

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

**FTAC
MEETING INFORMATION**

Hellmann Logistics – Training Room
10450 Doral Blvd.
Doral, FL 33178
Wednesday – October 28, 2009
2:00 PM

AGENDA

- **Self Introductions**
- **Approval Items**
 - Approve Agenda
 - Approve Minutes (September 2009)
- **Update:** Opening Day operations 25th Street Viaduct Phase I
- **Presentation:** Draft Regional Freight Plan
- **Next Meeting Date** : Wednesday, November 18 or 25

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FREIGHT TRANSPORTATION ADVISORY COMMITTEE
MEETING NOTES
Wednesday October 28, 2009

The October meeting of FTAC was held at 2:00 pm in the Hellmann Training Room at 10450 NW 41st.

The following individuals were in attendance:

FTAC Members

Doug Tannehill	FTAC Chair
Zac Gruber	Easton Lynd
Bill Arata	Biscayne Bay Pilots
Kornelia Tiede	Tiede, Valdes and Co
Felipe Munoz	South BMW
Ralph Puga	FFTA
Mariella Marrero	Sun Belle Perishables

Guests

Chris Dube	FDOT Dist 06
Mayra Diaz	MDX
Eric Carpenter	City of Doral
Ken Jeffries	FDOT Dist 06
Hiram Hernandez	MD Public Works
Diana Ospino	MD Public Works
Christian Finnern	Hellmann Logistics

Staff

Larry Foutz	Miami-Dade MPO
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Consultants

Miguel Soria	Marlin Eng.
German Sanchez	Marlin Eng.
Oscar Gonzalez	MRG
Stewart Robertson	Kimley Horn

Christian Finnern of Hellmann Logistics welcomed the committee to their US Corporate headquarters. Hellman is a German global logistics company, the only family owned global firm and they have no intention of merging. They are a \$4 billion company with 150 offices. Miami is the US headquarters and Chris is in charge of US operations. There are 26 other US operations. Perishables are trucked out this facility. The SE area, which Florida is a part of extends up to Charlotte. They have contracts with Norwegian and Royal Caribbean Cruise lines for provisioning and coordinating dry dock rehabilitation and decommissioning of ships. That is they coordinate bringing in the equipment and furnishings necessary to remodel a ship – they do not do the work.

The Chairman requested that everyone introduce themselves. Following self introductions the committee approved the agenda.

Ralph clarified that the amendment to August minutes in the September minutes indicated that the Free Trade Zone is a 24-hour facility his point was that goods only came into during a 12 hour period.

Kornelia moved the amended minutes and Bill seconded them. They were approved unanimously.

The committee was reminded that they had had an initial presentation on the Regional Freight Plan last April and that members of FTAC had been invited to participate in the freight plan's visioning session. Stewart Robertson presented a power point presentation for the Regional Freight Plan. He said it was a joint effort between FDOT District 4 and the 3 MPO's. It the first of its kind in this area. The census has defined south Florida as one urbanized area. The 3 counties are also preparing a regional long range transportation plan (LRTP) and the regional freight plan will feed into the regional LRTP just like Miami- Dade's freight plan fed directly into the 2035 LRTP. The LRTP consisted of public outreach including a visioning session where members of the freight community were presented information then were given an opportunity to identify issues and needs and future projects. The plan also analyzed needs and prioritized projects that go into the regional plan.

One of the elements of the freight plan was an assessment of rail crossings and delay. The rail lines create significant delays along the entire corridor – the equivalent of a level of service F(using an intersection delay methodology). The FEC has worse delays than the CSX line because the FEC mainly carries long slow moving freight trains while most of the traffic on the CSX line is the higher speed commuter rail. There has been a reduction in delay since the previous year due to the economy and less freight traffic. The plan calls for numerous grade separations and the development of the US 27 rail alternative.

The second part of the plan was a truck project ranking system. A matrix was developed to evaluate and compare 160 highway projects. A map of the projects and a list of the top 25 projects were distributed. The project ranking was based on amount of truck traffic using the facility, the proximity to truck activity centers, the type of project, facility type (SIS, interstate), and intermodal connectivity. Most of the top 25 were projects were in Miami-Dade County because of the preponderance of truck traffic.

The plan also has a non-highway project needs list for airports, seaports and railroads. The lists are not prioritized. FDOT has a tool that provides the cost benefit of a project but it cannot be used to compare projects. So there is no tool to compare projects between the airports or the seaports. This section is provided to give the state a list of project needs. The next steps are to adopt the plan and incorporate it into the regional plan.

