

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

STEERING COMMITTEE MEETING NO. 14

MEETING SUMMARY

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

10th Floor CITT Conference Room

**Monday, March 16, 2009
10:00 A.M.**

Members Present

**Maria Batista
Mayra Diaz
Alissa Escobar
Wilson Fernandez
Larry Foutz
Jose Gonzalez
Rolando Jimenez
John O'Brien
Joseph Quinty
Carlos Roa
Jose Sanchez
Phil Steinmiller
Lewis Thaler
Andrew Velazquez
Vivian Villaamil
Mark Woerner**

Others Present

**Christine Bettin
Oscar Camejo
Carlton Card
Odalys Delgado
Karen Hamilton
Ken Jeffries
Franco Saraceno
Mark Schofield
Myung Sung**

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I. Welcome – Introduction of Members

Carlos Roa welcomed Steering Committee members to the meeting.

II. Approval of Meeting #13 Summary (held February 23, 2009)

The meeting summary from the February 23rd Steering Committee meeting was approved unanimously by the Steering Committee.

III. Financial Resources Review Update

Mark Schofield, AECOM, presented the Steering Committee with an update on the Financial Resources Review process and results, including a comparison of the 2030 LRTP revenue projections with the updated 2035 revenue projections. He also presented a methodology for alternative revenue scenarios for the LRTP. In summary, Mr. Schofield pointed out a 30% reduction in State and Federal revenue sources; 20% reduction in local gasoline tax and road impact fee revenue; 25% reduction in PTP revenue; 15% reduction in MDT operating revenue; a potential elimination of Federal and State grant funding for transit expansion projects; and a 15% increase in MDX revenue, relative to 2030 projections from five years ago.

Larry Foutz, MPO, expressed concern that the MDX revenue projections do not include likely revenue increases resulting from the SR 836 and SR 112 open road tolling improvements and that this would result in a negative impact on system performance in the travel demand model forecast. The reason is that, if MDX revenue is underestimated, MDX facility improvements would also be underestimated. Mayra Diaz, MDX, responded that the MDX finance department is not prepared to estimate the change in revenue associated with these improvements. Wilson Fernandez, MPO, asked Ms. Diaz whether the travel demand model should be utilized to forecast this revenue source and she responded that it would not be appropriate for the MPO to do this, that MDX should be responsible for this.

Mr. Foutz inquired whether an increase in the local option gas tax (over \$0.03) is included in the AECOM revenue projections. Mr. Schofield responded that the

projections include only the \$0.03 LOGT. Ken Jeffries, FDOT, inquired whether the expenditure of road impact fee (RIF) revenue is limited to the respective districts where it is generated. Mark Woerner responded that, by ordinance, RIF revenue must be expended in the district where it is generated. He added that there is a State Senate bill that could eliminate RIF programs for a period of three years.

Mr. Schofield discussed the issue of MDT revenue and the fact that the Pro Forma adopted by the Miami-Dade Board of County Commissioners in November 2008 was utilized for the MDT revenue projections. He added that state New Starts funds are reflected in this analysis, despite the fact that this program is likely to be eliminated. Mr. Foutz inquired whether the November 2008 Pro Forma reflects recent fare increases and Mr. Schofield responded that it does. Mr. Fernandez pointed out that the Pro Forma is project-, or cost-driven, and that using a cost-driven approach at this stage in the LRTP update is problematic. The reason is that projects have not yet been evaluated, so it is not appropriate to assume which projects will be included in the ultimate Cost Feasible Plan.

The absence of Florida Turnpike Enterprise (FTE) revenue projections in the analysis was discussed and Andrew Velazquez, FTE, stated that revenue likely to be used to fund Turnpike projects in Miami-Dade County will likely come from statewide revenue sources, making it difficult for FTE to project Miami-Dade County revenue for the purpose of the LRTP update. Mr. Fernandez stated that, at this stage, the Needs Plan should be analyzed irrespective of agency sponsorship of projects, and that the project evaluation process should be independent of modal agency priorities.

Mr. Schofield discussed the option of including multiple revenue scenarios in the LRTP. He asserted that, if this is done, it makes sense to treat the current scenario as the low revenue scenario and that other scenarios should represent relatively higher revenue.

IV. Needs Plan Projects Evaluation Process

Franco Saraceno, Gannett Fleming, presented a recommended methodology for the project evaluation process that will be undertaken for the LRTP in April. The process involves a two-day workshop in which the Steering Committee will score each project using the Option Finder® remote voting device technology. Voting members will assign each project a score between -3 and +3 with 7 possible scores. A score of +3 is the most favorable, whereas a score of -3 is the least favorable score. A score of 0 is neutral. The reason that a limited number of options is recommended is that a greater number of scores does not necessarily provide an effective scoring system. For example, if there were 10 positive scores and 10 negative scores, the difference between +6 and +7 is unlikely to be meaningful. Three positive score options and three negative options are more than enough for voters to distinguish their desired score for projects.

The reason the methodology includes assigning only one score to each project is that, during the formulation of the LRTP Goals and Objectives, it was determined that the Goals do not vary considerably with respect to their respective importance, or weight. It therefore is not useful to weight the goals and rank projects by goal. The LRTP goals and objectives will be utilized by Steering Committee members, in addition to their local knowledge and project information presented at the workshop. Travel demand model data will be presented for each project to assist the Steering Committee in analyzing the relative benefits of projects. Public Needs Projects survey results will also be presented at the workshop as a reference.

Phil Steinmiller, FDOT, inquired whether the status of projects in the project development process will be considered as a criteria. Mr. Saraceno responded that one of the advantages of the workshop setting is that Steering Committee members most familiar with various projects' status will have the opportunity to share their knowledge with the group. This provides the benefit of members' resources as transportation professionals to the process.

V. Interactive LRTP Website Update

Mr. Saraceno notified the Steering Committee that the Needs Improvements survey utilized at the January/February 2009 public involvement meetings has been launched on the Interactive LRTP website as an on line survey. The survey can be accessed from multiple pages on the website, including the Homepage, Public Involvement, and Proposed Transportation Improvements pages.

VI. Project Cost Information and ETDM

Mr. Roa reminded members that the deadline for submittal of project cost information has passed and that, if members do not submit project costs, the project consultant would produce the cost estimates, effectively overriding any existing project cost information. Mr. Saraceno added that it is paramount that, at a minimum, members provide information as to the necessity of the purchase of right-of-way and the required quantity. This is something that varies by project and must be provided by agency representatives.

Mr. Roa also reminded the Steering Committee that members must provide purpose and need for their respective projects. This information will be utilized by FDOT in the ETDM screening process, which is used as a fatal flaw analysis. Projects screened in ETDM are reviewed by various resource agencies for a period of 45 days. Comments are provided by the reviewing agencies, effectively producing information as to any potential environmental, logistical, and sociocultural barriers to project implementation.

VII. Regional LRTP Status Update

Mr. Fernandez provided an update on the regional coordination process. He stated that the regional modeling consultant is currently coding the Needs Plan networks for the three counties and that there is a meeting scheduled for March 17 to discuss the status of the coding. He also informed the committee that a PTAC committee meeting is also scheduled for March 18 but that the focus of the regional coordination for now is on the Needs Plan network coding.

VIII. Next Meeting

The next meeting is scheduled for April 6, 2009; 10:00 AM; 10th Floor CITT Conference Room.