



**FRONT COVER:**

**Tri-County Commuter Rail System**

Service scheduled to begin July 1, 1988.

Total length of Tri-County Commuter Rail System is 67 miles.

*From*

FY 1988 UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING

(FINAL DRAFT)

JUNE, 1988

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## EXECUTIVE SUMMARY

The 1988 Unified Planning Work Program describes transportation planning activities for the Miami Urbanized Area to be completed during the fiscal period beginning on July 1st, 1987. The document outlines a variety of planning projects that will assist in further defining the comprehensive and multimodal transportation improvement program approved for the metropolitan area in the Year 2005 Transportation Plan. As it is the case for every annual program, the work is to be undertaken in a cooperative manner between the various participating Metro-Dade County agencies and the Florida Department of Transportation, guided by policies adhered to by the State of Florida and the Metropolitan Planning Organization (MPO) Governing Board. Guidance from the modal federal transportation agencies that support the program is also used as a significant element in the definition of the program of planning projects.

Formal technical guidance is provided by the Transportation Planning Council (TPC) of the MPO and the various special TPC committees. Citizen participation is insured through the monthly meetings of the Citizen Transportation Advisory Committee (CTAC) and the many other meetings and hearings held throughout the community during the program period as necessary. Participation of the private passenger transportation industry in the development of the UPWP occurs both through the CTAC and through special Board committees set up as necessary.

The projects identified in the 1988 UPWP directly address the objectives defined by the program development committee and approved by the Transportation Planning Council and the MPO Governing Board. These objectives are in turn based on the policies defined in the urban area Transportation Plan and in the Metro-Dade Comprehensive Development Master Plan.

As with every annual program, projects in the 1988 UPWP address required work activities and agreed upon local, state and federal transportation planning issues and priorities. Special attention will continue to be given during 1987-88 to efforts that define a greater private sector participation in the construction and delivery of public transportation facilities and services. Also, technical and coordinative activities that relate to regional and state-wide transportation issues such as Tri-county Transportation and The Florida High Speed Rail project are included. Work activities supporting resolution of the issues raised by the 1985 State Growth Management Legislation will also continue during 1988. A new project that will help identify existing and projected highway levels of service in the urban area and which will provide the basis for the formulation of a recommended official MPO policy on the subject has also been included, as well as efforts to define additional transit system development opportunities. The continuing intensification of the metropolitan nature of the urban area and the increasingly high levels of travel congestion that are routinely experienced along major travel corridors make these planning efforts critical priorities.

Other projects in the program that do not directly address requirements or special emphasis areas relate to technical activities that are being continued during fiscal 1988. Of primary significance is the work supporting the marketing of the METRORAIL and METROMOVER systems and the planning activities aimed at evaluating the performance of the METROBUS system as it interacts with other existing transit and paratransit modes.

Finally, it is noted that consideration of environmentally-related transportation project impacts is to be conducted as part of the regular project planning and development activities and therefore, no specific work elements have been defined for this work item.

METROPOLITAN PLANNING ORGANIZATION  
FOR THE MIAMI URBANIZED AREA  
1988 UNIFIED PLANNING WORK PROGRAM

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✓ 1.02	MPO Board and Committee Support .....	75,000	1-4
✓ 1.03	UPWP Development .....	36,000	1-7
✓ 1.04	• Citizen Involvement .....	55,000	1-9
✓ 1.05	Legislative Assessments .....	15,000	1-11
✓ 1.06	• Development Impact Assessment and DRI-DIC Traffic Analysis .....	70,000	1-13
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OBJECTIVE B: LONG-RANGE TRANSPORTATION PLANNING

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* 2.02	• Long Range Transportation Plan .....	100,000	2-3
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Total Program Funding ..... \$2,112,000

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\* State funds available for this activity. Work started during FY 1987.

\*\* UMIA Section 3 funds to be made available.

\*\*\* Discretionary UMIA Section 8 funds available for this activity. Work started in FY 1987

UNIFIED PLANNING WORK PROGRAM  
FISCAL YEAR 1988

PROGRAM OBJECTIVES

OBJECTIVE A: TRANSPORTATION PLANNING PROCESS AND FUNDING

Maintain the flow of federal and state transportation improvement funds by maintaining a transportation planning process which includes appropriate interagency coordination, public involvement and impact assessment, and produces comprehensive and financially feasible transportation plans.

OBJECTIVE B: LONG-RANGE TRANSPORTATION PLANNING

Maintain a technically sound Long Range Transportation Plan for Metropolitan Dade County which establishes priorities and conforms with federal and state transportation and land use planning requirements.

OBJECTIVE C: SHORT RANGE TRANSPORTATION PLANNING

Provide the necessary technical basis for decisions on near-term improvements by addressing transportation corridor and sub-area needs that conform with policies identified in long-range plan elements.

OBJECTIVE D: INTEGRATED TRANSPORTATION SYSTEM

Plan for the implementation of an integrated multi-modal transportation system which coordinates private and public transportation resources and addresses the needs of the transportation disadvantaged.

## PROJECT DESCRIPTIONS



OBJECTIVE A: TRANSPORTATION PLANNING PROCESS AND FUNDING

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.01 UPWP Administration

OBJECTIVE:

Effectively monitor achievement of established UPWP Program objectives and administer funds supporting the Program.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. Monitor the current year (FY 1988) planning activities.
  - a. Assess the effectiveness of the current (FY 1988) planning program to meaningfully resolve issues on a quarterly basis as a minimum.
  - b. Propose UPWP revisions, as appropriate, to respond to changing conditions. Convene the UPWP Committee to review proposed revisions. Present revisions to the TPC, the MPO Board, and funding agencies.
2. Administer the Work Order System.
  - a. Working with the cognizant Project Managers and division/department heads, prepare draft Work Order Requests and process as necessary to validate charge accounts and financial procedures.
  - b. Review Work Order Requests to insure consistency with the approved UPWP and grant budgets.
  - c. Obtain concurrence of the Finance Divisions involved.
  - d. Issue Work Orders.
  - e. Review and process requests for Work Orders Revisions, as appropriate.

- f. Revise Work Orders in accordance with approved grant budgets and the procedures approved by the TPC and MPO Board. Issue revised Work Orders.
3. Administer grants supporting the UPWP.
    - a. Prepare work scope(s) for planning grants and process grant applications and awards as necessary.
    - b. Prepare grant revision requests in response to UPWP Revisions and other budget adjustments approved by the TPC/MPO Board.
    - c. Review the status of grants with funding agencies on a periodic basis.
  4. Prepare progress reports.
    - a. Prepare monthly fiscal reports describing the status of Work Orders, budget authorizations, estimated expenditures, and requested Work Order revisions.
    - b. Request deliverables for Project Managers as they become due and summarize and prepare for submission to funding agencies.
    - c. Prepare Quarterly Progress Reports. Submit to the TPC and funding agencies.
  5. Process Reimbursement Requests from participants.
    - a. Maintain itemized expenditure records to support the Finance Department program reimbursement activities.
    - b. Review Reimbursement Requests for consistency with the UPWP, Work Orders, and supporting grants as they are submitted.
    - c. Assist the County Finance Department in processing payments.
  6. Process Reimbursement Requests to funding agencies.
    - a. Review requests and backup fiscal information prepared by the Finance Department.
    - b. Transmit requests to funding agencies.
  7. Close-out grants.
    - a. Initiate close-out proceedings.
    - b. Prepare and transmit final budgets and other supporting fiscal information.
    - c. Prepare and transmit Project Completion Report.

- d. Facilitate the performance of audits, as necessary.
8. Maintain and update Long Range Transportation plan and MPO approved documents. Insure adequate public distribution of documents and graphic materials.

END PRODUCTS:

1. Work Order Requests.
2. Work Orders.
3. Expenditure records
4. Long Range Transportation Plan and other MPO approved documents for distribution.
5. Grant Revision Requests.
6. Monthly Fiscal Reports.
7. Quarterly Progress Report
8. Reimbursement Requests
9. Project Completion Reports.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

FUNDING:

\$57,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.02 MPO Board and Committee Support

OBJECTIVE:

Insure proper resolution of critical transportation issues by the Transportation Planning Council, various MPO committees, and the MPO Board.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. Provide staff support for the MPO Board.
  - a. Identify critical Transportation Planning Issues.
  - b. Organize meetings. Prepare agendas and various back-up materials.
  - c. Prepare and process MPO Board resolutions.
  - d. Prepare minutes and follow-up on various directives.
  - e. Respond to concerns of MPO Board members.
2. Provide staff support for the Transportation Planning Council.
  - a. Identify critical Transportation Planning Issues.
  - b. Organize meetings. Prepare agendas and various backup materials.
  - c. Prepare draft TPC resolutions.
  - d. Prepare minutes and follow-up on directives.
  - e. Respond to day-to-day concerns of TPC members.

3. Provide staff support for Transportation Plan Technical Advisory Committee (TPTAC).
  - a. Identify critical transportation planning issues.
  - b. Organize meetings. Prepare agendas and backup materials.
  - c. Prepare minutes and follow-up on directives.
  - d. Respond to day-to-day concerns of TPTAC members.
4. Provide staff support for MPO Committees and Task Forces.
  - a. Identify critical Transportation Planning Issues.
  - b. Support intergovernmental review activities.
  - c. Work with Dade County municipalities.
  - d. Support various task forces such as the S. W. 120th Street Turnpike Interchange Task Force, the Tri-County Regional Organization and High Speed Rail. Serve on the Dade County Developmental Impact Committee.
  - e. Work with SFRPC on issues pertaining to transportation requirements of the State Growth Management Legislation and other related regional issues.
  - f. Organize and support staff working groups and task forces addressing issues as they emerge.

END PRODUCTS:

1. TPTAC agenda and back-up materials.
2. TPTAC minutes.
3. TPC agendas and back-up materials.
4. TPC minutes.
5. MPO agendas and back-up materials.
6. MPO minutes.
7. Minutes of various task forces and staff working groups, as appropriate.
8. Compiling and distribution of information relating to critical issues regarding Tri-County Rail and High Speed Rail, as appropriate.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

FUNDING:

\$75,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.03 UPWP Development

OBJECTIVE:

Maintain a multi-modal planning program that responds to ongoing community transportation needs and to the most critical transportation service delivery issues.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. Prepare the FY 1989 UPWP.
  - a. Update the list of planning issues and the statement of program objectives.
  - b. Prepare estimates of potential planning funds available to support the program. Initiate arrangements for matching funds. Submit correspondence to funding agencies on the various phases of the development of the program and as responses to their inquiries and requests.
  - c. Work with the UPWP Committee, propose specific activities responding to program objectives. Prepare an initial budget allocation.
  - d. Prepare detailed project descriptions, budgets, and product lists.
  - e. Assemble the Review Draft of the FY 1989 UPWP.
  - f. Present the Review Draft of the program to the Transportation Planning Council for their approval. Transmit the TPC-approved program to the funding agencies and the A-95 review agencies for their comments.

Solicit comments from the Citizens Transportation Advisory Committee (CTAC) and other key private and civic organizations.

