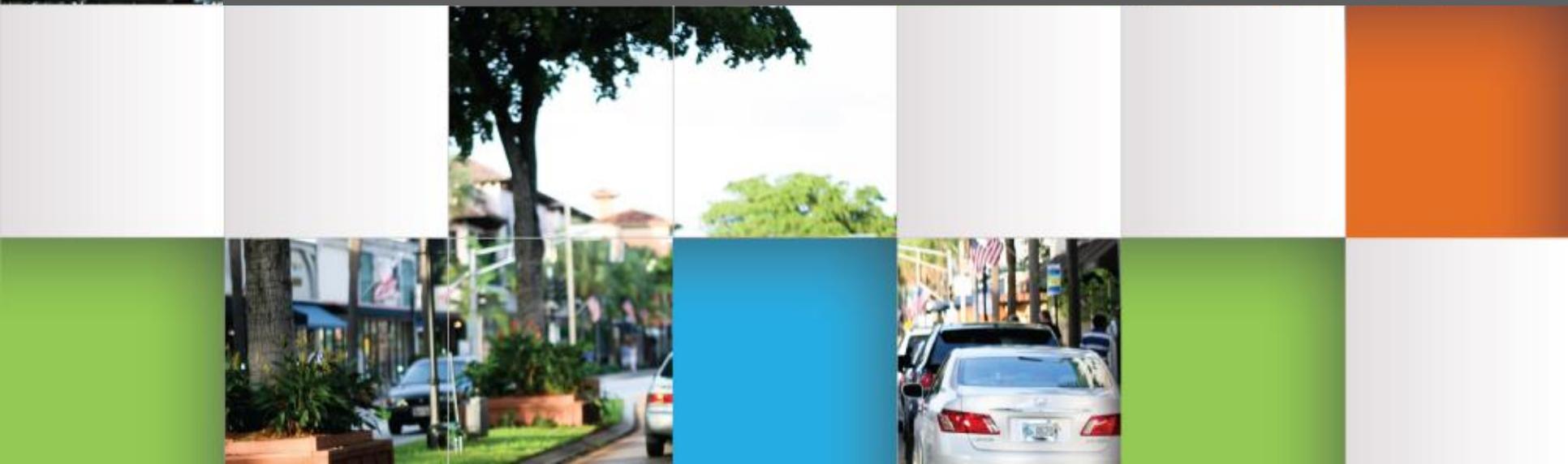




broward **MPO**  
metropolitan planning organization

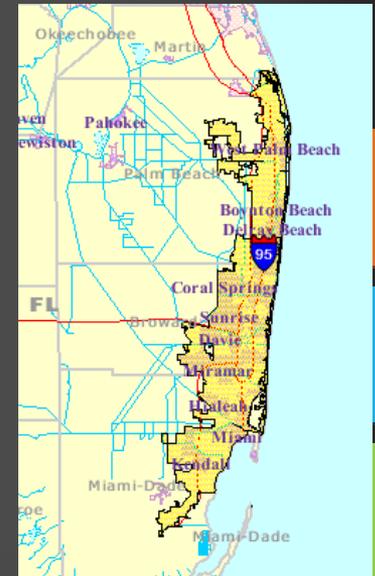
**SOUTHEAST FLORIDA**  **2040**  
REGIONAL TRANSPORTATION PLAN  
Miami-Dade • Broward • Palm Beach



