



ASSESSMENT FOR POTENTIAL FM No. 439150-1-12-01
TRUCK PARKING LOCATIONS
within Miami-Dade County *Final Report*

EXECUTIVE SUMMARY

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Disclaimer

The Florida Department of Transportation (the Department) wishes to emphasize that this study (FM No. 439150-1-12-01) is a preliminary effort and does not represent or signify any action will be taken on behalf of the Department at this moment. Note that no funds have been allocated by the Department to lease or purchase properties and that no eminent domain or property expropriate action will occur. This effort is purely a means of identifying the best locations for truck parking facilities within Miami-Dade County and of determining the viability of the private sector to develop and operate these facilities.



Works Cited

[Federal Highway Administration's Study of Adequacy of Commercial Truck Parking Facilities \(Contract No. DTFH61-00-C-00014\) – March 2002](#)

[Miami-Dade Transportation Planning Organization's Comprehensive Parking Study for Freight Transport in Miami-Dade County \(Contract No. E08-TPO-01\) - September 2010](#)

[Miami-Dade Transportation Planning Organization's Development of Truck Parking Facilities in Miami-Dade County Phase II: Options for Implementation \(Contract No. GPC IV-21\) – August 2012](#)

Florida's Turnpike Enterprise/Florida Department of Transportation District 6's DRAFT Preliminary Engineering Report for the Truck Travel Center Project Development & Environment Study (FM No. 437533-1/ETDM No. 14231) - July 2016

[Florida Department of Transportation District 6's Golden Glades Multimodal Transportation Facility and Truck Travel Center Project Development and Environmental Reevaluation Study \(FM No. 251684-6, 423373-4\) – May 2016](#)

[South Florida Truck Stop Market Analysis](#)

Florida's Turnpike Enterprise's Truck Parking Utilization Study - July 2015

[Florida Department of Transportation District 6's Truck Parking Availability System \(TPAS\)](#)



[Broward and Palm Beach Metropolitan Planning Organization/Miami-Dade Transportation Planning Organization/Florida Department of Transportation Districts 4 and 6's Southeast Florida Regional Freight Plan 2014 Update](#)

[Golden Glades Interchange from SR826/Palmetto Expressway Eastbound to I-95 Northbound improvements \(FM No. 428358-1-22-01\) – May 2011](#)

[Miami-Dade Transportation Planning Organization's East-West PD&E Study – Spring 2018](#)

[Miami-Dade Transportation Planning Organization's Strategic Miami Area Rapid Transit \(SMART\) Plan](#)



Introduction

Miami-Dade County is highly dependent on trucks for the movement of its freight. Major load centers like PortMiami (i.e. the world's leading port for cruise line passenger traffic and top container port for the State), Miami International Airport (MIA) (i.e. the nation's top processor of air cargo), and Florida East Coast Railway's (FECR's) Hialeah Rail Yard generate significant truck traffic distributing goods beyond state boundaries.

In addition, regional and local truck traffic fueled by construction activity, e-commerce, and trade with Latin America currently makes Miami one of the leading markets for industrial development. With an estimated 179.1 million square feet of existing warehousing space and over 4.2 million square feet under construction in the second quarter of 2018 ([CBRE, Inc. Miami Industrial MarketView Q2 2018](#)), substantial investments in warehousing assets demonstrate that the County's dependence on trucks for the movement of goods will only increase in the years to come. Hence, a transportation system that caters to truck accessibility, mobility, and connectivity is crucial to the growth of Miami-Dade County.

Traditionally, transportation improvements for truck mobility only encompassed roadway and bridge design/construction that created a transportation grid advantageous for vehicular movement. In these terms, the County relishes from an excellent transportation

system. However, catering for truck movement in today's day and age goes far beyond simply designing roadways that accommodate geometric constraints associated with large and heavy vehicles.

This study looks at providing a non-traditional transportation improvement: truck parking. With the completion of local and global infrastructure improvements, such as PortMiami's deep dredge, on-dock rail, and Super Post-Panamax gantry cranes projects collectively worth more than \$1 billion, as well as the Panama Canal Expansion Project, [Miami-Dade County is now the only major logistics hub south of Virginia capable of handling Post-Panamax vessels](#). Current and future freight growth are increasing the amount of trucks on the County's roadways. Along with legal requirements limiting hours-of-service, the County faces a need for truck parking facilities to accommodate existing and future demand.



Figure 1: Inaugural Transit Through Expanded Panama Canal



Purpose

One of the many needs truckers face today is the lack of safe, legal, and convenient truck parking facilities. Truck parking supply and demand were primarily studied by the Miami-Dade County Transportation Planning Organization (TPO) due to safety concerns and federal and state regulations limiting the hours-of-service of commercial motor vehicle operators in 2010. This led the Board of County Commissioners to pass [Resolution Number R-53-10](#) which directed “the Mayor, or his designee through the Department of Planning and Zoning, to prepare a study analyzing appropriate parcels for tractor-trailer parking.” On behalf of the County, the Florida Department of Transportation (FDOT) has undertaken this effort with the intent of assessing parcels within Miami-Dade County to determine their feasibility and potential use as future truck parking facilities.

Hence, the purpose of this study is to identify potential locations and assess the feasibility of developing one or more truck parking facilities within Miami-Dade County.

Need

Legislation

Demand for truck parking facilities has been growing ever since the federal government first began addressing driver fatigue issues in 1937 with the enactment of hours-of-service (HOS) regulations. These rules

established limits on the number of hours that truck drivers could drive and required mandatory rest breaks. Ever since, HOS rules have become stricter with the growth of the United States economy, deregulation of the trucking industry in the early 1980s, globalization, and the rise of just-in-time/less-than-truckload delivery methods.

The maximum hours in a week a driver can drive for interstate trips is 67 hours (including 30 minutes sleeper berth rest period) over eight consecutive days and 70 hours over the same period for intrastate trips. This was not the case prior to 2013 when the maximum hours in a week a driver could drive for interstate trips was reduced from 82 hours by restricting the use of the 34-hour “off-duty restart period” after 60 hours in seven days or 70 hours in eight days.

Enforcement of HOS rules has also become stricter given advancement in new technologies. With the passing of Moving Ahead for Progress in the 21st Century (MAP-21), the first long-term highway authorization enacted since 2005, the Electronic Logging Device (ELD) rule required all motor carriers and drivers subject to HOS regulations to install ELDs or Automatic On-board Recording Devices (AOBRD) after December 18, 2017. These electronic devices monitor a vehicle’s engine to capture data on whether the engine is running, whether the vehicle is moving, miles driven, and duration of engine operation (engine hours) for automatic recordkeeping. All AOBRDs are to be upgraded to ELDs after December 16, 2019.



During the first phase of implementation of the ELD rule, law enforcement can review a driver's hours of service by viewing the ELD's display screen or from an ELD printout. Drivers exempt from using ELDs include those who use paper logs no more than eight days during any 30-day period; driveway-towaway drivers transporting a vehicle for sale, lease, or repair; and drivers of vehicles manufactured before model year 2000.

The ELD rule prevents drivers from inaccurately reporting HOS and forces them to use precious driving time to locate safe and legal parking spaces. This driving time cost is further exacerbated when truckers may have to either travel to a second truck parking facility due to the first option being at capacity, anticipate additional traffic congestion, or further deviate from delivery route to secure parking. On the other hand, some truckers may choose or be forced to park at illegal and unsafe locations such as on highway shoulders, exit ramps, or vacant/abandoned lots.

Truckers must balance these risks against penalties for violating HOS rules which carry serious consequences including:

- Being placed out of service (shut down) at roadside until the driver has accumulated enough off-duty time to be back in compliance;
- Receiving civil penalties from State or local enforcement officials up to \$2,750 for each offense;

- Downgrading in Compliance, Safety, Accountability (CSA) enforcement program scores and carrier's safety ratings;
- Receiving civil penalties from the FMCSA ranging from \$1,000 to \$11,000 per violation depending on the severity; and/or
- Receiving federal criminal penalties if knowingly and willfully allowing HOS violations.

In addition to losing employment and/or customers based on these penalties, drivers who violate HOS rules also risk provoking a serious driver fatigue-related crash.