- g. Working with the UPWP Committee, revise the draft program in response to comments submitted by all parties, the status of FY 1988 activities, and revised funding estimates.
- h. Present the Final Draft of the program to the Transportation Planning Council and the MPO Board for approval. Transmit the Final Draft to the funding agencies for use as a work scope for planning grants.

END PRODUCTS:

- 1. Revisions to the FY 1988 UPWP.
- 2. Update of the issue list and program objectives to be considered in preparing the FY 1989 UPWP.
- 3. Review Draft of the FY 1989 UPWP.
- 4. Final Draft of the FY 1989 UPWP.
- 5. Memos transmitting the UPWP document.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

FUNDING:

\$36,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.04 Citizen Involvement

OBJECTIVE:

Provide the CTAC and the public with information regarding transportation needs and proposals for meeting these needs. Insure input into the transportation decision-making process before plans and programs are approved.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. Provide Secretariat support to the Citizens Transportation Advisory Committee (CTAC) and its subcommittees.
2. Provide community relations support as plans and programs are developed as part of the update of the Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, and the Transit Development Program.
3. Provide a forum for community input through public meetings that will allow a detailed consideration of the various issues. Recommendations from the public meetings will be reviewed and summarized by staff prior to submission to CTAC and the MPO Board.
4. Develop and implement Transportation Policies, Plans, Projects and Services that are responsive to perceived needs, values, and priorities of the Community.
5. Advise the BCC and the MPO on specific policy issues and products as well as provide an independent and broad-based monitoring of on going planning and implementation activities.
6. Monthly meetings with CTAC sub-committees to review specific Transportation Programs, Projects, and issues as required by Federal and Local guidelines.

7. Monthly meetings with CTAC Membership to review specific recommendations made to coordinate Citizen involvement activities and in general, to give a County-wide perspective to transportation issues and decisions.

END PRODUCTS:

1. CTAC agendas and back-up materials.
2. Minutes of hearings and public meetings.
3. Memos and resolutions documenting citizen input on various planning proposals.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

FUNDING:

\$55,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.05 Legislative Assessments

OBJECTIVE:

To assess transportation-related legislation and policies issued by governmental agencies to determine implications for the multi-modal transportation system of Dade County.

PREVIOUS WORK:

This work element has been instrumental in providing information necessary to assist in policy decisions affecting transportation in the areas of funding, public/private resources integration, State-Local relationships, and Labor issues. Staff of the MPO Office regularly is requested to prepare assessments of Legislative regulatory and policy proposals issued by federal, state and local governmental agencies that affect the future of multi-modal transportation.

METHODOLOGY:

1. Monitor all transportation-related legislative proposals, regulations and policies.
2. Summarize assessments of legislative, regulatory and policy proposals issued by governmental agencies that affect the future of multi-modal transportation.
3. Prepare and distribute written assessments and analyses as required.
4. Participate in deliberations and meetings being held by Statewide MPO Advisory Committee which deal with legislative and policy-related questions.

END PRODUCTS:

1. Assessments of proposed legislation policies and regulations, including implications affecting the local multi-modal transportation system.

2. Correspondence prepared for pertinent official agencies as necessary.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

FUNDING:

\$15,000

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.06 Development Impact Assessment and DRI-DIC Traffic Analysis

OBJECTIVE:

Coordination of transportation and land use planning efforts to conform to state planning regulations for growth management, with the County Comprehensive Development Master Plan, and overall planning policies and guidelines. Provide technical comments regarding transportation-related issues and impacts that may result major development proposals and projects. This is a continuing responsibility.

BACKGROUND:

The Development of Regional Impact review process depends upon Transportation Planning to provide reliable forecasts of the potential impacts of major regional development proposals. To effectively perform this responsibility, Dade County has initiated an effort to update and improve the detailed traffic analysis review process. These improvements will enhance the transportation element contained in Development of Regional Impact (DRI) analysis and Developmental Impact Committee (DIC) review, and other miscellaneous local traffic analysis.

METHODOLOGY:

Through the use of standard models developed to project transportation demands incurred by various types of land uses, the anticipated transportation demand for services and roads is estimated. These estimates are converted into costs for necessary improvements to support the needs of the development proposal. The results of this analysis are incorporated in the overall comments that are provided to the County Commission as a part of the Development Impact process.

The following tasks are part of this report:

1. Refine streamlined procedures for downloading regional model output from the MDTA VAX computer to the PC for subarea analysis developed in FY'87 for the Airport Transportation Study so that it can be used as a generalized procedure for all subarea analysis.

2. Assess impacts of developments by performing traffic generations, distribution mode split and link analysis.
3. Review and critique traffic studies for DIC and DRI transportation reports submitted by consultants and developers.
4. Examine the potential of including a transit component in a Countywide impact fee.

END PRODUCTS

1. Generalized procedure for subarea analysis.
2. Verification of traffic analyses generated by other agencies and consultants.
3. Technical memorandum and transit components of impact fees.
4. Provide the necessary data used as a basis to generate in-house traffic analysis and reports for medium-size developments.
5. Preparation of summary report identifying future travel demands, system requirements, and projected improvements and capital/operating costs based upon projected travel growth as a result of the proposed development.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCIES:

Metro-Dade Transit Agency  
Dade County Planning Department  
Department of Public Works

FUNDING:

\$70,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.07 Highway Surveillance

OBJECTIVE:

Provide current information on the usage and performance of the highway system as required for transportation systems planning.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. Collect quarterly traffic counts at selected sites along county highways.
2. Map county and state traffic volume information on traffic flow map.
3. Correlate the highway count information with transit county information.
4. Develop and apply a methodology for converting annual traffic volume information into a standard highway segment format.
5. Analyze traffic count data in the segment format.
6. Develop flow charts for computerizing the traffic count process.
7. Develop proposals for upgrading the traffic counting program.
8. Purchase traffic counters as required to conduct the data surveillance activities.

END PRODUCTS:

1. Individual traffic count records.
2. Traffic volume flow map.

3. Highway segment information base.
4. Technical memoranda proposing improvement to the counting program.

PROJECT MANAGER:

Donald D. Brammer

PARTICIPATING AGENCY:

Dade County Public Works Department

FUNDING:

\$35,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Description

WORK ELEMENT:

1.08 Review of Transportation Plans, Project Proposals and Policies

OBJECTIVE:

Insure consistency of proposed transportation plans and improvement projects with the Dade County Comprehensive Development Master Plan and the Florida State Growth Management Act.

PREVIOUS WORK:

This is a continuing activity in Dade County's Transportation planning process.

METHODOLOGY:

1. Continue the operation of the Metropolitan A-95 Clearinghouse function for transportation-related programs and plans within Dade County.
2. Coordinate with municipalities the preparation of revisions to their transportation plan elements in response to the Florida Growth Management Act to ensure consistency with Dade County's plans.
3. Review the transportation element of municipal plans and amendments to municipal plans for consistency with Metropolitan Dade County's plans and policies.
4. Review transportation-related projects, programs, and activities for consistency with metropolitan plans and policies.
5. Participate in activities of the Metropolitan Planning Organization Board; the Transportation Planning Council; Transportation Planning Technical Advisory Committee; and special committees and task forces that are set up by the MPO, TPC or TPTAC, or which relate directly to the activities of the MPO and TPC.

END PRODUCTS:

Plan and projects that are consistent with the adopted Comprehensive Plan; correspondence documenting A-95 review comments on specific projects and comments on various transportation plans; and contributions to various transportation planning projects.

PROJECT MANAGER:

Robert Usherson

PARTICIPATING AGENCIES:

Metro-Dade County Planning Department  
Metro-Dade County Transit Agency

FUNDING:

\$55,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Descriptions

WORK ELEMENT:

1.09 Maintain Travel Modeling Capabilities

OBJECTIVE:

Refine updated travel models so that they can be used to produce highway and transit maps.

PREVIOUS WORK:

The Dade County regional models were selectively updated to the state sponsored Florida Standard Urban Transportation Model System (FSUTMS) in FY'87 and installed on the MDTA VAX minicomputer.

METHODOLOGY:

1. Modify necessary software to integrate a computerized mapping/graphics package with the inhouse travel modes.
2. Produce computerized highway and transit network maps through 2010; including network loadings, route and roadway volume to capacity ratios, and network link characteristic leg number of lanes, headways, etc.).

END PRODUCTS:

1. Graphics/Mapping package integrated with in-house travel models.
2. Highway and Transit network maps through 2010.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$20,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed project Description

WORK ELEMENT:

1.10 Transit System Monitoring

OBJECTIVE:

Provide a uniform, relevant, and up-to-date information base for:

1. Evaluating the relative costs, benefits, and overall performance of transit services;
2. Updating short-range and mid-range transportation plans,
3. Forecasting transit patronage/revenues,
4. Estimating development impacts, and
5. Developing transit operational budget projections.

PREVIOUS WORK:

This is a continuing activity. A comprehensive Surveillance Manual defining specific data to be maintained and procedure was developed in FY 1986, and a full transportation database program was established.

METHODOLOGY:

Information on a relatively large sample of transit trips are regularly collected throughout the year according to techniques established in the Systematic Data Collections Procedures. The specific data items collected are coded and processed to produce Management Executive Summaries and Technical Reports. The contents of the technical reports are used in the analysis and evaluation of services, and the identification of substandard services requiring evaluation detailed review.

1. Select a sample of transit trips in accordance with established sampling plan.
2. Assemble daily Metrorail ridership. Code, tabulate, and summarize data by key parameters (time of day, mode of access, etc.)

3. Assemble daily Metromover ridership. Code, tabulate and summarize data.
4. Collect and assemble data on the use, performance, and effectiveness of privately provided transit services.
5. Code, key-in and process data to produce management Executive Summaries and technical reports.
6. Identify deficient services based on findings of technical studies.

END PRODUCTS:

1. Executive summary reports and weekly reports exhibiting at a glance, via tables and graphs, systems ridership and performance.
2. Technical reports showing sorted listings of services by specific performance indicators.
3. Listings and graphics indicating Metrorail ridership patterns.
4. Listings and graphics indicating Metromover ridership patterns.
5. Categorization of services on the basis of various measures of productivity.

PROJECT MANAGER:

David Fialkoff

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$110,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.11 Prepare Section 504 Service Plan

OBJECTIVE:

To maintain an updated, federally required plan for providing accessible public transportation to physically handicapped persons who are unable to use the public bus system. All revisions must be developed and adopted compliance with federally mandated UMTA Section 504 regulations.

PREVIOUS WORK:

Based upon Final Section 504 regulations that were promulgated in May, 1979, a Section 504 Transition Plan was prepared. In June, 1980, the plan was adopted by the officially designated Elderly and Handicapped Transportation Advisory Committee and the Metro Dade Board of County Commissioners and submitted to UMTA for review and approval. In 1981, the plan was revised to indicate service and fare changes that had occurred. In June, 1987, the service plan was submitted to UMTA for review and approval. This plan must undergo an annual review and process to guarantee consistency with UMTA guidelines.

METHODOLOGY:

1. Maintain the public involvement process as an integral part of the continuing Section 504 planning process and implementation.
2. Conduct analyses to determine the necessary costs required to achieve compliance with service revisions.
3. Prepare Section 504 Transportation Service Plan Revisions as required.
4. Conduct the public hearing process as required.

