



**MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
FREIGHT TRANSPORTATION ADVISORY COMMITTEE**

**FLORIDA CUSTOMS BROKERS &
FORWARDERS ASSOCIATION, INC.
8228 NW 14 STREET
DORAL, FL 33126**

SUMMARY OF MINUTES

MEETING OF WEDNESDAY, APRIL 12, 2017 AT 2:00 PM

FTAC MEMBER ATTENDANCE: Barbara Pimentel (Chair), Juan J. Flores (Vice-Chair), Jorge E. Corzo, John Dohm

FTAC MEMBERS ABSENT: William “Bill” Arata, Marie Jocelyne Duignan, Estrella Manso, Donard St. Jean

OTHERS IN ATTENDANCE:

Carlos Castro, FDOT6

Nolwenn Fouillen, PortMiami

Andy Gomez, Atkins

David Henderson, Miami-Dade TPO

Ivan Jimenez, Gannett Fleming

Richard Levinson, Land Solutions Consulting

Nelson Mora, Gannett Fleming

Jack Schnettler, Atkins

Michael Silver, CBRE

Kevin C. Walford, Miami-Dade TPO

I. CALL THE MEETING TO ORDER

Meeting called to order at 2:14 PM

II. APPROVAL OF AGENDA

Motion to approve the agenda made by John Dohm, seconded by Juan J. Flores and approved unanimously.

III. APPROVAL OF MINUTES

Motion to approval the March 8, 2017, FTAC meeting minutes made by John Dohm, seconded by Juan J. Flores and approved unanimously.

IV. PUBLIC COMMENTS & ANNOUNCEMENTS

Barbara Pimentel: FCBF is having its 58th Annual Gala on April 29th. There will be over 500 industry leaders attending including individuals from throughout the state (Port Canaveral, JAXPORT, etc.). There is a flyer available.

V. MIAMI-DADE TRUCK TRAVEL CENTER ON NW 7TH STREET AT SR 826/PALMETTO EXPRESSWAY (FTAC RESOLUTION #01-2017)

(Item V was heard after Item VI)

David Henderson: Items V and VI were requested at the last meeting to return to the April meeting with draft resolutions. The resolutions are (1) to recommend to the TPO to support Site “X” (Item V); and (2) to recommend that FDOT study the feasibility of the other sites that are owned by Miami-Dade County (Item VI).

Discussion (both Item V and Item VI were discussed simultaneously): Edits and review of the resolutions regarding the wording of infrastructure improvements in the “Whereas” clauses and the costs of the respective projects. Projects such as the MIC and MIA Cargo Improvements were removed in favor of projects that were more freight movement related. [Approximate costs of the projects were subsequently determined by TPO staff to be a total of \$1.6 billion: PortMiami Tunnel - \$1.3b; NW 25th Street Viaduct - \$63m; Deep Dredge & Intermodal Rail - \$205m; Port Miami Gantry Cranes - \$39m].

MOTION TO APPROVE with corrections and to provide additional sites to consider: John Dohm

SECOND: Juan J. Flores

VI. MIAMI-DADE TRUCK PARKING FACILITY ASSESSMENT OF ADDITIONAL SITES (FTAC RESOLUTION #02-2017) (Item VI was heard before Item V)

MOTION TO APPROVE with corrections as stated and return to FTAC: John Dohm

SECOND: Juan J. Flores

VII. MIAMI RIVER FREIGHT IMPROVEMENT PLAN (FM# 437946-1-22-01)

Carlos Castro (FDOT) introduced Jack Schnettler of Atkins who provided a PowerPoint presentation of the Miami River Freight Improvement Plan. The Primary Study area was from north of Lejeune Road/NW 36th Street to NW 17th Avenue, and the Secondary study area was from NW 17th Avenue to the mouth of the Miami River at Biscayne Bay, in addition to east of NW 17th Avenue along the NE/NW 23rd Street corridor. Significant points of note were:

- ◆The navigable section of the river is 5.5 miles long with a 75-foot vertical clearance
- ◆River is dredged to -15 feet
- ◆Florida’s 5th largest port with 32 shippers

- ◆Emerging SIS Waterway
- ◆\$1 billion in goods and over 1 million tons shipped
- ◆Market focus on shallow draft Caribbean ports
- ◆22 Railroad crossings, most east of NW 27th Avenue
- ◆11 Railroad driveway crossings along North River Drive – mostly non-signalized
- ◆10 lift bridges – looking at bridge tender records for marine traffic studies
- ◆Truck traffic congestion along North River Drive
- ◆The working river segment is in an unincorporated area
- ◆Aging infrastructure and structures
- ◆Surrounded by rising land values

Mr. Schnettler stated that the Miami River is essential to the Caribbean Trade as the smaller islands with shallow ports that handle produce and dry goods won't fit the Panamax ships.