Safety

FMCSA and the National Highway Traffic Safety Administration (NHTSA) conducted the groundbreaking Large Truck Crash Causation Study (LTCCS) in 2007 based on data collected from April 2001 and December 2003. From the 120,000 large truck crashes that occurred in the three-year period, a nationally representative sample was selected. The sample included 963 crashes that resulted in 249 fatalities and 1,654 injuries.

Fatigue, drinking alcohol, and speeding were determined to be major factors in motor vehicle crashes overall. Fatigue driving was the seventh most likely associated factor (13% of total sample) and had the seventh highest relative risk (8.0).



MAP-21 also established “Jason’s Law” to address commercial motor vehicle parking shortage at public and private facilities along the National Highway System (NHS). Jason’s Law directed the U.S. Department of Transportation (USDOT) to conduct a survey and a comparative assessment to:

- Evaluate the capability of each State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;
- Assess the volume of commercial motor vehicle traffic in each State; and
- Develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in each State.

Named after Jason Rivenburg, this law highlights other safety and security concerns that truck drivers face. While only 12 miles from his delivery point, Jason was unfortunate to park at an abandoned gas station due to not having any safe and legal parking facilities near the closed delivery location. That night, Jason was robbed and murdered.

Through this law, Federal Highway Administration (FHWA) conducted a 30-day survey of the following two stakeholder groups in August 2014:

- Owner-Operator Independent Drivers Association (OOIDA)

- American Trucking Association (ATA)

OOIDA members are usually independent operators while ATA members are typically associated with fleet operations. FHWA surveyed both drivers and managers/dispatchers who were members of ATA. FHWA received a total of 8,399 responses, including 7,331 from OOIDA members, 819 from ATA drivers, and 249 for ATA management and logistics personnel.

The survey revealed that approximately 96% of drivers deliver goods in more than one state and have a need to park to satisfy rest requirements and that over three-quarters of drivers and nearly two-thirds of managers/dispatchers reported regularly experiencing problems finding a safe location to park when rest or sleep is required or desired.

While no demand analysis was conducted along with the survey, a supply analysis estimated that the Florida had approximately 9,102 truck parking spaces within 77 public and 160 private facilities. Florida was estimated to be the eighth state with most spaces per 100,000 truck miles traveled and the twentieth state with most spaces per 100 miles of NHS.



Capacity

The great amount of existing truck parking spaces in Florida is a testament to the importance of freight from a national and statewide perspective. This importance was highlighted by Miami-Dade TPO which conducted the [Comprehensive Parking Study for Freight Transport in Miami-Dade County](#) in 2010 to analyze the County's local demand and supply of truck parking.

Adopting a similar approach to FHWA, the study completed an inventory of legal truck parking spaces for geographical sub-regions of the County (i.e. North-West, North-East, Central-West, Central-East, South-West, and South-East). Legal truck parking in Miami requires that the facility be located within the Urban Development Boundary (UDB) and that the site has an industrial, commercial industrial, or business and office land use designation as adopted by the Miami-Dade County Comprehensive Development Master Plan (CDMP) or corresponding municipality. Inventoried facilities were also classified as having local (i.e. short haul) or long-haul truck parking spaces based on the amenities they provided. Long haul truck parking facilities were defined as facilities with amenities such as showers and truck wash consistent with truck rest stops provided across Florida and the United States. In total only 40 local and 253 long haul truck parking spaces were determined to exist in the County.

Short Haul Parking Demand

Using Florida's Intrastate Truck Registration and the nation's International Registration Program (IRP) databases, the study developed estimates of truck parking demand in Miami-Dade County. **In total, a deficit of 10,195 intrastate truck parking spaces was determined to exist within the County.**

Long Haul Parking Demand

The IRP and selection criteria used to calculate short haul truck parking demand was also used to calculate long haul parking demand. Only vehicles registered in Miami-Dade County, part of a small or medium fleet, and able to delivery to Miami were selected based on the average number of days needed to serve each geographic region in North America. **In total, a deficit of 1,825 interstate truck parking spaces was determined to exist within the County (i.e. approximately 20% of the estimated 2016 required spaces for the State).**

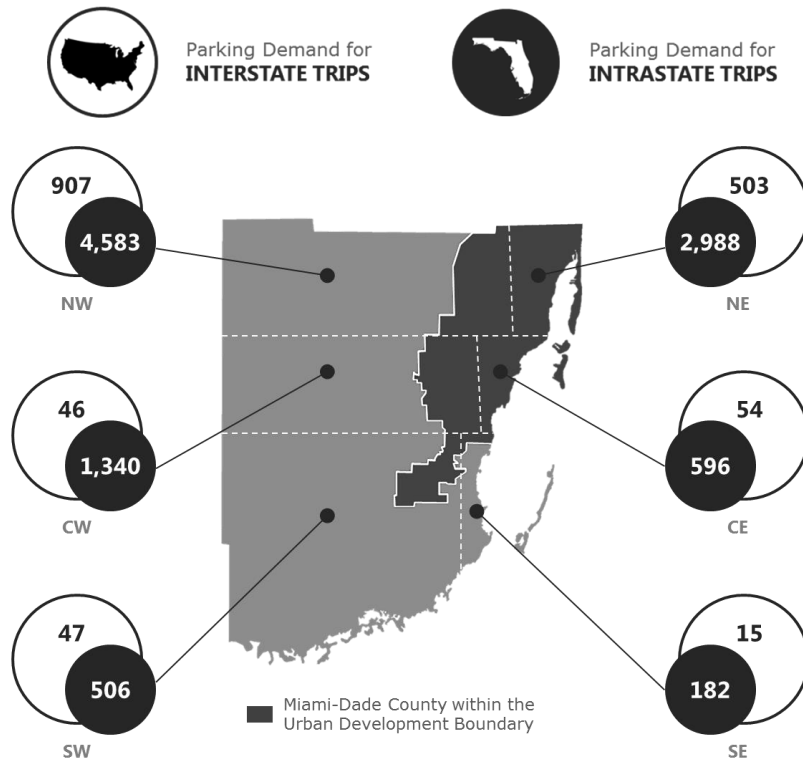


Figure 2: Truck Parking Deficit by County Sub-Region

Methodology

The Comprehensive Parking Study identified 84 potential locations for truck parking facilities. These locations were identified by looking at vacant parcels within the UDB, having the correct land use and zoning for truck parking, and located within one (1) mile of highway interchanges and US 27/SR 25/Okeechobee Road. This resulted in 18 eligible vacant parcels within unincorporated Miami-Dade County and 66 within incorporated municipalities. These parcels represent a total of 571 acres. These sites range in size, with many meeting the average size requirements of established truck parking facilities (less than 2 acres, between 2 acres and 10 acres, and more than 10 acres).

Given that the proposed locations by the first study were screen based on preliminary criteria, the TPO sponsored a second study to fully assess the eligibility of the identified vacant parcels. This effort, titled [Development of Truck Parking Facilities in Miami-Dade County Phase II](#) (or simply Phase II Study), focused on sites with ten (10) acres which could be used for intrastate truck parking.

The Phase II Study assumed ten (10) truck parking spaces could be accommodate in one (1) acre. Hence, a minimum of 100 truck parking spaces per facility was desired. This screening resulted in 13 qualifying sites of the original 84 identified (note that the study rounded acreage to the nearest whole number, hence, sites with acreage between 9.5 and 10 qualified the screening



criteria). A total of eight (8) additional sites were subsequently identified, four (4) of which were vacant parcels owned by FDOT. These sites were further screened in the Phase II Study, resulting in some eliminated sites.

Using this information and other data acquired through an extensive Literature Review, the Study Team developed a tiered process for reassessing the 21 TPO identified potential truck parking locations in addition to three (3) FDOT Surplus sites. This process included three tiers: Preliminary Screening (Tier 1), Detailed Screening (Tier 2), and a finally Engineering Feasibility and Stakeholder Support Screening (Tier 3).

Since the TPO Phase II Study was completed in 2012, Tier 1 involved a preliminary assessment of the Phase II Study eliminated sites to determine if their conditions have changed and if they warrant further analysis. In addition, Tier 1 also assessed the three (3) FDOT Surplus sites identified during the scope development of this study. These three (3) sites were included in the Tier 1 analysis given that they were not part of the TPO Phase II Study and, therefore, have never been screened. **Figure 3** illustrates the three newly identified sites in red and the other Tier 1 locations in yellow.

