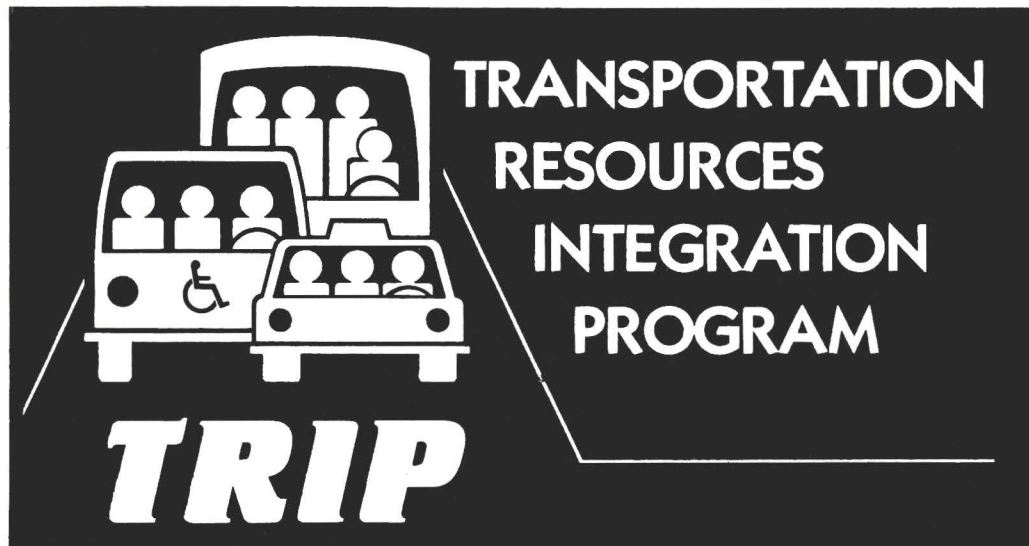

METROPOLITAN DADE

COUNTY:

1985 TRANSPORTATION

DISADVANTAGED

DEVELOPMENT PLAN



**Metropolitan Planning
Organization
for the Miami Urbanized Area**

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METRO-DADE TRANSPORTATION ADMINISTRATION
A Department of Metro-Dade County

PRELIMINARY DRAFT

METROPOLITAN DADE COUNTY

1984 Transportation Disadvantaged Development Plan

Metro Dade Transportation Administration

Planning Division

Office of Special Transit Services

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1 Introduction And Purpose

1.1 INTRODUCTION

In 1979 the Florida State Legislature adopted a bill requiring all Federal and state funds and programs for the "transportation disadvantaged"¹ to be coordinated within each county. The responsibility for implementing this law, known as Chapter 427 (see Appendix A), was given to the Coordinating Council on the Transportation Disadvantaged, also created by law and appointed by the Governor. The Council was directed to develop rules and regulations to guide implementation of Chapter 427. Rule 41-1, the resulting regulatory tool, was adopted on May 1, 1981 (see Appendix B). In May 1984 Chapter 427 was approved unanimously for re-enactment for an additional five years.

As part of the requirements of Rule 41-1, the Metropolitan Planning Organization (MPO) in urban areas and designated local planning organizations (LPO) in nonurban areas were given specific responsibilities in the implementation of coordinating transportation for the disadvantaged.

¹Chapter 427 Florida Statutes, 427.011 Definitions (1) "Transportation Disadvantaged" means those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.

Dade County has a unique Metropolitan form of regional government with charter powers incorporated in the State of Florida's Constitution. In recognition of the County Charter, which makes the elected Board of County Commissioners responsible for transportation services in the region, the Governor designated the members of the Board of County Commissioners (BCC) as the Metropolitan Planning Organization (MPO). Because of this authority, the MPO's governing body has been charged with developing a five-year Transportation Disadvantaged Plan, and designating an agency or group to facilitate the Coordination of Disadvantaged Transportation within the urbanize area. (See Appendix C.)

1.2 Purpose

The development of this Transportation Disadvantaged Development Plan will help in attaining the overall goal set forth in the proposed Dade County Transportation Disadvantaged Policy. The proposed goal follows:

"It is the overall goal of Dade County to maximize the availability of public and private transportation services to all of our citizens including the transportation disadvantaged living within our community. As part of the Transportation Improvement Program, Metro Dade County is committed to developing a coordinated approach to solving the transportation problems of the transportation disadvantaged to maximizing the use of present resources and to improving the level of resources to fulfill these needs". See Appendix D.

The Transportation Disadvantaged Development Plan details how the urbanize area will achieve enhanced transportation program accessibility in services, vehicles, policies and practices which will result in efficiently and effectively provided service to meet the needs of transportation disadvantaged persons.

This plan has been developed to attain the following goals:

- 1) Meet and/or supplement the requirements of Chapter 427 F.S.,

transportation disadvantaged" - and Rule 41 - 1.03 -
"Planning".

- 2) Supply format and information for the Transportation Improvement Program which shall include an annual element for the transportation disadvantaged.
- 3) Set forth the necessary steps for operation of a Coordinated Transportation Program in the County.
- 4) Develop a financially feasible service system and a workable budget for operations.

1.3 The Requirements of Rule 41-1 and Chapter 427

Chapter 41-1 of the Florida Administrative Code on the Transportation Disadvantaged is the guide for the implementation process of Chapter 427 of the Florida Statutes. The Council was established to foster the coordination of transportation disadvantaged citizens of Florida.

The implementation process of Chapter 427 follows a series of steps as put forth in the Florida Department of Transportation's Policies and Procedures for the Transportation Disadvantaged Program. The responsible group is also identified. These steps are:

- 1) Established Metropolitan Planning Organizations (MPO) execute duties delegated under the provisions of Section 427.015(1)(2), Florida Statutes, in the urban planning area and may provide service in the rural planning area of each county served by a Metropolitan Planning Organization, if agreed to by the Coordinating Council, the Florida Department of Transportation and the Metropolitan Planning Organization. Otherwise a Local Planning Organization (LPO) will be designated for the rural portion not served by the County MPO.

- 2) Initial development of a Transportation Development Plan for each county with annual updates submitted by December 15th each year.

RESPONSIBILITY: MPO and LPO (Rule 41-1.03)

- 3) Development of a Transportation Improvement Program which shall include an annual element on transportation expenditures for the transportation disadvantaged. This TIP should be provided to the Coordinating Council by June 1 of each year.

RESPONSIBILITY: MPO and LPO (Rule 41-1.04)

- 4) Prepare a statewide 5-year transit and paratransit development plan addressing the transportation problems of the transportation disadvantaged.

RESPONSIBILITY: Department of Transportation (F.S. 4.27.014(1))

- 5) Development and submission of an agency budget must be provided to the Coordinated Community Provider thirty days prior to establish deadlines.

RESPONSIBILITY: Any agency utilizing state or federal funds for transportation of the disadvantaged. (Rule 41-1.05)

- 6) Designation of a Coordinated Community Transportation Provider

RESPONSIBILITY: MPO or LPO (Rule 41-1.06)

- 7) Request for bid proposals in areas where no Coordinated Community Transportation Provider is identified.

RESPONSIBILITY: MPO, LPO or DOT

- 8) Develop a Memorandum of Agreement with designated provider and the Department of Transportation so that official negotiations can begin for service.

RESPONSIBILITY: DOT and Designated Provider, with assistance from HRS, Department of Education and other purchasing agencies.

The Memorandum of Agreement is the "legal" document which is entered into between the Florida Department of Transportation and the Coordinated Community Transportation Provider. Accompanying the Memorandum of Agreement will be and operational plan, financial plan and services and fare provision.

- 9) After actual operations have begun by the Provider, a 120-day review will be made to compare the statistics of operation versus the Provider's operational and financial plan. Adjustments will be made to the fare structure to assure the interests of the agencies and the Providers are met.

RESPONSIBILITY: DOT and Designated Provider with input from HRS, DCA, DOE and all purchasing agencies and clients.

- 10) Ongoing monitoring, evaluation and analysis of system's operation.

RESPONSIBILITY: Department of Transportation with continued input and assistance from agencies mentioned in Step 8 above.

- 11) Expiration of Memorandum of Agreement will occur after twelve months. Renewal of agreement or adjustments will be required.

RESPONSIBILITY: Department of Transportation and Designated Provider with assistance and input from agencies listed in Step 8 above.

2.0 SUMMARY OF EXISTING REGULATIONS AND PLANS

2.1 Summary of Federal Regulations

The Urban Mass Transportation (UMT) Act of 1964, as Amended in 1970, established as a national policy that elderly and handicapped persons have the same right as other persons to use mass transportation facilities and services.

Table 2.1 displays a brief history of the major activities concerning the Section 504 requirements. As can be observed, several activities occurred at the same time in apparent disregard of each other.

The UMT Act was amended in 1973 to include Section 16(b)(2). This new sub-section provided capital assistance for private non-profit groups to assist them in providing transportation service to meet the special needs of elderly and handicapped agency clients unable to use public mass transportation. The amendment did not specify how mobility needs of the elderly and handicapped were to be met. In 1974, the UMT Act was amended to include a new Section 5 providing transit operating assistance.

Beginning in 1976 Federal guidelines required special transportation planning for the elderly and handicapped. These regulations, issued by UMTA, emphasized the "special efforts" for the disadvantage in planning for public mass transportation facilities and services.

TABLE 2-1

CHRONOLOGY OF SECTION 504 IMPLEMENTATION ACTIVITIES

1973	Passage of Section 504
April 28, 1976	Executive Order 11914 directs HEW to establish government-wide Section 504 guidelines.
February 1977	First accessible bus service (San Diego)
May 4, 1977	First HEW government-wide regulations regarding Section 504
January 13, 1978	Final HEW government-wide Section 504 Guidelines
June 8, 1978	DOT issues proposed rule-making on Section 504 regulations.
May 31, 1979	Final DOT Section 504 Rules - includes 2% rule for interim service and wheelchair lift requirement
June 29, 1979	APTA sues DOT
February 1980	APTA receives adverse ruling in lower courts
May 26, 1981	Appellate court rules DOT exceeded its authority under Section 504
July 20, 1981	Interim Final Rules published by UMTA: 3.5% rule established
December 1982	Section 317(c) of the Surface Transportation Assistance Act mandates the issuance of final Section 504 rules
September 8, 1983	Proposed Final Regulations published by UMTA
January 1984	Review of comments and development of final rules begins

These regulations included three important elements: First, provisions were made to provide public transit service to all elderly and physically handicapped persons including non-ambulatory wheelchair-bound persons and those with semi-ambulatory capabilities.

Second, the regulations required all new buses over 22 feet in length to have the options for wheelchair lift equipment or provisions for adding a wheelchair lift, if formal procurement solicitations were issued on or after September 30, 1979. Third, the regulations also specified actions that would satisfy the "special efforts" clause.

US DOT, on May 1979 issued its "interim final rule" implementing Section 504 of the Rehabilitation Act of 1973. The Department mandated that accessible modes of transportation be made available to the handicapped.

In July 1981, Section 504 was revised to eliminate the requirement that mass transit systems be made accessible to the handicapped, provided that special service that "handicapped people can use" are made available. The Metro-Dade Special Transportation Service (STS) meets this requirements.

In 1982 a new regulation consisting of Section 317(c) of the Surface Transportation Assistance Act of 1982 replaced the interim rule. This regulation includes "minimum criteria for the provision of transportation services" to handicapped and elderly individuals. In addition, the statute requires that the rule provide for public

participation in the establishment of programs to provide services for handicapped persons and for DOT monitoring of recipients' compliance.

On September 8, 1983, the Department of Transportation (DOT) published a notice of proposed rulemaking (NPRM) in the Federal Register proposing new rules to ensure the provision of transportation services to handicapped persons in DOT-assisted mass transit programs.

This NPRM proposes to replace the 1981 interim final rule with a rule that would meet the requirements of section 317(c). The intent of the NPRM is to propose regulatory provisions that would ensure adequate transit service for handicapped persons without imposing undue cost burdens on recipients.

These rules are still in the Department's review process and are not expected to be finalized until early 1985.

The proposed rules preserve the local option concept in that eligibility may be established by making fifty percent of a recipient's peak and non-peak fixed-route bus fleet accessible to "handicapped and elderly persons" by providing paratransit services for the elderly and the handicapped; or by providing some mix of accessible fixed route service and paratransit services.

If paratransit (also termed special services in the proposed rules) is provided, then it must meet certain criteria specified in the proposed rules. These criteria can be summarized as follows:

- service area must be the same as that of the recipient's general public service;
- the paratransit service must be available on the same days and for the same hours as the recipient's general public service;
- the cost of a trip to the user must be comparable to that charged for a similar trip made by the general public;
- trip priorities or trip purpose restrictions cannot be imposed;
- wait time for special service must be reasonable, and,
- no waiting lists can be maintained, i.e., service must be available for all eligible persons.

These criteria are viewed as minimum standards to be met by all recipients of federal transit assistance funds. However, in meeting these criteria no recipient will be required to expend, in any fiscal year, more than:

Alternative 1 - 7.1 percent of the average annual amount of Federal financial assistance for mass transportation it expects to receive over the current fiscal year and has received over the two previous fiscal years

or

Alternative 2 - 3.0 percent of the average of the recipient's operating budgets for the current fiscal year and the previous two fiscal years.

The proposed rules continue by specifying allowable costs which may be counted towards the above financial effort ceilings.

Finally, the proposal specifies various procedural requirements which recipients must follow. These requirements cover the recipient from the first step of obtaining public comment upon the recipient's proposed program for fulfilling these proposed 504 rules to the final certification of the program by the UMTA Administrator.

The service criteria, including the limitations on recipient expenditures, and the procedural requirements represent the Department's response to the requirements of Section 317(c) of the Surface Transportation Assistance Act of 1982. The public response to the publication of the proposed rules was quite sizable and the Department extended the original comment period to accommodate this high level of public interest. This comment period ended December 8, 1983. The new federal regulations, reflecting the public's comments, is expected to go into effect for the 1985 fiscal year.

2.2 Summary of Existing Plans.

Dade County Transportation Planning staff in previous years have developed two plans which specifically address the needs of the elderly and handicapped.

These plans, the Elderly and Handicapped Transportation Needs Study and the Section 504, Transition Plan have been used as the interim Chapter 427 development plans for the transportation disadvantaged. A summary of each of the referenced plans follows.

2.2.1 Summary of the Elderly and Handicapped Transportation Needs Study

In 1978, the Dade County Transportation Administration developed the Elderly and Handicapped Transportation Needs Study (E&H Needs Study). Recommendations for the improvement of the delivery of social service transportation resources were included in this report and were endorsed by the passage of the County Commission Resolution on January 9, 1978. Goals and Objectives for the improvement of transportation to elderly and handicapped person in Dade County as contained in the E&H Needs Study are provided in Appendix E.

Some of the key goals and objectives related to social service transportation contained in the E&H Needs Study are summarized below:

- ° Establish a transportation "brokerage" capability for County-operated programs and recommend the same concept for programs offered by private non profit and other public agencies.

- ° Provide transportation service alternatives for social service and medically related agencies which presently offer transportation in order to improve their efficiency.

- Develop centralized paratransit system operating capabilities to handle different paratransit and social service agency operating functions.
- Improve planning, administrative and management efforts to maximize the use of available resources.
- Establish a central coordination and management staff for all County agencies offering transportation services with a possibility of including state and private non-profit agencies if the concept is effective.
- Develop inter-agency communication capabilities to obtain and provide data and general information among agencies.
- Improve and expand the use of existing funds to fulfill the transportation needs of the elderly and transportation handicapped in a coordinated manner.
- Modify the regulations for social service transportation programs at all levels to allow coordination of transportation resources and funds (capital and operating).

The above excerpts were taken from Volume 4 of the E&H Needs Study, (pp. 35-37) which is included as Appendix E.

The Elderly and Handicapped Transportation Needs Study is divided into three volumes. The first volume described the study's approach, examines various local, state and federal transportation funding sources, discusses local elderly and handicapped transportation issues and provides a demographic overview of Dade County's elderly and handicapped population. The second volume describes current local services, reviews case studies from other communities, discusses alternative approaches to improving elderly and handicapped transportation services, examines potential funding programs and summarizes policy options. The third volume presents a plan of action to improve and expand existing transportation resources.

The Elderly and Handicapped Transportation Advisory Committee (E&H TAC) provided insight and support in the preparation of this study and sought to steer the County towards those issues, needs, and future programs which they felt best met the needs of their special constituencies.

2.2.2 Summary of Section 504 Transition Plan

On May 31, 1979, US DOT issued its "Final Rule" implementing Section 504 of the Rehabilitation Act of 1973. In issuing this rule, US DOT mandated that accessible modes of transportation

be made available to the handicapped, including wheelchair users; specified the mechanism for achieving systemwide accessibility; and created equal opportunity guidelines for all recipients of Federal funds. The rule required the submission of a "Transition Plan" to UMTA by July 1, 1980.

In June, 1980, the MPO adopted the resolution endorsing the Draft of Section 504 Transition Plan (504 Plan). This plan includes all of the current and planned transportation services administered by Metropolitan Dade County. Section 2.0 provides an overview of the existing mass transit organization, a general description of the bus system, the planned rapid rail system, and the Downtown People Mover. In accordance with the 504 regulations, Section 3.0 describes the transition planning process and citizen participation in the development of the plan. Section 4.0 delineates twenty three policy areas and the scope of the work required to achieve accessibility. A recommended interim accessible transportation service plan and its selection process are described in Section 5.0. Section 6.0 details the remedial actions required to ensure compliance, and sequences the necessary modifications. The final section (7.0) represents the results and responses from the mandated public hearing to discuss the "Transition Plan."

2.3 Other Transportation Disadvantaged Studies

Some of the major private agencies have produced their own Transportation Disadvantaged studies or plans. One of these agencies is the Area Agency on Aging (AAA) for Dade and Monroe Counties.

In May 1981 planning consultant Felipe Prestamo prepared for this AAA agency the Plan for the Coordination of Transportation Services 1980-1985. The Plan is structured for implementation over a five-year period. It consists of two stages: Coordination of activities among independent projects and decentralized service consolidation on service area basis while maintaining efficient levels of coordination in the programming and delivery of transportation service.

The Plan recommendations are based on ten programs serving the transportation needs of the elderly and handicapped in Dade County, but the general conclusion could be applied to other similar programs. These are based on regulations included in Chapter 427 and Rule 41-1. In this Plan scenarios are used as basis for programming for the near future.

The Plan calls for eight policy statements to be adopted by the AAA on subjects such as primary service, fixed schedules, flexible schedules, reducing cost and improving efficiency, reorganization based on seven geographical areas.

Finally, this Plan identifies a program for implementation which monitors; coordination, consolidation, overhead cost and users opinions, priorities and needs.

This document, according to the author, is one of the initial steps in identifying the conditions and actions required for the development of a Planning process in Transportation for the AAA.

3.0 SURVEY AND ANALYSIS FOR THE EXISTING PROGRAMS FOR THE TRANSPORTATION DISADVANTAGED

3.1 SMD Grant

On January 1, 1982, the Dade County Transportation Administration received a grant from the Office of Service and Methods Demonstration (SMD) of the Urban Mass Transportation Administration to implement several innovative paratransit services. This project is funded to be in operation for approximately three (3) years, January 1, 1982 through December 31, 1984.

