

Memorandum



Date: February 21, 2012

To: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

Agenda Item No. 3(A)(1)

From: Carlos A. Gimenez
Mayor

Resolution No. R-171-12

Subject: Resolution Ratifying the Submission of a Grant Application on Behalf of Miami-Dade County with the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA) for Fiscal Year 2012 Truck Parking Facilities Program Funds in the Amount of \$750,000

RECOMMENDATION

It is recommended that the Board of County Commissioners (BCC) approve the attached resolution ratifying the submission of a grant application on behalf of Miami-Dade County (County) with the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA) for Fiscal Year (FY) 2012 Discretionary Grant Truck Parking Facilities Program funds in the amount of \$750,000. This funding will be used for Phase I (pre-construction activities) of the Miami-Dade Golden Glades Interchange Truck Parking Facility Project.

It is further recommended that the BCC authorize the Mayor or the Mayor's designee to receive and expend grant funds, and to execute such contracts, agreements, Memoranda of Understanding (MOU), and any amendments, after approval by the County Attorney, as required by program guidelines. It is also recommended that the BCC authorize the Mayor or the Mayor's designee to apply for, receive, and expend additional funds that may become available during the term of the grant; to file and execute any amendments to the application for and on behalf of the County; and to exercise amendments, modifications, renewal, cancellation, and termination clauses of any contracts and agreements, subject to County Attorney's approval.

SCOPE

The truck parking facility is located within the Golden Glades Interchange (located across from 600 NW 167th Street). This site is within the City of Miami Gardens, in Commission District 1.

FISCAL IMPACT/FUNDING SOURCE

This grant will provide \$750,000 in federal funding for Phase I, which is the entire cost of the planning and design of the Miami-Dade Golden Glades Interchange Truck Parking Facility Project. There will be no negative impact to the County since a cost share is not required.

TRACK RECORD/MONITOR

The Miami-Dade County Public Works and Waste Management Department (PWWM) will coordinate project implementation and management. PWWM will monitor and process the disbursement and expenditure of grant funds, and manage programmatic and fiscal reporting in accordance with project reporting and auditing procedures stipulated by the USDOT.

BACKGROUND

FHWA has solicited applications for the truck parking facilities initiative for which funding is available under Section 1305 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU established a pilot program to address the shortage of long-term parking for commercial motor vehicles (CMV) on the National Highway

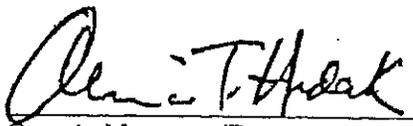
System. The program is authorized on a yearly basis by Congress and has been reauthorized and continued through March 31, 2012.

The purpose of this project is to conduct pre-construction activities including Planning, Feasibility Analysis, Environmental Review, Design, and Preparation of Construction Documents, necessary for the development of a much needed long-term truck parking facility in the County. The site is a vacant 5.85 acre parcel owned by the Florida Department of Transportation within the Golden Glades Interchange (located across from 600 NW 167th Street). This project will be managed by PWWM in conjunction with the Metropolitan Planning Organization who has unique expertise in freight transport.

The pre-construction activities under Phase I (planning and design) that are proposed under this grant will yield the required site information needed to move the project from the planning and pre-construction phase, to project implementation under Phase II (construction), which would be undertaken with a subsequent grant. The 5.85 acre site will support the creation of 58 parking spaces (ten spaces per acre) for the more than 160,000 drivers that annually transport loads of goods and products into and out of the South Florida region. It is envisioned that the long-term parking facility will be developed as a 'safe rest area' as defined by Section 120(c) of Title 23, United States Code. Additionally, the parking location will be a multi-use site providing long-term parking (10 hour minimum), and temporary parking during the day as a staging area for trucks in transit.

The parking demand and supply analyses conducted as a result of a *Comprehensive Parking Study for Freight Transport in Miami-Dade County*, substantiates a severe truck parking shortage in the County. Results indicate that inadequate truck parking supplies exists throughout the County. In total, the County currently provides only 293 truck parking spaces for local, independent operators, and long haul interstate drivers.

The short turnaround time imposed by the application deadline did not allow sufficient time for the processing of a resolution, and its submission to the BCC, prior to submission of the grant application.


County Manager/Deputy Mayor

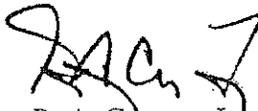


MEMORANDUM

(Revised)

TO: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

DATE: February 21, 2012

FROM: 
R. A. Cuevas, Jr.
County Attorney

SUBJECT: Agenda Item No. 3(A)(1)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 3(A)(1)
2-21-12

RESOLUTION NO. R-171-12

RESOLUTION RATIFYING THE SUBMISSION OF A GRANT APPLICATION ON BEHALF OF MIAMI-DADE COUNTY WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION FOR FISCAL YEAR 2012 TRUCK PARKING FACILITIES PROGRAM FUNDS IN THE AMOUNT OF \$750,000; AUTHORIZING THE MAYOR OR MAYOR'S DESIGNEE TO RECEIVE AND EXPEND GRANT FUNDS, AND TO EXECUTE SUCH CONTRACTS, AGREEMENTS, MEMORANDA OF UNDERSTANDING, AND AMENDMENTS AFTER APPROVAL BY THE COUNTY ATTORNEY; AUTHORIZING THE MAYOR OR THE MAYOR'S DESIGNEE TO APPLY FOR, RECEIVE, AND EXPEND ADDITIONAL FUNDS THAT MAY BECOME AVAILABLE

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board ratify the action to apply for, receive, and expend grant funds from the Truck Parking Facilities Program of the United States Department of Transportation, Federal Highway Administration, in the amount of \$750,000. It is further recommended that the Board authorize the Mayor or the Mayor's designee to execute such contracts, agreements, Memoranda of Understanding (MOU), and amendments, after approval by the County Attorney, as required by program guidelines. It is also recommended that the Board authorize the Mayor or the Mayor's designee to apply for, receive, and expend additional funds that may become available during the term of the grant; to file and execute any amendments to the application for and on behalf of the County; and to

exercise amendments, modifications, renewal, cancellation, and termination clauses of any contracts and agreements, subject to the approval of the County Attorney's Office.

The foregoing resolution was offered by Commissioner **Sally A. Heyman** who moved its adoption. The motion was seconded by Commissioner **Rebeca Sosa** and upon being put to a vote, the vote was as follows:

	Joe A. Martinez, Chairman	aye
	Audrey M. Edmonson, Vice Chairwoman	aye
Bruno A. Barreiro	aye	Lynda Bell
Esteban L. Bovo, Jr.	aye	Jose "Pepe" Diaz
Sally A. Heyman	aye	Barbara J. Jordan
Jean Monestime	aye	Dennis C. Moss
Rebeca Sosa	aye	Sen. Javier D. Souto
Xavier L. Suarez	absent	aye

The Chairperson thereupon declared the resolution duly passed and adopted this 21st day of February, 2012. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

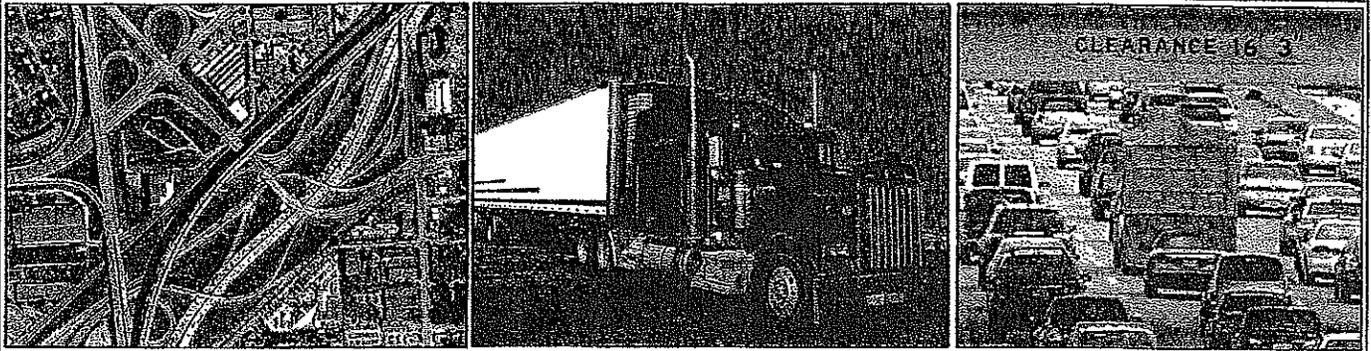
HARVEY RUVIN, CLERK



By: **Christopher Agrippa**
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Bruce Libhaber



