroads



Miami-Dade focus the northwest



- New industrial developments are still focused in the western part of the county
 - Some of this land is available for development today as industrial space but sits vacant
- Significant agricultural developments in the southern portion of the county with limited additional growth
- No designation for future mining activities
- Nearly 75% of the county is composed of water or conserved lands

Miami-Dade sites adjacent to major expressways



additional sites as land use changes

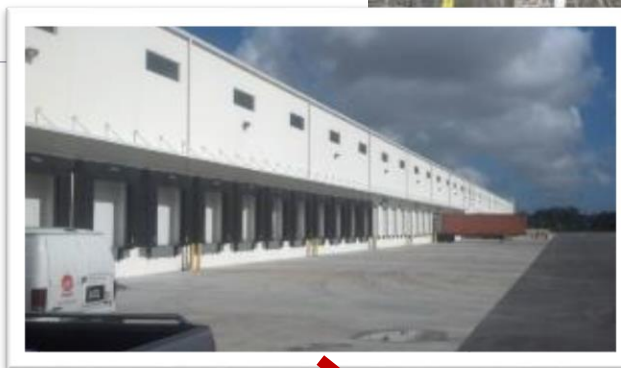


- Current land use maps may not reflect recent designation changes
- Westview County Club offers an opportunity for additional industrial development in Miami-Dade County
 - Up to 1.6 million sq. ft. of light industrial, warehouse, and flex space
 - Up to 700,000 sq. ft. of this may be warehouse and distribution space



Intermodal Logistics Centers expanding our supply chain capacity

- 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



Stakeholder Involvement/Engagement



Southeast Florida Regional Freight Plan Committee

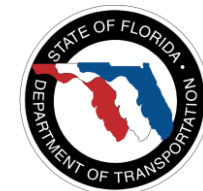
As an official committee of SEFTC, the Southeast Florida Regional Freight Plan Committee is a mixture of public and private sector representatives who are experts in the fields of air cargo, waterway cargo, rail cargo, economic development, international trade, and transportation policy and planning

- The role of this committee is to:
 - Provide guidance, input, and direction
 - Provide technical review and oversight
 - Facilitate/guide establishment of regional priorities



Freight program with key partners

- Regional Freight Advisory Committee development
- Stakeholder interviewee list and interview guide
- Stakeholder Interviews
- Truck Driver survey developed and distributed



Stakeholder Input

Seaports

PORTMIAMI



- Active master planning activities recently completed provide detailed lists of priority projects
- Effective use of P3's is critical to investment strategies
- Improvements on key landside corridors and connectors is critical for market access
- Transshipment and perishable markets are a priority, requiring changes or modifications to regulations
- Traffic flows on-port have severe peaks now; future growth will worsen the flows
- Technology should be used effectively to facilitate traffic flows and enforcement activities

Stakeholder Input

Airports



- Miami International Airport has available capacity based upon \$500M in investments over last decade
 - Targeting new international markets to augment Latin America Traffic – Middle East is emerging
 - Truck parking, staging, fueling facility is needed
- Fort Lauderdale-Hollywood International Airport has seen cargo volumes decline in recent years
 - Targeting European markets (passenger belly-cargo)
 - Recent growth in Latin American markets
 - No cargo capacity issues anticipated
- Palm Beach International Airport's cargo has been flat since arrival of FedEx arrival
 - Not actively marketing or anticipating increased cargo activity/carriers
 - Room to expand existing cargo ramp if demand warrants

Stakeholder Input

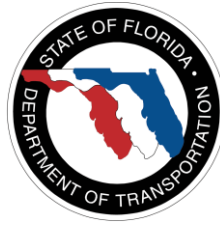
Rail



- **FEC Railway**
 - Provide all intermodal service to South Florida market
 - Constructing leads to and on-port ICTFs at Port Miami and Port Everglades
 - Working with Port Of Palm Beach to improve rail connection
 - Yard access improvements planned and underway
- **CSX Transportation**
 - CSX provides carload and box car service to South Florida
 - Focused on investments in other parts of Florida
 - Balancing passenger and cargo operations in South Florida will be critical
 - Service to America's Gateway ILC may impact South Florida
- Projects underway to connect these two railroads in three locations, creating new opportunities for managing increased passenger and freight rail traffic

Stakeholder Input

Roadways



- Biggest roadway problems:
 - Congestion
 - Distance to make lane changes
 - Mid-block sight clearance
 - Turning radii at intersections
 - Intersection lights not in sequence
 - Construction on local Miami-Dade roadways creates heavy congestion
- Biggest non-roadway problems:
 - Availability of truck parking
 - Gate queues
- Bottlenecks identified:
 - Port Congestion
 - SR 826
 - SR 836
 - Golden Glades NB to I-95
 - NW 25th St
 - South River Dr and Okeechobee Rd
 - Flooding (especially in Doral) creates heavy traffic in inclement weather; horrible drainage system in all of Doral

Participation in Pilots/Demonstration Projects



Creation of the Florida Perishables Trade Coalition opened new markets

- Many perishable goods are imported through Pennsylvania and trucked to Florida due to medfly concerns
- Cold treating products properly eliminates this risk
- FPTC formed to increase trade in perishable products through Florida's airports and seaports
- Phase I of a pilot program successfully completed allowing grapes and blueberries from Peru and Uruguay
- Phase II will allow more products through more approved ports
- Phase III will allow for cold treatment to occur in Florida for any shipments which may fail



Port Miami's Transshipment Committee is Helping Bring Back Transshipment to Our Ports

- 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



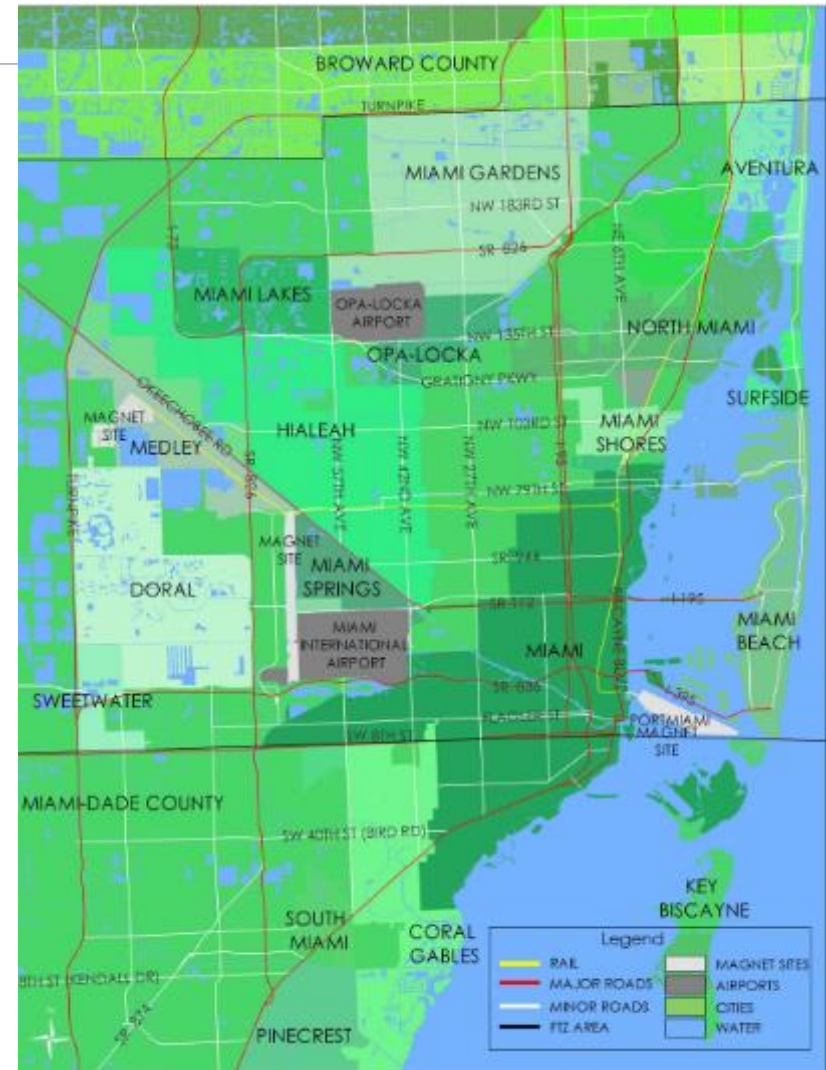
Mitigate Limited Customs and Border Protection

- 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
 - Negotiations with applicants to be completed by December 31, 2013