# Who we are...

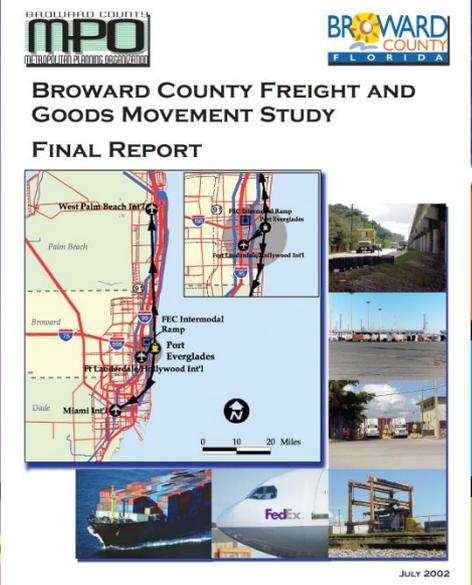
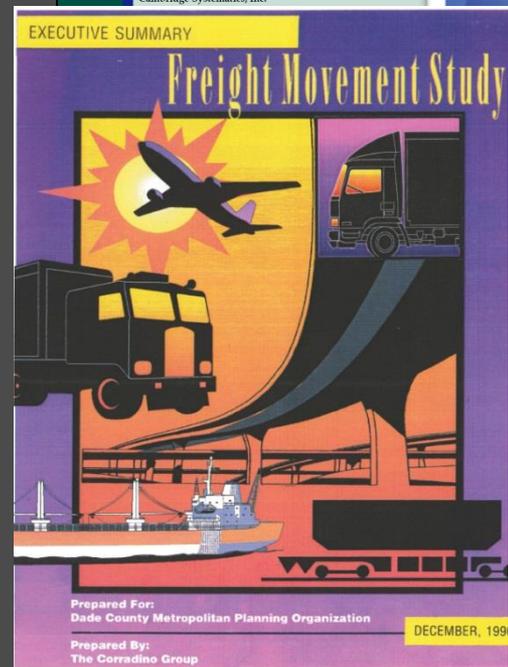
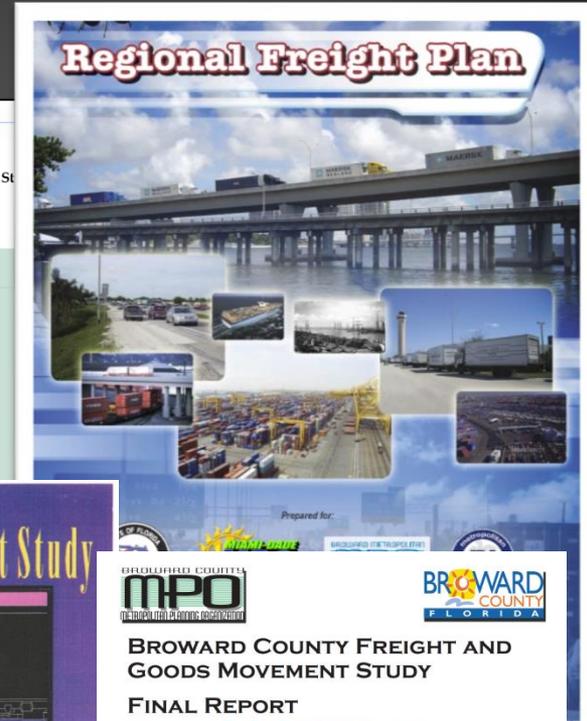


- Almost 6 million residents and over 30 million visitors annually
- 3 Counties, 97 Cities, 3 MPOs, 2 regional planning councils,
- 4 transit agencies, 2 FDOT Districts, 1 expressway authority
- 3 seaports, 3 international airports, 3 railroads