- During the discussion on this item it was asked about regionally significant projects. The Regional LRTP identifies the regional road network and the freight plan concentrates on projects that occur on those facilities.
- It was asked if t he project only included federally funded projects. The freight plan is a needs plan and is not just cost feasible projects.
- Does the plan only focus on public benefit? No the focus on freight is a commercial benefit.

- The plan did not develop new goals and objectives but rather worked with the regional LRTP to formulate goals that would be complementary to the freight industry.

Miguel Soria from Marlin Engineering provided a power point presentation on the phase I of the 25th Street Viaduct project. He began with the preconstruction conditions. Between the Palmetto and NW 72 Street there are 3 lanes in each direction, there will be no change in the number of lanes when it is completed. From 72nd to 67th it was 2 lanes in each direction, again there will be no change in the number of lanes provided. West of the Palmetto the project has no improvements. There are 20% trucks on the facility. Two FEC track crossings have been closed – 4 remain. Drainage will be improved. The statement that signal timing was inadequate began a discussion with public works that the real problem was not the signal timing but the inadequate merge distance southbound between 25th Street and SR 836 ramps causing traffic to back up onto the streets. The project will improve all turning radii to 50 feet to help with truck movements. The project will provide an elevated road section with one lane in each direction from NW 68th Ave./NW 22 St. to the Palmetto. The viaduct will only provide one off ramp directly to the northbound Palmetto. There is an on ramp that traffic from the Palmetto and from the area west of the Palmetto will be able to access.

- It was suggested that maybe 10% of all trucks leaving the airport would go northbound on the Palmetto. The consultant clarified that it was actually 17% of the trucks from the airport get directly onto the Palmetto northbound. 83% of the trucks would still be stuck in the same conditions.
- At this point the discussion interrupted the presentation and turned to a discussion with the DPW signal experts. It was pointed out to the County staff that FDOT had stated that 25th Street west of the Palmetto was a County street and was therefore their responsibility. DPW was asked what could be done with the signals to improve the westbound to northbound turning movement from 25th Street to the Palmetto.
- DPW replied that once the construction was completed in 2011 the new signal system could be installed at that location and DPW had already worked out a 4 phase signal timing that would start and end with a left turn phase, which would help clear the turn lane. It was asked why they had to wait until the project was completed and the answer was that the signal cabinets had been turned over the contractors during the construction. The comment was made that during construction the need was stronger that it would be when it was over and was there any way to get the new signal system and therefore the signal timing plan installed sooner. There was a commitment to see if ATT could get the communication installed and that the contractor would turn the signal box back over to the County to install the new system.
- It was asked if the County could extend the left turn lane situated west of the Palmetto for the east to north bound trucks. The problem was that the storage bay was too short and trucks backed up and blocked the through lane. There an additional problem of an unsafe left turn into a shopping center parking lot that would need to be closed in order to lengthen the turn bay. Can the County work on getting this improvement done. It was pointed out that the Viaduct contractor

had removed the median and when it was reinstalled maybe it could be reinstalled to better accommodate trucks. Public Works and FDOT will work together on this.

- FDOT assure the committee that it had not given up on phase II of the project and reminded them that it was still seen to be funded in 2016 but was outside of the STIP. They stated that a contractor could still front the project and get reimbursed when the project was funded.
- It was recalled that DPW had commented that one of the problems for east bound traffic was the backup from the merge onto southbound Palmetto. It was asked if the new contractor for the SR 826/836 interchange project could come to the next committee meeting to discuss that issue and to examine any possible fixes. FDOT's consultant agreed to try to arrange that.
- It was stated that improvements to 12th Street would help relieve traffic on 25th Street. However without improvements at 87th Avenue 12th Street would still not function. It was pointed out that last April those improvements were discussed. It was then announced that MDX had been working on plans to alleviate some of the congestion at 87th Avenue. MDX was asked to present those plans at the next meeting.

At that point Miguel Soria finished his presentation of how the viaduct would interface at the Airport.

The next meeting date was set for November 18, 2009 (third Wednesday because of Thanksgiving). The agenda items will be the SR 826/836 Interchange Contractors plans for how the southbound merge from NW 25th Street will work going into the interchange (Oscar will coordinate). MDX will present their plans for a new ramps along the Dolphin (Mayra will arrange.)

The meeting adjourned at 4:10 PM.