MIAMI-DADE GOLDEN GLADES INTERCHANGE TRUCK PARKING FACILITY PROJECT

PHASE ONE: PRE-CONSTRUCTION ACTIVITIES

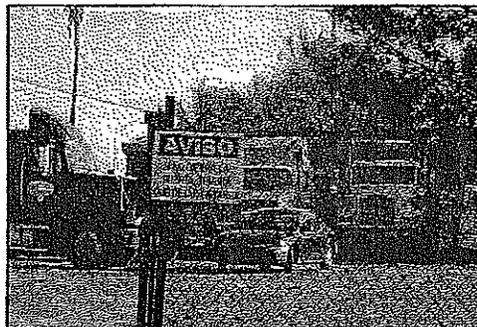
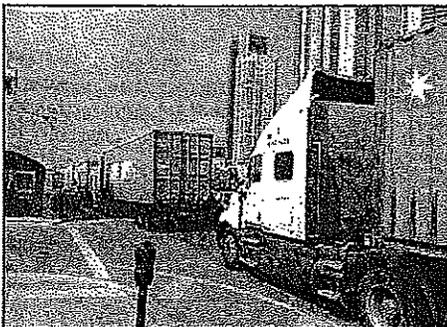
TRUCK PARKING FACILITIES PROGRAM
FY 2012 DISCRETIONARY GRANT PROGRAMS
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



SUBMITTED BY
MIAMI-DADE COUNTY
METROPOLITAN PLANNING ORGANIZATION



JANUARY 5, 2012



**MIAMI-DADE GOLDEN GLADES INTERCHANGE
TRUCK PARKING FACILITY PROJECT
PHASE ONE: PRE-CONSTRUCTION ACTIVITIES**

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***Miami-Dade County Golden Glades Interchange Truck Parking Facility Project
Phase One: Pre-Construction Activities***

NARRATIVE PROPOSAL

PROJECT INFORMATION

Project Title: *Miami-Dade Golden Glades Interchange Truck Parking Facility Project - Phase One: Pre-Construction Activities*

Applicant: Miami-Dade County Metropolitan Planning Organization (MPO)

Contact Person: Daniel T. Wall

Title: Office of Management and Budget

Address: Stephen P. Clark Center, 111 NW 1st Street, 19th Floor, Miami, Florida 33128

Phone: (305) 375-4742, E-mail Address: DTW@miamidade.gov

DUNS Number: 131910254

EIN/TIN: 59-6000573

Project Manager: Larry Foutz

Title: Transportation System Manager, Metropolitan Planning Organization (MPO)

Address: Stephen P. Clark Center, 111 NW 1st Street, 9th Floor, Miami, Florida 33128

Phone: 305 375-4507, E-mail Address: LFOUTZ@miamidade.gov

Funding Request: \$750,000

PROPOSAL CONTENT

DETAILED PROJECT DESCRIPTION

1. Provide a detailed project description, which would include a description of the severity and extent of the long-term truck parking shortage in the corridor to be addressed, along with contact information for the project's primary point of contact, and whether funds are being requested under 23 U.S.C. 120(b) or 120(c). Data helping to define the shortage may include truck volume (Average Daily Truck Traffic—ADTT) in the corridor to be addressed, current number of long-term commercial motor vehicle parking spaces, use of current long-term parking spaces, driver surveys, observational field studies, proximity to freight loading/unloading facilities, and proximity to the NHS.

This project application is a re-submission from 2011. Project partners and stakeholders have pledged their continued support for this important initiative. Miami-Dade County's Metropolitan Planning Organization (MPO) is requesting \$750,000 in grant funding from the U.S. Department of Transportation Federal Highway Administration's Truck Parking Facilities Program under their 2012 Discretionary Grant Program; to perform pre-construction activities including: Planning, Feasibility Analysis, Environmental Review, Design, and Preparation of Construction Documents, for a vacant 5.85 six-acre parcel owned by the Florida Department of Transportation within the Golden Glades Interchange (located across from 600 NW 167th Street). The project's purpose of the project is to develop a much needed long-term truck parking facility in Miami-

Dade County.

The pre-construction activities (Phase I) will yield the required site information needed to move the project from the planning and pre-construction phase, to project implementation under Phase II (development and construction), for the more than 160,000 drivers that annually transport loads of goods and products into and out of the South Florida region. The 5.85 acre site will support the creation of 58 parking spaces (ten spaces per acre). It is envisioned that the long-term parking facility will be developed as a 'safe rest area' as defined by Section 120c of Title 23, United States Code. Additionally, the parking location will be a multi-use site providing long-term parking (10 hour minimum), and temporary parking during the day as a staging area for trucks in transit. The proposed project will take place over a 24-month project period.

Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami, the Miami International Airport, and the Florida East Coast Railway's intermodal terminal in Hialeah, generate significant truck traffic. The trucks service local and regional consumption markets, as well as customers located outside of the region and state. In addition, there is a dense network of warehouses and distribution centers in western Miami-Dade County that rely upon truck service.

The type of trucking operation directly impacts parking demand. Local delivery services transport relatively small quantities of goods to a variety of customers throughout the region. These drivers pick up their truck and trailer at a centralized terminal that provides its own overnight parking. However, local independent dray operators hauling containers back and forth between major hubs like the Port of Miami and a rail intermodal terminal or warehouse are generally responsible for their own overnight, local parking accommodations. Finally, long haul interstate drivers who transport loads into and out of the region require an overnight parking facility between loads that provides amenities such as showers and truck washing equipment. Often, due to a lack of these long haul truck parking facilities, drivers coordinate their deliveries within the urbanized area to end their trip along the Interstate and Turnpike rest areas and entrance/exit ramps, using them as substitute overnight parking facilities.¹ Table 1 provides information for 2010 on the Average Daily Truck Traffic (ADTT) and Daily Truck Volume Adjacent to the Site:

Table 1: Average Daily Truck Traffic (ADTT) and Daily Truck Volume Adjacent to the Site

Source: Florida Department of Transportation Traffic On-Line 2010 Study

Location	AADT	Daily Truck Volume
SR 826, east of site	164,000	9,971
I-95, north of site	160,000	6,064
FL. Turnpike, north of site	73,3000	4948
NW 7 th Avenue, north of site	45,000	2736
SR 441, west of site	24,500	1732

The parking demand and supply analyses conducted as a result of the *Comprehensive Parking Study for Freight Transport in Miami-Dade County*, substantiates a severe truck parking shortage

¹ *Comprehensive Parking Study for Freight Transport in Miami-Dade County*, September 30, 2010, p. 1.

in Miami-Dade County (MDC). Results indicate that woefully inadequate truck parking supplies exists throughout the county. In total, Miami-Dade County currently provides only 293 truck parking spaces for local, independent operators and long haul interstate drivers. However, it is estimated that the overall parking demand for these trucks exceeds 12,000 spaces, indicating that the current supply meets less than 3 percent of the demand. Table 2 highlights the countywide distribution of parking spaces.

Table 2: Existing Truck Parking Supply in Miami-Dade County from the Comprehensive Parking

Study for Freight Transport in Miami-Dade County

Existing Number of Truck Parking Spaces (Supply)			
County Region	Local	Long Haul	Total
North-West	0	84	84
North-East	10	84	94
Central-West	30	85	115
Central-East	0	0	0
South-West	0	0	0
South-East	0	0	0
Total	40	253	293

The *Comprehensive Parking Study for Freight Transport in Miami-Dade County* indicates that Truck parking has become a unique problem facing not only commercial vehicle drivers, but also the drivers of noncommercial vehicles on our roadways. It is a quality of life issue within our communities and a safety issue with trucks parking in non-designated areas. Suitable truck parking involves a number of environmental and business implications, including excess noise and air quality concerns due to idling, resulting in the need for amenities for the parked truck driver such as electrical hookups and restrooms.