# 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



# 2014 Southeast Regional Freight Plan Update will Provide Freight Input to the 2040 RTP

- 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

 **CARGO2040**



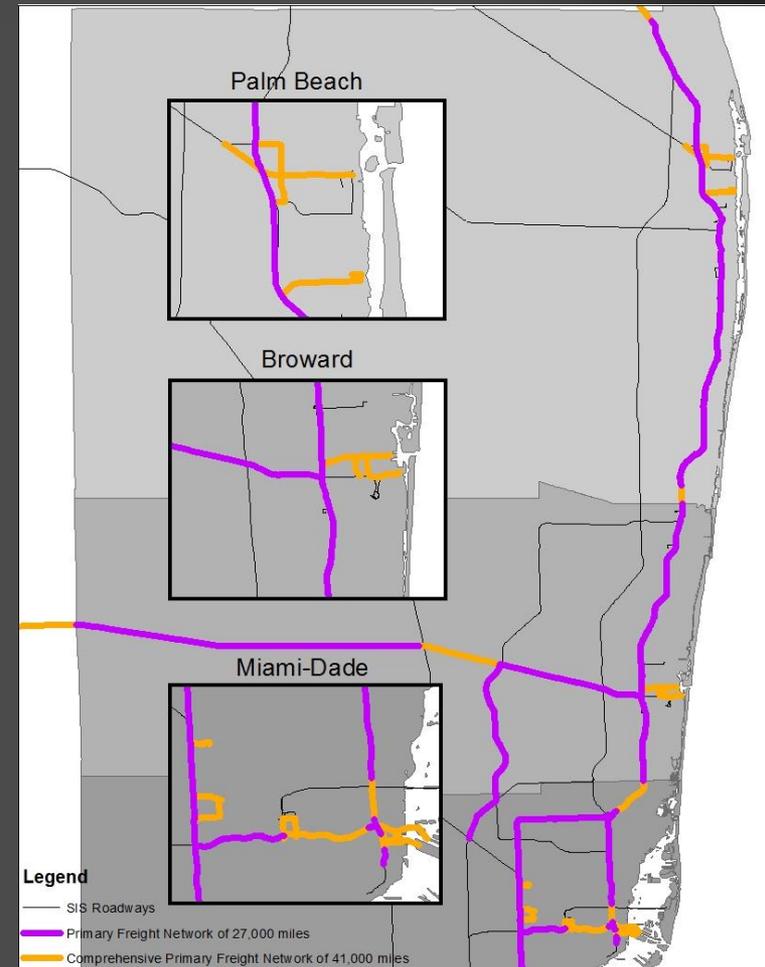
# Southeast Florida Has Made Significant Investments

- SR 826/836 Interchange
- Eller Drive
- Port Miami Tunnel
- Martin Luther King Blvd
- Port Miami Dredging
- Centurion's new 800K sqft air cargo centre at MIA
- NW 25<sup>th</sup> 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



# MAP-21 and National Freight Network Provides Southeast Florida with 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