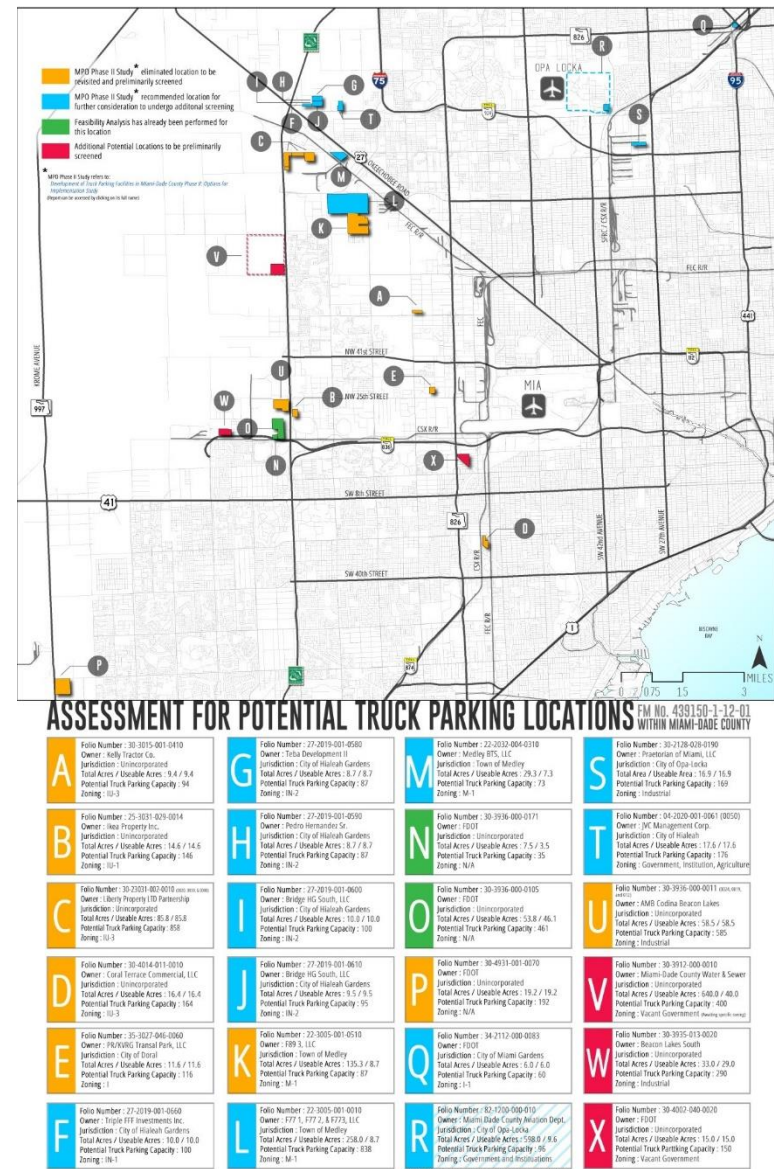


Figure 3: Identified Assessed Locations



Sites that advance from Tier 1 proceeded into the Detailed Screening, or Tier 2 analysis. During this step, the locations recommended for further analysis by the TPO Phase II Study were also assessed. These locations are colored blue in **Figure 3**. Note that Sites N and O were not assessed in this study given that Site N is under construction for the development of the Dolphin Station Park-n-Ride/Transit Terminal and consideration of a truck parking facility in Site O is no longer viable (green sites in **Figure 3**). Similarly, Site R was also excluded from this assessment given a Federal Aviation Administration (FAA) regulation on development within the Runway Protection Zone of airports.

Locations that advance from Tier 2 moved to Engineering Feasibility and Stakeholder Support Screening, or Tier 3 analysis, where preliminary engineering conceptual designs of truck parking layouts were created to determine the true physical capacity of each site. This, along with collected traffic counts along entry/exit points and adjacent roadways revealed some of the impacts and/or potential demand for each site. Stakeholder outreach occurred during this tier to determine marketability and property owner interest given some of these sites are privately-owned. Additional interagency coordination also took place to finally select recommended locations to proceed for project development.

In addition to the tiered analysis, this study went back to the drawing board to identify more sites that have not

been considered for truck parking development. Identified locations will have to be assessed using a similar approach to the one methodology used herein.

Tier 1 Results

Of the 11 potential sites examined in Tier 1, six were determined to have Fatal Flaws. The sites that were determined to have Fatal Flaws are:

- Site B,
- Site D,
- Site E,
- Site P,
- Site U, and
- Site V.

In addition to the six sites with Fatal Flaws, Site K is also not recommended to proceed for further analysis given that the Miami-Dade Appraiser assessed market value (\$333,230) seems underestimated compared to the total acreage (145.45 acres) of the site. Even though this site has 125.91 acres submerged in water, it is assumed this site costs more than the feasibility threshold used in Tier 1 based on its location and potential for infill for more lucrative uses. Furthermore, this site has poor accessibility and would require roadway construction to connect to NW 102nd Avenue or NW 95th Avenue with the acquisition of abutting parcels. **Table 1** summarizes the sites and reasons for elimination by the Tier 1 Analysis.



The remaining four locations that are recommended to proceed to the Detailed Screening, Tier 2 analysis, in order of most favorable to least favorable obtained score, are:

- Site C and Site X (tied), and
- Site A and Site W (tied).

Note that even though Site C has some development, two parcels are still undeveloped, and access is not precluded due to the existing developments.

Table 1: Tier 1 Eliminated Sites

Location	Reason for Elimination
B	This site has been developed and is currently classified with a commercial zoning code (C-2). Also, this site is not a cost feasible option, has poor accessibility, and is more than 1.0 mile away from the nearest freeway/SIS roadway.
D	This site has been mostly developed except for two parcels which have an area of approximately 2 acres; less than the desirable 10 acres of usable land. Moreover, this parcel is not close to identified areas of major freight activity, is not visible from the nearest freeway, and is not cost feasible.
E	This site would have been an excellent candidate, but it has also been developed, a fact that is not reflected in the current land use designation.

Location	Reason for Elimination
K	Even though this parcel is large in total acreage, most of the land is submerged and only 4.63 acres could really be developed as truck parking. Furthermore, this site has poor accessibility and would require roadway construction to connect to NW 102 nd Avenue or NW 95 th Avenue with the acquisition of abutting parcels.
P	This parcel is more than 6 miles away from the nearest freeway and has non-compatible land use and zoning code. Even though this parcel is adjacent to an SIS roadway (SR 977/Okeechobee Road), it is located outside the UDB and therefore may not be developed into a potential truck parking facility.
U	This site has been recently prepared for development, and construction is scheduled to begin soon. Additionally, 2 of the 4 parcels comprising this site are zoned as Commercial.
V	This parcel is located outside the UDB and has a non-compatible zoning code and future land use. Furthermore, Site V has poor accessibility and would require a good amount of roadway construction either to connect to SR 821/HEFT or NW 58 th Street.



Tier 2 Results

Tier 2 evaluated the remaining 13 sites that were not included in Tier 1 (refer to locations colored blue and green in **Figure 3**) plus the four sites that advanced from Tier 1. Out of these 17 sites, three (3) were eliminated from the get-go as explain previously. These three sites are:

- Site N,
- Site O, and
- Site R.

Of the 14 potential sites examined in Tier 2, seven (7) were determined to have Fatal Flaws. The sites that were determined to have Fatal Flaws are:

- Site F,
- Site H,
- Site M,
- Site S,
- Site T,
- Site C, and
- Site W.

Due to potential contamination, two more locations were eliminated. It is anticipated that contamination redemption at these sites will make the development of truck parking facilities infeasible. These sites are:

- Site A, and
- Site G.

Table 2 explains the reasoning behind each sites elimination.