The primary objective of the Dade County SMD Project is to expand and improve the role of paratransit operations within the overall Transportation Improvement Program (TIP) by establishing mechanisms for integrating private and public services and operations, both conventional and paratransit, into a single transportation system framework.

A major element of the SMD Project is to develop a system of coordination for social service transportation resources to maximize the utilization of vehicles and other resources dedicated to the transportation function.

Other project elements consist of:

- ° The development of an information and referral service for all Dade County transportation services will be available through a transportation brokerage.

- ° Implementation of a comprehensive program of taxi regulatory reform that has resulted in the County assumption of all passenger transportation regulatory and enforcement responsibility.

- ° Implementation of taxi/transit interface services that integrate private sector and conventional transit services through the use of private sector paratransit resources to complement METROBUS operations. Dade County is testing the cost and service effectiveness of the public/private coordination arrangement.

During the first year of the Service and Methods Demonstration Project each social service transportation project was revisited to update information contained in the E&H Needs Study. Also, a comprehensive analysis was completed which identified all client information, trip information, transportation productivity information and other management information required by the nine participating Dade County social service transportation providers. These agencies are listed in section 3.4 of this text.

Currently, the Transportation Brokerage has been coordinating group transportation requests with the Community Action Agency on a regular basis.

3.2 Special Transportation Service

In June, 1976, Metro-Dade County began operating a Paratransit Service Project known as the Special Transportation Service (STS). The objective of the STS project is to provide curb-to-curb transportation to persons of any age that cannot physically board or utilize existing METROBUS service. The STS operates 5 days a week, from 6 a.m. to 12 midnight, and offers trips from any origin to any destination within the County. Special lift-equipped vehicles, along with taxis, are used for the service. Upon certification, any person, regardless of age, who is unable to use or has difficulty in using METROBUS because of a permanent physical disability, can use STS. The total number of ridership for 1984 has been about 3,600 person trips per week.

STS uses a variable fare structure depending on the length of each one-way trip.

The fare is based on the number of miles needed to transport you directly from the pick-up location to the destination.

1 - 10 miles	= \$2.50
11 - 20 miles	= \$3.50
21 - 30 miles	= \$4.50
31 miles or more	= \$5.50

STS in cooperation with METROBUS has implemented the STS/METROBUS Demonstration Project. This group transportation project has operated from May, 1982 until July 1984. The demonstration project was then transitioned into private sector operations.

The STS/METROBUS project transported groups of elderly and handicapped persons through the use of METROBUS special lift equipped vehicles. Service was and continues to be provided for purposes such as shopping, recreational and special activities for senior citizens and handicapped persons, and is available Monday through Friday 8:00 a.m. to 6:30 p.m. Passenger fare are now charged at a rate to cover operating and scheduling costs.

3.3 CARSD/MIS

Under a grant from the Urban Mass Transportation Administration (UMTA), Metropolitan Dade County, Florida, is developing a Computer Assisted Routing, Scheduling, Dispatching and Management Information System (CARSD/MIS) for use in paratransit operations.

The CARSD/MIS is a computer software package which is being developed by Dade County (through a private consultant, TRANSMAX, Inc.). The CARSD/MIS is a paratransit software package capable of providing all relevant client information for each social service program as well as having the capability to receive requests for service, and route schedule those requests among available vehicles in the most cost and

service effective manner. Additionally, the CARSD/MIS has the capability to store, analyze and output management information necessary to satisfy all interagency billing and transportation reporting requirements. All the information gathered for the SMD project has been incorporated in CARSD/MIS.

As of May, 1984 CARSD/MIS system is partially complete and will be tested to full implementation in January, 1985. A mini computer, eleven (11) Cathode Ray Tubes (CRT's), and three (3) printers have been received and installed. The CARSD/MIS will be demonstrated through the initiation of the Brokerage in January 1985.

Results from the CARSD/MIS will be fully documented so that they can be transferable to other geographic areas.

3.4 County Supported Social Service Transportation Providers

Several social service transportation surveys conducted by MDTA have indicated strong potential for success in the coordination of social service transportation resources.

According to the "Social Service Transportation Survey", conducted on April 21, 1980, and a follow up survey in 1982, Metro-Dade County itself operated thirteen different social service transportation programs. All Dade County programs restrict ridership eligibility to specific clients according to each agency's eligibility criteria. The only umbrella agency out of the thirteen (13) transportation providers that has a coordinated plan for the programs they financially support is the Area Agency in Aging. Data from the Office of Public Transportation Operations Office of Florida Department of Transportation and from information obtained from Dade County agencies indicates that Dade County is presently served by approximately eight (8) social service agencies with a total of ninety (90) vehicles on the street and by sixteen (16) private non-profit agencies with over one-hundred vehicles providing transportation to their respective clients. Section 3.4 and 3.5 of this report detail the names of agencies providing social service transportation and also provides information on the scope and operating requirements of each program.

There are nine Social Service Transportation Providers partially funded by Dade County. These agencies are:

1. Community Action Agency (CAA)
2. Community Health Inc. (CHI)
3. Housing and Urban Development (HUD)
4. Department of Human Resources - Elderly Services (Impact)
5. James E. Scott Community Association (JESCA)*
6. Department of Human Resources - Farm Worker's Training
7. Special Transportation Service (STS)
8. (DHR) Office of Health Service
9. Groups Trips - REDTOP (formerly RICO)

Information on their current vehicle inventory, number of people service, service area and eligibility follows on Table 3-1.

* Receives AAA - County and 16(b)(2) funds

AVAILABLE TRANSPORTATION SERVICES IN DADE COUNTY
FOR THE TRANSPORTATION DISADVANTAGED
COUNTY SUPPORTED SOCIAL SERVICE TRANSPORTATION PROVIDERS

Program	Hours of Service	Eligibility	Area Served	Fee	Number of People Served Per Month	Current Vehicle Inventory		
						Vehicle (Year and Type)	Seating Capacity	Special Equipment Lift/Etc
James E.Scott Community Asso- ciation (JESCA)	Monday-Friday 8a.m. - 5 p.m. Weekend trips available on emergencies	Elderly and Physically Handicapped	Dade County	None	185-200	1 10 psg.mini bus	10	Lift
						1 bus 1976	36	None
						1 van 1976	15	None
						Ram Dodge 1980	15	None
						Ram Dodge 1980	15	None
						Ram Dodge 1980	12	Lift
						Ram Dodge 1980	15	None
Ram Dodge 1980	15	None						
Department of Human Resources Farm Workers Training Program	Monday-Friday 5:30a.m.-5:30pm Fixed Routes	Students accepted to the program	South Dade Only	None	150	2 vans	15	None
Red Top Group Trips	Monday-Friday 7:20am-5 p.m.	Elderly and Handicapped Medicaid STS	Dade County	\$1.00 one-way		(3) minibuses	19	Lift
STS	Monday-Friday 6a.m.-12 midnight	Handicapped Mobility impaired persons	Dade County	1-10 miles:\$2.00 11-20 miles:\$3.00 21-30 miles:\$4.00 31 miles or more:\$5.00		Car & Van under contract		

3.5 Private Non-Profit and Other Special Transit Services

The names of all private non-profit agencies which provide special transportation service is not possible to list at this time. The following tables contain the names of 23 local agencies that receive federal monies in the form of 16(b)(2) vehicles. This updated listing was created by gathering information from the District VI Office of the Florida Department of Transportation.

Of the 23 16(b)(2) agencies, three serve only the mentally handicapped. Another agency serves only the elderly. Six agencies serve the mentally and physically handicapped. The largest number of agencies, eight, serve the elderly and handicapped. Only two agencies serve all three groups of elderly, physically and mentally handicapped.

Approximately 73,000 people per month use this service offered by the different 16(b)(2) agencies in 74 passenger vans, 8 with special lift equipment, and 24 buses, 13 with special equipment and 20 station wagons.

Most of the agencies have operating hours from 8 to 5 Monday through Friday. Six agencies have emergency 24-hour service and nine agencies have service, occasionally or by appointment, on the weekends.

TABLE 3-2
 AVAILABLE TRANSPORTATION SERVICES IN DADE COUNTY
 FOR THE TRANSPORTATION DISADVANTAGED
 PRIVATE NON-PROFIT AND OTHER SPECIAL TRANSIT SERVICE

Program	Hours of Service	Eligibility	Area Served	Fee	Number of People Served Per Month	Current Vehicle Inventory		
						Vehicle (Year and Type)	Seating Capacity	Special Equipment Lift/Etc
Action Community Center	8am - 4:30pm Mon. thru Friday Occasional trips Saturday, Sunday and evenings	Elderly, Physically and Mentally Handicapped	Residing within City of Miami to County-wide	None	Elderly, Handicapped Approximately 10,000	1 Ford Van '80	15	None
						1 Ford S/Wgn. '82	09	None
						1 Bus Int'l. '80	32	None
						1 Chev. Bus '83	32	None
						1 GMC mini bus '83	10	Lift
4 Dodge Vans '84	15	None						
American Federation of Sr. Citizens North Dade Chapter	10a.m.- 4:00pm. Weekly	Elderly and Handicapped	North Miami Beach Dade County	None	Elderly - 3,939 Handicapped - 2,112	1 Plymouth Van '79	15	None
						1 Dodge Van 1983	15	None
Assoc. for Retarded Citizens of Dade County	7a.m. - 4:30p.m. 1 - 15 Passenger Van must be available 24 hours a day	Mentally and Physically Handicapped Adults & Children	Dade County	None	Mentally Handicapped Approximately 4,500 Mo.	2 Chev. S/Wgns '80	09	None
						2 GMC mini buses 1983	10	Lift
						1 1984 Sta. Wgn. Ford	08	None
						5 Dodge Vans 1983	15	None
5 Dodge Vans 1984	15	None						
Epworth Village, Inc.	Fixed Route 8 - 5 Mon.-Fri. On Demand when needed	Elderly and Handicapped (Residents)	Dade County	-	Approx. 300 monthly	1 1981 Ford Bus	10	Lift
						1 1981 Chev. Bus	24	None
						1 1983 Sta. Wgn.	08	None

Available Transportation Services in Dade County
for the Transportation Disadvantaged
Private Non-Profit and Other Special Transit Service

Program	Hours of Service	Eligibility	Area Served	Fee	Number of People Served Per Month	Current Vehicle Inventory		
						Vehicle (Year and Type)	Seating Capacity	Special Equipment Lift/Etc
Community Rehabilitation Center	Emergency Medical Transportation for Clients already at the center	Physically and Mentally Handicapped Adults	Urbanized Area Dade County	None		1982 Ford Station Wagon	09	None
						2 1984 Dodge Vans	15	None
Concept House, Inc.	7 days a week 9 a.m.- 9 p.m.	Physically Handicapped	Urbanized Area	None	Handicapped 75	1 Dodge Van 1982 1 Sta. Wgn. 1984 Ford	15 08	None None

Available Transportation Services in Dade County
for the Transportation Disadvantaged
Private Non-Profit and Other Special Transit Service
(continued)

Program	Hours of Service	Eligibility	Area Served	Fee	Number of People Served Per Month	Current Vehicle Inventory		
						Vehicle (Year and Type)	Seating Capacity	Special Equipment Lift/Etc
Easter Seal Society of Dade County	8 a.m. to approximately 4:30 p.m.	Elderly, Mentally and Physically Handicapped Children & Adults	Dade County	Maximum \$1.00	Elderly - 660, Handicapped 3520	1979 GMC Van	14 children or 7 adults	None
						1980 Dodge Van	10 children or 7 adults	Lift
						(1) Sta.Wagon 1983	9	None
						(1) Passenger Van 1983	15	None
						(2) Passenger Buses 1983	26	None
The Eastern Sun Foundations	8 a.m.- 6 p.m. 7 days a week 24 hours a day for emergency	Elderly and Physically Handicapped	Mostly Miami Beach to other Dade County areas	None	50 a month	1981 Ford Van	11	Lift
Elf's Lair	7 a.m.- 5:30pm 5 days a week	Mentally & Physically handicapped children & adults	Miami, Dade County	None	450 Handicapped	1978 Dodge Van	15	None

Available Transportation Services in Dade County
for the Transportation Disadvantaged
Private Non-Profit and Other Special Transit Service
(continued)

Program	Hours of Service	Eligibility	Area Served	Fee	Number of People Served Per Month	Current Vehicle Inventory		
						Vehicle (Year and Type)	Seating Capacity	Special Equipment Lift/Etc
The Haven School, Inc.	Variable 7 days a week	Mentally Handicapped Children & Adults	Miami-Dade County, Broward and Monroe (occasionally)	None	92	(1) 1979 School Bus GMC	44	None
						(2) 1980 Ford Vans	15	None
						(1) Passenger Sta. Wgn. 1983	09	None
						(1) Passenger Van	15	None
Home and Housing of Dade, Inc.	None yet. Proposed 8-5 daily; Monday-Friday	Elderly and Physically Handicapped Residents	None yet. None Proposed; South Broward to South Dade	None		(1) 1983 GMC Mini Bus	10	Lift

Available Transportation Services in Dade County
for the Transportation Disadvantaged
Private Non-Profit and Other Special Transit Services

Program	Hours of Service	Eligibility	Area Served	Fee	Number of People Served Per Month	Current Vehicle Inventory		
						Vehicle (Year and Type)	Seating Capacity	Special Equipment Lift/Etc
Hope Center Inc.	8a.m. - 3:30pm	Mentally Handicapped Children & Adults	Fort Lauderdale to Homestead	None	100 students Approximately 4,400 trips monthly	(1) 1983 Dodge Van	15	None
						(1) 1979 Chev. Sta. Wagon	09	None
						(1) 1978 Dodge Van	15	None
						(1) 1980 Ford Bus	23	None
						(1) 1980 Ford Van	15	None
						(1) 1980 Chev. Sta Wagon	09	None
						(1) 1981 Int'l. Bus	20	Lift
						(1) 1981 Passenger Bus	24	None
						(1) 1983 Sta. Wagon	09	None
						(1) 1984 Dodge Van	15	None
Little Havana Activities & Nutrition Centers of Dade County, Inc.	7 a.m.- 5pm Monday-Friday Saturday and Sunday by appointment and special events	Elderly & Handicapped	Dade County	None	16,000	* (9) 1980 Dodge Van	15	None
						* (3) 1980 Chev.	9	None
						* (1) 1978 Chev.	9	None
						* (1) 1980 Dodge Van	08	Lift & ties for 3-5 passengers

* non-16b2 vehicles

Available Transportation Services in Dade County
for the Transportation Disadvantaged
Private Non-Profit and Other Special Transit Services

Program	Hours of Service	Eligibility	Area Served	Fee	Number of People Served Per Month	Current Vehicle Inventory		
						Vehicle (Year and Type)	Seating Capacity	Special Equipment Lift/Etc
MAC Town, Inc.	Monday-Friday 7 a.m.-7:30p.m. Weekends 9am - 7:30p.m. Emergency Transport 24 hours	Physically and Mentally Handicapped Adults	Miami, Dade County	None	64 Mentally Retarded	(3) Vans (1) Sta.Wagon 1983 (1) Sta.Wagon 1984	15 08 08	None None None
Miami Jewish Home & Hospital for the Aging	8 a.m.-4:30p.m.	Elderly and Physically Handicapped (not includ- ing frail elderly)	Dade County	-	Elderly - 3,802 Handicap- ped - 426	(1) 1980 Dodge Van (2) 1983 Mini Buses (2) Sta.Wagons 1982 (1) Bus 1981 (1) Bus 1981	12 10 9 44 28	Lift Lift None None Lift
National Parkinson Foundation	(5 days) 7 a.m.- 4:30pm	Elderly and Physically Handicapped	Dade County	-	Elderly - 60 Handicapped 48	1982 Dodge Van	15	None
Miami Beach Marian Towers	Fixed Route: 2 days/week 9a.m.-12p.m. Demand respon- sive 4 days/wk. 2 hrs./day	Elderly Residents	Unincorp. Dade County at North end of Miami Beach	-	231	1980 Ford Van	11	None

Available Transportation Services in Dade County
for the Transportation Disadvantaged
Private Non-Profit and Other Special Transit Services

Program	Hours of Service	Eligibility	Area Served	Fee	Number of People Served Per Month	Current Vehicle Inventory		
						Vehicle (Year and Type)	Seating Capacity	Special Equipment Lift/Etc
New Horizons Community Mental Health Center	8:30am - 7:30pm (on demand res- ponse 24 hrs. including weekends)	Elderly and Physically Handicapped, Mentally Handicapped (no children)	Miami - Dade County	None	Approx- imately 5,730 Monthly	* (3) 1981 Ford Van	15	None
						* 1981 Dodge Van	15	None
						* (2) 1981 Rented Dodge Vans	15	None
						* 1981 Escort 2 doors (2) Passenger Vans 1983	3 15	None
Pine Woods Villa	5 days per week 8:30 - 4:30 p.m.	Elderly and Physically Handicapped (residents)	Unincor- porated Dade County	None	9,360 per year	Int'l. School Bus 1981	40	None
Spectrum Programs Inc.	7 days per week schedule trips and emergencies	Elderly and sub- stance abusers adults only	Dade County	None	1,000 per year	* (2) Sta. Wagons (2) 1982 Dodge Van	6 15	None None

* non-16b2 vehicles

Available Transportation Services in Dade County
for the Transportation Disadvantaged
Private Non-Profit and Other Special Transit Services

Program	Hours of Service	Eligibility	Area Served	Fee	Number of People Served Per Month	Current Vehicle Inventory		
						Vehicle (Year and Type)	Seating Capacity	Special Equipment Lift/Etc
Sunrise, A Community For the Retarded, Inc.	8am-4:30pm Mon.-Fri.	Physically and Mentally Handicapped Children and Adults	South Dade County, Homestead, Miami, Goulds, Naranja	None	Handicapped Approximately 3,000 monthly	1-Dodge Van '80	12	Lift
						7-Dodge Vans '81	15	None
						1-Dodge Van '83	15	None
						1-Dodge Van '83	12	Lift
						1-Bus Int'l.*	32	None
United Cerebral Palsy Asso- ciation of Miami, Inc.	Mon.-Fri. 7:30am-5pm and 7 days a week for the Group Homes	Physically and Mentally Handicapped Children and Adults	Dade County	None	4,500	2-Dodge Vans '80	12	Lift
						1-Dodge Van '81	15	None
						1-Ford Van '80	15	None
						1-Ford St/Wgn '82	09	None
						6-Dodge Vans '82	15	None
						3-Dodge Vans '83	15	None
						1-Dodge Van '84	15	None
2-GMC Mini Buses 1983	10	Lift						
The Village South, Inc.	7 days/Week Planned service from 7am -10pm on call 24 hours	Mentally and Emotionally Handicapped Adults only	Miami - Dade County Area	None	3,000-4,000	1-Ford Van '80	15	None
						1-Dodge Van '83	15	None
						2-Dodge Vans '84	15	None
						2-Chev. S/Wgns '80	09	None
						1-Ford S/Wgn. '83	08	None
						1-Ford S/Wgn. '84	08	None

* non-16b2 vehicle

3.5.1 AAA Provider Agencies

The AAA under the Older American Act Title III federal funding and its local matching monies provide transportation services through eightfunded agencies in Dade County. The AAA has been designated as a secondary Coordinated Community Transportation Provider because of the agency on-going coordination of transportation service for the elderly through its funded programs. A listing of the agencies under the AAA umbrella follows. (Where duplication occurs, because of providers also receiving other funding, reference is made to table 3-1 or 3-2 for inventory information.)

