



District 6 Miami-Dade Countywide Freight Improvement Plan

*Policy Framework for Freight
System Development*

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Abbreviations List

Abbreviation	Complete Name/Phrase	Abbreviation	Complete Name/Phrase
AIP	Airport Improvement Program	FRED	Florida Rail Enterprise Zone Development
BIL	Bipartisan Infrastructure Law	FRO	Freight and Rail Office
CDBG	Community Development Block Grants	FSTED	Florida Seaport Transportation and Economic Development
CIGP	County Incentive Grant Program	FTAC	Freight Transportation Advisory Committee
CoE	Center of Excellence	FTP	Florida Transportation Plan
CRISI	Consolidated Rail Infrastructure and Safety Improvements	GMX	Greater Miami Expressway
CSXT	CSX Transportation	GMXT	Grupo Mexico Transportes
CVO	Commercial Vehicle Operations	IJA	Infrastructure Investment and Jobs Act
DBFOM	Design-Build-Finance-Operate-Maintain	INFRA	Infrastructure for Rebuilding America
DBOM	Design-Build-Operate-Maintain	IRA	Inflation Reduction Act
DERA	Diesel Emissions Reduction Act	ITS	Intelligent Transportation Systems
FAA	Federal Aviation Administration	LCTM	Low-Carbon Transportation Materials Grants Program
FAC	Florida Airports Council	LRTP	Long-Range Transportation Plan
FACIP	Florida Air Cargo Infrastructure Program	MAP-21	Moving Ahead for Progress in the 21st Century
FASP	Florida Aviation System Plan	MARAD	Maritime Administration
FAST Act	Fixing America's Surface Transportation Act	MCSAW	Motor Carrier Size and Weight
FDOT	Florida Department of Transportation	MDAD	Miami Dade Aviation Department
FEC	Florida East Coast Railway	MGP	Municipal Grant Program
FEMA	Federal Emergency Management Agency	MPDG	Multimodal Project Discretionary Grant
FHWA	Federal Highway Administration	MIA	Miami International Airport
FKTCC	Florida Keys Transportation Coordination Committee	MIC	Miami Intermodal Center
FMCSA	Federal Motor Carrier Safety Administration	MPO	Metropolitan Planning Organizations
FMTP	Freight Mobility and Trade Plan	NAE	Neighborhood Access and Equity Grant Program
FPC	Florida Ports Council	NFSP	National Freight Strategic Plan
FRA	Federal Railroad Administration	NHFN	National Highway Freight Network



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Abbreviation	Complete Name/Phrase	Abbreviation	Complete Name/Phrase
NHFP	National Highway Freight Program	SIP	Spaceport Improvement Program
NMFN	National Multimodal Freight Network	SIS	Strategic Intermodal System
NMFP	National Multimodal Freight Policy	SPII	Strategic Port Investment Initiative
Operation STRIDE	Statewide Traffic and Railroad Initiative using Dynamic Envelopes	SRAP	State Rail Assistance Program
OPF	Miami-Opa locka Executive	STBGP	Surface Transportation Block Grant Program
OPP	Office of Policy Planning	STIP	State Transportation Improvement Program
OST-F	Office of Multimodal Freight Infrastructure and Policy	STTF	Florida State Transportation Trust Fund
PFC	Passenger Facility Charge Program	TCRPC	Treasure Coast Regional Planning Council
PIDP	Port Infrastructure Development Program	TIFIA	Transportation Infrastructure Finance and Innovation Act
PPP	Public Private Partnerships	TIP	Transportation Improvement Program
PSGP	Port Security Grant Program	TJIF	Targeted Jobs Incentive Fund
RCE	Railroad Crossing Elimination	TLC	Transportation and Logistics Council
RRIF	Railroad Rehabilitation and Improvement Financing	TMB	Miami Executive Airport
SCOP	Small County Outreach Program	TPA	Transportation Planning Agency
SFRC	South Florida Rail Corridor	TPO	Transportation Planning Organization
SFRPC	South Florida Regional Planning Council	TRIP	Transportation Regional Incentive Program
SFRTA	South Florida Regional Transportation Authority		



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1.0 Introduction

The *Miami-Dade Countywide Freight Improvement Plan*, an initiative by the Florida Department of Transportation (FDOT) District Six, is intended to enhance freight and logistics capacity, improve economic competitiveness through a more efficient transportation network, and provide a prioritized project bank for future infrastructure improvements to achieve these ends. The following *Policy Framework for Freight System Development Memorandum* provides a comprehensive overview of the policy frameworks influencing freight mobility in District Six. These frameworks encompass policies and programs from the federal, state, regional, and local levels and discuss various aspects such as roles and responsibilities, programs, funding sources, and other pertinent considerations.

2.0 Freight Policy and Legislation

Transportation policy in the United States encompasses an extensive framework of laws and regulations that guide transportation priorities and infrastructure investments across multiple levels of government. Specifically, FDOT must adhere to federal and state laws that govern the transportation systems under its jurisdiction. This includes the mandate to develop a long-range transportation plan every five years, which must align with defined criteria and statutory guidelines. In Florida, this is achieved through the [Florida Transportation Plan \(FTP\)](#), which outlines the state's transportation goals and objectives. The following sections delve deeper into the legislative frameworks and policies guiding freight transportation both federally and within the state, highlighting the evolution of these policies and their impact on transportation planning.