Table 2: Tier 2 Eliminated Sites

Location	Reason for Elimination
A	Site A is likely contaminated due to its proximity to the NW 58 th Street Landfill (Superfund), exceeding the cost feasibility threshold determined for truck parking development.
C	This location has been mostly developed (Tarmac America Inc.) and would require substantial fill and grading for a truck parking facility to be built since it is likely being used as a quarry. Moreover, per the TPO Phase II Study, this location is under contract for development. Location C is also within the maximum cone of a wellfield protection area and has poor accessibility.
F	Location F is currently being used as an informal surface truck parking lot. Due to its current use, redeveloping this location into a new truck parking facility will not be beneficial in reducing the deficit of truck parking spaces within Miami-Dade County since this location is already serving this purpose.
G	Site G is likely contaminated due to its proximity to a Superfund site, exceeding the cost feasibility threshold determined for truck parking development.
H	This location has been partially developed with what seems to be a mix of residential, warehouse, and truck parking activities. Furthermore, this is likely contaminated due



Location	Reason for Elimination
	to its proximity to a Superfund site and would require retention/detention storage to meet drainage requirements. Therefore, the usable area for truck parking would be greatly reduced.
M	This location has also been developed (FedEx Ground) except for 6.00 acres on the north portion of the parcel. This means the usable acreage is less than 10 acres (meaning less than 100 potential truck parking spaces) and development of truck parking facility could face impediment current owners who may be planning a future expansion.
S	Location S is currently working as a surface parking lot for the various private companies in the area. In 2014 this location was being advertised by a real estate agency but seems to have been acquired since then due to the existing use of the facility. Moreover, this location is about 3 miles away from the nearest freeway (I-95).
T	Location T is currently being used as a surface truck parking lot and seems to have been developed to some extent. Due to its current use, redeveloping this location into a new truck parking facility will not be beneficial in reducing the deficit of truck parking spaces within Miami-Dade County since this location may have been accounted for in the supply model developed by the TPO. Moreover, this location is likely contaminated and would require remediation if redeveloped.
W	The owners of this location were initially interested in developing a truck parking facility in partnership with FDOT. Through

Location	Reason for Elimination
	coordination, ownership interest preferred developing the site as a warehouse complex. As of 2017, construction on this location has begun. See Appendix C for more information.

The remaining five (5) sites have are:

- Site J,
- Site I,
- Site L,
- Site Q, and
- Site X.

Tier 3: Engineering Feasibility and Stakeholder Support Screening

Stakeholder Outreach

Since only Sites Q and X are FDOT-owned, additional research and stakeholder outreach was conducted for Sites I, J, and L to gauge the interest of private owners in partnering with FDOT to develop truck parking facilities. Note that FDOT wishes to reemphasize that this study is a preliminary effort and does not represent or signifies any action will be taken on behalf of the Department at this moment. No funds have been allocated by the Department to lease or purchase properties and no eminent domain or property



appropriate action will occur. This effort is purely a means of identifying the best locations for truck parking facilities within Miami-Dade County and of determining the viability of the private sector to develop and operate these facilities.

Sites I & J

Sites I & J are both owned by Bridge Hg South LLC and Bridge Development Partners, companies who focus on developing business parks and industrial/commercial buildings. In a business venture with Cushman & Wakefield, a leading global real estate service firm, the owners have advertised a Class A ±920,000 square foot industrial park to be built in Sites I & J. This development, called Bridge Point Crossroads South, shows the stakeholder's interest do not lie in developing and managing a truck parking facility. For this reason, Sites I & J are no longer feasible for truck parking development.

Site L

Site L is owned by the F77 1, F77 2, & F77 3 LLCs. These LLCs are holding corporations of the Lowell Dunn Company. This company specializes in real estate and the oil and gas industry. Research of this site revealed no planned development, but evidence of infill activities was observed. The Lowell Dunn Company was contacted via phone and e-mail on July 26th, 2016. No response was received via e-mail, however, the phone call resulted in a conversation with the company owner who expressed no

interest in developing a truck parking facility. For this reason, Site L is no longer feasible for truck parking development.

Internal coordination was also conducted with the District's Right-of-Way and Design offices to determine whether other offices have desired uses for Sites Q and X.

Site Q

Research on the latest progress of the ongoing Golden Glades Interchange improvement projects revealed this parcel will be impacted by the future managed lanes between SR 826/Palmetto Expressway and I-95 (428358-1-22-01). Even though the managed lanes do not impact the entire parcel, the sub-structure of the proposed ramps affect the access to the facility. Due to the limited roadway right-of-way between the existing envelope below the Turnpike Connector/NW 167th Street bridge and the railroad, the managed lane piers fall in the middle of Seaboard Road (see **Figure 4**). To provide access to Site Q, major design changes of the managed lanes or Turnpike Conner would have to occur to allow Site Q to be developed. Given the site is small, undertaking major design changes and reconstruction is not reasonable. For this reason, Site Q is no longer feasible for truck parking development.



Figure 4: Impacts on Site Q by the Future I-95/SR 826 Managed Lane Ramps

Site X

Site X was used as a construction staging area for the reconstruction of the SR 836/SR 826 Interchange (FM No.249581/MDX Project No. 83608). The interchange reconstruction project was completed in 2016, but Site X is still leased to the contractor awarded the reconstruction project. FDOT plans to retain this parcel and its use as a construction yard for other major infrastructure projects in its Work Program such as the I-595/SR 836/I-95 reconstruction (FM No. 251688-1, 423126-1, 423126-2, and 429300-2).

Given that Site X is owned by FDOT and has no other major issues that have been identified, additional site characteristics and comparative analysis were performed.

Recommendation and Refined Preliminary Engineering Conceptual Design

The *South Florida Truck Stop Market Analysis* (refer to page 26), performed for the Dolphin Truck Travel Center and the Golden Glades Truck Travel Center (GGTTC), was used to evaluate the marketability of the core amenities included in the engineering conceptual design. This information proved useful given that the market served and site characteristics of the DTTC are very similar to that of Site X. Considering these sites comparable, a refined conceptual design was developed using the following amenities:

- 2 Diesel Fuel Pumps
- 10,000 square feet Multi-Purpose Building
- 3 Maintenance Facility
- 1 Truck Wash
- 1 Leaky Load Containment

Figure 5 and 6 depict the Refined Preliminary Engineering Conceptual Design for Site X. This refined concept accommodates 192 truck parking spaces.



Figure 5: Site X Refined Preliminary Engineering Conceptual Design



Figure 6: Site X Refined Concept Rendering (Site Layout)



Outreach

Miami-Dade Metropolitan Planning Organization (TPO) Freight Transportation Advisory Committee (FTAC)

This effort was presented to TPO Freight Transportation Advisory Committee (FTAC), and other involved stakeholders to communicate the progress, document stakeholder input/feedback, and proactively uncover and resolve conflicts throughout the assessment process. As defined by the TPO, “the FTAC is the industry’s advisory panel to the TPO Governing Board on freight movement and truck traffic needs. Aside from advising the TPO, the FTAC considers the types of improvements that should be made about safety and freight efficiency in the county.”

April 13, 2016: Agenda Item No. VII

During the April meeting the overall structure of the assessment effort was presented to the FTAC members. Following a brief presentation, the members had the following comments:

The members thought using the smaller sites to house trucks would be advantageous. The members were concerned with developing a place to hold containers and though the area of west Medley could help alleviate the issue, especially around the quarries.

August 10, 2016: Agenda Item No. VI

During this meeting, the FTAC was present with the results of the Tier 1, 2, and 3 screenings. The presentation revolved around assessment process and how Miami-Dade County could become more attractive for private investment in truck parking facilities. Site X was presented as the most suitable site for truck parking and was recommended for a further study. Following the presentation, the FTAC members had the following comments:

- Site X is located along NW 7th Street, which is not connected under SR 826. Will this connection be made?
 - An envelope was maintained under SR 826 for a potential transit corridor. This site will not impede that future use.
- Have you looked for potential sites around the Federal prison in western Miami-Dade County?
 - As presented in the following section, additional sites were determined to be assessed in a separate effort.

September 14, 2016: Agenda Item No. VII

Meeting was cancelled by organizers.

November 9, 2016: Agenda Item No. VI

Agenda item was deferred until further notice.

**March 8, 2017: Agenda Item No. VI**

This meeting served as the final update of this assessment. Detailed information regarding Site X was presented to obtain the Committee's buy-in and determine next steps in development process of the recommended site. Resolutions regarding further action by the Committee were deferred to the upcoming April meeting for approval by the members.