Invested in Foreign Trade Zones

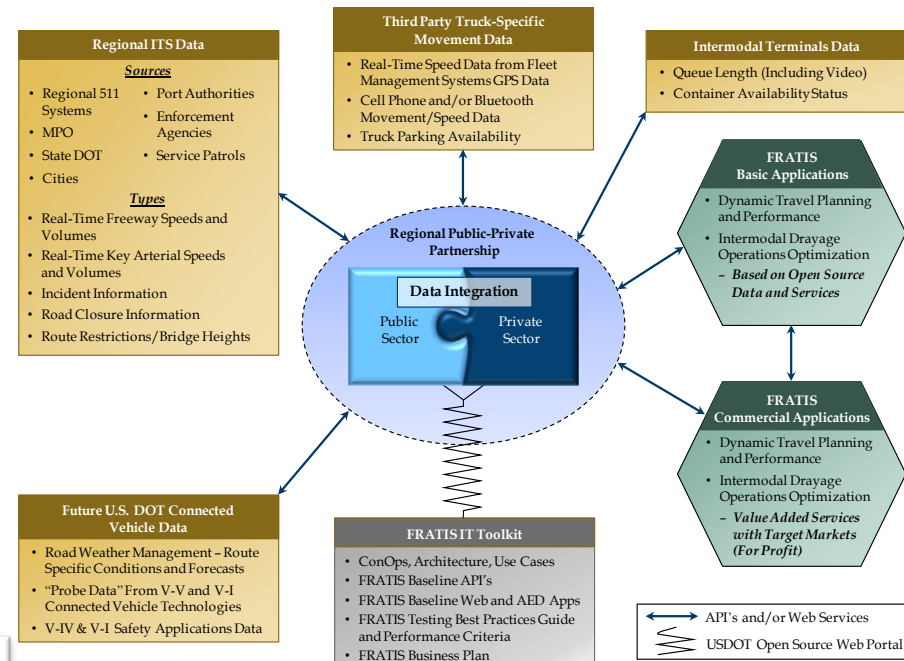
- 7 Foreign Trade Zones
- FTZ No. 281: Miami-Dade County is an *Alternative Site Framework*
 - Serves a broader area
 - New expedited process
 - Reduce number of unused FTZ sites
 - 23 “Magnet” and “Usage-Driven” sites created to date, amounting to about 1.8 million sq. ft.



South Florida's FRATIS Demonstration

Drayage Optimization

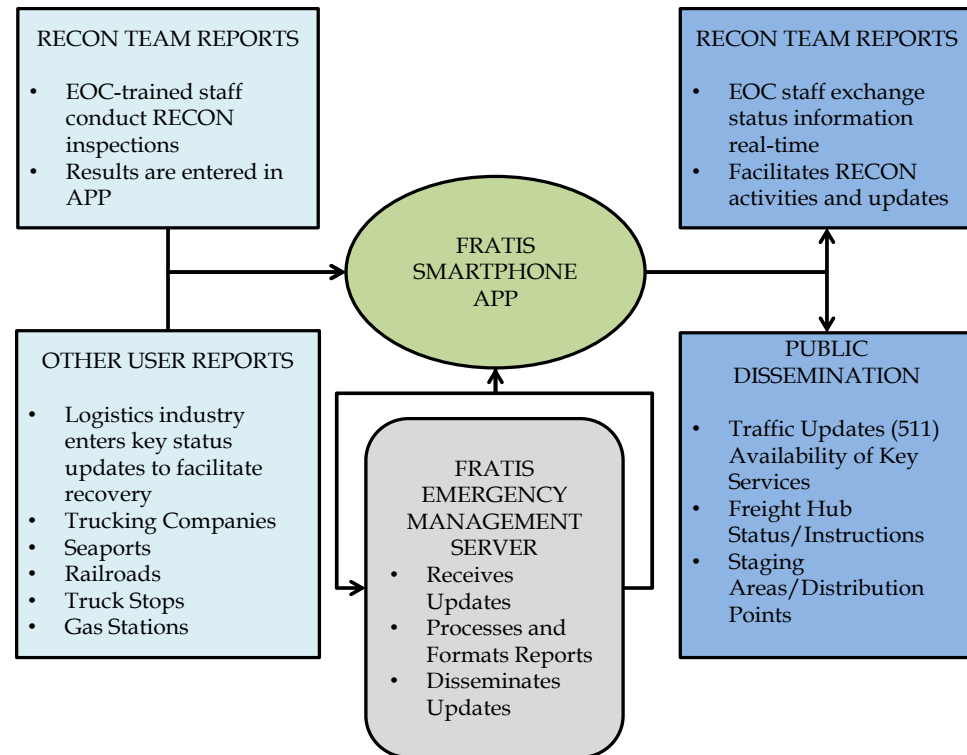
- Tool maximizes drayage efficiencies by:
 - Maximizing value added moves (i.e., loaded moves)
 - Minimizing bobtails, empties, and chassis repositioning moves
 - Minimizing driving time
 - Minimizing total driving distance
- South Florida demonstration is focused on system integration to minimize data entry



South Florida's FRATIS Demonstration

Improved Emergency Management

- Traveler information to support incident management and delivery of relief in the event of a natural disaster by
 - Improving emergency response/recovery times
 - Providing current information on travel conditions after the event
 - Facilitating positioning and delivery of provisions
- Includes development of necessary data consistent with the format of emergency management systems



Identification, Prioritization and Funding of Needs



Identification of Needs Is Based on Many Factors

- Hotspot analysis
- Master plans
- Capital improvement programs
- Work programs
- Long range transportation plans
- Stakeholder interviews

Roadway Needs Were Identified Using Available Data Sources

- LRTPs
- Work Programs
- Intermodal Facility Plans and Studies
- SIS Work Program
- INFOUSA Freight Employment Data
- Freight Related Land Use
- Truck Traffic Annual Average Daily Traffic (AADT)
- Truck Percentage
- FDOT Truck Growth Rate Analysis on SIS Roadways
- FDOT Railroad Crossing and Delay Analysis Studies
- FDOT Other Freight Studies
- Hot Spot Field Reviews

Hotspot Analysis and Needs Assessment

- Screened regional roadway network to identify freight hotspots based on:
 - Employment and Sales
 - Volume/Capacity
 - AADT
 - AADTT
 - Truck Percent