END PRODUCTS:

1. Section 504 Transportation Service Plan Revisions as required.

2. Documentation of the public involvement process, including the response of the County to citizens' comments and transcripts of the public hearings.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$20,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.12 Transportation Disadvantaged Planning

OBJECTIVE:

Develop policies and plan for delivering transportation to the disadvantaged segments of our community. In compliance with State regulations, produce the annual update of the Transportation Disadvantaged Plan. Plan and evaluate the methods by which social service transportation services are brokered.

PREVIOUS WORK:

The Transportation Disadvantaged Development Plan was updated in FY 1986. It contains an updated inventory of publicly-funded and private non-profit social service agency transportation resources as well as a plan for coordinating Special Transportation Services.

METHODOLOGY:

1. Update the Transportation Disadvantaged Plan including:
  - a. Revision of the operating strategy for the designated coordinated community transportation provider.
  - b. Revision of the Implementation Schedule Plan and Service Contracting Process.
2. Assess the ability of transit services to meet the special transportation needs of the elderly and handicapped.
3. Review strategies and implementation schedule plan for the service contracting process.
4. Provide technical support to various advisory groups.
5. Plan for the expansion of the Brokerage System and integration with other public transportation facilities.
6. Produce and/or revise operational planning components of the TDDP.

END PRODUCTS:

1. Annual Plan update specifying revised coordination mechanisms.
2. Technical report describing service quality and impacts on the elderly and handicapped.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$25,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.13 Update Civil Rights Report

OBJECTIVE:

Respond to Federal requirements for an annual update of the 1160.1 report. Develop basic information on the level of transit services provided to minority communities.

PREVIOUS WORK:

This report is updated annually. The last major update was produced in 1984.

BACKGROUND:

Major changes have taken place in the Dade County Public Transportation System, including the introduction of revenue service on METROMOVER and extensive revisions in METROBUS routing alignments and schedules for improved service integration. These changes will require a major update of the Civil Rights Report.

METHODOLOGY:

1. Identify critical new socio-economic data, including population/employment shifts.
2. Identify changes in public transit services and system.
3. Analyze equity of services to major travel generators and destinations.
4. Evaluate impacts of new fare and service policies.
5. Prepare report documenting improvements in service equity.

END PRODUCT:

Updated 1160.1 report, reflecting changes in transit system services and shifts in population and employment centers.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$25,000

PROGRAM OBJECTIVE A  
TRANSPORTATION PLANNING  
PROCESS AND FUNDING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Descriptions

WORK CATEGORY:

1. TRANSPORTATION SYSTEMS PLANNING
  - A. Program Management/Coordination

WORK ELEMENT:

- 1.14 PL Liaison

OBJECTIVE:

Maintain a meaningful cooperative local/State planning program by involving FDOT staff.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

FDOT will assist the MPO in carrying out various UPWP tasks.

END PRODUCTS:

1. Attendance at MPO meetings by FDOT.
2. Requested data.

PROJECT MANAGER:

Jim Kimbler

PARTICIPATING AGENCY:

Florida Department of Transportation

FUNDING:

\$30,000

OBJECTIVE B: LONG-RANGE TRANSPORTATION PLANNING

PROGRAM OBJECTIVE B  
LONG-RANGE TRANSPORTATION PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Description

WORK ELEMENT:

2.01 Socio-Economic Monitoring (Long Range)

OBJECTIVE:

Provide updated projection series on population, housing, employment, and other data variables, and provide projections for special studies as required for long range transportation system planning.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. The existing long range projection series beginning with 1990 must be transformed into a format compatible with cross-classification modeling. This activity requires several steps;
  - a. Adjustments will be made to the hotel/motel variables to account for definitional change (occupied units, seasonal peak).
  - b. The existing projections have been superseded by Planning's newly developed employment, housing and population projections, which indicate substantially reduced growth rates for Dade County. These newly developed control totals must be incorporated into the transportation database at the zonal level by updating the existing housing, population and employment projections.
  - c. The additional household detail developed for the current and time-series databases (see short range socio-economic) must be projected for future years.
2. The extension of the long range planning horizon to 2010 necessitates that the full range of database variables be developed for this year. Planning Department countywide and tract projections exists for housing, population, and employment variables, however control totals for other variables such as transient units and transient population must be developed.

3. As the Comprehensive Plan is revised and updated this Fiscal Year, modified socioeconomic data sets will be generated to reflect any significant changes to the proposed land use element.

END PRODUCTS:

Updated zonal projections of cross-classification independent variables for 1990, 1995 and 2010, conformant with 1985 and 1980 base year datasets.

PROJECT MANAGER:

Charles Blowers

PARTICIPATING AGENCY:

Metro-Dade County Planning Department

FUNDING:

\$75,000

PROGRAM OBJECTIVE B  
LONG-RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.02 Long-Range Transportation Plan

OBJECTIVE:

Meet Federal and State requirements for an annual update of the Transportation Plan. Ensure Plan consistency with policies established in the Comprehensive Development Master Plan (CDMP) and Transit Development Program Update. Address outstanding long-range transportation planning issues and provide information for decision-making.

PREVIOUS WORK:

Annual review and update of the Long Range Element of the Transportation Plan was adopted in July, 1985. A major update of the Transportation Plan is now (required to respond is now in the second year of development to newly adopted Growth Management policies and guidelines).

BACKGROUND:

The Long Range Transportation Plan must undergo an annual review process to assure consistency with the rapidly changing travel patterns and demands in Dade County. This Annual Review process is required by Federal and State regulations.

A major update of the Long Range Transportation Plan was adopted in 1985. The recent adoption of State Growth Management policies, with their accompanying regulations regarding infrastructure improvements and development policies, makes it necessary to revise the Plan to assure responsiveness to the new guidelines and the updated Comprehensive Development Master Plan.

METHODOLOGY:

A. Annual Review Process

Forecast anticipated impacts of major project proposals. Revise current project priority listing to conform with anticipated changes in travel demand. This process will utilize the forecasting models now under development by the Planning Division. Major phases of the process include:

1. Identify Necessary Plan Modifications - Identify situations and/or proposals where recent or anticipated changes in land use or transportation demands necessitate modifications to the adopted Long Range Transportation Plan.
2. Forecast New Travel Demands - Conduct revised forecasts of travel demand based upon major revisions to the Comprehensive Development Master Plan.
3. Identify System Deficiencies - Identify projected deficiencies in the existing transportation network resulting from updated demand forecasts.
4. Define Alternative Project Improvements - Identify those projects impacted by plan revisions; determine effectiveness of various alternatives in satisfying new demands and anticipated deficiencies. Develop proposals or alternatives for new improvements and/or transit service modifications to satisfy unmet travel demands.
5. Project Ranking and Prioritization - List projects and current priority rankings. Revise priority levels where necessary to ensure project completion in time to accommodate new travel demands.
6. Update Priority Listings - Prepare revised listing of projects and priority levels. Review and determine consistency with adopted Goals and Objectives. Present proposed revisions to CTAC and TPC for review and adoption.
7. Adopt Updated Project List - Produce finalized list of Plan revisions for adoption and incorporation in Annual Update of Transportation Plan.

ANTICIPATED PRODUCT:

An updated listing of Long Range Transportation Plan projects by revised priority group.

B. Long Range Plan - Major Update

The Long Range Transportation Plan was last updated in 1984 and is in need of a major update to reflect changes in County policies and conform to new State growth management policies. This is a major MDTA planning effort requiring the assistance of the Dade County Planning Department, the Dade County Department of Public Works, and the Florida Department of Transportation.

The State of Florida has recently adopted a new Growth Management Policy that will require major adaptations of the Long Range Transportation Plan. The new policy requires the assurance of the necessary infrastructure prior to the approval of Development Orders. This policy requires the County to revise its Long Range Transportation Plan to assure consistency with the

Comprehensive Development Master Plan's land use policies and implementation schedules. The Transportation Plan is expected to present the approved policies and projects, accompanied by a realistic time frame for implementation which will anticipate future development projects, and a realistic identification of funding resources for the projects. The priority list contained in the current Plan must be revised in response to the new State policies.

### Long Range Plan Update Process

The following major actions must be completed as a part of the Plan revision effort:

1. Plan Data Base - A detailed review and updating of the major data elements necessary for the Plan revision effort. This effort includes the transfer of major data files to the computer system to be used in the modeling and forecasting effort.
2. Socioeconomic Forecasts - Forecasts of population and employment for the Plan horizon year. The forecasts must be prepared on a traffic zone level, to facilitate detailed demand forecasting and travel simulation efforts.
3. Plan District Structure - Review the Traffic District structure used in the 1984 Plan Update and develop new district structure for the detailed evaluation of individual areas of the County. This structure should (if possible) be consistent with those structures used by other County Departments to facilitate the exchange of information.
4. Transportation Goals and Policies - A review and assessment of the current status of the adopted goals and objectives of the Transportation Plan and the CDMP is necessary to identify those areas where additional effort and attention is required.
5. Travel Forecasting Models - New models are currently under development for use in projecting travel demands. These models will be validated prior to use in the forecasting of Long Range travel demands.
6. Revise Transportation Networks - The transportation networks will be revised to reflect the current status of the system. A revised network reflecting all existing plus committed transportation projects will be prepared for the horizon year 2010.
7. Forecast Travel Demands - The validated models and the revised transportation network will be used to conduct an initial simulation of transportation demands for the year 2010. This simulation will be analyzed to identify major deficiencies in the existing transportation network.
8. Analyze Simulation Results - Results of the simulations will be analyzed based upon the existing plus committed network to determine travel demands on individual facilities. These results will be used

to identify major corridor deficiencies in capacities and services. The year 2010 trip table produced in the forecast will be assigned to the network to determine future travel demands. Transportation system needs for the year 2010 will be identified by adding proposed facilities and services to the existing plus committed network.

9. Establish Service Demand Criteria - The previous Plan used the Level Of Service "D" as a general standard for vehicle capacity on major arterials. The new growth management policies require reassessment and possible revision to reflect State policies. New capacity standards will be developed to enable alternative combinations of modes to be used as a means of meeting the projected travel demands in a corridor.
10. Revise Priority Standards - The criteria used to determine the priority levels used in the 1984 Plan Update will be reviewed. Revisions to the criteria will reflect changes in County policy and State growth management standards. The revised criteria will be used to meet the standards of the State and County policies and objectives for regional growth management.
11. Review 1984 Project Status - The 1984 Update project listing will be reviewed to determine the status of the projects identified in that Plan. Projects completed or programmed at this time will be stricken from the list. Remaining projects will be listed by priority level to determine the projects remaining and their current level of importance.
12. Revise Project Priority List - The review of the 1984 project list, accompanied by a comparison with new forecasted travel demands, will be used to develop a revised priority listing of projects for the horizon year. This list will serve as the basis for the Plan Update, with an accompanying listing of new projects and services to be included in the final Plan document.
13. Develop New Projects - The forecasted travel demands and anticipated growth and development will result in a need for new transportation facilities and services. The new facilities required by the forecasted increases in travel demand will be identified and listed using the previously adopted criteria for priority level. The addition of new projects and services will be based upon their anticipated potential for satisfying the unmet travel demands identified in the travel simulations.
14. Identify Travel Service Corridors - A list of major "high-volume" service corridors will be produced based upon the results of the travel simulations. This list will consist of those corridors with major travel demands that may be met by an appropriate combination of travel modes. Corridors so identified will be further analyzed to determine the alternative mode combinations that best satisfy the forecasted demand. Selected alternative mode combinations will

reflect County and State policies regarding mode preferences, land use policies, and service efficiency. The Plan will contain recommendations for further detailed study of public transit services and resources to satisfy demands in the high-volume service corridors.

