

**MIAMI-DADE  
LONG RANGE TRANSPORTATION PLAN UPDATE  
(to the Year 2040)**

**STEERING COMMITTEE MEETING NO. 9**

**MEETING SUMMARY**

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

**Friday, November 15, 2013  
10:00 A.M.  
10<sup>th</sup> Floor CITT Conference Room**

**Members Present**

**Kelly Cooper  
Mayra Diaz  
Wilson Fernandez  
David Henderson  
Sarah Ingle  
Rolando Jimenez Jr.  
Sachin Kalbag  
Alexandra Lopez  
Felix Pereira  
Ammad Riaz  
Carlos Roa  
Doug Robinson  
Thomas Rodrigues  
Irma San Roman  
Rory Santana  
Napoleon Somoza  
Phil Steinmiller  
Andrew Velasquez  
Vivian Villaamil  
Norman Wartman  
Lynda Westin**

**Others Present**

**Bob Peskin  
Franco Saraceno  
Chris Will  
Odalys Delgado**

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**I. Welcome - Introduction of Steering Committee Members**

Carlos Roa, Miami-Dade MPO, opened the meeting and members of the Steering Committee introduced themselves.

**II. SERPM7 Status Report**

Wilson Fernandez, Miami-Dade MPO, briefed the committee on the status of the model and its application on the LRTP project. The regional model development team will complete model validation in December. In the meantime, the regional transportation plan team has completed a first draft of E+C network coding and is currently addressing review comments. Results of the E+C simulation will be provided to the three MPO teams on November 27, 2013. By December 2, 2013, each MPO team must provide their needs plan projects to the regional team. The regional team will then code those projects that are on regional facilities to develop a background network, on which the MPOs will add their own respective needs plan improvements for testing. If an MPO fails to provide their needs plan by December 2, the regional team will code 2035 needs plan projects (on regional facilities only) for the given MPO.

**III. Draft Financial Revenue Projections**

Franco Saraceno, Gannett Fleming, introduced the draft financial revenue presentation, informing the committee that meetings were held with Miami-Dade Expressway (MDX) staff (9/19/13), Florida Turnpike Enterprise (FTE) staff (10/25/13) and Miami-Dade Office of Management and Budget (OMB) staff (10/15/13) to discuss their respective revenue projections and further extrapolations to cover the entire LRTP period to 2040.

Mr. Bob Peskin, AECOM, presented the draft revenue projections compiled thus far, including for MDX, FTE, FDOT, Miami-Dade Transit (MDT), and South Florida Regional Transportation Authority (SFRTA).

**Highlights of AECOM presentation and comments**

- Highway Trust Fund continues to have solvency issues, with no change in the federal gas tax since 1993.

- Increases in fuel-efficiency have not helped the financial problem.
- FDOT's 2040 forecast is on par with the former 2035 forecast. State Transit program has increased fivefold relative to 2035 projections (\$230 in 2035 LRTP, \$1,119 in 2040 LRTP).
- Replacement and Renewal (R&R) costs should be handled explicitly, as FTA and FHWA are paying close attention to those costs.
- The statewide State New Starts projection of \$760 million is not included as a line item in the state and federal revenue table because it is not broken down by FDOT district. Mr. Fernandez commented that it is too conservative to assume that none of the statewide New Starts funds will be allocated to Miami-Dade County. Mr. Saraceno added that several revenue sources, including New Starts and TRIP, can only be utilized for "illustrative" projects in the LRTP; in other words, not for cost feasible projects. He also reminded the committee that, in addition to capital cost, operating and maintenance (O&M) costs must be accounted for in the cost feasible plan and that there are limited funds eligible for O&M costs.

Mr. Peskin did present a table of current New Starts projects across the state to illustrate the competitive nature of this program. Mr. Fernandez stated that the Coastal Link project should be added to the table. Mr. Norman Wartman, CTAC, commented that the costs portrayed in the New Starts table seem low, relative to past projections for Miami-Dade County projects. He sighted Metrorail as a source of inaccurate projections; originally projected to cost ~\$800 million for a ~55-mile system when in actuality the system cost ~\$1.6 billion for a 22-mile system. Additionally, Mr. Wartman noted the Metrobus system, which is the feeder for Metrorail, had to be gutted to fund Metrorail.

- FTE staff provided revenues for the turnpike through 2023. After meeting with FTE staff, the LRTP team was advised to use an annual growth rate of 2.5% for turnpike revenue and 3% for O&M expense for the remainder of the LRTP period from 2024 to 2040. The resulting net revenue for FTE from 2019-2040 is \$1,009 million. Mr. Andrew Velasquez, FTE, stated that he was comfortable with the revenue projections.

Mr. Wartman raised concern over long range Turnpike revenue and projects. He noted the impact that automated vehicles could play on capacity and revenue, including a hypothetical doubling of peak hour capacity, which would in turn result in greater revenue as well.

- MDX staff provided revenues for MDX through 2027. After meeting with MDX staff, the LRTP team was advised to use an annual growth rate of 2.5% for MDX revenue and 3% for O&M expense for the remainder of

the LRTP period from 2028 to 2040. The resulting net revenue for MDX from 2019-2040 is \$1,281 million.

Regarding revenue from managed lanes, the issue of whether the 95-Express observed data can be utilized to estimate managed lanes revenue for other projects. Mr. Velasquez pointed out that it is unlikely that any other managed lanes project will perform as well as 95-Express but that the FTE recently completed a study on SR 826/I-75 managed lanes that should be referenced. Mr. Saraceno mentioned that more planning level methods/estimates would be prepared for the LRTP and that the work would be coordinated with FTE.

- The MDT Pro Forma was provided to the LRTP team, including projections to 2040. The Pro Forma includes a net surplus of just under \$590 million. In addition, it only includes \$983 million in the State Grants revenue line item, which is \$136 million less than the Transit program projection provided by FDOT. This will be investigated as to whether the inflation factors utilized in the Pro Forma are the issue or whether money is being “left on the table”.

Mr. Kelly Cooper, Citizens Independent Transportation Trust (CITT), commented that the R&R estimates for transit have traditionally been underestimated.

- SFRTA’s 5-year budget summary, downloaded from the SFRTA website, was presented. Mr. Roa inquired as to the long range assumption of revenue for SFRTA, given that their dedicated funding source from the State will expire in 2017. Ms. Lynda Westin, SFRTA, responded that in January 2014, the SFRTA will publish an updated financial plan that will address the post-2017 funding issue.
- Regarding private sector financial resources, Mr. Peskin Bob from AECOM commented on the value of private sector projects as a good way to reduce/shift risk from the public sector to the private. Risks associated with cost overruns and schedules are reduced by promoting private sector projects. He also discussed the concept of value capture and the use of tax increment financing, and other tools, to fund transportation improvements. Mr. Peskin asserted that, if property value information can be obtained in GIS, that it is fairly simple to estimate the revenue potential of these types of strategies.

#### IV. Needs Assessment Process

Mr. Saraceno reminded the committee that the needs assessment process is the next major step in the LRTP update and that, provided that SERPM E+C results are available before Thanksgiving, corridors will be defined in December and a needs assessment committee workshop would likely occur in February. He also

said that the committee would be receiving project lists from agency master plans for review and detailing and that this would provide a starting point to address deficiencies in the needs assessment process.

V. Adjournment

The meeting was adjourned at 11:30 A.M.