2.1 Federal

Since the enactment of the [Moving Ahead for Progress in the 21st Century \(MAP-21\) Act](#) in 2012, federal and state transportation planning has increasingly focused on freight logistics. MAP-21 introduced significant freight-related provisions, including:

- Establishment of a national freight policy and strategic planning framework
- Requirements for state DOTs to develop comprehensive statewide freight plans
- Creation of state freight advisory committees to guide freight transportation planning
- Implementation of performance-based planning metrics
- Identification and prioritization of freight projects for federal funding

Building upon the groundwork laid by MAP-21, the [Fixing America's Surface Transportation \(FAST\) Act](#) of 2015 further advanced these provisions by earmarking specific funding for freight projects. Notably, the Act introduced vital initiatives such as the [National Highway Freight Program \(NHFP\)](#) and the [Infrastructure for Rebuilding America \(INFRA\)](#) discretionary grants program. These legislative frameworks have collectively shaped and guided freight and multimodal transportation priorities and investments across the United States at federal, state, and local levels. It is important to note that while the NHFP was originally established under the FAST Act, it has been superseded by an updated version under the [Infrastructure Investment and Jobs Act \(IIJA\)](#), signaling a shift in policy and funding mechanisms. This evolution reflects the ongoing adaptation of national transportation priorities to meet emerging challenges and opportunities.



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INFRASTRUCTURE INVESTMENT AND JOBS ACT

The IIJA, also known as the Bipartisan Infrastructure Law (BIL), signed into law in November 2021, authorizes \$550 billion in federal funding for transportation infrastructure projects and investments until Fiscal Year 2026. This legislation allocates \$7.2 billion for freight projects on the [National Highway Freight Network \(NHFN\)](#) through formula funding and \$10.9 billion distributed throughout [13 existing and 21 new transportation-related discretionary grant programs](#) available to various public entities.

It's estimated that [the IIJA will bring \\$16.7 billion in transportation formula funds to Florida among FDOT, transit agencies, airports, and other partners. FDOT estimates it will receive \\$13.5 billion under the IIJA in formula funds, which is \\$3.5 billion and 35 percent more than provided by the FAST Act.](#)

The IIJA extends and improves freight policies and programs from previous transportation bills like MAP-21 and the FAST Act. These enhancements include updates to the [National Multimodal Freight Policy \(NMFP\)](#) to establish the [Office of Multimodal Freight Infrastructure and Policy \(OST-F\)](#), a renewed commitment to the [National Freight Strategic Plan \(NFSP\)](#), and the designation of the [National Multimodal Freight Network \(NMFN\)](#) with revised criteria. The IIJA also provides additional guidance for state freight plans, emphasizing equity, sustainability, and a streamlined update schedule.

National Freight Strategic Plan: Building upon the NMFP set out in the FAST Act, the IIJA mandates the [United States Department of Transportation \(USDOT\)](#) to maintain the NFSP, adding new focus areas and specifying updated schedules. The NFSP is a central document guiding national freight policy, programs, initiatives, and investments. It informs state freight plans and addresses critical freight data and research needs. The plan evaluates the conditions and performance of the NMFN, forecasts freight volumes, identifies key trade gateways, freight corridors, and congestion points, and supports the goals of the national freight policy, which include enhancing safety, security, resilience, and economic competitiveness of the national freight system, as well as promoting advancements in data, technology, and workforce capabilities.

INFLATION REDUCTION ACT

The [Inflation Reduction Act \(IRA\)](#), signed into law on August 16, 2022, allocates over \$5 billion from the General Fund for Fiscal Year 2022 to support three new programs administered by the [Federal Highway Administration \(FHWA\)](#). These funds will be available through September 30, 2026. The programs are designed to address accessibility, environmental sustainability, and innovation in transportation materials:

1. [Neighborhood Access and Equity \(NAE\) Program](#): This program is intended to improve transportation access and equity in underserved communities. Eligible freight-related activities under this program include the installation of noise barriers and initiatives to reduce air pollution from surface transportation.
2. [Environmental Review Implementation Program](#): This fund supports the environmental review process for proposed transportation projects. It provides resources such as guidance, technical assistance, templates, training, and tools to ensure an efficient and effective environmental review process.
3. [Low-Carbon Transportation Materials Grants \(LCTM\) Program](#): These grants promote the use of construction materials and products that have significantly lower embodied greenhouse gas emissions across their lifecycle, including production, use, and disposal stages. The program aims to incentivize and reimburse the adoption of such materials in transportation projects.



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2.2 State

In addition to fulfilling federal mandates, [Section 339.155](#) of the Florida Statutes requires FDOT to develop a statewide transportation plan known as the FTP. This Plan serves as the primary document guiding the State's transportation efforts, aiming to define long-range transportation goals and objectives to be achieved over the next 20 years.

The FTP is updated every five years by the [Office of Policy Planning \(OPP\)](#), with [the next update](#) scheduled for completion in 2024. This update process is a collaborative effort involving a wide range of stakeholders, including state, regional, and local transportation entities and participants from the public and private sectors.

The FTP is required to address the needs of the entire State transportation system and assess the effectiveness and efficiency of various modes of transportation. It is developed in consultation with metropolitan planning organizations (MPOs), representatives from non-metropolitan areas, Indian tribal governments, and the public. This collaborative approach ensures that the FTP is comprehensive and coordinated, responsive to public feedback, and adaptable to evolving transportation needs. Moreover, all other state and modal transportation plans must be aligned with the FTP's goals and objectives.

The FTP emphasizes several key areas: preserving existing transportation infrastructure, enhancing Florida's economic competitiveness, ensuring mobility, and expanding Florida's role as a major hub for trade and investment. These priorities reflect alignment with the [State Comprehensive Plan](#) and other legislative mandates, ensuring a comprehensive approach to state transportation planning.

FDOT COMPASS

The FDOT Compass is a strategic framework to guide the State's transportation system toward a sustainable future. It focuses on six central areas: Safety, Resilience, Supply Chain, Technology, and Workforce Development, with Communities at the core of these efforts. This integrated approach ensures that all transportation projects, plans, and investments align with these focus areas, aiming to enhance Florida's transportation infrastructure's overall efficiency, safety, and sustainability.