TABLE 3-3

Transportation Providers Utilizing OAA Title III
Vehicle Inventory

<u>Agencies</u>	<u>Number of Vehicles</u>	<u>Year of Vehicles</u>	<u>Makes</u>	<u>Types</u>	<u>Number of Passengers</u>	<u>Special Equipment</u>
Neighborhood Family II (New Horizons)	1	1981	Dodge	Van	14	
North Miami Foundation	1	1982	Chevrolet	Impala Station Wagon	06	
Senior Centers of Dade County, Inc.	4	1978	Chevrolet	Van	16	
		1978	Chevrolet	Van	16	
		1978	Chevrolet	Van	17	
		1978	Chevrolet	Van	17	
James E. Scott Community Association (JESCA)		See Table 3-1				
Jewish Community Center Senior Ride	13	1977	Dodge	Van	14	
		1977	Dodge	Van	8	Wheelchair
		1977	Dodge	Van	14	
		1977	Chevette	Bussette	17	
		1978	Chevette	Bussette	17	
		1978	Chevette	Bussette	17	
		1978	Chevette	Bussette	17	
		1978	Dodge	Van	14	
		1978	Dodge	Van	14	
		1980	Chevette	Bussette	17	
		1980	Chevette	Bussette	17	
		1981	Chevette	Bussette	11	
		1983	Plymouth	Voyager Maxi-Van	15	Wheelchair

<u>Agencies</u>	<u>Number of Vehicles</u>	<u>Year of Vehicles</u>	<u>Makes</u>	<u>Types</u>	<u>Number of Passengers</u>	<u>Special Equipment</u>
Little Havana Activities and Nutrition Centers		See Table 3-2				
Elderly Services Division Metro-Dade County Impact Program		See Table 3-1				
Miami Springs Nutrition Program						

4.0 ESTIMATE OF SHORT AND LONG TERM NEEDS

4.1 Transportation Disadvantaged Current and Projected Demographic Overview

This chapter presents a demographic overview of the transportation disadvantaged (the elderly, the handicapped and the poor) in Dade County. Figures IV-1 through IV-4 will show their spatial distribution, identifying where the concentration patterns occur based on the 1980 Census.

4.1.1 The Elderly

Dade County's total population in 1980 according to the U.S. Census was 1,625,979. The elderly population constituted about 16 percent of the total population, or 255,286.

In planning for the transportation disadvantaged, it is important to find where the affected persons reside in high concentrations, so that transportation service can be provided as efficiently as possible.

Figure IV-1 shows the distribution of elderly residents in Dade County for 1980. High concentrations of elderly residents are evident on Miami Beach, in northeast Dade (north of 79th Street) and in areas immediately south and west of downtown Miami.

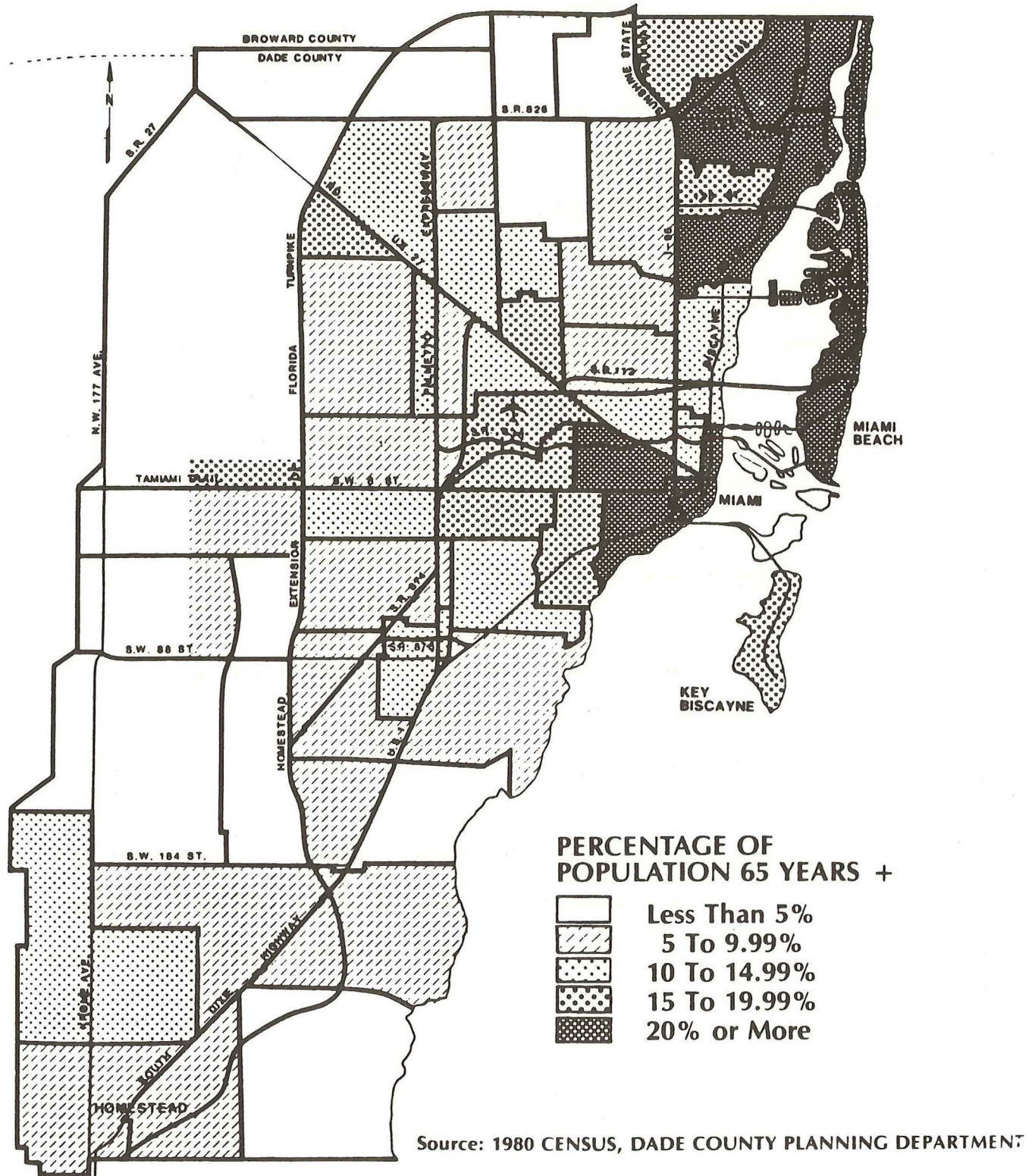


FIGURE IV-1
Concentrations of Persons 65 Years and Older
in 1980 for Dade County

The distribution of the elderly population has remained generally stable in terms of the total number of concentrated areas, except in northeast Dade, where the concentration of elderly has increased significantly as a result of housing activities and general migration trends in Dade County.

The Dade County Planning Department using established population techniques has estimated the total resident population of Dade County for the year 1990 and 2005. Resident population is projected to be 2.04 million in 1990 and 2.41 million in 2005.

Analysis of future trends of elderly population shows that proportionally, the number of elderly in the County will be lower. That is, the number of elderly while increasing in absolute numbers, will still be decreasing as a percentage of the total population. This is based on the recent rapid increase in the birth rate and immigration of the younger working age population. There is no reason to believe that the spatial distribution of the elderly will change drastically within the next few years, as no major concentrated housing initiatives for the elderly are being considered. Therefore, the areas previously mentioned with high concentrations of elderly, will tend to continue to accommodate whatever growth occurs with exception of the South Miami Beach area, which is

expected to experience overall low growth, because of planned redevelopment activities.

4.1.2 The Handicapped

Identifying overall the location of handicapped persons in Dade County is not an easy task. Existing information sources are fragmented and not totally reliable. However, in the 1980 Census 20% sample,¹ one of the questions that was asked directly addressed the handicapped. The Census questionnaire reads "Does this person have a physical, mental or other health condition which has lasted for six months or more and which limits or prevents this person from using public transportation?" This questionnaire also addressed the age factor, asking when the person was born.

According to the 1980 Census, the number of persons with public transportation disability between the ages of 14 and 64 totaled 21,228 and persons 65 year of age or older total 38,566. The spatial distribution of these persons are shown in figures IV-2 and IV-3 respectively. The compilation of the data collected in Dade County is shown on Exhibit A. It is

¹Census questionnaire that requested additional information to the basic demographic information. The sample accounted for approximately 19% of the nation's housing units.

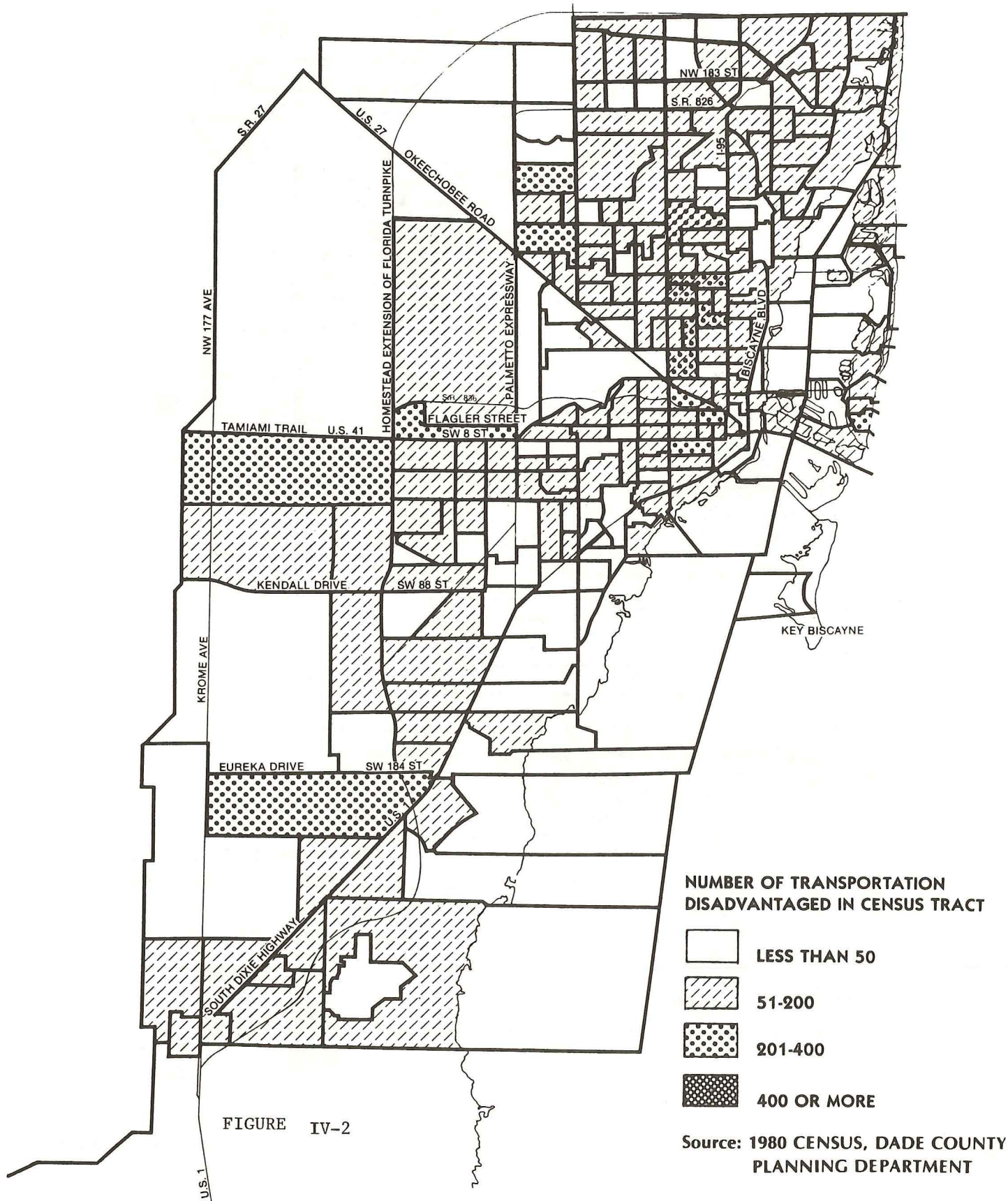


FIGURE IV-2

TRANSPORTATION DISADVANTAGED 16-64 YEARS OLD

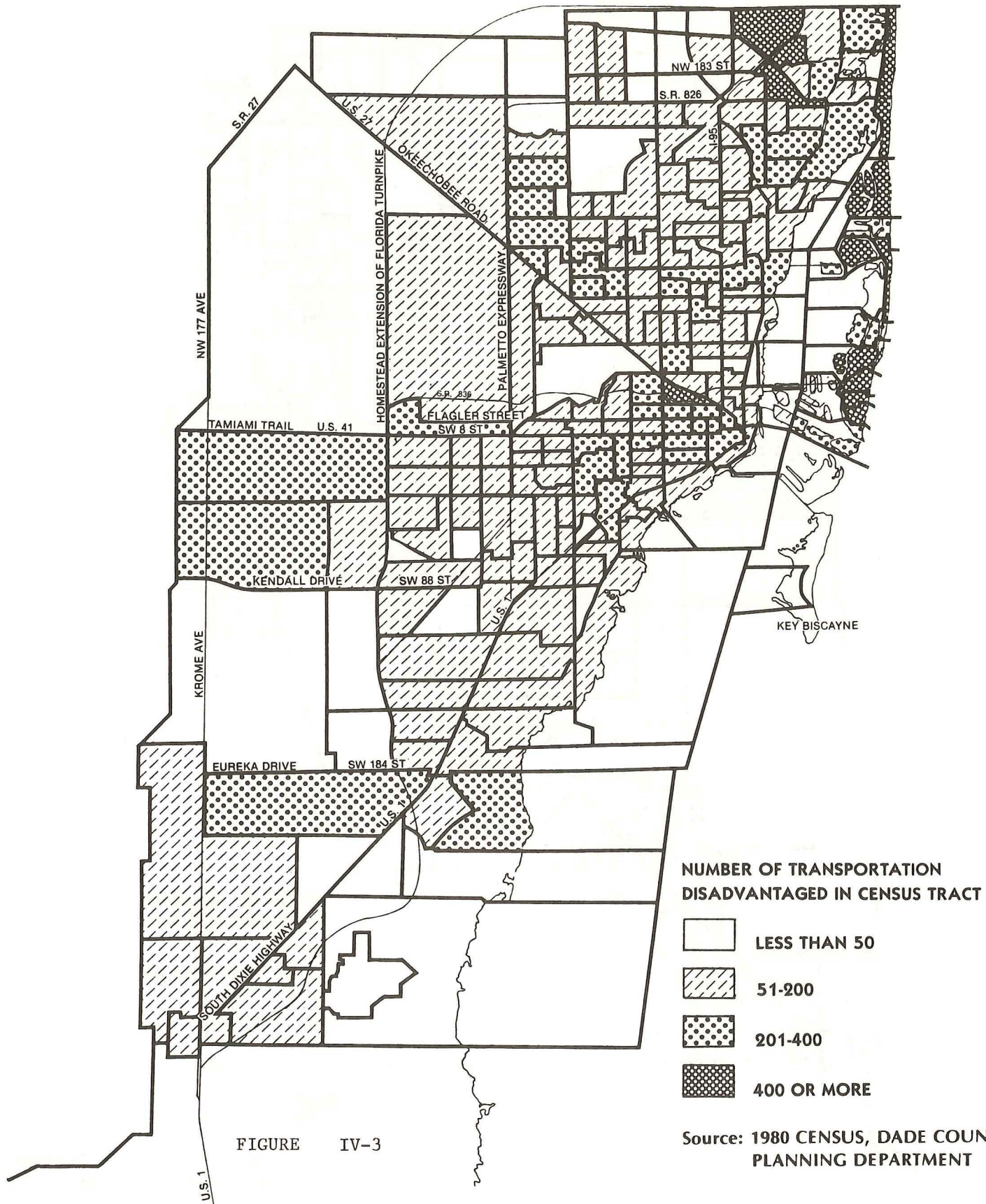


FIGURE IV-3

TRANSPORTATION DISADVANTAGED 65 YEARS OR OLDER

EXHIBIT -- A

1980 U.S. Census for Dade County, Florida
 Summary Tape File #3, Report 1 of Second Series
 Persons With Public Transportation Disability

City Name	Persons 16 to 64 Years	Persons 65 Years and Over
BAL HARBOR	30	175
BAY HB ISL	21	182
BISC. PARK	32	108
CORAL GBLS	367	1206
EL PORTAL	30	79
FLA. CITY	55	30
GLDN BEACH	0	16
HIALEAH	1895	2826
HIA GDNS.	39	69
HOMESTEAD	188	342
IND. CREEK	6	0
ISLANDIA	0	0
MEDLEY	6	27
MIAMI	6169	9633
MIA BEACH	1169	6912
MIA SHORES	66	342
MIA SPRINGS	113	208
N BAY VILL	115	236
NO. MIAMI	491	1251
N M. BEACH	472	1180
OPA-LOCKA	263	159
PENNSUCO	0	0
SO. MIAMI	115	137
SURFSIDE	55	171
SWEETWATER	129	96
VIRG. GDNS	22	9
WEST MIAMI	90	108
UNINCORP.	9290	13034
COUNTY	<u>21228</u>	<u>38566</u>

distributed by municipalities and summarized for a County total.

It is expected that the areas with larger concentration of elderly people will also contain the largest concentration of elderly-handicapped. This is true in Miami Beach, northeast Dade, and in areas immediately south and west of Downtown Miami. The Miami Beach area in particular averages more than 1,000 elderly-handicapped persons within each census tract from 71st Street to South Beach area. The northeast area which contains high levels of elderly residents averages 500 elderly-handicapped persons per census tract.

Other areas with high concentration of elderly-handicapped persons include Southwest Dade, between Tamiami and Kendall, the Sweetwater area, central and west Hialeah and west of South Dixie between 184th Street (Eureka Drive) and 216th Street (Hamlin Mill Drive). These areas average about 300 elderly-handicapped persons per census tract.

Figure IV-2 shows the distribution of handicapped persons between the ages of 16 and 64 years. The highest concentration was found directly north of Downtown area and in the south central Miami Beach area, averaging about 340 handicapped persons per census tract. Other areas of concentration for this age group of handicapped persons include West Hialeah, Sweetwater, west of the Palmetto from S.W. 8th Street (Tamiami)

to Bird Road (40th Street), north, northwest of downtown to 79th Street and in the southwest area of South Dixie from 184 Street to 216th Street.

One would think that areas with higher overall population densities would also contain the highest concentration of handicapped persons, but this is only evident on three areas of the County: West Hialeah, directly north and south of downtown area and, the south central Miami Beach area.

The prediction of any major changes in the spatial distribution of handicapped persons could be based on the accessibility to public transportation or special transportation services. Since this study reflects on the handicapped with public transportation disability, the patterns of concentration would not necessarily be altered in the future as these people will be served by means other than public transportation.