Florida Statute 316.302 in 2006 brought Florida's regulations for maximum consecutive hours driven, and off duty hours, are more in line with the current Federal hours-of-service regulations for drivers transporting freight.² When available, most commercial drivers park in safe and legal parking facilities that are operated by public agencies or private vendors, in order to take their mandated rest breaks. While some drivers choose to park illegally even when safe and legal facilities are available, quite frequently illegal truck parking is due to factors affecting a driver who does in fact wish to park legally. Drivers with a desire to park legally who cannot find a parking facility, cannot reach a facility within their legal hours of service, or cannot find an available parking spot at a facility, are often seen parked on entry/exit ramps or on the shoulder of roadways. This type of illegal parking is dangerous for the drivers, as well as the rest of the driving public.

The National Cooperative Highway Research Program (NCHRP) identified the commonly cited issue/problems observed as a result of unauthorized parking of commercial vehicles. In their

² Florida Intrastate Hours of Service requirements are provided at the following web site: http://www.dot.state.fl.us/mcco/information/hos_rules.shtml.

report, up to 25 states cited the following problems/issues, from the most severe to least severe: 1) Road shoulder damage; 2) Restrictions of site usage; 3) Safety hazards with trucks in clear recovery zone for errant and disabled vehicles; 4) Sanitation; 5) Noise; 6) Dust; and 7) Other.³

RATIONALE FOR THE PROJECT

2. The rationale for the project should include an analysis and demonstration of how the proposed project will positively affect truck parking, safety, economic competitiveness and sustainability, traffic congestion, or air quality in the identified corridor. It is imperative that the applicant include the number of additional truck parking spaces that will be utilized based upon the solution(s) proposed.

Miami-Dade County is home to a well-established freight transportation system. This system serves as the cornerstone of the region's economy, providing goods and services to Florida's largest consumption market as well as connecting the region to the global economy through major sea and air gateways. The *Transportation and Economic Impacts of the Freight Industry in Miami-Dade Study* provides the County with a critical tool to help promote the magnitude of the freight industry. This is critical as Miami-Dade continues to position itself to compete on a global scale.

Miami-Dade's landscape illustrates the strength and impact of the freight system. The following provides a high level summary and of the regional system today, and the rationale for this proposed project:

- Miami-Dade County is home to a multi-cultural community; it is an international destination dominated by tourism, international trade, agriculture and mining, and natural resources – home to Everglades National Park;
- Port of Miami is the largest container port in Florida and is known as the cruise capital of world;
- Miami International Airport handles almost 80 percent of Florida's air cargo and was the 10th busiest cargo airport in world in 2008;
- Miami River provides key niche waterborne cargo services to smaller ports in the Caribbean Basin and supports an active industrial core along the river corridor;
- Mature warehouse/distribution center infrastructure is in place in western Miami-Dade County that supports all of South Florida; this includes a significant international banking and brokerage infrastructure to facilitate international trade;
- Well established network of roadways provide regional mobility as well as gateways to Florida and more distant markets; and
- Two railroads serve the region connecting South Florida to the rest of North America, providing intermodal and carload services.⁴

³ National Cooperative Highway Research Program, Synthesis 317, *Dealing with Truck Parking Demands: A Synthesis of Highway Practice*, 2003, p. 14.

⁴ *Transportation and Economic Impacts of the Freight Industry in Miami-Dade County* by the Cambridge Systematics, May 2011, p. 1-1.

Since completion of the first MPO-sponsored freight study in Florida in 1996, the Miami-Dade MPO has continued to expand its freight program. Today, it has a library of work and an active Freight Transportation Advisory Committee (FTAC) in place to ensure the freight industry has a voice. Other key developments include:

- Widening of the Panama Canal is underway and will allow for larger vessels to serve the East Coast from the Far East; this is creating new opportunities for the Port of Miami as it competes to be an East Coast first port of call;
- The Florida Trade and Logistics Study was recently completed; it recommends potential strategies to help Florida achieve improved global status for its supply chain infrastructure;
- Port of Miami is dredging to 50 feet; currently, it is the only seaport in Florida approved by the United States Army Corp of Engineers (USACE) to deepen to 50-feet; Governor Scott committed the final financial resources in early 2011 to make the project a reality;
- Port of Miami Tunnel is under construction, which will connect the port directly to the Interstate System, removing the need to travel on city streets in downtown Miami;
- Port of Miami is rehabilitating its on-port rail system; using TIGER II funding, the Port will repair the bascule bridge and construct a small rail yard on-port that will be used to build intermodal train segments;
- FEC Railway, in close coordination with the Port of Miami, is improving its line between the port and its Hialeah Yard; Flagler Development is also moving forward with plans to construct the Flagler Logistics Hub within the Hialeah complex to further leverage the logistics and marine industries;
- 25th Street Viaduct project is under construction, which will provide an improved connection to cargo operations at Miami International Airport;
- South Florida Virtual-Freight Network is under development as part of the Transportation System Management and Operations (TSM&O) program being developed by FDOT;
- Port of Miami and Miami International Airport have undertaken detailed economic impact analyses to document their contributions to the South Florida economy; this included updates to their master plans;
- South Florida Regional Freight Plan recently was completed by FDOT in partnership with the three MPOs; this was highlighted on June 11, 2010 as part of the most recent South Florida Regional Freight Summit.⁵

Like most counties, Miami-Dade is dependent on motor carriers for the transportation of the vast majority of its freight. Trucks generally provide the last link in the transportation chain, carrying all types of commodities from intermediate destinations, such as seaports, rail terminals and distribution facilities to their final destinations. As shown in Figure 1, trucks moved 75 percent of the tonnage going into, out of, through, and within the County. This amounted to just over 103 million tons in 2008. Modal share for trucks is in line with the rest of the State which transports roughly 77 percent of all its freight by truck.

⁵ *Transportation and Economic Impacts of the Freight Industry in Miami-Dade County* by the Cambridge Systematics, May 2011, p. 1-2.

The need for overnight truck parking was first identified in the *Central Dade Transport Zone Study*, in August 2008. The Study identified several sites, and recommended finding a site that could be developed for long-term parking to support Central Miami-Dade County, and the demand for commercial vehicle parking in Downtown Miami surface parking lots.⁶ *Miami-Dade 2035 Long Range Transportation Plan – Regional LRTP Report*, on October 2009, identified overnight truck parking as a Priority II Project (meaning for implementation during 2015), with a Truck Parking Improvement recommendation for providing a location for long-term truck parking in northwest Miami-Dade County.⁷

The Report titled *Transportation and Economic Impacts of the Freight Industry in Miami-Dade County*, prepared by the Cambridge Systematics in May 2011, reveals that the Port of Miami handled 6.7 million tons of freight (5%) while the railroads handled a combined 14.7 million tons (11%), and Miami International Airport handled 1.8 million tons (1.3%).⁸ It is important to understand that all of these flows by different modes are highly connected and dependent on each other. As such it should not be assumed that trucks are solely responsible for bringing 76 percent of goods to the County. Instead trucks handle a significant portion of the traffic moving between the seaport/airport/rail terminals, the warehouses located in Western Miami Dade County, and the final destination for these goods within Miami-Dade County as well as the surrounding counties.

Figure 1: Freight Traffic by Mode (millions of tons)

Mode	Tons (millions)	% Share
Truck	103.31	75.22%
Rail	14.69	10.70%
Seaport	.70	4.88%
Air	1.81	1.32%
Other	10.83	7.89%
Total	137.34	100.00%

The pre-construction activities project will serve to establish a six-acre parcel of land, selectively chosen, to serve as the future site for a long-term parking facility to meet MDC's ever increasing truck parking demand. The proposed facility is in an accessible location, away from schools and residential neighborhoods, so as to reduce the likelihood of exposure to diesel exhaust. The exposure to diesel exhaust is of specific concern because it has been determined to pose a lung cancer hazard for humans as well as non-cancer respiratory effects such as pulmonary inflammation. These diseases are especially harmful to children and the elderly. This project is an investment in transportation, environmental protection, public health, safety and welfare (reduced toxic emissions in neighborhoods), and safer streets.