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

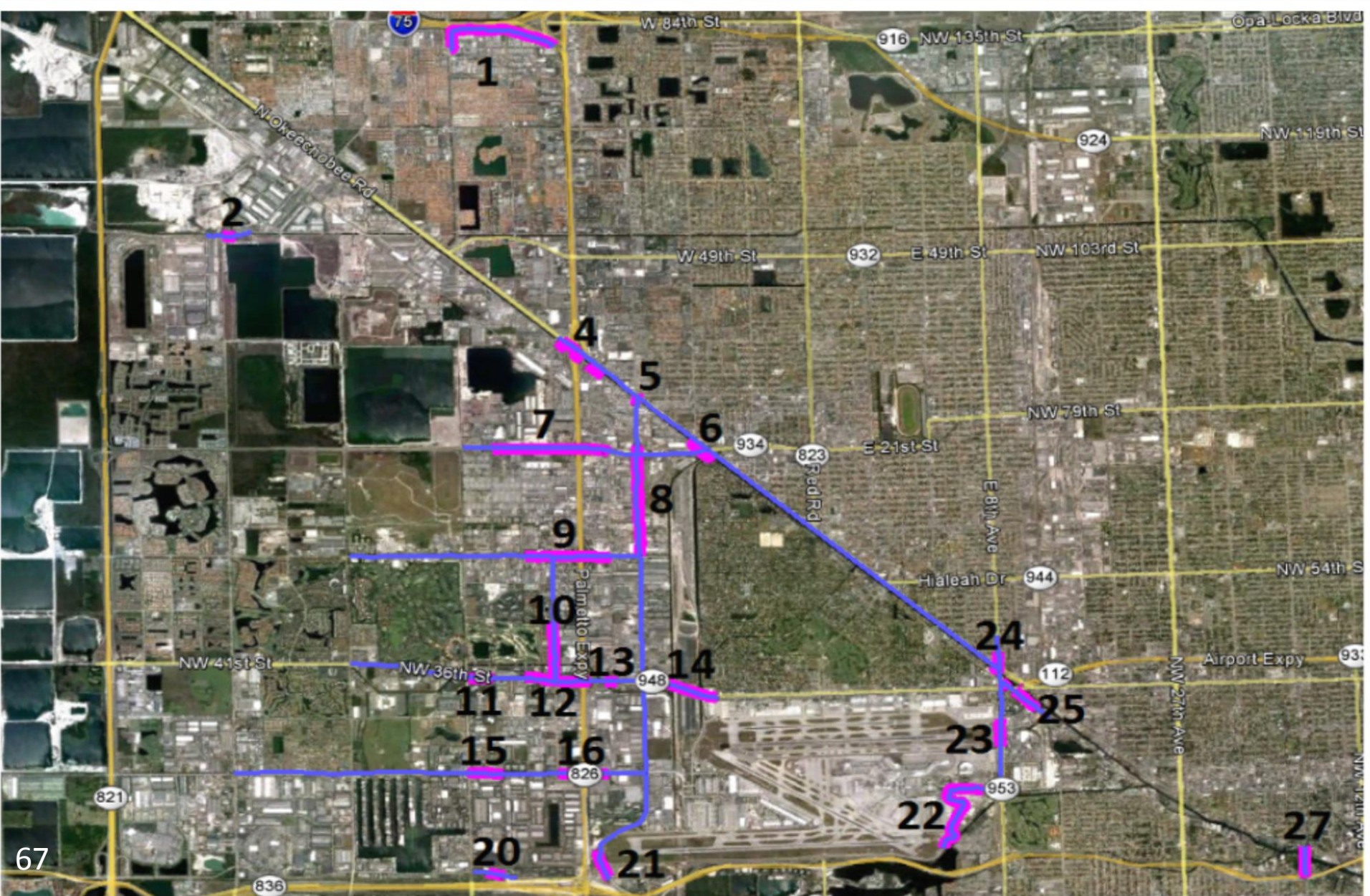
Restripe lanes

Slow left turns

Move stop lines back



Freight Hotspots: Miami



Freight Hotspots: Miami

| Location | Roadway | From | To |
|----------|-------------------------------------|-------------------|-------------------|
| 1 | W 84th St | W 80th St | W 28th Ave |
| 2 | NW 166th Way | NW 102nd Rd | NW 107th Ave |
| 4 | N Okeechobee Rd & NW South River Dr | | Palmetto Expy |
| 5 | W 16th Ave | S Okeechobee Rd | NW South River Dr |
| 6 | N Royal Poinciana Blvd & NW 74th St | S Okeechobee Rd | Hialeah Expy |
| 7 | NW 74th St | NW 74th Ave | NW 84th Ave |
| 8 | Milam Dairy Rd | NW 58th St | NW 74th St |
| 9 | NW 58th St | NW 74th Ave | NW 82nd Ave |
| 10 | NW 79th Ave | NW 36th Ave | NW 48th Way |
| 11 | NW 36th St | | E of 87th Ave |
| 12 | NW 36th St | Palmetto Expy | NW 82nd Ave |
| 13 | NW 36th St | NW 74th Ave | Palmetto Expy |
| 14 | NW 36th St | NW 66th Ave | Milam Dairy Rd |
| 15 | NW 25th St | NW 84th Ave | NW 87th Ave |
| 16 | NW 25th St | | Palmetto Expy |
| 20 | NW 12th St | NW 84th Ave | Exit Ramp |
| 21 | Milam Dairy Rd | | N of NW 12th St |
| 22 | NW 21st St & Perimeter Rd | LeJeune Rd | NW 15th St |
| 23 | S Le Jeune Rd | NW 27th St | N of NW 31st St |
| 24 | SE 8th Ave | SE 10th Place | NW North River Dr |
| 25 | NW South River Dr | | NW 36th St |
| 27 | NW 17th Ave | NW North River Dr | Dolphin Expy |

NW 25th St

from NW 84th Ave to NW 87th Ave



NW 25th St

from NW 84th Ave to NW 87th Ave



Observation

Recommendation

NBRT trucks ride on curb at NW 87th Ave intersection

Widen the right turn radius

Deteriorated pavement on multiple approaches of the NW 87th Ave intersection

Improve pavement conditions

Signal failure at NW 87th Ave caused long queue on WB NW 36th St

Signal retiming

NW and SB left turn trucks move relatively slow to avoid stopped EB and WB left turn vehicles at the intersection of NW 87th Ave

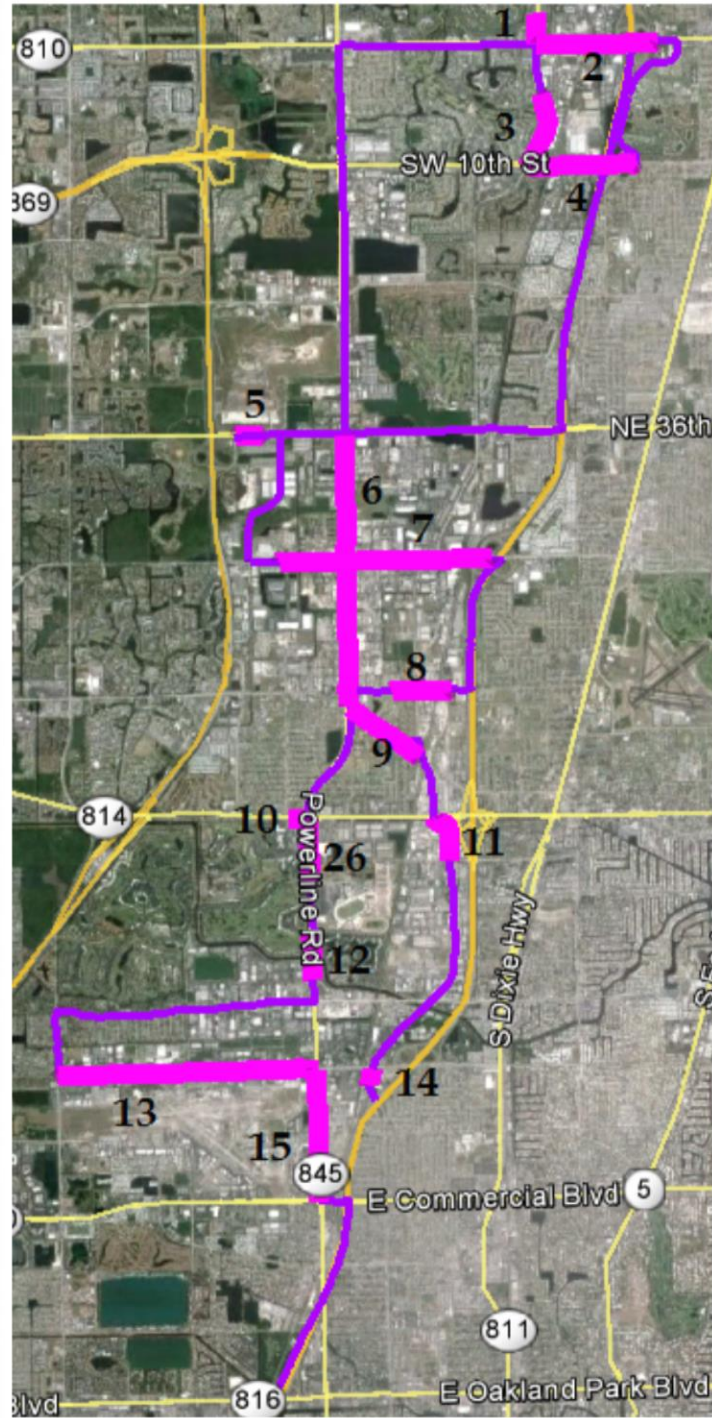
Pull back the EB and WB left turn stop bar to allow smoother SB and NB truck left turns

Trucks made difficult movement pulling in and out of the T-intersection at the NW 84th Ave