# Overview of Florida's Distribution System

## Major Distribution Areas

Jacksonville

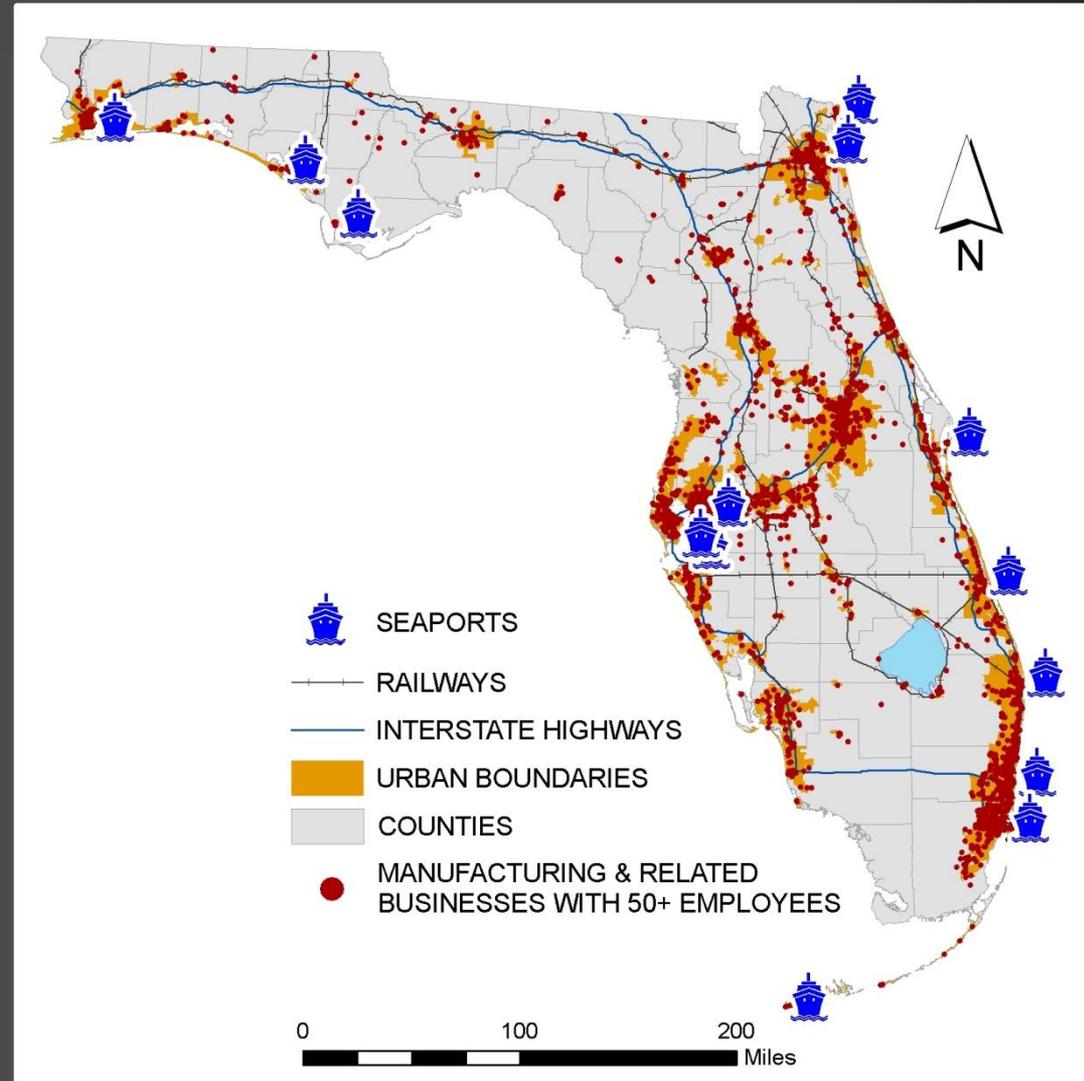
Orlando Area

Winter Haven/Lakeland

Tampa Bay Area

Miami/Fort Lauderdale  
Area

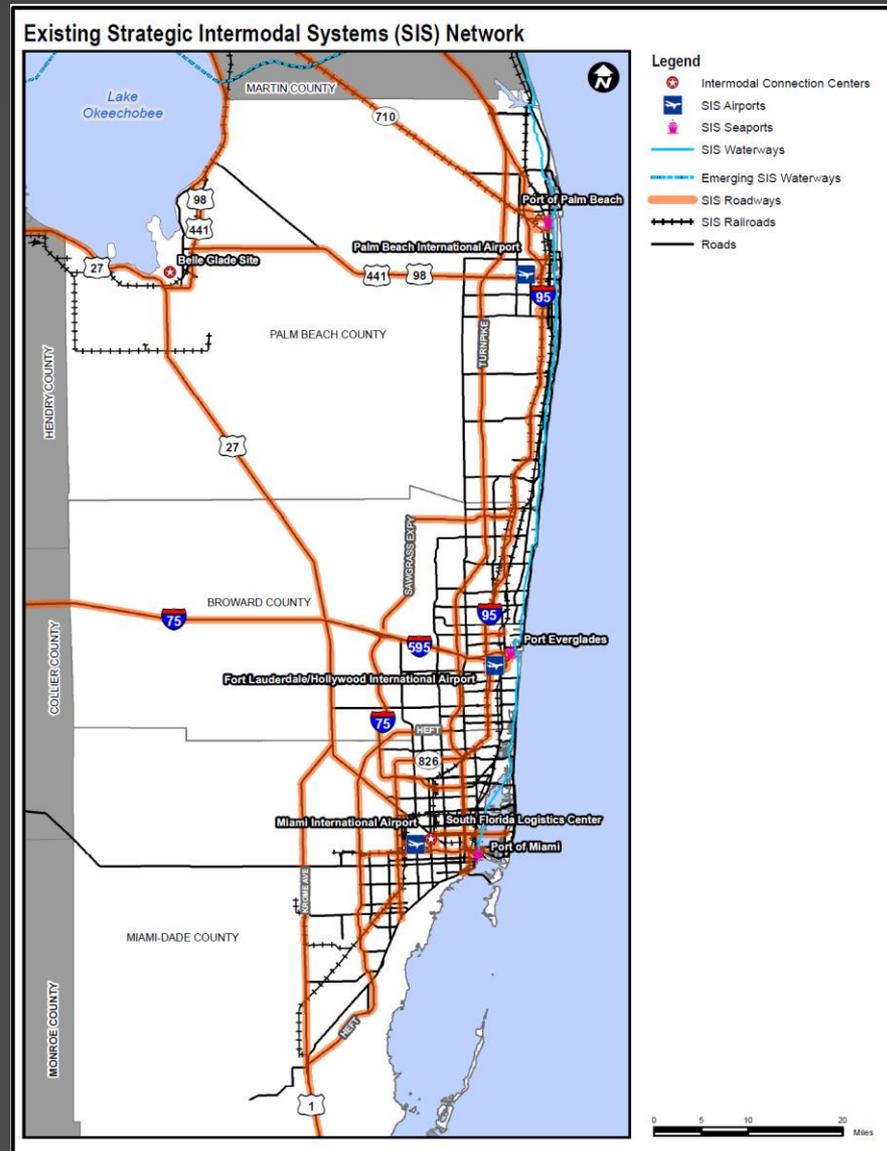
Proposed ILCs emerging  
in more rural areas