FREIGHT MOBILITY AND TRADE PLAN

In April 2012, Governor Rick Scott approved [Florida House Bill 599](#), complying with requirements from the FAST Act. The bill directed FDOT to develop the [Freight Mobility and Trade Plan \(FMTP\)](#). This plan is crucial for guiding state investments that bolster economic growth by improving trade-related infrastructure and mobility throughout Florida. As a part of the broader FTP, the FTP's [Policy Element](#) also outlines the policies and strategic goals necessary to support and fulfill the mandates set forth by HB 599.

The FMTP is pivotal in enhancing Florida's role as a major player in global trade by focusing on strategic infrastructure improvements and optimizing freight mobility. Recognizing Florida's strategic position as a key gateway for international trade, the plan advocates for a comprehensive multimodal transportation approach that includes developing and integrating highways, railways, ports, airports, and intermodal facilities to foster a cohesive and efficient transportation network.

Key initiatives of the FMTP include enhancing connectivity between ports and other modal points, expanding critical port and airport facilities, and implementing strategies to manage freight congestion and optimize logistics. Environmental sustainability, resilience, security measures, and stakeholder collaboration are also emphasized within the plan to ensure that trade growth is sustainable and that critical infrastructure is protected. Through these concerted efforts, the FMTP aims to support economic



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development and job creation while addressing the State's strategic needs and transportation challenges in freight and trade logistics.

STRATEGIC INTERMODAL SYSTEM

The FDOT [Strategic Intermodal System \(SIS\)](#) is vital to Florida's transportation planning and investment strategy. The SIS is a statewide network of high-priority transportation facilities and services designed to enhance Florida's transportation system's efficiency, connectivity, and safety. It encompasses various modes of transportation, including highways, railways, seaports, airports, transit systems, and other critical transportation assets. Key features and components of the SIS include a multimodal network, high-priority facilities, strategic investment, economic development, safety and resilience, public-private partnerships (PPPs), stakeholder collaboration, long-term planning, performance measures, and environmental considerations.

The SIS is dynamic and evolves to reflect changing transportation needs, economic conditions, and infrastructure priorities. It prioritizes high-traffic freight corridors and facilities based on economic significance, congestion relief potential, and trade importance. The SIS aims to reduce congestion, improve delivery reliability, and lower business transportation costs by investing in these corridors. This initiative aligns closely with economic growth and trade objectives, fostering job creation and industry development. Safety, resilience, environmental sustainability, and public-private partnerships are key pillars of the SIS, with a strong focus on performance measurement and stakeholder collaboration to ensure efficient resource allocation and long-term planning for Florida's evolving transportation needs.

WORK PROGRAM

The [Five-Year Work Program](#), managed by the [Office of Work Program and Budget](#), outlines the transportation infrastructure projects scheduled for development over the next five years. This Program is key to guiding the execution of projects across Florida, focusing on improving safety, mobility, economic competitiveness, and environmental sustainability.

Critical Aspects of the FDOT Five Year Work Program include the following:

1. **Project Planning and Development:** The Program includes detailed planning stages, design, right-of-way acquisition, and construction for various projects such as roads, bridges, bicycle lanes, pedestrian pathways, public transit facilities, and airports.
2. **Funding Allocation:** FDOT outlines specific funding sources for each project, including federal, state, and local funds, helping stakeholders understand the financial underpinnings of these infrastructure developments.
3. **Public Involvement and Transparency:** FDOT ensures active community engagement and stakeholder participation through public reviews and hearings, providing opportunities for public feedback to shape decision-making.
4. **Annual Update:** The Program is revised annually to respond to changes in priorities, funding, and planning assumptions, ensuring it remains relevant to the evolving transportation needs of Florida. The new fifth year adds depth to the planning horizon, allowing for adjustments and additions as new needs arise.
5. **Implementation Framework:** The Program serves as a guideline for local governments and regional transportation authorities to align their projects with state priorities, promoting coordinated planning efforts across regions.



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MODAL POLICY AND STATUTES

Additional Florida Statutes direct each mode of transportation regarding their responsibilities and required elements to be eligible for state funding.

- **Rail:** [Section 341.302](#) of the Florida Statutes states that the Department, along with other government bodies, the rail enterprise, and the private sector, are required to create and execute a statewide rail program that aims to maintain, ensure safety, revitalize, and expand the rail system to meet statewide mobility demands effectively. To do so, the State must develop and periodically update the Florida Rail System Plan and include detailed regional components to ensure connectivity within Florida's regions and align with the FTP. It should identify priorities, programs, and funding levels for statewide and regional rail needs while efficiently maximizing existing facilities and coordinating different transportation modes. The Plan should be updated every five years, including passenger and freight rail services, and be accompanied by a report to the Legislature about its status.
- **Seaports:** [Section 311.14](#) of the Florida Statutes states that the Department and the Florida ports and partners are required to develop a Statewide Seaport and Waterways System Plan. The Plan should align with the goals of the FTP and consider the needs outlined in individual port master plans and seaport strategic plans. It should identify short-term (5-year), medium-term (10-year), and long-term (20-year) needs for the seaport system, including necessary projects related to seaports, waterways, roads, and railways. The goal is to support the State's economic development objectives through a comprehensive transportation system.
- **Aviation:** [Section 332.006](#) of the Florida Statutes states that the Department is required to coordinate and assist in developing an aviation system in Florida. This includes creating and updating a Statewide Aviation System Plan that outlines the State's airports and aviation needs over 5-year, 10-year, and 20-year periods. The Plan must align with the goals of the FTP and not override local airport master plans that comply with federal and state regulations.

2.3 Local and Regional

Florida Statutes mandate local and regional agencies to develop area-specific plans that prioritize projects to enhance the economic well-being and movement of goods and people within the designated area.

METROPOLITAN PLANNING ORGANIZATIONS

A major role of MPOs, also referred to as Transportation Planning Organizations (TPOs) and Transportation Planning Agencies (TPAs), is ensuring compliance with federal regulations regarding the development and deployment of highways, mass transit, and other transportation facilities within the context of urban development plans.

