(Note: A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division.)

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The meeting commenced at 10:19 a.m. The following County staff were present:

- Christopher (CJ) Wahl, Assistant County Attorney
- Marina Blanco-Pape, Deputy Director, Regulatory and Economic Resources (RER)
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Garett Rowe, Chief, Metropolitan Planning (RER)
- Manuel Armada, Chief, Planning Research and Economic Analysis (RER)
- Alex Dambach, Planning Development Manager (RER)
- Alejandro Zizold, Parks, Recreation and Open Spaces (PROS)
- Marisela Aranguiz-Cueto, Maria Valdes and Alana Fernandez, Water and Sewer Department (WASD)
- Lisa Colmenares and Brandon Fennell, Transportation and Public Works (DTPW)
- Nicolas Ciancio and Stacey McDuffie-Brewster, Solid Waste Management (DSWM)

Other agencies represented:

- Lawrence Ventura, Jr., Homestead Air Reserve Base (HARB)
- Marion Knowles, South Florida Regional Planning Council (SFRPC)

Roll Call

The following Task Force members were in attendance:

- Paul Owens (1000 Friends of Florida)
- Steven Leidner (Sierra Club)
- Martin Motes (Redland Citizens Association)
- Kerri Barsh (Miami-Dade Limestone Products Association)
- Jeffrey Bercow (Builders Association of South Florida)
- David Torbert (Dade County Farm Bureau)
- Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Christianah Oyenuga (The Nature Conservancy)
- Aaron DeMayo (American Institute of Architects - Local Chapter) *arrived at 10:28 a.m.*
- Norie del Valle (United Way Miami)
- Elizabeth Fata Carpenter (Everglades Law Center)
- Ilona Vega (Miami-Dade Beacon Council)
- David Rutledge (Laborers' International Union of North America - Local Chapter)

The following Task Force members were absent:

- Pedro Portela (Latin Builders Association)
- William Delgado (Latin American Business Association)
- Craig Grossenbacher (Miami Waterkeeper)
- G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Lucia Soria (Agricultural Practices Advisory Board)

- Richard Grosso (Friends of the Everglades)
- Curtis Osceola (Miccosukee Tribe of Florida)
- Annie Lord (Miami Homes for All)
- Lisa Greer (South Dade Chamber of Commerce)
- Danielle Blake (Miami Association of Realtors)
- Jeffrey Mitchell (South Florida AFL-CIO)

Staff Coordinator's Report

Ms. Kimberly Brown welcomed all to the task force meeting at 10:19 a.m.

Mr. Dambach conducted a roll call of members present, and Ms. Brown announced that the task force did not have a quorum and recommended to proceed with the informational components of the meeting while awaiting a quorum.

Mr. Dambach stated there was good attendance and public participation in the Evaluation and Appraisal Report (EAR) public workshop held from 9:00 a.m. to 2:00 p.m. during the March 17, 2026 Board of County Commissioners meeting. Task Force Member Barsh asked when the last day to take part in the survey or provide public input is for the EAR process. Ms. Brown announced that the public outreach component of the EAR process concludes at the end of March, 2026.

Ms. Brown announced that quorum was achieved at 10:28 a.m. and opened the opportunity for public comment.

Reasonable Opportunity for the Public to be Heard

1 – Laura Betts, Climate Resilience Manager with CLEO Institute stated that Miami-Dade County is at a pivotal moment as the Evaluation and Appraisal Report (EAR) update provides a window to codify the Heat Action Plan and Climate Action Plan. These two plans are currently guidance only and will not survive the next election nor compel an elected official to act on these plans. The local Comprehensive Development Master Plan (CDMP) shapes planning decisions. Ms. Betts stated that there is a need for permanent commitments, and CLEO's proposal is that every component of the heat and climate action plan be codified through this EAR process.

2 – Truly Burton, Executive Vice-President with the Builders Association of South Florida, with address at 111 NW 183 Street in Miami Gardens referred to the ongoing housing crisis in Miami-Dade County, creating difficulties for finding affordable homes. The Builders Association builds townhomes that are affordable. Land, materials and labor are the three contributors to home prices. Land supply is constrained and is the costliest component of a home. The County should open more land to develop housing proper for working families.