DISCUSSION

Barbara Pimentel: As the ships get bigger, the smaller islands cannot handle them. The larger ports cannot take the smaller vessels because they no longer have the capacity that is why these have been shifted to areas like the Miami River. The river needs to be kept as a historic working river and the development of hotels and condos on the river needs to be stopped. If the cargo is not able to move well on the Miami River, it will move to other areas (New Orleans, Tampa, etc.) which represents a loss of freight and jobs in Miami. The three pillars of the state are tourism, construction, agriculture, and none of them operate without trade and logistics. The effect of bridges being closed is hampering shipping lanes and restricting the flow of vessels in order to make vehicular traffic flow better. Commissioners need to take a tour of how the operation works so that they can see the magnitude of the impact of the closing of the bridges.

John Dohm – South Florida has a position of responsibility to the Caribbean as they don't have the load capacity. These goods and shipments are a life line to the islands. There needs to be education to buyers and sellers that land cannot just be developed the way a neighboring property has. Condo owners don't like the sounds, smells, activity, and inconvenience of the working river and there needs to be the type of disclosure similar to when one moves next to an airport that the river is an operational facility and the noise is to be expected.

Juan Flores – Construction activity is high and that is not going to change any time soon. Containerization is the way to go which is not what is being done on the Miami River. It does need to go somewhere but there has to be a balance. This is global city and the cache here is tourism. The same can be said that tourism is job development along with cargo. There are various competing interests with private stakeholders investing millions.

VIII. STARTUP SPOTLIGHT

Carlos Castro (FDOT) introduced Alfredo Keri of Cargo42. Mr. Keri stated that Cargo42 provides an on-demand marketplace for local trucking to address the inefficiencies of trucks driving with empty loads after deliveries. Using a web-based App, Cargo42 provides truck sharing of empty space so that companies are able to ship locally with trucks of other

companies which result in less trucks on the road. As of this time, Cargo42 is concentrating on short haul trucking within the State of Florida. They are looking for support from the FTAC.

Barbara Pimentel: Inquired as to how Cargo42 complies with new requirements regarding the hours of truckers and maintenance of logs. In addition, the matching up of customers as most cargo is tied into bill ladings that are not shared or interchanged. There are also questions about hazardous materials, liability and the verification of partnerships. There is value for the industry if this is done right. She will sit down with Cargo42 and go over the plan in more detail.

IX. NEW/OLD BUSINESS

David Henderson: Congratulations to Barbara Pimentel and John Dohm on to their appointments to the Florida Freight Advisory Committee. The first meeting is on April 21st and there will be video conferencing available and a webinar.

Carlos Castro (FDOT): The Motor Carrier Plan has been updated by FDOT and is available via web link for review and comments. David Henderson will forward the plan to the FTAC after today's meeting.

David Henderson: The attendance report was handed out and there a few members who are running up against the attendance requirement. This underscores the need to identify and recruit new members to FTAC.

Discussion: Residency restriction requirements and if FTAC members have to be residents of Miami-Dade County or can they have a business in Miami-Dade County. The rules state that the FTAC member must be a Miami-Dade County resident but that can be waived by the Board through the approval process. This broadens the opportunities for FTAC and it is preferred that it be recommended that any potential member be in the freight industry.

David Henderson introduced Kevin Walford, new TPO Transportation Planner to FTAC.

X. NEXT MEETING DATE

The next FTAC meeting date is scheduled for May 10.

XI. ADJOURNMENT

The meeting adjourned at 4:22 PM.

*****MINUTES ARE IN SUMMARY FORM*****

FOR AN ELECTRONIC COPY OF THE RECORDING OF THIS MEETING
PLEASE CONTACT THE MIAMI-DADE TPO AT (305) 375-4507