April 12, 2017: Agenda Item No. V

During this meeting FTAC discussed future actions regarding truck parking facilities. Two resolutions were passed by the committee with regards to this assessment. FTAC Resolution 1-2017 recommends the TPO Governing Board to support the development of a truck travel center in Site X while Resolution 2-2017 requests FDOT to study the feasibility of developing truck travel centers on Miami-Dade County owned parcels.

Figure 7 and 8 display the two resolutions.

July 11, 2018: Agenda Item No. V

During this meeting, the Committee was updated on the project development process. Since the last meeting with FTAC, a Planning Screening, Project Fact Sheet, and Design Guidelines were developed for Site X, renamed as the SR 826 – SR 836 Truck Travel Center. These activities advanced the project as far along as possible within FDOT's project development process. The Committee was also made aware of potential funding through the National Highway Freight Network (NHFN) and of project risks such as the East-West Corridor. Even

though the Committee passed two resolutions in support of the project, the Committee was informed that additional support is needed for the TPO Governing Board to pass a resolution in support of the project. This will allow the project to get incorporated into the Long-Range Transportation Plan (LRTP), TPO TIP, and FDOT STIP. Once these activities conclude, the project will enter PD&E. Hence, the Committee passed Resolution 2-2018 (see **Figure 9**), reaffirming their support for the recommended Site X to be developed as a truck parking facility.

FTAC members also suggest FDOT publish a Request for Information (RFI) regarding P3 truck parking development. This process would invert the methodology used in this study by having the private sector recommend the most feasible location for truck parking (instead of FDOT trying to identify that site).



FTAC RESOLUTION #1-2017

RESOLUTION RECOMMENDING THE TPO GOVERNING BOARD SUPPORT THE DEVELOPMENT OF A TRUCK TRAVEL CENTER AT THE FDOT-OWNED SITE ON NW 7TH STREET AT SR 826/ PALMETTO EXPRESSWAY

WHEREAS, the Miami-Dade Transportation Planning Organization (TPO) has established the Freight Transportation Advisory Committee (FTAC) to advise it on freight related plans and projects, and

WHEREAS, FTAC recognizes the critical importance of moving freight by truck throughout Miami-Dade County for maintaining economic vitality, and for delivery of consumer goods from distribution centers to retail stores for purchase by all citizens, and

WHEREAS, both Miami-Dade County and the Florida Department of Transportation (FDOT) have spent over \$1.6 billion dollars on infrastructure improvements to improve conditions to move our economy including investments in the PortMiami Tunnel, Deep Dredge, On-Dock Intermodal Rail, and the NW 25th Street Viaduct, and

WHEREAS, Miami International Airport will invest and anticipated \$1.1 billion in cargo facility improvements, and

WHEREAS, these investments need to be supported with freight-friendly measures including providing essential amenities such as truck travel centers at key locations within the county, and

WHEREAS, the FTAC has worked closely with the TPO since 2005 to identify location(s) to establish truck travel centers within Miami-Dade County, and the location owned by FDOT District Six on NW 7th Street east of SR 826 is the most viable option.

NOW, THEREFORE, BE IT RESOLVED BY THE FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION:

The FTAC recommends the TPO Governing Board support the development of a truck travel center at the FDOT-owned site on NW 7th Street at SR 826/Palmetto Expressway.

The foregoing resolution was offered by John Dohm who moved its adoption. The motion was seconded by Juan J. Flores and upon being put to a vote was as follows:

William Arata	- absent	Juan J. Flores	- aye
Jorge E. Corzo	- aye	Donard St. Jean	- absent
John Dohm	- aye	Estrella Manso	- aye
Marie Jocelyne Duignan	- absent		

Chairwoman Barbara Pimentel - aye

The Chairwoman thereupon declared the resolution duly passed and approved this 12th day of April, 2017.

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

By David Henderson
David Henderson, FTAC Coordinator

Figure 7: FTAC Resolution 1-2017

FTAC RESOLUTION #2-2017

RESOLUTION REQUESTING THAT FDOT STUDY THE FEASIBILITY OF TRUCK TRAVEL CENTERS ON SITES OWNED BY MIAMI-DADE COUNTY

WHEREAS, the Miami-Dade Transportation Planning Organization (TPO) has established the Freight Transportation Advisory Committee (FTAC) to advise it on freight related plans and projects, and

WHEREAS, FTAC recognizes the critical importance of moving freight by truck throughout Miami-Dade County for maintaining economic vitality, and for delivery of consumer goods from distribution centers to retail stores for purchase by all citizens, and

WHEREAS, both Miami-Dade County and the Florida Department of Transportation (FDOT) have spent over \$1.6 billion dollars on infrastructure improvements to improve conditions to move our economy including investments in the PortMiami Tunnel, Deep Dredge, On-Dock Intermodal Rail, and the NW 25th Street Viaduct, and

WHEREAS, Miami International Airport will invest an anticipated \$1.1 billion in cargo facility improvements, and

WHEREAS, these investments need to be supported with freight-friendly measures including essential amenities such as truck travel centers at key locations within the county, and

WHEREAS, the FTAC has worked closely with the TPO and FDOT to identify sites to establish truck travel centers on viable sites owned by Miami-Dade County, and

NOW, THEREFORE, BE IT RESOLVED BY THE FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION:

The FTAC requests that FDOT study the feasibility of truck travel centers on sites owned by Miami-Dade County.

The foregoing resolution was offered by John Dohm who moved its adoption. The motion was seconded by Juan J. Flores and upon being put to a vote was as follows:

William Arata	- absent	Juan J. Flores	- aye
Jorge E. Corzo	- aye	Donard St. Jean	- absent
John Dohm	- aye	Estrella Manso	- absent
Marie Jocelyne Duignan	- absent		

Chairwoman Barbara Pimentel - aye

The Chairwoman thereupon declared the resolution duly passed and approved this 12th day of April, 2017.

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

By David Henderson
David Henderson, FTAC Coordinator

Figure 8: Resolution 2-2017



FTAC RESOLUTION #2-2018

RESOLUTION RECOMMENDING THE TPO GOVERNING BOARD AND MIAMI-DADE BOARD OF COUNTY COMMISSIONERS RECONSIDER SUPPORT FOR THE DEVELOPMENT OF A TRUCK TRAVEL CENTER AT THE FDOT-OWNED SITE X ON NW 7TH STREET AT SR 826/PALMETTO EXPRESSWAY

WHEREAS, the Miami-Dade Transportation Planning Organization (TPO) has established the Freight Transportation Advisory Committee (FTAC) to advise it on freight related plans and projects, and

WHEREAS, FTAC recognizes the critical importance of moving freight throughout Miami-Dade County for maintaining economic vitality, and for delivery of consumer goods from distribution centers to retail stores for purchase by all citizens, and

WHEREAS, cargo facility improvements at Miami International Airport, the NW 25th Street Viaduct, and the cargo hub areas in Miami-Dade County need to be supported with freight-friendly measures including providing essential amenities such as truck travel centers at key locations within the county, and

WHEREAS, truck parking shortages are a national safety concern and Section 1401 of MAP-21 (PL 112-141) also known as "Jason's Law" was established to provide a national priority on adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation; and

WHEREAS, the lack of trucking parking has consequences for Miami-Dade's economic competitiveness with other markets, as demonstrated by recent freight plan studies by the Miami-Dade TPO and the Florida Department of Transportation (FDOT), and

WHEREAS, FDOT has approximately \$14.7 million in available formula based funding for a truck parking facility that needs to be spent in Fiscal Year 2021, and

WHEREAS, the FTAC has worked closely with the TPO since 2005 to identify location(s) to establish truck travel centers within Miami-Dade County, and the location owned by FDOT District Six on NW 7th Street east of SR 826 is the most viable option.

NOW, THEREFORE, BE IT RESOLVED BY THE FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION:

The FTAC recommends that the TPO Governing Board and Miami-Dade Board of County Commissioners reconsider support of the development of a truck travel center at the FDOT-owned Site "X" on NW 7th Street at State Road 826/Palmetto Expressway.