Land use and zoning that would support a work-live-play center is advised, like the Princeton and Goulds areas that are successfully being developed. Ms. Burton urged that the Task Force think about affordable housing in decisions that it makes.

3 – Noel Cleland, Chair/Political/Programs with the Sierra Club Miami Group spoke about housing needs, and that housing further west creates more traffic. She mentioned thinking outside the box on alternatives to car transportation, because we cannot build enough highways to meet the need. The City of Miami improved bike routes along county and state roads, with bike lanes in certain locations. She cited safety concerns about recent bicycle and pedestrian fatalities. In England, Wales and Italy larger cities that lowered speed limits to 20 miles per hour to increase bicycle and pedestrian safety. Nobody wants to drive 20 miles per hour, but it is the reality in congested areas. Roadways should not cater to the car; cyclists should have priority.

4 – Harry Gottlieb of 3629 Grand Avenue in Miami mentioned his life depends on riding a bicycle to MetroRail stations for transportation. Several cities are good examples for transportation systems, including Seattle and Vancouver. The Jacksonville Emerald Trail is a successful network of bicycle and pedestrian paths in Florida. South Florida is not a good place to ride a bicycle. Commodore Trail and Old Cutler Trail are in bad condition and need repair. He pondered how to go forward with new expansion of bicycle trails without repairing existing bicycle trails. He offered that canal easements and swales are good locations to add bicycle trails.

At 10:40 a.m. the Reasonable Opportunity for the Public to be Heard was closed.

Approval of February 13, 2026 Meeting Summary

Ms. Brown stated the meeting minutes were distributed and asked the task force for any corrections to the meeting summary. Dr. Motes stated that page 5 of the meeting summary should be corrected to read “Redland climate is typically 1 to 2 degrees warmer in daytime and 8 to 12 degrees cooler at nighttime.” Mr. Ventura would like to listen to the recording of the last meeting and would propose to make corrections to the record. Approval of the meeting summary was deferred until the next meeting.

Presentation #1– Infrastructure and Services Overview

Ms. Brown stated that Florida Statute 163.3180 provides the policy context with concurrency requirements. Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis. If concurrency is applied to other public facilities, the comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to

guide its application. Infrastructure needed to ensure that adopted level-of-service (LOS) standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified. The local recreation open space LOS standard is 2.75 acres of local recreation open space per 1,000 permanent residents in unincorporated areas. The adopted LOS standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses capacity with relocatable classrooms. Public schools LOS is implemented through an Interlocal Agreement between Miami-Dade County and Miami-Dade County Public Schools. Ms. Brown closed with a review of CDMP policies for solid waste, potable water, urban infrastructure, sea level rise and extreme heat.

Mr. Vinod Sandanasamy, Strategic Transportation Planner presented on Transportation Concurrency, and stressed the importance of requiring that adequate roadway facilities and capacity are available at the time development impacts occur. Concurrency helps preserve the quality of life envisioned by the CDMP for the residents of Miami-Dade County. New development proposals are reviewed for transportation concurrency by comparing the projected traffic versus available roadway capacity. If the level of service (LOS) is maintained, then the proposed project passes the concurrency review. If the LOS fails, mitigation is required which can be in the form of proportionate share contribution, roadway improvements and/or signalization upgrades being provided by the developer. Miami-Dade County enacted the Roadway Impact Fee in 1988, which limited expenditures to roadway improvements. In 2024, the County updated the Roadway Impact Fee to a Multimodal Mobility Impact Fee, which supplements funding across all travel modes to support development of roads, transit facilities, and bicycle and pedestrian trails.