The [Miami-Dade TPO](#) oversees the transportation planning process for [Miami-Dade County](#). It functions under an Interlocal Agreement between the County and FDOT and is responsible for developing a Long-Range Transportation Plan (LRTP) that implements national and state transportation goals. FDOT adopts the TPO's LRTP as the Plan for implementing transportation system improvements in Miami Dade County. Projects must be included in the LRTP and align with the Transportation Improvement Program (TIP) to be considered for funding. The TIP fulfills federal and state requirements of [Title 23 United States Code \(U.S.C.\) 134\(j\)](#) and [Section 339.175, Florida Statutes](#). The TIP prioritizes projects covering a five-year period that provide regionally significant and privately funded projects for informational purposes.

The [Miami-Dade TPO 2045 LRTP](#) Freight Set-Aside is a component of the agency's LRTP that focuses on allocating funds for freight-related projects and initiatives within the Miami-Dade County area (\$243



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million; 21 years total), ensuring resources for maintaining and enhancing freight infrastructure. The Freight Set-Aside is designed to address the unique transportation needs of freight movement, which includes the movement of goods by trucks, rail, ports, and other modes. The projects funded through the program are expected to have a positive economic impact by supporting trade, commerce, and the competitiveness of businesses that rely on efficient freight transportation. Stakeholder engagement and environmental considerations play integral roles, while a multimodal approach ensures integration across various transportation modes. Ultimately, the Freight Set-Aside component aligns with the LRTP's long-term vision for evolving and efficient transportation infrastructure within the growing region.

LOCAL AGENCIES AND GOVERNMENTS

District Six collaborates closely with a range of local and regional partners to help fulfill the statutory requirements of the Florida Statutes, particularly those outlined in [Chapter 163](#), which mandate a Comprehensive Plan addressing the complex transportation needs of Miami-Dade County and extending to local and state policy.

At the regional level, collaboration occurs with the [South Florida Regional Transportation Authority \(SFRTA\)](#), which operates Tri-Rail commuter rail services. Additionally, District Six works with regional planning councils such as the [South Florida Regional Planning Council \(SFRPC\)](#), the [Treasure Coast Regional Planning Council \(TCRPC\)](#), and the recently formed [Florida Keys Transportation Coordination Committee \(FKTCC\)](#). Locally, District Six partners with Miami-Dade County, local governments, and significant transportation hubs such as [Miami International Airport \(MIA\)](#) and [PortMiami](#).

This collaboration also extends to neighboring counties, including Broward, Monroe, and Palm Beach, ensuring seamless transportation networks and coordinated planning efforts along major corridors like I-95 and Florida's Turnpike. FDOT promotes coordination to improve commuter rail services, create express bus routes, and enhance overall connectivity.

These collaborations facilitate funding and support for major transportation projects that benefit South Florida's freight mobility, passenger connectivity, and overall transportation infrastructure. Some vital regional initiatives that impact freight mobility in the District are summarized in [Table 1Table-1](#).



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Table 1: Regional Initiatives Impacting Freight Mobility

Program	Relation to Freight Mobility
SFRTA	Tri-Rail, South Florida's commuter rail system under SFRTA, is crucial in improving freight mobility by easing road congestion shared with freight traffic. SFRTA, District Six, and other partners collaborate to enhance commuter rail connectivity and reliability, benefiting commuters and freight transportation efficiency.
PortMiami Expansion	PortMiami is a major hub for international trade and cruise tourism. Ongoing and planned expansions to access roads and rail connections significantly impact freight mobility in the region by facilitating the movement of goods to and from the Port.
Port Everglades	Located in Broward County, Port Everglades is another critical regional seaport. Collaborative initiatives between District Six and neighboring districts focus on improving connectivity and infrastructure to support freight transportation from Port Everglades.
I-95 Express Lanes	The expansion of express lanes along Interstate 95 (I-95) is a regional initiative to reduce congestion and improve passenger and freight traffic mobility. These express lanes provide a reliable option for freight transportation.
I-595 Corridor Improvements	The I-595 corridor, north of Miami-Dade County, is a vital transportation link for freight movement. Ongoing improvements, including additional lanes and enhanced interchanges, benefit freight mobility by increasing capacity and reducing travel times.
Intermodal Freight Terminals	Investment in intermodal facilities, such as rail yards and freight terminals, is a regional initiative that improves the efficiency of freight transportation. These facilities enhance connectivity between different modes of transportation, including rail, trucking, and maritime shipping.
Regional Freight Logistics Zones	Developing designated logistics zones and industrial parks supports the consolidation and distribution of goods. These zones often receive regional attention and infrastructure investments to streamline freight movement.
Smart City Initiatives	Miami-Dade County and neighboring regions are exploring innovative initiatives, including intelligent traffic management systems, real-time data analytics, and connected vehicle solutions. These initiatives aim to enhance the efficiency of freight transportation by reducing congestion and improving traffic flow.
Hurricane Evacuation Planning	Regional collaboration on hurricane evacuation planning is crucial to ensure the timely movement of goods and people during hurricane events. Coordination with neighboring counties and transportation agencies helps establish efficient evacuation routes for freight and residents.
Interstate Connectivity	Collaborative efforts to maintain and enhance connectivity on major interstates, including I-95, I-75, and Florida's Turnpike, directly impact the flow of goods through South Florida. Capacity expansions and maintenance projects are regional priorities.



3.0 Roles and Responsibilities

Many Federal, State, and local agencies and governmental entities play an essential role in ensuring a world-class multimodal freight transportation system that meets the needs of domestic and international trade in the U.S., Florida, and Miami-Dade County. Federal agencies like the USDOT and its operating administrations set and enforce safety regulations and coordinate infrastructure development to support efficient freight mobility. State agencies like FDOT collaborate with federal counterparts and local governments to plan and implement transportation projects, maintain highways and bridges, and facilitate intermodal connections for seamless freight movement. At the local level, entities like Miami-Dade County focus on enhancing local transportation networks and improving last-mile delivery for effective regional freight distribution.

