

**MIAMI-DADE
LONG RANGE TRANSPORTATION PLAN UPDATE
(to the Year 2040)**

STEERING COMMITTEE MEETING NO. 10

MEETING SUMMARY

**Stephen P. Clark Government Center
111 N. W. 1st Street
Miami, Fl 33128**

**Friday, December 6, 2013
10:00 A.M.
10th Floor CITT Conference Room**

Members Present

**Manny Armada
Nilia Cartaya
Kelly Cooper
Mayra Diaz
Wilson Fernandez
Anamarie Garces
Debbie Griner
Thomas Hastings
David Henderson
Javier Heredia
Ken Jeffries
Rolando Jimenez Jr.
Sachin Kalbag
John O'Brien
Felix Pereira
Carlos Roa
Thomas Rodrigues
Doug Robinson
Thomas Rodrigues
Rory Santana
Napoleon Somoza
Vivian Villaamil
Lynda Westin**

Others Present

**Sergio Fernandez
Zak Lata
Alexandra Lopez
Mallika Muthiah
Ammad Riaz
Vinod Sandoma
Franco Saraceno
Aiah Yassin**

**MIAMI-DADE LONG RANGE TRANSPORTATION PLAN UPDATE
(to the Year 2040)**

**STEERING COMMITTEE MEETING NO. 10
MEETING SUMMARY**

Friday, December 6, 2013

10:00 A.M.

10th Floor CITT Conference Room

I. Welcome - Introduction of Steering Committee Members

Carlos Roa, Miami-Dade MPO, opened the meeting and members of the Steering Committee introduced themselves.

II. SERPM7 Status Report

Franco Saraceno, Gannett Fleming, briefed the committee on the status of the model and its application on the LRTP project. The regional model development team will complete model validation in December. In the meantime, the regional transportation plan team has completed the E+C network coding and has provided E+C results to the three MPO teams on November 26, 2013. By close of business today, December 6, 2013, each MPO team must provide their needs plan projects to the regional team. The regional team will then code those projects that are on regional facilities to develop a background network, on which the MPOs will add their own respective needs plan improvements for testing. If an MPO fails to provide their needs plan, the regional team will code 2035 needs plan projects (on regional facilities only) for the given MPO.

III. E+C Model Results

Franco Saraceno, Gannett Fleming, provided a brief summary of E+C results, including volume to capacity (V/C) ratios by facility type for Miami-Dade County and transit mode split for Miami-Dade County and the region. While the V/C ratios appear to be reasonable, the transit mode splits are lower than expected, and will be reviewed in more detail moving forward.

Mr. Saraceno stated that a more comprehensive and detailed review of the E+C results would be completed as more information becomes available from the regional modeling consultant.

IV. Needs Assessment Process

Mr. Saraceno reminded the committee that the needs assessment process is the next major step in the LRTP update, which includes the identification of high demand corridors; the assessment of mobility within those corridors, based on screenlines analysis; and the identification of improvements to address deficiencies. The

schedule for this process includes the identification of corridors in December and a needs assessment committee workshop to occur in February. He also said that the agency master plans projects would provide a starting point to address deficiencies in the needs assessment process.

V. Draft Needs Assessment Corridors

Mr. Saraceno presented a draft set of ten corridors and associated screenlines to be carried forward into the needs assessment process. The corridors are the same as the corridors identified in the Needs Assessment methodology development completed in 2012. The corridors are defined by the person travel “flows” within the corridors, which is summarized in terms of a 37-district structure. The demand captured within the corridors represents approximately 81% of the total inter-district demand within the County, making the 10 corridors comprehensively representative of the travel patterns within the County. Of note, in terms of the difference between the 2040 demand and the 2035 demand analyzed in 2012, is that the “internal capture” within districts went up from 28% in the 2035 scenario to 43% in the 2040 scenario. This is primarily due to the more balanced growth in the 2040 scenario, in terms of population versus employment growth in the various parts of the County. The effect of the balanced growth is a localization of trip-making. Below is a summary of the corridors, as presented.

- Corridor 1, Southwest US1 – 19% of countywide inter-district demand
- Corridor 2, Kendall-Downtown – 9% of countywide inter-district demand
- Corridor 3, Northeast – 6% of countywide inter-district demand
- Corridor 4, North County – 7% of countywide inter-district demand
- Corridor 5, Northwest-Kendall – 7% of countywide inter-district demand
- Corridor 6, Northwest-Downtown – 12% of countywide inter-district demand
- Corridor 7, East Coast – 1% of countywide inter-district demand
- Corridor 8, E-W Mid-County – 8% of countywide inter-district demand
- Corridor 9, West County – 6% of countywide inter-district demand
- Corridor 10, Northeast-Kendall – 6% of countywide inter-district demand

While Mr. Saraceno recommended dropping Corridor 7 from further consideration due to its relatively low demand, the Steering Committee decided to keep the corridor, as it represents an important part of the County, including a high proportion of transit dependent population. Mr. Manny Armada, RER, advised providing information on transit dependent population moving forward. Mr. Saraceno agreed that it would be helpful and will provide the information in further analysis. Mayra Diaz, Miami-Dade Expressway, asked that for future presentations, corridor plots include major road names for reference. Mr. Wilson Fernandez, MPO, advised that future analysis be conducted in peak hour terms. Mr. Saraceno agreed that when network performance variables are introduced into the process, that it will be done in peak hour terms.

VI. Agency Master Plans Review

A packet was distributed with project lists and plots by agency/municipality. Mr. Saraceno explained that the lists include projects from agency master plans and/or the 2035 LRTP Needs Plan that have not been advanced for construction in the TIP. These projects represent candidate 2040 LRTP Needs Plan projects. Committee members were asked to review their respective lists and provide comments regarding additions, deletions, or modifications, as well as project details for model coding. The lists are in model template format to illustrate the types of information that is needed.

Mr. Armada inquired as to how issues such as projects outside the Urban Development Boundary (UDB) are addressed. Mr. Roa responded that there is an extensive project evaluation process, including evaluating projects against criteria embedded in the LRTP Goals and Objectives, submitting projects to the Efficient Transportation Decision Making (ETDM) process, and Steering Committee evaluation. The process is designed to identify fatal flaws and also evaluate myriad issues, including UDB.

Mr. Roa notified the committee that they would receive electronic versions of the project lists to facilitate their review and comment, and that comments are required by the end of the day.

VII. Next Steps

Mr. Saraceno briefly described the upcoming steps in the LRTP update process, including Needs Assessment, Evaluation, Public Involvement, and ultimately the development of a Cost Feasible Plan.

VIII. Adjournment

The meeting was adjourned at 12:00 P.M.