15. a) Citizen Participation Process - The County's current citizen participation mechanisms will be employed. Their roles will be reviewed and revised as necessary to ensure active and effective citizen participation in the plan development and plan review process. The procedures for citizen participation and input will be established to guarantee regular citizen input at various stages of the Plan development process.
  - b) Technical Review Process - The technical review process will use a committee of technical representatives from County agencies to evaluate and assess the major Plan assumptions and decisions. All preliminary products of the Plan Development process will be submitted to this committee for review and comment. Formal approval will be sought for those elements of the process that depend upon major policy assumptions.
  - c) Review and Comment - A detailed review and evaluation process will be conducted prior to the Plan adoption. The draft Plan Update will be reviewed by all participating agencies and committees. Their comments will be discussed in the TPTAC and CTAC. All critical comments will receive written responses. The final Plan will contain all comments and responses that have been received in the review process.
16. Plan Adoption - The final draft Long Range Plan Update will be submitted to the Metropolitan Planning Organization Policy Board for formal adoption.

#### END PRODUCTS:

1. Model development and validation.
2. New travel demand simulations for 2010.
3. Adopted district structure for plan development.
4. Updated screenline data.
5. Review and evaluation of existing project lists; identification of project status.
6. New prioritization criteria for future project using growth policies and standards.
7. Revised listing of transportation projects by District and priority level.
8. List of high-volume travel corridors and mode combinations for detailed study.
9. Revised Long Range Transportation Plan document.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCIES:

Metro-Dade Transit Agency  
Dade County Planning Department  
Florida Department of Transportation  
Dade County Public Works

FUNDING:

\$100,000

PROGRAM OBJECTIVE B  
LONG-RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.03 Level-of-Service Policy Development

OBJECTIVE:

Develop Level-of-Service (LOS) Criteria for Dade County based on the results of a volume-to-capacity (V/C) analysis of roadway links. Identify corridors and roadways of regional significance for use in future DRI review and analysis.

PREVIOUS WORK:

The Long Range Plan Update will validate the regional travel demand models for Dade County. Vehicle trip tables will be assigned to the highway network, thus producing highway link loads.

METHODOLOGY:

1. Review Level of Service standards and policies established in the Florida Transportation Plan and the South Florida Regional Policy Plan.
2. Review criteria established for designation of regionally significant roadways and corridors.
3. Based on output from the Long Range Plan Model Update, develop an updated, V/C computer file for the Dade County highway system for 1985, 2000 and 2005, by highway link, facility type and area type when possible this will be directly integrated with FSUIMS output.
4. Develop LOS criteria/policy for Dade County based on the results of this analysis.
5. Identify corridors and roadways that meet the criteria of the state, regional and local policies, using results of the V/C analysis.
6. Develop map of regionally significant corridors and roadways for adoption.

END PRODUCTS:

1. Updated, validated V/C file for Dade County highway system.
2. Technical memorandum documenting LOS criteria.
3. Map of regionally significant roadways and corridors.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$20,000.

PROGRAM OBJECTIVE B  
LONG-RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.04 Preferential Transit Treatments

OBJECTIVE:

Development of detailed transportation plans and proposals that respond to increases in travel demand on major transportation corridors. This work includes the analysis of the potential of alternative transit modes to deal with high-volume travel demands, including expansion of the METRORAIL system, exclusive bus treatments, HOV lanes, and similar types of high-volume travel alternatives.

PREVIOUS WORK:

MDTA has been involved in the preparation of detailed studies and plans regarding transportation improvements in major travel corridors. Among the major studies produced in this effort are:

METRORAIL Expansion Study (1984);  
METROMOVER Phase II Analysis  
METROMOVER PHASE II - Environmental Impact Assessment (1986):

The Long-Range Transportation Plan and the Short-Range Transportation Plan for Dade County both provide the planning justification for these efforts.

METHODOLOGY:

Major travel corridors throughout the County have been identified in the Long-Range Transportation Plan. The future travel demands and capacity requirements of these corridors were also discussed in the Plan, along with the Metrorail Expansion Study.

All major travel corridors where high-volume travel demands are anticipated will be identified and categorized by the magnitude of the forecasted demand and level of service.

Result of the forecasted future travel trends will be used to identify those corridors which have the most pressing need for major transit preferential treatments.

Each corridor is identified and listed according to its relative need in the overall County transportation system. Those corridors with the highest level of demand are then identified for detailed study and evaluation of mode alternatives.

The high-demand corridors will then be analyzed in depth to determine the most appropriate transportation modes and/or improvements that will be consistent with overall County policies and objectives. Relative merits and detriments of various mode alternatives are to be assessed.

The results of these analyses will be used to produce a series of recommendations for major capital improvements to the transportation system. These recommendations will include (but not be restricted to) fixed guideway system expansion on an incremental basis; arterial street capacity improvements; major bus treatments on selected corridors; and improvements in existing bus service operations to accommodate anticipated future demands.

#### END PRODUCTS:

1. Projection of future travel demands on major travel corridors;
2. Identification and categorization of high-volume corridors by and anticipated levels of future demand and level of service.
3. Analysis of present highway and transit system capacity; determination of future service requirements and/or street improvements.
4. Detailed analyses of the highest-volume corridors; selection of alternative treatments and/or modes for further study;
5. Evaluation of potential benefits/detriments of each alternatives mode; estimate anticipated patronage, capital costs, operating costs, and traffic impacts;
6. Preparation of preliminary recommendations for corridor improvements to be staged in an overall system expansion program. Identification of major capital investment project recommendations to be later subjected to detailed alternatives analysis.

#### PROJECT MANAGER:

Mario G. Garcia

#### PARTICIPATING AGENCY:

Metro-Dade Transit Agency

#### FUNDING:

\$450,000 (UMIA-Section 3)

OBJECTIVE C: SHORT-RANGE TRANSPORTATION PLANNING

PROGRAM OBJECTIVE C  
SHORT-RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.01 TIP Preparation

OBJECTIVE:

To maintain a current 5-year, short-range transportation improvement program consistent with long-range planning activities.

PREVIOUS WORK:

This is a continuing work element of the Transportation planning process.

METHODOLOGY:

1. Examine current year and 5-year proposals for capital expenditures for all transportation modes as well as transit operating needs.
2. Review scope of projects, priorities and schedules.
3. Coordinate Transportation Improvement Program (TIP) with long-range plan and programmatic goals.
4. Coordinate input from all other participating agencies.
5. Prepare document for TPC and MPO review and approval.

END PRODUCT:

Develop a Multimodal Transportation Improvement Program (TIP) for FY 1987, with forecasts of needs until FY 1991.

PROJECT MANAGER:

Walt Jagemann

PARTICIPATING AGENCIES:

Dade-County Public Works  
Metro-Dade Transit Agency

FUNDING:

33,000

PROGRAM OBJECTIVE C  
SHORT-RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.02 Short-Range Transportation Program Development

OBJECTIVE:

Update the Short-Range Element (1 -5 years) component of Metro-Dade Transportation Plan to respond to changes in project/program priorities as a result of changes in travel demands, in conjunction with the Long-Range Plan. Produce detailed project and program proposals for Short-Range implementation. This program will complement the Long-Range Plan Element. This is a continuing activity.

PREVIOUS WORK:

Draft of Short-Range Element of the Transportation Plan was prepared in FY 1987 and TDP work in '87 under financial plan.

METHODOLOGY:

1. Analyze and evaluate results of updated transit ridership and highway traffic projections, development order, and corridor travel demands.
2. Develop a series of alternative transit and highway improvements required to meet the transportation needs for the next five years. Products of the Transit Financing Study will be incorporated.
3. Select those alternative improvements and services that best meet the needs and evaluate the fiscal requirements. Transit alternatives will be drawn from the TDP Update and Financing Plan.
4. Develop project recommendations and implementation schedules for new improvements that may be included in the TIP annual element. Transit alternatives will be drawn from the Transit Finance Plan and the Transit Development Program Update.

END PRODUCTS:

1. Technical memoranda and planning justifications for projects recommendations required for the Short-Range Program Development. (Example: Dadeland North Garage).

Detailed project and program descriptions recommended for Short-Range  
(3-5 year) implementation.

PROJECT MANAGER

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$40,000

PROGRAM OBJECTIVE C  
SHORT-RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Description

WORK ELEMENT:

3.03 Neighborhood Transportation Studies

OBJECTIVE:

1. Refine the countywide Transportation Plan at a subarea level through the conduct of neighborhood and other comprehensive subarea studies which include such components as land use, transportation, community facilities and services as well as implementation. (Examples of this work include the study currently being prepared for the 12 square mile West Dade Area and a proposed study for the Kendall Community, over 90 square miles).
2. Prepare Areawide Development of Regional Impact (DRI) for significant portions of the County and relate impact of such proposed development to the Transportation Plan. (An example of this work is the DRI currently being prepared for the West Dade Area in conjunction with the subarea planning study recently prepared for this area).

PREVIOUS WORK:

Detailed planning studies with transportation elements have been prepared for neighborhood and other subareas on a continuing basis in the past.

METHODOLOGY:

1. Define current transportation issues and inventory existing transportation conditions in designated subareas of the County.
2. Prepare transportation plans for subareas in accordance with anticipated future conditions as part of the comprehensive neighborhood planning process, including recommendations for opening, closing and realigning roadways, reducing curb cuts, modifying land uses, widening roadways and providing public facilities and services.
3. Obtain citizen input for the planning process by means of public meetings and hearings (usually held in the study area).
4. Develop implementation proposals including transportation, land use, development, zoning and the programming of capital improvements to support the planned development.

5. Identify local issues and concerns which need to be addressed in updating the short-range and long-range transportation plans and in programming transportation improvements.

END PRODUCTS:

1. Subarea plans including "Neighborhood Plans," community plans which are comprehensive area studies that include transportation components plus "Implementation Programs" to implement these subarea plans.
2. "Areawide Developments of Regional Impact" which are comprehensive analyses of the anticipated impacts of future development on community facilities and services, including transportation.