3.1 Federal

The USDOT is the primary federal agency overseeing and managing the country's transportation systems and infrastructure. Its purpose is to ensure the traveling public's safety by establishing and enforcing safety regulations in various transportation modes. USDOT also works diligently to enhance transportation efficiency and mobility, reducing congestion and improving the flow of people and goods. Infrastructure development is fundamental, encompassing the maintenance and expansion of essential components like highways, airports, ports, and public transit. It supports innovation and research to advance transportation technologies and practices, regulates various aspects of transportation, administers grants and funding, and provides oversight to numerous federal agencies.

FEDERAL HIGHWAY ADMINISTRATION

FHWA oversees and maintains the nation's highway and road infrastructure. Its primary mission is to improve and ensure the U.S. highway system's safety, efficiency, and reliability. This includes providing funding, technical support, and regulatory guidance to state and local transportation agencies to construct, maintain, and enhance the nation's highways and bridges. The FHWA also administers various federal programs related to highways, including those focused on transportation research, innovation, and safety, and it plays a vital role in shaping national transportation policies and regulations.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The [Federal Motor Carrier Safety Administration \(FMCSA\)](#) was established under the Motor Carrier Safety Improvement Act in 2000. It was formerly a part of FHWA, primarily focusing on reducing fatalities and injuries related to commercial motor vehicles. It engages in several key activities to enhance commercial motor vehicle safety. It develops standards for testing and licensing commercial motor vehicle drivers, collects and analyzes data to improve safety, enforces regulatory compliance through programs targeting high-risk carriers, coordinates research for safety improvements, provides financial assistance to states for safety programs, supports unified safety requirements in North America, participates in international safety organizations, and enforces regulations for safe transportation of hazardous materials and investigates carriers with patterns of consumer abuse.

FEDERAL RAILROAD ADMINISTRATION

The primary purview of the [Federal Railroad Administration \(FRA\)](#) is the oversight and regulation of the safety and development of the United States' railroad system. FRA's key responsibilities encompass safety regulation, establishing and enforcing safety standards for the railroad industry to ensure secure train operations, track maintenance, and equipment upkeep. Additionally, the FRA supports infrastructure



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development, providing guidance and funding for the construction and maintenance of railroads. The agency is actively involved in research and development, advancing rail transportation technologies and practices to enhance efficiency and sustainability. Furthermore, the FRA administers grants and funding programs for railroad projects and safety improvements.

MARITIME ADMINISTRATION

The [Maritime Administration \(MARAD\)](#) plays an essential role in freight transportation, particularly concerning waterborne freight. The agency supports the U.S. domestic maritime industry, facilitating the efficient transport of goods between U.S. ports. MARAD invests in port infrastructure projects, fostering smoother freight operations, and integrates waterborne freight with other transportation modes like rail and trucking to create a cohesive and efficient transportation network.

FEDERAL AVIATION ADMINISTRATION

The [Federal Aviation Administration \(FAA\)](#) primarily focuses on aviation safety, air traffic management, and airspace regulation. The FAA plays a significant role in ensuring the safety and efficiency of air cargo operations through various activities. It sets and enforces safety regulations across aviation activities, including aircraft maintenance and pilot training, to guarantee the safe transportation of goods. The FAA also collaborates with airports and air traffic control facilities to manage air traffic flow, optimizes airport infrastructure for freight mobility, and spearheads initiatives like [NextGen](#) to enhance air traffic management for all aviation sectors, including air cargo. Additionally, the agency oversees the certification of cargo aircraft, collaborates with other federal agencies on security and regulatory matters, and ensures compliance with safety and operational standards in the air cargo industry.

3.2 State

The FDOT, as Florida's primary transportation agency, develops long-term strategies, constructing and maintaining infrastructure, ensuring regulatory adherence, promoting intermodal connections, and collaborating with private partners and stakeholders to adopt new technologies. These efforts create efficient, safe, and sustainable freight transportation systems supporting economic growth that meet the needs of rapidly growing businesses and communities across Florida. The Central Office sets departmental policies, standards, and procedures, ensuring consistent compliance and quality across districts and central office units managing transportation programs. The Department is organized into seven districts, each led by a district secretary and a turnpike enterprise overseen by an executive director, aiming for efficient operations and streamlined decision-making.

MODAL DEVELOPMENT OFFICE

The [Modal Development Office](#) comprises five divisions: Freight and Rail, Seaport, Aviation, Spacesport, and Public Transit. The Office aims to create a safe and secure transportation system that promotes mobility for people and goods, boosts economic prosperity, and maintains environmental and community quality. The focus remains on identifying, supporting, and managing cost-effective and efficient transportation systems and alternatives to maximize passenger capacity across surface transportation facilities.

- **Freight and Rail:** The [Freight and Rail Office \(FRO\)](#) offers financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, and recommendations regarding acquiring and rehabilitating rail facilities. It collaborates with private railroads and stakeholders to plan and



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fund rail projects that enhance freight mobility and address congestion. Additional initiatives and programs led and supported by the Freight and Rail Office include:

- **Statewide Rail System Plan**: In compliance with statutory requirements, the Plan identifies key rail corridors and projects that enhance rail freight transportation. It serves as a guide for investments and improvements within the rail network.
- **Rail Capacity Enhancement Program**: This initiative focuses on projects designed to increase rail capacity and enhance rail infrastructure, enabling the efficient accommodation of growing freight volumes.
- **Operation Statewide Traffic and Railroad Initiative using Dynamic Envelopes (STRIDE)**: This initiative aims to prevent fatalities at railroad crossings through a comprehensive approach that includes engineering, education, and enforcement measures.
- **Florida Freight Advisory Committee (FLFAC)**: This Committee advises the State on matters related to freight, coordinates regional priorities, and promotes information sharing among sectors.
- **Seaport Office**: The Seaport Office is responsible for statewide seaport system planning, coordinating with statewide freight planning, project management, and coordination of seaport infrastructure projects with Florida's 15 publicly owned deepwater ports. It supports the efficient and secure movement of goods through the State's maritime gateways, contributing to Florida's status as a central hub for international trade. Additional [plans, projects, and reports](#), led and supported by the Seaport Office, include:
 - **Florida Seaport System Plan**: This Plan, fulfilling a statutory requirement, offers policy guidance, goals, and objectives aimed at developing, enhancing, and preserving Florida's seaport system.
 - **Florida Waterways System Plan**: In compliance with statutory requirements, this Plan provides a comprehensive analysis of Florida's waterways system, examining current conditions, challenges, and emerging trends.
 - **Florida Ports Council (FPC)**: This nonprofit corporation advocates for the collective interests of Florida's seaports, playing a crucial role in shaping policies and initiatives that impact freight mobility.
- **Aviation Office**: The Aviation Office assists Florida's airports in development, improvement, land acquisition, airport access, and economic enhancement, given its strategic location and importance as a gateway for cargo entering and leaving the United States. FDOT oversees the planning, funding, and coordination of aviation infrastructure and transportation, aiming to enhance intermodal connectivity between airports, highways, railroads, and seaports, ensuring a seamless transportation network. Additional initiatives and programs led and supported by the Aviation Office include:
 - **Florida Aviation System Plan (FASP)**: This document outlines the long-term vision and strategies for Florida's aviation system, including air cargo. It fulfills statutory requirements and identifies the needs and priorities for developing airports and their cargo capabilities.
 - **Florida's Transportation and Logistics Council (TLC)**: This Council is a public-private partnership that focuses on enhancing the State's transportation and logistical infrastructure, including air cargo. It works to promote the efficient movement of goods within Florida and internationally.



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- [Florida Airports Council \(FAC\)](#): This association represents the interests of Florida's airports, including those with significant air cargo operations. It advocates for policies and funding that support airport development and capacity expansion.
- [Spaceport Office](#): The Spaceport Office collaborates with Space Florida to manage the [Spaceport Improvement Program \(SIP\)](#), funding projects to enhance aerospace transportation facilities, promote cooperation between airports and spaceports, and improve commercial space transportation efficiency. Space Florida consists of the three Florida FAA-licensed spaceports at Cape Canaveral Space Force Station, Jacksonville Aviation Authority's Cecil Spaceport, and Titusville-Cocoa Airport Authority's Space Coast Regional Airport and Spaceport. Additional initiatives supported by the Spaceport Office include:
 - [Florida Spaceport System Plan](#): The Spaceport Plan, which fulfills statutory requirements, outlines recommended projects to meet current and future commercial, national, and State space transportation needs. The plan may become part of the Five-Year Work Program for qualifying aerospace improvements.

TRAFFIC ENGINEERING AND OPERATIONS

The Traffic Engineering and Operations Office oversees various responsibilities related to traffic flow and transportation efficiency. This includes designing and implementing traffic control devices like signals and signs, managing real-time traffic flow through signal synchronization and surveillance systems, deploying Intelligent Transportation Systems (ITS) for improved traffic management and traveler information, and developing strategies to enhance traffic safety through engineering and education.

- [Commercial Vehicle Operations \(CVO\)](#): CVO is a division of the Traffic Engineering and Operations Office encompassing the processes of moving freight using commercial vehicles and the regulatory activities governing these operations. Related activities include electronic registration, permitting programs, inspection data exchange, screening systems, and roadside operations.

MOTOR CARRIER SIZE AND WEIGHT

The [Motor Carrier Size and Weight \(MCSAW\) Program](#), a division of the Office of Maintenance, was transferred from FDOT to the Department of Highway Safety and the Florida Highway Patrol via Senate Bill 2000. However, the weigh stations and their operations continue under FDOT's jurisdiction. The program, which is managed by regulatory weight inspectors, aids FDOT in ensuring a safe transportation system by enforcing commercial vehicle size and weight regulations. Its primary goal is to safeguard Florida's highways and bridges from damage caused by overweight vehicles, conducting vehicle weighing activities at [20 fixed weigh station locations](#) and through mobile enforcement with portable scales statewide, with over 20 million vehicles weighed annually.

3.3 Local and Regional

Miami-Dade County's responsibilities in freight transportation planning extend beyond operational management. This includes overseeing the operations of local seaports and airports, which are critical nodes in the region's freight transportation network. Additionally, while State agencies and private operators manage railroads within the County, Miami-Dade County plays a key role in freight transportation planning, ensuring the seamless movement of goods and enhancing the overall efficiency of the transportation system. The County actively engages in strategic planning efforts to optimize the flow of goods throughout the region. This includes coordinating with local and regional agencies to identify transportation needs, prioritize infrastructure projects, and allocate resources effectively.



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Moreover, Miami-Dade County collaborates with stakeholders such as shipping agents, freight forwarders, and logistics providers to develop comprehensive strategies that address challenges related to freight movement, including congestion, safety, and environmental sustainability. By taking a proactive approach to freight transportation planning, Miami-Dade County contributes significantly to the region's economic vitality and competitiveness while ensuring its transportation infrastructure's continued growth and resilience.

RAILROAD

The [Florida East Coast Railway \(FEC\)](#) and the FDOT-owned South Florida Rail Corridor (SFRC) are significant rail systems that serve the region, connecting to the broader national rail network. Passenger rail providers such as Amtrak and Tri-Rail utilize the SFRC and Brightline uses the FEC trackage. The FEC is a Class II regional railroad that owns the entire 351-mile mainline track from Jacksonville to Miami. It is the exclusive rail provider for [PortMiami](#), [Port Everglades](#), and [Port Palm Beach](#). The FEC is a wholly owned subsidiary of [Grupo Mexico Transportes \(GMXT\)](#), Mexico's leading Class I railroad. County and municipal governments are not significantly involved in rail freight programs and policies.