The pre-construction activities will result in the creation of what is envisioned as the first of many long-term parking facilities to meet the demand generated by more than 160,000 drivers that annually transport loads of goods and products into and out of the South Florida region.

⁶ *Central Dade Transport Zone Study*, August 200, p. 7.

⁷ *Miami-Dade 2035 Long Range Transportation Plan – Regional LRTP Report*, October 2009, p. E-7.

⁸ *Transportation and Economic Impacts of the Freight Industry in Miami-Dade County* by the Cambridge Systematics, May 2011, p. 2-10.

With safe and reliable long-term parking, the region will be better position to maintain its economic competitiveness.

Subsequent to the completion of the pre-construction activities, but within a two year period, MDC plans to obtain grant funding to develop the long-term parking site (Phase 2 of this project). One envisioned component for the project during Phase 2 is the electrification capabilities at the site. MDC will make available truck parking electrification HVAC units to reduce idling. Additionally, Auxiliary Power Units (APU) will be provided via a rebate program for truckers for use in their trucks, which will enable them to plug in at the facility to power their vehicles. Both idle reduction technologies will result in a significant decrease of diesel emissions at the long-term truck parking facility.

SCOPE OF WORK

3. The scope of work should include a complete listing of activities to be funded by the request, including technology development, information processing, information integration activities, developmental phase activities (planning, feasibility analysis, environmental review, engineering or design work, and other activities), construction, reconstruction, acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

If awarded, the proposed project will enable Miami-Dade County to perform the planning activities necessary for acquiring the project site (Parcel 4709) to establish a long-term truck parking facility. The site is well suited for a project of this scope due to its convenient location within five major roadways (U.S. Route 441, Florida's Turnpike, the Palmetto Expressway, Florida State Road 9, and Interstate 95); its current status as surplus property of the Florida Department of Transportation; its adjacent proximity to an intermodal transportation terminus; and its centralized location near two major airports and deep water ports.

Proposed pre-construction activities will involve: a detailed site-level analyses of the site; environmental reviews; development of construction design documents; acquisition of construction permits; and the creation of a financial management plan for future construction and management of the site. The project team, led and coordinated by Mr. Larry Foutz, Transportation Systems Manager from the Miami-Dade County Metropolitan Planning Organization (MPO), will accomplish the following activities as part of the scope of this grant project:

- | | |
|--|---|
| 1. Prepare a detailed scope of work in order to hire a design consultant | Manual of Uniform Traffic Studies; Drainage Manual, and other FDOT standards as specified in the P.D. & E. Manual |
| 2. Submit Environmental Class of Action Determination | |
| 3. File Advanced Notification | 5. Establish Design Controls and Standards to set typical sections and horizontal and vertical alignments |
| 4. Establish standards for design including: FDOT Plans Preparation Manual Vols. I and II; Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways; | 6. Establish level of detail for environmental clearance, permitting and construction |

7. Collect and document existing conditions
8. Write Purpose and Need Report
9. Work with appropriate agencies to notify stakeholders and conduct public meetings
10. Calculate background traffic information and evaluate impact of project on traffic
11. Prepare Programming Summary Report
12. Prepare alternative designs for site layout, amenities, and site access
13. Evaluate the alternatives per the following criteria: construction costs, engineering costs, damages, traffic controls, environmental impacts, social and economic impacts, and operations
14. Identify the permits necessary to construct and operate the facility
15. Prepare Project Development Summary Report
16. Prepare Finding of No Significant Impact (FONSI) Report
17. Obtain agreement from Miami Dade Board of County Commissioners (BCC) to support concepts supporting project
18. Enter into lease negotiations with FDOT to acquire site
19. Prepare 30% Construction Documents
20. Prepare 60% Construction Documents
21. Prepare 100% Construction Documents
22. Finalize Lease Documents contingent upon grant to construct project
23. Acquire Permits for construction
24. Apply for grant to construct project

STAKEHOLDER IDENTIFICATION

4. Stakeholder identification should include evidence of prior consultation and/or partnership with affected MPOs, local governments, community groups, private providers of commercial motor vehicle parking, and motorist and trucking organizations. Also include a listing of all public and private partners, and the role each will play in the execution of the project. Commitment/consultation examples may include: Memorandums of Agreement, Memorandums of Understanding, contracts, meeting minutes, letters of support/commitment, and documentation in a metropolitan transportation improvement program (TIP) or statewide transportation improvement program (STIP).

The need for overnight truck parking facilities in Miami-Dade County is broadly recognized and supported among various elected officials, government agencies, and private organizations in South Florida. On January 21, 2010 the Board of County Commissioners (BCC) adopted Resolution No. R-53-10 which directed the County Mayor or his designee, through the Miami-Dade County Department of Planning and Zoning (DPZ), to prepare a study analyzing appropriate parcels for tractor-trailer parking in the county (Appendix C). In response, the *Comprehensive Parking Study for Freight Transport in Miami-Dade County* report was prepared in September 2010 as a collaborative effort between the MPO and DPZ, made possible with monetary support from the U.S. Department of Transportation Federal Highway Administration.

The project is also supported by MPO's Freight Transportation Advisory Committee (FTAC) whose members collectively advise the MPO Board on freight movement and traffic needs in Miami-Dade County. The advisory panel comprise of twenty-three (23) voting members with professional affiliations with the companies or agencies in following industry interests: Freight forwarding; Port user; Shipping Company; Trucking Company; Warehousing; Free Trade Zone;

Airport Cargo; Stevedores; Trade Associations; Real Estate; Towing and Tug operators; and Rail Cargo. On Wednesday, May 18, 2011 this proposal was presented as an agenda item at the FTAC Board meeting (Appendix D).

Implementation of the proposed project will be led by MPO, under the oversight of the Project Director, Mr. Larry Foutz, through ongoing collaboration from its project partners and supporters whose names, staff representatives, roles, and examples of commitment are described as follows:

Partner/Representative	Role	Evidence of Commitment
Miami-Dade County	Project support and commitment	Letter of Support
Miami-Dade County (MDC) Departments: Permitting, Environment, and Regulatory Affairs, and Sustainability, Planning, and Economic Enhancement, formally the Department of Planning and Zoning (DPZ)	Project planning, design, permitting, economic, and zoning support	Support to Grant Application
MDC Seaport Department	Consultation and support	Letter of Support
MDC Aviation Department	Consultation and support	Letter of Support
City of North Miami Beach Public Services Department	Consultation on water and sewer access, design and planning	Letter of Support
MPO Freight Transportation Advisory Committee	Consultation, advocacy, and technical assistance via truck drivers and association members	Minutes and Letter of Support
City of Miami Gardens (Mayor) City of Miami Gardens (DP&Z)	Project support and advocacy via the Mayor's Office Project planning and zoning support via the Planning and Zoning Department	Two Letters of Support
Florida Customs Brokers & Forwarders Association, Inc.	Consultation, advocacy, and support via association membership	Letter of Support
Florida Department of Transportation	Provide project support, review planning and design documents, serve as the leasing agent for the property*	See statement below

*The proposed parcel of land in NW Miami-Dade County, in the City of Miami Gardens, known as 'Parcel 4709', is owned by the Florida Department of Transportation (FDOT). Miami-Dade County's Metropolitan Planning Organization (MPO) has expressed an interest in the parcel for a long-term truck parking site. FDOT has identified this parcel of land as having a potential future transportation use and therefore, if Declared Temporarily Surplus, is available only on a lease basis for fair market value. If MDC is interested in a lease, the requested parcel would need to be circulated for comments and approved for lease by FDOT. This is the standard FDOT protocol for the perspective use and lease of property.