Widen EB and NB right turn radii at the intersection

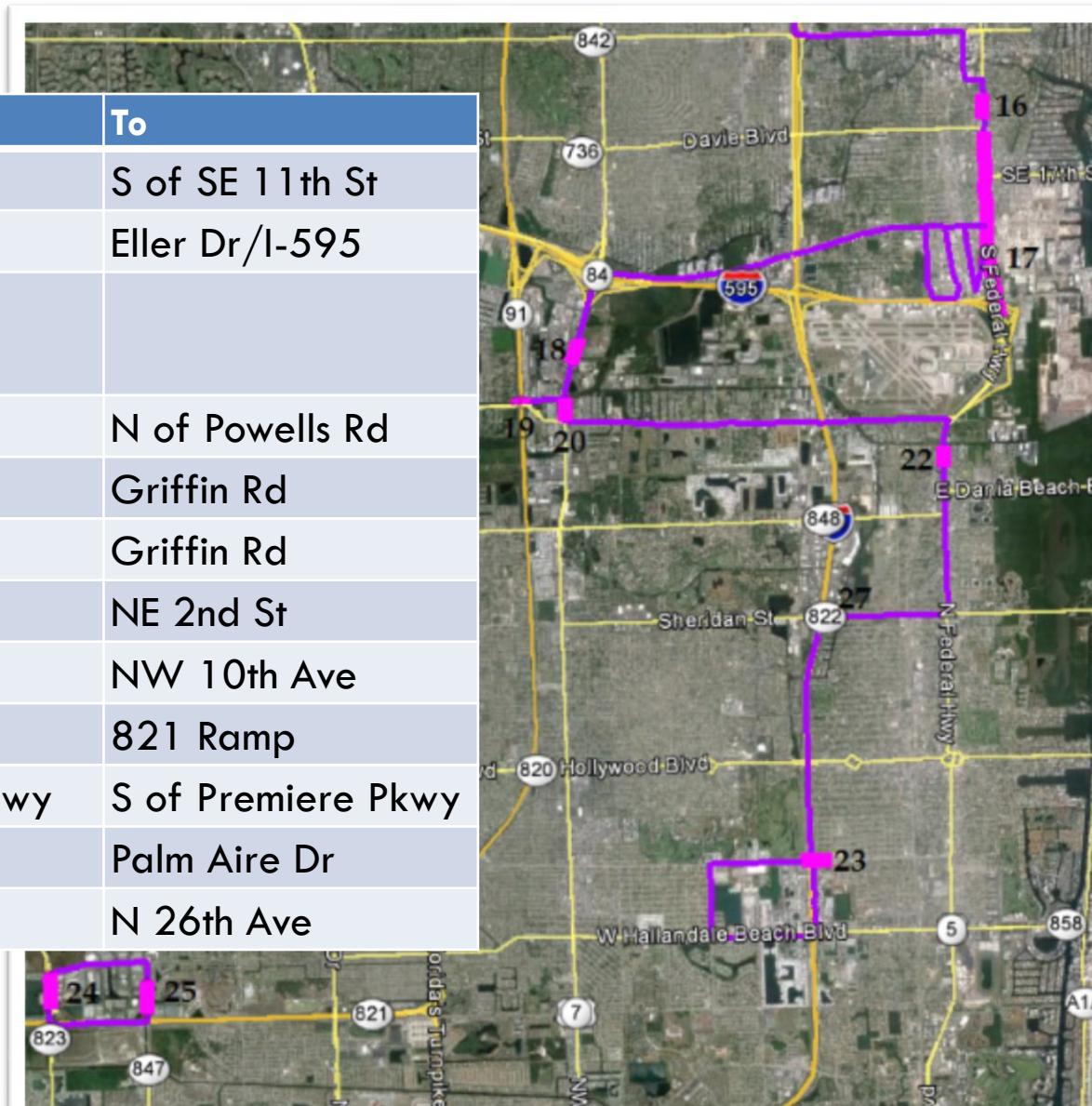
Freight Hotspots: Broward

| | Roadway | From | To |
|----|----------------------------|------------------------|----------------------------|
| 1 | Military Trail | N of NW 2nd St | Hillsboro Blvd |
| 2 | Hillsboro Blvd | Military Trail | E of I-95 |
| 3 | Military Trail | S of Hillsboro Blvd | SW 10th St |
| 4 | SW 10th St | Military Trail | SW Natura Blvd |
| 5 | Sample Rd | Turnpike Exit Ramps | Festival Flea Market Mall |
| 6 | Powerline Rd | Sample Rd | Dr Martin Luther King Blvd |
| 7 | Copans Rd | NW 25th Ave | I-95 |
| 8 | NW 15th St | NW 17th Terrace | E of 2nd Railroad Track |
| | Andrews Ave | N of NW 15th St | |
| 9 | Dr Martin Luther King Blvd | Powerline Rd | N Andrews Ave |
| 10 | Atlantic Blvd | SW 27th Ave | Powerline Rd |
| 11 | SW 12th Ave | Atlantic Blvd | Race Track Rd |
| 12 | Powerline Rd | N of N Cypress Bend Dr | Gateway Dr |
| 13 | NW 62nd St | NW 31st Ave | Powerline Rd |
| 14 | Andrews Ave | Cypress Creek Rd | I-95 Ramp |
| 15 | Powerline Rd | Cypress Creek Rd | NW 50th St |



Freight Hotspots: Broward

| | Roadway | From | To |
|----|----------------|-------------------------|--------------------|
| 16 | Federal Hwy | SE 7th St | S of SE 11th St |
| 17 | Federal Hwy | Davie Blvd | Eller Dr/I-595 |
| | SE 30th St | Intersection at Federal | |
| 18 | US 441/SR 7 | Oakes Rd | N of Powells Rd |
| 19 | Turnpike Ramps | SW 45th St | Griffin Rd |
| 20 | US 441/SR 7 | SW 45th St | Griffin Rd |
| 22 | Federal Hwy | Old Griffin Rd | NE 2nd St |
| 23 | Pembroke Rd | SW 31st Ave | NW 10th Ave |
| 24 | Red Rd | Miramar Pkwy | 821 Ramp |
| 25 | Palm Ave | S of Miramar Pkwy | S of Premiere Pkwy |
| 26 | Powerline Rd | Atlantic Blvd | Palm Aire Dr |
| 27 | Sheridan St | E of I-95 | N 26th Ave |



