

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

STEERING COMMITTEE MEETING NO. 20

MEETING SUMMARY

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

10th Floor CITT Conference Room

**Monday, July 20, 2009
10:00 A.M.**

Members Present

**Maria Batista
Mayra Diaz
Chris Dube
Alissa Escobar
Xavier Falconi
Wilson Fernandez
Carl Filer
Larry Foutz
Jose Gonzalez
Susanna Guzman-Arean
David Henderson
Rolando Jimenez
Joseph Quinty
Carlos Roa
Elizabeth Rockwell
Napoleon Somoza
Phil Steinmiller
Lewis Thaler
Andrew Velasquez
Vivian Villaamil**

Others Present

Franco Saraceno

**MIAMI-DADE LONG RANGE TRANSPORTATION PLAN UPDATE
(TO THE Year 2035)**

**STEERING COMMITTEE MEETING NO. 20
MEETING SUMMARY**

**Monday, July 20, 2009
10:00 AM
10th Floor CITT Conference Room**

I. Welcome – Introduction of Members

Carlos Roa welcomed Steering Committee members to the meeting.

II. Approval of Meeting #19 Summary (held June 22, 2009)

The meeting summary from the June 22nd Steering Committee meeting was approved unanimously by the Steering Committee.

III. Draft Final 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 and 22 meetings. 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 final step, the plan will be disaggregated by period, costs and revenues will be inflated to year of expenditure dollars, and adjustments will be made as necessary. The current draft being discussed today is in 2008 dollars with no period disaggregation.

Revisions to the cost feasible plan since June 22 include the following:

- SIS
 - NW 25th Street (elevated) Viaduct project added to flexible funding worksheet due to it not being included in SIS cost feasible plan. The SIS plan includes only the at-grade road widening portion of the project.
 - Port Tunnel project will be included in Priority 1 (E+C)
- Florida Turnpike Enterprise (FTE)
 - TP2 description changed to 10-lanes (was 8-lanes) and is not cost feasible through construction
 - TP7,11,12 is cost feasible. The financial deficit caused by this change will be covered by Turnpike system revenue per FTE and FDOT District 6 staff.
 - TP1 is not cost feasible for construction.

- Miami-Dade Expressway Authority (MDX)
 - Some pre-construction cost estimates were revised in consultation with MDX staff to reflect more accurate estimates.
 - MDX15 PD&E/Design phases are cost feasible.
 - MDX13 PD&E/Design phases are cost feasible.
 - MDX11 is cost feasible for PD&E/Design phases only. Construction phase is not cost feasible.
 - MDX17 is cost feasible for PD&E/Design phases only. Right of Way and Construction phases are not cost feasible.
 - MDX7 PD&E/Design phases are cost feasible.
 - MDX3 PD&E/Design phases are cost feasible.
 - MDX4 Right of Way phase is cost feasible.
- Flexible Funding Worksheet
 - Project to widen SW 137th Avenue from US-1 to SW 200th Street from 2 to 4 lanes added as a cost feasible project.
 - NW 25th Street Viaduct (Phase 2) was added as a cost feasible project.
 - PW52 is not cost feasible.
 - FDOT61 is not cost feasible.
 - FDOT57 is not cost feasible.
 - PW11 is not cost feasible.
 - H2 is not cost feasible.
 - PW7 is not cost feasible.
 - PW14 is not cost feasible.
 - MB7 is not cost feasible.
 - MB1 is cost feasible.
 - SFRTA2 remained a TMA/TRIP funded project and rather than federal New Starts funded due to the illustrative status of New Starts funded projects.
 - SFRTA8 is funded with state and federal New Starts revenue, categorizing it as an illustrative project.

The Steering Committee reviewed the updated draft cost feasible plan and made a series of revisions. The consulting team was advised to make further revisions following the ranked order of projects in order to balance the revenue and expense. Among the specific revisions agreed upon by the Steering Committee are the following:

- Remove note in MDX worksheet identifying MDX7 as subject to funding by private unsolicited proposal.
- Revise FDOT58 description to not include at grade widening.
- Remove project DT2516844 due to its status as under construction.
- Remove project FP30.
- Add a footnote for project MDX8 indicating that it will require a CDMP amendment.
- Adjust the cost of project MDT4-6 to reflect funding programmed in the TIP.

- Remove ROW and CST funding for FDOT11 from cost feasible plan.
- Add the following projects as cost feasible: PW52, FDOT63, NC57, PW11, H2, MB7, PW9, HS6, PW6, PW32, and H1.

IV. Revised LRTP Measures of Effectiveness

Mr. Saraceno distributed revised measures of effectiveness for the Steering Committee's review.

V. Next Meeting

The next meeting is scheduled for August 31st, 2009; 10:00 AM; 10th Floor CITT Conference Room.