# 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



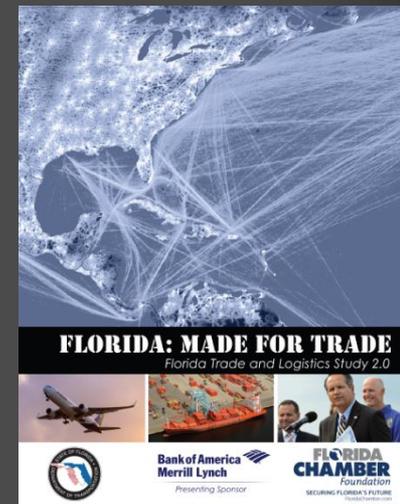
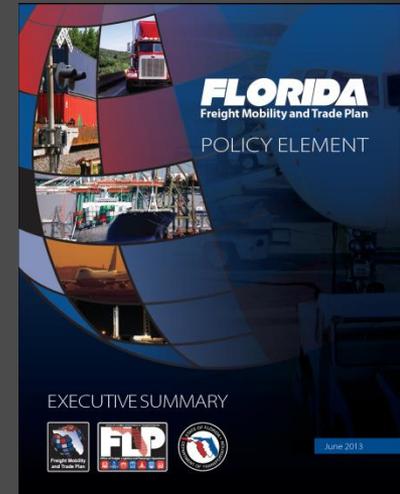
# Changes to Florida's Strategic Intermodal System Impact South Florida's Freight Program

- 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



# Southeast Florida's Freight Program is Consistent with Key Statewide Initiatives

- Florida Freight Mobility & Trade Plan
  - Policy Element lays out a policy framework, identifies responsibilities for implementation
  - Investment Element identifies and prioritizes freight needs
- Florida Trade and Logistics Study
  - Move more trade through Florida sea and air gateways
  - Make, grow, and refine more products for export in Florida
  - Multiply the impacts of trade in Florida



# MPOs are Stepping Up 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
<b>Total</b>	<b>\$ 6.5</b>	<b>\$ 30.2</b>	<b>\$ 29.0</b>	<b>\$ 61.8</b>	<b>\$ 127.5</b>

