

Miami-Dade 2045 Long Range Transportation Plan
STEERING COMMITTEE #17
Meeting Summary
Friday, August 9, 2019

A Miami-Dade 2045 Long Range Transportation Plan Steering Committee Meeting was held via WebEx on Friday August 9, 2019. Please see the sign-in sheet for the list of attendees.

1. Introduction

Carlos Roa, TPO LRTP Project Manager, opened the meeting and welcomed everyone to the meeting. Members present introduced themselves.

2. Scenario Planning Results

Jeanette Berk, Gannett Fleming, presented on the results of the Scenario Planning.

The scenarios were built upon the Existing plus Committed (E+C) Network. The original scenarios consisted of the following:

- 6 – Technologies
- 5 – Alternate Land Use
- 4 – Non-SMART Plan Transit
- 3 – Highway (MDX, FDOT, FTE, County)
- 2 – SMART Plan Transit
- 1 – 2040 Cost Feasible, Non-SMART Plan Transit
- E+C

The Technologies scenario was not modeled since it is hard to quantify, and it would be based on assumptions. The Scenario Testing was a non-biased, layered approach, building on the E+C network, and modeled using the Southeast Florida Regional Planning Model version 8 (SERPM 8). SERPM is calibrated to a 2015 base year and 2045 forecast year. Scenarios were modeled in the following order:

- 1 – 2040 Cost Feasible
- 2 – SMART Plan
- 3 – Highway
- 4 – Beyond SMART Plan – transit projects that complement the SMART Plan to continue to form a connected and cohesive transit and transportation system. These projects may lead to SMART Plan 2 and 3 in the future.
- 5 – Alternate Land Use

Scenarios were evaluated based on:

- Transit Route Miles
- Vehicle Hours Traveled
- Vehicle Miles Traveled
- Lane Miles
- Peak Period Speed (mph)
- Transit Boardings
- Vehicle Trips

The results were presented in both numerical and graphical formats. Please see the PowerPoint presentation. The results are summarized below:

- The SMART Plan adds 627 route miles
- The Highway scenario adds 483 lane miles and a reduction of 15 route miles.
- The Beyond SMART Plan adds 2,178 route miles and a reduction of 83 lane miles.
- SMART Plan incremental change from 2040 CF; less vehicle trips, less vehicle miles traveled, less hours traveled and additional transit boardings.
- Highway incremental change from SMART Plan; less hours traveled, more miles traveled and less transit boardings.
- Beyond SMART incremental change from Highway; less vehicle trips, less miles traveled, less hours traveled and more transit boardings.
- SMART Plan adds 627 route miles which results in a reduction of 193,000 vehicle trips and increase in 272,000 transit boardings.
- Highway adds 484 lane miles which results in 74,000 more vehicle trips and 34,000 less transit boardings.
- Beyond SMART adds 2,200 route miles which results in a reduction of 130,000 vehicle trips and an increase in 182,000 transit boardings.

3. Financial Resources Update

- An update on the financial resources was presented. To match the Proforma, a line item was added as: DTPW: Contribution to SMART Plan (PTP) instead of separate transit revenues. For available revenues, the deduction of \$30 million/year of TMA/SU funds was made since this is incorporated in the Proforma.

4. Project List

- Project lists are being worked on. We are working with agencies directly on their project lists and developing the Cost Feasible Plan. Please review projects and note any changes.

5. Draft LRTP Document

- A working draft copy of the LRTP document is on-line for your information. We are working on filling the missing parts and completing the document.

6. Next Steps

The next steps are:

- Complete and finalize the Cost Feasible Plan,
- Continue working on the LRTP document, and
- Prepare for committee meetings.