PROJECT MANAGER:

Robert Usherson

PARTICIPATING AGENCIES:

Metro-Dade County Planning Department:  
Metro-Dade County Transit Agency:

FUNDING:

\$70,000

PROGRAM OBJECTIVE C  
SHORT RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Description

WORK ELEMENT:

3.04 Socio-Economic Monitoring (Short Range)

OBJECTIVE:

Provide current information as well as time series data on population, housing, employment and other data variables used in travel demand models and provide data for special studies and limited areas as required for transportation system planning.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. The ongoing transition from regression-based to cross-classification modeling requires that the current database be reworked into a compatible format. This reworking began in FY 1987 with the development of redefined employment variables tailored to the new modeling process and will continue into FY 1988. In FY 88, our efforts will be directed toward the goal of producing greatly enhanced household data. Independent variables essential to modeling that will be developed for the current database are single family housing units and population, multifamily housing and population, and transient units and population, as well as automobile ownership by type of dwelling unit. Further, zonal, land use information based on the recent Comprehensive Development Master Plan updates will be structured for the model according to the new one digit standard code. Additionally, in order to provide for timeseries analysis, the 1980 base year data will also have to be enhanced with this additional variable data and minor definitional inconsistencies corrected.
2. Provide ad-hoc assistance to Metro-Dade Transit Agency and Florida Department of Transportation when transportation related projects or area analysis require specialized data. Typically, an average of 3-4 special projects requiring several person months are completed during a year. Anticipated assistance during FY 1988 involves developing sub-traffic zone data or time-series databases in the Airport West study area. Additionally, Planning also provides

ad-hoc assistance to the Develop Impact Committee staff by examining current conditions within special project-site environs and/or developing timeseries databases and projections for these selected projects.

3. Maintain the currency of the county's only address-coding file, Zip Plus 4, by entering characteristics such as newly constructed streets and their address ranges into the base file and editing SMSA street changes. Additionally, maintain updated base maps by drafting new road construction on DIME maps, and monitoring road and landform changes (i.e. lakes, landfills, canals) within th urban areas.
4. Investigate the characteristics of episodic special generators and develop either maximum/minimum trip rates or seasonal adjustments to generator trip rates.

END PRODUCTS:

1. Current database incorporating cross-classification independent variables at the zonal level, SF/MF housing units, SF/MF population, transient population (peak), automobile ownership by type of dwelling units, current standard code land use acreage.
2. Cross-classification compatible 1980 database for use in time-series analysis.
3. Valid, update Zip Plus 4 base file, and DIME maps.
4. Listing of characteristic trip rates for episodic special generators.

PROJECT MANAGER:

Charles Blowers

PARTICIPATING AGENCY:

Metro-Dade County Planning Department

FUNDING:

\$45,000

PROGRAM OBJECTIVE C  
SHORT-RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed project Description

WORK ELEMENT:

3.05 Transit System Evaluation

OBJECTIVE:

Determine the effectiveness of current and proposed transit services and programs through analyses of service performance, productivity, and cost-effectiveness. Determine consistency with County transportation goals and objectives. Identify project/program assets and weaknesses and recommend specific corrective actions or policy alternatives. Determine the comparative advantages and disadvantages of demonstration services operated by both the private and public sectors.

PREVIOUS WORK:

On-going Transit Service Planning (3-4) lineups per year  
Development of Privately Operated Service Project  
Dadeland North Tram Service Analysis  
Network '86 Refinement Process  
Evaluation of the Loop Demonstration Project

METHODOLOGY:

1. Assemble and review patronage and operational/economic performance data for particular transportation services. Specific performance criteria (developed and adopted as part of the Network '86 System Plan) are used in the assessment of the performance of a transportation service.
2. Evaluate proposed services using the performance of similar services or ridership and revenue projections.
3. Prepare reports presenting results of the evaluation process and recommend various alternative courses of action based upon current performance and future projections.
4. Perform detailed statistical analyses of data items; development of performance trends and projections.
5. Review performance measures and conformance with established evaluation criteria.

6. Prepare conclusions and recommendations for discontinuing, maintaining, or modifying services.
7. Present recommendations to the Service Evaluation Committee and coordinate implementation.

END PRODUCTS:

Evaluation reports on on-going demonstration projects and on existing services as appropriate. Reports to be produced on a regular basis.

PROJECT MANAGER:

David R. Fialkoff

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$50,000

PROGRAM OBJECTIVE C  
SHORT-RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.06 Community Information Support Refinement

OBJECTIVE:

Develop communications materials to support transportation-related presentations to passenger and community groups. Increase the effectiveness and efficiency of communications production.

PREVIOUS WORK:

Video shows, slide presentations, scripts and other communications material have been used to support presentation to passengers and community groups. These materials have made the difference between a work product which is sub-standard and one which informs essential individuals/groups of the work done. Requests for these work products have averaged at least two to three times a month within the last year.

METHODOLOGY:

1. Review current communications procedures.
2. Review past communications products for effectiveness.
3. Review support function for adequacy and thoroughness.
4. Plan and implement new procedures.
5. Plan, design and implement new communications productions.
6. Design tests to define extent of passenger/Community transit and transportation information retention improvement.

END PRODUCTS:

1. Updated transportation planning informational procedures.
2. Improved community information programs which maximize the positive aspects of Metro-Dade transportation services, and which produce the maximum amount of increased transit ridership and public support for all modes of transportation.

3. Improved communication products which explain existing services and programs.

PROJECT MANAGER:

Deborah F. Higer

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$25,000

PROGRAM OBJECTIVE C  
SHORT-RANGE TRANSPORTATION  
PLANNING

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.07 Transit Ridership/Revenue Estimation

OBJECTIVE:

To enable the prediction of the route level changes in ridership and revenue as a function of service changes, providing a sound rationale for the establishment of cost effective transit service priorities.

PREVIOUS WORK:

PC-based models to project system wide revenues and determine the effect of proposed fare changes were developed in FY'85 and '86.

METHODOLOGY:

A. Model Refinement

1. Calibrate and validate a model to predict short-range patronage and revenue as a function of service changes.
2. Develop input data and pre-processing packages to allow convenient model use in analyzing service proposals.
3. The model should be integrated with the models described above and should be consistent with the regional travel demand models.
4. This model would be applied to estimate ridership and revenue impacts of proposed service changes for use in future line-up development/evaluation.

B. Ridership/Revenue Impact Analysis

1. Forecast Ridership/Revenue impacts of proposed transit service changes.
2. Project future system and route level operating costs.
3. Evaluate cost/effectiveness of transit system service revision. Identify anticipated increases in productivity.

4. Analyze impacts of changes in transit system parking, fare/transfer, and pass policies; estimate impacts of policy changes upon system patronage.
5. Prepare technical memoranda summarizing results of route analyses to be included in transit lineup development process.
6. Produce summaries of policy impact analyses, identifying anticipated revenues and costs resulting from alternative policy proposals.

END PRODUCTS

1. A calibrated, /validated route-level ridership and revenue forecasting model.
2. A technical report documenting the model, including methodologies and assumptions.
3. Technical memoranda documenting ridership and revenue impacts of proposed service changes.
4. Memoranda on Ridership/Revenues to be used in updating and refining Transit Financial Plan

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$30,000.

OBJECTIVE D: INTEGRATED TRANSPORTATION SYSTEM

PROGRAM OBJECTIVE D  
INTEGRATED TRANSPORTATION  
SYSTEM

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.01 Comprehensive Bicycle Planning and Coordination

OBJECTIVE:

Update Plan and continue to identify projects and strategies needed to meet the most pressing needs of bicyclists in Dade County.

PREVIOUS WORK:

1. MPO adoption of Comprehensive Bicycle Plan.
2. Previous planning for bicycles has been oriented to recreation facilities. FY 84/85 was the first year bicycle planning was identified as a major element in multimodal transportation planning by both the State of Florida and the MPO.
3. Planning and development of the Bikes-On-Trains program.
4. Planning and development of the Park-N-Ride program for bicycles.
5. Coordination and development of the safety improvement program for the circulation of bicycles along the path beneath the south line of METRORAIL.
6. Creation of the Bicycle Advisory Committee.

METHODOLOGY:

1. Develop standards and criteria for the designation of future bikeway corridors.
2. Develop an inventory listing of available facilities and amenities for bicyclists that may be tabulated by other interest groups within Dade County.
3. Plan link routes to transit (Metrorail and Metrobus) to encourage commuter bicycling to transit.

4. Plan park and ride (Park-N-Ride) facilities for bicycles at key transit prints.
5. Monitor the TIP to coordinate the planning of bicycle facilities with FDOT and DCPW in scheduled projects of new roads and the resurfacing of old roads.
6. Develop signage plan and coordinate the placement of standardized bicycle signing in cooperation with DCPW and FDOT.
7. Coordinate the planning of bicycle facilities with the Bicycle Advisory Committee and with municipalities and developers to insure consistency with the Comprehensive Bicycle Plan.
8. On going marketing of the bicycle program.

END PRODUCTS:

A Community Bicycle Plan describing and graphically displaying:

1. An Ordinance addressing the need for a safer bicycling environment.
2. A Procedure to ensure the maintenance and upkeep of the County Bikeway System.
3. A Bicycle Commuter MAP which will allow individual cyclists to select routes according to individual preferences i.e., fastest arterials, low traffic through streets and separate Bike-Paths.
4. A Policy whereby the Development of Regional Impact Process could be used as a mechanism to encourage private developers to provide funding and/or construction of new facilities i.e., bicycle parking in high development areas.
5. A Comprehensive Bicycle Program which utilizes the "4E's" (Engineering, Encouragement, Education, Enforcement) promoting the development of the bicycle as a transportation vehicle.

PROJECT MANAGER:

Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

FUNDING:

\$25,000

PROGRAM OBJECTIVE D  
INTEGRATED TRANSPORTATION  
SYSTEM

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.02 Intermodal Transportation Planning

OBJECTIVE:

Assure the integration of all elements of the Dade County transportation system in accordance with the balanced transportation system objective identified in the Comprehensive Development Master Plan and the Long-Range Transportation Plan.

PREVIOUS WORK:

Dadeland North Parking Garage Justification; High-Speed Rail terminal site analysis; Tri-County Rail Station evaluation.

METHODOLOGY:

MPO Policies have as an overall objective the effective integration of all transportation modes. This goal requires detailed analysis of the major connections that are made between METRORAIL, METROMOVER, METROBUS, para-transit services, and private automobiles. Accomplishment of effective service integration will require the development of programs and policies designed to assist passenger who seek to travel using more than one mode. This will be done on a locational basis, using an overall plan that defines the nature and types of necessary capital and operational improvements.

1. Categorize types of major transportation mode interfaces (e.g. bus-bus; bus-rail; auto-bus; etc.).
2. Identify major sites where intermodal activities are anticipated or planned, based upon County and Regional Transportation Plans.
3. Determine the basic elements required for effective interface of transportation modes at various locations.
4. Identify operational concerns and issues that must be addressed regarding modal interface, including scheduling, public information procedures, transfer policies, etc.

5. Prepare prototype plan for each type of transfer point, incorporating standard improvements and amenities as previously determined. Analyze current operational and fare/transfer policies to determine whether they are conducive to system integration and modal transfer.
6. Estimate capital costs for each type of improvement. Determine implementation priorities, based upon site classification and projected level of activity. identify impacts of various fare and transfer policy alternatives.
7. Prepare recommendations for new fare and transfer policies aimed at system integration. Prepare plan and recommended program for capital improvements to facilitate modal interface at major transfer points.
8. Prepare a proposed funding plan for the identified improvements.

END PRODUCTS.

Project proposals for specific intermodal points, detailing the characteristics of the services to be linked at the terminals and a funding strategy for the development of proposed facilities and services.