# 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



# Improved Connectivity of Our Rail Network will Provide Better Access and Mobility

## FREIGHT RATIONALIZATION OPPORTUNITIES Between FEC and CSX

### NORTHWOOD CONNECTION

In Design Phase Thru 2014



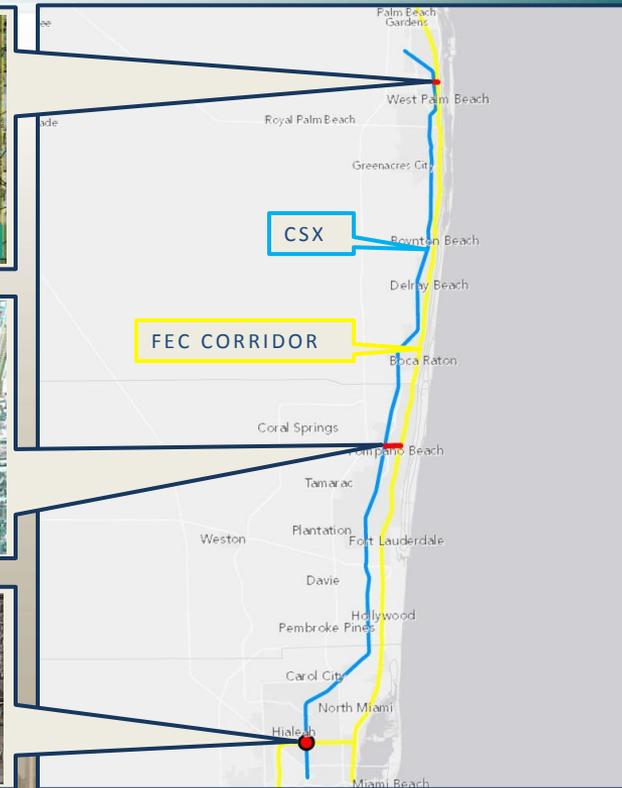
### POMPANO CONNECTION

Not Funded



### IRIS CONNECTION

In Design Phase Thru 2014



# Creation of the Florida Perishables Trade Coalition has Opened New Markets to Southeast Florida

- 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

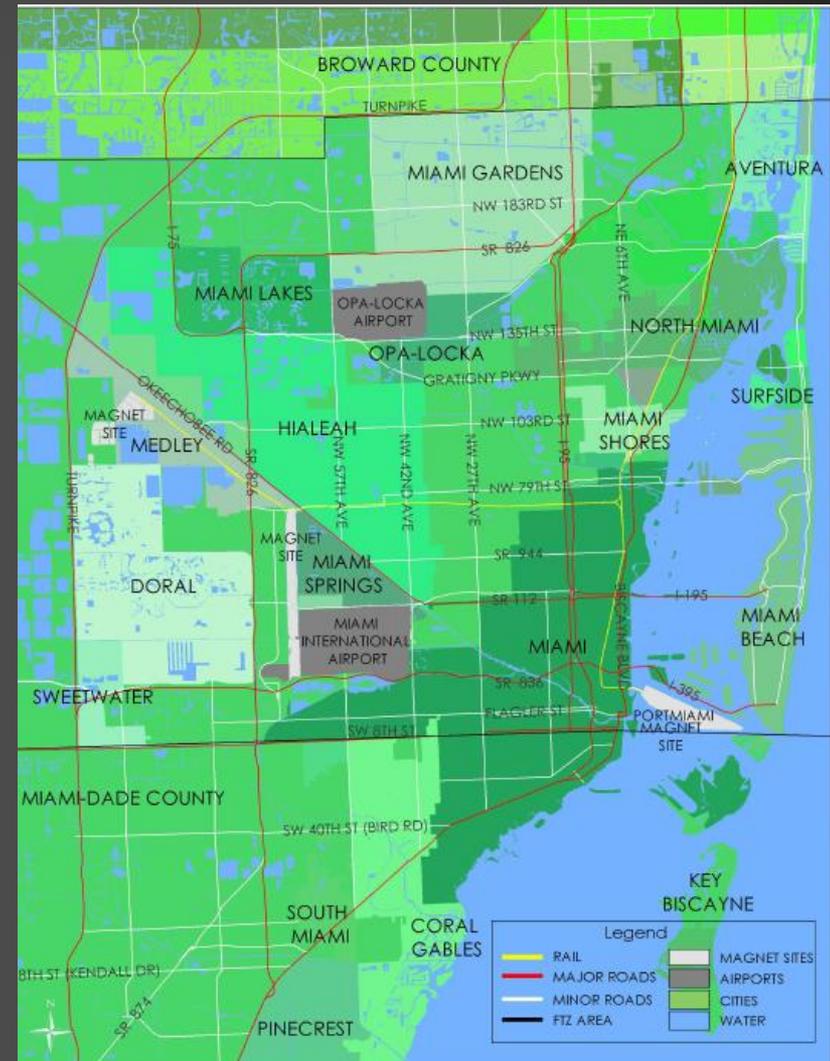
# Miami-Dade County Has Helped Mitigate Limited CBP Resources