The foregoing resolution was offered by John Dohm who moved its adoption. The motion was seconded by Jorge Corzo and upon being put to a vote was as follows:

William Arata	- Aye	Gabriel Rodriguez	- Aye
Jorge E. Corzo	- Aye	Donard St. Jean	- Absent
John Dohm	- Aye	Michael Silver	- Aye
Ryan McFarland	- Absent		

Chairperson Barbara Pimentel	- Aye
Vice Chair Juan J. Flores	- Aye

The Chair thereupon declared the resolution duly passed and approved this 8th day of August, 2018.

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

By 
Kevin C. Walford, FTAC Coordinator

Figure 9: FTAC Resolution 2-2018



Next Steps

Funding

To advance the development of Site X the next step in project development is for FDOT to identify and secure funding. Several funding opportunities exist for truck parking activities. FDOT can fund this project using general state transportation funds or federal funds provided through FHWA. State revenue primarily comes from fuel tax followed by motor vehicle fees, document stamps, rental car fees, and aviation.

Federally, FDOT receives funds through several programs. The following programs have been identified as potential funding sources for truck parking: National Highway Freight Program, Metropolitan Planning Program, National Highway Performance Program, Surface Transportation Block Program, Highway Safety Improvement Program, and competitive grants such as the Infrastructure for Rebuilding America (INFRA) Grants.

The National Highway Freight Program (NHFP), is worth noting because of its short existence. On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law (Pub. L. No. 114-94), which reauthorizes Federal surface transportation programs for five fiscal years (FYs 2016-2020). Among the FAST Act provisions which support goods movement and the U.S. economy is a new formula program for

freight projects. Section 1116 of the FAST Act amends 23 U.S.C. § 167 to establish the National Highway Freight Program (NHFP). Section 1116 also provides for a new National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Under the NHFP, eligible activities include truck parking facilities eligible for funding under Section 1401 (Jason's Law) and real-time traffic, truck parking, roadway condition, and multimodal transportation information systems. A proportionate share of each State's NHFP funds is set aside for the State's Metropolitan Planning program. This occurs prior to apportionment, and the set-aside funds are combined with the State's regular Metropolitan Planning program funds. The recommended facility is adjacent to SR 826/Palmetto Expressway and SR 836/Dolphin Expressway and both corridors are part of the NHFN.

To receive federal funds, a truck parking project in Site X needs to be included in the State Transportation Improvement Program (STIP) and the TPO's Transportation Improvement Program (TIP). These programs are federally mandated documents which include a listing of projects planned with federal participation in the next four fiscal years. In addition to the TIP, this project also needs to be amended or included in the TPO's Long Range Transportation Plan (LRTP).

Project Development

Once funding is secured, the project can proceed through FDOT’s project development process. This comprehensive and multiphase process involves everything from transportation planning through construction (see **Figure 10**). Given the planning process has been completed through this study, the next step is to complete a Project Development and Environment (PD&E) study.

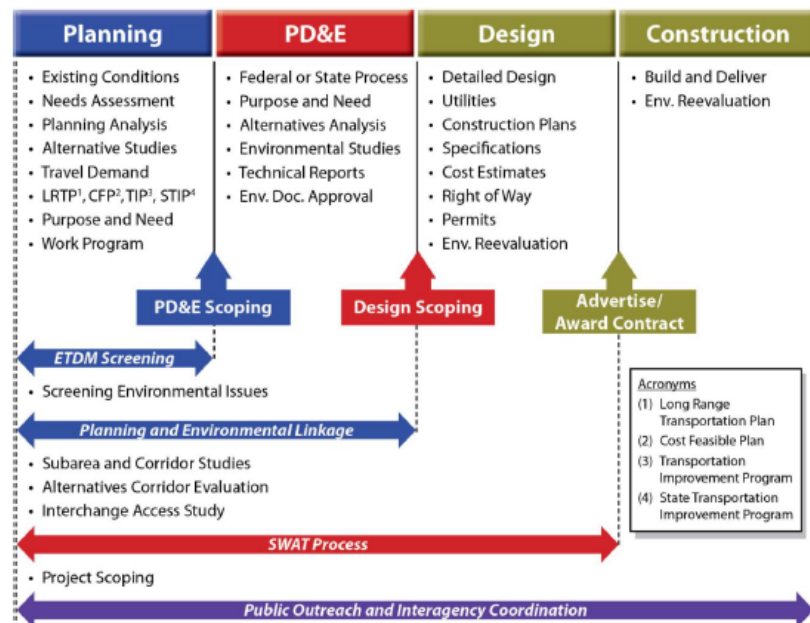


Figure 10: FDOT'S Project Development Process

This study is FDOT’s procedure for evaluating transportation project impacts and complying with the National Environmental Policy Act (NEPA) and applicable laws and regulations for federal and state-funded projects. Once screened through the ETDM to coordinate with resource and regulatory agencies, public and other project stakeholders, a Class of Action (COA) is determined to develop the scope of services for the PD&E Study. During the PD&E phase, FDOT performs alternatives analyses, conducts environmental studies and filed work, and prepares various technical studies and reports necessary to obtain the project’s Location and Design Concept Acceptance (LDCA). The PD&E phase identifies and addresses environmental issues, if any, on a project. Information obtained during PD&E phase is used to develop the scope of work for the Design phase.

The scope of the Design phase also depends on the delivery method chosen for the project. The Design phase includes preparation of final construction plans, specifications and final estimates. However, the Design phase does not include final construction plans for projects that use alternative contracting methods.

Project Delivery

To deliver transportation projects, FDOT uses a variety of project delivery methods, which range from the traditional Design-Bid-Build to alternative contracting methods such as Design-Build and Public Private Partnership (P3) Concessionaire Agreements. The choice of delivery method depends on a variety of factors such



as context of the project, status of the project, project schedule, risk factors, funding availability, level of complexity, and other project-specific factors.

So far, this project is planned to be delivered using a P3 Concessionaire Agreement. This agreement should work like FDOT's concessions agreement for the PortMiami Tunnel. The tunnel was delivered using a 35-year agreement that included design, build, finance, operation, and maintenance by MAT Concessionaire, LLC, and Bouygues Civil Works Florida (the Design-Build Firm).

Project Risks

Through stakeholder coordination performed for this study a major risk to the project development of Site X was identified. On February 16, 2016 the TPO Governing Board unanimously approved a policy to set as "highest priority" the advancement of rapid transit corridors and transit supportive projects in Miami-Dade County. This policy set in motion the Strategic Miami Area Rapid Transit (SMART) Plan (see **Figure 11**). The SMART Plan intends to advance six of the People's Transportation Plan (PTP) rapid transit corridors, along with a network of Bus Express Rapid Transit (BERT) service throughout the County. The PTP dates to 2002, when Miami voters approved a one-half percent local surtax with the purpose of improving rapid transit in Miami-Dade.

One of the six corridors revived by the SMART Plan is the East-West Corridor. This corridor intends to connect the Miami Intermodal Center (MIC) with Florida International University's (FIU's) Modesto Maidique Campus. Running along SR 836/Dolphin Expressway, and a portion of NW 7th Street between NW 87th Avenue and NW 57th Avenue, the corridor will include transit stations, and Park & Ride lots/transit terminals.

The first hub of the East-West Corridor broke ground in January 2017 with the Dolphin Station Park & Ride Transit Terminal Facility (*discussed in pages 24 – 25*). The facility is scheduled to be completed by the end of 2018. Two other stations will also service the East-West Corridor: The Panther Station, which will be located at FIU, and the Tamiami Station, will be located at the corner of SW 8th Street and SW 147th Avenue. Both are projected to be completed in 2020 and will launch other express bus routes along SR 836.

The exact alignment and mode of rapid transit is under evaluation by the PD&E Study being conducted by Miami-Dade Department of Transportation and Public Works (MDTPW). So far three distinct modes are being considered. These modes are Bus Rapid Transit (BRT), Commuter Rail (Tri-Rail), and Heavy Rail (Metrorail). While the Commuter Rail is planned to use the existing CSX Transportation railroad along NW 12th Street, the BRT and Heavy Rail modes have proposed alignments running along NW 7th Street which would be the access road to the SR 826 – SR 836 Truck Travel Center.