Presentation #2– Mobility Updates

Ms. Lisa Colmenares, Assistant Director of Planning, Department of Transportation and Public Works (DTPW), provided an overview of Mobility Updates. She identified DTPW's Countywide Transportation Master Plan (CTMP) as a long-range multimodal framework that prioritizes transportation projects across all modes—transit, roadway, bicycle, pedestrian, and freight—through extensive collaboration with County departments, the 34 municipalities, and transportation partners. Coordination is done between roadway widening and water and sewer projects as to not impact a community multiple times and producing a unified long-range program divided into near-term, mid-term, and long-term investments. The CTMP's policy recommendations are being integrated into the EAR Transportation Element, so the policies can support implementing CTMP projects. She concluded by detailing CDMP project examples such as expanding protected bike lanes, advancing Vision Zero projects, strengthening transit-land use coordination around high-capacity and high-frequency corridors, developing transit-oriented hubs and studies, and improving transfers between modes through upgraded park-and-ride lots and intermodal terminals.

Task Force Discussion

In response to Mr. Leidner's inquiries about the status of traffic light signalization, Ms. Colmenares identified DTPW's current synchronization project with their advanced traffic management system overseeing the traffic signs and signals within the County.

Ms. Oyenuga identified sightings of Florida panthers in the western areas of the County and questioned if any infrastructure was considered for panther protection. Ms. Brown stated the previous environmental presentations touched on the topic and noted that there is room to strengthen policies. Ms. Colmenares added that perhaps policies could be strengthened to recommend additional coordination with the Florida Department of Transportation (FDOT) as many of these wildlife crossings occur on state highways such as I-95, US-1 and Krome Avenue. In response to Ms. Oyenuga's question about whether the County is considering those recommendations within the CTMP, Ms. Colmenares stated that she and Ms. Brown can coordinate with FDOT on that recommendation. Ms. Brown added that they would also look at County roads as well. And looking ahead to the upcoming last two EAR Task Force meetings, Ms. Brown called attention to how Task Force members might formulate some of their thoughts into recommendations. Ms. Oyenuga inquired if there was still the opportunity to make recommendations for the CTMP, and Ms. Colmenares explained a major update is conducted every five years in addition to their annual update and are always open to receiving feedback from the community.

Mr. Motes opined that the total needs of the County should be considered with imposing congestion pricing, effectively done in New York and London. Traveling to today's meeting by Metrorail from the south, he observed that the train consistently outpaced adjacent car and truck traffic. He reasoned that instead of continuously expanding roadways—which only induces more traffic and yields little long-term benefit—the County should consider congestion pricing and invest heavily in robust public transit options like Metrorail, protected bike facilities, and more frequent, smaller entrepreneurial bus services seen in cities abroad. He emphasized that roads are not a sustainable solution, noting that improved transit moves people more efficiently, reduces congestion, and better serves residents compared to costly roadway expansions that quickly become overwhelmed again. He concluded by noting that, despite adding lanes, Krome Avenue still functions as a gridlocked corridor during peak hours, underscoring the need to shift toward alternative modes of transportation.

Mr. Bercow thanked Ms. Colmenares for her presentation, noting his support for the emphasis on first- and last-mile connections to transit. He stated that these connections, along with a strong rapid transit network, are essential to overcoming barriers to mass transit. He emphasized that the rapid transit system and the SMART Plan—not building more roads—is the answer to our transportation problems in South Florida.

Mr. Roth commented that, before the State discontinued transportation concurrency in 2009, it served as a real stick that controlled what developers could do. He inquired if the mobility fee was trying to make up for that, what the mobility fee was, and if it was being used to fund the 30-plus projects described in the CTMP, or whether those projects rely on other funding sources. Mr. Sandanasamy clarified that concurrency and mobility fees are two separate things. While changes to State law—particularly the introduction of proportionate share—greatly weakened roadway concurrency by limiting the funding it could generate, concurrency still functions only as an indicator of failing roadways rather than a meaningful funding tool. The Mobility Fee was not intended to replace concurrency but to provide more flexibility. Instead of just money spent on roadways, it could be used across multiple modes, including transit and bicycle/pedestrian projects, with restrictions preventing bike/ped funds from being shifted back to roadways. He concluded by noting that the Mobility Fee can fund most of the prioritized projects discussed. Ms. Colmenares affirmed that the projects prioritized in the CTMP have various sources of funding such as mobility impact fees, or other local/state/federal funds. Federal grants—such as the Safe Streets supporting the Vision Zero program and Federal Transit Administration funding for transit infrastructure—along with state contributions for roadway, transit, and bicycle-pedestrian projects, all form part of the County's broader funding portfolio. Multiple sources of funding are in their portfolio of projects, and the mobility impact fee is just one of those sources.