MAPS

8. Include a project map that consists of a schematic illustration depicting the project and connecting transportation infrastructure. Digital maps should accompany all submissions, either hard copy or electronic submissions made in pdf file format. Please reference in the proposal if the maps are available.

Project site maps are provided as Appendix A.

MEASUREMENT PLAN

9. Describe a measurement plan to determine whether or not the project achieved its intended results. The measurement plan should continue for 3 years beyond the completion date of the project. After the 3-year period, a final report quantifying the results of the project should be submitted to the FHWA.

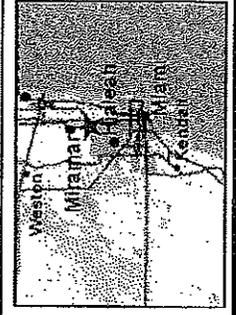
Project results and the associated measurement of same will include: 1) Acceptance of design and approval by Miami-Dade County's Board of County Commissioners, and the Florida Department of Transportation; 2) Acceptance of the Finding of No Significant Impact; 3) Lease negotiation and site control by MDC; 4) Acquisition of building permit; and 5) Acquisition of a grant for Phase II construction.

APPENDICES



RWMS Location Description: ACROSS FROM 600 NW 167TH STREET (WHATLEY PARCEL)

Property within the Golden Glades Interchange



Miami-Dade County
Florida

FDOT District 6 Identified Property
The total estimated area identified
within this property is 5.85 acres

FDOT Parcels Miami Dade County Property Appraiser

The data contained herein is for cartographic purposes only, and should not be construed in any way to accurately represent property/light of way limits, nor be interpreted as true and final property sketches. The Department does not warrant, and makes no representations, as to the accuracy of the data contained herein.

Prepared By:
District 6 Property Management

Date: 5/25/2011

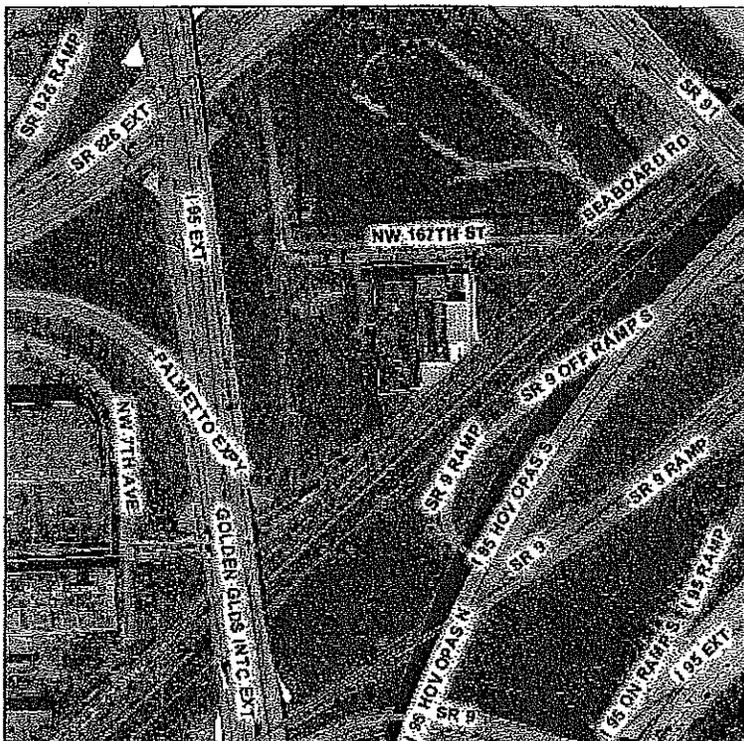


My Home
Miami-Dade County, Florida

MIAMI-DADE

miamidade.gov

Property Information Map



Aerial Photography - 2009

0 ——— 144 ft

This map was created on 5/27/2011 10:21:01 AM for reference purposes only.

Web Site © 2002 Miami-Dade County. All rights reserved.



Close

Summary Details:

Folio No.:	34-2112-000-0083
Property:	
Mailing Address:	ST RD - DEPT OF TRANSPORTATION 1317 NE 4 AVE FT LAUDERDALE FL 33304-

Property Information:

Primary Zone:	7100 INDUSTRIAL
CLUC:	0080 VACANT LAND GOVERNMENT
Beds/Baths:	0/0
Floors:	0
Living Units:	0
Adj Sq Footage:	0
Lot Size:	43,560 SQ FT
Year Built:	0
Legal Description:	12 52 41 5.85 AC TH PT OF S1/2 OF SW1/4 OF SW1/4 BET NW 167 ST & SR 7 LYG W OF SAL RY & SLY OF ST PKWY LESS GOLDEN GLADES INTERCHANGE LOT SIZE 254826 SQUARE FEET

Assessment Information:

Year:	2010	2009
Land Value:	\$253,756	\$253,756
Building Value:	\$0	\$0
Market Value:	\$253,756	\$253,756
Assessed Value:	\$253,756	\$253,756

Taxable Value Information:

Year:	2010	2009
Taxing Authority:	Applied Exemption/ Taxable Value:	Applied Exemption/ Taxable Value:
Regional:	\$253,756/\$0	\$253,756/\$0
County:	\$253,756/\$0	\$253,756/\$0
City:	\$253,756/\$0	\$253,756/\$0
School Board:	\$253,756/\$0	\$253,756/\$0



City of Miami Gardens

May 27, 2011

Shirley Gibson
Mayor

Helen Brown, Principal Planner
Miami-Dade County Planning and Zoning
111 First Street
Miami, Florida

Aaron Campbell Jr.
Vice Mayor

Re: Parcel 34-2112-000-0083

Lisa C. Davis
Council Member

Parcel 34-2112-000-0083 as shown in the below aerial is designated Commerce on the City of Miami Gardens Future Land Use Plan Map. It is Zoned I-1, Special Industrial in the City of Miami Gardens Zoning Code.

Oliver G. Gilbert III
Council Member

David Williams, Jr.
Council Member



Felicia Robinson
Council Member

André Williams
Council Member

A truck parking facility is permissible on the site. Required improvements, including but not limited to pavement, landscape and stem walls, will be required for such use. Review by the City's Development Review Committee will also be required.

Dr. Danny O. Crew
City Manager

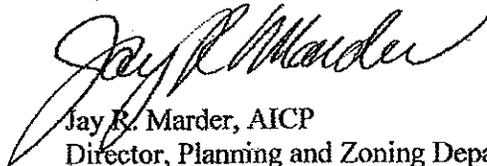
For further information you may access the City's Zoning Code at Municode.com.

Ronetta Taylor, MMC
City Clerk

If you have any questions regarding this please contact me at 305-622-8025.

Sonja K. Dickens
City Attorney

Signed,


Jay R. Marder, AICP
Director, Planning and Zoning Department

Appendix B



miamidade.gov

County Executive Office
County Manager
111 NW 1st Street • Suite 2910
Miami, Florida 33128-1994
T 305-375-5311 F 305-375-1262

June 1, 2011

Tom Kearney
Freight Operations Program
FHWA-HOFM
U.S. Department of Transportation
Federal Highway Administration
Washington, DC

RE: Miami-Dade County Truck Parking Facilities Program Grant Project Application

Dear Mr. Kearney:

I am pleased to express my support for Miami-Dade County's "Truck Parking Facilities Program" grant application to the United States Department of Transportation, Federal Highway Administration.

The proposed pre-construction activities for a six-acre parcel, owned by the Florida Department of Transportation, located across from 600 NW 167th Street, will serve as a valuable first step in the development of a long-term truck parking site for long-haul interstate drivers. The project will yield the required site information needed to move the project from the planning phase to the project implementation phase for use as a long-term parking site for drivers who transport goods and products into and out of the South Florida region.

We know that Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami, Miami International Airport and the Florida East Coast Railway's Intermodal Terminal in Hialeah generate significant truck traffic. The trucks service local and regional consumption markets, as well as customers located outside of the region and state.

I recommend funding of this important project. Please feel free to contact me should you require additional information at (305) 375-1880.

Sincerely,

A handwritten signature in black ink, appearing to read "Alina T. Hudak". The signature is written in a cursive, flowing style.

