

**MIAMI-DADE
LONG RANGE TRANSPORTATION PLAN UPDATE
(to the Year 2035)**

STEERING COMMITTEE MEETING NO. 12

MEETING SUMMARY

**Stephen P. Clark Government Center
111 N. W. 1st Street
Miami, Fl 33128**

10th Floor CITT Conference Room

**Friday, January 9, 2009
10:00 A.M.**

Members Present

**Mayra Diaz
Alissa Escobar
Xavier Falconi
Wilson Fernandez
Chris Dube
Larry Foutz
Jose Gonzalez
Susanna Guzman-Arean
Rolando Jimenez
Joseph Quinty
Carlos Roa
Phil Steinmiller
Andrew Velasquez
Vivian Villaamil**

Others Present

**Carlton Card
Odalys Delgado
Ken Jeffries
Jose Sanchez
Franco Saraceno
Bob Schwarzreich.**

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I. Welcome – Introduction of Members

Carlos Roa welcomed Steering Committee members to the meeting.

II. Approval of Meeting #11 Summary (held December 12, 2008)

The meeting summary from the December 12th Steering Committee meeting was approved unanimously by the Steering Committee.

III. Financial Resources Review Update

Mark Schofield, AECOM, updated the Steering Committee on the financial resources review and presented a draft annotated outline of the ultimate Financial Resources Review Technical Memorandum. The majority of the available revenue sources have not yet been projected, but the outline includes a detailed annotation of all the expected sources of revenue. His presentation also included a discussion of potential new revenue sources. Potential increases in local funding sources include: additional half cent sales tax; additional two cent gas tax; increased tolls; increases in hotel, car rental, car registration taxes; increase in County maintenance-of-effort funding to transit. Potential new funding sources include: additional gas tax beyond statutory authority; new tolled highway facilities; and VMT tax. Other potential revenue sources are private concessions, including: highway concessions based on revenue generating potential of tolls and transit concessions based on subsidy minimization and availability payments. Other private sources include joint developments that generate air rights, station development, parking, right of way and other in kind donations.

Susie Guzman-Arean, MDT, stated that MDT is already exploring public/private financing options, including development impact fees. Another potential source of revenue being explored by MDT includes impact fees by municipal developments that have direct impacts on transit operations.

Carlos Roa clarified to the committee that the purpose of exploring new funding sources at this point is to generate ideas that may be used in the future, but that for the current LRTP update effort, new funding sources will not be accounted for as revenue. Wilson Fernandez, MPO agreed that the cost constrained LRTP must be

based on revenue sources that reflect current policy. Potential sources cannot be accounted for in the development of a cost feasible plan. Phil Steinmiller, FDOT added that the potential revenue sources can be included as what-if scenarios in the financial resources report.

IV. Revised Needs Plan, Needs Plan Definitions for Model Coding, Needs Plan Assessment Process and Project Costs

Mr. Saraceno presented the revised needs plan, which incorporates comments provided by Steering Committee members since the December meeting. He stated that the Needs Plan is in draft form until after the public involvement meetings scheduled for late January, early February. Mr. Saraceno presented the Steering Committee with a schedule of upcoming deadlines for the Needs Plan development and evaluation process. January 30 is the first deadline, by which Steering Committee members must provide project details. The Needs Plan distributed today includes a column that specifies needed information for model coding purposes. An example of the type of information critical for model coding is the operational parameters of managed lanes. Mr. Fernandez suggested that the parameters used in the E+C model scenario for I-95 Express HOT lanes be used, including cost per mile, congestion/toll amount benchmarks, and minimum/maximum toll amounts. Andrew Velazquez, Turnpike, added that there is a statutory requirement for minimum and maximum toll amounts, and that it should be followed.

The next deadline of February 23 is the date by which Steering Committee members must provide available project cost information, including a breakdown of right of way, PD&E and construction costs. Mr. Saraceno stated that the needs projects will be evaluated between February 23 and April 23, 2009. By the end of March, model results should be ready for needs evaluation purposes.

Also required in the coming months is for members to provide any available graphics, renderings, or animations of projects for use on the Interactive LRTP website. These graphics will be useful to satisfy SAFETEA-LU's visualization requirement.

V. Interactive LRTP Website Update

Mr. Saraceno gave the Steering Committee a brief update on the Interactive LRTP website, including the interactive mapping element, which allows users to input origin and destination addresses and view projects within that estimated travel path.

VI. Regional LRTP Status Update

Mr. Fernandez gave the Steering Committee an update on the activities of the Regional LRTP, including the latest on the official Corridors of Regional

Significance. He stated that the SEFTC is scheduled to adopt the new Corridors of Regional Significance the following week. He added that Commissioner Koons is no longer chairman of the SEFTC.

VII. Next Meeting

The next meeting is scheduled for February 23, 2009; 10:00 AM; 10th Floor CITT Conference Room.