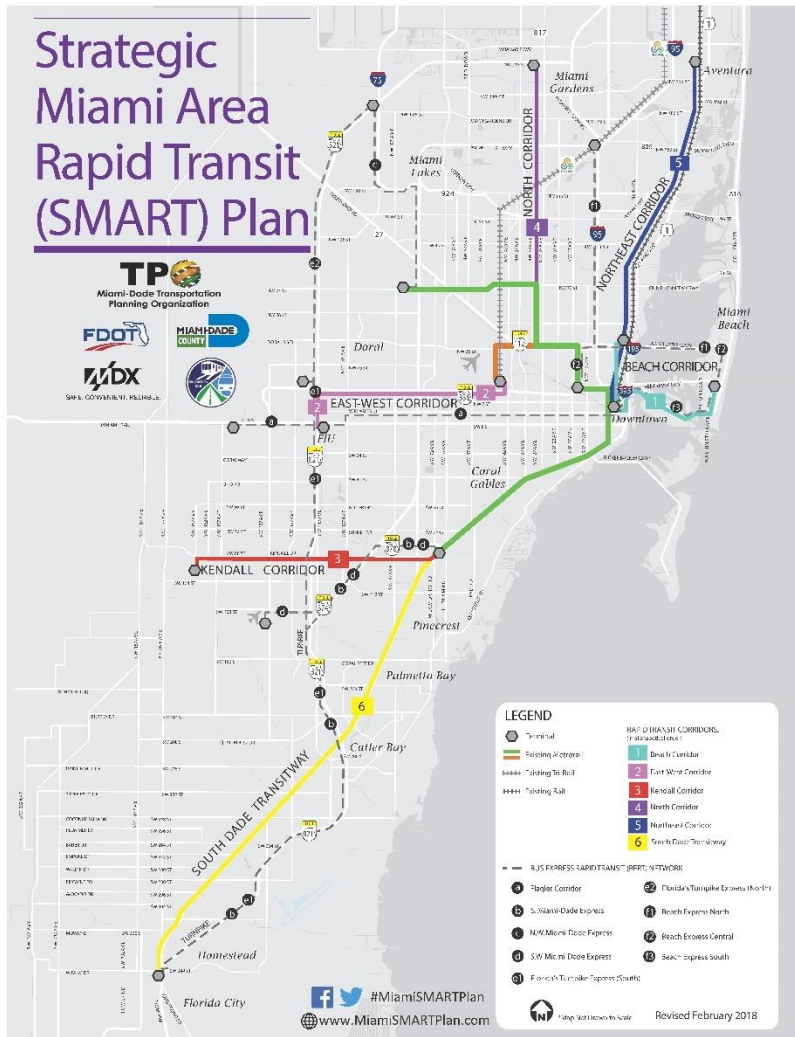


Figure 11: Miami-Dade TPO SMART Plan

Furthermore, a transit station is proposed at the entrance to Site X for the Heavy Rail mode. For the BRT, the nearest station is proposed west of SR 826/Palmetto Expressway and just north of NW 7th Street.

In addition, the TPO is conducting a Land Use and Visioning study for all its SMART Plan corridors to project potential land use changes, densification, intensification, and Transit-Oriented Development (TOD) along the six PTP corridors. For the East-West Corridor, Site X has been identified as a potential TOD location given it is publicly-owned, undeveloped, at or near proposed transit stations, and along several of the proposed transit alignments.

Given the advancement of rapid transit corridors is the TPO's "highest priority", and TPO support for the development of Site X is required by federal and state legislature, it is highly doubtful that a truck parking facility will be supported in Site X



Identifying Additional Potential Truck Parking Locations

In addition to the tier assessment of the original 21 TPO-identified sites, plus 3 FDOT-owned sites discovered during the scoping of this study, there was a need to identify additional potential truck parking locations. To fulfill this need, a desktop review of publicly-owned parcels in Miami-Dade County was conducted. This cursory review focused on brownfields and undeveloped parcels listed on FDOT's surplus ROW online search tool (<https://rowsurplus.fdot.gov/>) and Miami-Dade County's owned real property online search tool (http://www8.miamidade.gov/apps/ISD/ISDOnline/REDD/Search_Prj.aspx).

In total, nine (9) FDOT-owned sites and 709 County-owned sites were identified. Of the nine (9) FDOT sites, one was located outside the Urban Development Boundary (UDB) and was therefore removed from further consideration. The 709 County-owned sites were further filtered by acreage, focusing on sites with 5-acres or more. This resulted in 25 sites of which only 10 were within the UDB. **Tables 3 and 4** list all the additional potential truck parking locations identified, and their preliminarily assessed advantages and disadvantages. **Figures 12 – 29** show satellite imagery of the 9 FDOT-owned and 10 County-owned sites.

These additional potential truck parking locations need to be assessed to determine their feasibility. This assessment could be a continuation of this study, or Phase II assessment, and should focus on evaluating other publicly-owned land, not by FDOT, but by municipalities, County, or federal agencies.



Table 3: Additional FDOT-Owned Potential Truck Parking Locations

Site	Property No.	Location	Acreage	Land Use	Pros	Cons
1	5673	Property bounded by SW 288 th St. on the south, SW 142 nd Ave. on the west, and a canal on the north/east.	4.20	Vacant	<ul style="list-style-type: none"> Near SR 821 / SW 288th St. interchange (0.16 mi) 	<ul style="list-style-type: none"> Small property area (Less than desirable 10 AC) Sensitive surrounding land use (residential) Distant from major freight generators
2	5787	Property bounded by SW 288 th St. on the south, SR 821/HEFT on the west, and SW 138 th Ct. on the east.	10.05	Vacant	<ul style="list-style-type: none"> Desirable property area (≥ 10 AC) Adjacent to SR 821/SW 288th St. interchange 	<ul style="list-style-type: none"> Sensitive surrounding land use (residential) Requires major roadway construction/improvements for accessibility Distant from major freight generators
3	30-3052-002-0230	Property bounded by SR 836/Dolphin Expressway on the south, NW 12 th St. on the north, SR 826/Palmetto Expressway on the west, and Milam Dairy Rd. on the east.	6.94	Vacant (Construction Staging Area)	<ul style="list-style-type: none"> Adjacent to SR 826/SR 836 interchange Near major freight generators (MIA/FECR) Appropriate surrounding land use 	<ul style="list-style-type: none"> Small property area (Less than desirable 10 AC) Poor access management
	30-3052-073-0020					
	30-3052-073-0010					
	30-3052-073-0030					
4	N/A	Property part of the envelope for NW 154 th St. west of I-75 and east of NW 97 th Ave.	8.04	Vacant	<ul style="list-style-type: none"> Near I-75/SR 924/NW 138th St. interchange (1.7 mi) Near SR 25/NW 138th St. intersection (2.85 mi) Near SR 821/SR 25 interchange (3.30 mi) Appropriate surrounding land use Near major freight generators 	<ul style="list-style-type: none"> Requires roadway construction / improvements for accessibility Small property area (Less than desirable 10 AC) NW 154th St. west extension envelope (reduced net property area if the roadway connection is deemed necessary) Recent aerial imagery dated 01/23/2016 shows residential construction south of the property (sensitive land use)



Site	Property No.	Location	Acreage	Land Use	Pros	Cons
5	5152	Property bounded by a canal on the south, NW 170 th St. on the north/west, and I-75 on the east.	10.69	Vacant	<ul style="list-style-type: none"> ▪ Desirable property area (≥ 10 AC) ▪ Near I-75/SR 860 interchange (2.2 mi) ▪ Near major freight generators 	<ul style="list-style-type: none"> ▪ Requires minor roadway construction / improvements for accessibility ▪ Sensitive surrounding land use (residential)
6	4463	Property bounded by a canal on the south, NW 170 th St. on the north/east, and I-75 on the west	7.38	Vacant	<ul style="list-style-type: none"> ▪ Near I-75/SR 860 interchange (1.95 mi) ▪ Near major freight generators 	<ul style="list-style-type: none"> ▪ Small property area (Less than desirable 10 AC) ▪ Sensitive surrounding land use (residential)
7	N/A	Property bounded by SR 836/Dolphin Expressway on the south, NW 12 th St. on the north, SR 836/Dolphin Expressway EB On-Ramp on the west, and SR 836/Dolphin Expressway EB Off-Ramp on the east.	7.25	Vacant (Construction Staging Area)	<ul style="list-style-type: none"> ▪ Adjacent to SR 836/SR 973 interchange ▪ Near SR 836/SR 826 interchange (1.25 mi) ▪ Near major freight generators (MIA/FECR) ▪ Appropriate surrounding land use 	<ul style="list-style-type: none"> ▪ Small property area (Less than desirable 10 AC)
8	35-3034-000-0030	Property bounded by NW 12 th St. on the south, NW 78 th Ave. on the west, CSX Railroad on the north, and SR 826/Palmetto Expressway on the east.	3.31	Vacant (Construction Staging Area)	<ul style="list-style-type: none"> ▪ Near SR 836 (Dolphin Expressway)/ SR 826 (Palmetto Expressway) interchange (0.5 mi) ▪ Near major freight generators (MIA/FECR) ▪ Appropriate surrounding land use 	<ul style="list-style-type: none"> ▪ Small property area (Less than desirable 10 AC)