Mr. Roth further questioned when a project pays mobility fees, whether it went into a pool and was allocated to different projects or goes towards a specific project. Ms. Colmenares explained that mobility fees are based on zones and can be used to fund prioritized roadways, transit, and bicycle/pedestrian projects within that same zone, based on identified needs. Mr. Sandanasamy added that while mobility fees are one funding source, staff selects the most appropriate mix of federal, state, and local funds for each project to ensure efficient use of resources.

Replying to Ms. Knowles' inquiry if any projects were included in the plan requiring coordination with the Tri-Rail system for pedestrian/multi-modal connectivity, Ms. Colmenares stated improving access to transit remains a priority at all the Metrorail/Metromover stations and improving passenger transfers and access.

In response to Ms. Barsh's question about plans for water taxis and mobility fees, Ms. Colmenares described their plans containing an innovative technologies section addressing this. While currently there are no funded projects, the City of Miami and the County's Seaport are evaluating options for water taxis. Ms. Brown clarified it would have to be capacity improvements and Mr. Sandanasamy added that there would need to be a rational nexus such that it could reduce trips on the roads.

Mr. DeMayo asked about mobility districts and funds moving between them. Ms. Colmenares replied the revenues are generally kept within each specific district. If there was a need to move funds between districts based on traffic analysis, such as for a project of

regional need like the Venetian Causeway, that could be considered. Mr. Sandanasamy added that such need does not currently exist; if there are enough projects in one district, the fees will be spent in that same district.

Mr. DeMayo asked about any plans for blueways – using canals for transportation as part of the bike/pedestrian network. Ms. Brown stated it might be part of the trails network of the County's Parks, Recreation and Open Spaces Department. Ms. Blanco-Pape explained that the County operates about 200 miles of the secondary canals, and 300 miles of primary canals are managed by the South Florida Water Management District. All canals need to be kept free of vegetation that may cause obstruction during storm events, and some canals have limited functions as they are extremely narrow. Any opportunities to do certain activities must be looked at carefully to insure the drainage capability is preserved. Ms. Brown stated through localized planning that trails have been recommended along some of the canals, and to discuss further if that is something the Task Force members wish to formulate a recommendation on.

In answering Mr. Tolbert's question about if the County was responsible for maintaining roads in the southern areas, Ms. Brown stated that outside the UDB policies steer us away from new infrastructure, with underlying assumption of including even roadway maintenance. Mr. Dambach added the both the Agricultural Practices Board and DTPW have significantly improved their approach to road maintenance outside the UDB and prioritizing needed repairs despite limited budgets. He emphasized that while the CDMP prohibits publicly funded new roads outside the UDB—except for those explicitly authorized—maintenance and repair are permitted. DTPW has become far more proactive, with regular coordination meetings led by staff to review and prioritize projects.

Mr. Owens asked if the CTMP accounts for autonomous vehicles and impacts on expanding roadway capacity. Ms. Colmenares stated they view development and future land use, and it is monitored and included in the CTMP section on new technologies. Ms. Brown noted that while the County evaluates autonomous vehicles, EV tolling, and air taxis, there are mixed views on whether these technologies do improve overall transportation capacity.

Ms. Vega identified the Beacon Council's Aviation and Aerospace Advisory Council, which represents aviation companies and Miami International Airport, has identified eVTOLs as their number one priority and making sure Miami is one of the first cities to launch the service.

