

**The Miami-Dade MPO
Freight Transportation Advisory Committee**

FTAC

MEETING INFORMATION

Miami Dade County – CITT Conference Room
111 NW First St., 10th Floor
Miami, FL 33128
Wednesday – January 25, 2012
2:00 PM

AGENDA

- **Self Introductions**
- **Action Items**
 - Approve Agenda
 - Approve Minutes (December 2011)
- **Update – I-395 Status**
 - FDOT District 6
- **Florida Trade and Logistics Study**
 - Florida Chamber of Commerce/Cambridge Systematics
- **Next Meeting Date**

February 2012

NOTE: At 4:00 there will be an Ethics Training Class for the new FTAC Members. ALL County Committee members are REQUIRED to the training at some point.

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.

**FREIGHT TRANSPORTATION ADVISORY COMMITTEE
MEETING NOTES
Wednesday January 25, 2012**

The January meeting of FTAC was held at 2:00 pm in the SPC Building, CITT Conference Room.

The following individuals were in attendance:

FTAC Members

Doug Tannehill
Kornelia Tiede
Maria Fernandez Porrata
Joseph Witz
Estrella Manso
Linda Nunez
Bill Arata
Sylvia Bernstein

Guests

McKenna Frease	Miami River Group
Vilma Croft	FDOT 6
Rolando Jimenez	PWWM

Staff

Larry Foutz	Miami-Dade MPO
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Consultants

Joe Gomez	TY Lin
Juan Zorilla	Cambridge Systematics
Ali Soule	Media Relations Group
Oscar Gonzalez	Media Relations Group
Veronica Ergueta	Odebrecht
Godfrey Lampley	C3TS

Prior to the start of the meeting staff announced that there had been an all day meeting with FHWA and their consultants about the grant application for the implementation of a Freight ITS program here in Miami. He reminded the committee that last year they had worked on the plan that the grant application was based upon and that several members of the committee had attended the first meeting with FHWA. Last week's meeting concluded with a request from FHWA for someone to coordinate with. When no one else stepped forward, staff volunteered FTAC to be the coordinating body for the grant program. Staff had no idea what would be expected of FTAC in fulfilling this function. Several members of the committee voiced their support for serving as the coordinating group with FHWA.

At this point the Chair convened the meeting and asked for self-introduction, after which the Chair asked for approval of the agenda.. The agenda was moved, seconded, and

approved unanimously. The Chair then asked everyone if they had looked at the December minutes to see if there were any comments or corrections. The minutes were moved as written, seconded and approved unanimously.

Staff reminded the committee that a little over two years ago FTAC had heard a presentation on the reconstruction of I-395. A number of things had changed in the meantime so FDOT had been invited back to update the committee on the current status of the I-395 reconstruction. The chair then turned the meeting over to Vilma Croft from FDOT District 6 who introduced her consultant Joe Gomez. The consultant had a power point presentation that he went through. It was pointed out that I-395 was an interstate urban principal arterial, and was on the State's SIS. The project limits were from the center of the SR 836/I-95 Interchange to start of the bridge structure to the inter-coastal waterway. I-395 is functionally obsolete with only 1 continuous through lanes. The roadway was also complicated by a mix of both left-hand and right-hand entrances and exits. The project will improve the lane configuration, improve local access, and reduce the evacuation time from Miami Beach. On July 16, 2010 the FHWA issued a record of decision for the project which was to completely reconstruct the freeway approximately 12 feet higher than the existing facility within roughly the same right-of-way. The approved project has improved geometry, eastbound and westbound connector facilities and right-hand entrances and exits. One of the major efforts behind the redesign is to open up the area under the viaduct or bridge by raising the height, spreading lanes and lighting. Currently 3 efforts are underway: right-of-way acquisition, public involvement, and preliminary design. The project requires the acquisition of 72 parcels, which is expected to be complete by 2015. The study has created a project advisory group which had its first meeting on November 15, 2011. There is a website for the project www.fdotmiamidade.com/i395designproject and a project outreach office in the Overtown area.

The design concept has three through lanes from the SR 836 to the bridge. There will be local access to and from both Biscayne Boulevard and Miami Avenue. Connector lanes will tie the mainline to I-95. The consultants have completed their surveys, traffic analysis and vertical alignment. It was explained that the higher elevation of the facility would actually flatten the grade between the interchange and the bridge over the inter-coastal. The current consultant contract calls for establishing the final horizontal and vertical alignment and developing a visual quality process and a bridge architecture standard. The purpose of the design standards is to balance design with the constraints of community expectation and budget. It will emphasize the bridge architecture and the final aesthetics. The 30% design, which this consultant will produce will set the construction type, whether it is rolled steel girder, steel box girder, concrete girder, concrete box girder, segmental or arch. Construction type will be influenced by how the structure looks from the underside and whether the structure is to be a signature design element of disappear into the downtown skyline. The construction cost is estimated at \$400 to \$500 million dollars and is funded as a priority 3 in the 2035 LRTP.

- It was clarified that Priority 3 did not mean third priority but that what time frame the project was funded in. Priority 3 means funded in the 10-15 year time frame.

The schedule is to complete all of the survey and testing by February 2012. Produce the 30% plans in fall 2012. Prepare a draft RFP in the Summer 2013 and finish right-of-way clearance by Summer 2015. This project will present the final aesthetics, establish the procurement method for construction, and identify the construction funding.