- 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



# Our Region is Heavily Invested in Foreign Trade Zones

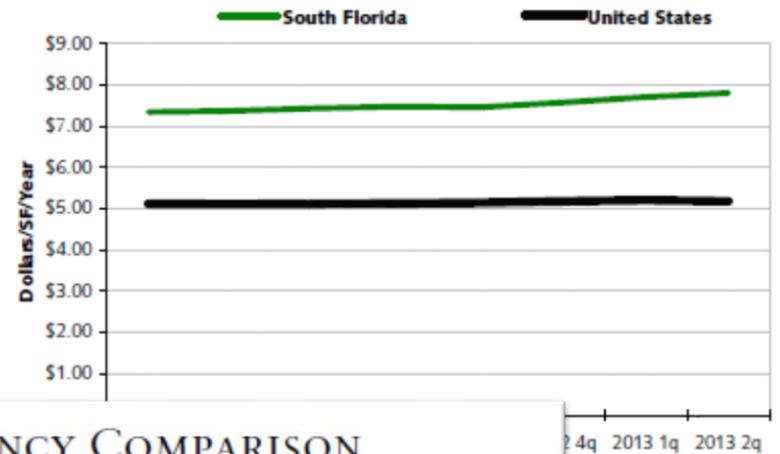
- 7 Foreign Trade Zones in Southeast Florida
- FTZ No. 281: Miami-Dade County is an *Alternative Site Framework*
  - Serves a broader area
  - New expedited process
  - Reduce number of unused FTZ sites
  - 23 “Magnet” and “Usage-Driven” sites created to date, amounting to about 1.8 million sq. ft.



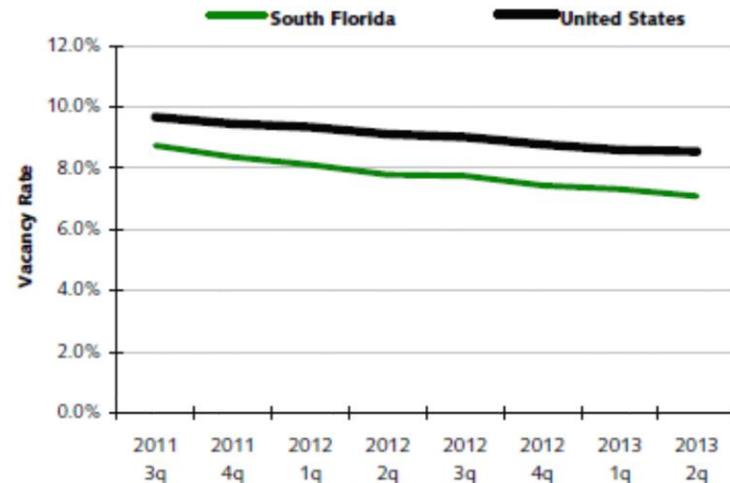
# Industrial Real Estate in South Florida is Limited