Presentation #3 – Water and Sewer Department

Ms. Aranguiz-Cueto, Deputy Director of the Water and Sewer Department (WASD), presented an overview of the Department and projects. She identified WASD as a 24-hour operation comprising 3,000 employees and is the sixth largest in the country. She reviewed its major regulatory mandates, capital programs, and long-range planning efforts,

emphasizing the need to modernize infrastructure and ensure system resilience through 2050. Key initiatives included the Ocean Outfall Legislation program, septic-to-sewer conversions, the consent-decree-driven wastewater upgrades, major reinvestment in water treatment and distribution systems, and expansion of the South District plant, needed to support growth and environmental protection. Ms. Aranguiz-Cueto further discussed the consent decree as a $2.4 billion dollar improvement of their wastewater treatment plant, initiated in 2013 and scheduled completion in 2028, with the Environmental Protection Agency telling them they are ahead of other similar utilities. The Integrated Master Plan, with a year 2050 timeline, was described as multi-phase effort that prioritizes infrastructure investments using data-driven analysis, updated water-demand and wastewater-flow projections, and a dynamic, trigger-based capital program. The department underscored the CDMP's central role in aligning water and sewer planning with land use, growth management, environmental resilience, and alternative water supply strategies, noting that system capacity and renewal directly shape where and how development can occur. Ms. Aranguiz-Cueto identified the work of their team of hydrogeologists who work with the U.S. Geological Survey in modeling the saltwater intrusion for the last 30 years. She concluded in identifying alternative water-supply and long-range planning tools such as the C-51 Reservoir and aquifer storage and recovery, and reiterated that continued investment, conservation, and coordinated planning are essential to maintaining a reliable, future-ready utility.

Task Force Discussion

Ms. Carpenter asked how current water shortage affects WASD, and at what point a shortage would create operational impacts. Ms. Aranguiz-Cueto explained that the current drought conditions are not affecting the County's water supply at this time, and while there is some sensitivity related to saltwater intrusion, ongoing saltwater intrusion monitoring shows no operational impacts so far, although prolonged drought could eventually influence intrusion risk. WASD has been working with the U.S. Geological Survey on real-time modeling and have, perhaps, the best real-time data models. WASD works with the South Florida Water Management District on the modeling and, if impacts were observed, there would be a coordinated effort to identify measures to address them. In response to Ms. Carpenter's question regarding the saltwater intrusion progression over the past 20 years, Ms. Aranguiz-Cueto explained that intrusion has only been seen in one well in South Dade over the past 5-10 years. All the wells are inland and mostly not impacted. The main task is to continually monitor the wells.

Ms. Barsh asked about any impact on their planning for emerging contaminants like PFAS (per-and polyfluoroalkyl substances). Ms. Aranguiz-Cueto emphasized their participation on the Water Research Foundation and other nationwide boards to identify emerging

contaminants and highlighted their bench scale demonstration program to identify the best technologies to identify and address emerging contaminants such as PFAS. The utility is very large and projects take 5-10 years to implement, so planning ahead is essential. In July they will be concluding their technical memorandum on that which will be posted on their website and which can be shared with Ms. Brown and the Task Force.

To Ms. Oyenuga' question about irrigation-free landscaping and green infrastructure, Ms. Aranguiz-Cueto responded that WASD is a utility and not an enforcement or regulatory agency. However, it works closely with RER and Resiliency to promote these kinds of conservation. Ms. Aranguiz-Cueto pointed out that there is a Resiliency team within WASD and that WASD encourages people to irrigate less through various education/communication efforts.

To Mr. Owens question about who determines funding priorities, Ms. Aranguiz-Cueto stated that the department prepares a proposal that is ultimately adopted by the Board of County Commissioners. Ms. Brown added that there are policies in the CDMP that guide the prioritization of infrastructure investment. Mr. Owens shared his interest in a table during the presentation that itemized funding priorities that showed septic reduction, which was the lowest funded activity. Ms. Aranguiz-Cueto explained that current rate payers' revenues cannot be used for new users/expanding services. In other municipalities, there have been lawsuits for the use of existing users' fees to pay for new, expanding services. This could be funded with general obligation bond, but at the moment, it is funded with grants for the time being.

Ms. Brown shared that limitations on funding for septic conversion has been challenging. However, in Ojus—an Urban Center—development was constrained until a special benefit district was adopted to allow for the collection of fees for the necessary infrastructure for their own improvement.