4.1.3 The Poor

There is not a simple definition to describe the poor. The 1980 Census classified families and unrelated individuals as above or below poverty level by comparing their total 1979 income to an income cutoff or "poverty threshold". The income cutoffs vary by family size, number of children, and age of the family householder. The term "poverty" connotes a complex set of economic, social, and psychological conditions. The

standard statistical definition provides only estimates of economic poverty based on the receipt of money income before taxes. The poverty thresholds are updated every year to reflect changes in the Consumer Price Index (CPI). Cutoffs for 1979 income used in poverty statistics in the 1980 Census are presented in Exhibit B. As an example, the poverty threshold for a family of four with two related children under 18 can be found in the chart to be \$7,356 in 1979. Households below the poverty level or poor are defined as households in which the total income of the family or the householder of a nonfamily household is below the poverty level. This is based on the above mentioned poverty threshold which specifies family size, age of householders, and number of related children under 18.

In Dade County according to the 1980 Census, the number of persons in poverty is 240,428 or 15% of the total population. Figure IV-4 shows the spatial distribution of persons in poverty in Dade County by census tract.

The areas of high concentration for persons in poverty in most parts conform with the pattern for the other two categories of transportation disadvantaged already described: the elderly and the handicapped. These areas include South Miami Beach, the central downtown and areas directly west and north to 79th Street of downtown Miami. Other areas that exhibit high concentration of poverty are located on the south at Florida City and west of U.S. 1 between 216th Street and 264th Street.

EXHIBIT - B

THRESHOLDS AT THE POVERTY LEVEL IN 1979 BY SIZE OF FAMILY AND NUMBER OF RELATED CHILDREN UNDER 18 YEARS OLD

Size of Family Unit	Weighted Average Thresholds	Related Children Under 18 Years								
		None	1	2	3	4	5	6	7	8 & Up
1 Person (unrelated Individual)	\$ 3,686									
Under 65 Years	3,774	\$ 3,774								
65 Years and Over	3,479	3,479								
2 Persons	4,723									
Householder Under 65 Years	4,876	4,858	\$ 5,000							
Householder 65 Years and Over	4,389	4,365	4,981							
3 Persons	5,787	5,674	5,839	\$ 5,844						
4 Persons	7,412	7,482	7,605	7,356	\$ 7,382					
5 Persons	8,776	9,023	9,154	8,874	8,657	\$ 8,525				
6 Persons	9,915	10,378	10,419	10,205	9,999	9,693	\$ 9,512			
7 Persons	11,237	11,941	12,016	11,759	11,580	11,246	10,857	\$10,429		
8 Persons	12,484	13,356	13,473	13,231	13,018	12,717	12,334	11,936	\$11,835	
9 Persons or More	14,812	16,066	16,144	15,929	15,749	15,453	15,046	14,677	14,586	\$14,024

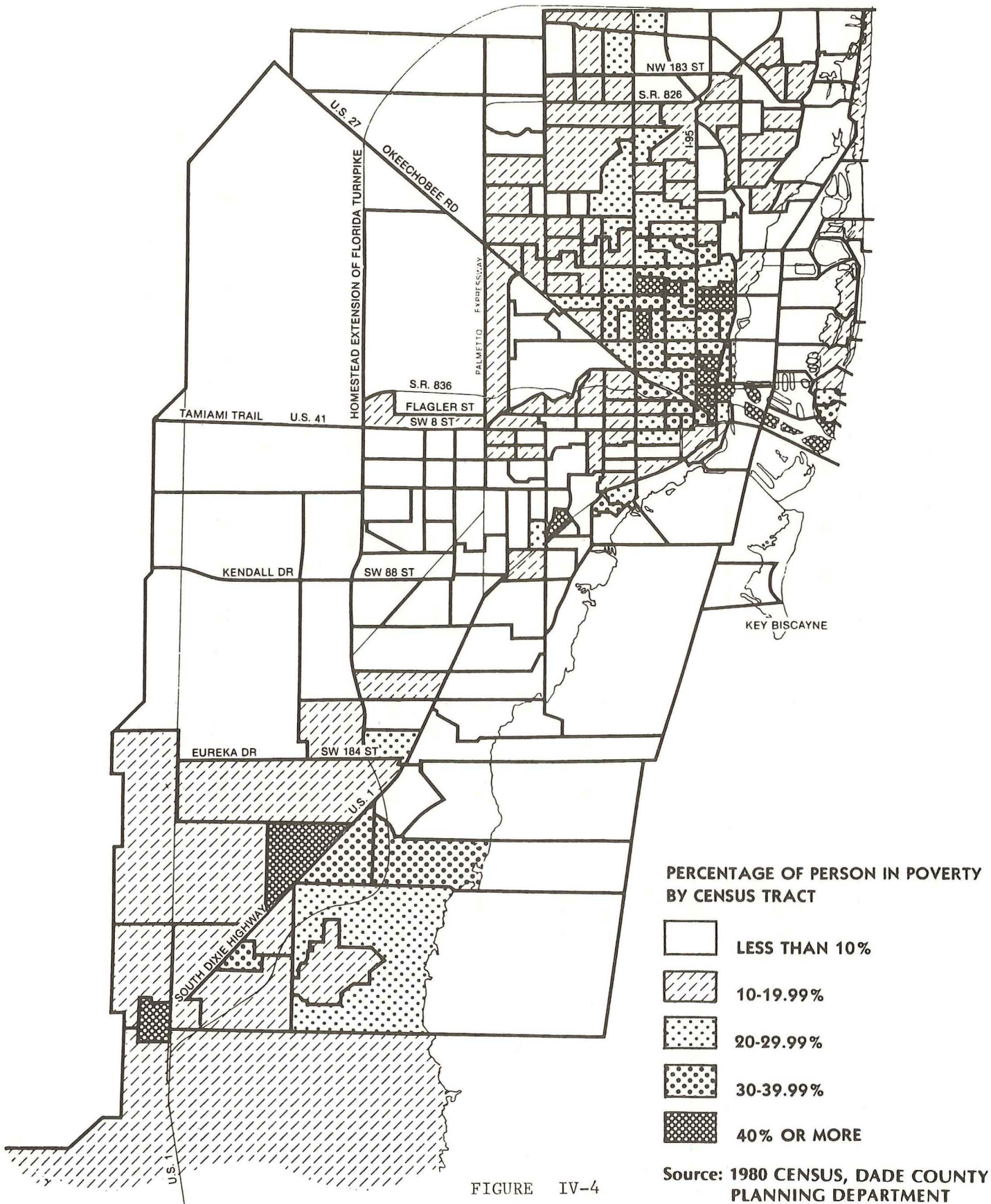


FIGURE IV-4

TRANSPORTATION DISADVANTAGED PERSONS IN POVERTY

The area around the University of Miami, in Coral Gables also shows a poverty "pocket". This is due to the fact that most students have very low income. As mentioned earlier on this chapter, the "poverty" definition provides only estimates of economic poverty based on income.

The future of these areas depends mostly on the future of the cities they are located in. Most of the concentrations of poverty fall within the boundaries of the City of Miami, Miami Beach and Florida City. The City of Miami is working on different projects that will help rebuild the economy of the area. Among them are:

- 1) The affordable Housing Project - This is a multiple housing project and convenience retail stores for the areas of Culmer and Allapatah.
- 2) The Allapatah Transit Station. This will include a shopping center and office area adjacent to the METRORAIL Station
- 3) Overtown Park West - A project involving a complete redevelopment plan for this area.

Other projects involving the Little Haiti and the Little Havana areas are on the works as a set of recommendations from ad-hoc committees are being considered.

The City Of Miami Beach is studying, the plans recommending the Redevelopment of the South Beach area. This project will include housing and commercial areas as well as parks and marina for recreational purposes.

4.2 Service Availability and Needs Assessment

The largest public provider of special transportation services in Dade County is the County-sponsored Special Transportation Service (STS). This service is budgeted at present at an annual level of approximately \$1.5 million per year for service purposes. The program currently has enrolled over 5,500 active users that use the service regularly. Additionally, there exists currently a waiting list of approximately 3,500 names. The waiting list was initiated in January, 1984 in response to a problem which occurred when demand for service exceeded the budgetary provisions for the project.

In 1985 Dade County procured a service contract with the Special Transportation Services that resulted in a substantial and significant cost saving to Dade County for each unit of service. In FY85-86 the County will attempt to utilize such cost savings to impact upon the waiting list and the level of services provided.

The Medicaid state HRS district 11 Medicaid Transportation Program, which provides transportation services to economically disadvantaged individuals for medical purposes only, is funded through a combination of State and Federal resources. In 1985 this program will be coordinated with the County STS program as part of the Transportation Disadvantaged Plan. As the State Medicaid program is funded through State and Federal funds a budget shortfall is not possible and services that are required by Medicaid-eligible people are provided when needed.

The County, in working with the Jobs for Miami program, has identified a lack of adequate and appropriate transportation to transport inner-city residents to suburban job opportunities. Accordingly MDTA and Jobs for Miami has submitted to the Urban Mass Transportation Administration (UMTA) a grant proposal to provide seed money to provide paratransit services to get unemployed inner-city residents to job interviews, training programs and employment in suburban job locations. This project will address the identified needs for employment transportation and based upon the experience of this demonstration project, the County and Jobs for Miami will access and develop plans for the future handling of employment transportation needs. This project has been formally approved by UMTA and is scheduled for implementation in late summer 1985.

4.3 Service and Equipment Needs (Next 5 Years)

As mentioned in Chapter four, Dade County's brokerage system operates through the cooperation of many contributing social service agencies, private firms under contract to the County and other paratransit service users and providers. Attempts are being made to accommodate all trips requests; however, all needs cannot be met. There are not enough resources to meet all existing demands, due to the area's unique demographics and the influx of immigrants. Special provisions will have to be made in order to satisfy the demands.

Better management and coordination of existing resources are expected within the brokerage system. With the computerized routing and scheduling center in full operation, it is expected that an increase in service of 10% to 20% will be achieved at the same funding level.

Other plans being studied and considered for improvements in the near future include: a Metrorail Handicapped Feeder System and a plan for upgrading vehicle maintenance.

Other efforts are being made through demonstration projects to meet the needs of the transportation disadvantaged. One of these is providing transportation to jobs and jobs interviews to the poor. This project's aim is to coordinate transportation including buses, METRORAIL, and special County-run car pools to help currently unemployed people from Overtown, Liberty City and other depressed segments of the County get to jobs or jobs interviews in other parts of the County. The service will be available to each individual for a period of up to six months.

Additionally the Coordinated Community Provider will concur with the award, specification and purchase of 16(b)(2) vehicles, Section 9 paratransit capital purchases and other paratransit vehicle and equipment purchases.

4.4 Strategy for Securing Needed Resources

Various alternatives are being analysed as strategies for securing the needed resources to provide and expand paratransit service in the near future. Some of these strategies are listed below:

- o Coordinated capital equipment replacement program.

The TRIP Center staff in cooperation with the participating agencies will coordinate capital equipment replacement, including parts purchases, tires, and maintenance agreements.

o Coordinated Insurance Program.

A coordinated and consistent policy and program in purchasing insurance where participating agencies would buy insurance as a group and not as individuals will be developed and implemented.

o Uniform service standards.

Service should be consistent, assuring good quality at a reasonable price.

o Comprehensive levels of service.

Provide appropriate levels of service for special needs and special groups such as the severely handicapped client who needs an escort, or needs to be carried into the vehicle.

o Management Information System.

Establishing a uniform systemwide management information system that has overall vehicle data will be developed help to expand and compose service productivity and ridership.

o Financial Resources.

Use Section 9 to buy Special Transit vehicles and equipment. Coordinate all financial resources for transportation disadvantaged to achieve optional utilization. Do comparative analyses among transportation disadvantaged programs to increase overall cost and service effectiveness. Coordinate demand among vehicles to improve vehicle productivity and to free up existing vehicles for service to additional people.

The principal objective of the strategies being analysed is to expand the availability of special transportation in order to serve a greater percentage of the people by providing a better coordinated service at the most economical price within the expenditure of available resources.

5.0 Operations Plan

5.1 Current Operations

The Dade County Special Transportation Service (STS) is currently the only "general purpose" Countywide Transportation program that is available to all handicapped persons. Demand for STS is continually expanding at a rate which exceeds budgetary provisions. STS until May 13, 1985 will purchase service from private contractors at a flat rate of \$12.00 per ambulatory user and \$22.00 per wheelchair user. The new contract "PT02" will be awarded and implemented for such services on May 13, 1985.

The State of Florida Medicaid transportation service is available to Medicaid eligible individuals for medical trip purposes only. The Dade County Medicaid transportation program is committed to coordination through the Dade County TRIP operation. (The MDTA brokerage will be identified as the Transportation Resources Integration Program or TRIP). The Medicaid program has purchased exclusive ride transportation service through several taxi and wheelchair transportation services. Under those arrangements, the average cost per trip of Medicaid transportation service exceeds \$12.00.

5.2 Purchase of Service

Up until July 1, 1984, STS & Medicaid purchased services from the private sector independently under separate contracts. The STS project paid approximately \$12 ambulatory and \$22 wheelchair, and Medicaid purchased wheelchair services through the brokerage at a rate of \$17.25 per trip, which resulted in a substantial cost savings over past experience.

In FY84-85, Medicaid and STS staff got together and arranged to purchase service together in order to realize cost savings which accrued through economics of scale and substantially enhanced abilities to multi-load.

New rates to be paid for paratransit services under PT02 (May 13, 1985) are projected to be approximately \$7.75 ambulatory and \$17.50 wheelchair. These rates include service provision and routing/scheduling costs.

In addition to the above referenced service rates, MDTA will be paid by Medicaid for all costs incurred by Trip Center staff for call-taking, eligibility, verification and billing which would be in the amount of approximately \$375,000 per year,.

As previously mentioned, at the present the Area Agency on Aging (AAA) under its funding umbrella and the Community Action Agency (CAA) were the only programs which had achieved some success in coordinating transportation services. Now, limited coordination of social service transportation is also being accomplished through the Dade County Service and Methods Demonstration Projects. Requests for group transportation from various groups of elderly and/or handicapped persons are accepted by TRIP staff and attempts are made to locate available social service vehicles to accommodate the group trip request. Approximately 60% of all group trip requests are accommodated through the Brokerage Demonstration Project. Efforts to secure group transportation from Social Service Agencies has been problematic due to existing demand and a lack of available drivers and resources when service is required.

Categories of Work

<u>Medicaid</u>	<u>Service Provider</u>	<u>Initiated</u>	<u>Price</u>	<u>Daily Volume</u>
1. Wheelchair - subscription	Dade County	7-84	17.25	50
2. Wheelchair - demand response	Dade County	7-84	17.25	
3. Ambulatory - subscription	Dade County	12-84	8.25	110
4. Ambulatory - demand - response	Medicaid	7-85	7.75	250

For items 1, 2 and 3 Medicaid takes calls, verifies eligibility, and gives information to County. County does routing and scheduling. County gives to private sector to do work. Private sector does work and bills the County. The County bills Medicaid. See Table 5-1.

Table 5-1

PTOI CURRENT SERVICES

	COUNTY	STS PRIVATE SECTOR	COUNTY	MEDICAID PRIVATE SECTOR	MEDICAID
CALL TAKING		X			X
DETERMINING ELIGIBILITY	X				X
VERIFY ELIGIBILITY		X			X
ROUTING AND SCHEDULING		X	X		
WORK PERFORMANCE		X		X	
BILL TO COUNTY		X		X	
BILL TO MEDICAID		NA	X		
COMPLAINTS/CHANGES	X		X		

Current Medicaid - Ambulatory Demand Response

Medicaid staff take calls from Medicaid-eligible people, verify the names, and give individual trip authorization to private sector. Private sector does work and bills Medicaid. All work is done on exclusive ride basis with no multi-load. See Table 5-2.

Table 5-2

PTOI MEDICAID

AMBULATORY DEMAND RESPONSE ONLY

	<u>AMBULATORY COUNTY</u>	<u>DEMAND RESPONSE PRIVATE SECTOR</u>	<u>MEDICAID</u>
CALL TAKING			X
DETERMINING ELIGIBILITY			X
VERIFY ELIGIBILITY			X
ROUTING AND SCHEDULING			N/A*
WORK PERFORMANCE		X	
BILL TO COUNTY			N/A
BILL TO MEDICAID		X	
COMPLAINTS/CHANGES			X

* All exclusive ride

Effective July 1, 1985, PT02 Contract will be in effect. The County takes over Medicaid call-taking, verifies eligibility, and sends information to contractor. Contractor does Routing and Scheduling. Contractor performs work. Contractor bills County based on flat contractual rate. County bills Medicaid. County also takes complaints, changes, and monitors contract. Note that the contractor will do its own routing and scheduling. See Table 5-3.

Table5-3

PT02 ALL WORK

	STS		MEDICAID	
	<u>COUNTY</u>	<u>PRIVATE SECTOR</u>	<u>COUNTY</u>	<u>PRIVATE SECTOR</u>
CALL TAKING		X	X	
DETERMINING ELIGIBILITY	X		X	
VERIFY ELIGIBILITY		X	X	
ROUTING AND SCHEDULING		X		X
WORK PERFORMANCE		X		X
BILL TO COUNTY		X		X
BILL TO MEDICAID	NA		X	
COMPLAINTS/CHANGES	X		X	

Group Transportation - MDTA has group reservation capabilities through the PT02 contract:

Table 5-4

GROUP TRANSPORTATION

<u>Vehicle Type</u>	<u>Capacity</u>	Rate		<u>Minimum Requirement</u>
		<u>County-owned</u>	<u>Contractor-owned</u>	
Sedan	4-5	\$ 7.75 per person	\$ 7.75	--
Station wagon	5-8	7.75 per person	7.75	2 hr.
Van	9-13	12.00 per hour	18.25	2 hr.
Lift-equipped van	3-6 amb.		--	2 hr.
	2-3 w/c	12.60 per person	17.50	2 hr.
Minibus	16-24	18.00 per hour	21.00 per hr.	2 hr.
Lift-equipped minibus	14-20 amb.			
	2-4 w/c	20.00 per hour	--	2 hr.
Full-size bus	28 or more	22.00 per hour	29.50 per hr.	4 hr.

The minimum requirement of 2 hours for vans and minibuses should be in segments of at least 1 hour and the minimum requirement of 4 hours for full-size buses should be in segments of at least 2 hours. In both cases, any time spent over the minimum requirements is billed in segments of 1/2 hour.

If the contractor uses a County vehicle to perform his work, he pays the County on a mile-base rate. There is a minimum of 10 miles.

Sedan or station wagon	40¢ per mile
Lift van	50¢ per mile
Minibus	60¢ per mile
Lift-equipped minibus	75¢ per mile
Full-size bus	75¢ per mile

The group reservation calls to the TRIP Center operate in the following manner:

1. TRIP Center takes information, that is:
 - o number of people
 - o date required
 - o handicapped
 - o hours
 - o others
2. MDTA TRIP Center calls contractor and negotiates price based on above information.
3. MDTA TRIP Center calls groups and confirms reservation, and trip is booked to contractor.
4. Group pays MDTA in advance or at bus before the trip leaves. The price is: total contractor cost + \$6.00 for Routing and Scheduling (for TRIP Center cost).
5. The trip is provided. Any complaint, etc. will be forwarded to the County.

In summary, the coordination of special transportation demand between Dade County and the State of Florida Medicaid Transportation program is the most significant coordination accomplishment to date.

The remaining special transportation providers in Dade County operate independently with very limited sharing of resources or coordination.

