

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

STEERING COMMITTEE MEETING NO. 16

MEETING SUMMARY

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

10th Floor CITT Conference Room

**Monday, May 4, 2009
10:00 A.M.**

Members Present

**Maria Batista
Mayra Diaz
Alissa Escobar
Xavier Falconi
Wilson Fernandez
Carl Filer
Jose Gonzalez
Susanna Guzman-Arean
Rolando Jimenez
Joseph Quinty
Carlos Roa
Elizabeth Rockwell
Jose Sanchez
Phil Steinmiller
Lewis Thaler
Andrew Velasquez
Vivian Villaamil**

Others Present

**Ken Jeffries
Pablo Orozco
Mary Ross
Franco Saraceno**

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I. Welcome – Introduction of Members

Carlos Roa welcomed Steering Committee members to the meeting.

II. Approval of Meeting #15 Summary (held April 6, 2009)

The meeting summary from the April 6th Steering Committee meeting was approved unanimously by the Steering Committee.

III. Financial Resources Review and Update

Franco Saraceno, Gannett Fleming, provided an update on the financial resources review. There are two primary updates since the last presentation of the financial resources review in March, including the Florida Turnpike Enterprise (FTE) revenue projections and Miami-Dade Transit (MDT) revenue projections. For the FTE revenue, the agency's gross revenue projections to the year 2019 were extrapolated to 2035. System operation and maintenance costs and debt service costs are accounted for by the FTE at the statewide level only. The system O&M costs were estimated for Miami-Dade facilities based on proportionate transaction volumes and miles of roadway in Miami-Dade County, relative to the statewide system. Debt service costs were estimated for Miami-Dade County using the statewide debt service coverage ratio applied to the gross revenue for Miami-Dade County.

The Miami-Dade Transit revenue projections were updated to include federal New Starts revenue equal to the most recent Orange Line New Starts submittals to the Federal Transit Administration (FTA). The State New Starts revenue projection was estimated as half of the federal projection, using the assumption that capital rail expansion projects would be funded in accordance with a 25%, 25%, 50% fund matching scenario, including local, state, and federal sources, respectively. Mr. Saraceno explained that the state and federal grants are dependent on the local match, meaning that projects that cannot be funded 25% from local money should not be assumed to receive state and federal funding. Wilson Fernandez, MPO, expressed concern that the resulting \$950 million in State New Starts represents more than 60% of the entire program and this is not a realistic assumption.

Carl Filer, FDOT, added that it makes more sense to estimate the state revenue equal to the local revenue available for capital expansion projects (10% of the half cent sales tax revenue) and the federal revenue as double that amount, still adhering to the same matching proportions. The Steering Committee agreed with this approach.

Mr. Saraceno also discussed the topic of the low, medium, and high revenue scenarios that will be used to develop alternate cost feasible plan scenarios for informational purposes. He suggested two options, the first to assume that the current revenue scenario represents the low and the medium as an increase equal to the marginal proportional difference between it and the 2030 LRTP revenue projections (20%). The high revenue scenario would be represented by another 20% increase. The other option is to assume the current scenario as the medium and to assume the same marginal increase (and decrease) at 20% for the high and low scenarios, respectively. Phil Steinmiller, FDOT, expressed concern about the arbitrary nature of using an average marginal difference to distinguish the scenarios. Mr. Fernandez also expressed concern regarding the presentation of the three scenarios to the MPO Governing Board and the need for them to choose a scenario. Mr. Roa explained that the three scenarios are for informational purposes only and that only one scenario would represent the cost feasible plan.

IV. Project Evaluation Results and Needs Plan Revisions

Mr. Saraceno distributed the results of the project evaluation workshop in the form of an ordered list of Needs Plan projects ordered by average score. He explained that this list would be used to develop the first draft of the cost feasible plan. He also present a list of recommended revisions to the Needs Plan, all of which were discussed by the Steering Committee at the April 20-21 workshop. Most of the revisions include removing projects from the Needs Plan due to their inclusion in the E+C, removal of duplicative projects, and revision of the limits of several projects. The Steering Committee agreed with all revisions. Mr. Velasquez added that for project H1, the east limit should be revised to NW 97th Ave.

Mr. Roa requested that members submit projects that have been removed from the TIP or 5-year work program but were not added to the Needs Plan in time for the project evaluation workshop because these projects will need to be added to the Needs Plan at the top of the ordered list.

V. Measures of Effectiveness

Mr. Saraceno reminded the Steering Committee to submit any comments they may have on the draft Measures of Effectiveness distributed at the April 6th meeting.

VI. Regional LRTP Status Update

Mr. Fernandez provided an update on the regional coordination process. He stated that the regional modeling consultant will be completing the transit quality of service analysis that is no longer required for MPO's as part of their LRTP processes. Mr. Fernandez informed the committee that the Palm Beach MPO has already developed a draft cost feasible plan and that projects in the Regional LRTP will be limited to projects that are in the three respective MPO LRTP's.

VII. Next Meeting

The next meeting is scheduled for May 18, 2009; 10:00 AM; 10th Floor CITT Conference Room. An all day workshop will be added to the Steering Committee meeting schedule for June 9, 2009, to workshop the draft cost feasible plan.