Alina T. Hudak
County Manager

c: Jennifer Glazer-Moon, Special Assistant/Director, Strategic Business Management
Daniel T. Wall, Director, Office of Grants Coordination

Appendix B



METROPOLITAN PLANNING ORGANIZATION
(MPO) SECRETARIAT
111 N.W. 1 STREET, SUITE 920
MIAMI, FLORIDA 33128-1904
(305) 375-4507
FAX: (305) 375-4950

May 31, 2011

Mr. Tom Kearney
Freight Operations Program
FHWA-HOFM
U.S. Department of Transportation
Federal Highway Administration
Washington, DC

RE: Miami-Dade County Truck Parking Facilities Program Grant Project Application

Dear Mr. Kearney:

As Interim Director of the Metropolitan Planning Organization, I am pleased to express my support for Miami-Dade County's "Truck Parking Facilities Program" grant application to the United States Department of Transportation, Federal Highway Administration.

The proposed pre-construction activities for the six-acre parcel, owned by the Florida Department of Transportation, across from 600 NW 167th Street will serve as a valuable first start in the development of a long-term truck parking site, for long-haul interstate drivers. The project will yield the required site information needed to move the project from the planning phase, to the project implementation phase for use as a long-term parking site for drivers who transport loads of goods and products into and out of the South Florida region.

We know that Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami, the Miami International Airport, and the Florida East Coast Railway's Intermodal Terminal in Hialeah, generate significant truck traffic. The Trucks service local and regional consumption markets, as well as customers located outside of the region and state.

Should you have any questions, please contact me or Larry Foutz, MPO Transportation Systems Manager, at (305) 375-4507.

Sincerely,

A handwritten signature in black ink, appearing to read "Irma San Roman", is written over a circular stamp or seal.

Irma San Roman
Interim Director
Metropolitan Planning Organization

c: Ysela Llorca, Assistant County Manager

June 1, 2011



Tom Kearney
Freight Operations Program
FHWA-HOFM
U.S. Department of Transportation
Federal Highway Administration
Washington, DC

RE: Miami-Dade County Truck Parking Facilities Program Grant Project Application

Dear Mr. Kearney:

As Executive Vice President of the Florida Custom Brokers & Forwarders Association, Inc., I am pleased to express my support for Miami-Dade County's "Truck Parking Facilities Program" grant application to the United States Department of Transportation, Federal Highway Administration.

The proposed pre-construction activities for the six-acre parcel, owned by the Florida Department of Transportation, across from 600 NW 167th Street; will serve as a valuable first start in the development of a long-term truck parking site, for long-haul interstate drivers. The project will yield the required site information needed to move the project from the planning phase, to the project implementation phase for use as a long-term parking site for drivers who transport loads of goods and products into and out of the South Florida region.

We know that Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami; the Miami International Airport; and the Florida East Coast Railway's Intermodal Terminal in Hialeah, generate significant truck traffic. The Trucks service local and regional consumption markets, as well as customers located outside of the region and state.

Without reservation, I recommend funding of this important project. Please don't hesitate to contact me should you require additional information. My phone number is (305) 499-9490.

Sincerely,

Barbara Pimentel
Executive Vice President

Florida Customs Brokers & Forwarders Association, Inc
8131 NW 14 Street, Suite 300, Doral Florida 33126
Telephone: 305-499-9490 Fax: 305-499-9491
www.fcba.com

Appendix B

June 3, 2011

Tom Kearney
Freight Operations Program
FHWA-HOFM
U.S. Department of Transportation
Federal Highway Administration
Washington, DC

RE: Miami-Dade County Truck Parking Facilities Program Grant Project Application

Dear Mr. Kearney:

As Chairman of the Miami-Dade MPO's Freight Transportation Advisory Committee, I am pleased to express my support for Miami-Dade County's "Truck Parking Facilities Program" grant application to the United States Department of Transportation, Federal Highway Administration.

The proposed pre-construction activities for the six-acre parcel, owned by the Florida Department of Transportation, across from 600 NW 167th Street; will serve as a valuable first start in the development of a long-term truck parking site, for long-haul interstate drivers. The project will yield the required site information needed to move the project from the planning phase, to the project implementation phase for use as a long-term parking site for drivers who transport loads of goods and products into and out of the South Florida region.

We know that Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami; the Miami International Airport; and the Florida East Coast Railway's Intermodal Terminal in Hialeah, generate significant truck traffic. The Trucks service local and regional consumption markets, as well as customers located outside of the region and state.

Without reservation, I recommend funding of this important project. Please don't hesitate to contact me should you require additional information. My phone number is (305) 499-9490.

Sincerely,



Doug Tannehill, Chairman
Freight Transportation Advisory Committee

Appendix B



Office of the Mayor

**Shirley Gibson
Mayor**

May 31, 2011

Tom Kearney
Freight Operations Program
FHWA-HOFM
U.S. Department of Transportation
Federal Highway Administration
Washington, DC

RE: Miami-Dade County Truck Parking Facilities Program Grant Project Application

Dear Mr. Kearney:

As Mayor of the City of Miami Gardens, I am pleased to express my support for Miami-Dade County's "Truck Parking Facilities Program" grant application to the United States Department of Transportation, Federal Highway Administration.

The proposed pre-construction activities for the six-acre parcel, owned by the Florida Department of Transportation, on the southeastern border of the city, across from 600 NW 167th Street; will serve as a valuable first start in the development of a long-term truck parking site, for long-haul interstate drivers. The project will yield the required site information needed to move the project from the planning phase, to the project implementation phase for use as a long-term parking site for drivers who transport loads of goods and products into and out of the South Florida region.

We know that Miami-Dade County Florida relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami; the Miami International Airport; and the Florida East Coast Railway's Intermodal Terminal in Hialeah, generate significant truck traffic. The Trucks service local and regional consumption markets, as well as customers located outside of the region and state.

Without reservation, I recommend funding of this important project. Please don't hesitate to contact me should you require additional information. My phone number is (305) 622-8010.

Sincerely,

Shirley Gibson
Mayor

Appendix B



Miami-Dade Aviation Department
P.O. Box 025504
Miami, Florida 33102-5504
T 305-876-7000 F 305-876-0948
www.miami-airport.com

miamidade.gov

Commercial Airports:
Miami International Airport

General Aviation Airports:
Dade-Collier Training & Transition
Homestead General
Kendall-Tamiami Executive
Opa-locka
Opa-locka West

May 31, 2011

Mr. Tom Kearney
Freight Operations Program
FHWA-HOFM
U.S. Department of Transportation
Federal Highway Administration
Washington, DC

RE: Miami-Dade County Truck Parking Facilities Program Grant Project Application

Dear Mr. Kearney:

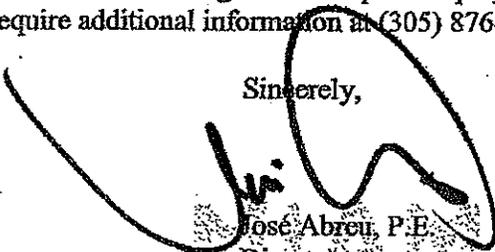
As Director of the Miami-Dade Aviation Department, I am pleased to express my support for Miami-Dade County's "Truck Parking Facilities Program" grant application to the United States Department of Transportation, Federal Highway Administration.

The proposed pre-construction activities for the six-acre parcel, owned by the Florida Department of Transportation, across from 600 NW 167th Street will serve as a valuable first start in the development of a long-term truck parking site for long-haul interstate drivers. The project will yield the required site information needed to move the project from the planning phase to the project implementation phase for use as a long-term parking site for drivers who transport loads of goods and products into and out of the South Florida region.