In FY84-85 the Dade County Transportation Disadvantaged Plan will coordinate County special transportation services through the following techniques:

- 1) The Metro-Dade Transportation Administration, as the designated Coordinated Community Provider, is required to "sign off" on all applications for State and Federal funds for the provision of social service transportation (See Appendix F). Through this sign-off authority and responsibility, MDTA will require prior commitments from funding applicants for coordination through the brokerage. Signatory agencies and programs will be required to coordinate services with other participating agencies according to sign-off provisions.

- 2) MDTA, as Coordinated Community Provider, is required to sign off on all 16(b)(2) applications. As described in (1) above, recipient agencies will be required to effectively coordinate the use of subject vehicles per signatory commitments. (See Figure 5-1, 1984-85 District VI 16(b)(2) Program Form.)

- 3) MDTA, through the TRIP Center, has and will continue to contract for sedan, station wagon, van, van with lift, minibus and full-size bus service through private sector operators. MDTA will schedule and provide various services through its coordination agreements as a "broker" through which groups and individuals in the community can obtain service.

- 4) All County operated social service transportation resources will be coordinated by the Coordinated Community Provider for the purpose of expanding the number of persons having access to these valuable resources and to more cost effectively utilize special transportation resources.

- 5) In 1985, the County, through the TRIP Center, will coordinate all Special Transportation Service (STS) and Medicaid transportation demands through the comprehensive paratransit service contract (PTO2) and through the use of the CARSD/MIS. Substantial economies will accrue from both programs being routed and scheduled in common vehicles. (See Table 5-5.)

Additionally, the TRIP Center is negotiating with Jackson Memorial Hospital (JMH) and the Channeling Project to provide transportation service to the brokerage. Service should initiate prior to September 1, 1985.

Table 5-5

AVERAGE RATE PER 1-WAY PERSON TRIP

SERVICES AND ROUTING & SCHEDULING

SERVICE ONLY

	STS			MEDICAID	
<u>Category</u>	FY84-85	FY85-86	FY83-84	FY84-85	FY85-86
Wheelchair	\$22.00	\$17.50	\$20.42	\$17.25	\$17.50
Ambulatory	12.00	7.75	9.63	8.25	7.75

FIGURE V -1

1984-85 DISTRICT VI 16(b)(2) PROGRAM

Date: _____
 Agency Name: _____
 Contact Person: _____
 Phone #: _____

The purpose of this form is to obtain information required to effectively coordinate the deployment of vehicles purchased under the auspices of the 16(b)(2) capital equipment program.

1. When will the vehicle(s) applied for be available for use by other transportation disadvantaged groups?

HOURS

M				
T				
W				
Th				
F				
Sat.				
Sun.				

2. Can your Agency provide a driver and insurance for subject vehicles?

Yes _____ No _____

3. If the answer to number 2 is Yes, what is the cost of service required to cover actual operating costs?

\$ _____ per hour

\$ _____ per mile

4. If the answer to number 2 is No, what level of insurance is required when a qualified third party operates the vehicle?

\$ _____ combined single limit liability

\$ _____ per individual

\$ _____ per occurrence

\$ _____ collision

5. Where is the subject vehicle(s) located (stored) when out of service?

6. How far in advance does your Agency require for reservations to be made?

7. Do you have any pertinent comments on coordination issues? If so please list below:

Thank you.

5.3 Advisory Process

The implementation of the Dade County Transportation Disadvantaged Plan will be supported through the formation and operation of a two tier advisory structure. The two tiers are described below:

- 1) Steering Committee - A Steering Committee comprised of executive level staff from major funding agencies has been created and utilized to guide the development of the Transportation Disadvantaged Plan.

The Steering Committee membership is composed of executive staff representing the following agencies:

MDTA

- Florida Department of Transportation
- Florida Department of Education, Division of Blind Services
- Florida Department of Health and Rehabilitation Services.
- Community Action Agency (CAA)

Ex-Officio Members:

- Youth and Family Development
- Housing and Urban Development
- Dade County Department of Human Resources
- AAA (Area Agency on Aging)
- Dade County School Board

The Steering Committee will be expanded to include representation of interested participating agencies.

This committee will be responsible for advising the Coordinated Community Provider on policy level issues, such as insurance limitation, service standards, funding priorities, and needs assessment. (See Appendix G).

2. Operations Advisory Committee - the OAC will be composed of managers of all operating program committees through the TDP. This Committee will focus on operational issues that affect specific target groups (i.e elderly, aging clients, school children, the mentally retarded, etc.) and on the overall operation of the Transportation Disadvantaged Plan. This committee will serve as the forum through which operating problems are identified and solutions developed to enhance the operation of the coordinated system as well as the operation of specific programs working in coordination with the TDP.

5.4 Operating Strategy

The Metro-Dade Transportation Administration (MDTA) has been designated as the Coordinated Community Transportation Provider for Dade County (See Appendix F). As required under F.S. 427, Rule 41-1, MDTA will coordinate transportation needs and available transportation resources between the elderly, the handicapped and other transportation disadvantaged individuals through a brokerage strategy.

The brokerage operates through the cooperation of many contributing social service agencies, private firms under contract to the County and other paratransit service users and providers.

The Metro-Dade Transportation Administration Office of Special Transit Service (OSTS) is responsible for the operation of the social service transportation brokerage or TRIP Center. The TRIP Center strategy and operation is also a major goal of the Dade County Service and Methods Demonstration (SMD) Project. The TRIP Center operation entails the use of a Computer Assisted Routing, Scheduling, Dispatching, and Management Information System (CARSD/MIS) . Under the Dade County TRIP Center operation, existing social service transportation providers will continue to own, operate, maintain and provide capital equipment currently used to transport transportation disadvantaged individuals. The agencies requesting service for their clients will pay for all advance reservation service whether it is provided by a private or public specialized transportation provider. All social service providers will inform the TRIP Center as to when their vehicles are available for serving other than agency clients. Information on insurance availability would also be provided as requested in the 16(b)(2) form (Figure 5-1).

Client demands for service will be routed through the TRIP Center and distributed to existing appropriate social service transportation vehicles on a payment per trip basis when possible and practical. Programs which operate primarily on fixed routes will accommodate

additional trips as long as the integrity of existing routes is not adversely compromised. The brokerage will track all requests for service by the sponsor of the trip and the provider of the trip. When vehicles are not in service for target constituents, the vehicle and driver will be given additional work to perform (received from other sponsoring agencies) and will be required to provide such services on a full cost recovery basis. Through this strategy, more trips will be provided and vehicle utilization will be enhanced.

Trips that cannot be accommodated by existing vehicle resources will be routed and scheduled and given to private taxi, Mediacar and other paratransit providers on a "per vehicle trip" basis.

The Trip Center will provide participating social service agencies with client data information, total number and cost of trips and mileage for billing purposes between agencies for trips routed through the TRIP Center.

This information will be available weekly, monthly and annually based on pre-arranged agreement with participating agencies.

The two largest social service transportation providers in Dade County, the State Medicaid Transportation Program and the Dade County Special Transportation Service are committed to operations through the

TRIP Center. These two programs currently purchase service from local taxi and other paratransit operators on an independent program provider basis. In cases where it may be possible to add an individual to a fixed route but the route will be changed significantly as a result, that change will be negotiated with the providing agencies to ensure that it is acceptable to the other passengers in the vehicle. During periods when vehicles that operate primarily on fixed routes have down time or are available for other services, the TRIP Center will identify that time and make every effort to direct that resource to other transportation users. Trips that cannot be handled by existing vehicles will be routed and scheduled for distribution to private paratransit providers on a "per vehicle trip" basis. The "vehicle trip" basis concept is that passenger trips can be routed and scheduled together so that substantial cost savings from "shared riding" can be realized.

In May 1985 State Medicaid will contract with the MDTA TRIP Center for all transportation services.

By coordinating STS, Medicaid and other programs' demand for service with available social service transportation providers, substantial cost savings will accrue to both purchasers and providers of service.

By routing and scheduling all STS, Medicaid and participating agencies demands for service into productive "vehicle trips", purchased under contract from private paratransit companies, substantial savings will accrue to all agencies.

The majority of STS and Medicaid service demand will be purchased from private sector companies on a per vehicle trip basis under contract to the County. No transportation provider will be required to purchase service from any private or public carrier if that agency deems that the use of such transportation is not consistent with the program goals or funding requirements. (See Appendix H for AAA agreement letter as a Secondary Coordinated Community Provider). Any agency requesting client transportation from the Brokerage will have to pay for such service. Additionally, a pilot project is being planned with AAA in which AAA will buy monthly METROBUS passes to be distributed to their ambulatory clients in order to free the vans paid by AAA to serve others in need of van services.

5.5 Operating Procedures

The TRIP Center will operate through use of the CARSD/MIS computer system.

Prior to the active coordination of agency vehicle resources the following data base information must be compiled.

- 1) Information must be entered into the Computer on the type of each vehicle operated through the TRIP Center (i.e. wheelchair lift, capacity, other special equipment.
- 2) Information on available vehicle time will be entered into the computer.
- 3) Each participating agency will determine how much it must charge for the transportation of other non agency sponsored individual on a per hour or per mile basis.
- 4) Information on each client must be entered into the computer for agencies which require specific client authorization and information.

This information will be assembled and entered into the computer by TRIP Staff in cooperation with each participating project.

Once this information is in the computer the TRIP staff will be able to add additional trip requests to existing agency vehicle routes. This will result in higher productivities for participating vehicles and in lower unit costs by purchasers of service.

The Private Contractor will directly receive requests for service from County STS patrons and will route and schedule these trips. Other trips that cannot be accommodated by social service vehicles will be combined into "vehicle trips" and given to private

sector providers (taxis, vans and other paratransit providers) for completion.

The cost of each trip provided by social service transportation providers will be established based on actual costs of service as agreed to by the Advisory Committee to the Project.

In summary, the TRIP Center will operate as follows:

- 1) The TRIP Center will keep an update of the available vehicle file of all participating vehicles owned by social service agencies.
- 2) The TRIP OPERATIONS CENTER will directly receive all requests from Medicaid clients of Dade County. Medicaid client requests will be handled by the TRIP center staff and transmitted to the Private Contractor. Most of the cost incurred by the TRIP Center in the transportation delivery process will be paid for by the two largest purchasers of special transportation in Dade County, Special Transportation Service, and the Medicaid Transportation Program.
- 3) The TRIP Center will receive requests from groups requesting transportation and match these requests with available transportation resources. Each agency that sponsors clients

will authorize the transportation of the clients prior to the provisions of transportation.

- 4) The TRIP Center reservation hours will be from 8:30 a.m. to 3:00 p.m.
- 5) The TRIP Center will transmit scheduled work for the following day to the different social service agencies, participating taxi and wheelchair transportation providers and other providers.
- 6) The TRIP Center will accept cancellation and changes of schedules for changes on each business day on a limited basis.
- 7) The TRIP Center will keep statistical information on all trips, and provide necessary operating and financial information to purchasers and providers of service.
- 8) The TRIP Center will also serve as an Information Clearing House for all social service transportation resources in Dade County.

- 9) The Coordinated Community Provider staff will coordinate capital equipment replacement programs for all participating agencies.
- 10) The TRIP Center will develop a systemwide preventive maintenance program for all participating agencies in coordination with the Operations Committee.
- 11) The TRIP Center will develop a coordinated back up plan for all vehicles to cover occasions when vehicles are down for regular or emergency maintenance purposes.
- 12) The TRIP Center will serve as liaison with the State of Florida Departments of Health and Rehabilitative Services and Transportation for program funding purposes (TIP), for effectiveness monitoring and for the allocation of Federally supported 16(b)(2) vehicles.

5.6 Process for Operations Plan Implementation

The initial collection of necessary data and the entering of this data for the first nine participating agencies occurred during the period between November 15, 1983 to February 28, 1984. This effort must be updated on a continuous basis as routes, schedules, number of vehicles, etc. change on a regular basis.

Medicaid subscription or regular users were coordinated with STS subscription demand and have been purchased in a combined vehicle since July, 1984. This is an incremental implementation that will be completed by July 15, 1985.

TRIP Center staff will work with participating agency staff to obtain and enter required information into the computer.

As soon as each agency's vehicle availability information is entered into the computer, STS and Medicaid trips will be directed to such vehicles when possible.

The first agencies to participate in the TRIP operations are:

- 1) Community Action Agency (CAA)
- 2) Community Health Inc. (CHI)
- 3) Housing and Urban Development (HUD)
- 4) Department of Human Resources - Elderly Services (Impact)(AAA)
- 5) James E. Scott Community Association (JESCA)(AAA)
- 6) Department of Human Resources, Office of Health Services
- 7) Department of Human Resources - Farm Worker's Training
- 8) Medicaid (State Department of Health and Rehabilitative Services)
- 9) County Special Transportation Service
- 10) Channelling
- 11) Jackson Memorial Hospital (JMH) Medicaid

5.7 Phase in Process

FY 83-84

- 1) Initiate Medicaid wheelchair work ambulatory or subscription (7/84)
- 2) Initiate group brokerage (limited) (10/1/83)
- 3) Establish bid procedures and purchase private sector van, minibus at full size bus service to be used through brokerage
- 4) Establish commitment to brokerage concept by AAA.
- 5) Initiate MDTA sign-off role with 16(b)(2) program (10/1/83)
- 6) Initiate MDTA sign-off role for other transportation funds (limited) (10/1/83)

FY 84-85

- 1) Initiate Medicaid ambulatory subscription service through brokerage (12/3/84)
- 2) Merge limited number of STS ambulatory subscription with Medicaid ambulatory subscription (12/84)
- 3) Initiate STS wheelchair services through brokerage and merge with Medicaid wheelchair work (5/85)
- 4) Merge all STS ambulatory subscription with Medicaid ambulatory subscription (5/85).
- 5) MDTA sign-off role for Rule 41 expanded
- 6) Finalize terms of brokerage with AAA
- 7) Initiate Medicaid advance reservation work through brokerage (FY85)
- 8) Initiate contract PT02 May 13, 1985

FY 85-86

- 1) Incorporate all social service providers into brokerage program through sign-off provision.

5.8 User Education Program

Prior to the initiation of service, all participating program administrative staff will be trained and informed on the TRIP operation.

All drivers of participating agencies will be trained on the operation of participating vehicles according to the training program developed and approved by the Advisory Committee to the Project.

Additionally, appropriate staff will be trained in the financial and management information requirements of the project.

Finally, information in the TRIP operation will be distributed to agencies whose clients utilized the service.

5.9 Fiscal Plan

THREE-YEAR BUDGET PROJECTION

The projected costs and anticipated source of funds for the Coordinated Social Service Transportation Program for the first three program years (FY 1984-85, 1985-86, 1986-87) are listed in Table VI-2 of the Transportation Disadvantaged Plan.

The total multi-program funding for transportation service for the disadvantaged as submitted in the 1985 annual element is 5.175 million dollars. This budget level will remain unchanged in FY'86 and FY'87.

ANNUAL PROGRAM BUDGET

Total Budget \$5,174,964

Computerized routing and scheduling, billing, contract management, administrative services and continued implementation of the coordinated social service transportation program. \$600,000

Transportation services including - capital costs.

Vehicle operating expense, maintenance, insurance, driver salaries, driver supervision and related operating expenses. \$3,906,996

It is estimated that a total of 400,000 individual non-group trips will be provided, a total of 250,000 trips provided in a group mode.

Approximately 1,000,000 total person trips (including social service agency transportation services) will be provided in FY'84-'85 through the expenditure of the above described TD funds.

Because of the diversity of travel modes used by various TD individuals it is not practical to generate an overall systemwide average cost per trip. It is more appropriate to present operating costs based on projected per vehicle mile or per vehicle hour cost. (See Table 5-4).

USER FARES

Except for public mass transit and the County operated STS program, no service fares are required by TD programs.

The County operated METROBUS system employs an off-peak 1/2 fare program for transporting Disadvantaged persons which amounts to \$.35 per each one-way trip.

The County operated METRORAIL system employs a 1/2 off-peak fare system for TD residents which amounts to \$.50 per one-way trip.

FARE STRUCTURE

The only program that requires passengers to pay a fare is the County STS Handicapped Transit Project. The fare passenger structure for the STS Project is described below and in Chapter 3 of this text.

<u>Trip Length</u>	<u>Client Fare</u>
0-10 miles	\$2.50
10-20 miles	\$3.50
20-30 miles	\$4.50
31+ miles	\$5.50

6.0 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND ANNUAL ELEMENT

The Transportation Improvement Program (TIP) and Annual Element is an integral document in the transportation planning process for an urbanized area. The TIP identifies and prioritizes all transportation projects which are planned for a five-year period. The Annual Element of the TIP notes which Transportation Improvement projects are slated for the next program year. Certain criteria are used to identify which projects are to be included. Most commonly, these projects are compiled from existing plans which identify specific projects. Projects for FY 85 and beyond, regardless of their funding source, are included as estimates. The annual element of the T.D.P. is a list of Transportation Improvement projects related to transportation for the disadvantaged and is included as a part of the annual element for the T.I.P. for the County.

As mandated by Chapter 427 of the Florida Statutes, 427.015, the function of the Metropolitan Planning Organization in coordination transportation for the disadvantaged -

"In developing the Transportation Improvement Program, each metropolitan planning organization in this state shall include a realistic estimate of the revenue that will be derived from transportation disadvantaged funds in its area. The Transportation Improvement Program shall also identify transportation improvements that will be advanced with such funds during the program period. Funds required by this subsection to be included in the Transportation Improvement Program shall only be included after consultation with affected agencies and shall only be expended if such funds are included in the Transportation Improvement Program."

The Dade County Metropolitan Planning Organization (MPO) each June adopts a Transportation Improvement Program and Annual Element. In order for a project to appear in the TIP, the MPO reviews the project, considering:

- 1) Consistency with the MPO recommendations
- 2) Justification with alternatives
- 3) Coordination with other projects
- 4) Funding requirements

Transportation disadvantaged projects will be included in the TIP under the Elderly and Handicapped Transportation Section.

Table VI-1 is a breakdown of the different programs that the Department of Health and Rehabilitative Services are involved in. The funds shown on this table are for fiscal year 1983-84. Each agency or program provides information on how funds are obtained (whether State, local or Federal monies were involved) and then giving a brief description of any restriction to the program user, this way showing how monies are allocated. The Form also requested the period of operation or service and whether these services were contracted or sub-contracted.

Table VI-2 is the annual element figures for fiscal year 1984-85 for Dade County. This listing provides the complete details concerning available funding collected from multiple agencies which are funding transportation for the disadvantaged. This annual element along with other Florida Counties was presented by FDOT to the State Coordinating Council on the Transportation Disadvantaged in June, as required by law. The total

multi-program funding for Transportation service for the disadvantaged for Dade County as submitted in the 1985 annual element is \$5.175 million.