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

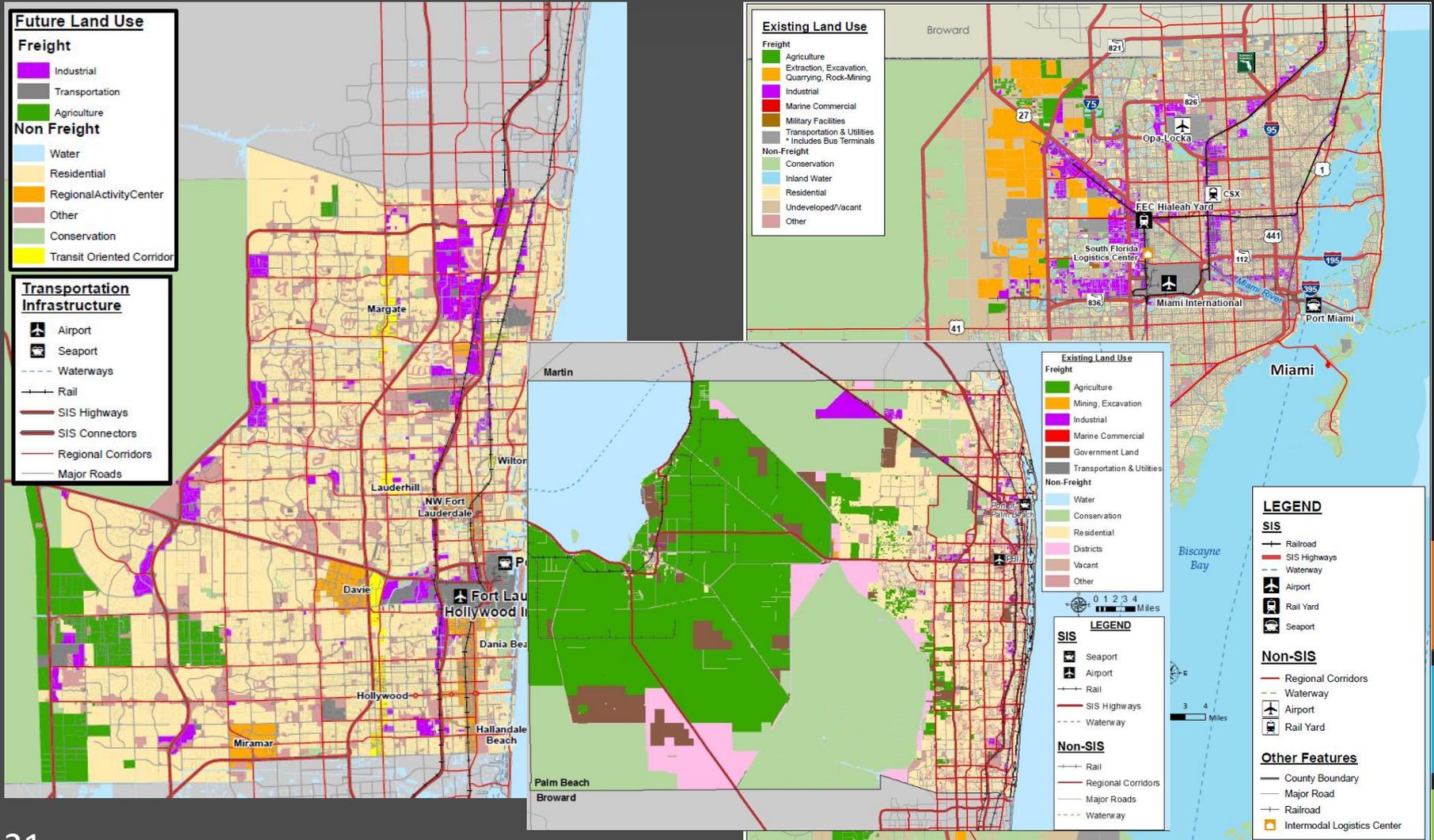
**U.S. RENTAL RATE COMPARISON**  
Based on Average Quoted Rental Rates



**U.S. VACANCY COMPARISON**  
Past 8 Quarters



# Future Land Use Available for Industrial Expansion Focused in Existing Industrial Areas



# Investments in Intermodal Logistics Centers is 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



# 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

# Opportunity to Advance Investments in Our Supply Chain Infrastructure

- Region also is 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.



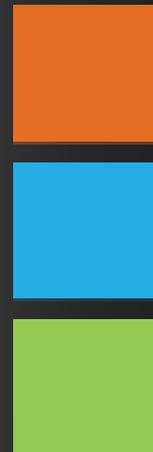
photo courtesy of [www.seefloridago.com](http://www.seefloridago.com)

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



# Q and A

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