CSX Transportation (CSXT), the only Class I railroad in Florida, also plays a crucial role in the region. CSXT operates on the SFRC from the Miami-Dade and Broward County line to the Miami Intermodal Center (MIC) and MIA area. Additionally, CSXT runs on the Downtown Lead and its own tracks south of the MIC/MIA area, including the Homestead Branch, GPC Spur, and Oleander Spur. These lines facilitate the efficient movement of freight and support the region's economic activities.

County and municipal governments are not significantly involved in rail freight programs and policies, leaving these responsibilities to the rail operators and state-level agencies.

SEAPORT

PortMiami, managed by the Miami-Dade County Seaport Department and owned by Miami-Dade County, operates as a landlord port. As a landlord port, it provides and maintains facilities while leasing them to private entities conducting shipping activities. The Port does not handle these activities directly. The Port Director, appointed by the Mayor of Miami-Dade County, oversees operations. This role includes leasing facilities to various entities, such as shipping agents, cruise lines, and freight companies.

The U.S. Coast Guard oversees safety at the Port, while Miami-Dade County provides fire protection and police services. The [Biscayne Bay Pilots Association](#), through contractual agreements with the Seaport Department, offers piloting services.

PortMiami handles a diverse range of cargo operations but does maintain certain restrictions on bulk products. The primary types of cargo operations at the port include:

- Roll-on / roll-off (Ro/Ro) container operations
- Lift-on/lift-off (Lo/Lo) container operations
- Break-bulk cargo operations
- Vehicle exports

Seaport freight programs and regional policies at PortMiami focus on optimizing port operations, enhancing cargo handling capabilities, ensuring security, and promoting sustainability.

AVIATION

The [Miami-Dade Aviation Department \(MDAD\)](#) owns and manages MIA and is part of the Miami-Dade County government. This department is responsible for the airport's comprehensive operation,



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development, and maintenance. In addition to the Aviation Department's direct management, the Miami-Dade County government exercises overarching authority over MIA, overseeing key aspects such as budget allocations, infrastructure development, and strategic decisions related to airport administration and expansion. MIA is a major hub for air cargo in South Florida and a vital international gateway for freight traffic. The airport's cargo facilities cater to various operators, including belly cargo carriers, dedicated freighters, and cargo integrators such as FedEx, UPS, and DHL. These facilities are designed to support the efficient movement of goods and are integral to the airport's role as a critical freight movement hub.

In addition to MIA, [Miami-Opa locka Executive \(OPF\)](#) and [Miami Executive Airport \(TMB\)](#) also contribute to the region's freight activity. OPF, located 11 miles north of downtown Miami, serves as a reliever for MIA, accommodating air cargo operations for various freight companies and supporting the logistics needs of nearby industrial areas. TMB, situated 13 miles southwest of downtown Miami, primarily focuses on general aviation and business flights but also supports limited freight operations, handling smaller cargo flights and courier services. These airports complement the larger operations at MIA, enhancing the overall freight handling capacity and logistical efficiency in the South Florida region.

3.4 Public-Private Partnerships

Public Private Partnerships (PPPs) are instrumental in advancing freight mobility projects, effectively leveraging the combined strengths and resources of both public and private sectors. These partnerships bring innovative solutions to complex challenges, enhancing efficiency, sustainability, and economic growth. PPPs efficiently distribute project risks, balancing innovation and efficiency from the private sector with financial risk mitigation for public agencies.

One of the key advantages of PPPs is the introduction of innovative project delivery methods, such as design-build-operate-maintain (DBOM) and design-build-finance-operate-maintain (DBFOM). These methods expedite project timelines and drive private-sector innovation, yielding cost-effective results. Private partners in PPPs take on the responsibility for efficient operations and maintenance, which optimizes asset management and boosts the overall efficiency of the transportation network.

4.0 Funding Sources

FDOT District Six relies on various federal and state funding programs to maintain and operate its freight transportation infrastructure effectively. These funding sources collectively ensure reliability and efficiency, facilitating seamless goods movement throughout the region. Key funding sources include:

- **Federal-Aid Highway Program:** This Program focuses on the [Surface Transportation Block Grant Program \(STBG\)](#) and supports various transportation projects, including freight operations.
- **Florida State Transportation Trust Funds (STTF):** These funds are generated by State fuel taxes and fees, essential for local transportation maintenance and operations.
- **Toll revenues:** These funds are generated by tolled facilities managed by entities like the [Greater Miami Expressway \(GMX\)](#) and reinvested into maintenance and operations.

4.1 Federal

Several federal funding sources are available to finance freight improvements and fall under two categories. Formula and discretionary funding represent two contrasting approaches to allocating financial resources. Formula funding involves systematically distributing funds according to predefined



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formulas or objective criteria to ensure equitable and consistent resource allocation. In contrast, discretionary funding grants decision-makers the flexibility to allocate funds based on their discretion and priorities, often used in projects or programs where quantifiable criteria are lacking. Funding sources and programs include:

- **Multimodal Project Discretionary Grant (MPDG) Opportunities:**
 - **Mega Grant Program:** This Program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
 - **INFRA Grant Program:** This Program offers competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
 - **Rural Surface Transportation Grant Program:** This Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
- **Diesel Emissions Reduction Act (DERA) Program:** Funds from this Program support projects that reduce emissions from freight transportation, improving both environmental and public health outcomes.

NATIONAL HIGHWAY FREIGHT PROGRAM

The NHFP is vital to the country's effort to enhance freight movement, guided by clear goals to strengthen global competitiveness and address freight transportation challenges. Its objectives are central to improving the NHFN. The NHFP aims to enhance infrastructure, bolster safety, drive innovation, and promote efficiency while minimizing environmental impacts. This comprehensive framework underscores the nation's commitment to fostering a more resilient and economically competitive freight transportation system. The NHFP has the following key goals and objectives.

