

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

STEERING COMMITTEE MEETING NO. 4

MEETING SUMMARY

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

**Friday, April 26, 2013
10:00 A.M.
10th Floor CITT Conference Room**

Members Present

**Lauren Bello
Nilia Cartaya
Mayra Diaz
Wilson Fernandez
Debbie Griner
David Henderson
Rolando Jimenez
Cindy Lerner
John O'Brien
Doug Robinson
Rory Santana
Phil Steinmiller
Andrew Velasquez
Vivian Villaamil
Lynda Westin**

Others Present

**Nellie Fernandez
Jim Murley
Vinod Sandanasamy
Franco Saraceno
Myung Sung**

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

**STEERING COMMITTEE MEETING NO. 4
MEETING SUMMARY**

**Friday, April 26, 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. 2040 Goals and Objectives follow-up

Franco Saraceno, Gannett Fleming, presented the draft Goals and Objectives for the 2040 LRTP, which include the 2035 LRTP Goals and Objectives, with revisions based on a review of other plans, policies, and guidance documents. The focus of this discussion was on the comments received from Steering Committee members at the March 8 meeting and how they were addressed:

1. Reviewed Southeast Florida Regional Climate Action Plan
2. Reviewed Florida State Health Improvement Plan 2012-2015
3. Changed the MOE for Objective 1.7 from “Number of transit transfers” to “Transit travel time for key travel markets”
4. Changed wording of Objective 2.4 from “Implement Safe Routes to School” to “Develop and implement Safe Routes to School”
5. Added Objective 8.10 “Achieve and maintain a state of good repair for evacuation corridors”
6. Changed MOE for Objective 6.6 to reflect all modes (highway, freight rail, and transit) “Percentage of funding dedicated to SIS hubs, corridors, and connectors by mode (freight rail, transit, and highway)”
7. Added MOE to Objective 8.1 to include transit “Transit route miles on managed lanes”
8. Made language referring to Managed Lanes consistent throughout Goals, Objectives, and Measures
9. Changed wording of Objective 8.9 to clarify. Changed “Fix existing infrastructure first” to “Repair and maintain existing infrastructure first”

Additional comments and suggestions were made by Steering Committee members, as follows:

Comments/Suggestions from Steering Committee Members

<u>ID</u>	<u>Name</u>	<u>Comment</u>
1.	Nilia Cartaya	Add the following measures from Miami-Dade Transit Development Plan (TDP): 6.4: Increase coordination between regional and local transportation providers. 4.5: Apply transportation and land use planning techniques, such as transit-oriented development (TOD), that support intermodal connections and coordination.
	Franco Saraceno	TDP objective 6.4 is covered in LRTP objective 6.3. TDP objective 4.5 is covered in LRTP objective 5.8
2.	Debbie Griner	An objective should be added that deals with climate change, including facility design elements that can be implemented to prevent flood damage to transportation facilities.
	Wilson Fernandez	Climate change issues are being handled at the regional level in parallel efforts to the LRTP.
	Franco Saraceno	This issue is covered in LRTP objective 8.6. One option is to adopt a financial set-aside (similar to that for non-motorized projects) that, in planning terms, would be set aside to cover projects in this category. Furthermore, LRTP objectives 5.1 and 5.2 also deal with air quality impacts, which are closely tied to global warming issues.
	Debbie Griner	A better MOE should be adopted for LRTP objective 8.6.
3.	Debbie Griner	Can a CO ₂ equivalent measure be added to the MOEs?
4.	Mayor Cindy Lerner	Connectivity of transit across municipal and county jurisdictions is a critically important issue to the Village of Pinecrest and should be considered in the LRTP.
	Franco Saraceno	This issue is covered in LRTP objective 6.3.

5. Mayor Cindy Lerner Climate change is not sufficiently addressed in the LRTP Goals and Objectives
 - Franco Saraceno This issue is covered in LRTP objective 8.6.
6. Lynda Westin LRTP objective 7.7 should be reworded from "...regional" to "...local and regional".
7. Debbie Griner Transit mode share should be reflected somewhere in the MOEs.
8. Mayor Cindy Lerner Non-motorized mode share should be reflected somewhere in the MOEs.
 - Myung Sung Non-motorized projects are identified and assessed as part of a different study, the Miami-Dade Bicycle Pedestrian Master Plan.
 - Wilson Fernandez The travel demand model (SERPM) simulates travel demand in terms of productions (trips produced at home end of trips) and attractions (trips attracted at workplace/other end of trips). The model's trip distribution process connects productions to attractions. If attractions are not within walking distance of productions, non-motorized mode is not relevant. Therefore, this is a land use issue, which is outside the purview of the LRTP. The land use scenario in the LRTP is assumed to be fixed for the LRTP process.
 - Phil Steinmiller The complete streets concepts is one way to address non-motorized modes in the LRTP.

III. Measures

Mr. Saraceno briefly discussed the three levels of measurement that will be applied in the LRTP process. The first is a system wide set of measures known as MOEs. The MOEs will be utilized to assess the LRTP's performance against the Goals and Objectives on a system scenario basis. The second is the Goals Scales. There is a scale for each of the eight goals, which are designed to reflect the key elements of the goals. The Goal Scales will be applied at the project level to measure projects' adherence to the goals. Finally, the Goal Elements will also be utilized to measure projects' adherence to specific elements contained in the objectives. The Goal Elements process will be applied in a geographical information system (GIS) to quantitatively measure projects relative to the elements contained in the Goals and Objectives.

IV. LRTP Website

Mr. Saraceno presented a screenshot of the 2040 LRTP website, which can be accessed at www.miamidade2040lrtp.com.

V. E+C Network Definition

Mr. Saraceno discussed the Existing plus Committed (E+C) network, which includes the existing network. Projects constructed since the 2010 validation year in the model must be coded in the E+C. The Citizens TIP Completed Projects section and input from the Steering Committee will be the primary sources of to inform this update. The E+C also includes capacity improvement projects funded for construction in the current TIP. Detailed descriptions of such improvements will be needed in order to code them in the model network. In cases where project details are not included in the TIP, input will be requested from Steering Committee members. Mr. Saraceno added that the E+C is a living concept, in that, over the course of the LRTP update process, 2 TIPs will be adopted, one in 2013 and one in 2014. This will require update of the E+C network at least once.

VI. Adjournment

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