

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

**STEERING COMMITTEE MEETING NO. 1**

**MEETING SUMMARY**

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

**Friday, December 14, 2012  
1:30 P.M.  
10<sup>th</sup> Floor CITT Conference Room**

**Members Present**

**Steve Anderson  
Manuel Armada  
Wilson Fernandez  
Jose Gonzalez  
David Henderson  
Rolando Jimenez  
Alissa Penaloza  
Sam Rad  
Carlos Roa  
Jose Ramos  
Napoleon Somoza  
Phil Steinmiller  
Patrick Wong**

**Others Present**

**Odalys Delgado  
Franco Saraceno**

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I. Welcome - Introduction of Steering Committee Members

Carlos Roa, Project Manager, opened the meeting and members of the Steering Committee introduced themselves.

II. Steering Committee Meeting Schedule

Carlos Roa briefed the committee on the planned bimonthly steering committee meeting schedule. Meetings will be scheduled in advance but may be canceled depending on agenda items and project progress. Scheduled meetings will occur on Friday mornings at 10:00 AM.

III. Plan Update Process

Franco Saraceno, Gannett Fleming, presented an overview of the Consultant Team. Gannett Fleming, the prime consultant, will provide the lead on all tasks and will be assisted by the subconsultants as follows:

- *AECOM Consult.* – Will provide assistance with Financial Resources.
- *Cambridge Systematics* – Will provide assistance with Congestion Management Plan.
- *Charesse Chester and Associates* – Will provide assistance with Public Participation.
- *Corradino* – Will provide assistance with Travel Demand Modeling.
- *Decision Lens* – Will provide assistance with LRTP Goals and Objectives and Transportation Plan Update/Visualization.
- *Kittleson and Associates* – Will provide assistance with Congestion Management Plan.
- *Parsons Brinkerhoff* – Will provide assistance with Travel Demand Modeling.

Mr. Saraceno also provided an overview of the plan update process, beginning with the collection of future year socioeconomic data. The public participation plan will be engaged throughout the process with three series of public meetings planned. The first step in the technical process is to develop an E+C network, which represents all existing infrastructure plus committed improvements, which

are defined as capacity improvements that are funded for construction in the TIP. The E+C network will then be used as a minimum base system on which to build a needs plan. The needs plan will be evaluated and pared down to a cost feasible plan based on projected revenue. In addition to this process, there are ancillary efforts that will take place and be folded into the LRTP process at the appropriate times and these include the Freight, Bike/Ped, Cong Management, Regional, and Sustainability planning efforts.

#### IV. Agency Coordination

Mr. Saraceno described the key project milestones at which points agency involvement will be most critical, including the establishment of Goals, Objectives, and Measures; development of the Existing plus Committed network; development of the Needs Plan; and development of the Cost Feasible Plan. He also described the key elements of agency involvement, defined as the most critical data and/or input to be provided by agencies that will be instrumental in the plan update process. These include Socioeconomic data; Committed improvements (from TIP); Revenue projections; project Cost Estimates; and agency Master Plans.

Carlos Roa, MPO, added that committee members should submit their agency master plans as soon as possible so that they may be utilized in the plan update process. Phil Steinmiller, FDOT, added that, along with transportation master plans, agencies should provide information about consequent water/sewer infrastructure improvements. Wilson Fernandez, MPO, also commented that the ongoing Seven-50 Southeast Florida Prosperity Plan must be considered in the LRTP update process. Manny Armada, RER, added that the probability of growth should be the principal factor in determining infrastructure improvements.

#### V. Federal Legislation

Mr. Saraceno discussed the recent passage (July 2012) of the latest federal transportation legislation in the Moving Ahead Progress in the 21<sup>st</sup> Century (MAP-21). As of yet, the legislation has not been implemented in the rule-making process so until that happens, the LRTP will technically still be guided by SAFETEA-LU. However, a major focus of MAP-21 is on performance measurement, which involves both assessing plan performance in a forecast context and assessing plan performance after adoption in an observational context. In either case, the LRTP update should be mindful of measureable outcomes and should be designed in such a way as to be amenable to performance measurement. Some other key elements of MAP-21 include system preservation

and improvement; freight and economic development; and safety planning. The legislation outlines seven National Performance Goals:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduced project delivery delays

With respect to performance measurement, measures for the seven National Goals will ultimately trickle down to the State and local levels with the deadline for local/MPO measures adoption currently in mid-2015, or 6 months after the State measures are adopted.

#### VI. New Elements of LRTP Process

Mr. Saraceno outlined some of the new elements that will be included as part of the 2040 LRTP update including:

- A technical needs development process
- Measures of effectiveness to be applied at the project level
- Innovative revenue projections
- Illustrative projects
- New automated “resource allocation” tool to develop the Cost Feasible Plan
- Enhanced visualization and project documentation
- Project branding

With respect to Illustrative projects, Mr. Fernandez added that Public Private Partnerships (P3) will also be considered and that they could be categorized in a unique way, such that they are not illustrative but rather are cost feasible.

#### VII. DRAFT Schedule

The overall plan update schedule will be to have an adopted 2040 LRTP by October 2014. Detailed elements of the schedule will be discussed at subsequent meetings.

#### VIII. Adjournment

The meeting was adjourned at 3:50 P.M.