TABLE VI-1
 TRANSPORTATION FOR THE DISADVANTAGED FUNDS

HRS Program: Refugees & Entrants

(1) Name of Program/Agency/Provider	(2) Con- tracted	(3) Sub-con- tracted	(4) Source and Amount			(5) Start date for service	(6) List Restrictions for Users
			Local	State	Federal		
Action Community Center (City of Miami contract)		X			\$67,883.00	7/1/83	Cuban and Haitian Entrants or Refugees seeking employment services under City of Miami Contract #KJ006

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CSS
 HRS District XI

TRANSPORTATION FOR THE DISADVANTAGED FUNDS

HRS Program: XIDPAA

(1)	(2)	(3)	(4)			(5)	(6)
Name of Program/Agency/Provider	Con-tracted	Sub-con-tracted	Source and Amount			Start date for service	List Restrictions for Users
			Local	State	Federal		
AREA AGENCY ON AGING FOR DADE AND MONROE COUNTIES (Contract year from January to December).	XX		\$76,629.00		\$689,663.00	1/1/83 to 12/31/83	60+ Years of age and their spouses. <u>Note:</u> Amount may increase if the Federal Government allocates additional funds for the Older Americans Act in 1984. Local does not include donations from participants, as these are voluntary, and cannot be estimated accurately. The monies from donations are spent to increase or better services during the project year..
METROPOLITAN DADE COUNTY DEPT. OF HUD TRANSPORTATION PROGRAM. (Contract year from 7/1/83 to 6/30/84)	General Revenue		\$11,071.58	\$99,644.29		7/1/83 to 6/30/84	Disabled adults 18 to 59 years of age, as new clients. Vacancies may be filled with clients 60 years of age only after all 18 to 59 year old disabled adults in the geographical area covered by the project have had the opportunity to request and/or receive services.

TRANSPORTATION FOR THE DISADVANTAGED FUNDS

HRS Program: DPOHE

(1)	(2)	(3)	(4)			(5)	(6)
Name of Program/Agency/Provider	Contracted	Sub-contracted	Source and Amount			Start date for service	List Restrictions for Users
			Local	State	Federal		
Dade CPHU 6-9	n/a	n/a		\$800.00		7-1-83	<p>Taxi/ambulance services to transfer patients to Jackson Memorial Hospital from home or from Dade CPHU clinics. Written authorization is given to patients by clinic staff. Honoring tax/ambulance companies and authorization to Dade CPHU for payment.</p> <p>Service is restricted to patients registered in Dade CPHU programs (Maternal, Infant Care; Children & Youth, e.g.) for medical emergencies previously determined by appropriate staff (clinicians, clinical social workers, e.g.)</p>

TRANSPORTATION FOR THE DISADVANTAGED FUNDS

HRS Program: Medicaid

(1) Program/Agency/Provider	(2) Con- tracted	(3) Sub-con- tracted	(4) Source and Amount			(5) Start date for service	(6) List Restrictions for Users
			Local	State	Federal		
Medicaid				\$728,877.88	\$821,926.12	7/1/83	Service limited to: (1) Medicaid recipients in need of transportation to receive Medicaid covered services (2) Service has to be prior authorized by HRS staff

TRANSPORTATION FOR THE DISADVANTAGED FUNDS

HRS Program: VI DPOAA

(1)	(2)	(3)	(4)			(5)	(6)
Name of Program/Agency/Provider	Con- tracted	Sub-con- tracted	Source and Amount			Start date for service	List Restrictions for Users
			Local	State	Federal		
MONROE COUNTY TRANSPORTATION PROGRAM* (Contract year from July 1, 1983 to June 30, 1984).	General Revenue		\$1,742,75	\$15,684,75		7/1/83 to 6/30/84	Disabled adults, 18-59 years of age, as new clients. Vacancies may be filled with clients 60 years of age only after all 18 to 59 year old disabled adults in the geographical area covered by the project have had the opportunity to request and/or receive services.

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CSS
HRS District XI
(1)

TRANSPORTATION FOR THE DISADVANTAGED FUNDS

HRS Program: VOCATIONAL REHABILITATION

Name of Program/Agency/Provider	(2) Con- tracted	(3) Sub-con- tracted	(4) Source and Amount			(5) Start date for service	(6) List Restrictions for Users
			Local	State	Federal		
<u>Dade County</u> Vocational Rehabilitation, HRS.	No	No	—	26,000.00	104,000.00	Determined by VR Counselor on case by case basis.	Restricted to clients and trips as specifically authorized by VR Counselor.
<u>Monroe County</u> Vocational Rehabilitation, HRS.	No	No	—	1,000.00	4,000.00	Determined by VR Counselor on case by case basis.	Restricted to clients and trips as specifically authorized by VR Counselor.

6-9

TRANSPORTATION FOR THE DISADVANTAGED FUNDS

Children's
HRS Program: Medical Services

(1)	(2)	(3)	(4)			(5)	(6)
Name of Program/Agency/Provider	Con-tracted	Sub-con-tracted	Source and Amount			Start date for service	List Restrictions for Users
			Local	State	Federal		
Children's Medical Services Purchase of Service 6-10				\$2800		Not applicable	Transportation services are purchased when needed for patients with special medical needs. The transportation service, for the most part, is from one area of the state to another because of the availability of the special medical service.

TRANSPORTATION FOR THE DISADVANTAGED FUNDS

HRS Program: Developmental Services

(1) Name of Program/Agency/Provider	(2) Con- tracted	(3) Sub-con- tracted	(4) Source and Amount			(5) Start date for service	(6) List Restrictions for Users
			Local	State	Federal		
City of Miami	X			3,984.75	11,954.25	10/01/83	DPODS Clients Only
City of Miami	X			9,383.04	28,149.12	10/01/83	DPODS Clients Only
Lvall Group Home	X			1,438.20	4,314.60	10/01/83	DPODS Clients Only
Maison De St. Joseph	X			1,220.40	3,663.45	10/01/83	DPODS Clients Only
Worrell Group Home	X			1,890.00	5,670.00	10/01/83	DPODS Clients Only
Easter Seal Society Dade	X			4,053.75	12,093.75	10/01/83	DPODS Clients Only
Debbie School/U Miami	X			9,901.50	29,704.50	10/01/83	DPODS Clients Only
Casterline Group Home	X			1,389.60	4,168.80	10/01/83	DPODS Clients Only
Thompson Group Home	X			1,458.00	4,347.00	10/01/83	DPODS Clients Only
Mitchell Group Home	X			1,449.00	4,347.00	10/01/83	DPODS Clients Only
Deshazior Group Home	X			4,824.00	14,472.00	10/01/83	DPODS Clients Only
Baxter Group Home	X			2,094.40	8,633.20	10/01/83	DPODS Clients Only
Elf's Lair I & II	X			1,458.00	4,374.00	10/01/83	DPODS Clients Only
Sunshine Group Home	X			1,458.00	4,374.00	10/01/83	DPODS Clients Only
Machado Group Home	X			1,449.00	4,347.00	10/01/83	DPODS Clients Only

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HRS District VI

TRANSPORTATION FOR THE DISADVANTAGED FUNDS

HRS Program: Developmental Services

(1) Name of Program/Agency/Provider	(2) Con- tracted	(3) Sub-con- tracted	(4) Source and Amount			(5) Start date for service	(6) List Restrictions for Users
			Local	State	Federal		
Hughes Group Home	X			1,449.00	4,347.00	10/01/83	DPODS Clients Only
Jordan Group Home	X			1,449.00	4,347.00	10/01/83	DPODS Clients Only
United Cerebral Palsy (Miami)	X			26,999.50	80,999.50	10/01/83	DPODS Clients Only
Marian Center	X			15,088.00	45,264.00	10/01/83	DPODS Clients Only
Association for Retarded Citizens, Dade County	X			48,941.70	146,825.00	10/01/83	DPODS Clients Only
Hope Center	X			6,936.80	20,810.40	10/01/83	DPODS Clients Only

6-12

TABLE VI-2
STATEWIDE AND DADE COUNTY ANNUAL ELEMENT
FISCAL YEAR 1984-85

Summary - Total Transportation Disadvantaged Funding

<u>Agency</u>	<u>1984-85 State</u>	<u>1984-85 Dade County</u>	<u>1985-86 Dade County</u>	<u>Estimates 1986-87 Dade County</u>
Florida Department of Transportation	\$ 8,915,184	\$ 1,634,470	\$ 691,000	\$ 1,261,600
Florida Department of Health & Rehabilitative Services				
Part A		2,549,446	2,926,198	2,970,500
Part B		714,558	629,553	729,200
TOTAL	19,093,644	<u>3,264,004</u>	<u>3,555,751</u>	<u>3,699,700</u>
Florida Department of Education				
o Division of Blind Services	84,770	6,200	6,000	6,600
o Joint Use School Bus Program	872,024	29,000	15,900	24,400
TOTAL	<u>956,794</u>	<u>35,200</u>	<u>21,900</u>	<u>31,000</u>
Florida Department of Community Affairs				
o Community Services Trust Fund	68,549	23,500	0	12,700
o Community Services Block Grant	492,853	5,500	9,730	8,300
TOTAL	<u>561,402</u>	<u>29,000</u>	<u>9,730</u>	<u>21,000</u>
Directly Funded Federal Funding				
o Head Start	1,266,639	123,432	150,000	148,300
o Action Programs				
- RSVP	126,390	30,180	0	16,400
- Foster Grandparents	217,957	33,831	41,036	40,600
- Senior Companion Program	29,269	24,847	28,053	28,700
o Job Partnership Training Act	232,189	-	150,000	81,375
TOTAL	<u>1,872,444</u>	<u>212,290</u>	<u>369,089</u>	<u>315,375</u>
GRAND TOTAL TRANSPORTATION DISADVANTAGED FUND	\$31,398,468	\$ 5,174,964	\$ 4,647,470	\$ 5,328,675

6-13

APPENDIX A

Chapter 427 of the Florida Statutes Transportation Services

MEMORANDUM

State of Florida Department of Transportation

DATE May 30, 1984

TO District Public Transportation Operations Engineers

FROM Jo Ann Hutchinson, Transportation Disadvantaged Coordinator

COPIES TO W. Miller, D. Greenup, E. Owens, D. Duffy

SUBJECT RE-ENACTMENT OF CHAPTER 427, FLORIDA STATUTES

Chapter 427, F.S. has been approved for re-enactment for an additional five years. House Bill 5 was unanimously approved in all committees and before the full House with a vote of 113-0. Senate Bill 387 was also unanimously approved in all committees and before the floor with a vote of 37-0. Governor Graham signed the bill last evening. A copy of the new law is attached for distribution at the local level.

This Department has done an excellent job in trying to implement Chapter 427, F.S. If this were not the case, the legislation would not have been extended. However, we now face a new beginning with the continuation of the statute. We must all work even harder to make this program work.

To get off on the right start, we have developed new goals for this program which are attached for your use.

I personally appreciate each of you and your staff members support during the past 2½ years in assisting me with the implementation process. We have made great strides which we should be proud of and I look forward to the coming months for more success. THANKS!

JAH:h
Attachment

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JUN 1 1984

6th DISTRICT
DOT PUBLIC
TRANSPORTATION

HOUSE BILL

5

BY AS PASSED HOUSE

90-83-7-3

MAY 29 1984

CHAP. # HB 5, First Engrossed

SIGNED BY GOVERNOR

1 A bill to be entitled 1:btc
2 An act relating to transportation services; 1.3
3 reenacting ss. 427.011, 427.013, 427.014, 1.4
4 427.015, 427.016, and 427.017, Florida 1.5
5 Statutes, and s. 427.012, Florida Statutes, as 1.6
6 amended, relating to the Coordinating Council 1.7
7 on the Transportation Disadvantaged; reenacting 1.8
8 and amending s. 427.018, Florida Statutes; 1:enc
9 providing that chapter 427, Florida Statutes, 1:t
10 relating to transportation services, shall be 1.9
11 subject to review and repeal pursuant to the 1:s
12 Sundown Act; providing an effective date. 1:11
13
14 Be It Enacted by the Legislature of the State of Florida: 1:12
15
16 Section 1. Sections 427.011, 427.013, 427.014, 1:14
17 427.015, 427.016, and 427.017, Florida Statutes, are reenacted 1:15
18 to read: 1:16
19 427.011 Definitions.--For the purposes of ss. 427.011- 1:t
20 427.018: 1.11
21 (1) "Transportation disadvantaged" means those 1.12
22 individuals who because of physical or mental disability, 1.14
23 income status, or age are unable to transport themselves or to 1.15
24 purchase transportation and are, therefore, dependent upon 1.16
25 others to obtain access to health care, employment, education, 1:t
26 shopping, social activities, or other life-sustaining 1.17
27 activities. 1.18
28 (2) "Metropolitan planning organization" means the 1.19
29 organization responsible for carrying out transportation
30 planning and programming in accordance with the provisions of
31 23 U.S.C. s. 134, as provided in 23 U.S.C. s. 104(f)(3).

1 (3) "Agency" means an official, officer, commission, 1.
2 authority, council, committee, department, division, bureau, 1.
3 board, section, or any other unit or entity of the state or of 1.
4 a city, town, municipality, county, or other local governing 1.
5 body or a private nonprofit service-providing agency. 1.
6 (4) "Transportation improvement program" means a 1:
7 staged multiyear program of transportation improvements, 1.
8 including an annual element, which is developed by a
9 metropolitan planning organization. 1.
10 (5) "Coordinated community transportation provider" 1.
11 means a transportation provider designated by a metropolitan
12 planning organization, or by the appropriate agency as 1.
13 provided for in ss. 427.011-427.018 in an area outside the
14 purview of a metropolitan planning organization, to serve the 1.
15 transportation disadvantaged population in a community and
16 which, to the fullest extent possible, reduces the 1.3
17 fragmentation and duplication of service provision among all 1.3
18 the state or federally funded programs that provide services
19 to transportation disadvantaged individuals. 1.3
20 (6) "Member department" means a department whose 1:t
21 secretary is a member of the coordinating council. 1.3t
22 (7) "Paratransit" means those elements of public 1:t
23 transit which provide service between specific origins and 1.37
24 destinations selected by the individual user with such service
25 being provided at a time that is agreed upon by the user and 1.38
26 provider of the service. Paratransit service is provided by 1.39
27 taxis, limousines, "dial-a-ride," buses, and other demand- 1.40
28 responsive operations that are characterized by their 1.41
29 nonscheduled, nonfixed route nature.
30 (8) "Transportation disadvantaged funds" means any 1.43
31 state or available federal funds that are for the

1 transportation of the transportation disadvantaged. Such 1.45
2 funds may include, but are not limited to, funds for planning, 1.47
3 administration, operation, procurement, and maintenance of 1.48
4 vehicles or equipment and capital investments. Transportation 1.49
5 disadvantaged funds shall not include funds for the 1.49
6 transportation of children to public schools. 1:t
7 (9) "Joint-use program" means an approved program 1.51
8 utilizing school buses to transport the transportation 1.51
9 disadvantaged. 1.51
10 427.013 Coordinating council; purpose and 1.53
11 responsibilities.--The purpose of the coordinating council is 1.53
12 to foster the coordination of transportation services provided 1.54
13 to the transportation disadvantaged. In carrying out this 1.54
14 purpose, the coordinating council shall: 1.54
15 (1) Compile all available information on the 1:t
16 transportation needs of the transportation disadvantaged in 1.55
17 the state. 1.55
18 (2) Establish statewide objectives for providing 1:t
19 essential transportation services for the transportation 1.56
20 disadvantaged. 1.56
21 (3) Develop policies and procedures for the 1:t
22 coordination of federal and state funding for the 1.57
23 transportation disadvantaged. 1.57
24 (4) Analyze barriers prohibiting the coordination of 1.58
25 transportation services to the transportation disadvantaged 1.58
26 and aggressively pursue the elimination of these barriers. 1.58
27 (5) Serve as a clearinghouse for information about 1.59
28 funding sources and innovations in serving the transportation 1.60
29 disadvantaged. 1.60
30 (6) Assist communities in developing transportation 1.61
31 systems designed to serve the transportation disadvantaged. 1.61

1 In providing such assistance, special emphasis shall be placed 1.62
2 on working with rural communities. 1.62
3 (7) Assure that all procedures, guidelines, and 1.63
4 directives issued by member departments are conducive to the 1.63
5 coordination of transportation services. 1.64
6 (8) Develop standards covering coordination, 1:t
7 operation, and utilization of transportation services for the 1.65
8 disadvantaged. 1.65
9 (9) Develop rules and procedures to implement the 1:t
10 provisions of ss. 427.011-427.018. The rules shall identify 1.67
11 procedures for coordinating with the review procedures 1.67
12 pursuant to Office of Management and Budget circular A-95 and 1.69
13 s. 216.212(1) and any other appropriate grant review process. 1.69
14 (10) Approve the appointment of all coordinated 1.70
15 community transportation providers and agencies that plan for 1.70
16 the coordination of transportation for the transportation 1.71
17 disadvantaged in areas outside the purview of a metropolitan 1.71
18 planning organization. 1.72
19 (11) Approve and coordinate joint-use programs based 1:t
20 on the following criteria: 1.73
21 (a) Programs shall be energy-efficient by transporting 1:t
22 a minimum average number of eight riders per vehicle trip 1.74
23 counted on an annual basis. 1.74
24 (b) Program services shall be provided on at least a 1.75
25 weekly basis. 1.75
26 (c) Program submittal shall include a description of 1.76
27 services to be provided, transportation disadvantaged groups 1.76
28 to be served, and a formal resolution of support and 1.77
29 endorsement by the local school board. 1.78
30 1.78
31 1.78

1 The coordinating council may establish additional criteria 1:j
 2 which it deems appropriate to carry out its purpose and 1.79
 3 responsibilities as defined in this chapter. The council may 1.80
 4 waive one or more of the criteria, based upon extenuating
 5 circumstances which demonstrate a definite need for these 1.81
 6 services in a program, when one or more criteria may not be 1.82
 7 met.
 8 427.014 Department of Transportation; powers and 1:s
 9 duties.--The Department of Transportation, in carrying out the 1.84
 10 policies and procedures of the coordinating council, shall: 2.1
 11 (1) Prepare a statewide 5-year transit and paratransit 2.2
 12 development plan addressing the transportation problems of the
 13 transportation disadvantaged. The plan shall be reviewed and 2.4
 14 approved by the coordinating council and may be amended as
 15 authorized by rules promulgated by the coordinating council. 2.5
 16 The plan shall be developed in a manner, that will assure 2.6
 17 maximum use of existing resources and optimum integration and
 18 coordination of the various modes of transportation. In 2.8
 19 addition, the plan shall incorporate transportation
 20 improvement programs developed by metropolitan planning
 21 organizations, as well as plans developed by the body or 2.9
 22 agency designated by the Department of Transportation in areas
 23 outside the purview of metropolitan planning organizations, as 2.10
 24 provided for in subsection (3). Further, prior to the 2.11
 25 commencement of each fiscal year, the Department of
 26 Transportation shall develop an annual element of the 5-year 2.12
 27 plan, which shall also be reviewed and approved by the
 28 coordinating council and which may be amended in accordance
 29 with rules promulgated by the coordinating council. The 2.14
 30 annual element shall outline the manner in which
 31 transportation disadvantaged funds are to be expended. No 2.15