Presentation #4–Stormwater & Floodplain Management

The presentation outlines Miami-Dade County's comprehensive strategy for stormwater and floodplain management, emphasizing its dual purpose: safeguarding communities from flooding, contamination, and pollution while protecting drinking water supplies and mitigating saltwater intrusion. The County ensures that both public and private development projects manage stormwater onsite, adhere to rigorous construction standards, and undergo detailed plan reviews to prevent drainage impacts. With over three decades of coordinated investment, regional and local drainage operations, and participation in the Community Rating System, the County has built an integrated regulatory and operational framework. This framework includes sophisticated hydrologic and hydraulic modeling—

historically developed through XPSWMM and now transitioning to the advanced MIKE+ / MIKE SHE platform—to evaluate current and future flooding scenarios through 2100, considering sea level rise (SLR), storm surge, and rainfall intensities.

Looking ahead, Miami-Dade is enhancing systemwide resilience through updated watershed models, expanded boundaries that account for Everglades hydrology and Biscayne Bay interactions, and more detailed environmental and groundwater data. The County is improving processes, collaborating with regional partners, and implementing updated standards such as the County Flood Criteria, Water Control Map, and Chapter 11C revisions. The newly adopted Impervious Ordinance further strengthens stormwater oversight by requiring municipalities and property owners to meet consistent standards for drainage design, maintenance, water quality treatment, onsite retention, system performance certification, and pollution prevention. Mitigation strategies emphasize the need for combined public and private investment in capital improvements, proactive maintenance, and redevelopment of older at-risk parcels—supported by stormwater utility fees, grants, and impact fees—to ensure long-term flood protection and water quality across the region.

Presentation #5–The Future of Solid Waste Management in Miami-Dade County

Miami-Dade County's Department of Solid Waste Management (DSWM) operates one of the largest publicly run waste systems in the southeastern United States, providing integrated services that include garbage and recycling collection, bulky waste pickup, code enforcement, mosquito control, and operation of multiple landfills, transfer stations, and recycling centers. The department manages waste for more than 350,000 households within a 320-square-mile service area and processes over 2 million tons of waste each year. Despite this extensive system, the County faces major challenges: its two active landfills are projected to reach capacity by 2030 and 2032, aging facilities exceed 40 years in service, and the County relies on contracted disposal capacity to remain compliant with state concurrency requirements. A waste-to-energy facility is under consideration, though key decisions such as site location and technology options remain undetermined.

To address long-term sustainability, Miami-Dade is developing a Zero Waste Master Plan (ZWMP), which provides a comprehensive framework for reducing waste generation, increasing reuse and repair systems, expanding recycling and composting, and planning new processing infrastructure. The plan is structured around understanding current waste streams, engaging municipalities and community stakeholders, redesigning systems through policy and universal services, and mapping strategies for implementation. The

ZWMP is being developed in two phases—from April 2025 through June 2026—and will ultimately offer a detailed roadmap with timelines, outreach strategies, financial analysis, and recommendations to transition the County toward a zero-waste future.

Task Force Discussion Regarding Presentations 4 and 5

Mr. Motes brought up a recent study cited in the Economist based on Global Positioning System (GPS) satellites that finds that sea level rise, including effects of geography and ocean currents in tropical areas, such as Miami, are likely to have much greater SLR than previously predicted. Mr. Motes asked if staff in RER and the County aware of these studies, to which Ms. Blanco-Pape responded by stating that the County typically uses forecasts from the National Oceanic and Atmospheric Administration (NOAA). Ms. Brown also shared that the County is a part of the Southeast Florida Climate Compact. This is reviewed every five years to incorporate new data. Planning for SLR is important and a mechanism is in place to incorporate the best available data. Ms. Blanco-Pape also shared that the County looks at multiple scenarios. If there is an acceleration in SLR, the County is prepared to act.

Mr. DeMayo asked if there were any anticipated changes for ground floor heights/base floor elevation expected based on the modeling. Ms. Blanco-Pape stated that the modeling is used by NOAA as well. The new Federal Emergency Management Agency (FEMA) maps will require surge impacts, which old maps were not accurate on. Miami-Dade County is also going to establish a Coastal A Zone. This will be an important improvement because this zone has a wave action impact. The County doesn't see anything else beyond that to suggest an increase in freeboard at this time.