Turnpike Ramps

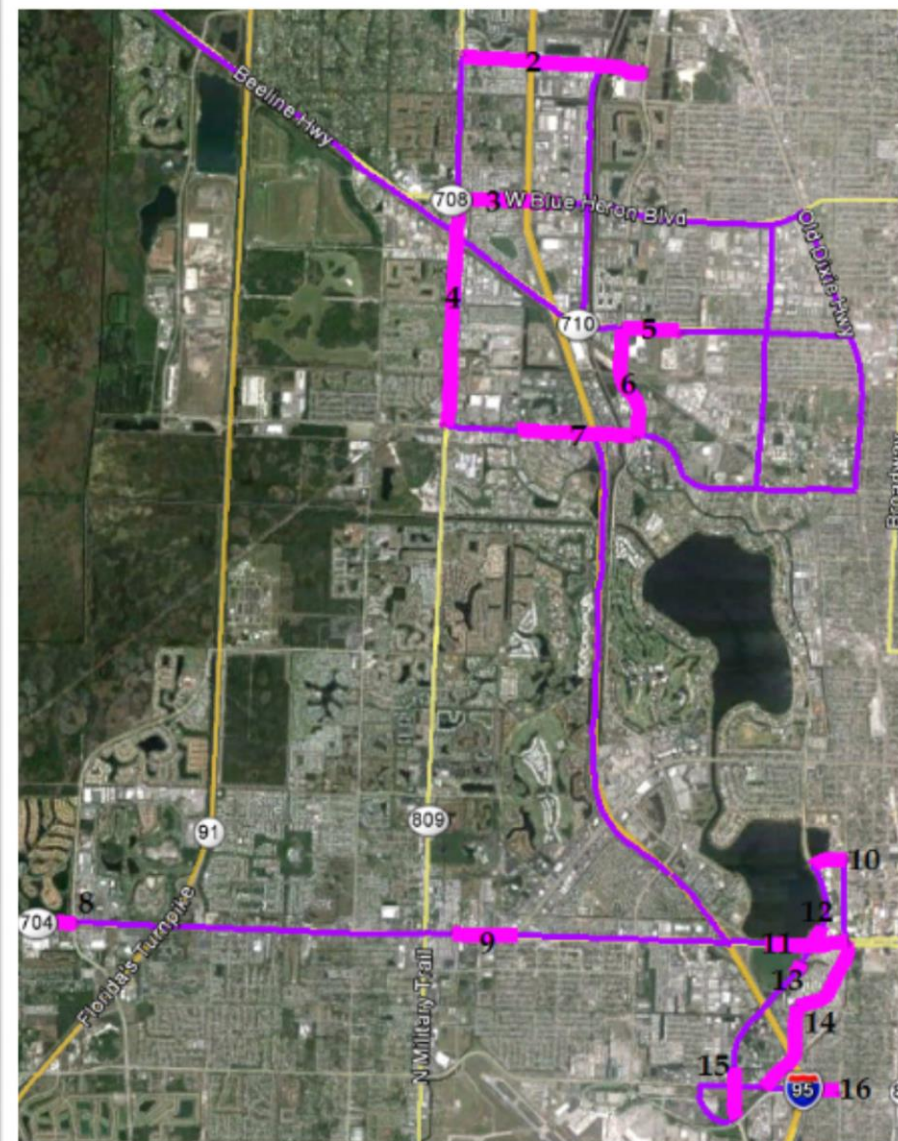
from SW 45th St to Griffin Rd



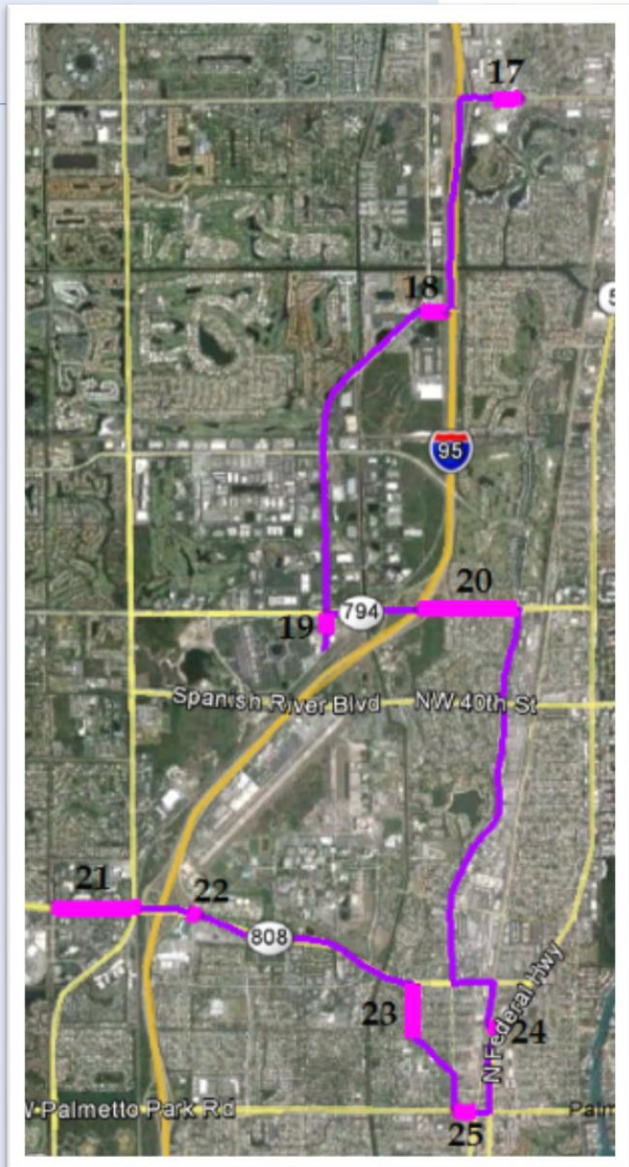
| Observation | Recommendation |
|---|--|
| Deteriorating pavement along Orange Dr | Improve pavement conditions |
| Westbound drivers stopped by the signal of Griffin and Turnpike NB ramp took a detour | Use signage to block this movement chain |
| WB movement on Orange Dr is not coordinated well: drivers have to wait multiple cycles to make left turn onto SB Turnpike. NB Turnpike off-ramp left turn traffic has to stop at signal of SB bridge and Griffin intersection | Improve signal coordination |
| WB Griffin left turn radius onto SB Turnpike is short resulted in damaged barrier and slow turns. | Pull back medium on W side of Griffin, restripe and move pedestrian further west, and pull back stop line of WBLT on Griffin |
| Bridge storage space on NB and SB only allows one truck | Improve signal coordination |

Freight Hotspots: Palm Beach

| | Roadway | From | To |
|----|-------------------------------|-------------------------------|-----------------------|
| 2 | Investment Lane | Military Trail | Congress Ave |
| 3 | Blue Heron Blvd | Industrial Dr S | Military Trail |
| 4 | Military Trail | Blue Heron Blvd | 45th St |
| 5 | Dr Martin Luther King Jr Blvd | Sam Cooper Way | Congress Ave |
| 6 | Congress Ave | Dr Martin Luther King Jr Blvd | 45th St |
| 7 | 45th St | Congress Ave | Village Blvd |
| 8 | Okeechobee Blvd | Skees Rd | Jog Rd |
| 9 | Okeechobee Blvd | Biscayne Blvd | Palm Beach Lakes Blvd |
| 10 | Banyan Blvd | Australian Ave | Tamarind Ave |
| 11 | Okeechobee Blvd | I-95 | Tamarind Ave |
| 12 | Australian Ave | At Okeechobee Blvd | |
| 13 | Australian Ave | At Mercer Ave | |
| 14 | Old Okeechobee Rd | Okeechobee Blvd | Mercer Ave |
| | Mercer Ave | Old Okeechobee Rd | Belvedere Rd |
| 15 | Australian Ave | James L Turnage Blvd | N of Belvedere Rd |

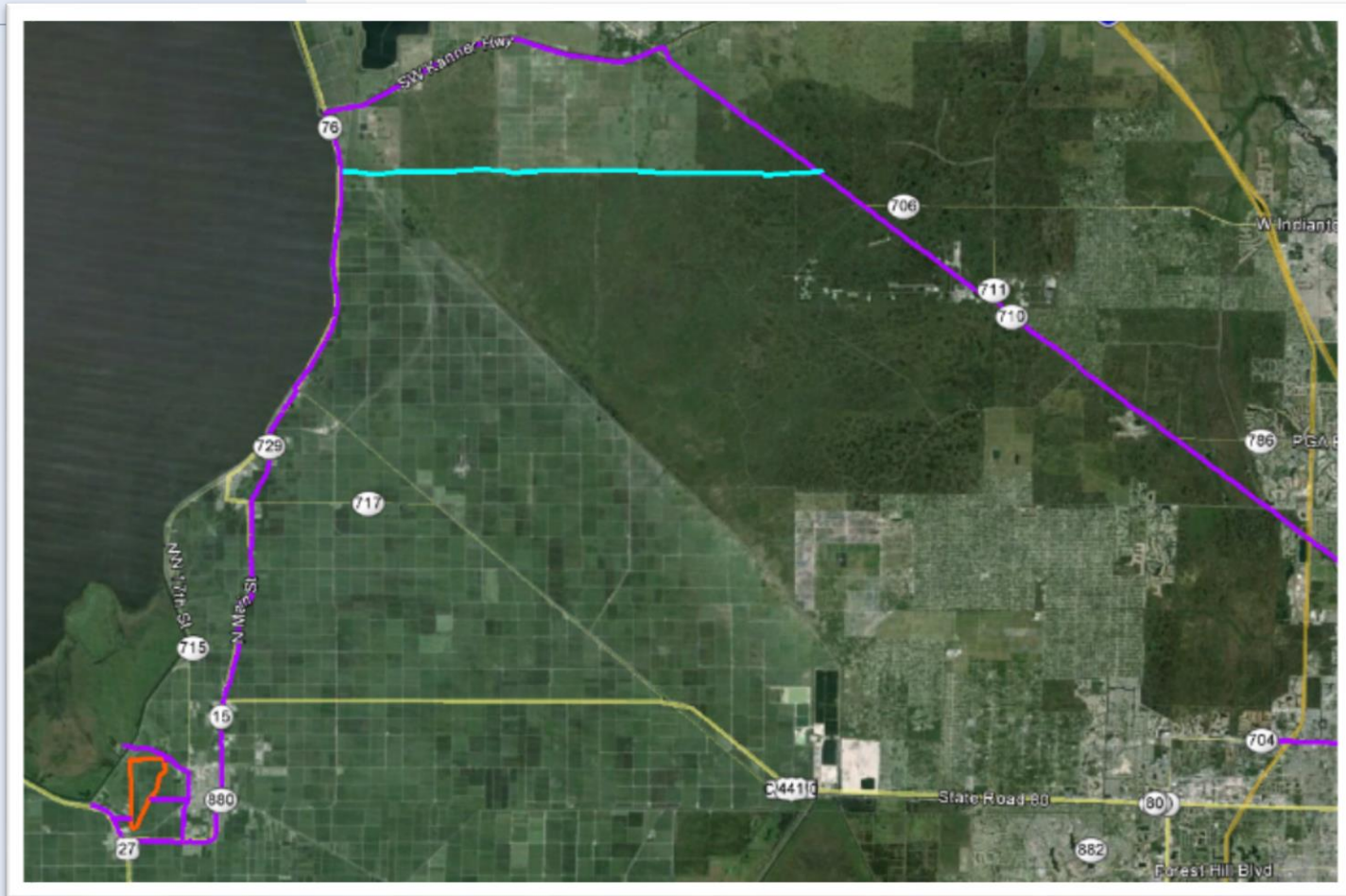


Freight Hotspots: Palm Beach



| | Roadway | From | To |
|----|-------------------|-----------------|-----------------|
| 16 | Belvedere Rd | I-95 | Parker Ave |
| 17 | Linton Blvd | Waterford Pl | SW 10th Ave |
| 18 | Peninsula Corp Dr | Congress Ave | I-95 |
| 19 | Technology Way | Yamato Rd | 50th St |
| 20 | Yamato Rd | I-95 | Boca Raton Blvd |
| 21 | Glades Rd | W of I-95 | Butts Rd |
| 22 | Glades Rd | at 15th Ave | |
| 23 | NW 4th Ave | Glades Rd | NW 7th St |
| 24 | NE 8th St | Dixie Hwy | Federal Hwy |
| 25 | Palmetto Park Rd | Boca Raton Blvd | Dixie Hwy |

