

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

STEERING COMMITTEE MEETING NO. 15

MEETING SUMMARY

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

10th Floor CITT Conference Room

**Monday, April 6, 2009
10:00 A.M.**

Members Present

**Maria Batista
Christine Bettin
Mayra Diaz
Alissa Escobar
Wilson Fernandez
Larry Foutz
Jose Gonzalez
Susanna Guzman-Arean
Rolando Jimenez
Joseph Quinty
Carlos Roa
Jose Sanchez
Phil Steinmiller
Vivian Villaamil**

Others Present

**Jose Clavell
Franco Saraceno
Myung Sung
Norman Wartman**

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I. Welcome – Introduction of Members

Carlos Roa welcomed Steering Committee members to the meeting.

II. Approval of Meeting #14 Summary (held March 16, 2009)

The meeting summary from the March 16th Steering Committee meeting was approved unanimously by the Steering Committee.

III. Financial Resources Review and Update

Franco Saraceno, Gannett Fleming, provided an update to the Steering Committee of the status of the financial resources review. The financial subconsultant (AECOM) is working with the Florida Turnpike Enterprise (FTE) and Miami-Dade Transit (MDT) to finalize their respective financial resource projections.

IV. Financial Set Asides (Bicycle/Pedestrian and Congestion Management)

Mr. Saraceno presented two proposed financial set aside programs to be adopted as part of the LRTP to the Steering Committee, including a Bicycle/Pedestrian set aside and a Congestion Management set aside. He provided some background on the two types of improvements, pointing out that SAFETEA-LU requires both to be included in the LRTP. The two set aside programs would provide a dedicated funding source for the two types of improvements, for planning purposes. He also reminded the Steering Committee that the current 2030 LRTP includes a 1.5% set aside for Bicycle/Pedestrian improvements. The proposed Congestion Management set aside would enable flexibility with respect to the specific types of improvements on facilities identified for congestion management and for the prioritization of those improvements. The program would consist of a lump sum dollar amount for the program, a list of facilities identified for congestion management, and a toolbox of congestion management strategies.

The amount recommended for the Bicycle/Pedestrian set aside includes \$17 million from TMA Funds and \$91 million from Enhancement Funds for a total of \$108 million over the course of the LRTP. The amount recommended for the Congestion Management set aside includes \$82 million from Other Arterial

Construction/ROW program, \$12 million from State Transit Funds, and \$120 million from local gas tax sources for a total of \$214 million over the course of the LRTP. These dollar figures represent 22-year totals in year of expenditure dollars by 5 year period in the plan.

Susi Guzman-Arean, MDT, inquired whether the \$12 million from the Transit program should be reflected in the MDT budget and whether the set aside would fund improvements not reflected in the LRTP, like bus bay improvements. Myung Sung, Gannett Fleming, replied that, ultimately transit dollars would be expended for transit improvements and that operations and maintenance improvements would not be funded from the set aside program. Transit O&M costs would be reflected in a separate line item in the plan. Ms. Guzman-Arean asked for a definition or glossary of congestion management. Mr. Saraceno replied that he would send her a glossary. Phil Steinmiller, FDOT, inquired whether the Enhancement Funds amount from which 80% would be set aside for bicycle/pedestrian improvements is the district-wide program or just Miami-Dade County. Mr. Saraceno responded that he would clarify this.

Mr. Saraceno proceeded to present the Steering Committee with recommended revisions to the Needs Plan, most of which include removal of duplicative projects, removal of projects that have already been constructed, and removal of FDOT projects per FDOT staff. With respect to developer contributions that have been partially constructed, Wilson Fernandez, MPO suggested adjusting the limits rather than removing the projects. This pertains to projects PW11, PW41, and PW43.

V. Measures of Effectiveness

Mr. Saraceno distributed a draft set of measures of effectiveness (MOEs) to the Steering Committee and explained that the MOEs will not be utilized to evaluate individual projects. Rather, the MOEs will be utilized to assess the performance of the cost feasible plan, relative to the E+C and Needs Plan scenarios. The draft MOEs are specifically correlated with objectives in the LRTP Goals and Objectives. Several Steering Committee members had comments on specific MOEs. The committee was asked to provide written comments by April 15, 2009 and they would be addressed by Gannett Fleming staff.

VI. Needs Plan Projects Evaluation Demonstration

Mr. Saraceno demonstrated one sample slide from two of the three simultaneous presentations that will be utilized for project evaluation at the April 20-21 workshop. One presentation will feature (for each project) project name, description, limits, purpose and need, public involvement score, and volume/capacity ratio plots for the 2005, E+C, and Needs model network scenarios. The other presentation will feature a live GIS tool that has the capability to display other network attributes for the three scenarios, including

number of lanes, capacity, volume, area type, and facility type. The third presentation will include the scoring results in real time (using Option Finder technology). Mr. Saraceno also outlined the workshop process, which will include an introduction of the projects by Gannett Fleming staff, an opportunity for the project sponsor to make a statement about the project, and the assignment of scores by voting members to each project.

Mayra Diaz, MDX, inquired whether projects that are not fully funded in the Cost Feasible Plan will still be included in the LRTP. Mr. Fernandez responded that unfunded needs, while they may be included in the LRTP, are not part of the Cost Feasible Plan and are therefore not included in the plan, save for informational purposes. Ms. Diaz responded that, in the future, once open road tolling is implemented, MDX will augment their revenue projections, which will effectively make more projects cost feasible. Mr. Fernandez responded that this would require an LRTP amendment and reiterated that the unfunded needs section of the plan will remain unfunded needs unless an amendment is made to the plan. Ms. Diaz inquired whether just the PD&E phase of a project can be included in the plan. Mr. Steinmiller responded that FDOT cannot include just a PD&E phase, but that MDX may be able to. The Steering Committee agreed that MDX can include just the PD&E phase of a project, with the caveat that such projects would not be included in the Cost Feasible Plan model network and cannot be constructed without an amendment to the LRTP. In other words, only PD&E can be implemented without an amendment.

VII. Regional LRTP Status Update

Mr. Fernandez provided an update on the regional coordination process. He stated that the regional modeling consultant is currently addressing transit speed coding issues in the Needs Plan network for the three counties and that the deadline for them to complete the coding is April 10, 2009.

VIII. Next Meeting

The next meeting is scheduled for April 20-21, 2009 at Courtyard Marriott, 200 SE 2nd Avenue, Miami, FL 33131)