1. **Infrastructure Enhancement:** Invest in infrastructure and operational improvements to strengthen economic competitiveness, reduce congestion, lower costs, enhance reliability, and increase productivity.
2. **Safety and efficiency:** Improve safety, security, efficiency, and resiliency of freight transportation in both urban and rural areas.
3. **Infrastructure Maintenance:** Ensure the state of good repair of the NHFN.
4. **Innovation and Technology:** Utilize innovation and advanced technology to enhance safety, efficiency, and reliability.
5. **Efficiency and Productivity:** Increase the overall efficiency and productivity of the NHFN.
6. **Interstate Connectivity:** Enhance state flexibility for multi-state corridor planning and connectivity improvement.
7. **Environmental Impact Reduction:** Reduce environmental impacts associated with freight movement on the network.

RAILROAD

Additional funding sources specific to rail improvements that can be further explored include:

- **Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants**
- **Railroad Crossing Elimination (RCE) Grant Program**



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- [Railroad Rehabilitation and Improvement Financing \(RRIF\) Loans](#)
- [Rail Research and Development Center of Excellence \(CoE\) Grant Program](#)
- [Transportation Infrastructure Finance and Innovation Act \(TIFIA\) Loan Program](#)

SEAPORT

Additional funding sources specific to seaport improvements that can be further explored include:

- [Port Infrastructure Development Program \(PIDP\)](#)
- [Port Security Grant Program \(PSGP\)](#)
- [Maritime Administration \(MARAD\) Grants](#)

AVIATION

Additional funding sources specific to aviation improvements that can be further explored include:

- [Airport Improvement Program \(AIP\) Grants](#)
- [Passenger Facility Charge \(PFC\) Program](#)
- [Federal Emergency Management Agency \(FEMA\) Grants](#)

4.2 State

The Department offers several state-level grant programs that indirectly support freight improvements and transportation infrastructure enhancements. These grant programs aim to improve economic growth and enhance the State's overall transportation network, such as the:

- [State Transportation Improvement Program \(STIP\)](#): This Program funds from this program can be used for various transportation infrastructure improvements.
- [Small County Outreach Program \(SCOP\)](#): This Program provides grants to Florida's smaller counties to improve transportation infrastructure, including roads and bridges.
- [Transportation Regional Incentive Program \(TRIP\)](#): This Program is designed to promote regional transportation projects that enhance economic development and freight mobility for road and highway improvements.
- [County Incentive Grant Program \(CIGP\)](#): This Program provides grants to counties to improve a transportation facility, including corridors located on the State Highway System (SHS).

RAILROAD

FDOT may fund up to 50 percent of eligible local railroad capital improvement projects and up to 100 percent for statewide or multi-county projects without other appropriate jurisdictional funding. The Department is also authorized to fully fund projects acquiring right-of-way for future transportation use. These funds contribute to improving rail freight mobility, enhancing efficiency, capacity, and safety.

SEAPORT

FDOT supports seaport freight mobility and infrastructure development through several funding sources and programs. A key program is the [Florida Seaport Transportation and Economic Development \(FSTED\) Program](#), a state-funded initiative that provides grants for capital improvement projects at seaports. These grants aim to expand and enhance port facilities, cargo-handling capabilities, and intermodal connectivity. Projects eligible under the FSTED Program typically receive funding on a 50/50 matching basis from FDOT and the respective port.

For specific intermodal access projects, such as dredging or deepening channels, turning basins, or harbors, and the rehabilitation or construction of piers, docks, or similar structures, funding is available



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on a 75/25 matching basis. This arrangement requires a 25 percent contribution from port, federal, local, or private funds.

Additionally, FDOT manages the [Strategic Port Investment Initiative \(SPII\)](#), which is endowed with approximately \$35 million. This fund is allocated to projects that align with Florida's economic development objectives of becoming a trade, logistics, and export-oriented hub selected from a list of priorities.

The Seaport Investment Program further provides \$10 million annually to support infrastructure and development projects.

AVIATION

Florida offers state-level funding sources to support aviation freight mobility and enhance the State's air cargo infrastructure. These funding sources aim to improve airport facilities, promote economic growth, and ensure efficient cargo operations. The Florida Air Cargo Infrastructure Program (FACIP) is a state-funded grant program specifically designed to support the development and improvement of air cargo infrastructure at Florida airports. It provides financial assistance for projects that enhance cargo handling facilities, aprons, warehouses, and other essential components of air cargo operations. FDOT also administers various grant programs to support aviation development and infrastructure improvements, including those related to cargo facilities at airports. These grants help airports expand and modernize their cargo capabilities.

4.3 Local and Regional

Funding sources for local and regional agencies vary depending on the project type, goals, and local government's priorities. Municipalities often collaborate with the TPOs, county governments, and state agencies to identify and secure the most suitable funding sources for their infrastructure and mobility needs. Common municipal funding sources for freight mobility projects within the District include:

- **[Municipal Grant Program \(MGP\)](#):** Developed by the Miami-Dade TPO, this Program allows municipalities to submit transportation planning proposals to receive funding on a competitive basis. Projects must align with regional transportation priorities.
- **[Transportation Improvement Program \(TIP\)](#):** This TPO Program allocates federal and state transportation funds for projects that enhance transportation infrastructure.
- **Local Sales Tax Revenue:** Taxes can be specifically aimed at funding local transportation improvements, including projects focused on enhancing freight mobility.
- **Municipal Bond Issuance:** Bonds can be used to fund capital projects, such as freight infrastructure improvements, allowing long-term investments with the ability to repay over time.
- **Transportation Impact Fees:** These fees can be levied on developers and businesses to help fund transportation infrastructure improvements.
- **[Community Development Block Grants \(CDBG\) Program](#):** In some instances, the funds from this Program may be used to support infrastructure improvements in disadvantaged communities.
- **[Targeted Jobs Incentive Fund \(TJIF\)](#):** This fund intends to attract relocating out-of-area businesses and encourage the expansion of existing local companies by providing cash incentives.