PROJECT MANAGER:

Mario G. Garfca

PARTICIPATING AGENCY

Metro-Dade Transit Agency

FUNDING:

\$20,000

PROGRAM OBJECTIVE D  
INTEGRATED TRANSPORTATION  
SYSTEM

FY 1988 UNIFIED PLANNING WORK PROGRAM

PROGRAM CATEGORY:

4.03 Privatization Planning Initiatives

WORK ELEMENT 1:

Establish procedures and criteria for substituting privately operated jitney services in corridors that can not be economically served by Metrobus.

OBJECTIVE:

To increase the cost-effectiveness of public transportation in Dade County.

PREVIOUS WORK:

In accordance with the Jitney Ordinance enacted in 1985, a number of jitney operations have been approved in corridors not served by Metrobus. The Ordinance states that jitneys can only operate on streets that are more than a quarter of a mile from Metrobus routes having headways of 30 minutes or less. While the purpose of these conditions is to eliminate duplication of Metrobus service, the ordinance prevents jitneys from operating in rail corridors that are not well served by Metrobus, even if those services can not be economically provided.

METHODOLOGY:

- 1) Revise the jitney ordinance to permit jitneys to operate Metrobus routes that have low ridership.
- 2) Establish criteria for identifying Metrobus routes with substandard economic returns. Identify candidate routes proposed to be operated by the private sector.
- 3) Develop procedures for informing jitney operators of the changes in the ordinance and the new criteria for operating routes.
- 4) Establish procedures for contracting with jitney operators to operate services served by uneconomical Metrobus routes.
- 5) Establish procedures for reviewing jitney applications in accordance with the established criteria.

- 6) Establish procedures for monitoring jitney operations of routes formerly served by Metrobus.
- 7) Establish procedures for quickly responding to potential abandonment of jitney services.

END PRODUCTS:

- 1) A revised Jitney Ordinance to include criteria for jitneys to assume the provision of public transportation services.
- 2) A Procedures Manual for jitney operators to follow when applying to operate services.
- 3) A Metrobus Procedural Manual for monitoring the performance of jitney operators in the provision of public transportation services.

WORK ELEMENT 2:

Establish service criteria (standards) and procedures to be used by Metro Dade County in contracting with private operators to provide fixed-route transit services in geographic areas that are under-served by Metrobus.

OBJECTIVE:

To increase the cost-effectiveness of public transportation in Dade County.

PREVIOUS WORK:

There have been a few demonstration projects of neighborhood circulation and Metrorail feeder service where private operators contracted with Metro Dade County. The evaluation findings indicated that it costs less per hour to provide service with private contractors, rather than Metrobus, in geographic areas with low ridership. Passengers also indicated a high degree of satisfaction with the quality of privately provided service.

METHODOLOGY:

- 1) Establish criteria for identifying Metrobus routes or route segments with substandard economic returns due to low ridership in general or during certain service hours or days of the week.
- 2) Identify candidate routes proposed by Metro Dade County to be operated by the private sector.
- 3) Develop Bid Specifications for eliciting participation by private operators.
- 4) Establish standards and procedures for bid evaluation and selection, based upon established service standards and price offers.
- 5) Establish procedures for monitoring operations of routes formerly served by Metrobus, according to the provisions of the contract.

- 6) Establish a plan and methodology for evaluating privately provided fixed-route transit service.
- 7) Establish criteria for determining whether to continue using a private operator to provide fixed-route transit service on a given route or route segment.

END PRODUCTS:

- 1) Written criteria for identifying Metrobus routes or route segments with substandard economic returns.
- 2) Written description of candidate routes or route segments for operation by the private sector.
- 3) Bid Specifications for privately provided fixed-route transit service.
4. Procedures manual for monitoring operations of routes formerly served by Metrobus
5. Evaluation plan and methodology for assessing the performance and cost of privately provided fixed-route transit service and Metrobus service.
- 6) Written criteria for determining whether to continue using a private operator to provide fixed-route transit service on a given route or route segment.
- 7) A written report on provider compliance with the contract.
- 8) Evaluation Report with findings and recommendations regarding service performance and cost.

WORK ELEMENT 3:

Develop policies and procedures by which developers can enter into formal agreements to participate financially in the provision of transit services to the tenants/residents of their developments.

OBJECTIVE:

To obtain the participation of large private developers in the provision and financing of public transportation services.

PREVIOUS WORK

None

METHODOLOGY

- 1) Investigate methods that can be used by private developers to contract for and/or purchase transit services, through Metro Dade

County, as an integral part of the Development Regional Impact (DRI) process.

- 2) Determine whether there are legal or institutional constraints to: (1) including public transit plans in the DRI Plan; and/or (2) entering into contractual agreements with developers to finance the provision of transit services.
- 3) Meet with the State Department of Community Affairs and the Development Impact Committee to determine their roles and responsibilities in the review and approval, etc., of the participation of the private developers in the provision and financing of public transit services.
- 4) Meet with developers to obtain their participation in this project.
- 5) Develop a contracting and/or purchase of service procedures manual to be used in this project.
- 6) Develop financial accounting (billing, payment, reporting) procedures to be used for this project.
- 7) Develop methods of monitoring the developer's compliance with the contract.

#### END PRODUCTS

- 1) Procedures Manual to be followed by private developers when contracting for and/or purchasing transit services through Metro Dade County.
- 2) Financial Procedures Manual.
- 3) Written Procedures to monitor the developer's compliance with the contract.

#### WORK ELEMENT 4:

Develop integrated fare policies and procedures.

#### OBJECTIVE:

To develop policies and procedures that will achieve an integrated fare system that will allow coordination between publicly and privately operated transit services.

#### PREVIOUS WORK:

There have been a few demonstration projects of neighborhood circulation and Metrorail feeder services where private operators contracted with Metro-Dade County. These demonstrations included the use of transfers between the privately provided service and Metrobus. However, there was

no mechanism to account for how much revenue was attributable to Metrorail or Metrobus compared with the privately provided service.

METHODOLOGY:

- 1) Develop a cost-benefit economic model for determining the financial impacts on MDTA and the private operator.
- 2) Develop policies for assigning fares to various privately provided services.
- 3) Develop procedures for private operators to collect fares and report fares.
- 4) Develop the specifications for fare collection and fare reporting system.
- 5) Develop a methodology for allocating the attributable fares to the privately and publicly provided services.
- 6) Develop procedures for monitoring required fare collection and fare reporting activities.

END PRODUCTS:

- 1) A Procedural Manual outlining:
  - a. The mechanism for allocating fares between public and private providers when transfers are involved.
  - b. Procedures for collecting and reporting the fares that are collected by private operators; and
- 2) A manual describing fare-monitoring and allocation procedures.

WORK ELEMENT 5:

Assess the advisability of public acquisition of capital equipment for use by private transportation providers.

OBJECTIVE:

To analyze the potential for using public funds to acquire vehicles that can be used by private transportation operators in providing public transportation services.

PREVIOUS WORK

None

METHODOLOGY:

- 1) Analyze the cost of acquiring capital equipment for private transportation providers in comparison with the cost of having private operators provide their own vehicles.
- 2) Determine whether there are legal constraints to providing publicly purchased/leased vehicles to private transportation providers.
- 3) Develop a cost-benefit economic model of providing capital that can be used to project the financial impacts on MDTA, the private operator and the community.
- 4) Conduct a survey of private transportation providers to determine whether they are interested in entering into an agreement with Dade County to use publicly acquired vehicles.
- 5) Identify the conditions under which Dade County would provide publicly acquired vehicles to private operators (i.e. agreement to provide service in certain geographic areas, agreement to provide unsubsidized service by the private operator).

END PRODUCTS:

- 1) A written report describing the legal consequences of purchasing vehicles for use by private transportation providers.
- 2) A Procedural Manual outlining the roles and responsibilities of Metro-Dade County and the private provider when a publicly acquired vehicle is leased or given to a private transportation provider for the purpose of providing public transportation.
- 3) A manual outlining the procedures to be followed by private providers in applying for publicly acquired vehicles.
- 4) A written statement of procedures for acquiring vehicles for use by private transportation providers.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$115,000

PROGRAM OBJECTIVE D  
INTEGRATED TRANSPORTATION  
SYSTEM

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.04 Regional Transportation System Coordination

OBJECTIVE:

Support the development of regional transportation system plans and programs that best meet the needs of the Counties of South Florida. Provision of technical planning input to guarantee that Dade County's specific needs and demands are fully understood and represented in overall studies.

PREVIOUS WORK:

Staff of MDTA have participated in reviews of the various proposals for both Hi-Speed and Tri-County Commuter rail services. MDTA has also provided input and comment on the reports of the State consultants regarding such a service, along with estimates of the service impacts upon the Dade County transportation system.

METHODOLOGY:

1. Review and evaluation of major intercounty project proposals, with an emphasis upon their potential benefits and impacts upon Dade County.
2. Analysis of ridership impacts of proposed Tri-County commuter rail services upon METROBUS and METRORAIL.
3. Assessment of additional capital and operating costs associated with the revision of supporting services. Identification of fiscal resources to finance the required improvements and services.
4. Determination of long-term benefits and impacts of proposed services to Dade County.

END PRODUCTS:

1. Report evaluating Dade County-related impacts of the commuter rail service.
2. Reports detailing configuration and service plan of needed Dade County support bus service to link with the commuter rail.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$20,000

PROGRAM OBJECTIVE D  
INTEGRATED TRANSPORTATION  
SYSTEM

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.05 Riverside Center/Metrorail Station Feasibility Study

OBJECTIVE:

Examine the feasibility of building a Metrorail station to serve Riverside Center through a public sector/private sector partnership. The study will develop cost, patronage and alternative financing estimates for this new station.

PREVIOUS WORK:

NONE

METHODOLOGY:

The major tasks to be undertaken are as follows:

1. Determine Joint Design Alternatives
2. Impact on Development
3. Ridership Estimates
4. Capital Cost Estimates
5. Operating Cost Estimates
6. Financial Plan
7. Legal and Institutional Issues
8. Metromover Analysis

END PRODUCTS:

Study Report

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCY:

Metropolitan Planning Organization  
Metro-Dade Transit Agency

FUNDING:

\$250,000

UMTA Section 8 Discretionary

PROGRAM OBJECTIVE D  
INTEGRATED TRANSPORTATION  
SYSTEM

FY 1988 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.06 Airport Area Transportation Study

OBJECTIVE:

The objective of the study is to evaluate the overall transportation system within the Miami International Airport area, leading to both a long-range transportation plan and a phased program of transportation improvements.

PREVIOUS WORK:

This is a two year project. Work on this project was initiated during FY 87. The Metro-Dade Transportation Plan defines the need for a general airport access plan requiring further detailing and analysis.

METHODOLOGY:

The Consultant will provide technical support to the project steering committee to provide the necessary input into developing an action program which defines improvement priorities, funding levels, and institutional requirements.

