

Miami-Dade 2045 Long Range Transportation Plan
STEERING COMMITTEE #7
Meeting Summary
Friday, September 7, 2018

A Miami-Dade 2045 Long Range Transportation Plan Steering Committee Meeting was held September 7, 2018 via WebEx. A list of attendees is attached to this Meeting Summary.

1. Introductions:

Carlos Roa, TPO LRTP Project Manager, opened the meeting and welcomed everyone to the meeting. Members present were identified by agency.

2. SFRTA Transit Asset Management Update

Barbara Handrahan, SFRTA, presented on FAST Act New Requirements – Transit Asset Management. The current Tri-Rail service, purpose and schedule for a transit asset management plan (TAM), and TAM Implementation Plan were discussed. SFRTA is on schedule to submit the TAM for by the October 1st deadline. The State of Good Repair (SRG) is complete for rolling stock and SFRTA will be doing for infrastructure. Challenges identified include SFRTA does not own the corridor but they maintain it and the corridor is shared with Amtrak and freight.

3. Connecting the Highways Missing Links Study

Maria Teresita Vilches-Landa, Miami-Dade TPO presented the Connecting the Highways Missing Links Study. The purpose of the study was to evaluate existing and planned grade-separated highway network and provide the needed connectivity to meet the future demand in accessing major job employment and activity centers in Miami-Dade County. The initial alternatives were:

- SR-874/Don Shula Expressway to SW 128th Street
- SR-826/Palmetto Expressway from Golden Glades Interchange (GGI) to N Miami Beach
- SR-112/Airport Expressway to Palmetto Expressway and Turnpike

Since the SR-874 and SR-826 are under construction, two options for SR-112 were analyzed further.

- SR-112 Extension via Okeechobee Rd Corridor to SR-826
- SR-112 Extension via NW 36th St Corridor to SR-826

The conclusions were additional high-capacity links/segments are needed throughout Miami-Dade County:

- Future alternative scenarios do include significant investment in Premium Transit (SMART plan)
- Regardless, lane-miles--particularly high-capacity lane-miles such as freeways--have not kept up with demand
- Particular need for additional east-west capacity between:
 - GGI and N Miami Beach in North
 - SR-112 and SR-826 in South

4. Arterial Grid Analysis Phase II

Wilson Fernandez, Miami-Dade TPO presented the Arterial Grid Analysis Phase II. This project was conducted after the adoption of the 2040 LRTP Update. The purpose of this study was to update the Arterial Grid Analysis – Phase I study results conducted in 2016 and to evaluate the operation of arterial grid roadway system in Miami-Dade County. He gave an overview of the historical development of the Grid System, Grid System benefits, key findings of the Phase I, and key findings from Phase II. The improvement strategies include:

- Improvements within Priority Corridors (Type 1 Projects)
 - Roadway widening
 - Arterial grade separation
 - Interchanges at expressways
 - Intersection improvements
- Grid Network Connectivity (Type 2 projects)
 - At expressways
 - At Canals
 - Other locations

A list of projects for Priority Corridor (Type 1) Projects and Arterial Grid Network (Type 2) Projects were identified and will be considered in the development of the Needs Plan.

5. Project Updates:

Carlos Roa, Project Manager provided an update on several project items including:

- Agency Master Plans – the plans received to date have been reviewed. Carlos will be reaching out to those agencies for the missing plans. One on one meetings will be scheduled to discuss proposed projects and revenue forecasts.
- ETDM – the process has been started with coordination with FDOT. We received a list of projects that have been screened since 2014. We will continue to coordinate with FDOT to have projects screened throughout the development of the LRTP.
- Model Update – is still on schedule to receive an E+C run with the 2045 SE Data in early October. This will help identify the deficiencies in the transportation system.
- Revenue Projections – agencies have been contacted to provide their projected revenues. Projected revenues will be discussed in the upcoming individual meetings with the agencies. Carlos Roa will reach out to each agency to schedule these meetings. Martin Markovich, FDOT Central Office, will present FDOT projections at the next Steering Committee Meeting.
- Scenario Planning – is a high level testing based on the Goals and various scenarios. The performance measures, which must be measurable, are currently being developed.
- The Bicycle/Pedestrian Plan has been initiated.

6. Next Steps:

The September 21, 2018 Steering Committee Meeting is canceled due to the conflict with the Regional Scenario Planning Workshop. The next meeting is scheduled for October 12, 2018.

No questions or comments were raised. Carlos thanked everyone for joining the meeting and the meeting adjourned.