1 transportation disadvantaged funds shall be expended unless
 2 they are contained in the annual element.
 3 (2) Have the primary responsibility for monitoring 2.16
 4 and, without delaying the application process, coordinating
 5 applications for all transportation disadvantaged funds. 2.17
 6 (3) With the approval of the coordinating council, 1:t
 7 designate an official body or agency in any area outside the 2.18
 8 purview of a metropolitan planning organization to plan for
 9 the coordination of transportation for the transportation 2.19
 10 disadvantaged. Each designated official body or agency shall 2.20
 11 designate the coordinated community transportation provider to
 12 serve its area.
 13 (4) Coordinate all programs with appropriate state 2.21
 14 agencies, regional planning agencies, and local agencies with
 15 transportation systems in the area of any proposed 2.23
 16 transportation project to ensure compatibility of
 17 transportation systems for the transportation disadvantaged 2.25
 18 with available systems in the area and also to ensure that the
 19 most cost-effective and efficient method of providing 2.26
 20 transportation to the disadvantaged is programmed for
 21 development. 2.27
 22 427.015 Function of the metropolitan planning 1:s
 23 organization in coordinating transportation for the 2.29
 24 transportation disadvantaged.-- 2.30
 25 (1) In developing the transportation improvement 1:t
 26 program, each metropolitan planning organization in this state 2.32
 27 shall include a realistic estimate of the revenue that will be
 28 derived from transportation disadvantaged funds in its area. 2.34
 29 The transportation improvement program shall also identify 2.35
 30 transportation improvements that will be advanced with such
 31 funds during the program period. Funds required by this 2.36 2.38

1 subsection to be included in the transportation improvement
 2 program shall only be included after consultation with all 2.40
 3 affected agencies and shall only be expended if such funds are
 4 included in the transportation improvement program. 2.41
 5 (2) Each metropolitan planning organization shall 1:t
 6 designate a single coordinated community transportation
 7 provider with which any agency receiving transportation 2:43
 8 disadvantaged funds shall contract for the provision of
 9 transportation services. If, for reasons identified in rules 2.44
 10 promulgated by the coordinating council, a single coordinated
 11 community transportation provider cannot be designated, the 2.46
 12 metropolitan planning organization may designate more than one
 13 coordinated community transportation provider to serve the 2.47
 14 area, provided that all providers agree upon a common plan for
 15 the coordinated delivery of service. The designation of any 2.48
 16 coordinated community transportation provider shall be subject
 17 to the approval of the coordinating council. 2.49
 18 (3) Nothing in this section shall be construed to 1:t
 19 prohibit the coordinated community transportation provider 2.50
 20 from subcontracting with other transportation providers, with 2.51
 21 the consent of the coordinating council. 2.52
 22 427.016 Expenditure of state and federal funds for the 2.54
 23 transportation disadvantaged.--All transportation
 24 disadvantaged funds shall be expended to purchase 2.55
 25 transportation services from public, private, or private 2.56
 26 nonprofit providers, unless otherwise prohibited by law.
 27 However, in areas where transportation suited to the unique 2.57
 28 needs of a transportation disadvantaged person cannot be 2.58
 29 purchased, the service may be provided directly by the 2.59
 30 appropriate agency.
 31

1 427.017 Conflicts with federal laws or regulations.-- 1:a
 2 Upon notification by an agency of the Federal Government that 2.62
 3 any provision of this act conflicts with federal laws or
 4 regulations, the state or local agencies involved may take any 2.64
 5 reasonable steps necessary to assure continued federal
 6 funding. Further, it is the legislative intent that the 2.65
 7 conflict shall not affect other provisions or applications of 2.66
 8 this act that can effectively be implemented without 2.67
 9 implementation of the provision in question, and to this end, 2.68
 10 the provisions of this act are declared severable. 2.69
 11 Section 2. Section 427.012, Florida Statutes, as 1:t
 12 amended by chapter 83-55, Laws of Florida, is reenacted to 2.72
 13 read:
 14 427.012 Coordinating Council on the Transportation 2.74
 15 Disadvantaged.--There is created a Coordinating Council on the 2.75
 16 Transportation Disadvantaged, hereafter referred to as the 2.76
 17 coordinating council.
 18 (1) The coordinating council shall consist of the 2.77
 19 following members:
 20 (a) The secretary of the Department of Transportation, 1:t
 21 or his designee, who shall serve as chairman of the 2.80
 22 coordinating council.
 23 (b) The secretary of the Department of Community 1:t
 24 Affairs or his designee. 2.81
 25 (c) The secretary of the Department of Health and 2.82
 26 Rehabilitative Services or his designee.
 27 (d) The Commissioner of Education or his designee. 1:t
 28 (e) The president of the Florida Association for 3.1
 29 Community Action Agencies, who shall serve at the pleasure of
 30 said association.
 31

1 (f) A person over the age of 60 who is a member of a 3.4
2 recognized statewide organization representing elderly
3 Floridians. Such person shall be appointed by the Governor to 3.6
4 represent elderly Floridians, shall serve a term of 4 years, 3.7
5 and shall be appointed within 30 days of October 1, 1979. 3.8
6 (g) A handicapped person who is a member of a 3.9
7 recognized statewide organization representing handicapped 3.10
8 Floridians. Such person shall be appointed by the Governor to 3.11
9 represent handicapped Floridians, shall serve a term of 4 3.12
10 years, and shall be appointed within 30 days of October 1, 3.13
11 1979.
12 (h) A citizen advocate representative who shall be 1:t
13 appointed by the Governor for a term of 4 years. 3.15
14 (2) The Department of Transportation shall have the 1:t
15 primary responsibility for providing staff support and for 3.17
16 carrying out the policies and procedures of the coordinating
17 council.
18 (3) All members of the coordinating council shall be 3.18
19 allowed per diem and traveling expenses, as provided in s. 3.19
20 112.061.
21 (4). The coordinating council shall be organized and 1:t
22 hold its first meeting no later than January 1, 1980, and 3.21
23 shall make an annual report to the Governor and the President
24 of the Senate and Speaker of the House Legislature. 1:lus
25 Section 3. Section 427.018, Florida Statutes, is 1:t
26 reenacted and amended to read:
27 427.018 Expiration of ss. 427.011-427.018.--The 1:s
28 provisions of ss. 427.011-427.018 are repealed on October 1, 3.25
29 1989, and shall be reviewed by the Legislature pursuant to s. 3.26
30 11.611 shall expire and be void and inoperative July 1, 1984. 3.28
31

1 Section 4. This act shall take effect upon becoming a 1:t
2 law.
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APPENDIX B

Rule 41-1 Council on Transportation Disadvantaged Coordinated Community
Transportation Services.

TRANSPORTATION DISADVANTAGED PROGRAM

GOALS

1984 - - - 1989

Encourage and foster the development of safe and efficient transit service employing the appropriate modes of transportation to satisfy the identified varying needs statewide and in local areas.

Recognize the importance of local determination of the planning and development of transportation service for the disadvantaged and act to increase the flexibility associated with transportation funding procedures and sources.

Encourage and promote utilization of state funds for transit planning and development on the basis of local commitment to and participation in the development of transportation services for the disadvantaged.

Develop indicators of effectiveness and efficiency to ensure optimal disbursement of matching formula funds for transit development needs.

Ensure that state, local and regional transportation planning and development activities continually recognize the identified needs of the transportation disadvantaged and address those needs by establishing realistic objectives based on comprehensive planning and public participation.

Support the development of transportation management structures which satisfy needs and funding capabilities and which are consistent with the essential principal of encouraging an open competitive environment in the delivery of public transit services for the transportation disadvantaged.

Provide managerial and technical assistance to transit systems to increase their operating efficiency, minimize the effect of cost increases and promote the effective use of existing resources.

Ensure that service performance evaluations are developed consistent with the need to satisfy the transportation needs of the state's total population, especially the transportation disadvantaged.

Formulate guidelines, criteria or other indicators for the evaluation and improvement of transit service.

Strengthen and expand existing training programs offered in the areas of transit management, operations and maintenance.

Support the development of a state transportation funding system which will assure that transportation programs are supportive of state and local economic and social goals.

Establish funding priorities according to statewide needs.

Place a high priority on service development projects emphasizing the initiation and improvement of transit service in small urban and rural areas and for the transportation disadvantaged.

Encourage the development and implementation of innovative programs to achieve increased mobility with low-risk funding for the transportation disadvantaged.

Continue and expand the state bus fleet program under enforced management, operations and maintenance requirements to encourage the initiation of new or expanded transportation service with essential emphasis on the transportation disadvantaged.

Foster the development of a state transportation funding process which will assure an equitable and timely allocation of funds, considering the source of funds, and the achievement of state and local priorities.

Establish operating and accounting standards to assure efficient and effective service.

Channel Section 16(b)(2) and Section 18 funds to designated Transportation Providers.

Utilize available carpool/vanpool matching programs in support of transportation service for the disadvantaged.

Continue efforts to obtain federal and state funding for the transportation disadvantaged

CH. 41-1 COUNCIL ON TRANSPORTATION DISADVANTAGED

RULES
OF THE
COORDINATING COUNCIL ON THE
TRANSPORTATION
DISADVANTAGED

CHAPTER 41-1
COORDINATED COMMUNITY
TRANSPORTATION SERVICES

- 41-1.01 Purpose.
- 41-1.02 Definitions.
- 41-1.03 Planning.
- 41-1.04 Coordinated Transportation Improvement Program.
- 41-1.05 Agency Budget Preparation.
- 41-1.06 Coordinated Community Transportation Provider.
- 41-1.07 Coordinated Transportation Service Financing.
- 41-1.08 Transportation Disadvantaged Service Accountability.

41-1.01 Purpose. The purpose of these rules is to implement the provisions of Section .011 through .018 of Chapter 427 of the Florida Statutes, which creates the Coordinating Council on the Transportation Disadvantaged. The Council was established to foster the coordination of transportation for disadvantaged citizens of Florida.

Specific Authority 427.013(9) FS. Law Implemented 427.011 - 427.018 FS. History—New 6-16-81.

41-1.02 Definitions. For purposes of this chapter:

(1) "Local Planning Organization" means the organization responsible for planning, programming, and monitoring functions benefiting the transportation disadvantaged in an area which has no Metropolitan Planning Organization. Where "Metropolitan Planning Organization" is referenced in these rules, those rules shall also apply to "Local Planning Organizations" unless otherwise stipulated.

(2) "Coordinated Transportation Development Plan" means a plan detailing a 5-year operational strategy to effectively and efficiently provide for the transportation needs including necessary accessibility of the transportation disadvantaged citizens residing within a county's boundaries.

(3) "Coordinated Transportation Improvement Program" means a staged multi-year program of transportation projects/programs for the transportation disadvantaged (minimum of two years) based on an estimate of available revenue.

(4) "Annual Element" means a recommended priority listing of transportation disadvantaged programs/projects for which funds have been budgeted and that are approved for implementation during the next fiscal year.

(5) "Urban Planning Area" means the county or portions of a county in which transportation planning is conducted pursuant to Chapter 334 of the Florida Statutes.

(6) "Rural Planning Area" means a county or portions of a county outside the "Urban Planning Area" boundary. Where the "Rural Planning Area" encompasses the entire county, a "Local Planning Organization" shall be designated pursuant to Section 427.014(3), F.S.

Specific Authority 427.013(9) FS. Law Implemented 427.011 FS. History—New 6-16-81.

41-1.03 Planning.

(1) A Coordinated Transportation Development Plan addressing the transportation needs of the transportation disadvantaged shall be developed, adopted and maintained by each Metropolitan Planning Organization and Local Planning Organization.

(2) The initial Coordinated Transportation Development Plan shall be provided to the Coordinating Council — with subsequent annual updates — by December 15 of each year. Routing of plans to the Coordinating Council shall be through the appropriate Department of Transportation District Office which has overall developmental responsibility. The plan shall conform with the Department of Health and Rehabilitative Services, Department of Community Affairs, or the Department of Transportation planning criteria, all applicable Federal planning regulations and appropriate professional standards. Perfunctory urban planning pursuant to Sections 5(g)(1) and 16(a) Urban Mass Transportation Act of 1964 as amended will satisfy this provision.

(3) Metropolitan Planning Organizations shall execute duties delegated in Section 427.015(1), (2), F.S. in the Urban Planning Area of each county served by a Metropolitan Planning Organization, if agreed to by the Coordinating Council, the Florida Department of Transportation and the Metropolitan Planning Organization. Otherwise, a Local Planning Organization will be designated for the rural portion not served by the county's Metropolitan Planning Organization.

Specific Authority 427.013(9) FS. Law Implemented 427.011(4), 427.014(1), 427.015 FS. History—New 6-16-81.

41-1.04 Coordinated Transportation Improvement Program.

(1) A Coordinated Transportation Improvement Program shall be developed and approved by the Metropolitan Planning Organization or Local Planning Organization including the "Annual Element" on transportation service for the transportation disadvantaged.

(2) The Coordinated Transportation Improvement Program's annual element dealing with the transportation disadvantaged shall serve as the annual implementation guide of projects/programs.

(3) Projects/Programs described in the Coordinated Transportation Improvement Program and Annual Element are to be defined by:

(a) Year of proposed implementation;

(b) Amount and Type (planning, capital or operating) of proposed expenditure;

(c) Proposed source of funding identified by Federal catalogue program code number or State appropriations number; and

(d) Project identification number.

(4) The Coordinated Transportation Improvement Program shall be provided to the Coordinating Council by June 1 of each year, routed through the appropriate Department of Transportation District Office which has overall developmental responsibility. The Council may extend the June 1 date for 1981 Transportation Improvement Programs.

(5) Amendments to the Annual Element should be provided to the Coordinating Council via the appropriate Department of Transportation District Office.

(6) Evaluation criteria for the composite Statewide Annual Element prepared by the Department of Transportation are:

(a) Elimination of duplication of services through coordination and optimization of all resources.

(b) Degree of annual improvement in:

1. meeting the needs of the transportation disadvantaged community.

2. efficiency of system operation.

3. effectiveness of service delivery.

Specific Authority 427.013(9) FS. Law Implemented 427.014(1), 427.015(1) FS. History—New 6-16-81.

41-1.05 Agency Budget Preparation.

(1) This rule shall apply to all agencies which administer or operate Federal or State-funded programs if funds are used in

part or in total for transportation services for the transportation disadvantaged as defined in Section 427.011(1), F.S.

(2) The agency transportation disadvantaged budget is to be prepared in conformance with either Chapter 216 of the Florida Statutes or Chapter 129 of the Florida Statutes, as appropriate.

(3) Each agency utilizing transportation disadvantaged funds shall:

(a) Define and estimate budget funds by Federal catalogue code number or State appropriations number by October 1 of each year;

(b) Identify local contributions anticipated;

(c) Specify the number of clients to be served and the services (trips or miles) to be provided; and

(d) Maintain accounting records which provide an audit trail for all transportation disadvantaged transportation expenditures.

Specific Authority 427.013(9) FS. Law Implemented 427.013(3) FS. History—New 6-16-81.

41-1.06 Coordinated Community Transportation Provider.

(1) The Metropolitan Planning Organization or Local Planning Organization shall designate a County Coordinated Community Transportation Provider to serve the transportation needs of the transportation disadvantaged population in an effective and efficient manner.

(2) The Coordinated Community Transportation Provider may act as dispatcher, broker, operator or any combination of these, as long as the provider's role is consistent with the coordination strategy outlined in the Coordinated Transportation Development Plan.

(3) The following procedures shall be used to designate the Coordinated Community Transportation Provider:

(a) Proposals will be accepted from all interested parties in accordance with State laws and regulations;

(b) Proposals submitted by candidate providers will be comparatively evaluated by the Metropolitan Planning Organization or Local Planning Organization on the basis of the provider's ability to maximize transportation services at minimized cost for the service area's aggregate social service transportation functions;

(c) Should the designated Coordinated Community Transportation Provider be an elected board, council, commission, or authority that exercises direct responsibility for the operational delivery of transportation

CH. 41-1 COUNCIL ON TRANSPORTATION DISADVANTAGED

services to the transportation disadvantaged, or a non-profit public transit system chartered by State Statute, the preceding designation and evaluation procedures (3)(a) and (3)(b) shall not apply.

(4) Contractual administration of Coordinated Community Transportation Providers shall be accomplished pursuant to Section 427.012(2), FS.

(5) Secondary Coordinated Community Transportation Providers may be designated if the following conditions are satisfied:

(a) An agreed upon incremental plan culminating in the establishment of a Single Coordinated Community Transportation Provider.

Or

Establishment of the probability that the Single Coordinated Community Transportation Provider could not furnish transportation services equivalent to those currently supplied by the prospective secondary provider. Equivalency measurements are:

1. Portal-to-portal travel times.
2. Hours of service availability.
3. Adherence to pick-up and delivery schedules.

(b) A written agreement to permit use of idle vehicles and unoccupied seats — operated by the secondary provider — by the Single Coordinated Community Transportation Provider, providing there is no special need by riders served or restriction on funds used which would prohibit this action.

(c) Documentation by the secondary provider stating the ability to supply transportation services at a cost equal to or less than otherwise available. Cost calculations shall include both direct and overhead costs for buildings and equipment (including depreciation allowances), but shall exclude all local, State, or Federal taxes paid by providers.

(d) Rule 1.06(5)(b) may be waived with concurrence of the Coordinating Council.

(6) The Coordinated Community Transportation Provider may utilize school buses available through a joint-use agreement with the county school board to provide services for the transportation disadvantaged or certify to the Council within the

Coordinated Transportation Improvement Program that transportation needs of the transportation disadvantaged can be met without the use of these vehicles.

Specific Authority 427.013(9) FS. Law Implemented 427.013(2), 427.013(8), 427.013(10), 427.015(2) FS. History—New 6-16-81.

41-1.07 Coordinated Transportation Service Financing.

(1) Coordinated transportation services shall rely on funding assistance from State and Federal transportation and human service grant programs that are specifically identified by the grantor as transportation funds for those persons who fall under the definition of "transportation disadvantaged" as stated in Section 427.011(1), F.S.

(2) Once agreements have been executed, all agencies shall honor requisition vouchers of the Coordinated Community Transportation Provider within forty-five (45) days of receipt or accept penalty specified in Section 215.422(3)(b), F. S.

Specific Authority 427.013(9), 427.015(2) FS. Law Implemented 427.013(7), 427.013(11) FS. History—New 6-16-81.

41-1.08 Transportation Disadvantaged Service Accountability.

(1) The Coordinated Community Transportation Provider shall be responsible for maintaining an accurate record of all coordinated transportation services that are delivered.

(2) As a minimum, the accounting of coordinated transportation services delivered by the Coordinated Community Transportation Provider shall adhere to the Uniform System of Accounts and Records, (Required Level), as prescribed by Section 15 of the Urban Mass Transportation Act of 1964, as amended.

(3) A Council assessment of the overall adequacy and distribution equity of transportation disadvantaged funds shall be included in the annual report submitted to the Governor and Legislature.

Specific Authority 427.013(9) FS. Law Implemented 427.013(9) FS. History—New 6-16-81.

APPENDIX C

Resolution Designating a Coordinated Community Transportation Provider and
Resolution Recommending Designation of the MPO as the Coordinated Community
Transportation Provider for Metro Dade County.

RESOLUTION NO. MPO 14-82

A RESOLUTION DESIGNATING A COORDINATED
COMMUNITY TRANSPORTATION PROVIDER

WHEREAS, Florida Statute 427 requires that each Metropolitan Planning Organization in the state designate a single Coordinated Community Transportation Provider responsible for coordinating transportation services provided the transportation disadvantaged, including the elderly, handicapped, and poor, and

WHEREAS, the Metropolitan Planning Organization is responsible for developing plans and programs for coordinating transportation services provided the transportation disadvantaged.

