

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

STEERING COMMITTEE MEETING NO. 19

MEETING SUMMARY

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

10th Floor CITT Conference Room

**Monday, June 22, 2009
10:00 A.M.**

Members Present

**Maria Batista
Aileen Boucle
Mayra Diaz
Alissa Escobar
Xavier Falconi
Wilson Fernandez
Carl Filer
Larry Foutz
David Henderson
Rolando Jimenez
Joseph Quinty
Carlos Roa
Jose Sanchez
Napoleon Somoza
Andrew Velasquez
Vivian Villaamil**

Others Present

**Steve Anderson
Ken Jeffries
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 #18 Summary (held June 9, 2009)

The meeting summary from the June 9th Steering Committee meeting was approved unanimously by the Steering Committee.

III. Existing plus Committed (Priority 1) project list update

Franco Saraceno, Gannett Fleming, distributed an updated list of Existing plus Committed (E+C) projects and explained that this list of projects has two purposes. The first is to inform the E+C network, which is utilized to do deficiency analysis and the second is to serve as Priority 1 in the LRTP. The updates to the E+C are based on the recently adopted 2010 TIP. Mr. Saraceno explained that some projects were dropped because they were not included in the 2010 TIP due to funding shortage and other projects were moved from the “committed” category to the “existing” category because they were constructed. In the case of the latter, these project would still be included in the E+C model network, but not in the Priority 1 category of the LRTP. Other projects, not included in the 2009 TIP, were added to the list because they are in the 2010 TIP. American Recovery and Reinvestment Act (ARRA) projects will also be added to the list. There is another category of projects in the E+C list that are not clear with respect to their funded phases in the TIP. Mr. Saraceno requested that committee members review these projects and provide clarification as to the funded phases for those projects. Projects not funded for construction in the TIP, while can be included in Priority 1 of the LRTP, should not be added to the E+C network.

The following comments were provided by committee members on E+C projects:

- Project #803 in the Turnpike list should be kept in the list and reflected as All Electronic Tolling Phase 1 from US1 (in Homestead) to SW 120th St.
- Project #575 in the Public Works list (Tamiami Swing Bridge) is funded for construction in the TIP.

- Project #603 in the Seaport list (Port Tunnel) is funded for construction in the TIP.
- Project #215 in the FDOT list (P-n-R lot at Golden Glades) is under construction.
- Project #103/105 in the Aviation list (Airport Central Boulevard) is partially funded by MDX, which should be noted in the list.

IV. Revised Draft Cost Feasible Plan

Mr. Saraceno presented the committee with revised draft cost feasible plan worksheets based on the review and comments from the June 9 meeting. He reminded the committee that the cost feasible plan development is being done in a series of steps, including the development of a draft plan in 2008 dollars. In the next step, the plan will be disaggregated by period and costs and revenues will be inflated to year of expenditure dollars. In the final step, adjustments will be made as necessary. The current draft being discussed today is in 2008 dollars with no period disaggregation.

The revised draft of the cost feasible plan does not include transit projects, with the exception of park-n-ride lots / station improvements and two SFRTA corridor improvements on Tri-Rail (complete double tracking) and at the MIC (additional tracks for Amtrak service). Carlos Roa met with MDT and Budget office staff prior to the Steering Committee meeting to discuss the current ProForma. The consensus of that meeting was that MDT can afford only the MIC-Earlington Heights connector, which is in the E+C list. MDT will present their revised ProForma to the Board of County Commissioners in July. Any necessary updates will be made to the draft cost feasible plan after that time, but for the time being, the plan will not include any of the MDT corridor improvements that are not funded for construction in the TIP.

The issue of projects for which pre-construction phases are funded in the TIP was discussed. The committee consensus was that those phases should be reflected in Priority 1 of the LRTP even if the construction phase for the given project(s) is not cost feasible in later periods of the LRTP.

The Turnpike worksheet was discussed extensively, particularly with respect to the lack of cost feasible projects on the HEFT in the south part of the County. Andrew Velasquez, Florida Turnpike Enterprise, commented that TP11,12 is a high priority project that was once in the tentative work program, so should be regarded in the list as the highest priority. This, however, will not change the cost feasibility of this project due to the fact that its cost is higher than the total Turnpike budget for the plan period. For TP9, it should be reflected in the table that this project is funded for PD&E/Design in Priority 1. TP9 should also be reflected as funded for ROW with a footnote that Turnpike mainline revenue, while not reflected in the LRTP Turnpike budget, will cover the cost (ROW only). It was also discussed that a cost sharing arrangement should be pursued with the

Broward MPO for TP1, which covers a section of roadway that spans across the two counties.

The MDX worksheet was also discussed extensively. The Steering Committee agreed that a cost of \$50 million toward FDOT36 should be reflected in the MDX worksheet. In addition, funding for the construction of MDX11 and ROW for MDX17 should be removed, effectively making these phases infeasible. Mayra Diaz, MDX, advised that for projects MDX15, MDX13, and MDX7, MDX is expecting unsolicited proposals for private funding. As a result, MDX revenue should not be allocated to ROW or Construction for these projects.

Wilson Fernandez, MPO, suggested that projects SFRTA8 and SFRTA2 be funded with federal New Starts funds, effectively preserving local and state revenue that can be utilized for other projects. Joe Quinty, SFRTA, suggested that project SFRTA3, should be reflected as funded in Priority 1 for PD&E (Alternatives Analysis) since the study has been funded and is currently ongoing. The Steering Committee agreed that the flexible funding worksheet should be revised to reflect these revisions.

V. Next Meeting

The next meeting is scheduled for July 20, 2009; 10:00 AM; 10th Floor CITT Conference Room.