Freight Hotspots: Palm Beach



Old Okeechobee Rd

from Okeechobee to Mercer Ave and Continuing on Mercer Ave until Belvedere Rd



| Observation | Recommendation |
|---|--|
| WB Belvedere to Mercer is a sharp turn and needs longer turn radius | Extend right turn radius |
| Lane marking on NB Old Okeechobee left turn bay to James is not aligned well with geometry. | Improve lane markings |
| Mercer pavement condition is deteriorating. | Improve pavement conditions |
| Many access points exist along both sides of Old Okeechobee | Merge and reduce access points if possible |
| Small truck route sign on NB Mercer at Old Okeechobee | Improve truck route signage |
| On street parking exists. Mixed lane use of residential and industrial | |

Many of Our Freight Hotspots Can Be Addressed Through Operational Enhancements



| 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 1/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 Alternative No. 6 be constructed prior to completion of the overall 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
- **Sawgrass Expressway Connection to I-95**
 - Sawgrass Expressway terminates at Florida's Turnpike, 3 miles West of I-95; SW 10th Street connects, a 4-lane arterial connects the Turnpike and I-95; this corridor experiences heavy traffic and significant delay, especially in peak hours

South Florida project prioritization methodology

- Methodologies developed during 2010 RFP for highways, seaports, rail, and air projects
- Process was vetted and approved by RTTAC/SFTEC
- Prioritized lists were provided to RTP for consideration
- Same methodology has been used for the 2014 RFP with minor updates

| Rank | Port | Project |
|------|------|---|
| 1 | PEV | Aggregate Terminal & Rail Yard Facility |
| 2 | PEV | Eller Drive/ICTF Overpass |
| 3 | PM | Intermodal Container Transfer Facility |
| 4 | PEV | Intermodal Rail Spur & Storage Tracks |
| 5 | PPB | Off Port Intermodal Rail Improvements |
| 6 | PPB | On Port Intermodal Rail Improvements |
| 7 | PPB | Port of Palm Beach Railroad Switching Project |
| 8 | PM | Railroad Bridge Improvement |
| 9 | PM | Railroad Cargo Shuttle Service |
| 10 | PM | Railroad Track to Serve Pomtocol and Maersk |
| 11 | PEV | ACOE Dredging Project 03 |
| 12 | PM | Dredging- Phase III |
| 13 | PPB | Harbor and Channel Improvements |
| 14 | PEV | Southport Turning Notch Expansion- Phase I |
| 15 | PPB | SR 27/ Intermodal Logistics Center Rail Project |
| 16 | PEV | McIntosh Loop Road |
| 17 | PEV | Phase 2 Turning Notch Expansion |
| 18 | PPB | South Port Complex |
| 19 | PM | South Wharf Access Road |
| 20 | PEV | DCC Ro/Ro Development |
| 21 | PPB | Cargo Storage of FP&L |
| 22 | PM | Container Yard Improvements- Seaboard |
| 23 | PM | Container Yard Improvements-A.P. Moeller-Maersk |
| 24 | PM | Customs Cargo Inspection Facility |
| 25 | PM | Dredge III Bulkhead Strengthening |

Highway prioritization process

| Truck Traffic - 40 Points | | | |
|---------------------------|----------|-----------------|----------|
| Percentage (20 pts) | 1-20 pts | Volume (20 pts) | 1-20 pts |
| ≥30% | 20 pts | >10,000 | 20 pts |
| 25-29% | 19 pts | 9,501-10,000 | 19 pts |
| 21-24% | 18 pts | 9,001-9,500 | 18 pts |
| 18-20% | 17 pts | 8,501-9,000 | 17 pts |
| 16-17% | 16 pts | 8,001-8,500 | 16 pts |
| 15% | 15 pts | 7,501-8,000 | 15 pts |
| 14% | 14 pts | 7,001-7,500 | 14 pts |
| 13% | 13 pts | 6,501-7,000 | 13 pts |
| 12% | 12 pts | 6,001-6,500 | 12 pts |
| 11% | 11 pts | 5,501-6,000 | 11 pts |
| 10% | 10 pts | 5,001-5,500 | 10 pts |
| 9% | 9 pts | 4,501-5,000 | 9 pts |
| 8% | 8 pts | 4,001-4,500 | 8 pts |
| 7% | 7 pts | 3,501-4,000 | 7 pts |
| 6% | 6 pts | 3,001-3,500 | 6 pts |
| 5% | 5 pts | 2,501-3,000 | 5 pts |
| 4% | 4 pts | 2,001-2,500 | 4 pts |
| 3% | 3 pts | 1,501-2,000 | 3 pts |
| 2% | 2 pts | 1,001-1,500 | 2 pts |
| 1% | 1 pts | <1,000 | 1 pt |

20)
20)
= (1-40)

2- Truck Activity Centers (located within 0.5-mile distance)

Number of Transportation businesses (threshold 10 employees or more):

| Truck Activity Centers - 25 Points | |
|------------------------------------|----------|
| Number of Establishments | 1-25 pts |
| > 30 | 25 pts |
| 27-29 | 24 pts |
| 24-26 | 23 pts |
| 22-23 | 22 pts |
| 21 | 21 pts |
| 20 | 20 pts |
| ... | ... pts |
| 1 | 1 pts |

2040 Southeast Florida Regional Freight Plan

3- Type of Project. The projects were categorized into the following groups: Infrastructure.

| Type of Projects - 15 Points | |
|---------------------------------------|-----------------|
| Infrastructure | 5-15 pts |
| Adding lanes/New roadways | 15 pts |
| Improving Interchanges | 10 pts |
| Improving Intersections | 5 pts |
| Operational/Technology | 3-10 pts |
| Intelligent Transportation Systems | 10 pts |
| Geometric/Traffic Improvements | 8 pts |
| Congestion Management | 3 pts |
| Regulatory/Institutional/Other | 5 pts |

cludes projects that
s projects that
er* includes projects
the two preceding

| Facility Type - 10 Points | |
|---------------------------|--------|
| SIS Corridor | 10 pts |
| SIS Connector | 8 pts |
| Other Expressway | 6 pts |
| Other Principal Arterial | 4 pts |
| Other Minor Arterial | 2 pts |

arterial that the project will

5- Intermodal Connectivity. This identifies whether a project improves access to an intermodal facility.

| Intermodal Connectivity - 10 Points | |
|-------------------------------------|--------|
| Connectivity to three or more modes | 10 pts |
| Connectivity to two modes | 7 pts |
| Connectivity to one mode | 4 pts |
| None | 0 pts |

Non-highway prioritization processes – Air

| Category | Measure | Points |
|-----------------------------------|-------------|--------|
| Project Type | Capacity | 20 |
| | Operations | 10 |
| | Maintenance | 5 |
| Type of Traffic | Freight | 25 |
| | Both | 5 |
| Public Funding/State Work Program | Yes | 20 |
| | No | 0 |
| Level of Impact | High | 15 |
| | Low | 0 |
| Timeframe | Short | 20 |
| | Medium | 10 |
| | Long | 5 |
| Total | | 100 |

Non-highway prioritization processes – Rail

| Category | Measure | Points |
|-----------------------------------|-------------|--------|
| Project Type | Capacity | 20 |
| | Operations | 10 |
| | Maintenance | 5 |
| Type of Traffic | Freight | 15 |
| | Both | 5 |
| Public Funding/State Work Program | Yes | 15 |
| | No | 0 |
| Project Impact | High | 15 |
| | Low | 0 |
| Intermodal Connectivity | Port | 15 |
| | Truck | 5 |
| Timeframe | Short | 20 |
| | Medium | 10 |
| | Long | 5 |
| Total | | 100 |