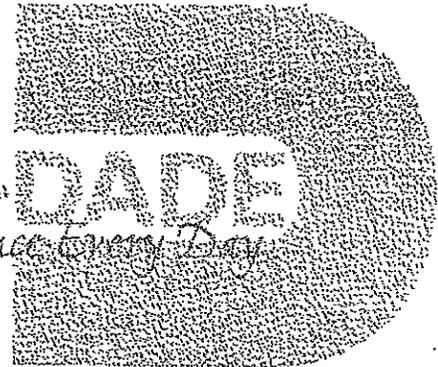
We know that Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers like the Port of Miami; the Miami International Airport and the Florida East Coast Railway's Intermodal Terminal in Hialeah, generates significant truck traffic. The trucks service local and regional consumption markets, as well as customers located outside of the region and state.

Without reservation, I recommend funding of this important project. Please do not hesitate to contact me should you require additional information at (305) 876-7077.

Sincerely,


José Abreu, P.E.
Director

Delivering Excellence Every Day



Appendix B



City of North Miami Beach, Florida
PUBLIC SERVICES DEPARTMENT

June 2, 2011

Mr. Tom Kearney
Freight Operations Program
FHWA-HOFM
U.S. Department of Transportation
Federal Highway Administration
Washington, D.C.

Re: LETTER OF WATER AND SEWER AVAILABILITY
Folio: 34-2112-000-0083.

Dear Mr. Kearney:

As per your request, this letter outlines the availability of water and sewer infrastructure in the vicinity of the referenced parcel, located in the "middle" of the Golden Glades Interchange with limited access. The parcel in question is located within the City of North Miami Beach's water and sewer service area.

The closest available sewer line is located at the intersection of NW 4 Avenue and Bonita Street (Seaboard Rd.) At that location, there is a terminal manhole on a dead-end 8" gravity sanitary sewer line. The depth of that manhole and feasibility to connect to it from your site will need to be determined.

The closest available water line is located on NW 4 Avenue, just North of Bonita Street. At that location there is a 12" water main stub-out and fire hydrant.

If you have any question on this matter feel free to contact me. I will be your main contact person for service approval.

Very truly yours,

A handwritten signature in cursive script that reads "Karim Rossy".

Karim Rossy
Utilities Engineering Manager
City of North Miami Beach Public Services Department

cc. Karl C. Thompson, P.E. Asst. Director

attachments (2)

Appendix B



Port of Miami
1015 North America Way, 2nd Floor
Miami, Florida 33132-2081
T 305-371-7678 F 305-347-4843
www.miamidade.gov/portofmiami

miamidade.gov

June 3, 2011

Tom Kearney
Freight Operations Program
FHWA-HOFM
U.S. Department of Transportation
Federal Highway Administration
Washington, DC

RE: Miami-Dade County Truck Parking Facilities Program Grant Project Application

Dear Mr. Kearney:

As the Director of the Port of Miami, I am pleased to express my support for Miami-Dade County's "Truck Parking Facilities Program" grant application to the United States Department of Transportation, Federal Highway Administration.

The proposed pre-construction activities for the six acre parcel, owned by the Florida Department of Transportation, across from 600 NW 167th Street, will serve as a valuable first start in the development of a long-term truck parking site, for long-haul interstate drivers. The project will yield the required site information needed to move the project from the planning phase, to the project implementation phase for use as a long-term parking site for drivers who transport loads of goods and products into and out of the South Florida region.

We know that Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami; the Miami International Airport; and the Florida East Coast Railway's Intermodal Terminal in Hialeah, generate significant truck traffic. The trucks service local and regional consumption markets, as well as customers located outside of the region and state.

Without reservation, I recommend funding of this important project. Please do not hesitate to contact Mr. Felix Pereira should you require additional information he may be reached at (305) 347-5505.

Sincerely,


Bill Johnson
Port Director

Appendix C

**OFFICIAL FILE COPY
CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA**



MEMORANDUM

Agenda Item No. 11(A)(4)

TO: Honorable Chairman Dennis C. Moss
and Members, Board of County Commissioners

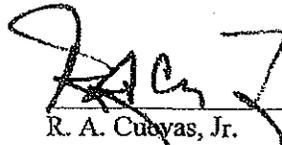
DATE: January 21, 2010

FROM: R. A. Cuevas, Jr.
County Attorney

SUBJECT: Resolution directing the Mayor
through the Department of Planning
and Zoning to prepare study
analyzing appropriate parcels for
tractor-trailer parking

Resolution No. R-53-10

The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Barbara J. Jordan.



R. A. Cuevas, Jr.
County Attorney

RAC/cp

Appendix C

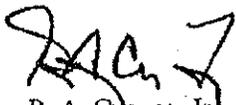


MEMORANDUM

(Revised)

TO: Honorable Chairman Dennis C. Moss
and Members, Board of County Commissioners

DATE: January 21, 2010

FROM: 
R. A. Cuevas, Jr.
County Attorney

SUBJECT: Agenda Item No. 11(A)(4)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's _____, 3/5's _____, unanimous _____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Appendix C

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 11(A)(4)
1-21-10

RESOLUTION NO. R-53-10

RESOLUTION DIRECTING MAYOR OR HIS DESIGNEE THROUGH THE DEPARTMENT OF PLANNING AND ZONING TO PREPARE STUDY ANALYZING APPROPRIATE PARCELS FOR TRACTOR-TRAILER PARKING

WHEREAS, there is a lack of appropriate facilities for tractor-trailer parking, causing these vehicles to park illegally in residential neighborhoods and businesses districts throughout the County; and

WHEREAS, the illegal parking of tractor-trailers has a detrimental impact on the safety and aesthetics of residential and business districts; and

WHEREAS, Miami-Dade County is making a substantial investment in the development of a tunnel providing access to the Port of Miami and additional improvements at the Port, which will only increase the demand for tractor-trailers and the need for appropriate parking facilities in this County; and

WHEREAS, the Board recognizes that appropriate parking facilities for tractor-trailers must be economically feasible, located in areas which are buffered from less intensive uses and sited near major transportation corridors,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that the Mayor or his designee through the Department of Planning and Zoning prepare a study identifying parcels of property which would be suitable for tractor-trailer parking, taking into consideration the economic feasibility of tractor-trailer parking for the parcels identified, ensuring that the parcels identified can be properly buffered from less intensive land uses and that such parcels identified

Appendix C

Resolution No. R-53-10
Agenda Item No. 11(A)(4)
Page No. 2

are located near major transportation corridors. The study shall be presented to the Board within 120 days from the adoption of this resolution.

The Prime Sponsor of the foregoing resolution is Commissioner Barbara J. Jordan. It was offered by Commissioner Jose "Pepe" Diaz, who moved its adoption. The motion was seconded by Commissioner Barbara J. Jordan and upon being put to a vote, the vote was as follows:

Dennis C. Moss, Chairman	aye		
Jose "Pepe" Diaz, Vice-Chairman	aye		
Bruno A. Barreiro	aye	Audrey M. Edmonson	aye
Carlos A. Gimenez	aye	Sally A. Heyman	aye
Barbara J. Jordan	aye	Joe A. Martinez	aye
Dorin D. Rolle	aye	Natacha Seijas	aye
Katy Sorenson	aye	Rebeca Sosa	aye
Sen. Javier D. Souto	absent		

The Chairperson thereupon declared the resolution duly passed and adopted this 21st day of January, 2010. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK



By: **DIANE COLLINS**
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

CAC

Craig H. Collier

35

Appendix D

The Miami-Dade MPO
Freight Transportation Advisory Committee

FTAC

MEETING INFORMATION

FCBF Seminar Room
8181 NW 14th Street Suite 300
Doral, FL 33126
Wednesday – May 18, 2011
2:00 PM

AGENDA

- Self Introductions
- Action Items
 - Approve Agenda
 - Approve Minutes (March 2011)
- Status of Membership
- FHWA Truck Parking Pilot Program
- Economic Impact of the Freight Industry Study
- Next Meeting Date (June 22)

It is the policy of Miami Dade County to comply with all of the requirements of the Americans with Disabilities Act. The facility is accessible. For sign language interpreters, assistive listening devices, or materials in accessible format, please call 305-375-4507 at least five business days in advance.