- It was asked if the project might be tolled. I-395 is part of the interstate system and cannot be tolled, however if the segment were deleted from the interstate system then it could be tolled or future federal transportation legislation could modify current law to allow tolling of existing interstate facilities as a method to raise revenue.
- It was asked if the Port tunnel was to be tolled. The County had passed an ordinance prohibiting tolling the tunnel. The contractor that would be operating the tunnel would be reimbursed for costs by FDOT over the long term.
- It was mentioned that the reconstruction project which would begin at some point after the tunnel opens and all of the trucks would be on I-395. The development of good Maintenance of Traffic Plan is critical to the continued freight operations to and from the Port. It was requested that FTAC be allowed to stay involved in the development of the MOT plan and could FDOT and their consultant report back regularly to discuss the MOT.

FDOT very briefly described the interim improvements to I-395 that would go to letting in the summer of 2012 with construction beginning in the fall of 2012. The westbound improvement is the construction of an auxiliary lane to the outside of the through lanes between the Biscayne off-ramp and the NE 1st Avenue on ramp. The eastbound improvement is similarly an auxiliary lane to the outside of the through lanes between the off ramp to NE 2nd Avenue and the on ramp from Biscayne Boulevard.

The Chair introduced Juan Zorilla from Cambridge Systematics, who had prepared the Florida Trade and Logistics Study for the Florida Chamber Foundation. This is a statewide study and is not designed to just support south Florida. The Florida Chamber Foundation is a research group for the Florida Chamber. Almost a million Floridians are unemployed and only 1 new job is being created for every 25 persons that are unemployed. 50% of all of the construction jobs have disappeared since 2007. Under this framework the Florida Chamber Foundation undertook this work with the intention of documenting the existing domestic and international trade flows, estimate these flows into the future, identify opportunities for Florida to compete globally and to recommend strategies to pursue the most attractive opportunities. The Chamber sees trade as the best area to focus in because the volume of US foreign trade is expected to quadruple by 2035. The area expected to grow the most is the southern arc which extends from Virginia to the Texas gulf coast. Florida sits at the heart of that arc. This area becomes more important now that the west coast ports have reached their limits and Asian production is continuing to grow. The improvements to the Panama Canal, the growing strength of South America and the growth in production in India and Southeast Asia will shift trade to the east coast of the US with much of it focusing on Florida. 7% of Florida jobs are in the Trade and Logistics area which equates to 551,000 direct jobs in 2009. These jobs pay 29% more than the average job in Florida. In Florida 452 million tons of freight are moved by truck (73% of all freight), 78 million tons by rail (12%), 93 million

tons by water (18%) and 1 million tons by air (1%). 188 million tons are imported into the State, 107 million tons are exported from the State and 328 million tons of freight are shipped with Florida.

- Many of the exports were also imports and just pass through such as computers from California to South America and flowers from South America to New York. These will show up in both statistics.

Dade and Broward are the most dominant locations for import of containerized cargo followed by, Tampa, Palm Beach and Jacksonville. The containerized exports that originate in Florida ship predominately through Port Everglades, Port Miami, Jacksonville and Palm Beach, in that order. Miami completely dominates air cargo being shipped out of Florida.

- The slide indicated that Tampa shipped more than Miami needs to be corrected. The largest destination for goods being shipped to Florida by rail are Jacksonville and the Orlando areas.

- There was a lengthy discussion that Disney import everything through Savannah and then it is shipped to Orlando. A delegation has been sent to Disney to try to get them to use a Florida port for their massive volume of imports.

The map of the United States clearly shows that the majority of cargo trucked to Florida originates in the Savannah/Atlanta area because of the successful development of major distribution centers in that area.

Florida has a number of strengths that could be worked to its advantage to increase trade in the state:

1. The large consumer market
2. Its strategic location
3. Its existing transportation infrastructure
4. Its extensive global ties

But it also has a number of challenges that hamper efforts to increase the amount of trade.

1. The large trade imbalance
2. Poor geographic location for distribution to the US market
3. Limited penetration of Asian and European trade lanes
4. Transportation capacity
5. Limited funding.

The goal for Florida should be to capture a larger share of the Asian imports to Florida through Florida ports. Florida also needs to attract an industry that can increase the export base of the State. The final goals would be to expand our role as a global trade hub serving other states in the union. Florida has grown its share of the US export market from 3.3% in 1996 to 4.3% in 2010. The Florida Chamber has a program that calls upon the following:

1. Expand the capacity of the Florida global logistics workforce and manufacturing workforce through education.
2. Target global trade and logistics as an industry
3. Advance priority investments in gateway port and corridors.
4. Reduce cost of doing business for logistics, distribution, and manufacturing specifically by relaxing the States stringent security requirements.

5. Strengthen regional trade planning and implementation at the governmental level.

A discussion ensued about the state roll in financing and planning too many Ports and distribution. It was stated that in the free market the government should have no role in planning these. Others felt that in a limited budget the government should prioritize a few Port and Centers where funds should be sent. Others felt existing Ports should continue to be supported because they supplied local jobs.

New members were reminded that at 4:00 required Ethic training would take place in the room we were meeting in.

The next meeting of FTAC was set for the fourth Wednesday of February (February 22, 2012) at 2:00. The meeting adjourned at 3:50.