Mr. DeMayo asked about the CDMP Capital Improvements Element and limitations on infrastructure in the Coastal High Hazard Areas. Mr. DeMayo asked to what extent particular projects have been impacted by that. Ms. Brown explained that state law requires the creation of a Coastal High Hazard Area which is different from Coastal High Hazard Areas that are created by FEMA. State law says Coastal High Hazard Areas (CHHAs) are defined as areas vulnerable to a category 1 storm surge. With FEMA's high hazard area designation, there is a process by which a property owner can "opt out" by submitting a letter and making a case to have the coastal high hazard area designation removed from it. For the CHHA designation by the state, a similar process does not exist. Locally, properties have occasionally elevated out of the CHHA. Ms. Blanco-Pape further explained that the CHHHA is closer to the evacuation zones than the building point of view and FEMA designations.

Ms. Maron Knowles shared that Broward County is in the process of building a solid waste collaborative to improve municipal collection. In response, Mr. Ciancio explained that

Miami-Dade County was evaluating municipal collection within the county as part of the zero waste plan.

To Ms. Oyenuga's question if Miami-Dade County was using AI technology for storm water control and to improve water quality: predictive analytics, machine learning, predictive forecasting, innovative smart ponds, etc., Ms. Blanco-Pape responded that the County is quite interested in leveraging AI to improve the County's current work. Modeling hydraulics and the hydrology and also weather is extremely complex. The County coordinates with the South Florida Water Management District, the National Weather Service, NOAA, and the County has access to their data. From an engineering point of view, The County is able to use real data from these sources within 24-hours, for our analytics. The County still has yet to see a tool using AI that provides a powerful solution to improve our work as yet for the various tasks we do—whether it would be for plan review or modeling. It may come soon.

Ms. Oyenuga shared that Indian River County is using some AI technology for stormwater management as a pilot project, predicting stormwater discharges before storm events. Perhaps Miami-Dade County would like to connect with staff in Indian River to learn more. Ms. Brown and Ms. Oyenuga agreed to follow up after the meeting.

Mr. Leidner asked how solid waste integrated with the CDMP. Ms. Brown responded that there is a Solid Waste Subelement. The element prioritizes how the county funds improvements, siting of new facilities, which directs us to site new solid waste facilities in salt-intruded areas. It promotes recycling and waste reduction, and so on. Mr. Leidner further asked about the Zero Waste Master Plan: Is it possible that the plan achieves enough waste reduction that a new incinerator is a wasted investment? Mr. Ciancio responded by stating that a 77% reduction in waste generation is expected through the Zero Waste Master Plan. Thus, of 5 million tons, 1.2 million tons will still need final disposition. The throughput capacity of the proposed incinerator is still not established because the vendors involved in negotiation are still in the midst of their negotiations. The previous incinerator had a 1 million ton capacity.

Mr. Roth asked if all recyclables actually get recycled and how plausible is recycling as part of the Zero Waste Management Plan. Mr. Ciancio stated that recycling is a critical part of the Zero Waste Management Plan, and thus, it is plausible. Mr. Ciancio shared that everything put into the blue carts for recycling gets recycled. The goal for Miami-Dade County is to reduce contamination in recycling. County ordinance requires all municipalities to provide recycling for all the residents.

Mr. Oyenuga asked about the supply of water relative to withdrawal rates from the aquifer. Further, Ms. Oyenuga wanted to know if there was an alternative source of water. Ms. Maria

Valdes of WASD responded to this question stating that at this point, we do have sufficient water supply. At the same time, WASD has the C-51 available as an alternative water supply.

Ms. Barsh asked if the portion of the Solid Waste presentation that showed calculations of waste volumes in landfills included construction and demolition volumes. Mr. Ciancio affirmed that construction and demolition values were included.

Closing

Ms. Brown stated that the next Task Force meeting will be held on April 20, 2026, at 2:30 p.m., at the Main Library.

Mr. Dambach mentioned the public Workshops and that the next one will be held on March 23, 2026, at 6:00 p.m. at the Ruben Dario Park Community Center.

Adjourn

The meeting was adjourned at 1:16 p.m.