Appendix D

**FREIGHT TRANSPORTATION ADVISORY COMMITTEE
MEETING NOTES
Wednesday May 18, 2011**

The May meeting of FTAC was held at 2:00 pm in the FCBF Seminar Room

The following individuals were in attendance:

FTAC Members

Doug Tannehill
Kornelia Tiede
Sylvia Bernstein
Maria Fernandez Porrata
Felipe Munoz
Mariella Marrero
Barbara Pimentel
Joseph Witz
Bill Arata
Estrella Manso

Guests

Rick Eyerdam	Miami River Marine Group
Rolando Jimenez	Miami Dade Public Works
Juan Barreneche	Globetec Construction
Alma Llinas	Soto Realty Group
Jeffry Hooper	Property Rep
Terry Parker	Miami Dade County
Michelle Aleman	MDC-OGC

Staff

Larry Foutz	Miami-Dade MPO
-------------	----------------

Consultants

Eric Penfield	Marlin Eng.
Michael Williamson	Cambridge Systematics
Juan Zorrilla	Cambridge Systematics

After self-introduction the Chair requested action on the approval of the agenda. . The Chair then asked everyone if they had looked at the March minutes to see if there were any comments or corrections. The minutes were moved by Sylvia Bernstein, seconded by Maria Fernandez Porrata and approved unanimously.

Staff announced that seven members of the committee had been removed for non-attendance during 2010. Del Bryan and Rafael Puga have resigned from the committee. Estrella Manso from Flagler Realty has been appointed by Commissioner Moss. It is anticipated that Linda Nunez from TransWorld Forwarding will be appointed by Board Member Hantman at the next MPO Board Meeting. Staff only has one resume for membership. If anyone has any ideas for additional committee members please notify Staff so they can put the resumes forward.

Appendix D

The Chair introduced Terry Parker who explained that he worked for Miami-Dade County Office of Grant Coordination. Terry began with an update of related grant activity. In January the County applied for a clean fuel grant from the EPA which included replacement of garbage trucks with more efficient ones and \$750,000 thousand to be used for rebates for truck stop electrification for several small truck stops around the county. No response on this application has been received. In May the seven counties that comprise South Florida applied for a \$500,000 planning grant to look at the infrastructure needed for truck stop electrification. Then last week we found out about this \$7.5 million dollar grant from FHWA for overnight parking. The grant from FHWA is a very quick turnaround and is due June 3. Two handouts were distributed that summarized the application requirement and selection criteria. The funding is for a wide range of projects that can include construction of commercial vehicle spaces and other capital improvements that facilitate commercial vehicle parking including ITS. The program is for long-term parking (overnight parking) as defined by 10 or more consecutive hours. The total grant will probably fund 10 to 15 projects nationally in the range of \$400,000 to \$1 million. The grant may require 75-80% cost sharing (local share 20-25%). The grant application cannot exceed 12 pages. OGC will check to determine if that excludes attachments. The documents distributed includes the review standards which is very helpful in putting together the grant. The grant can fund planning, feasibility studies, design, acquisition, construction, equipment, and operational improvements. Stakeholder involvement is important to document. The application must document a real long term shortage of parking spaces, which is shown in the study prepared by the MPO. The grant needs to show control of the land and a long term lease (10 years) is adequate to show control. How the site is to be managed needs to be resolved. At this point a number of questions were raised.

- There is a documented need for a truck staging area along the Miami River. This would not by itself be an eligible project. However a dual purpose use including overnight parking would probably be eligible.
- An interim project is not eligible. You can use the land for parking until such time as the economy turns around then redevelop the site.
- The MPO report says that a long haul overnight parking facility should be about 10 acres
- The owner of a 2.8 acre site along the Miami River that already is paved has utilities and secure fencing that could accommodate 27-28 trucks is interested in working with the County on this site.
- Another property owner of about 2.7 acres at NW 74th and Okeechobee was also interested in participating.
- OGC would look into the potential of submitting 2 separate grants or a combined grant with two sites.
- It was indicated that the land owned by the Aviation Division adjacent to the Jai Alai was no longer available and the land on the west side of the airport did not have long term availability.
- There was an indication that there might be some FDOT land available at the Golden Glades Interchange.

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- The site would need access to power for the electrification and refrigeration capabilities
- The electrification would be rented for \$30-60 per night which is cheaper than running the engine all night for air conditioning and power. The long term impact of overnight idling is very hard on the truck and produces a lot of emissions.
- For the property owners interested in leasing their land they should submit a two page proposal to the County by the end of the day Friday May 20 describing the location and current state of the property plus a brief description of the business plan.

The Chair next introduced Michael Williamson from Cambridge Systematics who began a presentation on the study being prepared for the MPO. He indicated the strengths of the South Florida Freight infrastructure, and the large expenditure that was occurring on expanding that infrastructure. He explained that the study would follow this methodology:

- Estimate the size of the freight industry in the County (output, jobs, income)
- Identify the users of freight services in the County
- Calculate induces and indirect multipliers
- Summarize total impact of industry on tax and fee revenue
- Estimate negative impacts of industry through road damage and delay.
- Develop forecasts for growth and trade flow.
- Document overall freight economic impacts in the County.

The following key assumptions are made:

- The Port and the Airport Economic Impact Studies are givens.
- The Port and Airport will meet the cargo forecasts in their master plans.
- The transportation network will be able to accommodate future travel demand.
- Analysis years are 2010 and 2035.

Michael turned the presentation over to Juan Zorrilla to discuss the methodology. At MIA air cargo only represents about 17% or the labor income. At the POM that number was 49%. The slide showing the number of jobs by sector for direct, indirect and induced was put up on the screen, which stimulated a lengthy discussion from the committee.

- Does courier and messenger service belong in the discussion. It includes UPS and Fedex as well as bicycle delivery men, but regardless of size it is all freight cargo related.
- The study is intended to include all transport from the point where the natural resource is extracted until it arrives at the back door of a retail facility. There was some sentiment that even stock people should be counted as freight employment. It was stated that the study wouldn't have much validity if everyone in Miami were employed in the Freight industry.
- It was pointed out that the port numbers were much lower than the Port Economic Impact Study indicated. It was answered that the Port Study was the entire world-wide economic impact and that this study was only looking at the impact on Miami-Dade County

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- The warehouse number was extremely low. There are local companies with that many employees much less the entire sector.
- It was asked where did these numbers come from and it was answered that they were census numbers. It was argued that the census only reflected a sample and the numbers were factored up.
- General frustration was expressed over the bottom line numbers.
- It was explained that indirect jobs were jobs that occurred to directly support a job in the industry and that induced jobs were created from expenditures made by employees in the industry such as home construction and retail jobs. These jobs are derived from multipliers in the IMPLAN model
- One member had reviewed the IMPLAN model for the Navy and stated that the model was not really valid for this use.
- Members began to question where the employees in other categories that are specifically related to freight such as forwarders, brokers fumigators and pallet builders.
- Staff asked the consultants to provide a list of the various industrial sectors and let the committee members indicate which areas would have a large number of freight related employees.
- The consultant stated that they obviously needed to take another crack at this and could they come back next month for a detailed work session on this item.

The next meeting of the FTAC will be held on June 15, 2011 at 2:30 pm.

The meeting adjourned at 4:15.

Appendix E

OMB Approval No. 0348-0047

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$.00	.00	.00
2. Land, structures, rights-of-way, appraisals, etc.	\$.00	.00	.00
3. Relocation expenses and payments	\$.00	.00	.00
4. Architectural and engineering fees	\$.00	.00	.00
5. Other architectural and engineering fees	\$.00	.00	.00
6. Project inspection fees	\$.00	.00	.00
7. Site work	\$ 750,000.00	.00	750,000.00
8. Demolition and removal	\$.00	.00	.00
9. Construction	\$.00	.00	.00
10. Equipment	\$.00	.00	.00
11. Miscellaneous	\$.00	.00	.00
12. SUBTOTAL (sum of lines 1-11)	\$ 750,000.00	0.00	750,000.00
13. Contingencies	\$.00	.00	.00
14. SUBTOTAL	\$ 750,000.00	0.00	750,000.00
15. Project (program) income	\$.00	.00	.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 750,000.00	.00	750,000.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X 100.00 %		\$ 0.00

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