1. Data and information relevant to the study will be collected and assembled. These data will be required in subsequent tasks including model development, model validation, system performance assessments, and program/plan formulation. Five areas of data collection are anticipated:
  - Traffic Data
  - Transportation Supply Characteristics
  - Modeling Data and Information
  - Plan, Programs and Studies
  - Interview Information
2. Develop a battery of analysis tools which will provide useful output to the:
  - Evaluation of 1990 and 2005 conditions
  - Development of alternative transportation strategies
  - Assessment of system impacts resulting from the implementation of alternative improvements

The proposed modeling framework consists of a hierarchy of methodologies consisting of:

- Macro-Level Model - used to generate zone-to-zone trip tables by mode which will be input to the subarea model.
- Trip Table Manipulation used to compress zone-to-zone trip tables outside of the study area and expand these tables within the study area.
- Subarea Model - the heart of the modelling system used to provide highway assignments and transit loads within the study area.
- Model Output Refinement - procedures for refining subarea model outputs into a form useful for micro analysis.
- Microsimulation - operational analysis tools used to perform detailed capacity and design evaluations.
- Parametric Methods - used to perform analyses within an environment of unreliable data, and for certain model development efforts.

Modeling of the airport area will rely heavily on TRANPLAN. It is envisioned that questions related to the capabilities of the TRANPLAN programs will arise. In order to provide for efficient model development, such questions shall be directed to FDOT and County staff for response.

3. Develop base model inputs for years 1990 and 2005 for entry into the modeling process developed in the previous task. Such inputs would include zone data as well as study area highway and transit networks. Dade County Planning will provide the Consultant with the most current land-use and network data. Zone data will be reviewed to determine what modifications, if any, might be needed. The existing 1990 and 2005 data sets will be modified as required based on interviews with County planning staff, and other sources as appropriate. Special attention will be paid to special generator data. 1990 and 2005 network data will, also, be reviewed and adjusted as needed. Included improvements which will be considered as alternatives for evaluation will be removed from the base data sets. Only those improvements considered to be projects which will definitely be implemented will be included in the networks.
4. The results of the capacity analyses provided in the previous section in identifying capacity improvement options will be used to solve these needs.
5. Evaluate the alternative improvement sets developed in Task 4 for analysis years 1990 and 2005. The evaluation will be conducted at the subarea and microscale levels.
6. Prepare a Draft Report synthesizing the five technical memoranda developed during the course of the contract. The Draft Report will address steering committee review comments provided on each memorandum. The Draft Report will be a self-sufficient document and serve as input into an amendment of the Long-Range Transportation Plan. The report will define improvement priorities, funding requirements and institutional requirements.

Time requirements for various activities necessary to implement the selected improvements will be identified.

END PRODUCTS:

1. Technical memoranda describing travel demand and conditions, travel forecasting models, and travel forecasts.
2. Technical memoranda describing the Definition of Study Area Needs, the Evaluation of Alternatives at the Subarea Level, the Microscale analysis, and Public Workshop minutes.
3. Draft and Final Reports and facility drawings.
4. Computer files and software used in the travel simulation.

PROJECT MANAGER:

Mario Garcia

PARTICIPATING AGENCIES:

Metro-Dade Transit Agency  
Metro-Dade County Planning Department

FUNDING: (Second year) \*

\$55,000

\* Project two-year total is \$225,000

## APPENDIXES

APPENDIX I

FY 1988 UNIFIED PLANNING WORK PROGRAM  
 AVAILABLE AND REQUESTED FUNDING  
 (\$000)

SOURCE

FHWA PL	\$ 423	
LOCAL MATCH (15%)	73	
 SUBTOTAL		\$ 496
 STATE FUNDS (Project No.'s 1.14 1.15 and 2.02)	191	
 SUBTOTAL		191
 UMTA REGULAR SECTION 8	488	
LOCAL MATCH (20%)	122	
 SUBTOTAL		610
 UMTA SECTION 8	115	
* (Discretionary) (Project No.'s 4.03 and 4.05)	250	
 SUBTOTAL		365
 UMTA SECTION 3	450	
 SUBTOTAL		450
 PROGRAM TOTAL		\$2,112,000

\* Section 8 funds to be made available

APPENDIX II

FY 1988 UNIFIED PLANNING WORK PROGRAM  
PROJECT FUNDING BY SOURCE  
(\$000)

		UMIA SEC. 8	OTHER	FHWA PL	TOTAL
<b>A. TRANSPORTATION PLANNING PROCESS AND FUNDING</b>					
1.01	UPWP Administration	28		29	57
1.02	MPO Board and Committee Support	35		40	75
1.03	UPWP Development	15		21	36
1.04	Citizen Involvement	35		20	55
1.05	Legislative Assessments	8		7	15
1.06	Development Impact & DRI-DIC Traffic Analysis			70	70
1.07	Highway Surveillance			35	35
1.08	Review of Transportation Plans, Project Proposals and Policies	33		22	55
1.09	Maintain Travel Modeling Capabilities	10		10	20
1.10	Transit System Monitoring	110			110
1.11	Prepare Section 504 Service/Plan	20			20
1.12	Transportation Disadvantaged Planning	25			25
1.13	Update Civil Rights Report	25			25
1.14	PL Liaison		30		30
1.15	FDOT Cash Match		61		61
	Total - Transportation Planning Process and Funding	344	91	254	689
<b>B. Long-Range Transportation Planning</b>					
2.01	Socio-Economic Monitoring (Long-Range)	38		37	75
*2.02	Long-Range Transportation Plan		100		100
2.03	Level of Service Policy Development			20	20
**2.04	Preferential Transit Treatments		450		450
	Total - Long-Range Transportation Plan	38	550	57	645

		UMTA SEC. 8	OTHER	FHWA PL	TOTAL
C. Short-Range Transportation Planning					
3.01	TIP Preparation	11		22	33
3.02	Short-Range Transportation Program Development	20		20	40
3.03	Neighborhood Transportation Studies	45		25	70
3.04	Socio-Economic Monitoring (Short Range)	25		20	45
3.05	Transit System Evaluation	50			50
3.06	Community Information Support Refinement	15		10	25
3.07	Transit Ridership/Revenue Estimation	30			30
	Total - Short-Range Transportation Planning	<u>196</u>	<u>0</u>	<u>97</u>	<u>293</u>
D. Integrated Transportation System					
4.01	Comprehensive Bicycle Planning and Coordination	12		13	25
4.02	Intermodal Transportation Planning	10		10	20
***	4.03 Privatization Planning Initiatives	115			115
4.04	Regional Transportation System Coordination	10		10	20
***	4.05 Riverside Center/Metrorail Station Feasibility Study	250			250
4.06	Airport Area Transportation Study			55	485
	Total - Integrated Transportation System	<u>397</u>	<u>0</u>	<u>88</u>	<u>485</u>
GRAND TOTAL		975	641	496	2112

\* State funds available for this activity. Work started during FY 1987.

\*\* UMTA Section 3 funds to be made available.

\*\*\* Discretionary UMTA Section 8 funds available for this activity. Work started in FY 1987

APPENDIX III

FY 1988 UNIFIED PLANNING WORK PROGRAM  
 LOCAL AGENCY PARTICIPATION  
 (\$ 000)

		MPO	MDTA	DCPD	DCPW	OTHER	TOTAL
<b>A. PLANNING REQUIREMENTS</b>							
1.01	UPWP Administration	57					57
1.02	MPO Board and Committee Support	75					75
1.03	UPWP Development	36					36
1.04	Citizen Involvement	55					55
1.05	Legislative Assessments	15					15
1.06	Development Impact & DRI-DIC Traffic Analysis		40		30		70
1.07	Highway Surveillance				35		35
1.08	Review of Transportation Plans, Project Proposals and Policies		10	45			55
1.09	Maintain Travel Modeling Capabilities		20				20
1.10	Transit System Monitoring	110					110
1.11	Prepare Section 504 Service/Plan	20					20
1.12	Transportation Disadvantaged Planning	25					25
1.13	Update Civil Rights Report	25					25
1.14	PL Liaison					30	30
1.15	FDOT Cash Match					61	61
Total - Transportation Planning Process and Funding		238	250	45	65	91	689
<b>B. Long-Range Transportation Planning</b>							
2.01	Socio-Economic Monitoring (Long-Range)			75			75
*2.02	Long-Range Transportation Plan					100	100
2.03	Level of Service Policy Development	20					20
**2.04	Preferential Transit Treatments					450	450
Total - Long-Range Transportation Plan			20	75		550	645
<b>C. Short-Range Transportation Planning</b>							
3.01	TIP Preparation		13		20		33

		MPO	MDTA	DCPD	DCPW	OTHER	TOTAL
3.02	Short-Range Transportation Program Development		40				40
3.03	Neighborhood Transportation Studies		25	45			70
3.04	Socio-Economic Monitoring (Short Range)			45			45
3.05	Transit System Evaluation		50				50
3.06	Community Information Support Refinement			25			25
3.07	Transit Ridership/Revenue Estimation		30				30
	Total - Short-Range Transportation Planning		<u>183</u>	<u>90</u>	<u>20</u>		<u>293</u>
<hr/>							
D.	Integrated Transportation System						
4.01	Comprehensive Bicycle Planning	25					25
4.02	Intermodal Transportation Planning		20				20
*** 4.03	Privatization Planning Initiatives					115	115
4.04	Regional Transportation System Coordination		20				20
*** 4.05	Riverside Center/Metrorail Station Feasibility Study					250	250
4.06	Airport Area Transportation Study		40	15			
	Total - Integrated Transportation System	<u>25</u>	<u>40</u>	<u>15</u>	<u>0</u>	<u>365</u>	<u>485</u>
<hr/>							
GRAND TOTAL		263	533	225	85	995	2112

\* State funds available for this activity. Work started during FY 1987.

\*\* UMIA Section 3 funds to be made available.

\*\*\* Discretionary UMIA Section 8 funds available for this activity. Work started in FY 1987

APPENDIX IV  
FY 1988 PROJECT FUNDING BY AGENCY ALLOCATIONS  
(8000)

	FEDERAL					STATE			LOCAL				PROJECT TOTAL
	UMTA		FHMA			MATCH FHMA	OTHER	TOTAL	UTMA * MATCH	FHMA MATCH	OVER MATCH	TOTAL	
	SEC 8	SEC 3	TOTAL	PL	TOTAL								
PLANNING REQUIREMENTS													
1.01 UMP ADMINISTRATION	22.4	0	22.4	24.65	24.65	0	0	0	5.6	4.35	0	9.95	57
1.02 MPO BOARD & COMMITTEE SUPPORT	28	0	28	34	34	0	0	0	7	6	0	13	75
1.03 UMP DEVELOPMENT	12	0	12	17.85	17.85	0	0	0	3	3.15	0	6.15	36
1.04 CITIZEN INVOLVEMENT	28	0	28	17	17	0	0	0	7	3	0	10	55
1.05 LEGISLATIVE ASSES- MENTS	6.4	0	6.4	5.95	5.95	0	0	0	1.6	1.05	0	2.65	15
1.06 DEVELOPMENT IMPACT & DRI-DIC TRAFFIC ANALYSIS	0	0	0	59.5	59.5	0	0	0	0	10.5	0	10.5	70
1.07 HIGHWAY SURVEILLANCE	0	0	0	29.75	29.75	0	0	0	0	5.25	0	5.25	35
1.08 REVIEW OF TRANSPORTA- TION PLANS, PROJECT PROPOSALS AND POLI- CIES	26.4	0	26.4	18.7	18.7	0	0	0	6.6	3.3		9.9	55
1.09 MAINTAIN TRAVEL MODELING CAPABILITIES	8	0	8	8.5	8.5	0	0	0	2	1.5	0	3.5	20
1.10 TRANSIT SYSTEM MONITORING	88	0	88	0	0	0	0	0	22	0	0	22	110
1.11 PREPARE SECTION S04 SERVICE PLAN	16	0	16	0	0	0	0	0	4	0	0	4	20

\* Includes 10% cash match provided by FDOT for each work element funded with with Section 8 UMTA funds up to a maximum total of \$61,000.00.  
For administrative purposes, this FDOT Cash Match is referred to as work element 1.15 (FDOT UMTA Grant Cash Match).