Table 4: Additional County-Owned Potential Truck Parking Locations

Site	Property No.	Location	Acreege	Land Use	Pros	Cons
1	10-7917-001-0580	Property surrounded by residential land use on the block bounded by SW 328 th St. on the south, NE 18 th Ave. on the west, Mowry Dr. on the north, and SW 152 nd Ave. on the east.	10.00	Vacant	<ul style="list-style-type: none"> Near SR 821(HEFT)/SW 312th St. interchange (1.5 mi) Desirable property area (≥ 10 AC) 	<ul style="list-style-type: none"> Requires minor roadway construction/improvements for accessibility Sensitive surrounding land use and existing zoning (agriculture and Residential) Distant from major freight generators
2	30-5917-000-0030	Property bounded by SW 136 th St. on the south, SW 162 nd Avenue on the northwest, and Kendall Tamiami Airport on the east.	99.99	Vacant	<ul style="list-style-type: none"> Desirable property area (≥ 10 AC) Near SR 821(HEFT) / SW 120th St. interchange (4.0 mi) Near several freight generators Appropriate surrounding land use (industrial/commercial) 	<ul style="list-style-type: none"> Coordination with Miami-Dade County Aviation needed (adjacent to Kendall Tamiami Airport) In conflicts with FAA Regulations Gross property area reduced by existing roadway within parcel
3	30-6914-000-0191	12821 SW 232 nd St.	5.00	Vacant	<ul style="list-style-type: none"> Near SR 821(HEFT)/SR 989 interchange (2.75 mi) Adjacent to US 1 	<ul style="list-style-type: none"> Small property area (Less than desirable 10 AC) Distant from major freight generators Sensitive surrounding land use (religious institution)
4	30-7902-000-0021	Property bounded by Bouganville Blvd. on the south, Nevada Ave. on the west, SW 283 rd Terrace on the north, and SW 127 th Ave. on the east.	38.15	Vacant	<ul style="list-style-type: none"> Near SR 821(HEFT) / SW 288th St. interchange (1.0 mi) Desirable property area (≥ 10 AC) 	<ul style="list-style-type: none"> Sensitive surrounding land use (residential) Distant from major freight generators
5	30-7901-000-0090	Property covers an irregular area adjacent to the Homestead Air Reserve Base and Property No. 10.	82.32	Vacant (Building)	<ul style="list-style-type: none"> Desirable property area (≥ 10 AC) Near SR 821 (HEFT)/ SW 288th St. interchange (3.5 mi) 	<ul style="list-style-type: none"> Coordination with Miami-Dade County Aviation needed (Part of the Homestead Air Reserve Base) In conflict with FAA Regulations Distant from major freight generators



Site	Property No.	Location	Acreage	Land Use	Pros	Cons
					<ul style="list-style-type: none"> ▪ Appropriate surrounding land use (industrial/commercial) ▪ Property may be subdivided to avoid any potential conflicts 	
6	30-7901-000-0120	Property covers an irregular area adjacent to the Homestead Air Reserve Base and Property No. 9.	206.29	Vacant (Building)	<ul style="list-style-type: none"> ▪ Desirable property area (≥ 10 AC) ▪ Near SR 821 (HEFT)/SW 288th St. interchange (3.5 mi) ▪ Appropriate surrounding land use (industrial/commercial) ▪ Property may be subdivided to avoid any potential conflicts 	<ul style="list-style-type: none"> ▪ Coordination with Miami-Dade County Aviation needed (Part of the Homestead Air Reserve Base) ▪ In conflict with FAA Regulations ▪ Distant from major freight generators
7	33-5033-000-0040	Property bounded by SW 174 th St. on the south, SW 88 th Ct. on the west, SW 168 th St. on the north, and SW 88 th Ave. on the east.	8.69			<ul style="list-style-type: none"> ▪ Poor accessibility (> 5 mi to nearest freeway) ▪ Small property area (Less than desirable 10 AC) ▪ Sensitive surrounding land use (residential/religious/educational) ▪ Distant from major freight generators
	33-5033-000-0050					
8	30-3026-000-0063	Property bounded by NW 25 th St. on the south, NW 69 th St. on the west, NW 30 th St. on the north, and MIA on the east.	40.54		<ul style="list-style-type: none"> ▪ Desirable property area (≥ 10 AC) ▪ Near SR 826 (Palmetto)/NW 25th St. interchange (1.0 mi) ▪ Near major freight generators (MIA/Florida Logistic Center) ▪ Appropriate surrounding land use (industrial/commercial) 	<ul style="list-style-type: none"> ▪ Coordination with FEC Railroad needed ▪ Coordination with Miami-Dade County Aviation needed (adjacent to Kendall Tamiami Airport) ▪ In conflict with FAA Regulations ▪ Gross property area reduced by existing roadway ▪ For full advantage this property also includes privately owned parcels by FEC RR Co. C/O J. R. Williams RE MGR and Parcel 10A 10B LLC
	30-3026-000-0064					
	30-3026-000-0080					



Site	Property No.	Location	Acreage	Land Use	Pros	Cons
9	30-3016-000-0012	Property bounded by NW 58 th St. on the south, SFWMD office on the west, NW 62 nd St. on the north (Doral Landfill), and MDC Solid Waste Recycling Center on the east.	47.33		<ul style="list-style-type: none"> ▪ Desirable property area (≥ 10 AC) ▪ Near SR 826 (Palmetto)/NW 58th St. interchange (1.3 mi) ▪ Near major freight generators ▪ Appropriate surrounding land use (industrial/commercial) 	<ul style="list-style-type: none"> ▪ Coordination with Miami-Dade County Solid Waste, Parks and Rec, and SFWMD needed
10	35-3017-001-0170	Property bounded by NW 104 th Ave. on the west, NW 74 th St. on the north, and NW 102 nd Ave. on the east.	9.63		<ul style="list-style-type: none"> ▪ Near SR 826 (Palmetto)/NW 58th St. interchange (3.5 mi) ▪ Near SR 821 (HEFT)/SR 934 interchange (1.45 mi) ▪ Near major freight generators 	<ul style="list-style-type: none"> ▪ Small property area (Less than desirable 10 AC) ▪ Sensitive surrounding land use (residential)

FDOT-Owned Additional Potential Truck Parking Locations



Figure 12: FDOT-Owned Potential Location 1



Figure 14: FDOT-Owned Potential Location 2



Figure 16: FDOT-Owned Potential Location 3



Figure 13: FDOT-Owned Potential Location 4



Figure 15: FDOT-Owned Potential Location 5



Figure 17: FDOT-Owned Potential Location 6



Figure 18: FDOT-Owned Potential Location 8



Figure 19: FDOT-Owned Potential Location 9

County-Owned Additional Potential Truck Parking Locations



Figure 20: County-Owned Potential Location 1



Figure 21: County-Owned Potential Location 2



Figure 22: County-Owned Potential Location 3



Figure 23: County-Owned Potential Location 4



Figure 25: County-Owned Potential Location 5



Figure 27: County-Owned Potential Location 6



Figure 24: County-Owned Potential Location 7



Figure 26: County-Owned Potential Location 8



Figure 28: County-Owned Potential Location 9



Figure 29: County-Owned Potential Location 10



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