Non-highway prioritization processes – Seaport

| Category | Measure | Points |
|-----------------------------|-------------|--------|
| Project Type | Capacity | 20 |
| | Operations | 10 |
| | Maintenance | 5 |
| Type of Traffic | Freight | 15 |
| | Both | 5 |
| Project in Established Plan | Yes | 10 |
| | No | 0 |
| Level of Impact | High | 15 |
| | Low | 0 |
| Intermodal Connectivity | Rail | 20 |
| | Water | 10 |
| | Truck | 5 |
| Timeframe | Short | 20 |
| | Medium | 10 |
| | Long | 5 |
| Total | | 100 |

Top 25 prioritized highway needs

| Ranking | Facility | From | To | Project Type | Description | Total Points |
|---------|---|--|-------------------------------|--|---|--------------|
| 1 | SR 826/Palmetto Expressway | NW 87th Avenue on I-75 | SR 836 | Freeway Capacity Improvements | Add managed lanes | 86 |
| 1 | SR 826/SR 836 | NW 25th Street to SW 8th Street | NW 87th Avenue to 57th Avenue | Freeway Capacity Improvements | Interchange/Add lanes - DT2495811 | 86 |
| 3 | I-95 Managed Lanes System | South Palm Beach County Line | Linton Blvd | Freeway Capacity Improvements | 4 Managed Lanes/widening I-95 | 85 |
| 4 | SR 886/Port Bridge | Biscayne Boulevard | Port of Miami | Arterial Capacity Improvements | Repairs to bascule rail and vehicle bridge | 84 |
| 5 | I-95 Managed Lanes | I-595 | Palm Beach County Line | Freeway Capacity Improvements | 4 Managed Lanes/widening I-95 | 82 |
| 6 | SR 826/Palmetto Expressway | US 27/Okeechobee Road | SR 874 | Freeway Capacity Improvements | Interchange improvements | 81 |
| 7 | NW 12th Street | NW 107th Avenue | SR 826 | Arterial Capacity Improvements | Widen from 4 lanes to 6 lanes, improve signal coordination | 79 |
| 7 | NW 20th Street | NW 27th Avenue | I-95 | Arterial Capacity Improvements | Roadway infrastructure improvements | 79 |
| 7 | SR 826/Palmetto Expressway | Golden Glades | Dadeland | Freeway Capacity Improvements (Unfunded) | Create separate barriered truck lane with manageable entry/exit | 79 |
| 7 | Florida's Turnpike | HEFT | Griffin Road | Freeway Capacity Improvements | Widen from 6 to 8 lanes | 79 |
| 11 | Medley Bridge/Canal Improvement Program | NW 121st Way, NW 116th Way, NW 105th Way, NW 79th Avenue | | Corridor Traffic Ops. Improvements | Improve the connections between Okeechobee Rd and Medley through a combination of bridge widening and canal improvements (NW 121 Way, NW 116 Way, NW 105 Way, NW 79 Ave) | 78 |
| 11 | NW 25th Street | NW 89th Court | SR 826 | Arterial Capacity Improvements | Widen from 4 to 6 lanes | 78 |
| 11 | NW South River Drive | NW 107th Avenue | NW 74th Avenue | Arterial Capacity Improvements | Widen North River Drive to include shoulders and improved access management | 78 |
| 11 | SR 25/Okeechobee Road/US 27 | Krome Avenue | NW 79th Avenue | Arterial Capacity Improvements | 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 |
| 11 | SR 25/Okeechobee Road/US 27 | Krome Avenue | SR 826 | Arterial Capacity Improvements | Conversion to limited access toll facility | 78 |
| 11 | SR 821/HEFT | Kendall Drive | I-75 | Freeway Capacity Improvements | Widen from 6/8 lanes to 10 lanes | 78 |
| 11 | SR 821/HEFT | Eureka Drive | Kendall Drive | Freeway Capacity Improvements | Widen to 8-, 10-, 12-lanes plus auxiliary lanes | 78 |
| 11 | SR 821/HEFT | SW 216th Street | Eureka Drive | Freeway Capacity Improvements (Unfunded) | Widen from 6 to 10 lanes | 78 |
| 11 | Florida's Turnpike | Griffin Road | Palm Beach County Line | ITS Improvements | Implement Open Road Tolling | 78 |
| 20 | I-95 | South Palm Beach County Line | North Palm Beach County Line | ITS Improvements | ITS - Freeway Management | 77 |
| 20 | I-95 | South Palm Beach County Line | North Palm Beach County Line | ITS Improvements | ITS - Severe Incident Response Vehicle | 77 |
| 20 | I-95 | South Broward County Line | North Broward County Line | ITS Improvements | ITS - Freeway Management | 77 |
| 20 | I-95 | All I-95 interchanges in Broward County | | Freeway Capacity Improvements | Interchange Improvements as recommended in I-95 IMP | 77 |
| 24 | NW 25th Street Viaduct | NW 87th Court | SR 826 | Arterial Capacity Improvements | Phase 2 - construction of Viaduct from SR 826 to NW 87th Court | 76 |
| 24 | SR 826/Palmetto Expressway (NB) | Okeechobee Road | NW 103rd Street | Freeway Traffic Ops. Improvements | Add 1 NB auxiliary lane | 76 |

Prioritized airport needs

| Airport | Project | Total Score | Rank |
|-----------|--|-------------|------|
| MIA | Additional Air Cargo Apron | 100 | 1 |
| PBI | Palm Beach International Cargo Facilities Access | 75 | 2 |
| FLL | Runway 9R/27L Extension (8,000' x 150') | 65 | 3 |
| MIA | Fuel Tanker Parking Facility | 55 | 4 |
| MIA | Perimeter Road Widening & Realignment | 55 | 4 |
| MIA | Miami-Dade Aviation GPS Landing System | 55 | 4 |
| FLL | ILS for Runway 9R-27L | 55 | 4 |
| FLL | Cross-field taxiways from 9R-27L | 55 | 4 |
| FXE | Construct Customs Building And Apron | 55 | 4 |
| FXE | Construct Eastern Perimeter Road | 55 | 4 |
| MIA | Northeast Apron And Drainage Improvements | 50 | 11 |
| MIA | Acquisition Of FOD equipment | 50 | 11 |
| MIA | Taxiway S Rehabilitation | 50 | 11 |
| MIA | Taxiway T Rehabilitation | 50 | 11 |
| Opa-Locka | Rehab Aprons | 50 | 11 |
| Opa-Locka | Opf Taxiway Repair | 50 | 11 |
| FXE | Taxiway C, E, F, S Rehab | 50 | 11 |
| FXE | Runway 8/26 & 13/31 Pavement Rehab | 50 | 11 |
| FXE | Rehab Airfield Lighting | 50 | 11 |
| PBI | Taxiway C Rehab | 50 | 11 |
| LNA | Rehab Itinerant Apron | 50 | 11 |

Prioritized rail needs

| Rail | Projects | Total | Rank |
|---------|--|-------|------|
| CSX/FEC | CSX TO FEC Pompano Connection | 75 | 1 |
| CSX/FEC | IRIS Connection from CSX Mainline to FEC Mainline (FECR movement south from Tri-Rail's rail yard to FECR Hialeah yard) | 75 | 1 |
| FEC | FEC Miami Freight Forwarding Yard | 70 | 3 |
| FEC | FEC N. Miami to Ojus Double Track | 70 | 3 |
| FEC | NE 203rd St & NE 215th St Intersection Improvements between US-1 & W Dixie Hwy | 60 | 5 |
| SFRC | MR MIC Double Track Last Mile of SFRC | 60 | 5 |
| FEC | FEC N. Miami to Little River Track Upgrade | 55 | 7 |
| SCFE | South Central FL Express Cane Block | 55 | 7 |
| FEC | C-15 Hidden Valley Canal Rail Bridge (between Yamato and Linton) | 55 | 7 |
| CSX | CSXT Positive Train Control | 50 | 10 |
| CSX | SFRC R/R Bridge over S Fork New River Replace Existing Bridge BR#869924 | 45 | 11 |