WHEREAS, in performance of its duties in evaluating the technical adequacy of transportation plans and programs and in advising the Governing Board on transportation policies and decisions, the Transportation Planning Council has recommended that the Metropolitan Planning Organization be designated the Coordinated Community Transportation Provider.

WHEREAS, this Governing Board desires to accomplish the purposes outlined in the memorandum from the Chairman of the Transportation Planning Council attached to this resolution,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION OF THE MIAMI URBANIZED AREA:

MEMORANDUM

AGENDA ITEM
III. C.


TO: Honorable Chairman and Members
Metropolitan Planning Organization

DATE

JUL 5 1982

SUBJECT Designation of a Coordinated
Community Transportation Provider

FROM


Warren J. Higgins, Chairman
Transportation Planning Council

RECOMMENDATION:

The Transportation Planning Council recommends that the Governing Board approve the attached resolution designating the Metropolitan Planning Organization as the Coordinated Community Transportation Provider in accordance with Florida Statute 427.

BACKGROUND:

Florida Statute 427 and Rule 41 require coordination of services provided the transportation disadvantaged (elderly, handicapped, and poor). They specify that the Metropolitan Planning Organization is to designate a Coordinated Community Transportation Provider (Provider). The designated Provider would be responsible for entering into agreements with the State on how federal and state funds for transportation services provided the transportation disadvantaged are to be used. Included in these agreements would be a description of what funds are involved, what agencies are to use the funds, who will coordinate services, who is eligible to receive services, fare structures, how vehicles are to be utilized, and procedures for reimbursing costs. In recognition of the policy-setting role of the provider and the broad role of the MPO in coordinating special transportation services provided by private and public agencies, the Transportation Planning Council recommends that the Metropolitan Planning Organization be designated as the Coordinated Community Transportation Provider.

WJH/CWO/mkl
Attachment

ATTACHMENT B

RESOLUTION TPC NO. 16-82

A RESOLUTION RECOMMENDING
DESIGNATION OF THE METROPOLITAN
PLANNING ORGANIZATION AS THE
COORDINATED COMMUNITY TRANSPORTATION
PROVIDER FOR METRO DADE COUNTY

WHEREAS, Florida Statute 427 requires that each Metropolitan Planning Organization in the state designate a single Coordinated Community Transportation Provider responsible for coordinating transportation services provided to the transportation disadvantaged, and

WHEREAS, the Metropolitan Planning Organization, pursuant to the Interlocal Agreement by which it was create, established the Transportation Planning Council to evaluate the technical adequacy of the transportation planning and programming process as well as to advise the Governing Board in the decision-making process, and

WHEREAS, in performance of the aforesaid duties and responsibilities, this Council has reviewed alternatives for meeting the coordination requirements of Florida Statute 427.

WHEREAS, the Metropolitan Planning Organization has been responsible for developing plans and programs for coordinating transportation services provided the transportation disadvantaged, including the elderly and handicapped.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION PLANNING COUNCIL OF THE METROPOLITAN PLANNING FOR THE MIAMI URBAN AREA:

That this Council recommend that the Governing board designate the Metropolitan Planning Organization for the Miami Urbanized Area as the Coordinated Community Transportation Provider for Metro Dade County.

The foregoing resolution was offered by William M. Powell who moved its adoption. The motion was seconded by Douglas Yoder and upon being put to a vote, the vote was as follows:

Warren J. Higgins	- aye
Sylvia Morris King	- aye
Carmen Lunnetta	- absent
Richard H. Judy	- absent
M. Barry Peterson	- absent
William M. Powell	- aye
Reginald R. Walters	- aye
Douglas Yoder	- aye
Henry Pelt	- absent
Don Stuart	- absent
Humberto Martinez	- aye
Leslie A. Brook	- aye

The Chairman declared the resolution dully passed and adopted this 10th day of May, 1982.

TRANSPORTATION PLANNING ORGANIZATION
M. P. O.

BY Charles William Ockert
C. WILLIAM OCKERT
MPO Secretariat

Transportation Planning Council

DATE June 7, 1962

SUBJECT DESIGNATION OF "COORDINATED
COMMUNITY TRANSPORTATION
PROVIDER"C. William Ockert
MPO Secretariat

This memo responds to the TPC's request at our last meeting for a description of the responsibilities of a "Coordinated Community Transportation Provider".

Florida Statute 427 and Rule 41 specify a general process for insuring coordination of transportation services provided the elderly, handicapped, and poor that are support by state and federal funds. Many of the basic responsibilities for coordination are assigned the Metropolitan Planning Organization's throughout the state. The MPO's are to produce and annually update a plan describing coordination mechanisms. In addition, the MPO's are to annually prepare a "Transportation Disadvantaged Transportation Improvement Program", listing various services that are to receive federal and state funds. Lastly, the MPO is to designate a "Coordinated Community Transportation Provider" (Provider). Actually, the designated Provider does not have to directly provide services. Rather, the Provider establishes, in conjunction with the State, operational agreements on specifically how services are to be coordinated and funds are to flow. These agreements specify what funds are involved, who uses the funds, who coordinates services, who is eligible to receive the services, fare structures, how vehicles are to be utilized, and procedures for reimbursing costs. These agreements are to be specified in a Memorandum of Agreement between the Provider and FDOT and a Purchase of Services Agreement between the Provider and the State Department of Health and Rehabilitative Services (HRS). These agreements are to be updated annually to reflect changes in funding arrangements and to insure consistency with the MPO's plan and program.

In recognition of the broad policy-setting role of the Provider, only two possible designees appear to be acceptable: the Metro Dade Board of County Commissioners and the Metropolitan Planning Organization. In that both boards are composed of the same elected officials, the appropriate body should be the one that maintains overall coordination responsibilities for transportation services provided by both public and private agencies. The Metropolitan Planning Organization presently serves that role and is therefore recommended as the "Coordinated Community Transportation Provider". Another advantage of this designation would be the ability of the MPO to insure consistency between its plan and program and the agreements.

CWO/dd

Attachment

cc: Carl Huff

Fred Silverman

Cal Marsella

Clark Turner

APPENDIX D

Dade County Policy on Transportation Disadvantaged

SUMMARY STATEMENT

DADE COUNTY TRANSPORTATION DISADVANTAGED POLICY

It is the overall goal of Dade County to maximize the availability of public and private transportation services to all of our citizens including the transportation disadvantaged*living within our community. As part of the Transportation Improvement Program, Metro Dade County is committed to developing a coordinated approach to solving the transportation problems of the transportation disadvantaged to maximizing the use of present resources and to improving the level of resources to fulfill these needs.

* Definition of Transportation Disadvantaged:

"those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities".

Source: Chapter 427 Florida Statutes 427.001 Definitions.

APPENDIX E

Goals and Objectives for the improvement of transportation to elderly and handicapped person in Dade County as contained in the E&H Needs Study.

8.0 GOALS AND OBJECTIVES

The overall goal for future transportation improvements is to: "Develop a unified approach towards solving the transportation problems of the elderly and transportation handicapped residents of Dade County." This goal will consolidate the limited resources of all those agencies and governmental units involved in transportation services rather than fragmenting their efforts.

8.1 Transportation Goals and Objectives for Elderly and Transportation Handicapped Riders

Goal 1: Provide for the improved mobility of elderly and transportation handicapped residents of Dade County.

Objectives

1. Increase existing public transit services to better serve the travel needs of the elderly and transportation handicapped.
 - Add line-haul bus service during off-peak periods in areas with high elderly and ambulatory handicapped concentrations to satisfy program standards.
 - Provide better through-route connections from elderly residential areas to regional facilities.
 - Minimize walking distances to bus service in areas with high elderly and/or transportation handicapped concentrations.
 - Provide bus shelters and detailed bus information throughout those portions of the MTA service area most used by elderly and transportation handicapped riders.
 - Place bus stops and bus transfer points in locations where there is some need for security due to the degree of public activity.
 - Improve MTA driver training regarding elderly and transportation handicapped travel needs.
 - Provide clearly and forcefully worded reserved seating signs for the elderly and transportation handicapped on MTA buses.
 - Make activity centers and residential areas with high elderly and transportation handicapped concentrations priority areas for sidewalks and curb cuts.

2. Provide accessible equipment for semi- and non-ambulatory elderly and transportation handicapped persons.

- Increase spare equipment levels to cover high breakdown rates on lift-equipped mini-buses,
- Modify existing transit equipment to safely and comfortably accommodate the elderly and transportation handicapped person.
- Insure that rapid transit facilities and authorized Transbus equipment is accessible and easily useable by semi- and non-ambulatory elderly and transportation handicapped persons.

3. Encourage social service agency efforts to provide client transportation services more effectively,

- Establish a transportation "brokerage" capability for County run departments and recommend the same concept for private non-profit and other public agencies.
- Provide transportation service alternatives for social service and medically related agencies which presently offer transportation in order to improve their efficiency.
- Increase the number of specially equipped vehicles available for the non-ambulatory handicapped.
- Develop mechanisms whereby social service agencies can buy transit services on MTA and rapid transit systems.

4. Promote special paratransit efforts to provide better transportation service to mobility disabled persons.

- Undertake special demonstration projects to determine the effectiveness of different paratransit operating concepts.
- Develop a data base regarding the travel desires, travel patterns and socio-economic characteristics of the mobility disabled population so that future service needs and service effectiveness could be determined.
- Develop capabilities to contract and manage service agreements with private for-hire transportation operators.

- Provide appropriate transportation services designed to handle medical, work, training, shopping, social and recreational travel needs of the mobility disabled person.
- Provide comprehensive curb to curb paratransit services for mobility disabled residents on a subscription or reservation basis.
- Develop centralized paratransit system operating capabilities to handle different paratransit and social service agency operating functions.

Goal 2: Improve planning, administrative, and management efforts to maximize the use of available resources.

Objectives:

1. Establish permanent elderly and handicapped transportation advisory committee.
2. Develop staff capabilities for future program technical assistance and monitoring.
3. Establish a centralized public information system for public transportation users, especially for the elderly and transportation handicapped rider.
4. Establish a central coordination and management staff for all County agencies offering transportation services with a possibility of including state and private non-profit agencies if the concept is effective.
 - Develop inter-agency communication capabilities to obtain and provide data and general information among agencies.
 - Establish policies for County/State/private non-profit agencies to coordinate the use of vehicles.
 - Prepare annual status reports on each program's progress.
5. Follow policy and cost-effectiveness recommendations of the Paratransit Feasibility Study (4/18/78).
6. Negotiate an agreement with the Dade County School to use their vehicles while not in school service.

Goal 3: Improve and expand the use of existing funds to fulfill the transportation needs of the elderly and transportation handicapped in a coordinated manner.

Objectives

1. Review and analyze costs of various transportation services.
 - Prepare an inventory of transportation services and their actual costs. (Budget, funding sources, etc.)
2. Establish a pre-payment, reduced or deferred payment fare system for the purchase of transportation services.
 - Review user cost burdens and possible cost reduction schemes for indigent elderly and transportation handicapped persons.
 - Develop the capability of social service agencies to buy line-haul bus and rail service for client transportation in lieu of operating their own systems.
3. Establish social service/transit financial agreements.
4. Modify the regulations for social service transportation programs at all levels to allow coordination of transportation resources and funds (capital and operating).
5. Establish a central grant administration/coordination center for special transportation programs.
 - Establish overall transportation funding mechanisms.
 - Establish target levels for overall program financing.

That the Board of County Commissioners for Metro Dade County acting on advice from the Metropolitan Planning Organization for the Miami Urbanized Area is designated as the Coordinated Community Transportation Provider pursuant to the requirement of Florida Statute 427.

The foregoing resolution was offered by Commissioner Shack who moved its adoption. The motion was seconded by Commissioner Phillips and upon being put to a vote, the vote was as follows:

Barbara M. Carey	- aye
Clara Oesterle	- absent
Jorge E. Valdes	- absent
Beverly B. Phillips	- aye
James F. Redford, Jr.	- aye
Harvey Ruvin	- aye
Barry D. Schreiber	- absent
Ruth Shack	- aye
Stephen P. Clark	- absent

The Chairman thereupon declared the resolution duly passed and adopted this 18th day of June, 1982.

METROPOLITAN PLANNING ORGANIZATION
FOR THE MIAMI URBANIZED AREA

BY Charles William Ockert
C. William Ockert
MPO Secretariat

APPENDIX F

Letter from M.R. Stierheim designating MDTA as Operative
Agency in the role of Coordinated Community Transportation
Provider

MEMORANDUM

107.07-17 A

TO	Warren J. Higgins Executive Director	DATE	January 10, 1984
FROM	Metro-Dade Transportation Administration M.R. Stierheim County Manager	SUBJECT	Designation of MDTA as Operative Agency in the Role of Coordinated Community Transportation Provider

The purpose of this memorandum is to inform you that I am hereby designating the Metro Dade Transportation Administration (MDTA) as the operative agency for carrying out the role of Coordinated Community Transportation Provider for Dade County. In this capacity MDTA will be responsible for implementing Florida Statute 427 and Rule 41-1 requirements.

Florida Statute 427 and Rule 41-1 require that each Metropolitan Planning Organization (MPO) in the State designate a single Coordinated Community Transportation Provider responsible for coordinating transportation service for the transportation disadvantaged (elderly, handicapped, and poor).

On June 18, 1982, the MPO Board passed Resolution No. 14-82, designating the Board of County Commissioners for Metro-Dade County as policy level Coordinated Community Transportation Provider.

MDTA responsibilities through a brokerage operating strategy will encompass developing the necessary agreements with the State Department of Transportation (FDOT) and local providers on how federal and state funds for transportation services provided the transportation disadvantaged are to be used. Included in these agreements would be a description of what funds are involved, what agencies are to use the funds, who will coordinate services, who is eligible to receive services, what will the fare structures be, how vehicles are to be utilized, and procedures for reimbursing costs.

It is my understanding that the staff of the Metro Dade Transportation Administration has been working with a Steering Committee, which was appointed by you and Dewey Knight, Assistant County Manager, comprised of representatives of other County Departments, the State Department of Transportation, the Department of Health and Rehabilitative Services, and the Board of Education, in the development of the Transportation Disadvantaged Plan required by the State Statute.

This official designation is consistent with the Steering Committee's decision to have MDTA designated as the Operative Provider.

cc. Bill Powell

APPENDIX G

Steering Committee for the Development and implementation of a Transportation Disadvantaged Plan (TDP) Purpose, Role and Procedures.

STEERING COMMITTEE FOR THE DEVELOPMENT AND IMPLEMENTATION OF

A TRANSPORTATION DISADVANTAGED PLAN (TDP)

PURPOSE, ROLE AND PROCEDURES

PURPOSE: The main purpose of the Steering Committee is to advise on activities leading to the implementation of Rule 41.1.

ROLE: To provide guidance in the development and review of:

- The Transportation Disadvantaged Plan (TDP).
- Activities leading to the recommendation and designation of a Coordinated Community Transportation Provider.
- The Operating Strategy and Procedures for the Implementation of Coordinated Disadvantaged Transportation.
- The inter-agency agreement format for the Implementation of Coordinated Transportation.
- A memorandum of agreement between the Coordinated Community Transportation Provider and the State of Florida specifying how coordination and service delivery will be effected.
- Funding requirements for a coordinated transportation system for the transportation disadvantaged.
- Input to the Annual Element of the Transportation Improvement Program.
- An update of the transportation needs of the disadvantaged and of a Dade County Policy addressing these needs through a comprehensive multi-jurisdictional inter-agency coordinated system.

Structure and Process;

The Committee will consist of Department Heads (or their representatives) from the following agencies:

- Metro Dade Transportation Administration (MDTA), Chair (and Secretariat and Staff support)


- Department of Human Resources (DHR)
- Community Action Agency (CAA)
- Housing and Urban Development (HUD)
- Office of Management and Budget (OMB)
- Youth and Family Development (YFD)

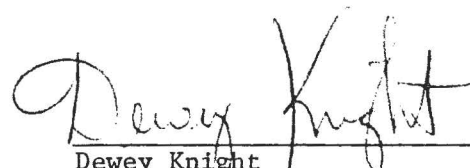
Ex-Officio Members: Dade County School Board
 Florida Department of Education, Division of Blind Services
 Florida Department of Transportation (FDOT)
 District VI
 Florida Department of Health and Rehabilitation Services
 (HRS) District XI
 Areawide Agency on Aging

The Committee will work on a consensus basis. All members will have one vote on issues brought on the table. Motions will be approved by simple majority, and will become the committee's recommendation. When more than two members disagree with the majority decision, a minority report will accompany the committee report to Office of the County Manager. The Committee will report its advisory decision through Dewey Knight and Warren Higgins to the County Manager on all necessary actions related to committee recommendations.

Schedule of Meetings

The Steering Committee will be on-going through the development, implementation and monitoring of the TDP. Committee meetings will be scheduled as often as necessary depending upon the issues needing resolution, but not less than 4 times a year.


 Warren J. Higgins
 Executive Director
 Metro-Dade Transportation Administration


 Dewey Knight
 Assistant County Manager

APPENDIX H

AAA Designated as Secondary Coordinated
Community Provider



METRO-DADE TRANSPORTATION ADMINISTRATION
44 W. Flagler Street • Miami, Florida 33130

March 6, 1984

Mr. Jose R. Fox, Director
Area Agency on Aging
955 S.W. 2nd Avenue
Miami, Florida 33130

Dear Jose:

Subject: Area Agency on Aging Request for Designation as Secondary
Coordinated Community Provider.

Metro-Dade Transportation Administration staff have considered the A.A.A. request and letter of March 1, 1984 for designation as a secondary coordinated community provider under the Dade County Transportation Disadvantaged Plan (Florida Statute 427).

In order to develop a formal interagency agreement implementing this decision the following responsibilities of the A.A.A. to the Coordinated Community Provider are proposed:

A.A.A. & Operating Agencies Agree to Function Within Brokerage.

1. Carry additional clients on A.A.A. vehicles when schedule and seating capacity permits on a cost reimbursement basis.
2. It will be the responsibility of the provider, in concert with A.A.A., to set general routes and schedules.
3. Use CARSD/MIS to print daily trip and tour schedules and to return completed trips sheets.
4. Provide brokerage with schedules, routes, passenger loads and vehicle information.
5. Provide operating and financial data on required Florida Statute Chapter 427 reporting requirements.
6. A.A.A. will work toward the standardization of unit costs for all operating agencies with the understanding that there would be unique and exceptional circumstances that might affect a uniform standardization.
7. Review secondary status at end of first year.

Under the proposed secondary provider agreement the A.A.A. would retain responsibility for maintaining coordination with this transportation disadvantaged subsystem for A.A.A. clients, especially:

1. Maintain A.A.A. coordinated concept and program identity.
2. Determine transportation services in accordance to the demand.
3. Formulate transportation funding needs as part of the A.A.A. Area Plan of Action.
4. Monitor, assess and evaluates grantees/contractors under the Area Plan.

If these proposed operating relationships are agreeable, we will immediately contact the Coordinating Council staff to initiate the technical requirements for secondary provider designation.

Sincerely,



Leon F. Sachs, Director
Office of Special Transit Services

LFS:ld

APPROVED PROPOSED OPERATING RELATIONSHIPS CONTAINED IN THIS LETTER

Jose R. Fox, Director
Area Agency on Aging
955 S.W. 2nd Avenue
Miami, Florida 33130