APPENDIX IV  
 FY 1988 PROJECT FUNDING BY AGENCY ALLOCATIONS  
 (\$000)

	FEDERAL					STATE			LOCAL				PROJECT TOTAL
	UNTA		FHMA			MATCH FHMA	OTHER	TOTAL	UTMA * MATCH	FHMA MATCH	OVER MATCH	TOTAL	
	SEC 8	SEC 3	TOTAL	PL	TOTAL								
1.12 TRANSPORTATION DIS- ADVANTAGED PLANNING	20	0	20	0	0	0	0	0	5	0	0	5	25
1.13 UPDATE CIVIL RIGHTS REPORT	20	0	20	0	0	0	0	0	5	0	0	5	25
1.14 PL LIAISON	0	0	0	0	0	30	0	30	0	0	0	0	30
1.15 FDOT CASH MATCH	0	0	0	0	0	0	61	61	0	0	0	0	61
<b>SUBTOTAL - PLANNING REQUIREMENTS</b>			275.2		215.9			91				106.9	689
* * * * *													
LONG-RANGE TRANSPORTATION PLANNING													
2.01 SOCIO-ECONOMIC MONITORING (LONG-RANGE)	30.4	0	30.4	31.45	31.45	0	0	0	7.6	5.55	0	13.15	75
2.02 LONG-RANGE TRANS- PORTATION PLAN **	0	0	0	0	0	0	100	100	0	0	0	0	100
2.03 LEVEL OF SERVICE POLICY DEVELOPMENT	0	0	0	17	17	0	0	0	0	3	0	3	20
2.04 PREFERENTIAL TRANSIT TREATMENTS ***	0	360	360	0	0	0	0	0	90	0	0	90	450

\* Includes 10% cash match provided by FDOT for each work element funded with with Section 8 UTMA funds up to a maximum total of \$61,000.00.

For administrative purposes, this FDOT Cash Match is referred to as work element 1.15 (FDOT UTMA Grant Cash Match).

\*\* PROJECT 2.02: State funds available for this activity.

\*\*\* PROJECT 2.04: UTMA Section 3 funds to be made available.

APPENDIX IV  
FY 1988 PROJECT FUNDING BY AGENCY ALLOCATIONS  
(\$000)

	FEDERAL					STATE			LOCAL				PROJECT TOTAL
	UMTA			FHMA		MATCH FHMA	OTHER	TOTAL	UMTA * MATCH	FHMA MATCH	OVER MATCH	TOTAL	
	SEC 8	SEC 3	TOTAL	PL	TOTAL								
SUBTOTAL - LONG-RANGE TRANSPORTATION PLANNING:			390.4		48.45			100				106.15	645
SHORT-RANGE TRANSPORTATION PLANNING													
3.01 TIP PREPARATION	8.8	0	8.8	18.7	18.7	0	0	0	2.2	3.3	0	5.5	33
3.02 SHORT-RANGE TRANSPORTATION DEVELOPMENT	16	0	16	17	17	0	0	0	4	3	0	7	40
3.03 NEIGHBORHOOD TRANS- PORTATION STUDIES	36	0	36	21.25	21.25	0	0	0	9	3.75	0	12.75	70
3.04 SOCIO-ECONOMIC MONI- TORING (SHORT-RANGE)	20	0	20	17	17	0	0	0	5	3	0	8	45
3.05 TRANSIT SYSTEM EVALUATION	40	0	40	0	0	0	0	0	10	0	0	10	50
3.06 COMMUNITY INFORMATION SUPPORT REFINEMENT	12	0	12	8.5	8.5	0	0	0	3	1.5	0	4.5	25
3.07 TRANSIT RIDERSHIP/ REVENUE ESTIMATION	24	0	24	0	0	0	0	0	6	0	0	6	30
SUBTOTAL - TRANSPORTATION PLANNING:			156.8		82.45			0				53.75	293

\* Includes 100% cash match provided by FDOT for each work element funded with with Section 8 UMTA funds up to a maximum total of \$61,000.00.  
For administrative purposes, this FDOT Cash Match is referred to as work element 1.15 (FDOT UMTA Grant Cash Match).

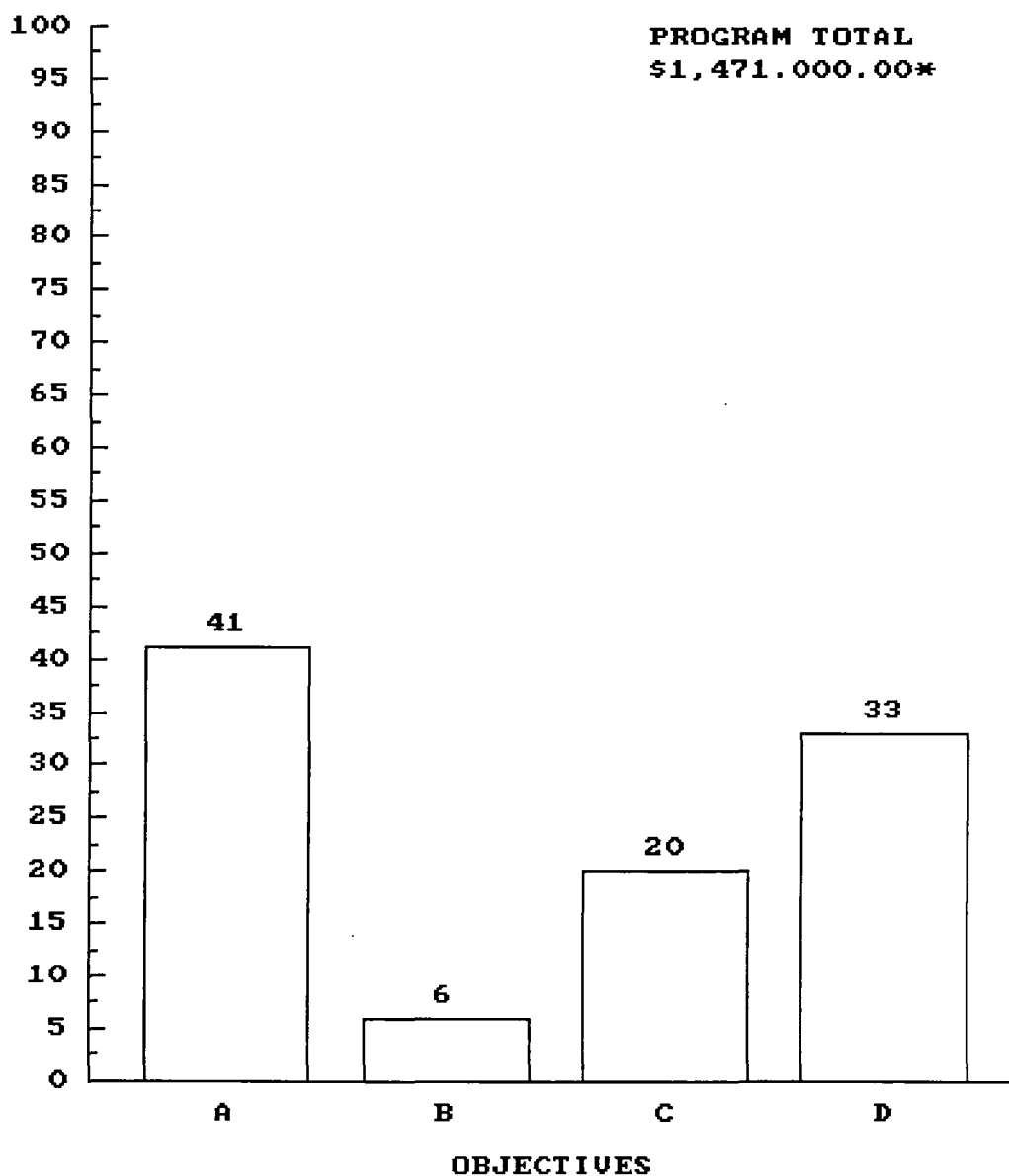
APPENDIX IV  
FY 1988 PROJECT FUNDING BY AGENCY ALLOCATIONS  
(\$000)

	FEDERAL					STATE			LOCAL				PROJECT TOTAL
	UMTA			FHMA		MATCH FHMA	OTHER	TOTAL	UTMA * MATCH	FHMA MATCH	OVER MATCH	TOTAL	
	SEC 8	SEC 3	TOTAL	PL	TOTAL								
INTEGRATED TRANSPORTATION SYSTEM													
4.01 COMPREHENSIVE BICYCLE PLANNING AND COORDI- NATION	9.6	0	9.6	11.05	11.05	0	0	0	2.4	1.95	0	4.35	25
4.02 INTERMODAL TRANS- PORTATION PLANNING	8	0	8	8.5	8.5	0	0	0	2	1.5	0	3.5	20
4.03 PRIVATIZATION PLANN- ING INITIATIVES ****	115	0	115	0	0	0	0	0	0	0	0	0	115
4.04 REGIONAL TRANSPORTA- TION SYSTEM COORDI- NATION	8	0	8	8.5	8.5	0	0	0	2	1.5	0	3.5	20
4.05 RIVERSTIDE CENTER/ METRO RAIL STATION FEASIBILITY STUDY	250	0	250	0	0	0	0	0	0	0	0	0	250
4.06 AIRPORT AREA TRANS- PORTATION	0	0	0	46.75	46.75	0	0	0	0	8.25	0	8.25	55
<b>SUBTOTAL - INTEGRATED TRANSPORTATION SYSTEM:</b>			<b>390.6</b>		<b>74.8</b>			<b>0</b>				<b>19.6</b>	<b>485</b>
* * * * *													
<b>GRAND TOTAL:</b>			<b>1213</b>		<b>421.6</b>			<b>191</b>				<b>286.4</b>	<b>2112</b>

\* Includes 10% cash match provided by FDOT for each work element funded with with Section 8 UMTA funds up to a maximum total of \$61,000.00.  
For administrative purposes, this FDOT Cash Match is referred to as work element 1.15 (FDOT UMTA Grant Cash Match).  
\*\*\*\* PROJECT 4.03: Discretionary UMTA Section 8 funds available for activity. Work started in FY 1987.

FY 1988 UPWP  
ALLOCATION OF PROGRAM FUNDS  
BY OBJECTIVES

% OF PROGRAM TOTAL



A - PLANNING PROCESS      C - SHORT-RANGE  
B - LONG-RANGE            D - INTEGRATED  
\*INCLUDES AWARDED FUNDING ONLY