Top 25 prioritized seaport needs

| Seaport | Projects | Total Score | Rank |
|--------------------|--|-------------|------|
| Port Everglades | ACOE Deepening and Widening-Design | 90 | 1 |
| Port Everglades | Turning Notch Extension | 90 | 1 |
| Port Miami | Purchase 4 Additional Gantry Container Cranes | 80 | 3 |
| Port Everglades | Slip 1 New Bulkheads and Reconfiguration - (Berths 9 & 10) | 80 | 3 |
| Port Everglades | ACOE Deepening and Widening-Construction | 80 | 3 |
| Port Everglades | Neo-Bulk Storage Yard | 80 | 3 |
| Port Everglades | Phase IX-A Container Yard | 80 | 3 |
| Port Everglades | Phase IX-B Container Yard | 80 | 3 |
| Port Everglades | Super Post Panamax Cranes (2) | 80 | 3 |
| Port of Palm Beach | Intermodal Cargo Transfer/Passenger Service Facility | 75 | 10 |
| Port Miami | Development of MDC ILC Facility | 70 | 11 |
| Port Everglades | Slip 1 New Bulkheads and Reconfiguration - (Berths 7 & 8) | 70 | 11 |
| Port Everglades | Super Post Panamax Crane (3) | 70 | 11 |
| Port of Palm Beach | Tropical Reefer Line Expansion | 70 | 11 |
| Port Miami | Reefer Expansion Project | 65 | 15 |
| Port Everglades | Slip 3 New Bulkheads and Widening | 65 | 15 |
| Port Everglades | Westlake Mitigation | 65 | 15 |
| Port Everglades | McIntosh Road Gate Lane Addition | 60 | 18 |
| Port of Palm Beach | Off Port Intermodal Rail Improvements | 60 | 18 |
| Port of Palm Beach | On Port Intermodal Rail Improvements | 60 | 18 |
| Port Miami | Wharves V & VI Curved Gantry Crane Rail | 55 | 21 |
| Port Miami | Crane 12 Relocation | 55 | 21 |
| Port Miami | Crane Electrification 4, 5, 6, 7, 11, 12 | 55 | 21 |
| Port Miami | Relocation of Cranes 4, 5, 6, 7 | 55 | 21 |
| Port Miami | RPM Rails for Cargo Yards | 55 | 21 |
| Port Miami | Runway/Rails for Future RTG in Cargo Yards | 55 | 21 |
| Port Everglades | Demolish RORO Berths and Lengthen Berth 33 | 55 | 21 |
| Port Everglades | Upland Enhancement | 55 | 21 |
| Port Everglades | Slip 2 New Bulkheads and Widening | 55 | 21 |
| Port of Palm Beach | Berth 17 Enhancement | 55 | 21 |
| Port of Palm Beach | Harbor & Channel Improvements | 55 | 21 |
| Port of Palm Beach | Waterside Cargo Terminal Redevelopment | 55 | 21 |
| Port of Palm Beach | Berth 1 Expansion | 55 | 21 |

Freight Performance Measures/Metrics



Florida's Freight Performance Measures

Four Key Dimensions of Mobility Performance Measures

| Recommended Matrix of Multimodal Mobility Performance Measures | | | | | To Be Reported in 2014 |
|---|------------|---|--|--|---|
| | MODE | QUANTITY | QUALITY | ACCESSIBILITY | UTILIZATION |
| People | Auto/Truck | Vehicle Miles Traveled Person Miles Traveled | % Travel Meeting LOS Criteria % Miles Meeting LOS Criteria Travel Time Reliability Travel Time Variability Vehicle Hours of Delay Person Hours of Delay Average Travel Speed | | % Miles Severely Congested % Travel Severely Congested Hours Severely Congested Vehicles Per Lane Mile |
| | Transit | Passenger Miles Traveled Passenger Trips | Average Headway | | |
| | Pedestrian | | Level of Service (LOS) | % Sidewalk Coverage | |
| | Bicycle | | Level of Service (LOS) | % Bike Lane/Shoulder Coverage | |
| | Aviation | Passengers | Departure Reliability | Highway Adequacy (LOS) | Demand to Capacity Ratios |
| | Rail | Passengers | Departure Reliability | | |
| | Seaports | Passengers | | Highway Adequacy (LOS) | |
| Freight | Auto/Truck | Combination Truck Miles Traveled Truck Miles Traveled Combination Truck Tonnage Combination Truck Ton Miles Traveled | Travel Time Reliability Travel Time Variability Combination Truck Hours of Delay Combination Truck Average Travel Speed | | % Miles Severely Congested Vehicles Per Lane Mile Combination Truck Backhaul Tonnage |
| | Aviation | Tonnage | | Highway Adequacy (LOS) | |
| | Rail | Tonnage | | Highway Adequacy (LOS) Active Rail Access | |
| | Seaports | Tonnage Twenty-foot Equivalent Units | | Highway Adequacy (LOS) Active Rail Access | |
| Reporting Periods: = Peak Hour = Peak Period = Daily = Yearly | | | | | Bold = FDOT Map-21-Recommended Measure <i>Italicized Grey Text</i> = Measures added for 2014 |



Strategies for Growth



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 region continues to grow its cargo operations, finding a way to advance the remaining projects will help communicate to the world that South Florida 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**
 - Regional and local freight committees and other key partners (PortMiami, Port Everglades, Port of Palm Beach, MIA, FLL, PBIA, 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**
 - Regional and county 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., 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**
 - Regional 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

Opportunity to Advance Investments in Our Supply Chain Infrastructure

- Region partnering with FDOT and FHWA to test new ways to accelerate and support investments in our global logistics infrastructure
 - Identify underutilized state/local and private sector assets
 - Identify opportunities to mitigate the unmet needs of the goods movement industry
 - Identify private-sector industry partners
 - Assess potential economic impacts
 - Implement demonstration project(s)
 - Summarize lessons learned

Rapid Advancement Of Freight Initiatives

A PROPOSAL FOR SOUTHEAST FLORIDA

CARGO2040

Southeast Florida is one of the primary goods movement hubs of the United States. It is uniquely situated between the Latin American and large North American markets, both physically and culturally. In addition, it is well positioned for East/West trade lanes as the Panama Canal expansion nears completion and the Suez Canal traffic continues to grow. As trade between the U.S. and its trading partners to the south increases, and the Atlantic and Gulf Coast ports prepare for growth in East/West trade with Europe and the Far East, the relationship between transportation and land-side infrastructure is critical to position Florida for an increased share of global trade. Florida's jobs and economic health depend on maximizing return on the state's assets in a competitive worldwide marketplace.

The Governor, Legislature and FDOT have promoted a renewed emphasis on the importance of goods movement to the State. At the planning level, FDOT recently completed the Florida Freight Mobility and Trade Plan Policy Element and is moving forward with development of the Investment Element over the next year. At the programmatic and project level, significant investments in Intermodal Logistics Centers (ILCs), port infrastructure and dredging, and rail infrastructure projects have been prioritized and are underway to help strengthen Florida's position in the global marketplace. While many of these elements are or have recently become eligible for state funding, many of the private sector investments necessary to support industrial development on private lands are not eligible, or may only be eligible for the transportation connection. In order for Florida to compete with states like Alabama and Georgia for new trade and manufacturing related businesses, additional flexibility for state investment options should be considered to help promote specific types of developments.

Putting the necessary mechanisms in place to ensure the shortest possible timeframe for these investment decisions also will be critical to help realize the full economic impact of the State's investments, and make sure that local communities receive the benefits both in jobs and economic impacts on a schedule consistent with the needs of private sector goods shippers. Re-use of state and local transportation and land assets should be part of a first tier screening of industrial development opportunities.



photo courtesy of seefreightandlog.com

The goals of this proposal are straightforward:

- Identify available state and local transportation and land assets that could be used to meet existing and future goods movement needs and supply chain strategies
- Identify regulatory and land use policy barriers that impede southeast Florida's ability to respond to private-sector trade and industrial opportunities
- Identify strategies to mitigate these barriers and promote investments in projects that support Florida's goals of doubling Florida-origin exports and becoming a global logistics hub

Our Ability to Incorporate Freight Priorities into Our Regional Plan is Critical to Our Future

- South Florida is home to as well established, globally competitive logistics industry
- Billions of dollars have been invested over last several years to ensure we remain competitive
- We are well positioned to for significant growth as global trade patterns continue to shift
- Our economic prosperity and the sustainability of our communities will be strengthened and driven by our successful as a global logistics hub



Questions and contact information.

Michael T. Williamson, mwilliamson@camsys.com

Paul Flavien, flavienp@browardmpo.org

Gregory Stuart, stuartg@browardmpo.org